

**Statement of Amanda M. Burden, Chair, City Planning
Commission, and Director, Department of City Planning
before the
City Council's Subcommittee on Zoning & Franchises
on the
Department's Citywide Bicycle Parking Text Amendment**

March 31, 2009

Good morning Chair Avella and Chair Katz and distinguished members of the Zoning Subcommittee. It is a pleasure to be here to discuss the Department of City Planning's citywide Bicycle Parking Text Amendment. I'm joined today by Howard Slatkin, the Department's Deputy Director for Strategic Planning, and Stephen Johnson, the Project Manager.

I'm delighted to be here to discuss the proposed citywide text amendment which would encourage bicycle ridership by providing a long term and secure place to store bikes at home and at work.

Biking is an important part of the Mayor's plan to make New York the greenest city in the nation. The more people get out of their cars and onto bikes, the healthier the city will be.

City Planning studies and surveys have consistently found that the lack of safe and secure bicycle parking is a leading factor preventing people from cycling to work. In addition, a lack of bicycle storage facilities in residential buildings can make bicycle ownership difficult or impractical.

The Department of City Planning is proposing a text amendment to require indoor, secure, long-term bicycle parking in new residential buildings more than 10 apartments, offices, schools, hospitals, and stores over a certain size. The proposal would also require new public parking garages to provide 1 bike space for every 10 cars.

The new zoning would require that bicycle parking spaces be enclosed, secure, and accessible to designated users, such as residents, employees, or in the case of public parking garages, the general public.

It's important to note that we've designed the program to give property owners as much flexibility as possible in meeting the requirements. The amount of space that would be required for bicycle parking is very small with relation to the overall size of the building. For instance, a 50-unit residential building would require space for 25 bikes which could be accommodated in 150 - 375 sq. ft. Or an office building of 750,000 sq. ft. could accommodate 100 bicycle parking spaces in only 600 sq. ft. Since these requirements will be applicable only to new construction, substantial enlargements or residential conversions, these small areas can easily become part of the initial building layout. In addition, to ensure the new requirements do not encumber new developments, required bicycle parking would not count against the permitted floor area.

Howard will now take you through the zoning text amendment and describe the modifications that the City Planning Commission made to the proposal. As Howard will explain, in response to issues raised about impacts on affordable housing, the Commission modified the proposal to enable requirements to be reduced or waived where the HPD Commissioner determines that the required spaces would conflict with limitations on available subsidies.

I ask your support for this zoning text amendment. Through its passage, the City Council and the Administration can make another important step towards making New York a more sustainable city.

TRI-STATE TRANSPORTATION CAMPAIGN



March 31, 2009

Testimony in support of proposed zoning text amendments to mandate bicycle storage in new or enlarged buildings.

Good morning, my name is Kyle Wiswall and I am the General Counsel for the Tri-State Transportation Campaign. Tri-State is a regional policy watchdog organization working for a more environmentally sound and equitable transportation network in New Jersey, New York, and Connecticut. I am here today to voice our strong support for the proposed amendments to the New York City zoning codes.

The New York City Department of Transportation recently reported a 35% percent rise in bicycle commuting in the City of New York in the past year. This explosion of bike use has been supported and encouraged by laudable investment in bicycle facilities like bike lanes as part of the city's groundbreaking PlaNYC initiative. The increase comes at a time when the city realizes the utility of reducing emissions to improve our often poor air quality and in encouraging healthy habits of its residents – cycling achieves both of these ends with little cost. There is, however, one piece missing for many would-be bike commuters: a safe storage space at the commuter's destination.

A 2007 Department of City Planning survey of cyclists in New York City found that over 50% of respondents who would like to commute by bicycle, but do not, cited the lack of bicycle storage at their destination as the reason, making it the number one reason keeping people from riding their bicycle to work.¹ One needs only to keep the bicycle theft statistics in mind to understand the reasoning behind this: according to the city over 70,000 bicycles are stolen each year.

The proposed zoning code amendments provide the missing link by mandating bicycle storage in significant enlargements, use changes and new construction, for both commercial and residential buildings.

¹ NYC Dept. of City Planning, *the New York City Bicycle Survey*, p.15 (May 2007), available at http://www.nyc.gov/html/dcp/pdf/transportation/bike_survey.pdf.

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Opponents of this bill may testify today that it would impose too great a burden on developers and building managers, particularly for affordable housing projects. In fact, the residential requirements will be especially beneficial to residents of public and affordable housing where car ownership rates are low and bicycling serves as an inexpensive way to get around.

Recent modifications to the original zoning text amendments address many of the concerns of affordable housing developers and manager. But the measure also allows the building owners or managers maximum flexibility to determine the method and location of bike access, avoiding the unreasonable burden of mandating a one-size-fits-all parameter. Importantly, the zoning amendments would exclude the bicycle parking from the Floor Area Ratio calculation, so that the construction of bicycle parking will have minimal effect on the distribution of space in an addition or new development.

It should also be noted that many potential tenants will view the availability of secure bike parking as an attractive amenity.

Tri-State strongly urges the City Council to approve these text amendments and dramatically increase the availability of bicycle parking throughout the city. It is an easy but fundamental step towards a greener, cleaner and healthier New York City. Thank you very much for your time and the opportunity to speak.

Kyle Wiswall
General Counsel



March 30, 2009

Council Member Melinda Katz
Chairperson – Land Use Committee

Council Member Tony Avella
Chairperson – Zoning and Franchises Subcommittee

New York City Council
250 Broadway, 17th Floor
New York, NY 10007

Re: Bicycle Parking Zoning Text Amendment

Dear Council Members Katz and Avella:

The Metro Chapter of the American Planning Association commends the Department of City Planning (DCP) for its effort to encourage cycling as a travel mode by amending the zoning text to require bicycle parking in new buildings and other specified developments. This proposal would add an important link in the overall bicycling network of New York City, which has been recently expanded with the development of bike lanes and on-street bike racks by the Department of Transportation (DOT).

The addition of off-street bicycle parking requirements will help eliminate one barrier to increased cycling and enable greater modal choice, with the hope that parking availability will induce more widespread cycling. We support increased cycling as a form of sustainable transportation with tremendous health benefits that can help reduce traffic and transit congestion.

Recommendations

We would suggest the following recommendations to help make this requirement a success:

- **Guidelines and Enforcement:** DOT, DCP, and the Department of Buildings (DOB) should work together to develop guidelines for the location, layout, fixtures and operation of the required bicycle storage to assist architects and developers who may not have experience with providing bicycle storage. DOB should conduct periodic inspections to be sure parking areas remain usable and properly maintained.
- **Periodic Review:** DOT, DCP, and DOB should conduct a periodic review of the results of the new requirement, including surveys of building managers and building users across the boroughs regarding utilization and operation of the required parking facilities. We urge the Council and the Administration to pursue grant funding of follow-up studies for this and other zoning initiatives.



Council Members Katz and Avella
Bicycle Parking Zoning Text Amendment
March 30, 2009

- Vehicular Parking Reductions: In the event high rates of utilization are found, DCP should consider reducing the requirements for vehicular parking associated with new development while also expanding bicycle parking requirements.

We urge the City Council to vote in favor of DCP's proposal, and we further hope that you will help to encourage the implementation of these recommendations.

Sincerely,

A handwritten signature in cursive script that reads "Donald Burns".

Donald C. Burns, AICP
President, New York Metro Chapter
American Planning Association

About the APA Metro Chapter

The New York Metro Chapter of the American Planning Association represents more than 1,300 planners, designers, engineers and other professionals involved in planning for the region's communities. Our members work in the private sector, in nonprofit organizations and in government agencies to address planning issues affecting the physical, social and economic environment of the metropolitan region (New York City, Long Island and the Hudson Valley). We are part of the American Planning Association whose 46,000 members are dedicated to creating livable communities of lasting value.

The NY Metro Chapter is particularly committed to promoting planning-related public education, encouraging broad participation in planning decisions, and collaborating with other organizations to advocate the highest standards of the planning profession.

NYSFAH

NEW YORK STATE ASSOCIATION FOR AFFORDABLE HOUSING

5925 Broadway • Bronx, New York 10463

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Good morning, I am Bernie Carr, executive director of the New York State Association for Affordable Housing. NYSFAH is a statewide organization of developers and others involved in the financing and building of affordable housing. The bulk of our 300 members work throughout New York City's five boroughs and are collectively responsible for most of the housing built with city, state, or federal subsidies in NYC in recent years.

It has been my pleasure to work with the City Council on many issues related to affordable housing development. Today, I am here to support of L.U. 1038, a citywide zoning text amendment which establishes requirements for bike parking in new residential buildings.

While we support efforts to encourage bicycle use, we were initially concerned that bike parking requirements would increase the cost of affordable housing construction, resulting in fewer units of much needed housing for low and middle income New Yorkers. Since last fall, our members and staff have worked with representatives of the Department of City Planning and the Department of Housing Preservation and Development to address these concerns. We thank them for their willingness to work with the affordable housing community to craft legislation that takes our special considerations into account.

The bill contains a waiver provision that applies to affordable housing, which is defined basically as buildings that are being built with income restrictions and/or a government grant, loan, or subsidy. Under the waiver, the commissioner of the Department of Housing Preservation and Development can waive or reduce the amount of bike parking if there is insufficient space in the building to accommodate the required number of spaces on or below the first story.

We believe that the ability to seek a waiver is very important for affordable housing. We examined a number of buildings currently on the drawing board and found that the bike parking specified in the initial proposal could result in additional development costs, resulting in either increased public subsidy or the loss of affordable units. Since many of our residents live in northern Manhattan or the outer boroughs and commute on public transportation—sometimes long distances—the demand for bike parking would in many cases be small and the public benefit in terms of reduced congestion and pollution limited. Giving the HPD commissioner the discretion to decide when to waive or reduce the amount of bike parking is a sensible solution to this problem.

Once again, on behalf of NYSFAH, thank you for your continued support of affordable housing development. We look forward to continuing to work with you.



RICHARD N. GOTTFRIED
75TH ASSEMBLY DISTRICT

CHAIR
COMMITTEE ON HEALTH

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HEALTH
HIGHER EDUCATION
MAJORITY STEERING

CHAIR
MANHATTAN DELEGATION

Eastern Rail Yard Project

Assembly Member Richard N. Gottfried

Statement at

City Council Zoning and Franchises Committee

Council Committee Room, City Hall

Wednesday, March 31, 2009

My name is Richard N. Gottfried. I represent the 75th Assembly District in Manhattan, which includes Chelsea, Hell's Kitchen, Midtown, part of the Upper West Side, and Murray Hill. The district includes the Eastern and Western Yards. I regret that the legislative session in Albany prevents me from testifying in person.

My comments relate to the four proposed text amendments with additional comments on the general development proposal. I recommend approval of the text amendments, subject to conditions.

Parking and traffic congestion. The text amendments would make three important changes in the parking requirement for the Eastern Rail Yard. The first two amendments make sense: to no longer require parking and to cap commercial and community facility parking at 350 accessory spaces. I recommend changing the third amendment, to reduce the proposed cap on total parking spaces from 1,000 accessory spaces to 720.

Parking should be limited in the Eastern Rail Yard and the site should be developed in such a way as to encourage use of public transit. Traffic congestion in this area already interferes with the quality of life of my constituents. Reducing traffic will improve the efficiency of transportation and the City's economy. The total number of parking spaces allowed under current zoning should be reduced. The available parking should be limited to use by on-site residential and commercial users. Any parking facility built on this site should mitigate commuter traffic.

Residential Corridor. Currently, zoning in the southwest portion of the Eastern Rail Yard allows only community facility use. The proposed text amendment to allow residential use in the southwest portion of the Eastern Rail Yard would promote 30th Street as a residential corridor by allowing a residential building to be located at the

corner of Eleventh Avenue and 30th Street and by concentrating the required community facility use in the middle of the 30th Street frontage. I support it.

Community Facility. The proposed text amendment that would eliminate the retail use requirement for community facility buildings on the ground floor facing the outdoor plaza and the High Line should be approved. This text amendment would prevent uses of the outdoor plaza, the High Line, and the community facility from being combined with potentially incompatible retail uses.

School capacity. In view of the growing school overcrowding problem in New York City, especially in School District 2, the current school plan for the Rail Yards should be expanded and should come on line sooner.

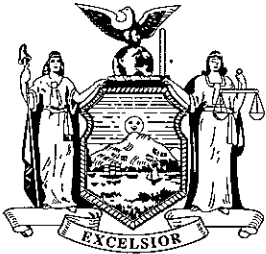
I suggest that additional school capacity, beyond what is proposed for the Western Rail Yard, be incorporated into the cultural facility. It could be "themed" to take advantage of that co-location. The school or schools should be locally zoned schools, open to the whole community. It is essential that the schools include adequate dedicated school playground facilities.

High Line. Everyone involved in the planning and development of the Western and Eastern Rail Yards needs to understand how important it is to the community that the High Line and its unobstructed view corridors be preserved and enhanced, and to incorporate that proposition in their plans.

Removal of the High Line spur at the southeast corner of the Eastern Rail Yards is unnecessary and would violate New York's commitment to maximizing the preservation and revitalization of the High Line. This is not acceptable. After many months, there has not yet been a solution to this problem, while other issues have been resolved. Related should work with Friends of the High Line and the community to develop a creative solution that preserves and enhances the High Line and the planned building. This can and must be worked out.

Open space and sustainability. More needs to be done to maximize open space. The development team needs to work closely with Michael Van Valkenburgh, the team selected to complete the Hudson Yards Boulevard and Park design. Open space in the Eastern Rail Yard should be aesthetically and functionally linked to the Boulevard and Park, the High Line and the Hudson River Park. Additionally, the developers should improve green building sustainability by incorporating green roofs, using materials and resources that would increase the site's LEED certification; and improving water efficiency by incorporating storm water recapture. The developers should also work to improve indoor environmental quality.

I appreciate the opportunity to submit these comments and look forward to working with the City Council to improve the project.



News from...

Senator Thomas K. Duane

29th SENATORIAL DISTRICT - NEW YORK STATE SENATE

TESTIMONY BY NEW YORK STATE SENATOR THOMAS K. DUANE
BEFORE THE NEW YORK CITY COUNCIL SUBCOMMITTEE ON
ZONING & FRANCHISES
REGARDING THE TEXT AMENDMENTS TO
ZONING AT THE EASTERN RAIL YARDS

March 31, 2009

My name is Thomas K. Duane and I represent New York State's 29th Senate District, within which lie both the Western and Eastern Rail Yards and the surrounding neighborhoods of Chelsea and Clinton-Hell's Kitchen. Thank you for the opportunity to testify.

The Eastern Rail Yards development is an historic opportunity for New York's future. By bridging the Rail Yards, a hole in the West Side which divides Chelsea from Clinton-Hell's Kitchen will be filled with a dynamic new residential and commercial community centered around a large public open space. Moreover, the long-term lease of the land will provide the Metropolitan Transportation Authority (MTA) with a steady flow of much-needed capital.

The effort to build on the Rail Yards has been a long and, at times, extremely contentious process, thus I am pleased to now offer my support of this proposal. I am grateful to the MTA and the Related Companies (Related) for their commitment to working with the community, and for following some of the recommendations that Community Board Four (CB4), I and other local elected officials made during the development of the guidelines for the Request for Proposals for the site. In particular, I have long believed that the reintroduction of the street grid to the superblock bounded by 30th and 33rd Streets and 10th and 11th Avenues is simply smart urban planning. Related and the New York City Department of City Planning's recognition of this and the subsequent change in design will ensure a development that is connected to the surrounding neighborhoods and has a distinct New York City context.

The text amendments themselves make small changes to the Eastern Rail Yards landscape, but as CB4 has noted, they will contribute to a much better thought-out development. First, allowing a residential building on the southwest corner of the site is a positive step toward creating a residential corridor along 11th Avenue, long a goal of CB4 and the community. It will enliven the neighborhood and allow for a more sensible distribution of development throughout the site. The amendment to eliminate the retail requirement for the community facility is a prudent change that recognizes the possible incompatibility of some commercial and community uses. Finally, the limitations on the number of parking spaces in the development, where they are located and how they can

be accessed are testament to the hard work that CB4 and Related put into resolving this contentious issue.

While not part of the package of amendments being addressed today, I also want to commend the developer for agreeing to CB4's request to reduce the number of vehicular curb cuts on 30th Street to two. It is important that 30th Street not become a block-long, back-of-the-house loading zone and instead realizes its potential, with its great width and position parallel to the High Line, as a major community thoroughfare to the Hudson River. In addition, Hudson Yards Development Corporation's (HYDC) creation of a Construction Task Force will reap dividends in the years to come as it is a step toward a smoother process going forward, something which we can all agree is a priority.

Despite these laudable steps, I still have several concerns. As one of the most highly-anticipated and important public works in our City, the High Line has a role in the future of the Eastern Rail Yards and steps must be taken now to ensure that it is unobstructed and preserved in its entirety. In particular, the High Line at this site must be completely independent, without intrusion from adjacent buildings or unnecessary overbuild. It is also imperative that Related make a commitment to preserving the High Line's Tenth Avenue Spur, which is potentially one of the most unique and dynamic spaces on the West Side and now faces an uncertain future.

Finally, the residential development at both the Eastern and Western Rail Yards will greatly add to the already overwhelming number of new residents settling on the West Side of Manhattan, and will thus exacerbate our current epidemic of school overcrowding. While I was happy to help secure a commitment from the MTA and HYDC to create a school on the Western Rail Yards, more classroom space will inevitably be needed and we must begin to plan now for the future.

The development of the Eastern Rail Yards is a once-in-a-generation opportunity. I am truly excited to have played a part in its planning and to add my thoughts on it here today. Integrating the superblock into the urban grid and adopting these text amendments will help ensure a lively community worthy of New York City and the West Side. Still, more can be done to ensure the success of the development, and I look forward to continuing to work with the interested parties and the New York City Council towards this end.

January 8, 2009

Jay Cross
President, RG ERY LLC
c/o Related Companies, L.P.
60 Columbus Circle
New York, NY 10023

Elliot G. Sander
Executive Director and Chief Executive Officer
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017

Re: Eastern Rail Yard Development Plan

Dear Messrs Cross and Sander:

The Hudson Yards Community Advisory Committee (HYCAC) writes to offer its comments on the development plan for the Eastern Rail Yard (ERY), as presented by Related at our public forum on December 1, 2008 and in the pending application to the Department of City Planning for zoning text changes.

With Manhattan Community Board 4, HYCAC has been consistently engaged in the development process for the entire West Side Yard, from the beginning of the current effort in July 2006. We have held five public forums and many smaller meetings to solicit the community's participation, and we have provided written comments to the MTA, the Hudson Yards Development Corporation, the development community and, most recently the Department of City Planning on the draft scope of work for the Western Rail Yard Environmental Impact Statement.

We are grateful to the Related team for its participation in the two recent forums concerning the West Side Yards (WRY), on September 15, 2008 concerning the Western Rail Yard and December 1, 2008 concerning the ERY, for their willingness to engage in substantive discussions with our community, and for the careful attention they have given to many of our concerns.

This letter provides some general comments on the ERY development plan. In a separate letter to the Department of City Planning (copy attached), CB4 is providing comments on the proposed zoning text changes. We endorse those comments.

The Site Plan

In general, the site plan is significantly improved from the proposal submitted by Related in response to the RFP.

Connections. We are pleased that the street grid is being reintroduced to such an extent, consistent with the recommendations in our January 8, 2008 letter to the MTA. The streets must be planned and operated as real city streets, with full public access, parking regulations, sidewalks and street-level retail uses.

Access from Tenth Avenue, through the retail center, must be integrated, as much as possible, with the street grid, and function as pedestrian extensions of 31st and 32nd Streets. Pedestrians must be able to see through the space, from Tenth Avenue to the open space on the ERY, and vice versa. Signage must invite the public in and through, and include wayfinding to the WRY and Hudson River Park beyond.

Street-level on 30th Street. Because the only solid ground in the ERY development site is along 30th Street, you have concluded that all parking spaces and loading facilities for the entire site must be accessed only from 30th Street. We urge reconsideration; though we recognize the engineering challenges of the site, loading and delivery activities would be better accommodated if they could be distributed throughout the site. In any event, care must be taken to ensure that 30th Street becomes a grand boulevard to the river and not the “back-of-house” loading dock portion of the site. This is especially important since the plans for the WRY and the northern portion of the Special West Chelsea District envision the transformation of 30th Street into a residential promenade between Tenth Avenue and the Hudson River. Curb cuts must be reduced in number and shared. Loading docks must be inside the facility, as at Time Warner Center.

The space under the High Line must be creatively planned to provide small, active storefronts for neighborhood uses, including local market, retail and gallery space, and perhaps space for small not-for-profit organizations.

Replace the Cultural Center with a Community Facility. The comments in our January 8, 2008 letter remain apt: we support the desire to enliven the rail yards with cultural activity, but believe that can best be accomplished by providing substantial but smaller spaces throughout the development for small cultural uses, especially performance, rehearsal and administrative space for theatrical and arts companies.

A school is a bigger priority for us than an undetermined cultural facility. The school planned for the WRY will not be adequate to meet the existing and forecast demand for additional school seats. The space designated for community facility use on the ERY should include an additional school. The school must be locally zoned, but could have a curriculum related to other cultural uses in the building. It would make a great new location for the Professional and Performing Arts School now located in overcrowded shared space in PS 17 on West 47th Street between Eighth and Ninth Avenues.

Plans must include affordable housing

We are pleased that Related's plans include the maximum amount of residential development allowed by the zoning. But there is no concrete plan to make any of the new housing affordable.

We have consistently advocated that 30% of the residential development on this public site must be allocated to permanent affordable housing for low-, moderate- and middle-income families. Of 1900 new dwelling units on the ERY per the EAS, 570 units must be permanent affordable housing.

Commit Now: Preserve the High Line, Save the Spur

More than 165 people came to the public forum on December 1, 2008, most of them to demand -- as we have long insisted - that the High Line must be preserved in its entirety, including the Spur over Tenth Avenue at 30th Street. Related's plans have consistently included preservation of the High Line, but the future of the Spur is less clear. The arguments in favor of the Spur have been forcefully articulated by Friends of the High Line and others:

- **The High Line, including the Tenth Avenue Spur, is an irreplaceable historic structure.** We should not allow pieces of the High Line to be chopped off.
- **The High Line is the one and only piece of historic architecture at the rail yards site.** The High Line is what will stitch this entirely new development back into the fabric of the city and the surrounding neighborhood;
- **The High Line creates value.** If we had listened to the real estate community five years ago, the High Line would never have happened. The reality is that the High Line has created more value for the real estate community in Chelsea than we ever could have imagined. It will do the same at the rail yards.
- **The High Line is all about making connections, and the Tenth Avenue Spur is a connector.** Like the other spurs to the south, between 15th and 17th Streets, the Tenth Avenue Spur was built to reach out to surrounding buildings and to extend those connections. In this case, this spur was built to carry mail to the Morgan Post Office Annex. So the Tenth Avenue Spur is an extremely clear example of this connective aspect of the High Line and, therefore, is an integral part of the High Line's history.
- **The Spur will be one of New York's iconic "destination" spaces,** like the steps of the Met or the clock at Grand Central Terminal. People will say, "Meet me at the Spur."
- **The Tenth Avenue Spur would be one of the most exciting public spaces at the rail yards.** The Spur makes a strong visual connection to the other location where the High Line crosses Tenth Avenue -- the Tenth Avenue Square at 17th Street -- one of the most exciting spaces in Section 1 of the High Line.
- **The Spur is what announces the High Line at Tenth Avenue.** At 30th Street, the High Line is over 100' away from Tenth Avenue and moving to the west. Without the spur, the High Line will be largely invisible from Tenth Avenue.

- **The Spur extends pedestrian connections into the surrounding neighborhood.** This is both good design and a safety issue. With the traffic on Tenth Avenue and the entrance to the Lincoln Tunnel, the intersection of Tenth Avenue and 30th Street is currently difficult, even dangerous, to navigate as a pedestrian. With a High Line access point on the east side of Tenth Avenue, the Spur would provide safe and uninterrupted pedestrian circulation, above the traffic, across Tenth Avenue.
- **The Spur is unique.** The Tenth Avenue Spur is the biggest single area on the entire length of the High Line and, as such, presents design opportunities that are not possible anywhere else along it.
- **Remember Penn Station:** 50 years from now, history will not look kindly on us if the High Line is not preserved. Let us not repeat past mistakes.

The uncertainty about preservation of the High Line must end. MTA and Related must join the City in making a definitive commitment to full preservation of the High Line. The High Line must be owned and operated by the City, and designed and programmed as a public park and a comprehensive whole from its beginning at Gansevoort Street to its end at the Javits truck marshalling yard at 34th Street. Design of the portion of the park on the West Side Yard must be coordinated with Related and MTA as plans progress.

Regular HYCAC Meetings Should Continue

We are grateful for the constructive engagement that has taken place so far between Related, HYCAC and the broader CD4 community. It has resulted in a better plan, and in a better understanding by all of the stakeholders of the complex issues involved in successful development of the West Side Yard. Regular meetings between Related and the HYCAC should continue to be scheduled as the planning and development process moves forward.

Thank you in advance for your consideration of these comments.

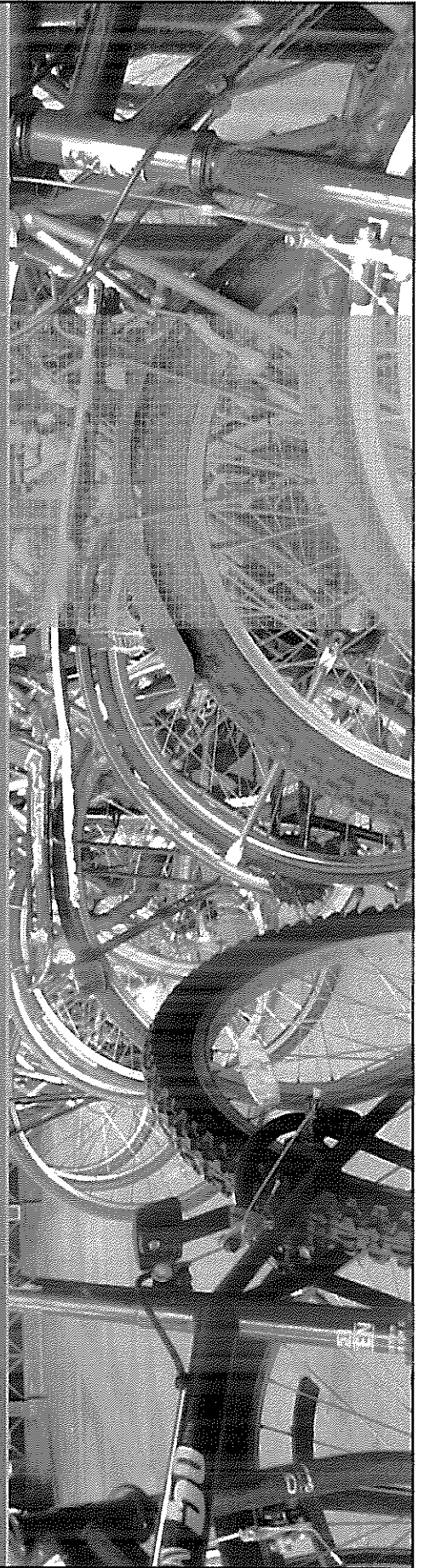
Sincerely,

Anna Hayes Levin, Chair

Cc: Related – Vishaan Chakrabarti, Michael Samuelian, Joanna Rose
 Melanie Meyers, Fried Frank
 MTA – Elliott G. Sander, William Wheeler, Rocco Krsulic, Hilary Ring, Jim
 Henley, Jeremy Soffin
 DCP David Karnovsky, Edith Hsu-Chen, Frank Ruchala
 HYDC – Ann Weisbrod, Wendy Leventer, Aaron Kirsch
 HYCAC Members

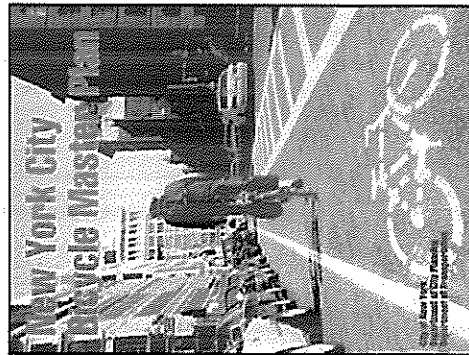
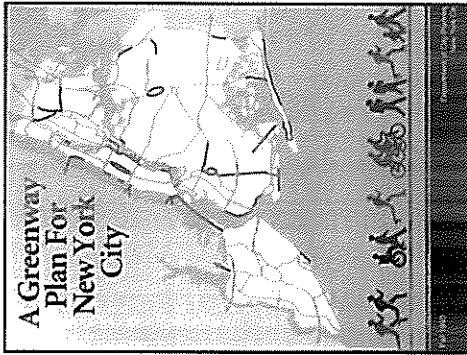
ZONING FOR BICYCLE PARKING

NYC Dept of City Planning
Transportation Division
March 2009



Background – Federal Legislation and Bicycle Planning in New York City

1991 Intermodal Surface Transportation Efficiency Act (ISTEA) Congestion Mitigation Air Quality (CMAQ)



- Improve Air Quality
- Reduce Energy Costs
- Reduce Congestion
- Lower Transportation Costs



- 350 Mile Network of Greenways (1993)
- Comprehensive 909 Mile Bicycle Network (1997)
- Implement Network of Bicycle Facilities
- Improve Safety
- Provide Bicycle Parking and Support Facilities
- Improve Bicycle Access on Bridges and Mass Transit
- Institutionalize



Background – Bicycle Planning in New York City

This project is part of a multi-pronged, multi-agency effort to support bicycle use in the city:

Bicycling in PlanNYC

1. The bicycle network
 - a) Full build-out Bicycle Master Plan
 - b) 200 New Miles of Bike Lanes by 2009
2. Parking
3. Promotion
4. Education and Enforcement
5. Mainstreaming

Bicycling in DOT Strategic Plan

1. Double Commuting by 2015
2. Triple Commuting by 2020
3. Install 5,000 Outdoor Bike Racks by 2009
4. Bike Rack Design Competition



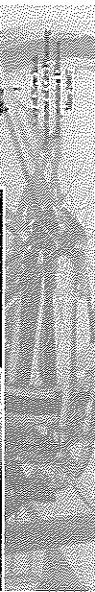
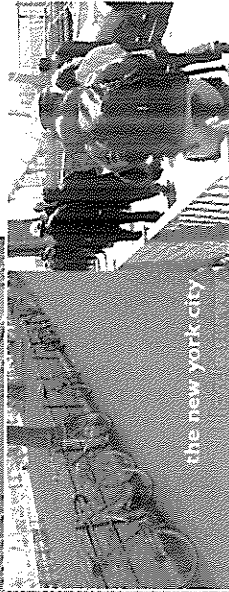
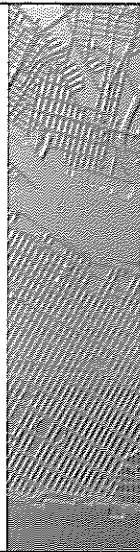
Background – City Planning Reports

DCP research shows a need for secure bicycle parking facilities at home and at work:

- New Yorkers use bicycles for recreation, exercise, shopping and commuting
- Bicycle ownership generally requires secure indoor home storage
- Cyclists considering commuting place a high priority on indoor bike parking
- Top 2 Reasons non-commuting cyclists do not commute by bike:
 - 1) driver behavior/traffic
 - 2) lack of safe storage at work

THE STATE OF CYCLING
IN NEW YORK CITY
A Report Based on an Interactive Session Held for Bike Month

BIKE
MONTH
NYC
2006

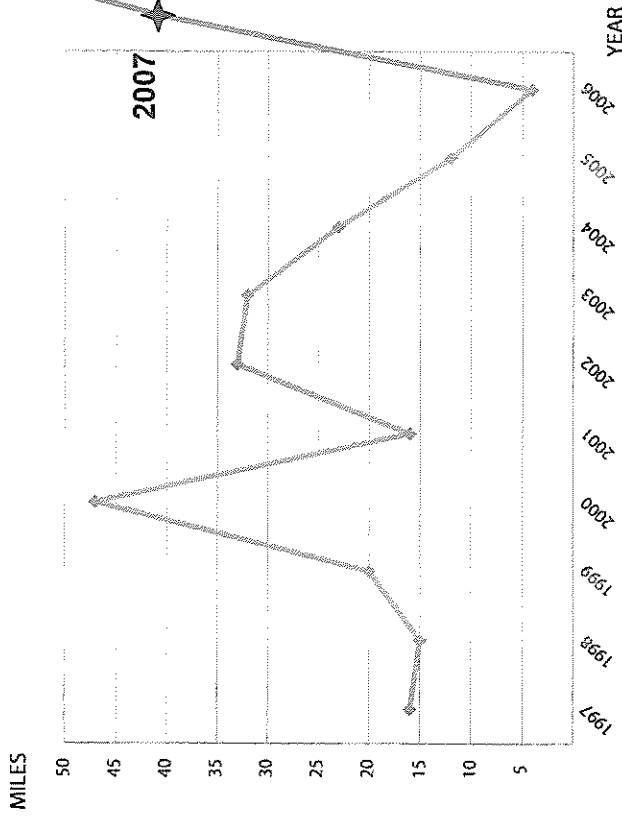


Department of City Planning
City of New York
TRANSPORTATION DIVISION
January, 2006

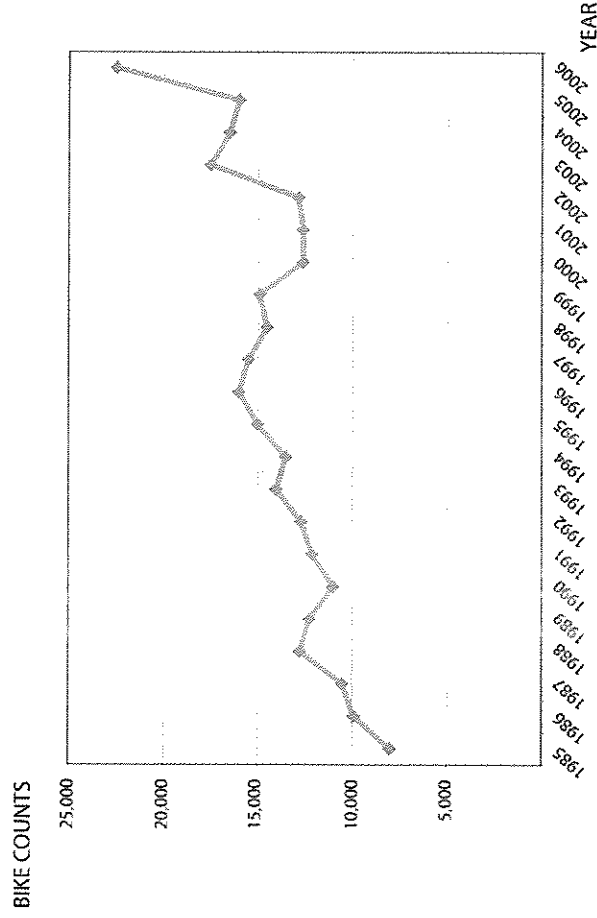
Background – Trends

Cycling is on the rise in New York City:

Miles of New Bicycle Facilities 1997 - 2006



DOT Annual Count of Bicycles Entering Manhattan Core 1985 - 2006



2009

2008

2007

*Current Annual count: More than doubled (116%) from 2000 – 2008;
35% increase from 2007 to 2008.*

Background – Types of Bicycle Parking

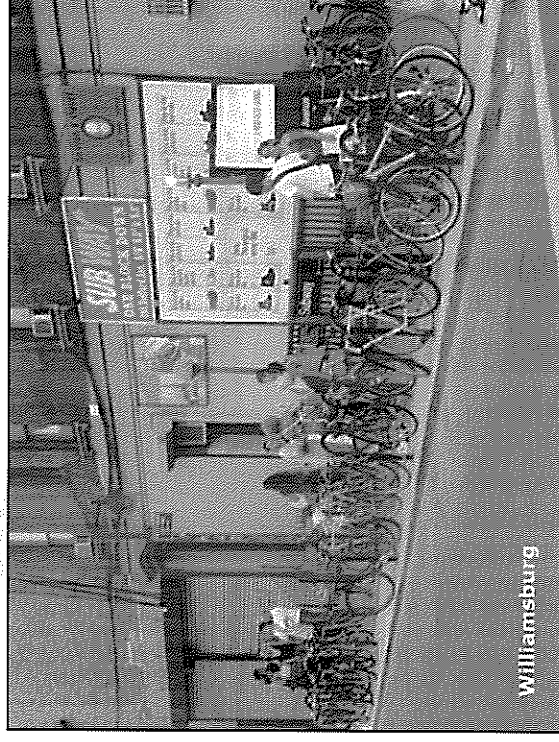
Class 1 Bicycle Parking

- Secure
- Covered and usually indoors
- Weather protected
- Long-term (more than a few hours)
- For residents, employees, students



Class 2 Bicycle Parking

- Less Secure than Class 1
- Usually outdoors, open
- Best suited to short-term use
- For shoppers, customers, messengers, visitors



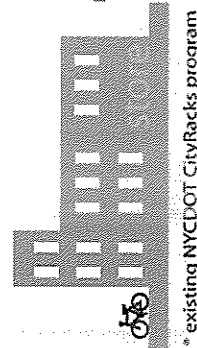
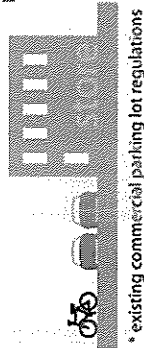
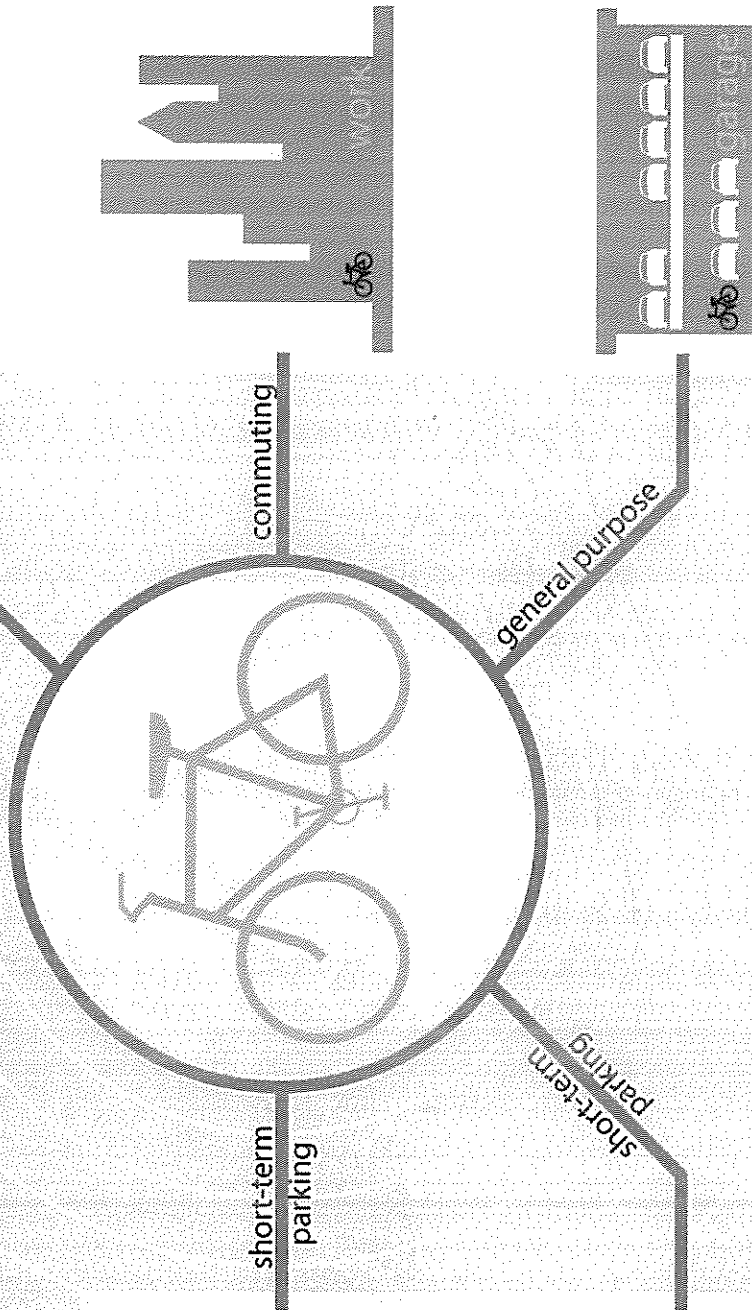
Background -- Types of Bicycle Parking

Types of Bicycle Parking

Class 1: Indoor, secure, longer-term parking

Class 2: Outdoor, less secure, short-term parking

This project focuses on secure, longer-term bicycle parking.



CLASS 1 BIKE PARKING

CLASS 2 BIKE PARKING

Bicycle Parking Text Amendment -- Goals

In new or significantly enlarged buildings, and conversions to residential uses, require facilities for secure parking and long-term storage of bicycles:

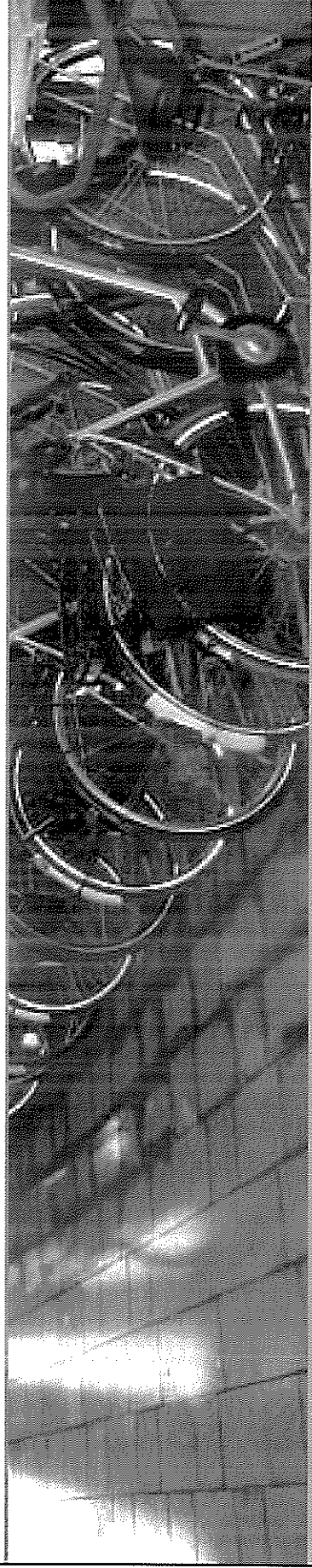
Multifamily Residential: provide parking where bicycles are stored most of the time.

Commercial and community facilities: provide parking for employees to support bicycle commutation.

Public parking garages: support bicycles as a transportation mode.

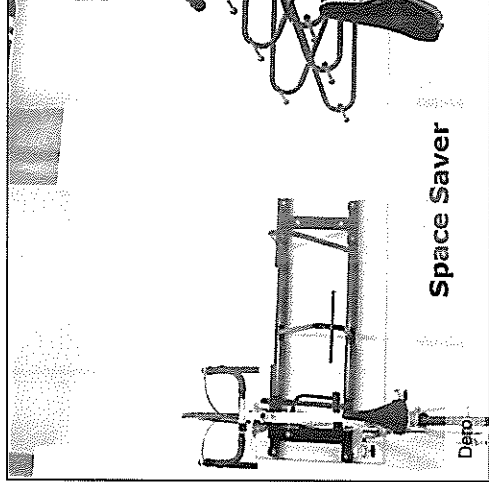
Balance bicycle parking with the needs of new development:

- allow a range of parking solutions and flexibility in meeting requirements
- do not count required facilities toward floor area
- allow waiver of requirements for small buildings and other unusual conditions

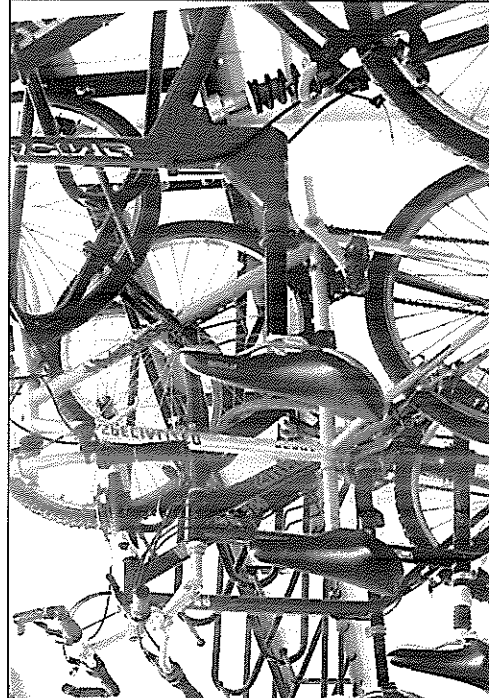


Bicycle Parking Text Amendment -- Parking Systems

A variety of technologies exist from simple to space-saving:



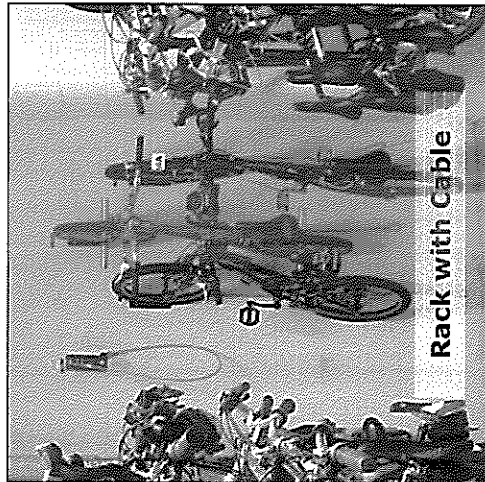
Space Saver



Hanging Hooks



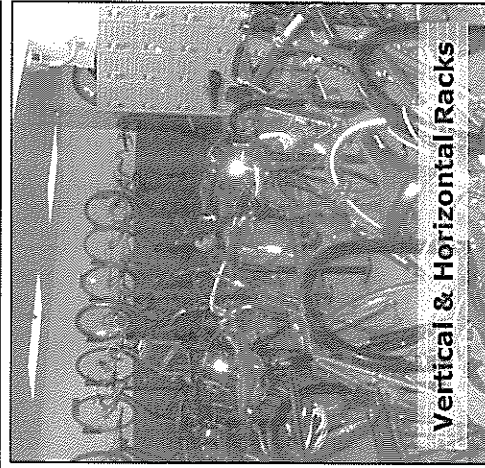
Floor Mounted



Rack with Cable



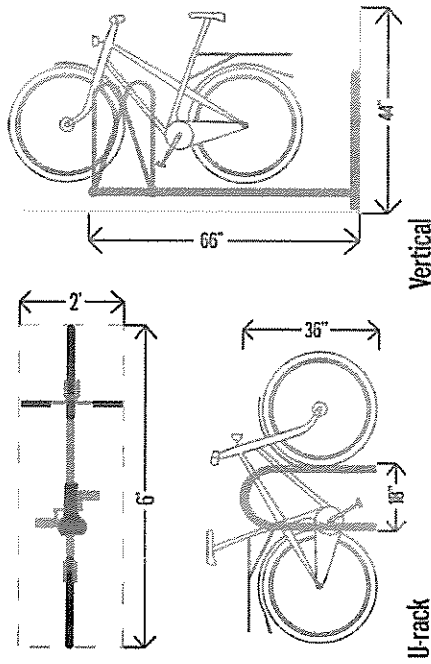
Doubleparker



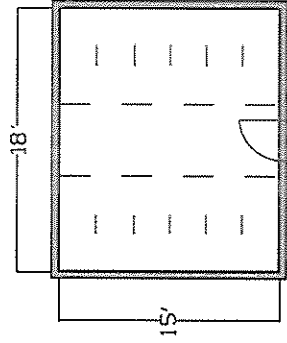
Vertical & Horizontal Racks

Bicycle Parking Text Amendment -- Size of Spaces

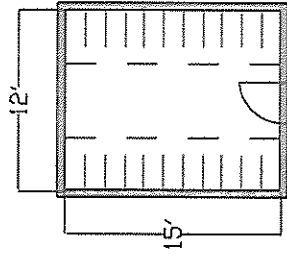
Bicycle parking can be accommodated in 15 square feet per space or less:



Medium Bike Room -- 20 bikes

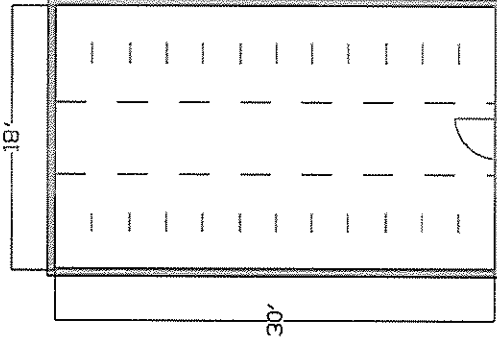


total area: 270 sq ft
space per bike: 13.5 sq ft

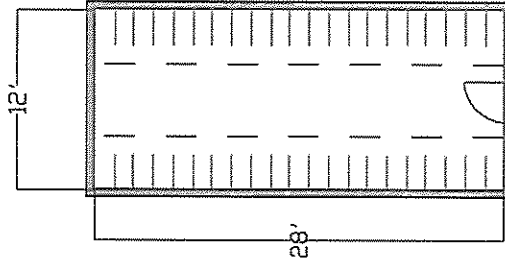


total area: 180 sq ft
space per bike: 9 sq ft

Large Bike Room -- 40 bikes

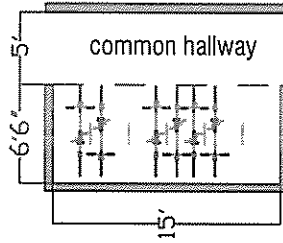


total area: 540 sq ft
space per bike: 13.5 sq ft

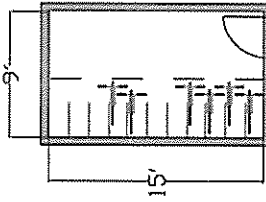


total area: 336 sq ft
space per bike: 8.4 sq ft

Small Bike Room -- 10 bikes



total area: 97.5 sq ft
space per bike: 9.75 sq ft



total area: 135 sq ft
space per bike: 13.5 sq ft

U rack
vertical
* all layouts include a 5' wide aisle

Bicycle Parking Text Amendment – Flexibility in Location

There are many ways that new buildings can be configured to provide accessible bicycle parking and storage:

Residential buildings

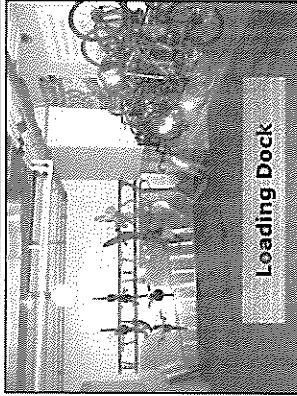
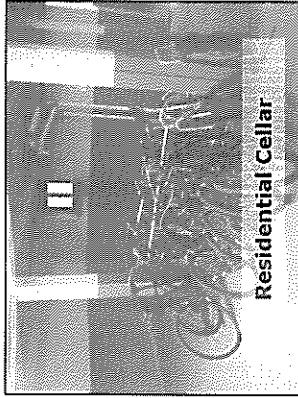
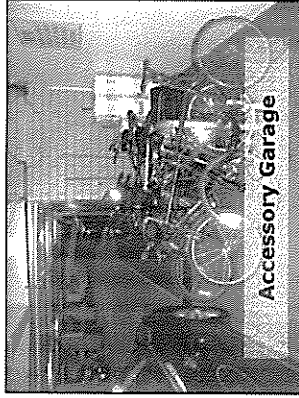
- in cellar
- on ground floor
- in rear yard
- in parking garage
- along wall niche in common area

Commercial and other buildings

- in cellar
- on loading dock
- in parking garage
- on ground floor

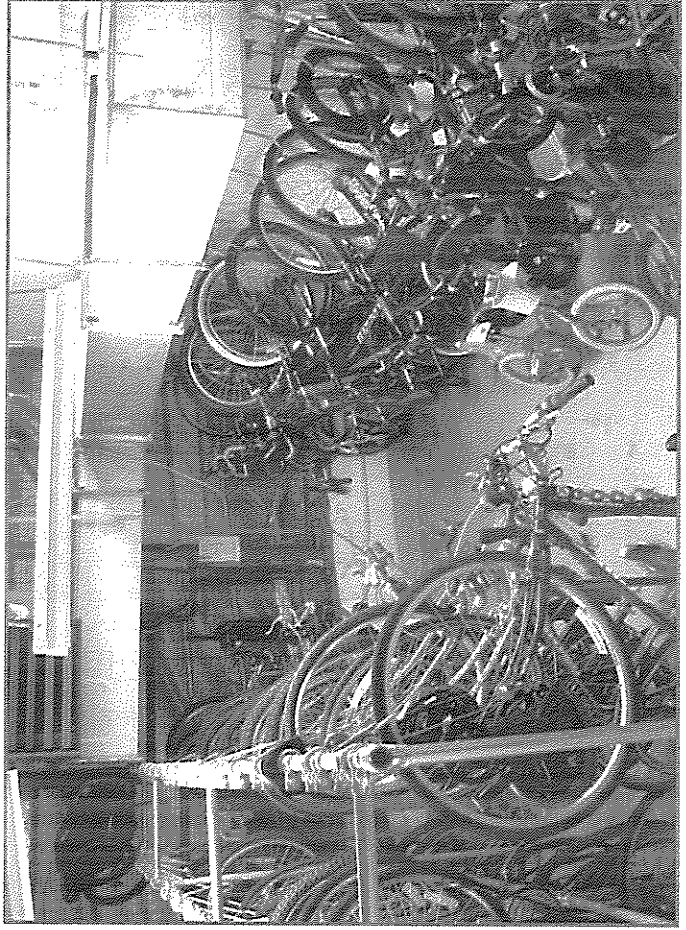
Access

- through service entrance
- through lobby
- through parking garage
- through courtyards
- through loading dock



Proposal – General Requirements

- 15 square feet per bicycle parking space
- Space can be reduced to 6 square feet with efficient parking systems
- Requirements apply to new buildings, enlargements of 50% or more, conversions to residential use
- Parking must be enclosed, secure, and accessible to designated user
- Bicycle parking does not count as floor area (up to maximum amount requirement)
- Allow enclosed bicycle parking as permitted obstruction in rear yards



Proposal – Residential

Purpose:

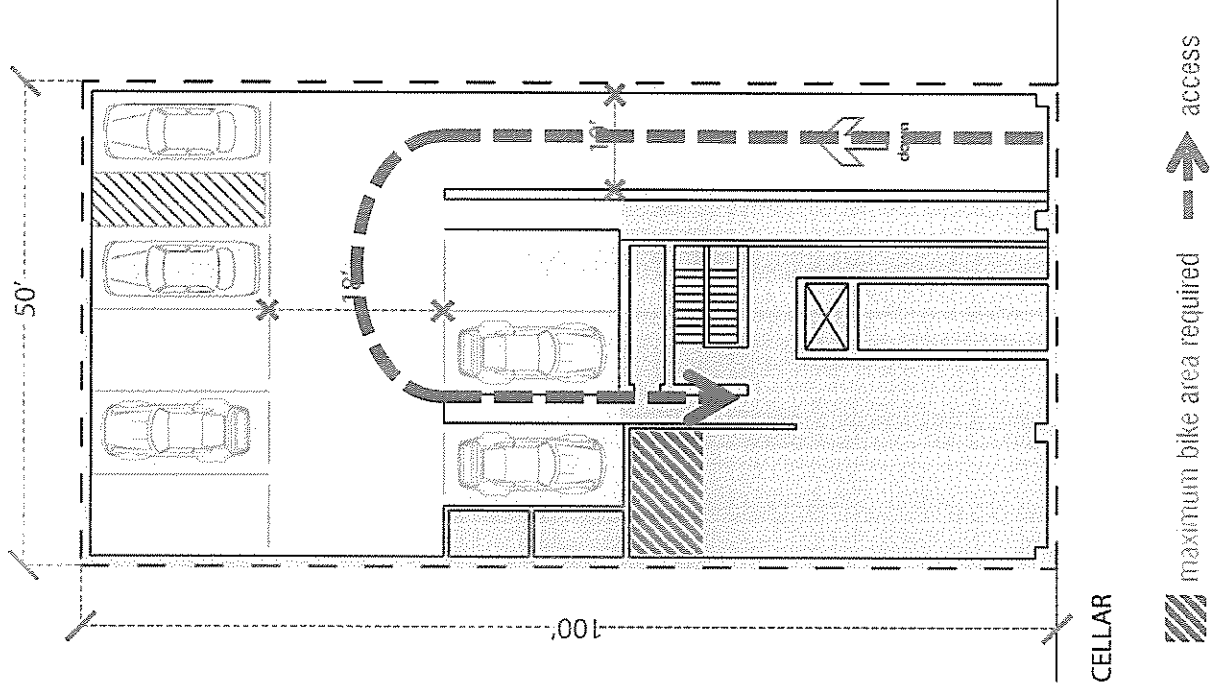
Provide for secure, long-term parking where bicycles are stored most of the time.

Requirement:

- 1 space per 2 dwelling units

Example:

- 16-unit building in R6 district
- 8 bicycle spaces required (48 – 120 square feet)



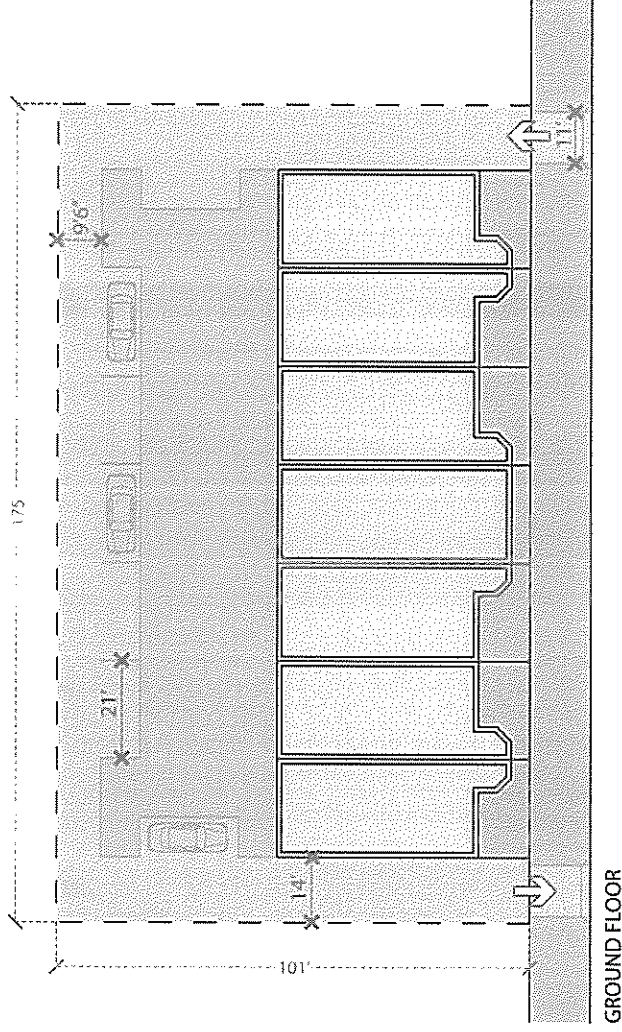
Proposal — Residential waiver

Waiver:

- waive requirement for buildings with 10 or fewer units
- calculate requirement by individual building segment (e.g., rowhouse) rather than zoning lot

Example:

- Rowhouses on a single zoning lot (21 units in a R7 district)
- Requirement waived (each building is less than 10 units)



Proposal – Commercial Office

Purpose:

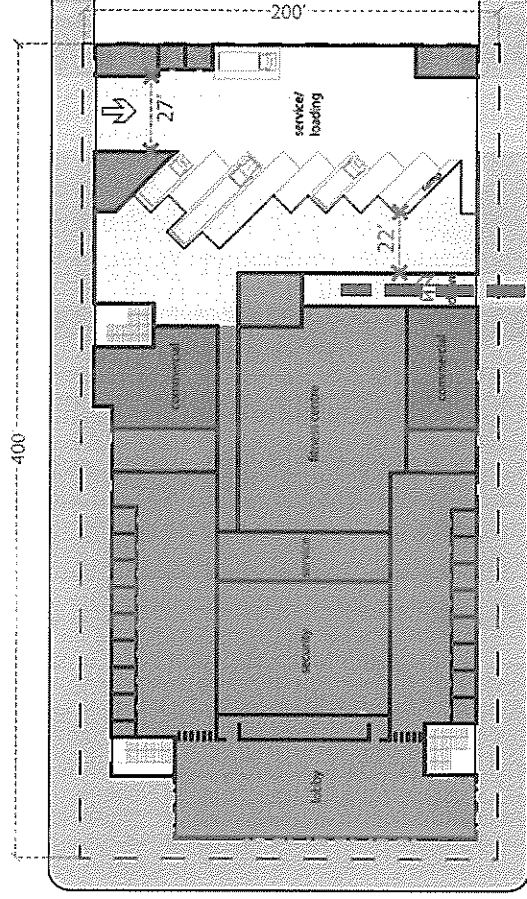
Provide bicycle parking for employees to support bicycle commutation.

Requirement:

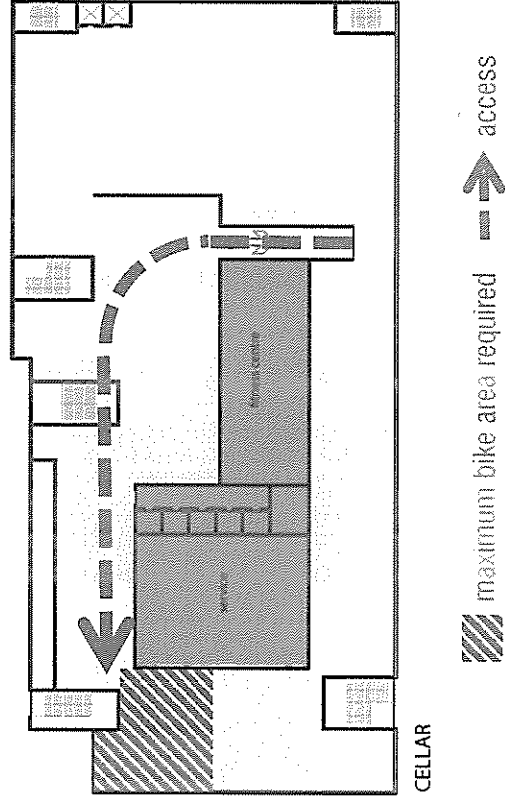
- 1 space per 7,500 square feet of floor area
- Provides parking for approximately 3% of workers

Example:

- 1.7 million square feet commercial office tower in C6-6 district
- 227 bicycle spaces required (1,362 – 3,405 square feet)



GROUND FLOOR



CELLAR

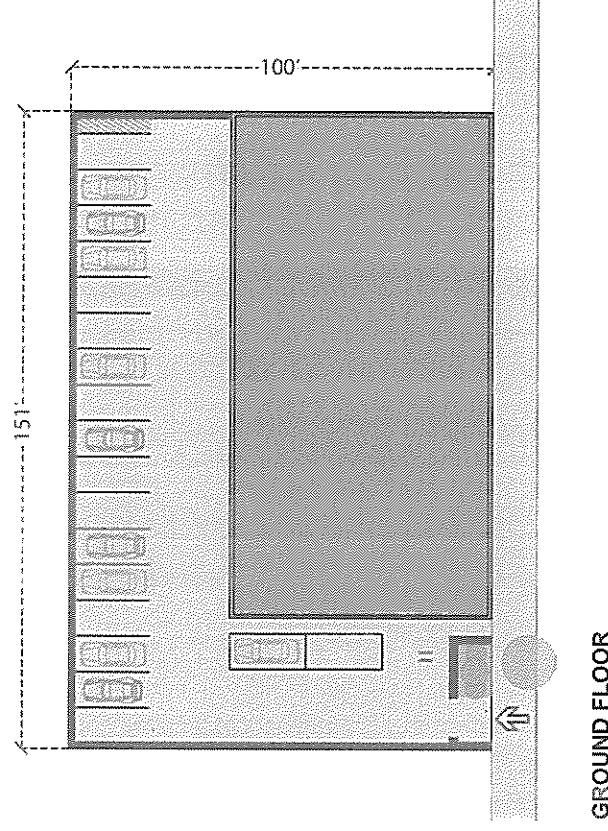
Proposal – Commercial Office Waiver

Waiver:

- Waive up to 3 bicycle parking spaces ~ less than 26,250 square feet of floor area used for office

Example:

- Small commercial office building
- Requirement of 3 spaces is waived (building is approximately 22,500 square feet)
- 3 bicycle spaces permitted (18 – 45 square feet)
- 2 short-term, outdoor bicycle spaces required under existing commercial parking lot regulations



Proposal – Retail and most commercial uses

Purpose:

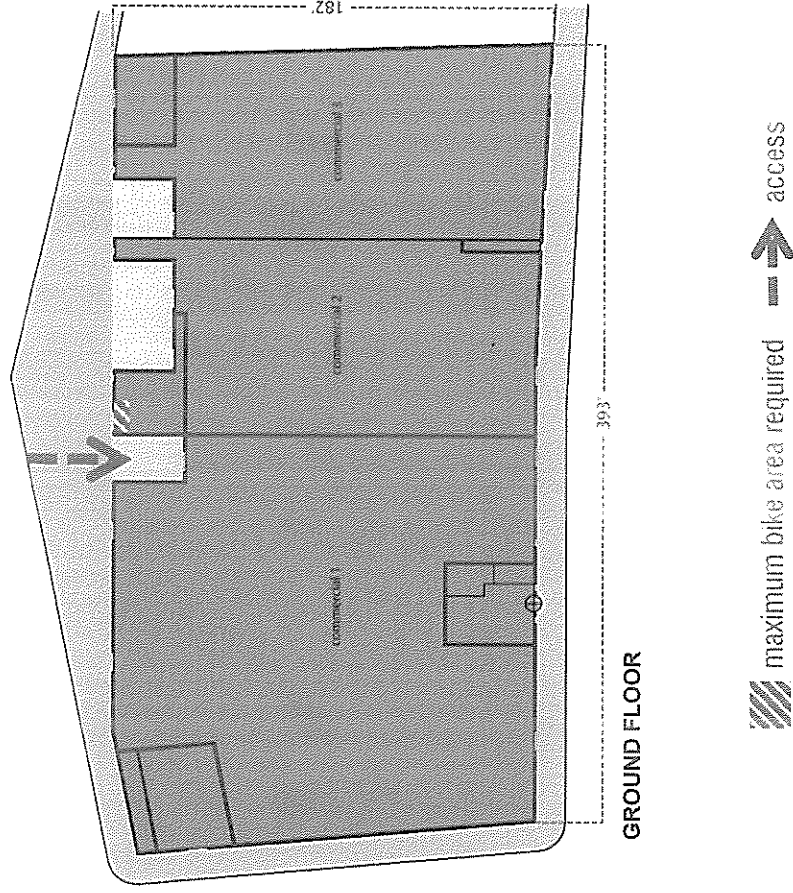
Provide bicycle parking for employees to support bicycle commutation.

Requirement:

- 1 space per 10,000 square feet of floor area
- Provides parking for approximately 3% of workers
- For certain commercial uses with lower employment densities, such as large entertainment facilities, 1 space per 20,000 square feet of floor area; up to 3 spaces may be waived

Example:

- 73,500 square feet of commercial retail in C4-4 district
- 7 bicycle spaces required (42 – 105 square feet)



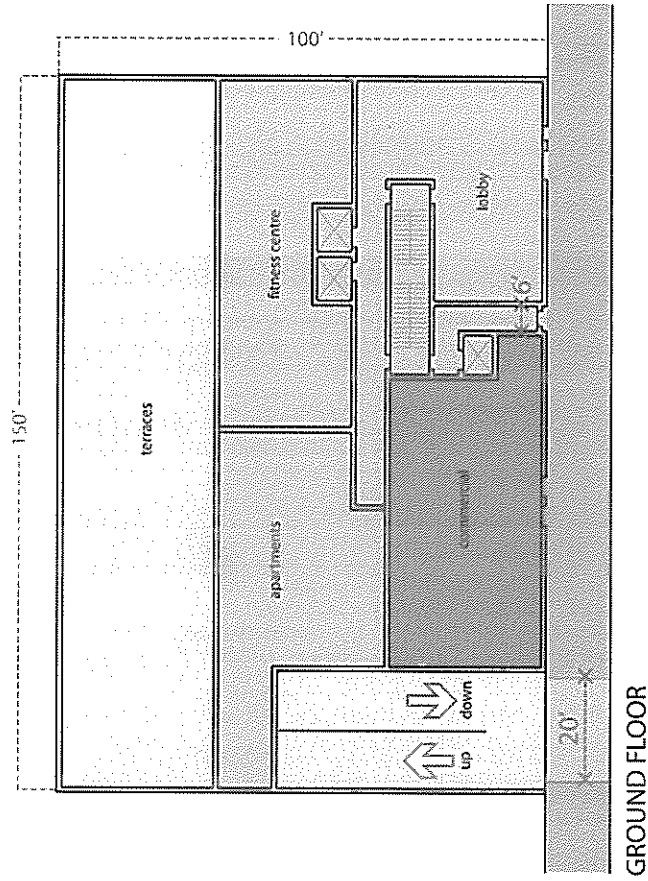
Proposal – Retail and most commercial uses waiver

Waiver:

- Waive up to 3 bicycle parking spaces ~ less than 35,000 square feet of commercial floor area

Example:

- Mixed-use building in C6-3A district with 3,000 square feet of commercial retail
- Bicycle parking requirement waived for retail



Proposal -- Public Parking Garages

Purpose:

Support bicycling as a transportation mode.

Requirement:

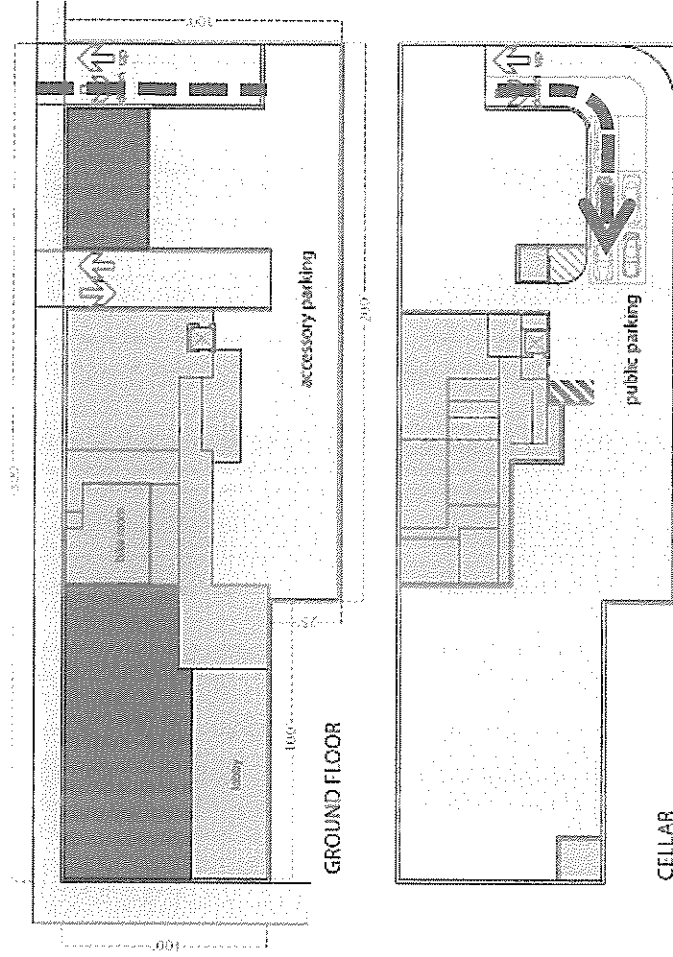
- 1 space per 10 vehicle spaces

Example:

- Mixed-use building in C6-4 district with 4,500 square feet of retail space and 365 residential units
- 108 vehicle parking spaces
- 11 bicycle spaces required (66 – 165 square feet)

Waiver:

- Waive up to 3 spaces ~ garages with less than 35 vehicle spaces



Proposal – Community Facilities

Purpose:

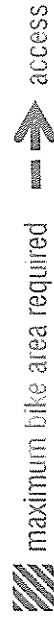
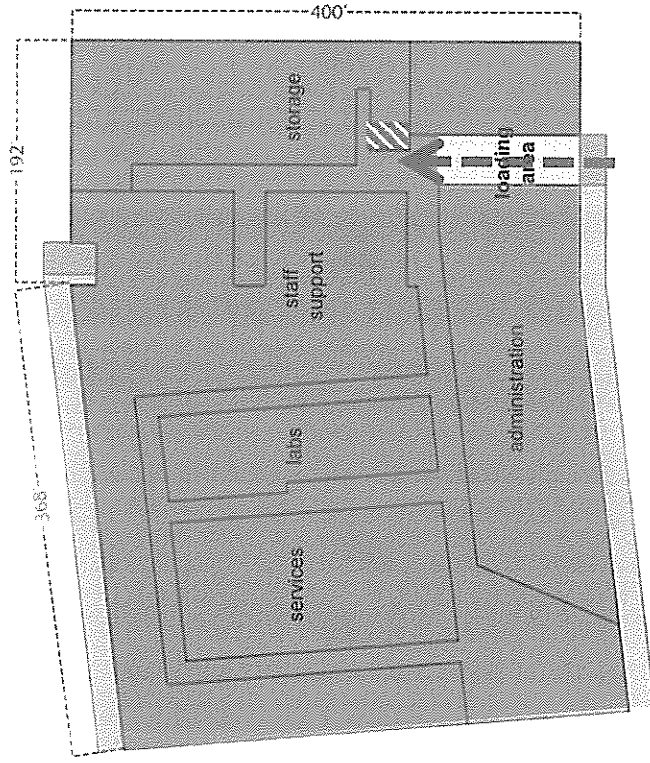
Provide parking for employees to support bicycle commutation.

Requirement:

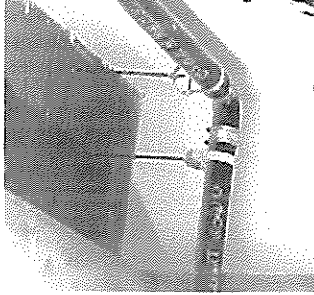
- For most community facilities 1 space per 10,000 square feet. Up to 3 spaces may be waived (less than 35,000 square feet of floor area).
- Universities and Colleges ~ 1 space per 5,000 square feet of floor area. Up to half of the required spaces may be outdoors. Requirements of up to 3 indoor spaces may be waived (less than 35,000 square feet of floor area).
- Dormitories ~ 1 space per 2,000 square feet. Up to 5 spaces may be waived.

Example:

- 400,000 square feet hospital
- 40 bicycle spaces required (240 – 600 square feet)



Proposal – Manufacturing and Semi-Industrial



Purpose:

Accommodate bicycle parking where possible in various uses with varying employment characteristics and space demands.

Permitted:

- 1 space per 10,000 square feet of floor area
- Permitted bicycle parking does not count as floor area provided that it meets zoning standards

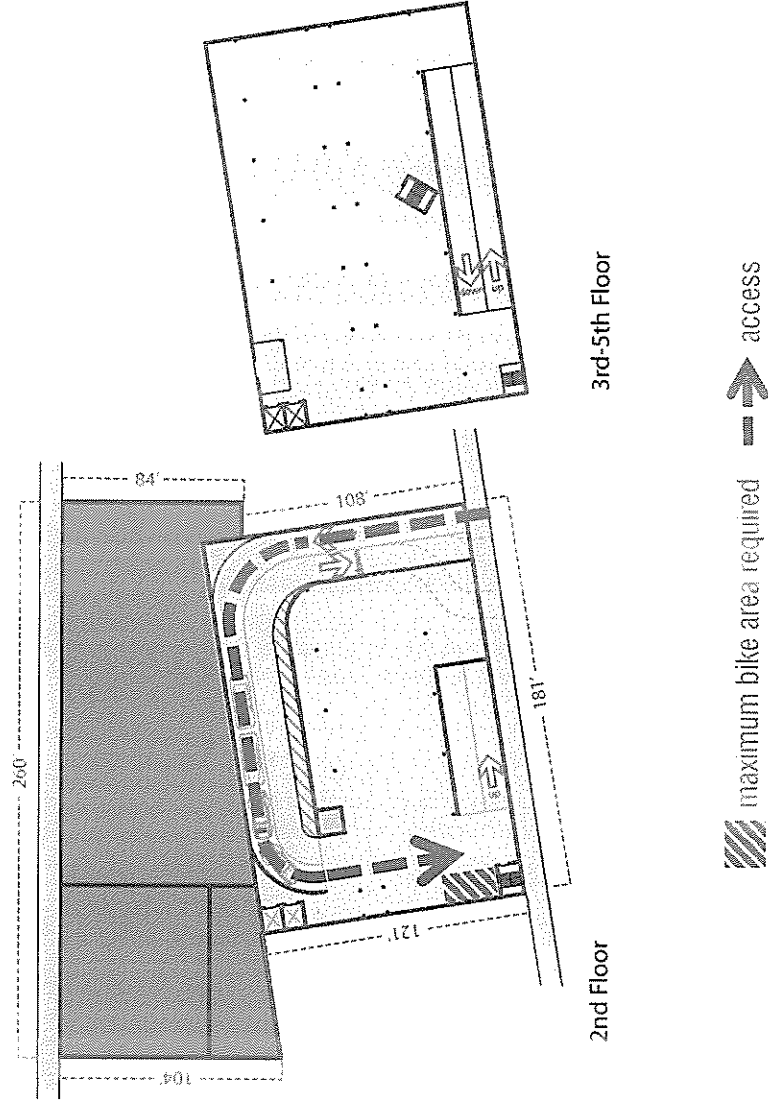
Proposal -- Accessory Parking Garages

For All Uses when an Accessory Parking Garage is Provided:

- Apply the requirement for the use, or
- 1 per 10 vehicle parking spaces
- ~ whichever is greater ~

Example

- 47,000 square foot commercial retail building with 280 space accessory parking garage
- Retail bicycle parking requirement: 5 spaces
- Accessory parking garage bicycle parking requirement: 28 spaces (168 – 375 square feet)
- 28 bicycle parking spaces required



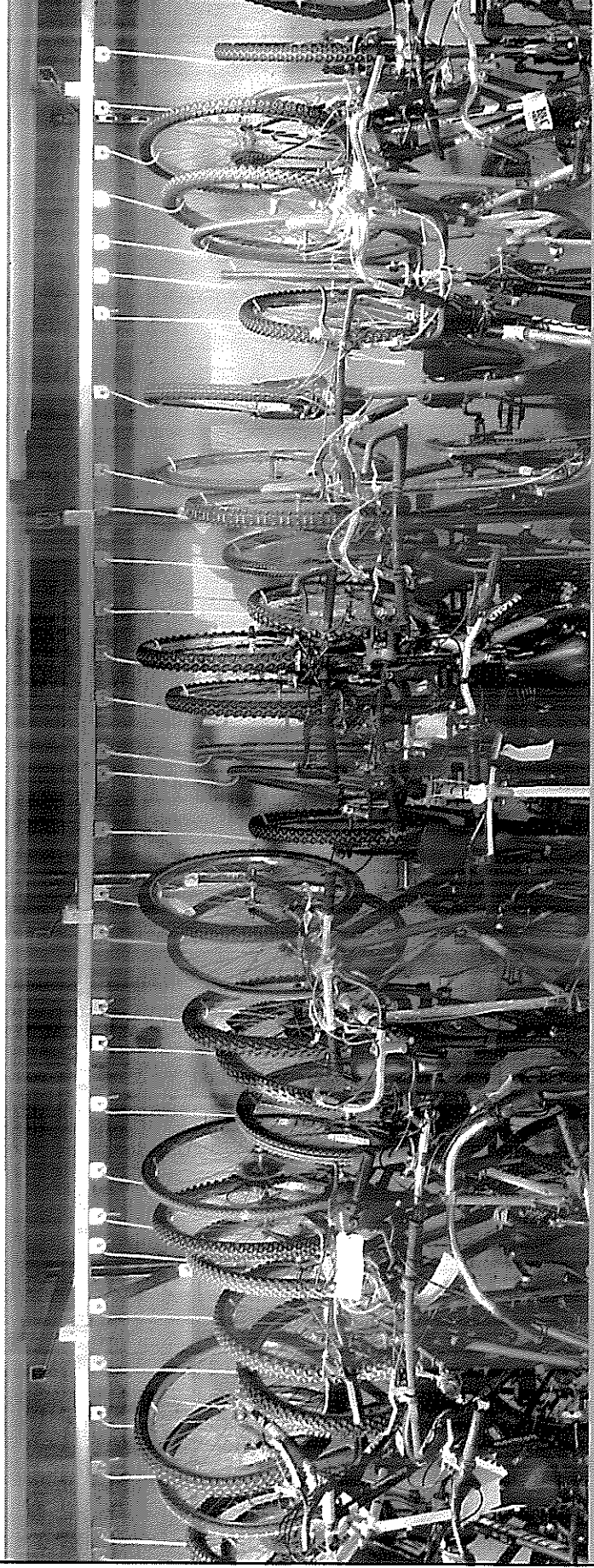
Proposal – Authorization for Waiver or Reduction

Purpose:

Accommodate special conditions where bicycle parking may not be feasible.

Waiver or Reduction:

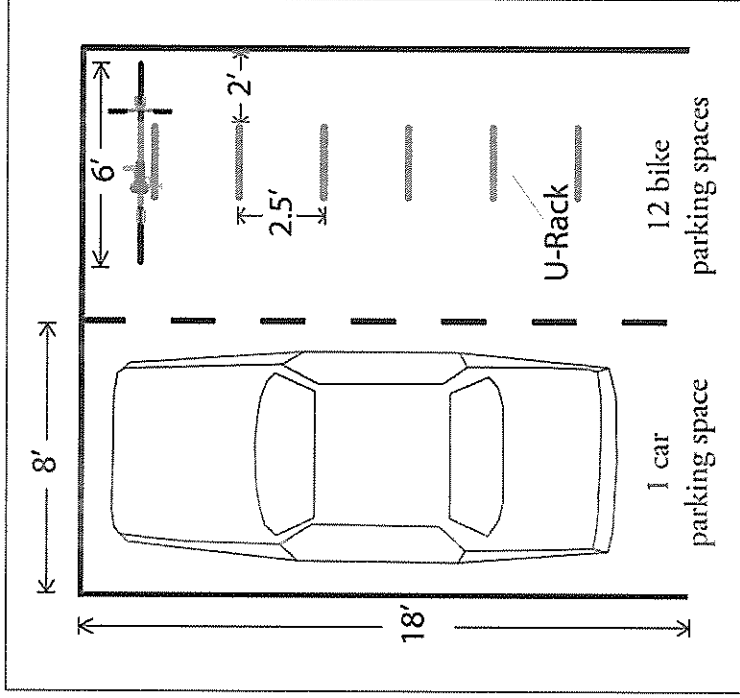
- the CPC may authorize a reduction or waiver of bicycle parking spaces when subsurface or below-ground infrastructure conditions or other site planning constraints make bicycle parking infeasible



EPC Modification – Affordable Housing

Allow reduction or waiver where insufficient space exists and limited subsidies constrain ability to provide additional space. This may occur if the HPD Commissioner finds that:

- at least 50% of the units in the building segment will be income restricted;
- there is insufficient space within the building at or below the first floor to accommodate the required bicycle parking spaces;
- if there are more automobile parking spaces than required, the required bicycle parking spaces can be accommodated by the removal of no more than 3 of those automobile spaces;
- additional space cannot reasonably be constructed based on the amount of subsidy available to the project; and
- the reduction in the number of required bicycle parking spaces is the minimum necessary to address these limitations.



CPC Modifications -- Summary

Affordable Housing

Allow reduction or waiver for affordable developments where insufficient space exists, and limited subsidies constrain ability to provide additional space

Not-for-Profit Residences for the Elderly

Reduce requirement

Dormitories

Replace per-bed requirement with a floor area-based standard

Technical Modifications and Clarifications

Correct and clarify provisions of the referred text



Proposal – Summary Chart of Requirements

Use	Required Bicycle Parking		Maximum Eligible for Exclusion from Floor Area
	Number of Spaces	Waivers	
Residential Uses			Number of Spaces
1- and 2-Family	No requirement	n/a	n/a
Multi-Family	1 per 2 units	Waived for buildings with ≤ 10 units	1 per 2 units
Commercial Uses			
Office	1 space per 7,500 SF floor area	Up to 3 spaces may be waived (less than 26,250 SF)	1 space per 7,500 SF
Retail, hotels, & most other commercial	1 space per 10,000 SF floor area	Up to 3 spaces may be waived (less than 35,000 SF)	1 space per 10,000 SF
Large entertainment facilities	1 space per 20,000 SF floor area	Up to 3 spaces may be waived (less than 70,000 SF)	1 space per 10,000 SF
Public parking garages	1 space per 10 vehicle spaces	Up to 3 spaces may be waived (less than 35 vehicle spaces)	1 space per 10 vehicle spaces
Public service & wholesale establishments; semi-industrial	No requirement	n/a	1 space per 10,000 SF
Community Facility Uses			
Universities and Colleges	1 space per 5,000 SF floor area; up to half of the required spaces can be outdoor	Requirements of up to 3 indoor spaces may be waived (less than 35,000 SF)	1 space per 5,000 SF
Dormitories	1 space per 2,000 SF	Up to 5 spaces may be waived	1 space per 2,000 SF
Hospitals	1 space per 10,000 SF	Up to 3 spaces may be waived (less than 35,000 SF)	1 space per 5,000 SF
Houses of Worship	No requirement	n/a	1 space per 10,000 SF
Other	1 space per 10,000 SF	Up to 3 spaces may be waived (less than 35,000 SF)	1 space per 10,000 SF
Manufacturing Uses			
All	No requirement	n/a	1 space per 10,000 SF

Note: for all uses, if an accessory parking garage is provided, the parking requirement is either the applicable requirement for the use or 1 bicycle space per 10 vehicle spaces, whichever is greater.

New York City Department of City Planning

Zoning for Bicycle Parking

2009



**THE COUNCIL
THE CITY OF NEW YORK**

HIGHLIGHT

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition
Date: 3/31/09

(PLEASE PRINT)

Name: Stephanie Schumann

Address: 341 West 11th Street, CH

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

ERY
 in favor in opposition
Date: _____

(PLEASE PRINT)

Name: Joe Restuccia

Address: 330 W 42nd St

I represent: Manhattan Comm Bd #4

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition
Date: 3/31/09

(PLEASE PRINT)

Name: Fernando P. Tinoco

Address: 229 A E. 204th St

I represent: District Manager - Bronx Comm. Board 7

Address: 229 A E. 204th St.



Please complete this card and return to the Sergeant-at-Arms



**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 51KE 2007 Res. No. 3/31/01

in favor in opposition

Date: _____

Name: Peter Goldwasser (PLEASE PRINT)

Address: _____

I represent: Transportation Alternatives

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: PINCHAS MILSTEIN (PLEASE PRINT)

Address: 94 Ave A - NYC 10009

I represent: SIDE WALK BAR & RESTAURANT

Address: 94 Ave A NYC 10009

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: J.D. NOLAND (PLEASE PRINT)

Address: 330 W 92nd St

I represent: Hudson Yards Advisory Committee

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JUNARO CRUZ
Address: 145 West 28 Street Manhattan
11001

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: UJRP
C0703052SM
Joe Restuccia
Address: _____
I represent: MANHATTAN COMM Bd #4

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition HIGHLINE

Date: _____

(PLEASE PRINT)

Name: JOANNA SMITH
Address: 69 8th AVE.
I represent: _____
Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: Ruth Lowell

Address: 174 W. 76th St. NY, NY

I represent: HIGH LINE

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 3.31.09

(PLEASE PRINT)

Name: Kathleen Crowell

Address: 420 W. 23rd Street, 2A

I represent: Friends of High Line/Community

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: Mar 31 2009

(PLEASE PRINT)

Name: MARINA HEURG

Address: 584 - 11th St Bklyn 11215

I represent: High Line

Address: _____

▶ Please complete this card and return to the Sergeant-at-Arms ◀

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. High Line Res. No. _____

in favor in opposition

Date: 3/31/09

Name: Jordan Klein (PLEASE PRINT)

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: March 31, 09

Name: Suzanne Davis (PLEASE PRINT)

Address: 62 W 62 St, NYC 10023

I represent: High Line

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 03/31/09

Name: Jonathan Goldman (PLEASE PRINT)

Address: _____

I represent: graduate student, NYU

Address: New York, NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: MARCH 31, '09

(PLEASE PRINT)

Name: MATTHEW F. BETMALECK

Address: 110 BANK ST, 2C, NYC, NY 10014-2164

I represent: THE HIGH LINE - IN FAVOR

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 3-31-09

(PLEASE PRINT)

Name: CHRIS WOOD

Address: 7 East 35th

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: LOUIS ROOS

Address: 150 W 55th St

I represent: Myself

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

HIGH
LINE. in favor in opposition

Date: _____

(PLEASE PRINT)

Name: PATRICK HAZARI

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1038 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Michael Kent

Address: _____

I represent: Manhattan Borough President Scott Stringer

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1039 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Michael Kent

Address: _____

I represent: Manhattan Borough President Scott Stringer

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

HIGH LINE

Date: 3/31/09

(PLEASE PRINT)

Name: PETER MULLAN

Address: 426 HENRI ST BROOKLYN 11231

I represent: FRIENDS OF THE HIGH LINE

Address: 529 W 20th NYC 10011

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: VISHWAN CHAKRABARTI

Address: 60 COLUMBIA ST. E

I represent: 15th St

Address: 60 Columbia St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: Robert Hammond

Address: 277 W. 10th #2c

I represent: High Line

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: Ferry CULLMORE

Address: 290 9th AVE, 18G, 10001

I represent: Myself

THE COUNCIL *Eastern Sun Yards*
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: Melanie Myers / Melanie Myers

Address: Fried Frank

I represent: Applicant

Address: 40 Bedford Commons

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 887 Res. No. _____

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: SETH BERLNER

Address: 322 8th Ave, Ste. 1700, NY, NY 10001

I represent: State Sen. Thomas Duane

Address: 322 8th Ave, Ste. 1700, NY, NY 10001

Please complete this card and return to the Sergeant-at-Arms

THE COUNCIL *Bike*
THE CITY OF NEW YORK *Parking*

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: *March 31, 2009*

(PLEASE PRINT)

Name: *Zachary Bernstein*

Address: _____

I represent: *American Planning Association*

Address: *Park Place*

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition
OP Highline

Date: *3-31-09*

(PLEASE PRINT)

Name: *Rosy Milone*

Address: *295 Pacific St*

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: *L. MANVILLE*

Address: *536 LA GUARDIA PL NY NY 10012*

I represent: *AIA NY*

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

405 W 53 ST

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: MARIO PROCCIA

Address: 132 REUSSON ST

I represent: SDS/PROCCIA

Address:

**THE COUNCIL
THE CITY OF NEW YORK**

405 W 53 ST

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: RAY LEVIN

Address: 110 E 59 ST

I represent: SDS/PROCCIA

Address:

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: JAV LEVY

Address: 115 Central Park W

I represent: Friends of High Line

Address:

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. LL/038

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: Howard Sorkin

Address: Deputy Director, Strategic Planning

I represent: NYC Dept of City Planning

Address: 22 Rood Street NYC

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Bernie Carr

Address: 3925 Bway

I represent: NYS Association for

Address: Affordable Housing

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. ~~2127~~ Res. No. 1030 A

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: Sholom Brody

Address: 1652 E 23 St Brooklyn NY 11229

I represent: ~~City of New York~~

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 1038

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: Kyle Wiswall - Tri-State Transportation

Address: 350 W. 31st St. #802 NYC

I represent: Tri-State Transportation Campaign

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: Medina Napier

Address: 242 W 27 St

I represent: Assembly Member Gottfried

Address: "

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 141038

in favor in opposition

Date: 3/31/09

(PLEASE PRINT)

Name: Annanda Burden

Address: Chair, City Planning Commission

I represent: 22 Beade Street

Address: New York, NY 10007

Please complete this card and return to the Sergeant-at-Arms