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**The City of New York
Manhattan Community Board 8**

TRANSPORTATION COMMITTEE

Wednesday, May 2, 2018, 6:30 PM
New York Blood Center, 310 East 67th Street, Auditorium

MINUTES

Present: Michele Birnbaum, Lori Bores, Craig Lader, Rebecca Lamorte, David Menegon, Rita Popper, Barry Schneider, Charles Warren; Jordan Wouk (public member), Peter Borock (public member)
Absent (Excused): Tricia Shimamura, A. Scott Falk
Absent (Unexcused): Valerie Mason

Resolutions for Approval:

- Item 1: 46 East 81st St. - Revocable Consent** (page 1)
 - Item 2: E. 86th St. between Park Ave. and Madison Ave. - Parking Regulations** (page 2)
 - Item 3: 5th Avenue between 63rd St. and 64th St. Parking Regulations** (page 3)
 - Item 4: E. 83rd St. - Speed Humps** (page 4)
 - *Item 5: E. 60th St. between Park Ave. and Madison Ave. – Street Lighting** (Page 5)
 - Item 6: 20 East End Ave. – Revocable Consent** (Page 6)
- *Unanimous*

The meeting was called to order at 6:37 PM.

Item 1. 46 East 81st St.: Revocable Consent for a Fenced-In Area on the Sidewalk Directly in Front of the Property (*Requested by DOT, Franchises, Concessions and Consents*).

This application was presented by Jason Holmes, Architect, representing the applicant. This item was carried forward from the prior meeting, as Committee members had questions in April that were unable to be answered at that time. The height of the proposed fence is 3 feet, 6 inches, and will extend across the 20 foot length of the property. There are 2 gates, one in front of each existing doorway. The gates are painted iron fences, keeping with the design of the metal grillage on the 2nd floor windows. The fence is proposed to be higher than the immediate projecting fences, but will be lower than other fences on the block.

One member expressed concern regarding the height of the fence, as it is higher than that of some neighboring properties by a few inches.

WHEREAS NYC Townhouse LLC has applied for a new revocable consent for a fenced-in area on the sidewalk directly in front of their property located at 46 East 81st Street; and

WHEREAS the fence is contextual and will not adversely impact pedestrian flow;

BE IT RESOLVED that Community Board 8 **APPROVES** the request for a revocable consent for a fenced-in area in front of 46 E. 81st St. as presented;

Approved, 7 Yes, 1 No, 0 Abstention, 0 Not Voting for Cause; plus 2 Public Members voting Yes.

Yes (7+2): Bores, Lader, Lamorte, Menegon, Popper, Schneider; Warren, Borock (public member), Wouk (Public Member)

No (1): Birnbaum

Item 2. Discussion of Replacing the Parking Meters on East 86th Street between Park and Madison Avenue with Alternate Side Parking

This item was brought forward by Michele Birnbaum. The item was carried over from the April meeting, to allow nearby businesses and the East 86th Street Association a chance to provide input on the proposal.

This proposal seeks to remedy the lack of general parking on 86th Street between Park and Madison Avenues. There is currently muni-meter pay parking on both sides of 86th Street between Park and Madison Avenues, which is primarily a residential block that lacks retail activity commonplace in pay-parking zones. The nearby cross streets between Park and Madison Avenue have limited available parking during the day; there are various restrictions in place that resulting from school zones, CitiBike docking stations and loading docks, some of which are recent developments that have contributed to the reduction in general parking spaces.

The East 86th Street Association expressed support for the proposal, as did the Madison Avenue BID, which requested that the first four spots on the south side of 86th Street closest to Madison Avenue remain as 1-hour pay parking. There is nearby 1-hour pay parking is available along Madison Avenue, and on 86th Street between Lexington and Park Avenues.

WHEREAS East 86th Street between Park Avenue and Madison Avenue is a residential block with very limited commercial and retail activity; and

WHEREAS There has been a loss of alternate side parking spaces on nearby blocks in recent years; and

WHEREAS The East 86th Street Association supports the conversion of pay parking spaces to residential spaces on this block;

WHEREAS The Madison Avenue BID has requested four spaces on the block be maintained as muni-meter pay spaces;

BE IT RESOLVED that Community Board 8M **APPROVES** the request to implement alternate side parking regulations on East 86th Street between Park Avenue and Madison Ave., except for the first four spaces on the south side of East 86th Street closest to Madison Ave. which will remain as 1 hour metered parking.

Approved, 8 Yes, 0 No, 0 Abstention; plus 2 Public Members voting Yes.

Yes (8+2): Birnbaum, Bores, Lader, Lamorte, Menegon, Popper, Schneider, Warren; Borock (public member), Wouk (Public Member)

Item 3. Discussion of New Parking Regulations on the East Side of Fifth Avenue Between 63rd and 64th .

Ariel Holzer of Goldman Harris, LLC presented a proposal on behalf of 820 Fifth Avenue and 825 Fifth Avenue to modify curbside parking regulations. The proposal would provide two “no standing” zones, each 36 feet in length, directly in front of the entrances of the two residential buildings.

The request was made following implementation of new parking regulations along this block. Previously, the parking regulations were “truck loading only 7AM to 7PM, except Sundays”. A current NYCDOT initiative is converting truck loading zones (with no payment required) to pay commercial parking zones; this block underwent that change in December 2017, and now features signs indicating “3 hour metered parking commercial vehicles only”.

The intent of the change, according to NYCDOT, was to generate parking revenue and turn parking spaces over more frequently with a posted time limit as compared to a loading zone that essentially functioned as longer-duration truck parking. However, residents have noticed that since the new signage was installed, commercial vehicles are more likely to park for the full duration of the 3 hours permitted. This has resulted in the building entrances to 820 and 825 Fifth Avenue being blocked with more regularity, along with an increase in double parking resulting from passengers being dropped off and picked up in the left-most moving lane of Fifth Avenue.

Thus, the purpose of the request is to provide a remedy that would allow the entranceways these buildings to be free of vehicles and to alleviate double parking on Fifth Avenue. This would allow residents and guests of this building, which include a significant number of seniors and persons with disabilities and mobility challenges, safer access to the curbside for drop off and pick up.

The requestor has reached out to NYCDOT Manhattan Borough Commissioner Sanchez, who did not object to the proposal and recommended engaging the Community Board; the office of Councilman Powers also expressed support for the request.

While the Committee in the past has not generally granted special parking arrangements for individual buildings so as not to set a precedent, the requestor noted that the blocks between 62nd and 65th Street along Fifth Avenue are in a unique situation. These blocks share parking regulations with Midtown, and are at the northern extent of the zone in which truck loading zones were present. Numerous Committee members agreed that this is a unique situation, and that granting the request would not spark a districtwide call for changes in parking regulations in front of building entrances; there was also interest among some Committee members to make similar changes in front of other affected buildings, but that would require prior noticing and was unable to be addressed as part of this item. One member expressed concern that the 36 feet proposed for the no standing zones were too long in length, and should be shorter.

WHEREAS 820 Fifth Avenue and 825 Fifth Avenue are residential buildings located between 63rd and 64th Streets; and,

WHEREAS NYCDOT parking regulations and signage were modified in December 2017 in front of 820 Fifth Avenue and 825 Fifth Avenue from truck loading to 3-hour metered commercial parking as part of a Midtown Manhattan commercial parking initiative;

WHEREAS The change in parking regulations has resulted in vehicles blocking the building entrances at 820 Fifth Avenue and 825 Fifth Avenue with more regularity, along with more double parking in the left through lane of Fifth Avenue; and,

WHEREAS 820 Fifth Avenue and 825 Fifth Avenue has a large number of residents who have mobility challenges and require curbside access to facilitate safe pick-up and drop-off;

BE IT RESOLVED that Community Board 8M **APPROVES** the conversion of the curbside parking regulations directly in front of the entrances of 820 Fifth Avenue and 825 Fifth Avenue from 3-hour metered commercial parking to no standing.

Approved, 6 Yes, 2 No, 0 Abstention; plus 1 Public Member voting No and 1 Public Member voting to Abstain.

Yes (6): Birnbaum, Lamorte, Menegon, Popper, Schneider, Warren;

No (2+1): Bores, Lader, Wouk (Public Member)

Abstain (0+1): Borock (Public Member)

Item 4. 201 Installation of Speed Humps on East 83rd Street between 2nd Avenue and 3rd Avenue
(Request by NYCDOT)

speed humps on East 83rd Street between 2nd and 3rd Avenues. DOT staff explained that any resident may request a study to assess the feasibility for speed humps for specific blocks; in instances where schools are present, a speed hump request may be installed without having to seek approval from a Community Board. The study determined that speeding was taking place on the block, and that the installation of two speed humps was feasible based on the criteria of the DOT's Speed Hump Program. Questions posed by Marilyn Papas, a resident of the community, made a request to DOT asking for a feasibility study of Committee members generally related to whether speed humps are necessary on this block.

WHEREAS NYCDOT received a request from a community resident for a speed hump to slow traffic on East 83rd Street between 2nd Avenue and 3rd Avenue; and

WHEREAS NYCDOT conducted a study and determined that speeding occurs on East 83rd Street, and determined that two speed humps are feasible;

BE IT RESOLVED that Community Board 8M **APPROVES** the installation of two speed humps on East 83rd Street between 2nd Avenue and 3rd Avenue.

Approved, 8 Yes, 0 No, 0 Abstention; plus 1 Public Member Yes and 1 Public Member Abstention

Yes (8+1): Birnbaum, Bores, Lader, Lamorte, Menegon, Popper, Schneider, Warren, Borock (public member);

Abstain (0+1): Wouk (Public Member)

Item 5. Proposal to Improve Existing Street Lighting on East 60th Street (Request by NYCDOT and PDC)

Daniel White of Geto & de Milly, Inc., Paul Going of Atlantic Traffic, and Susan Snyder and George Thomas of City Visions presented on behalf of Zeckendorf Development a proposal to improve street lighting on East 60th Street between Park Avenue and Madison Avenue. The proposal is in conjunction with the anticipated Fall 2018 opening of Zeckendorf's 520 Park Avenue building, which is a newly constructed residential building designed by Robert A.M. Stern. Acquisition and installation costs would be funded by Zeckendorf.

The proposal includes the replacement of the 2 mid-block street lights currently located on East 60th Street between Park and Madison Avenue with lampposts of the Bishop's Crook design. Another Bishop's Crook fixture is to be added as an extension to the existing traffic signal pole at the northeast corner of the intersection at 60th Street and Madison Avenue. Two new mid-block lights would also be added. On the southwest corner of Park Avenue and 60th Street, there is currently a single cobra head light fixture that is

proposed to gain a second cobra head fixture attached to it, which would match the existing fixture on the opposite corner of the intersection.

The project team conducted a lighting study, which concluded that East 60th Street between Park and Madison Avenues has poor lighting conditions. The project includes conversion of remaining high pressure sodium (HPS) lights to Light Emitting Diode (LED) lights; in conjunction with the additional fixtures, the study concluded that the proposed future condition would provide significant improvements in luminance to the block on the roadway and the sidewalks.

Although lampposts with the Bishop's Crook's design are typically located within historical districts, NYCDOT does permit them in other areas that have a "substantial historic fabric intact", such as in areas in close proximity to historic districts. There is precedent within Community Board 8, including on neighboring blocks of Park Avenue and Madison Avenue between 60th and 61st Streets.

The project has received support from buildings neighboring 520 Park Avenue, as well as NYCDOT. Upon passage, NYCDOT would submit the proposal to the Public Design Commission.

WHEREAS 520 Park Avenue is a Robert A.M. Stern designed residential building located on East 60th Street between Park Avenue and Madison Avenue; and,

WHEREAS Existing lighting conditions along East 60th Street between Park Avenue and Madison Avenues were found to be poor in certain locations; and

WHEREAS East 60th Street between Park and Madison Avenue has a substantial historic fabric and shares context with neighboring historic districts;

WHEREAS NYCDOT has expressed support for the installation of Bishop's Crook Lampposts and LED lights proposed in the project;

WHEREAS Zeckendorf Development is proposing to incur all acquisition and installation costs related to the project;

BE IT RESOLVED that Community Board 8 supports the plan by Zeckendorf Development and NYCDOT to improve existing lighting on East 60th Street between Park Ave. and Madison Ave. through the installation of Bishop Crook lighting fixtures and LED lightbulbs

Approved, 8 Yes, 0 No, 0 Abstention; plus 2 Public Members voting Yes.

Yes (8+2): Birnbaum, Bores, Lader, Lamorte, Menegon, Popper, Schneider, Warren; Borock (public member), Wouk (Public Member)

Item 6. 20 East End Avenue: Revocable Consent to Construct, Maintain and Use Planted Areas With Fence.

This application was presented by Anna Baldassare, Landscape Architect, representing the Applicant. The applicant is requesting two planters, which will be located on 80th Street on the western side of property. One planter will be 22' 6'' in length, the other will be 22' 7'' in length; both will be and be 2'7'' wide. The planters will contain ilex hedge, and be surrounded with a 6'' granite curb; a fence will sit atop the granite curb. The design is a standard DOT fence matching the tree pits, and will be 2'6'' in height. The overall height of the curb and fence will be 2' 6''. The pedestrian clearance will be reduced by 2'7'', resulting in a width of 7' 8''. The project is being done to beautify the property, increase greenery to the site, and to keep the property

contextual with neighboring buildings with similar planters. There was some concern expressed by Committee members that the planters were not necessary and could create visual clutter.

WHEREAS 20 EEA Partners has applied for a new revocable consent for planted areas with a fence alongside a portion of the 81st Street frontage of 20 East End Avenue; and

WHEREAS 20 East End Avenue is a new building and is interested in beautifying the property and block;

WHEREAS the planters and fence are contextual and is not expected to adversely impact pedestrian flow;

BE IT RESOLVED that Community Board 8 **APPROVES** the request for a revocable consent to construct, maintain and use planted areas with fences at 20 East End Avenue, as presented;

Approved, 7 Yes, 1 No, 0 Abstention, 0 Not Voting for Cause; plus 2 Public Members voting Yes.

Yes (7+2): Bores, Lader, Lamorte, Menegon, Popper, Schneider; Warren, Borock (public member),
Wouk (Public Member)

No (1): Birnbaum

Item 7. Old and New Business.

Rita Popper and Rebecca Lamorte each shared common experiences when an escalator in a Second Avenue Subway station is under repair and the in-service escalators are both operating in the same direction. Also regarding escalators, a Rebecca Lamorte noted that the escalators between the station mezzanine level and platform level are at times all operating in the downward direction. In response, a letter from the Community Board will be drafted requesting that escalator banks between street level and mezzanine levels be available in both directions at all times at 72nd, 86th and 96th Streets, including during escalator construction, and that at least one of the three escalators in each station between the mezzanine level and platform level operate in the upwards direction at all times.

A member of the public described heavy machinery related to Second Avenue Subway construction that continues to block sidewalk access in front of three residential buildings immediately east of 2nd Avenue, including 306 East 83rd Street. The Committee said that the Board office would be asked to look into the situation.

There being no further business, the meeting was adjourned at 8:07 PM.

Respectfully submitted,

Charles Warren & Craig Lader, Co-Chairs