

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

of the

SUBCOMMITTEE ON ZONING AND FRANCHISES

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September 13, 2010

Start: 9:53am

Recess: 11:45am

HELD AT: Council Chambers  
City Hall

B E F O R E:  
MARK S. WEPRIN  
Chairperson

COUNCIL MEMBERS:  
Council Member Leroy G. Comrie, Jr.  
Council Member Daniel R. Garodnick  
Council Member Vincent M. Ignizio  
Council Member Robert Jackson  
Council Member Jessica S. Lappin  
Council Member Annabel Palma  
Council Member Diana Reyna  
Council Member Joel Rivera  
Council Member Larry B. Seabrook  
Council Member James Vacca  
Council Member James G. Van Bramer  
Council Member Albert Vann

## A P P E A R A N C E S (CONTINUED)

Marco Tomario  
Representative  
Actio, LLC

Howard Slatkin  
Deputy Director for Strategic Planning  
Department of City Planning

Steven Johnson  
Project Manager  
Department of City Planning

Brenda Levin  
Citizen  
New York City

Sarah Watson  
Senior Policy Analyst/Researcher  
Citizens Housing and Planning Council

Chris Ficalora  
Regional Vice President  
Zipcar

L. Nicolas Ronderos  
Director of Urban Development  
Regional Plan Association

Douglas Woodward  
Planning Consultant  
Edison Properties

Marcie Kesner  
Urban Planner  
Kramer, Levin, Naftalis & Frankel

Sister Tesa Fitzgerald  
Founder and Executive Director  
Hour Children

## A P P E A R A N C E S (CONTINUED)

Renata Hill  
Participant  
Hour Children

Jerry Kafrielo  
Volunteer  
Hour Children

John Young  
Director, Queens Office  
Department of City Planning

Liz Errico  
Planner, Queens Office  
Department of City Planning

Richard Hellenbrecht  
Chair  
Queens Community Board 13 Land Use Committee

Bill Perkins  
President  
Rosedale Civic Association

CHAIRPERSON WEPRIN: We good to go?

All right.

NICK: I guess so.

CHAIRPERSON WEPRIN: Thank you, Nick. Good morning, everyone, my name is Mark Weprin, I am the Chair of the Zoning and Franchises Subcommittee of the Land Use Committee. I want to welcome you here today. We have one restaurant outdoor café, and then three items on our agenda. They'll be taken in this order, for your own reference: the car sharing first, the Our Children second, and zoning for Rosedale third. But first, before we do that, we're going to get our restaurant out of the way. That is Land Use No. 198, restaurant Pio Pio, in Speaker Quinn's district. I'd like to call on anyone who wants, on behalf of this application, to come up to this front table. Yes, bring 'em up to the table right here. Nick just show 'em how the-- someone there at the mic, okay. And if you could just state your name for the record, who you represent, and discuss your application. Thank you.

MARCO TOMARIO: Good morning. My

1 name is Marco Tomario, I'm representing Actio  
2 [phonetic] LLC, the DV8 [phonetic] Pio Pio. I'm  
3 coming to request the approval for sidewalk café.  
4 And I'm going to read the letter which said, "This  
5 letter should serve as our agreement with the  
6 Chair and Council Member Mark Weprin, and the  
7 encompass--encompassing member of this  
8 Subcommittee on Zoning and Franchises, that we'll  
9 commit to the following. One, hours of operation  
10 of the sidewalk café will be 11:00 to 11:00--11:00  
11 a.m. to 11:00 p.m., Sunday through Thursday; and  
12 11:00 a.m. to 12:00 on Friday and Saturday. Two,  
13 our sidewalk café will have eight tables with 18  
14 seats as per submitted plans. There will be no  
15 amplified sounds outdoors. There, there are no  
16 French doors or windows that open to the street  
17 front. We will mark the sidewalk boundaries  
18 according to the approved plans submitted to  
19 Manhattan Community Board No. Four, and approved  
20 by DCA. Deliveries bike will be locked to the  
21 bike rack or store and await as to not block the  
22 sidewalk. We will not install a store vestibule  
23 enclosure that will project more than 18 inches as  
24 per DOB code. Thank you."  
25

1  
2                   CHAIRPERSON WEPRIN: Thank you,  
3 sir. It is my understanding that Speaker Quinn,  
4 who represents this area, is supportive of this  
5 project. Do any of the members of the panel have  
6 a question for this application? Seeing none,  
7 thank you very much. And we're going to move on  
8 to the next item. Thank you.

9                   MARCO TOMARIO: Thank you.

10                   CHAIRPERSON WEPRIN: Before I get  
11 to the first item, let me introduce the members of  
12 the band. I forgot to do that. To my far right,  
13 Vinnie Ignizio; next to him, James Vacca from The  
14 Bronx; Dan Garodnick from Manhattan; Christian  
15 Hilton, the Counsel to the Committee; to my right,  
16 this is Leroy Comrie, my colleague from Queens;  
17 Larry Seabrook; and Al Vann. Everybody? I think  
18 that's it for now. And we're going to move on to  
19 Land Use No. 199, N 100284 ZRY. It's the car  
20 sharing vehicle zoning text amendment. And we'd  
21 like to call on members of City Planning or  
22 whoever's making this presentation, to please come  
23 forward. [pause] Please state your name for the  
24 record. Do you need the lights dimmed, or we're  
25 good? We're good, we don't need the lights

1  
2 dimmed. Whenever you're ready.

3                   HOWARD SLATKIN: Thanks. Good  
4 morning, Chairman Weprin and members of the  
5 Committee. My name is Howard Slatkin, I am Deputy  
6 Director for Strategic Planning, for the  
7 Department of City Planning. And I'm here with  
8 Steven Johnson who is the Project Manager for our  
9 car share zoning text amendment. And we're  
10 pleased to be here today to present to you this  
11 citywide zoning text amendment which we believe  
12 will bring clarity to our zoning regulations with  
13 respect to an exciting and emerging transportation  
14 resource. Thanks. I'm going to just speak for,  
15 briefly for a moment, and then Steven will carry  
16 on with the remainder of the presentation, but the  
17 proposed zoning text amendment would bring, would,  
18 would define car sharing in the City's zoning  
19 resolution, and help--by doing so, help bring a  
20 wider range of transportation choices to New  
21 Yorkers, would contribute to improvement in the  
22 environment with air quality and carbon emissions,  
23 as well as reduce competition for local parking  
24 resources. The proposed text amendment would  
25 allow car sharing vehicles to park in off-street

1  
2 parking facilities that serve parking garages and  
3 lots--this does not involve on-the-street parking-  
4 -in appropriate locations. And [laughs]--[off mic  
5 comment, pause] Okay. We apologize for the  
6 logistics here. [laughter] Thank you for bearing  
7 with us. Thanks, Caroline. And I'll turn it over  
8 now to Steve who will give the remainder of the  
9 presentation.

10 STEVEN JOHNSON: Okay, thank you  
11 very much. The concept of car sharing is very  
12 straightforward. A individual gets the use of a  
13 private vehicle but does not have to pay for the  
14 costs and maintenance of the vehicle. This slide  
15 shows the different characteristics of car  
16 sharing, it's a membership organization that's  
17 open to the general public, anybody can join. The  
18 car share vehicles are available on an hourly  
19 basis, and they're at unstaffed, self-service  
20 locations around the City. The vehicles are  
21 available 24 hours a day, and you're typically  
22 charged by the hour. And they usually reserve the  
23 vehicles for under eight hours at a time. And the  
24 car share organization provides for all insurance,  
25 maintenance and gas for the vehicle, you just sign

1 up and pay your annual fee, and your hourly rate.  
2 So, what we have here is a little animation on how  
3 car share works. So you have an individual who  
4 joins, cost currently in New York City is about  
5 \$40 to \$50 annually to join a car share  
6 organization. You sign up, you join, they give  
7 you a key card. Then you take your phone or your  
8 computer and call up and say, "I want to reserve a  
9 vehicle for this amount of time, and I want to get  
10 this vehicle at this location." You go to your  
11 vehicle, it's waiting for you, you get in, and you  
12 drive off. And then when your time is up, you  
13 come to the exact location or a nearby location  
14 within the same facility and park the vehicle  
15 there. Now, in New York City there are three car  
16 share companies: Zipcar, Connect by Hertz and  
17 Mint with total over 100,000 members. Next slide.  
18 And as we can see from, this is a niche market,  
19 but it's continually growing. Next slide. And  
20 New York City accounts for approximately a third  
21 of nation--national membership in car sharing, so  
22 New York City is really a successful site for car  
23 sharing. Now there are different benefits to car  
24 sharing, there's been different studies that have  
25

1 shown that it increases mobility for people, it  
2 gives you transportation options. If there's no  
3 mass transit in your neighborhood or it stops at a  
4 certain time, or in another person's neighborhood,  
5 you want to go to Staten Island, Long Island,  
6 wherever, you can get in one of these vehicles,  
7 'cause they're available 24 hours a day. There's  
8 also affordable option, if you drive less than  
9 approximately 7,000 miles annually, it's  
10 affordable for you. And but the one benefit that  
11 we're really highlighting with our project is that  
12 it induces car shedding. So if you join a car  
13 share organization, the studies have shown that  
14 between six and 32 percent of people who join  
15 either give up a vehicle, give up their second  
16 vehicle, or postpone buying a vehicle. So here we  
17 have another animation that shows how our car  
18 share vehicle works versus a typical private  
19 vehicle. So you have one or two people who share  
20 one vehicle and they park in one parking space.  
21 Now with car sharing, you have approximately 40  
22 members to a single car, and they take the same  
23 vehicle and they park in that same parking space.  
24 But what happens is that between six, our text is  
25

1 cut off there a little bit, but it says "Between  
2 six and 32 percent of car share members give up a  
3 car share vehicle," and then what happens from  
4 that is that people give up their vehicles and you  
5 ease parking demand in the general area. Now the  
6 cost efficiencies for car sharing, it encourages  
7 efficient use of the vehicles, 'cause with car  
8 ownership you have a big upfront purchase fee of  
9 buying the car, which could be very expensive, but  
10 then your costs per trip are relatively small. So  
11 you, you might tend to drive the car more  
12 frequently if you have already paid your upfront  
13 costs for the vehicle. But with car sharing, it's  
14 reversed. You have, your fixed cost is your  
15 membership fee, which is \$40 to \$50, but your  
16 costs per hour is where you get charged your,  
17 where the costs come to the member. So, in New  
18 York City I think the range is between \$8 and \$20  
19 an hour, depending on what vehicle you want to  
20 use. But what this does is this encourages, to  
21 once you join, it actually encourages to drive  
22 less frequently, because you can see that you can  
23 take the bus somewhere, you can take the subway or  
24 you can link your trips together, if you have to  
25

1  
2 go to the hardware store and you have to hit IKEA,  
3 you can hit those places together. So you link  
4 your trips together and use your car more  
5 efficiently. This diagram just shows the two  
6 large, the bigger, the two or the three bigger car  
7 share organizations in the City where their  
8 membership is located. They've branched out a bit  
9 more from this, these two graph, these two  
10 graphics, because they've expanded a bit. But  
11 Connect by Hertz is primarily located in  
12 Manhattan. They've just recently opened up a site  
13 I think in Hoboken. Zipcar is, is larger, and  
14 they're spread throughout the region. And these  
15 are all generally located in medium and high  
16 density areas of the City. And we're looking to  
17 have that expand into other medium and high  
18 density areas of the City. So why are we doing  
19 this? Car sharing did not exist ten years ago, or  
20 20 years ago, or excuse me 20-30 years ago, or  
21 1961 when this Lincoln Continental was cruising  
22 the streets. So car sharing is relatively recent.  
23 It's just been within the last 10-15 years in the  
24 United States. So what we need to do is define  
25 where it's allowed, and where they can park, and

1  
2 give appropriate limits to those vehicles. Now  
3 what we've done is we've defined car sharing in  
4 our proposal as to mean these different  
5 characteristics that I've already pointed out to  
6 you: hourly basis. This really differentiates it  
7 from car rentals, which are more long term  
8 rentals, and they're more typically based on the  
9 tourist market and business travel. These are,  
10 car sharing's for locals, for residents of the  
11 city to move around within the city. So where  
12 would it apply? Our proposal has the most  
13 flexibility in high density areas of the City, and  
14 public parking garages and lots, and we're  
15 limiting it to larger parking facilities and  
16 commercial manufacturing and community facilities  
17 in lower density areas. And then, in one and two  
18 family residential districts, we're not generally  
19 allowing it. But one key point to highlight is  
20 that we're just allowing these things, these are  
21 not requirements, so it's up to the operator of  
22 the garages whether they want to have them in  
23 their garage. So this is our proposal. A few  
24 more slides here showing the different, our  
25 proposal, our numbers here. So in medium and high

1 density residential generally R5 through R10  
2 districts, we're saying up to 20 percent of the  
3 total spaces, or five spaces could be used for car  
4 share vehicles. Now our graphic, we have a  
5 parking garage of 30 spaces, and we're saying that  
6 up to six cars can be for car share vehicles.

7 They don't have to be, there can be zero there,  
8 there can be one, but there could be up to six car  
9 share vehicles there. And we estimate that if you  
10 put in six car share vehicles with the car

11 shedding aspects of car--of membership, then  
12 between 14 and 77 cars in the general area could  
13 be eliminated. Public parking facilities we're  
14 saying up to 40 percent of the total spaces. Now,

15 in our example here, we have a 30 space garage  
16 we're saying up to twelve vehicles can be for car  
17 share vehicles, and we have the same benefits  
18 listed there. But in, I also wanted to point out  
19 that car share companies want their vehicles  
20 spread throughout the City. They don't want them  
21 congregated into one or two locations, 'cause they  
22 want it get it reached out to as many people as  
23 possible, they want 'em in your neighborhood, they  
24 want 'em within walking distance to you. So  
25

1  
2 they're not going to like, they're not likely to  
3 congregate in large numbers. I think the majority  
4 of vehicles are between one to five car share  
5 vehicles, at a single location that has car share  
6 vehicles. Lower density monthly family  
7 residential, we're saying if you have a parking  
8 facility of at least 20 vehicles, then up to ten  
9 percent of the total spaces could be for car  
10 sharing, car share vehicles to park there, and our  
11 diagram here shows 20 space parking facility, and  
12 up to two vehicles, can be there, can park in that  
13 area. Commercial, community facility,  
14 manufacturing, it's the same. Up to ten percent  
15 of the total spaces, if you have at least 20  
16 parking spaces in your parking facility. And we  
17 have the 20 space garage with up to two spaces.  
18 Now, the one area, one of the areas we're not, not  
19 restricting car sharing from is residential, one  
20 and two family low density residential, we're not  
21 allowing it in there, we don't think it should be  
22 allowed, people should be allowed to rent out  
23 their vehicles, their driveways to vehicles, in  
24 these, in these areas. However, one area that we  
25 are allowing it is for colleges and universities,

1  
2 which has been a very successful model for car  
3 share organizations, for the students and the  
4 teachers and the faculty to use car sharing, so  
5 we're allowing it for colleges and universities in  
6 these districts. Now, during the public review  
7 process, there were a couple issues that were  
8 brought up and a couple modifications made for the  
9 proposal. First, was the residents, there was  
10 some concerns about residents losing their, their  
11 spaces in residential parking facilities,  
12 accessory parking facilities. So there were a  
13 couple comments. I think overall, we got 27  
14 community board comments for the proposal, with 24  
15 community boards in favor of the proposal, and  
16 three, four, four community boards opposed back to  
17 the residential. So what we're saying is, in the  
18 Manhattan, currently in the zoning resolution, a  
19 residential parking space can be rented out to a  
20 nonresident of the building, but they have to, the  
21 resident of the building can write to the landlord  
22 and request the space within 30 days. And what  
23 we're doing is we're, we've amended the proposal  
24 to include the Manhattan core, which is community  
25 districts one through eight in the provision, so

1  
2 they can also have this request provision for the  
3 parking space. We've also said that you have to  
4 post this information on a plaque within the  
5 building, within the parking facility, so the  
6 residents know that they can request the parking  
7 space. Another issue that was brought up,  
8 security issues. The Manhattan Borough President  
9 and the Brooklyn Borough President are in support  
10 of our proposal, but they had questions about  
11 security of letting people into you residential  
12 parking facility, and then having possible access  
13 into your residential building. So we've  
14 included, we've, we've modified the proposal to  
15 include a statement saying that there has to be  
16 secured access between the parking facility and  
17 the residential portion of the building. And  
18 finally, vehicle decals, this is an enforcement  
19 issue with the DOB. We just added additional  
20 specificity after meeting with DOB to clarify how  
21 DOB can identify what vehicles are car share  
22 vehicles, and make sure the right number of  
23 vehicles are in the parking facilities. The next  
24 slide is just a handout that breaks down the  
25 information in a, in a summary chart, for your

reference. And if you have any questions--

CHAIRPERSON WEPRIN: All right, why don't we start with Council Member Ignizio.

COUNCIL MEMBER IGNIZIO: Thank you very much. On behalf of my colleague from Manhattan, Dan Garodnick, we just ask, what necessitated you having a zoning text at all? This is currently in, in working right now, so I just, I mean I guess that's our background question. Not that we're opposed, or we just want to know where it--

HOWARD SLATKIN: Sure.

COUNCIL MEMBER IGNIZIO: --came from, where it's--

HOWARD SLATKIN: One of the issues that arose was ambiguities in the current zoning, which envisioned two kinds of cars. It envisioned rental cars, which are the sort of traditional rented for--[cell phone tone]--that was yesterday, wasn't it? [laughter] Sorry, that got my, that got my adrenaline going there.

COUNCIL MEMBER IGNIZIO: I'm a Cowboys fan, it didn't get mind going. [laughter]

HOWARD SLATKIN: I'm a Giants fan,

1  
2 I wish I could say I was sorry. The ambiguities  
3 in the current zoning anticipated private  
4 vehicles, which are essentially owner operated  
5 vehicles, and traditional rental cars, which are  
6 rented for longer periods of time and serve a  
7 wider range of purposes. Accessory parking  
8 facilities are generally intended for only one  
9 type of these vehicles, they're not intended for  
10 rental cars. And in certain instances, it could  
11 be difficult to identify for certain in the zoning  
12 where these vehicles are permitted and where  
13 they're not. And for instance, we believe it's  
14 appropriate for them to be located in these higher  
15 density accessory parking facilities for the  
16 reason laid out in the proposal, but not for  
17 instance in low density districts where accessory  
18 parking really is intended for users, for  
19 residents of the specific building and not of, of  
20 the surrounding area. So we thought that it was  
21 necessary to bring clarity both for the purposes  
22 of making sure that these vehicles located in the  
23 proper locations as the industry continues to  
24 grow, and also to facilitate the industry's  
25 operations so that they can obtain financing and

1  
2 other things with certainty as to where they can  
3 actually locate their vehicles.

4 COUNCIL MEMBER IGNIZIO: Okay, all  
5 right, thank you very much.

6 CHAIRPERSON WEPRIN: I just have a  
7 couple of quick questions. Membership, how, how  
8 does the cost work? I mean, is there a flat fee  
9 for membership, and then you just get, for the  
10 whole year, whenever you want 'em, or you pay per  
11 ride? How does that work?

12 HOWARD SLATKIN: Well, we can give  
13 you a quick overview of how it works, but I think  
14 that, I think that also in the room there's one of  
15 the operators is here, as well, and maybe be able  
16 to answer your questions more, with greater  
17 expertise than us. But I'll let Steve--

18 STEVEN JOHNSON: Well, like I, I  
19 mentioned in the presentation, there's an annual  
20 fee, that's typically around \$40 to \$50, and then  
21 you're paid hour--you pay hourly for the vehicle.  
22 Some other areas of the country also charge by the  
23 mile, but currently in New York City, it's only  
24 charged by the hour. So if you want to rent,  
25 reserve the vehicle from 12:00 to 8:00, on Friday,

1  
2 then you pay whatever, if it's \$10.00 an hour, you  
3 pay that \$80.00. And I don't know if there's any  
4 other--

5 CHAIRPERSON WEPRIN: Can you--

6 STEVEN JOHNSON: Yeah, the price  
7 varies by the, what type of vehicle you have, some  
8 are small vehicles, some are larger vehicles, some  
9 are BMWs. BMWs are available also for car share  
10 members.

11 CHAIRPERSON WEPRIN: Who was your  
12 advisor over there? [laughter] That \$10.00 per  
13 hour rate you threw out there, is that just a  
14 number off the top of your head, or that's about  
15 what it is?

16 STEVEN JOHNSON: I think it would  
17 be better if, if a car share--

18 CHAIRPERSON WEPRIN: Okay.

19 STEVEN JOHNSON: --representative,  
20 but we know that the, typically around \$8 to \$20  
21 an hour.

22 CHAIRPERSON WEPRIN: Got it. Let  
23 me ask a couple of other questions. A large  
24 rental residential building that has a parking  
25 lot, under this plan they'll be allowed to have

1  
2 how much of their parking lot used for the  
3 Zipcars, or sorry, whatever, these cars, yeah.

4 HOWARD SLATKIN: It depends on how  
5 many vehicles are in the parking facility.

6 CHAIRPERSON WEPRIN: But is it by--

7 HOWARD SLATKIN: But for a large  
8 rental residential building, it would be up to 20  
9 percent of the spaces in the garage or up to five  
10 spaces, whichever is greater.

11 CHAIRPERSON WEPRIN: So five is the  
12 max, so in a large--

13 HOWARD SLATKIN: Well, it's, and  
14 whichever is great, so if 20 percent is greater,  
15 it would be the 20 percent.

16 CHAIRPERSON WEPRIN: Oh, oh, okay.

17 HOWARD SLATKIN: The--so, just by,  
18 just to reiterate something that Steve mentioned,  
19 about the, the, our limitations in the zoning, the  
20 actual practical limitation in operation is often  
21 the market for car sharing, that there tend to be  
22 relatively small numbers of vehicles at each of  
23 these locations. So, the zoning may allow more  
24 than would be supported by the market at a  
25 location in which case you're only going to get a

1  
2 smaller number of vehicles.

3 CHAIRPERSON WEPRIN: One, you know,  
4 one of the concerns, you know, we have a number in  
5 the community I represent, and one of the  
6 community boards that was opposed to it was part  
7 of my district. A big residential building now,  
8 there's no parking currently, I mean, everyone's,  
9 you know, very upset, 'cause you know, every part,  
10 spot is taken, it spills onto residential streets  
11 around the buildings, so their fear is that, you  
12 know, now they're going to, they're going to have  
13 an opportunity to set aside spots and get paid for  
14 it, they're going to take away more spots from the  
15 residents. Can you allay those fears.

16 HOWARD SLATKIN: Sure. I think  
17 the, we, first of all appreciate those concerns,  
18 and are certainly aware of them in all of our  
19 neighborhood planning that goes on in, in these  
20 neighborhoods. The, the real, the sort of, the  
21 trick to, to the way this proposal works is that  
22 once--the car sharing vehicles are only going to  
23 actually physically be located there if there's a  
24 market, if there are customers. And if there are  
25 customers, what we find through a number of

1 national studies that have occurred in--and it's  
2 been the record in New York City, it's been the  
3 record in other cities, as well, that car share  
4 members have fewer cars, so if there are, you  
5 know, even the numbers, what is it, six to 32  
6 percent is the, is the percentage of users that  
7 shed cars, even if that number were as small as  
8 two-and-a-half percent, for every car share  
9 vehicle you're introducing, you would be getting  
10 rid of an equal number of cars. And so you're not  
11 adding more cars by introducing the car sharing  
12 vehicles. It's the, what they really do is they  
13 offset the need for other vehicles, and they will  
14 increase availability of parking for the other  
15 people who do own cars and need the spaces.

17 CHAIRPERSON WEPRIN: But if you  
18 were someone who didn't live in that building or  
19 that complex, you could still apply to the  
20 landlord to, to be part, or apply to be part of  
21 that program?

22 HOWARD SLATKIN: To use that car  
23 sharing, absolutely, that's one of the important  
24 things is that the, the car sharing vehicles  
25 serve, generally serve not just the residents of

1  
2 that building, but, but people who are within a  
3 couple of blocks walk.

4 CHAIRPERSON WEPRIN: So you believe  
5 that a number of people will choose not to have a  
6 car, or have a car parked there full time, and  
7 then in the end might actually save spots.

8 HOWARD SLATKIN: That's correct.  
9 And if there aren't people--

10 CHAIRPERSON WEPRIN: Which is what  
11 you tried to show with your cool PowerPoint.

12 HOWARD SLATKIN: Right, and if  
13 there aren't people who do that, then we don't  
14 think we'll see car sharing vehicles use those  
15 spaces, because--

16 CHAIRPERSON WEPRIN: Right.

17 HOWARD SLATKIN: --there's no one  
18 paying for that spot, then.

19 CHAIRPERSON WEPRIN: Who else would  
20 be going to that spot, besides someone who lives  
21 right near there and is currently maybe having a  
22 car. All right, good, and the other concern of  
23 course was for co-ops, too, in our area, with the  
24 same parking, that's less of a concern to me only  
25 because at least a co-op, there's a board of

1  
2 directors who's, who's lives there, is involved in  
3 the co-op--

4 HOWARD SLATKIN: Sure.

5 CHAIRPERSON WEPRIN: --who's going  
6 to help make this decision, correct?

7 HOWARD SLATKIN: Yes.

8 CHAIRPERSON WEPRIN: Our big fear  
9 is sometimes on residential buildings where you  
10 have a landlord who has nothing to do with the  
11 building except for owning it, is looking just to  
12 make money, not thinking necessarily about the  
13 parking. But I understand you addressed that. We  
14 were joined by Jessica Lappin, who's going to jump  
15 right in with a question, I think. Yes?

16 COUNCIL MEMBER LAPPIN: Well,  
17 sorry, I apologize for being late. But I actually  
18 am very concerned about co-ops and condos. And  
19 some of them have monthly spots that are let out  
20 to people who own the buildings, and there are  
21 waiting lists for those spots. So, forgive me if  
22 you covered this already, but, but how does that  
23 work? And is it--well, I'll start from there,  
24 'cause I have a couple of questions that are  
25 linked.

2 HOWARD SLATKIN: Sure. I think the  
3 key to this proposal is that it's strictly  
4 voluntary. It is up to the owner and operator of  
5 every parking facility, so if a--as to whether  
6 they want to include car share vehicles. So if  
7 there's a co-op, and there are many of them, that  
8 are not interested in providing car share vehicles  
9 for their users, they don't need to make any  
10 spaces available. We are aware of at least, at  
11 least one anecdotally during our, one of our  
12 hearings in Manhattan, someone from one of the co-  
13 ops stood up and said that they had made one or  
14 two spaces available, and they actually could  
15 vouch that one of their neighbors had already  
16 gotten rid of their car. And so it had already  
17 offset that, that capacity issue. But there's  
18 nothing, the co-op or a condominium association is  
19 still entirely free to maintain their waiting list  
20 and, and do it the same way they always have.  
21 There's nothing that would require them to change  
22 that.

23 COUNCIL MEMBER LAPPIN: Okay. And  
24 I guess on the landlord piece, which the Chair has  
25 mentioned, if the landlord chooses to just set

1  
2 aside those spaces, then the tenants, there's  
3 nothing they can do.

4           HOWARD SLATKIN: The tenants are  
5 able to request spaces under the zoning  
6 provisions; in the medium and higher density  
7 districts there's a provision that allows a  
8 certain number of spaces to be rented to  
9 nonresidents of the building, to essentially  
10 nearby residents, or in this case car sharing  
11 operators. A resident of the building can make a  
12 written request to the landlord to make the space  
13 available to them. So there is recourse through  
14 the zoning to do that. And actually, one of the  
15 modifications that was made at the City Planning  
16 Commission in response to comments was to include  
17 language on a plaque in the garage to inform  
18 residents that they have that recourse.

19           COUNCIL MEMBER LAPPIN: So just  
20 explain to me practically how that works. The  
21 landlord sets aside five spaces. I am a tenant, I  
22 don't like that. I write the landlord a letter, I  
23 say, "Please, I want a space back." He has to do  
24 that? He does not have to do that? He gets my  
25 letter and says, "Screw off," like what actually

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happens?

HOWARD SLATKIN: Well, the, there is a, I guess, the zoning requirement is that within 30 days the landlord must make spaces available. It does not, however, discuss--and zoning is completely on all the terms as to how they make the space available. It could be done by waiting list, it could be done by other means. So, the, it is up to, incumbent upon the landlord to respond and it would essentially be a violation of zoning administered by DOB if they did not respond to that request.

COUNCIL MEMBER LAPPIN: But they could respond and say, "I'm going to start a wait list, and you're on the wait list, you're number one on the wait list."

HOWARD SLATKIN: As they could today, that's correct.

COUNCIL MEMBER LAPPIN: Okay, thanks.

CHAIRPERSON WEPRIN: Thank you, Ms. Lappin. We've been joined by Council Member Robert Jackson from Manhattan, and Council Member Joel Rivera from The Bronx who has a question.

2 COUNCIL MEMBER RIVERA: Thank you  
3 very much, Chairman. Just had a couple of  
4 questions in terms of the program. It sounds like  
5 there's potential environmental benefits towards  
6 this proposal. Just wondering, are there any  
7 hybrids that are part of the car share fleet? Is  
8 that - -

9 STEVEN JOHNSON: Yeah, a large  
10 number of the vehicles are hybrid vehicles. Well,  
11 I mean, I'm not sure exactly how--what the numbers  
12 are, but they do advertise that they're hybrid  
13 vehicles. And they're also, they're newer  
14 vehicles, so the vehicles have better  
15 environmental ratings than older vehicles do.  
16 'Cause they're a newer fleet.

17 COUNCIL MEMBER RIVERA: Now, in  
18 terms of the hybrid, in an effort to incentivize  
19 the, the rentals of these hybrids, is there a  
20 discount offered? 'Cause I know you said there  
21 was a possible \$12.00 to \$20.00 per--

22 HOWARD SLATKIN: You know, that's a  
23 question I'm not sure we know the answer to, but  
24 perhaps could be posed to the operators as to how  
25 they manage the fleet.

2 COUNCIL MEMBER RIVERA: 'Cause I  
3 think that would be a great way to incentivize the  
4 use of hybrid vehicles, and to get people more  
5 accustomed to them. Now, in terms of the, the  
6 rental program, you stated that on average \$10.00,  
7 \$12.00, whatever, per hour, in the City of New  
8 York, if a person rents it out, you know, for four  
9 to five hours, \$40-\$50 bucks, \$60 bucks maybe, if  
10 they decide to rent it out, you know, four times a  
11 week, that's \$240, potentially upwards of close to  
12 \$1,000 per month. Now, are there going to be  
13 discounts for repeat rentals? Like a discount  
14 program? You know of any that exist currently and  
15 has that benefit--'cause I can see that, you know,  
16 an owner of a vehicle who has to pay at least, or,  
17 or a note on a car, and then has to pay car  
18 insurance and maintenance, you know, that will  
19 generally run about \$1,000 a month, so if there's  
20 discount programs it may meet the long term goal  
21 of reducing actual car ownership and at the same  
22 time, you know, allowing for people to utilize  
23 these vehicles.

24 HOWARD SLATKIN: We're definitely  
25 aware that some of the operators have something

1  
2 like, something like what you get for a calling  
3 plan for a cell phone, where, you know, if you  
4 know you're going to use the car a certain amount,  
5 then you get a slightly discounted rate. As to  
6 the details of that, again I'll defer to the  
7 operators as to how exactly they, they manage  
8 that.

9 COUNCIL MEMBER RIVERA: All right,  
10 thank you. Thank you, Chairman.

11 CHAIRPERSON WEPRIN: Any other  
12 questions. Yes, Ms. Lappin, I forgot about you -  
13 -

14 COUNCIL MEMBER LAPPIN: Thank you,  
15 one, one more. I've never used a car sharing  
16 program, but I, I, from what I've seen, there are  
17 sort of pick up and drop off locations. And then,  
18 you know, they're, this is, this is sort of  
19 wherever you can park. But does this then mean  
20 that a co-op or condo or residential unit could  
21 become a pick up or drop off location?

22 HOWARD SLATKIN: Essentially, yes,  
23 that's what, that's what--the, the spaces that are  
24 assigned to car share vehicles would be open to  
25 users, and this is another decision that obviously

1  
2 the, the owner of the co-op has to make in terms  
3 of how they want to invite, you know, users of the  
4 facility. And it is how the spaces operate today.  
5 The reason we believe it's appropriate to do in  
6 the residential context is that there are no  
7 commercial transactions that occur anywhere near  
8 the vehicle. Essentially, you walk up, you have  
9 your keycard or whatever the company supplies you  
10 with, and you enter the car and you drive off, as  
11 if it were your own car, and it, and it works much  
12 like a private automobile does. There's no  
13 attendant, there's no rental counter where you're  
14 going, you have a line of people out the door  
15 waiting to rent their vehicle. So it's, it works  
16 very smoothly and we believe is appropriate to the  
17 - -

18 COUNCIL MEMBER LAPPIN: No, I  
19 understand that, but what I'm talking, but a lot  
20 of these garages in Manhattan are underground or  
21 within a building, so then you're going to give  
22 strangers access to your facility.

23 HOWARD SLATKIN: That's--go ahead,  
24 I'm sorry.

25 STEVEN JOHNSON: Well, one of the

1 things we, we addressed that with our proposal,  
2 because that issue was brought up, that you're  
3 giving access to people to your residential  
4 building. So we said that in our proposal that  
5 there has to be a secure--security access between  
6 the residential building and the garage. And the  
7 car share companies don't want to be in a garage  
8 where their, their membership can't get in or have  
9 problems getting in. So they're not going to  
10 place their vehicles anywhere that's closed,  
11 closes part time or has problems getting in and  
12 out of the garage.

14 COUNCIL MEMBER LAPPIN: So what  
15 does that, what does that mean? Because a lot of  
16 the garages in my district are not manned. You  
17 have to go through the doorman or go through the  
18 lobby, and then they give you access to the  
19 basement. So--

20 HOWARD SLATKIN: The only way that--  
21 -based on the requirement that is built into this,  
22 that sounds like an unlikely type of facility to  
23 host a car share vehicle, because of those  
24 provisions. There would need to be a secured  
25 means of access that does not involve going

1  
2 through the lobby, that you can access the garage-  
3 -in other words, you can't just stroll right from  
4 the lobby, the residential portion into the  
5 garage. We, I think also, I'm looking around the  
6 room and I think that there are also parking  
7 operators who might be able to speak to some of  
8 the logistical issues as to how car sharing works  
9 operationally within garages, as well.

10 CHAIRPERSON WEPRIN: You keep  
11 trying to pass that off--

12 HOWARD SLATKIN: I--[laughter]

13 CHAIRPERSON WEPRIN: It hasn't been  
14 working yet.

15 HOWARD SLATKIN: I'm trying to  
16 defer to those with greater expertise on the  
17 operational aspects of this, yes.

18 [background noise]

19 CHAIRPERSON WEPRIN: Sorry about  
20 that, Nick. Any other questions from the panel?  
21 Oh, Mr. Vann has a question.

22 COUNCIL MEMBER VANN: I just want a  
23 confirmation. Participation in this car sharing  
24 program is completely voluntary?

25 HOWARD SLATKIN: That's correct.

2 COUNCIL MEMBER VANN: Right. No  
3 matter parking facility I own, if you want to come  
4 in there, I have to say, "Yes, okay."

5 HOWARD SLATKIN: Sorry, could you  
6 repeat that?

7 COUNCIL MEMBER VANN: Any owner of  
8 a parking facility--

9 HOWARD SLATKIN: Yes.

10 COUNCIL MEMBER VANN: --would have  
11 to say, "Yes, I want--"

12 HOWARD SLATKIN: Absolutely, yes.

13 COUNCIL MEMBER VANN: Yeah, all  
14 right. And why, why would I want to do that?

15 HOWARD SLATKIN: If you have spaces  
16 that might not be fully used, you might want to do  
17 that; if you know that there is a large market for  
18 car sharing vehicles in the neighborhood, if the  
19 car sharing operators are--there's some  
20 neighborhoods where they're looking for spaces but  
21 there aren't a lot of parking garages around, so  
22 they might be looking to locate a car in one or  
23 two spaces.

24 CHAIRPERSON WEPRIN: They're going  
25 to pay money to the, the operator of the garages.

2 HOWARD SLATKIN: They will rent  
3 spaces like other people rent spaces, generally,  
4 yes.

5 COUNCIL MEMBER VANN: [off mic] - -  
6 [on mic] whatever costs the normal user pay, they  
7 will pay that rate.

8 HOWARD SLATKIN: That's our  
9 understanding, yes.

10 COUNCIL MEMBER VANN: Where'd you  
11 get your understanding from.

12 HOWARD SLATKIN: From the operators  
13 themselves, as to how they conduct these  
14 transactions. We don't regulate the, the rental  
15 transactions, but that's what we've been told.

16 CHAIRPERSON WEPRIN: Well, on that--  
17 -Sorry, Al, I didn't mean to jump in on you--

18 COUNCIL MEMBER VANN: No problem.

19 CHAIRPERSON WEPRIN: There's  
20 nothing that says they can't charge more than that  
21 rate.

22 HOWARD SLATKIN: In a, I believe in  
23 a licensed public parking facility, they are  
24 responsible for charging the posted rates, and  
25 that's what--

1  
2                   CHAIRPERSON WEPRIN: Is that true,  
3 even if it's not a residential rate, it's a  
4 business spot, do they have to charge the same  
5 rate? They probably could charge a higher rate,  
6 couldn't they? You're not sure, I know.

7                   HOWARD SLATKIN: You know, I think-

8 -

9                   CHAIRPERSON WEPRIN: I'm looking to  
10 your counsel.

11                   [background noise]

12                   HOWARD SLATKIN: That's our  
13 understanding as well, and when this issue came  
14 up, this issue was raised also before the City  
15 Planning Commission, and we inquired as well with  
16 the owners of the garages and the car share  
17 companies, who informed us that they pay the going  
18 rate, essentially.

19                   CHAIRPERSON WEPRIN: And I'm not,  
20 I'm not sure, in, in relation to Council Member  
21 Lappin's concern about a co-op, I'm not sure co-  
22 ops always list their rates, 'cause it's just, do  
23 they have to, they don't have to list their rates  
24 for the co-op shareholders, they can, they just  
25 have a rate they pay. So, in that case there is

1  
2 not listed rate. Is the rate that they're charged  
3 considered the listing rate? I'm asking questions  
4 I don't think you're going to be able to answer.

5 HOWARD SLATKIN: It only, that,  
6 that applies to the consumer, Department of  
7 Consumer Affairs regulation of, of licensed public  
8 parking facil--licensed parking facilities. If  
9 it's not a licensed public parking, parking  
10 facility, and it's operated by the, essentially  
11 the co-op, then that, then they assign those rates  
12 themselves.

13 CHAIRPERSON WEPRIN: And, and, just  
14 ask one rhetorical statement is, that's, that's  
15 one of the concerns I think Council Member Lappin  
16 have, and I have, is that, you know, in a  
17 residential building we have a landlord. I'm  
18 curious whether they can charge more, 'cause a  
19 landlord may say, "Hey, look, I can get more money  
20 for renting out these spaces for this business,  
21 instead of having one of my tenants use it," and  
22 that, that seems like a concern to me. As well as  
23 co-ops, too.

24 HOWARD SLATKIN: And, and when, as  
25 I mentioned when that question, that question was

2 also, the concern was raised through testimony  
3 from several entities from Manhattan. And we  
4 inquired with the operators and the garage owners,  
5 and they have told us that they don't differential  
6 rates at this point.

7 CHAIRPERSON WEPRIN: Okay. Anybody  
8 else, then? All right, gentlemen, thank you very  
9 much, I want to give you props for the PowerPoint,  
10 our best PowerPoint of the year. You'll get a, a  
11 Zoning Emmy later, a Zoney, we call them, at the  
12 end of the year. [laughter]

13 HOWARD SLATKIN: Nice.

14 CHAIRPERSON WEPRIN: Or you'll be  
15 nominated at least. [laughter] We now have, we  
16 have five people here in favor. I'm going to  
17 bring them all up together, if that's okay. I  
18 know some have, will have questions directed to  
19 them more than others, but I'm going to call  
20 everyone up just to make it go quicker here. L.  
21 Nicolas, is it Aponderos or Donderos?

22 L. NICOLAS RONDEROS: Ronderos.

23 CHAIRPERSON WEPRIN: Oh, Ronderos,  
24 okay. Douglas Woodland, Chris Ficalora from  
25 Zipcar, Sarah Watson, and Brenda Levin. [pause]

2 And what I'm going to, what I'd like to do is,  
3 let's give 'em three minutes each, can we do that?

4 MALE VOICE: Yes.

5 CHAIRPERSON WEPRIN: Three minutes  
6 each, we'll do three minutes on the clock, so if  
7 you can keep your remarks to three minutes,  
8 there'll be questions I'm sure for some of you,  
9 since you've been referenced already. But if you  
10 can keep it under three minutes, we would  
11 appreciate it. Don't have to take your full three  
12 minutes if you don't want to. So, I don't know  
13 where you want to start, Brenda you want to go  
14 first, you can lead us off here. And state your  
15 name, and then testify.

16 BRENDA LEVIN: Okay, good morning,  
17 Mr. Chairman, esteemed members of the Committee  
18 and members of the public, my name is Brenda  
19 Levin, and I'm about one minute. I do not have a  
20 car, and I do not have a driver's license. So,  
21 why am I here? I know a good idea when I see it,  
22 and I think that this is an outstanding initiative  
23 on the part of the Department of City Planning.  
24 Council Member Rivera made one of my arguments, I  
25 think it's a totally green initiative, and

1  
2 consistent with the City's goals on having a green  
3 city. I think to the extent that people will  
4 decide that they don't need a car, they can save  
5 money by not having a car and using car sharing,  
6 that that's a very good thing. Certainly in dense  
7 neighborhoods where there's a dearth of parking  
8 and people drive around and drive around looking  
9 for parking, and put carbon emissions into the  
10 air, this will solve some of that problem. I  
11 think that allowing it on college campuses or in  
12 neighborhoods abutting college campuses is a very  
13 good thing. I think restricting it, not to have  
14 it in one and two family neighborhoods so that  
15 people can't rent out their driveway is a good  
16 thing. And I, I heard the concerns of Council  
17 Member Lappin, and I hope that you all will be  
18 able to get all that, and, and Chairman Weprin, I  
19 hope you will be able to get that sorted out,  
20 because I think this is a very good initiative and  
21 I hope you will approve it.

22 CHAIRPERSON WEPRIN: Thank you, Ms.  
23 Levin. Ms. Watson, please state your name.

24 SARAH WATSON: Good morning. My  
25 name's Sarah Watson, I'm representing the Zoning

1  
2 Committee of the Citizens Housing and Planning  
3 Council, CHPC. We've reviewed the proposed text  
4 and we offer our full support for the amendment.  
5 It's critical that New York Zoning Resolution  
6 supports and encourages technological innovation  
7 and emerging lifestyle shifts that can contribute  
8 toward the goals laid out in Mayor Bloomberg's  
9 PlaNYC, to make New York a model for cities in the  
10 21<sup>st</sup> Century. Easily accessible, car sharing  
11 programs can lead to a reduction of car ownership  
12 and usage, therefore cutting greenhouse emissions  
13 and air pollution. Car sharing also has the  
14 potential to reduce the strain on parking  
15 infrastructure. The Department of City Planning  
16 has observed and assessed this important shift  
17 occurring already in New York City, and has  
18 designed text that will manage how it's being used  
19 and how it may grow, and for this we applaud their  
20 forward thinking vision to integrate car sharing  
21 formally into the City's parking infrastructure.  
22 In addition to our support, CHPC would also  
23 encourage a regular assessment of how car sharing  
24 is being used, so the text may be altered to keep  
25 up with changes in demand, but once again we'd

like to reiterate our support of this amendment.

CHAIRPERSON WEPRIN: Thank you.

CHRIS FICALORA: Good morning,  
Chairman Weprin and members of the City Council.  
I'm Chris Ficalora, Regional Vice President of  
Zipcar. I'd like to thank you for the opportunity  
to present testimony in support of the zoning  
ordinance changes. This ordinance change will  
allow Zipcar and other car sharing, and the car  
sharing category in general, to effectively expand  
into all parts and boroughs in such a way that  
will benefit all the residents of the New York  
Metro area. Zipcar and the car sharing category  
take cars off the road. Studies have shown that  
each Zipcar takes more than 14.9 personally owned  
vehicles off the road. In a member survey, 65  
percent of our members reported selling or halting  
a purchase decision upon joining Zipcar. In New  
York City, this means that by the end of 2010,  
over 50,000 vehicles will have been removed from  
our congested streets. We understand that car  
owners may feel that this change will reduce  
availability of parking for personally owned  
vehicles in residential buildings; however, given

1  
2 the aforementioned member survey data, it is clear  
3 that they're actually reducing the need for  
4 personally owned vehicle spaces. In addition, car  
5 sharing members drive significantly less than  
6 individually--individuals with personally owned  
7 vehicles. The average member reports driving  
8 2,600 fewer miles per year when becoming a member.  
9 This equates to a savings of over, close of a  
10 million dollars, or a million gallons of gasoline,  
11 and prevention of close to 100,000 tons of carbon  
12 emissions just for the year of 2009. Statistics  
13 have shown that members of the Zipcar and car  
14 sharing programs report a 47 percent increase in  
15 public transportation, ten percent increase in  
16 bicycling and 26 percent increase in walking. Car  
17 sharing saves money. Zipcar members reported  
18 saving an annual savings of \$600 a month, or  
19 \$7,200 per year. The savings for the New York  
20 members alone in 2009 totaled over \$77 million.  
21 Zipcar and the car sharing is not just for  
22 consumers, we have partnered with small, medium,  
23 large businesses, universities and the government,  
24 including the New York City Department of  
25 Transportation. Throughout our vehicle network,

2 over 14 million people are within a ten minute  
3 walk to a Zipcar. In closing, we are committed to  
4 the great City of New York and see the great  
5 future for car sharing. The proposed change in  
6 zoning ordinance will bridge the gap of a tighter  
7 network of car sharing vehicles for members of the  
8 car sharing community within New York. I thank  
9 you for your time and am happy to answer any  
10 questions the Chairman or Council Members may  
11 have.

12 CHAIRPERSON WEPRIN: Thank you very  
13 much. Please, sir.

14 L. NICOLAS RONDEROS: Good morning,  
15 my name is Nicholas Ronderos, and I am Director of  
16 Urban Development for Regional Plan Association, a  
17 private nonprofit research and planning  
18 organization, serving the greater New York  
19 Metropolitan region. RPA wants to comment on the  
20 car sharing vehicles proposed text amendment and  
21 express our support for this change to improve the  
22 efficiency of parking on automobile use. As  
23 recognized by the Department of City Planning, car  
24 sharing is a service that can improve the mobility  
25 of New Yorkers, providing them with a wider range

1 of affordable transportation choices, while  
2 helping increase parking availability within  
3 neighborhoods. The City's proposed citywide  
4 zoning text amendment would clearly define car  
5 share vehicles parking requirements in off street  
6 parking garages, on lots in suitable locations.  
7 The off street parking regulations in New York  
8 City were written nearly a half a century ago, and  
9 did not anticipate the recent emergence of car  
10 sharing. No clear rules for where car share  
11 vehicles can or cannot locate are in place, and  
12 clarification is needed. The proposed regulations  
13 for accessory parking and public parking  
14 facilities, precisely address this lack of  
15 guidance and standards. The proposed zoning text  
16 amendment would define car sharing in the zoning  
17 resolution, and establish clear rules allowing car  
18 sharing vehicles to park in public parking  
19 facilities as well as in parking facilities  
20 accessory to residential, commercial and other  
21 uses, within appropriate limitations, based on use  
22 and zoning district. This tiered approach to  
23 proposed car share limitations by zoning district  
24 is a good compromise between the benefits of the  
25

1  
2 car sharing characteristics, and the concerns of  
3 the communities across New York City regarding  
4 parking spaces for all vehicles. By providing  
5 flexibility to higher density areas, and more  
6 restrictive limitation to less dense areas, the  
7 proposed amendment reaches the right balance  
8 between transit and vehicle ownership in areas of  
9 the city that require cars. Nevertheless, RPA  
10 wants to suggest that the proposed amendment  
11 explores the possibility of providing an even more  
12 aggressive policy in the Manhattan/Upper  
13 Manhattan, Queen and Brooklyn Central business  
14 districts, by not providing a cap for car share  
15 parking in those areas. The potential benefits of  
16 car sharing far outweigh its drawbacks, as an  
17 affordable alternative to car ownership and  
18 compliment to transit service, car sharing is  
19 poised to increase mobility. Community benefits  
20 include reduced neighborhood parking demand, and  
21 reduced driving by car sharing users, reducing  
22 congestion, greenhouse gas emissions, and/or  
23 pollution. RPA believes that the car share zoning  
24 text amendment is a step in the right direction,  
25 taken by this administration, as part of this

1  
2 technical provisions of the zoning resolution, and  
3 it's a welcome development for modernizing the  
4 City's code. Thank you.

5 DOUGLAS WOODWARD: Thank you. My  
6 name's Douglas Woodward, I'm representing Edison  
7 Properties, which is the, the parent company of  
8 Edison Park Fast, which has 37 locations in New  
9 York, New Jersey and Maryland, and 20 in New York  
10 City alone. I have a brief statement of Jerry  
11 Gottesman, the Chairman of Edison, but you have it  
12 in front of you, so I'll just, I'll just briefly  
13 summarize it. "Edison Properties strongly  
14 supports the car sharing zoning being proposed by  
15 City Planning, and commends the thoughtful and  
16 innovative work of the City Planning Department  
17 and its staff, particularly Howard Slatkin and  
18 Steven Johnson who've crafted a careful text with  
19 room for growth as car sharing continues to expand  
20 in New York City. Edison currently parks close to  
21 100 car sharing vehicles in its facilities in the  
22 City, and believes firmly in this important green  
23 parking initiative. Car sharing is an important  
24 way of helping to rationalize and control the use  
25 of vehicles in dense urban environments. Once

1  
2 again, we congratulate City Planning on this  
3 outstanding piece of zoning legislation and urge  
4 you to vote in its favor."

5 CHAIRPERSON WEPRIN: Thank you very  
6 much, and thank you all for keeping it brief. I'm  
7 sure we have--Oh, she left me. Anyone have  
8 questions? Joel Rivera.

9 COUNCIL MEMBER RIVERA: Thank you  
10 very much. I guess, I want to thank all of you  
11 for coming here today. And I guess my question's  
12 going to be directed toward Zipcar, since you've  
13 heard my earlier questions, in terms of hybrid  
14 vehicles. How many hybrid vehicles do you  
15 normally have?

16 CHRIS FICALORA: Pretty  
17 significant, a pretty significant portion of our  
18 fleet are hybrid vehicles, the Insight as well as  
19 the Prius.

20 COUNCIL MEMBER RIVERA: Okay. So  
21 you have, is there a percentage? Is it five  
22 percent, seven percent?

23 CHRIS FICALORA: It's probably  
24 closer to 30, 25 to 30 percent, at a minimum.

25 COUNCIL MEMBER RIVERA: Okay, and

1  
2 how do you see the, obviously since you have so  
3 many, that means that there's a demand for it.

4 How is, how is the demand for it?

5 CHRIS FICALORA: Definitely a  
6 demand for it. The demand for the hybrid vehicles  
7 is, we, we place the vehicles based on the demand  
8 for the vehicle. And within the location, as  
9 well. A point that you brought up earlier, about  
10 the pricing, they fall within the prices, lowest  
11 pricing structure.

12 COUNCIL MEMBER RIVERA: Okay, so  
13 it's, it's lesser, it's, I guess, well what would  
14 be the price for like a Prius--

15 CHRIS FICALORA: A Prius could  
16 range anywhere from \$8 an hour to \$11 an hour.

17 COUNCIL MEMBER RIVERA: \$8 to \$11  
18 an hour.

19 CHRIS FICALORA: Yeah, depending on  
20 locations.

21 COUNCIL MEMBER RIVERA: And then,  
22 are there any discounts for multiple rentals, in  
23 terms of--I mean, the whole entire concept seems  
24 amazing, you potentially can take more vehicles  
25 off the streets and have more people sharing a

1  
2 potential different vehicles.-

3 CHRIS FICALORA: That is correct,  
4 there's a number of different programs that you  
5 could be part of. Aside from the, the general  
6 consumer program, we have programs for people who  
7 drive a significant amount. And that would, gives  
8 them the access to lower rates, as well.

9 COUNCIL MEMBER RIVERA: Okay. Now,  
10 in terms of how widespread is the car share  
11 program throughout the five boroughs, do you see,  
12 where is it most populated? where is it most  
13 utilized? What type of programs do you have to  
14 reach out to different communities, to show them  
15 that this program exists?

16 CHRIS FICALORA: Certainly. The  
17 only borough that we're not currently in is Staten  
18 Island. We, we go into The Bronx, into, into  
19 Brooklyn, into Queens and definitely into  
20 Manhattan. And then along the Jersey shoreline,  
21 as well.

22 COUNCIL MEMBER RIVERA: Now how do  
23 you promote the, the car share program, that is  
24 the Zipcar program, I guess.

25 CHRIS FICALORA: We have, we have

2 marketing teams, we do out of home campaign, a lot  
3 of online advertising. It's, majority of it is  
4 word of mouth and members referring other members.

5 COUNCIL MEMBER RIVERA: Okay. Now,  
6 I can see, if someone's interested in purchasing  
7 your vehicle, I can see them want to test drive.  
8 Now can they, can a member pick of a specific type  
9 of vehicle, for instance if they want a Toyota  
10 Prius or Honda Insight, or if they want a  
11 particular other car, can they--

12 CHRIS FICALORA: After you become a  
13 member, you choose which vehicle specifically out  
14 of the fleet in New York City you want to reserve.  
15 And each vehicle, at least for Zipcar, is given a  
16 name. So if you want to use "Bob" all the time,  
17 "Bob" becomes your car [laughter] and if you want  
18 to cheat a little bit and use "Mary" once in a  
19 while, then you could use "Mary." It all depends  
20 on the type of car that you want. [laughter]

21 COUNCIL MEMBER RIVERA: [laughs]  
22 That's--we're not promoting cheating here.  
23 [laughter] But, I mean, I mean, that really can  
24 be helpful when people who are looking to  
25 potential purchases and to test drive.

2 CHRIS FICALORA: Correct. It gives  
3 you the opportunity to, to use--we have 22  
4 different types of vehicles in the New York City  
5 fleet, anything from mini-Coopers, to smart  
6 vehicle, BMWs, Audis. There's a pretty broad  
7 range of vehicles.

8 COUNCIL MEMBER RIVERA: Now, is  
9 there a peak time usage for the vehicles, and a  
10 non-peak time usage, or--?

11 CHRIS FICALORA: It tends to  
12 fluctuate, there is. The peak time is generally  
13 on weekends. And that is because the cars get  
14 heavily used. We also have a lot of business  
15 customers who work in the City, as well, who use  
16 the vehicles during the day, as well.

17 COUNCIL MEMBER RIVERA: Okay. Now,  
18 is there a limitation on how far you can travel  
19 with these vehicles? For instance, I know a lot  
20 of people, particularly Manhattan, probably, that  
21 don't own vehicles and may want to go for a  
22 weekend in the Hamptons or a week, go somewhere.  
23 Is--

24 CHRIS FICALORA: That is definitely  
25 the case, you can go for the weekend. We

1  
2 discourage someone from driving from here to  
3 Dallas, Texas, but generally the, the longest  
4 reservation that we would offer is up to four  
5 days.

6 COUNCIL MEMBER RIVERA: Okay, is up  
7 to four days.

8 CHRIS FICALORA: Right.

9 COUNCIL MEMBER RIVERA: And then,  
10 at that point, is it per, is there a per mile add  
11 up?

12 CHRIS FICALORA: Then it would be,  
13 become a per day rate.

14 COUNCIL MEMBER RIVERA: Okay.

15 CHRIS FICALORA: And then, each day  
16 has 180 complimentary miles.

17 COUNCIL MEMBER RIVERA: Okay.  
18 Perfect. Thank you very much. Thank you, Chair.

19 CHAIRPERSON WEPRIN: Thank you.  
20 Council Member Al Vann.

21 COUNCIL MEMBER VANN: All the  
22 operators have fleets?

23 CHRIS FICALORA: They do. To my  
24 understanding, they each have their own fleets,  
25 yes.

2 COUNCIL MEMBER VANN: Where do they  
3 keep their, their fleet?

4 CHRIS FICALORA: The fleets are  
5 dispersed throughout New York City, in, in garages  
6 throughout the City. And we don't have them  
7 concentrated in one specific garage, we try to  
8 have a Zipcar within every five to ten blocks of  
9 our members.

10 COUNCIL MEMBER VANN: So all of  
11 your fleet is already committed to garages, at  
12 this point.

13 CHRIS FICALORA: That is correct;  
14 however, our fleet continues to expand, and so  
15 does our member base. So, as our membership base  
16 continues to expand, then we expand the locations  
17 that our fleet is in.

18 COUNCIL MEMBER VANN: Okay, so  
19 you'd be, you buy more cars as you have more  
20 spaces--

21 CHRIS FICALORA: Correct, yes.

22 COUNCIL MEMBER VANN: So if all, if  
23 all those spaces decide they don't want you any  
24 more, then you got your fleet on the street.

25 CHRIS FICALORA: Then we have to go

1  
2 find other spaces.

3 COUNCIL MEMBER VANN: Okay. Now,  
4 I, about a green argument, that sounds like it  
5 makes sense. Does this affect the number of cars  
6 that people purchase? Is that what I heard?

7 CHRIS FICALORA: It does, it  
8 significantly reduces, as I said, it, people,  
9 after joining Zipcar have reported about a 65  
10 percent reduction in vehicles, either through  
11 selling their vehicle or postponing a purchase of  
12 a vehicle.

13 COUNCIL MEMBER VANN: You think--

14 CHRIS FICALORA: In some cases,  
15 people use it as a second vehicle, as well. They  
16 may maintain one vehicle that gets used Monday  
17 through Friday, but they, you want a second  
18 vehicle on the weekend, so that's where Zipcar can  
19 come into play.

20 COUNCIL MEMBER VANN: Right.  
21 You're not concerned that it may affect the  
22 economy of the City or whatever 'cause peo--less  
23 people spending money buying cars. That's not a  
24 deterrent--

25 CHRIS FICALORA: No, I think, I

1  
2 think there's a number of different factors. I  
3 think it, there's a huge savings for the, for the  
4 members of the City, and that just puts more money  
5 into their pockets to do other things.

6 COUNCIL MEMBER VANN: Mm-hmm. Is  
7 there any competition with the taxi system, do you  
8 think?

9 CHRIS FICALORA: It's a different  
10 system altogether. And I get asked the question,  
11 is car rental competition, and it's really not.  
12 Car ownership is competition. 'Cause we're not  
13 competing with the car rental agencies, because  
14 they're generally for leisure, longer leisure  
15 patterns or for business use, where our system is  
16 really, the, if there was a competitor, it's going  
17 to be car ownership.

18 CHAIRPERSON WEPRIN: I have a  
19 question. So, this zoning amendment, the zoning  
20 language, how does that affect your business now?  
21 Like right now, what do you, how is this going to  
22 be, what changes are you going to have to make  
23 because this might pass?

24 CHRIS FICALORA: It actually gives  
25 us the ability to expand into a larger foot--a

1  
2 larger footprint. We get requests on a regular  
3 basis to be in certain locations in the City, and  
4 it really dictates the demand of the parking in  
5 those areas. With this zoning change, it's going  
6 to open up doors to us to really serve the, the  
7 potential members that we would, we could have.

8 CHAIRPERSON WEPRIN: Well, what  
9 limits you right now? Why can't you go all over  
10 the City currently?

11 CHRIS FICALORA: Limited parking.  
12 There is only a certain amount of public garages  
13 that are available. And with the theory that we  
14 want to have vehicles anywhere from five to ten  
15 blocks from residents, this adds a convenience  
16 factor for our membership base.

17 CHAIRPERSON WEPRIN: But couldn't  
18 you now go to those same parking lots you're going  
19 to be going if this becomes law, and say to them,  
20 "We want to buy some of your spots or rent some of  
21 your spots?"

22 CHRIS FICALORA: We would get a  
23 ticket at this point.

24 CHAIRPERSON WEPRIN: Is that right?

25 CHRIS FICALORA: Yeah.

2 CHAIRPERSON WEPRIN: Okay. You're  
3 coming to tell me what I don't know? Okay. I'm  
4 learning what I don't know.

5 CHRIS FICALORA: We would be  
6 standing in front of a judge paying a fine.

7 CHAIRPERSON WEPRIN: Okay, I got  
8 it. Oh, that's good, that's the answer. All  
9 right, let me go back to the other question, and I  
10 don't know if this is an Edison question or a  
11 Zipcar question, but are you limited to what you  
12 can pay or charge to this company?

13 DOUGLAS WOODWARD: [off mic] Yeah,  
14 we are the - -

15 CHAIRPERSON WEPRIN: It's  
16 counterintuitive on the button there.

17 DOUGLAS WOODWARD: Yes, totally.  
18 Yeah, we are limited, we, we don't charge them  
19 over what we charge, charge a normal user. They  
20 are great payers, Zipcar in particular, so--

21 CHAIRPERSON WEPRIN: Could you--

22 DOUGLAS WOODWARD: --so we'd like  
23 to have them.

24 CHAIRPERSON WEPRIN: Could you  
25 charge them more than your normal payer?

2 DOUGLAS WOODWARD: We don't think  
3 so. I mean, we've--

4 CHRIS FICALORA: We wouldn't pay  
5 it.

6 DOUGLAS WOODWARD: --I mean, Howard  
7 asked us the same question. Right.

8 CHRIS FICALORA: There's a rate  
9 posted, we're not going to pay more than that.

10 CHAIRPERSON WEPRIN: Right. Do  
11 you, do you know the answer to the question about,  
12 about co-ops and residential buildings that don't  
13 have posted rates, do either one of you know how  
14 that works? Could you get charged more? Can a  
15 building say, "Hey, look, I got Zipcar, they're a  
16 private company, they're changing the whole  
17 economy of the United States, and you know, we can  
18 charge them lots of money," could they do that?

19 CHRIS FICALORA: Anyone could try  
20 anything. However, it's whether we're going to  
21 pay it or not.

22 CHAIRPERSON WEPRIN: Right.

23 CHRIS FICALORA: We, when we, when  
24 we base our parking, we look at the competitive  
25 surroundings, what the rates are, and that's

1  
2 primarily what we would pay. If somebody came to  
3 us and said, "You know, we're going to charge you  
4 \$2,000 for a spot--"

5 CHAIRPERSON WEPRIN: Right.

6 CHRIS FICALORA: --that the general  
7 consumer would pay \$400, we wouldn't be putting a  
8 car there.

9 CHAIRPERSON WEPRIN: 'Cause that, I  
10 mean, that's one of the concerns is that, let's  
11 face it, I mean, I think you should probably pay  
12 more than a resident of a building, if they have a  
13 parking spot for the residents, you know, they  
14 should probably, you shouldn't get the same rate;  
15 on the other hand, by you getting, paying more,  
16 you're more likely to be, a landlord's more likely  
17 to want you than the regular rent, so it's kind of  
18 a Catch-22. But that, I mean, that's one of the  
19 concerns I think, you know, Jessica Lappin had is  
20 that, you know, some buildings have no parking. I  
21 mean, I have buildings in my area where you cannot  
22 part anywhere near the building anymore, and  
23 people spill all over the place. We have a  
24 hospital in our area that has a terrible parking  
25 problem. Are they allowed to rent part of their

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lot?

CHRIS FICALORA: Typically, hospitals have such a demand for parking, and the entrance going in and out is so inconvenient for a member, that we typically don't park in--at least in the City of New York, we typically don't park in hospitals.

CHAIRPERSON WEPRIN: But you could.

CHRIS FICALORA: We've been, we've been offered locations, but we also evaluate the availability for transportation in and out, and we don't, we typically don't.

CHAIRPERSON WEPRIN: But also you could make the argument, though, in the case that I'm describing of this, there's already no parking. I mean, the answer City Planning seemed to give, and I was, you know, maybe buying, is the idea of, this will limit the amount of people who might actually use the parking lot, because they'll be more likely to use the Zipcar into there, as opposed to driving every day, if they're visiting at a hospital, for instance, visiting a loved one, you know, this might be a better way than taking a vehicle.

1  
2 CHRIS FICALORA: I think in the  
3 case with the hospital, placing it within the  
4 hospital wouldn't necessarily be for the patients  
5 family members coming in; if there was a very  
6 dense residential community around it, that would  
7 be the only deciding factor. And in most cases  
8 around hospitals, parking is at such a demand,  
9 that we typically don't park there, even because  
10 of the congestion around the hospital locations.

11 CHAIRPERSON WEPRIN: Okay. Well, I  
12 mean, 'cause that, the, the three community  
13 boards, from what I understand, that oppose this,  
14 I mean, that was their concern, about we have  
15 enough tough, tough enough time with parking  
16 already, and with the ramifications of having no  
17 parking, does this make it worse? Do you think  
18 this makes it worse or better?

19 CHRIS FICALORA: Well, I, I think  
20 it actually, to refer back to your point on the  
21 hospitals, typically hospitals outsource their  
22 parking to other vendors, to management companies.  
23 And what we have also learned in many cases, in  
24 that management contract they prohibit any side  
25 agreements from any other parkers aside from

1  
2 specific individuals parking into that, that  
3 location. So, in a sense, it almost could lock us  
4 out from a parking based on contractual agreements  
5 between the owner and the management company.

6 CHAIRPERSON WEPRIN: Okay. Hey,  
7 going back? Anyone else have a question? No?  
8 Mr. Vann.

9 COUNCIL MEMBER VANN: Yeah, final  
10 question. You would only use a rental parking  
11 facility if someone requests a car sharing in that  
12 area? Or do you reserve areas in anticipation?

13 CHRIS FICALORA: We would reserve  
14 areas when, when, as we continue to expand our  
15 footprint, we, we start, and we move slowly out  
16 into the outer boroughs, further out into the  
17 outer boroughs. And other, or, other areas. So  
18 we would, what we call, seating area, we'd get a  
19 group of parking spaces, put some vehicles there,  
20 and then market around that neighborhood, for, for  
21 growth.

22 COUNCIL MEMBER VANN: Of a  
23 neighborhood have parking facilities, can they  
24 reach out to you?

25 CHRIS FICALORA: Absolutely, they

1  
2 would--we have basically one person who handles  
3 nothing but parking in the City. And we get lots  
4 of inquiries for residents, for all kinds of  
5 people, and businesses looking to rent us parking  
6 spaces. Entire, in some cases, even entire  
7 parking garages, which is not the business that  
8 we're in.

9 COUNCIL MEMBER VANN: And the  
10 minimal time that a person can share a car is  
11 what? Reserve a car is for what?

12 CHRIS FICALORA: One hour.

13 COUNCIL MEMBER VANN: One hour.  
14 And the maximum?

15 CHRIS FICALORA: Maximum is four  
16 days. Unless you call and you get approval in  
17 advance.

18 COUNCIL MEMBER VANN: All right,  
19 thank you.

20 CHAIRPERSON WEPRIN: And the last  
21 question is going to be Council Member Leroy  
22 Comrie.

23 COUNCIL MEMBER COMRIE: Okay, thank  
24 you. What's the minimum and the maximum rate that  
25 you--

1  
2 CHRIS FICALORA: The minimum rate  
3 is \$8, the maximum rate is \$21.

4 COUNCIL MEMBER COMRIE: And do you  
5 have, do you have, if you don't live near a car,  
6 if you're a Queens residents now, resident now,  
7 you only have one location? There's only one  
8 location I saw in Queens? Or are there other  
9 locations? How would that work?

10 CHRIS FICALORA: There are other  
11 locations. What we try to do, what we typically  
12 do is, as the area continues to develop with car  
13 sharing members, we, we see, we put more vehicles  
14 in different locations, within that area, with  
15 close proximity to our membership base. We have a  
16 lot of analytics that go behind determining where  
17 our members are located, where they work, and what  
18 number of vehicles that need to be around them in  
19 order to service them. Now the one thing with  
20 Zipcar is that once you become a member in New  
21 York, you could become, you could use a vehicle  
22 anywhere within our system, into Canada, into  
23 Europe, as well.

24 COUNCIL MEMBER COMRIE: Okay, so,  
25 yeah, go ahead, go ahead.

2 CHAIRPERSON WEPRIN: You go ahead,  
3 Mr. Vann.

4 COUNCIL MEMBER VANN: I'm just  
5 curious, if you drive to another state where they  
6 also have time sharing, can you leave the car  
7 there? Or you got to bring it back where you took  
8 it?

9 CHRIS FICALORA: No, you always,  
10 the way we refer to it is if you were borrowing  
11 your dad's car, you would always return it back to  
12 his driveway; otherwise, you'd probably get a  
13 nasty phone call that you left it in another  
14 state.

15 COUNCIL MEMBER VANN: Okay.

16 CHRIS FICALORA: It's all pick up  
17 and drop off in the same location.

18 COUNCIL MEMBER VANN: Right, thank  
19 you.

20 COUNCIL MEMBER COMRIE: So you  
21 don't, you don't deliver vehicles to anyone at any  
22 time.

23 CHRIS FICALORA: We do not. None  
24 of our vehicles are allowed to be used for  
25 commercial use, either, such as livery type of

services, as well.

COUNCIL MEMBER COMRIE: Okay, all right. And, and you all, you already said that you're not going to be paying any rates higher than any prescribed rates that you see for the resident.

CHRIS FICALORA: I would say we typically don't.

COUNCIL MEMBER COMRIE: All right.

CHAIRPERSON WEPRIN: Okay, I'm going to call on Mr. Rivera, just want to let my colleagues know that we have two other items, and I'm getting the, we have a new committee coming in soon, so--

COUNCIL MEMBER RIVERA: Okay, thank you, it'll be very quick. Are there any limitations on where you can drive? Can you drive in--Like on The Bronx River Parkway, if it says, "Zipcar," does that qualify as a commercial vehicle and not able to drive?

CHRIS FICALORA: You're allowed to drive pretty much anywhere.

COUNCIL MEMBER RIVERA: On any road.

1  
2 CHRIS FICALORA: That you would  
3 drive a regular vehicle.

4 COUNCIL MEMBER RIVERA: Okay,  
5 perfect, thank you.

6 CHAIRPERSON WEPRIN: Okay, great.  
7 Well, we want to thank this panel very much. And  
8 we're going to move on to the next item, actually.  
9 I'd like to close this hearing. We are going to  
10 hold off on a vote on this item until our next  
11 meeting, this one item will not get voted on  
12 today, on the car sharing one. We're going to  
13 move to the next item, though, Nick. Okay?  
14 [background noise] Not yet. So, the next--  
15 [background noise, pause] Okay, Councilman  
16 Garodnick has to leave, and we're only, he, on the  
17 first item, the Pio Pio Restaurant/Café, he wants  
18 to be able to cast his vote on that. We have two  
19 other votes coming down, which we haven't had the  
20 hearings for, which we can't consider at this  
21 time, but I'd like to allow Councilman Garodnick  
22 to cast a vote on the first item, Pio Pio, which  
23 was Land Use No. 198.

24 COUNCIL MEMBER GARODNICK: Thank  
25 you, Mr. Chairman for the accommodation on Land

Use 198, I vote aye, thank you.

CHAIRPERSON WEPRIN: Okay, let's move on. Next is, is Preconsidered Hour Children C 1001145 ZMQ, in Council Member Van Bramer's district, a big supporter of this group, I know. And I'd like to call on Sister Tesa Fitzgerald, Marcie Kesner, Jerome--yeah. And Renata Hill.

FEMALE VOICE: Jerry. [laughter]

CHAIRPERSON WEPRIN: And Jun Koo Mazawa [phonetic]. Jerrie, Jerrie Kafriello [phonetic]. All right, sorry Jerrie. [background noise] Okay, Ms. Kesner, I'd like to, please, whoever starts, that'll speak on the record, if we could try to keep it as quick as possible. I'm getting--I know it's not your fault, but--

MARCIE KESNER: No, no, no, we understand, and we'd, we'd like to do it quickly.

CHAIRPERSON WEPRIN: Since I know the Council Member loves you, anything you say can and will be used against you. [laughter]

MARCIE KESNER: Okay, well that's fine. That's fine, it's a good place to be.

CHAIRPERSON WEPRIN: And we're joined by that Council Member.

MARCIE KESNER: Okay, I have the--  
Okay. Council--good morning, Council Member  
Weprin, Council Member Van Bramer, and members of  
the Franchise Subcommittee. Okay, my name is  
Marcie Kesner, I'm an Urban Planner with Kramer &  
Naftalis--Kramer, Levin, Naftalis & Frankel, Land  
Use Council, to Hour Children, the applicant.  
Sister Tesa Fitzgerald, the Founder and Executive  
Director of Hour Children is here to speak about  
its programs and services, and the proposed new  
building that this rezoning will make possible.  
Jun Koo is Hour representing the architecture firm  
of Edelman, Sultan, Knox, Wood, who are the  
designers of the "As of Right" building, is here  
to answer any questions you may have, and Joe  
Bieber, who's the housing consultant, is here in  
the audience in case you have any questions about  
that. We have Jerry Kafarello here, who is one of  
Hour Children's neighbors, he's within, his home  
is within the rezoning area, and he supports the  
project, as do his neighbors; and Renata Hill  
who's a participant in Hour Children's programs.  
The application before you, as you can see on the  
map, one of the maps below, is to rezone a one-

1  
2 and-a-half block area in community district one  
3 and Council Member Van Bramer's district, in the  
4 Ravenswood Section of Long Island City, from its  
5 current M11 District to an R5D residential  
6 district, a contextual district, with a commercial  
7 overlay on the northern portion of the block, to  
8 reflect existing ground floor retail uses. The  
9 rezoning area--

10 CHAIRPERSON WEPRIN: Thank you,  
11 Carol Merrill. [laughter]

12 MARCIE KESNER: Thank you. The--  
13 the rezoning area is a block-and-a-half in size,  
14 it's bounded by 36<sup>th</sup> Avenue to the north, the  
15 midblock of block 351 to the east, 37<sup>th</sup> Avenue to  
16 the south, and 11<sup>th</sup> Street to the west. The  
17 proposed new district will more accurately reflect  
18 the existing uses on the these blocks, and also  
19 will allow the development of an 18 unit supported  
20 housing project by Hour Children, which is a use  
21 group 3A community facility. It will provide  
22 permanent housing and support services to formerly  
23 incarcerated women and their children, and provide  
24 office and program use for Hour Children. Hour  
25 Children currently owns an approximately 10,000

1 square foot parcel at 3611 12<sup>th</sup> Street, which is  
2 within the rezoning area. It's a former convent,  
3 and it's currently used as a transitional shelter  
4 for eight households. There are accessory  
5 buildings that are used for office space and for  
6 furniture thrift shop, and other thrift shop and  
7 other programs behind on the lot. Hour Children  
8 also operates a food pantry and a thrift shop and  
9 a training program within this, within the  
10 rezoning area. And the rezoning would permit an  
11 R52, R5D contextual district which would allow a  
12 maximum of two FAR on the site, within a 40 foot  
13 high maximum building envelope, a five foot front  
14 yard is required, and would be provided; an eight  
15 foot side yard is required when abutting a  
16 residential building, it would be provided; and  
17 the 30 foot deep rear yard is required, and would  
18 be provided. Currently, only about a third of the  
19 zoning lots within the rezoning area comply with  
20 the existing M11 district. With this rezoning,  
21 almost two-thirds of the properties in the, in the  
22 rezoning area, would now comply. The application  
23 was unanimously approved by the community board,  
24 it was approved by the borough president, and by  
25

1  
2 the City Planning Commission. Sister Tesa will  
3 now talk to you a little bit about the proposed  
4 building.

5 TESA FITZGERALD: Thank you, good  
6 morning, everyone. My name is Sister Tesa  
7 Fitzgerald, I'm the Executive Director and the  
8 Founder of Hour Children. In 1986, Hour  
9 Children's roots were planted on 11<sup>th</sup>, on 12<sup>th</sup>  
10 Street, in Long Island City, where we opened our  
11 homes to children of incarcerated mothers in  
12 Bedford Hills Correctional. Since then, Hour  
13 Children has grown to be a multifaceted, social  
14 service agency, that provides services inside New  
15 York State Prisons for Women and Riker's Island,  
16 and outside in the Long Island City community,  
17 where we welcome mothers from the prison nursery  
18 with babies, or who are reuniting with children in  
19 foster care. The heart of our services are our  
20 homes, where mothers learn life skills and  
21 routines that help them rebuild their lives. Hour  
22 Children currently provides housing at three--to  
23 45 families at three communal transitional sites,  
24 and two permanent apartment houses in Long Island  
25 City and Astoria, with another transitional

1 communal one currently underway in Corona, Queens.  
2 Our support services for our mothers and our  
3 children include intensive case management and  
4 counseling, an HRA approved job training program,  
5 a daycare, an afterschool program, a summer camp,  
6 and a mentoring program for our women. The  
7 services for our women that extend into the  
8 community are two thrift shops, a furniture  
9 outlet, a community pantry, an outreach center,  
10 and a mentoring program for children with  
11 incarcerated parents in all five boroughs. And  
12 very importantly, we have a beauty parlor. All of  
13 this is really important and vital, but it's  
14 certainly not enough. Our mothers face incredibly  
15 difficult challenges and hurdles and very many  
16 negative stigmas, especially in the areas of  
17 employment and housing. I have great respect and  
18 admiration for them, because they do the hard  
19 work, we only support their efforts. The proposed  
20 18 family unit in Long Island City is really a  
21 project that's wholeheartedly supported by our  
22 community, and is really a dream come true for our  
23 residents. And I know I can count on each of you  
24 today to be part of Hour Children's miracle on 12<sup>th</sup>

1  
2 Street. Thank you. And now I'd like Renata to  
3 speak.

4                   RENATA HILL: I'll just speak  
5 briefly on the impact Hour Children has had on me.  
6 I came home April 14<sup>th</sup> of this, of this year, and I  
7 had no place to go, no family. I came across a  
8 application belonging to Hour Children, I filled  
9 it out really with no hope of getting a response  
10 back, because we're basically, I felt like  
11 everybody was closing their doors on us because of  
12 the simple fact we was coming home from prison. I  
13 was surprised because Sister Tesa wrote me note  
14 back that said, "You will have a home," and I  
15 thought it was a joke, like, "Okay, I'm going to  
16 get there and it's going to be completely  
17 different, it's going to be horrible," but to this  
18 day I'm there and I'm not ready to leave, I'm not  
19 ready to go anywhere, and it's the best home that  
20 I've had since a kid, you know. And it's family  
21 orientated, people that you don't know, we have  
22 new people that come in on a regular basis, and we  
23 sit down, like we have a structure, you know.  
24 With people who have destroyed their lives and  
25 went down the wrong path, with their children,

1  
2 we're given that second chance of learning to eat  
3 dinner with each other at 6:30, to be in the house  
4 at 8:30, and to have your kids washed and put to  
5 bed at a certain time. And we don't have to do  
6 it, we can go down the wrong path again, but  
7 because somebody took that chance and gave us a  
8 second chance and that little bit of hope, we  
9 just, we don't take it and run with it, we do what  
10 we have to do. If we ever come to a hurdle in our  
11 life whereas though we do go down the wrong path,  
12 and it does happen in life, we know that Sister  
13 Tesa has a open door policy to where we can go to  
14 her and say, "Listen, Sister Tesa, I'm having a  
15 hard time, you know, I'm going through this, I'm  
16 going through that," and she never turns her back  
17 on us. You know, she steers us in the correct  
18 direction, she helps us, she's there for us. The  
19 social workers are wonderful, you know, everybody  
20 there you can talk to. The, the residents in the  
21 area are neighbors, you know, we're not  
22 stigmatized, we don't walk out of our house and  
23 feel like people are looking at us because they  
24 know that this program is for women who were  
25 currently incarcerated. It's just a lot of

1  
2 support everywhere, you know, you have the daycare  
3 there where you don't really have to struggle with  
4 certain things, they have job training where you  
5 can get your life back together. Everything that  
6 you need to reclaim your life is there, provided  
7 for you. It's just a matter of you have one foot  
8 in the door already, from Sister Tesa opening up  
9 that door, for us, and it's a matter of just  
10 taking steps forward. And when you feel like you  
11 want to backslide, you have so many different  
12 areas that you can go to, so many different people  
13 that you can go to, that's willing to help you.  
14 You know, they, it's, it's not, to me it's not a,  
15 it's not transitional housing ,to me it's, it's  
16 home. It's home, you know. I can go on for days,  
17 but I have to stop. [laughter]

18 CHAIRPERSON WEPRIN: Thank you very  
19 much.

20 TESA FITZGERALD: Jerri, for a  
21 brief--

22 CHAIRPERSON WEPRIN: Just, if you  
23 keep it very brief.

24 TESA FITZGERALD: Yes.

25 JERRY KAFRIELO: Good morning, my

2 name is Jerry Kafrielo. Born and raised in  
3 Queens, homeowner on 12<sup>th</sup> Street and I support Hour  
4 Children's programs. I'd be, I support 'em so  
5 much that I became a volunteer and work from 9:00  
6 to 5:00 without a paycheck. [laughter]

7 TESA FITZGERALD: He's retired.

8 [laughter]

9 JERRY KAFRIELO: Yeah. And I don't  
10 know what else to say about the program, but it  
11 does an awful lot in the neighborhood and brings a  
12 lot of charity type things to the neighborhood.  
13 And that's all I have to say. Thank you.

14 CHAIRPERSON WEPRIN: Thank you.

15 TESA FITZGERALD: That's it.

16 That's it.

17 CHAIRPERSON WEPRIN: That's it?

18 Okay. Council Member Van Bramer wanted to make a  
19 statement.

20 COUNCIL MEMBER VAN BRAMER: Thank  
21 you very much, Mr. Chair. I just wanted to say  
22 that I am very proud to have Hour Children in my  
23 district. Sister Tesa is not only a past winner  
24 of the New Yorker of the Week, but more  
25 importantly she's a real hero to so many of us.

1  
2 And the organization does so much for so many, and  
3 it is such an integral part of the entire  
4 neighborhood, that it lives within. So, I think  
5 this is a welcome change, the building will be a  
6 tremendous addition to the neighborhood, and  
7 expanding the programs and services that you  
8 provide could only be a good thing, for our  
9 district and the City of New York, so I want to  
10 thank you. And of course, I encourage all of my  
11 colleagues to vote yes.

12 TESA FITZGERALD: Thank you, thank  
13 you.

14 CHAIRPERSON WEPRIN: Thank you, Mr.  
15 Van Bramer. Any other questions or comments.  
16 Well, we want to thank this distinguished panel  
17 for their time. We're going to close this  
18 hearing.

19 TESA FITZGERALD: Thank you.

20 CHAIRPERSON WEPRIN: And appreciate  
21 your patience. We're going to quickly move on to  
22 the last item on the agenda. And that is the  
23 Rosedale rezoning, C 100436 ZMQ, in Council Member  
24 Sanders' district. We'd like to call up John  
25 Young from City Planning, Liz Errico, Richard

1  
2 Hellenbrecht, and William Perkins, and all-star  
3 Queens lineup. And Mr. Young, whenever you're  
4 ready, please get started, and keep it as short as  
5 possible, 'cause got a lot of impatient people  
6 surrounding me, it seems.

7 JOHN YOUNG: Absolutely, we will  
8 keep it short. But this is a very important  
9 rezoning and we do appreciate your attention to  
10 it. Good morning, my name's John Young, and I'm  
11 Director for the Queens Office of the Department  
12 of City Planning. And I'm very pleased to be here  
13 this morning on behalf of City Planning Director  
14 Amanda Burden, to present the Department's efforts  
15 to update zoning designations for nearly 200  
16 blocks in Rosedale, in southeast Queens. I'm  
17 joined by Liz Errico, who will present the details  
18 of the rezoning proposal to you. The Rosedale  
19 rezoning proposal is a comprehensive effort to  
20 update zoning designations that have been  
21 unchanged since 1961 in order to more closely  
22 match building and land use patterns and thereby  
23 protect neighborhood character. It will  
24 compliment rezonings that the City Council has  
25 adopted for two adjacent communities: Brookville,

1  
2 which was rezoned in 2004 and Laurelton, rezoned  
3 in 2008. As you will learn in today's hearing, if  
4 you're not already aware, Rosedale is a very  
5 cherished Queens community, and it's desirability  
6 has in recent years caused a worrisome increase in  
7 new development since much of it has been out of  
8 context with traditional building types and  
9 density. For this proposal, the Department has  
10 developed a carefully delineated rezoning strategy  
11 to ensure that the zoning will more closely  
12 correspond to established development patterns of  
13 one and two family residences that predominate in  
14 the southern portion of the neighborhood, while  
15 also updating commercial overlay designations to  
16 ensure that nonresidential uses do not encroach  
17 onto residential blocks. Protecting the low  
18 density and appealing qualities of Rosedale has  
19 been an important goal for its residents and  
20 neighborhood civic groups and block associations,  
21 including the Rosedale Civic Association, as well  
22 as Community Board 13, and local elected  
23 officials. It's been the Department's privilege  
24 to have worked closely with them to shape and  
25 refine this proposal. We could have not made it

1 here without their efforts and contributions.  
2  
3 Likewise, Council Member James Sanders, Jr., has  
4 provided valuable leadership and advocacy during  
5 the rezoning process, and we are very grateful for  
6 the partnership in achieving consensus on the  
7 proposal. Following the June 7<sup>th</sup> certification of  
8 the proposal, we're very pleased with the strong  
9 support received from Community Board 13, as well  
10 as Borough President Helen Marshall, and thank  
11 them for expediting their reviews of the proposal.  
12 We know how important it is for the community  
13 stakeholders that the rezoning proposal be  
14 implemented as quickly as possible, and we hope  
15 you, too, will support this well considered  
16 rezoning initiative, to reinforce the build  
17 character and development patterns in the Rosedale  
18 neighborhood. And Liz will review the details of  
19 it.

20 ELIZABETH ERRICO: Good morning,  
21 Chair Weprin and Council Members, my name is Liz  
22 Errico, I'm a Planner in the Department of City  
23 Planning's Queens Office. And as Mr. Young just  
24 stated, I'm going to brief you this morning on the  
25 details of the proposal. Next slide. The

1  
2 Rosedale neighborhood is located in far  
3 southeastern Queens. It's approximately 15 miles  
4 from midtown Manhattan and about two miles just  
5 north of JFK Airport and Jamaica Bay. Next slide.  
6 The community is bounded on the east by Nassau  
7 County, on the south by Hook Creek and Idlewild  
8 Park, on the west by the Cross Island Parkway and  
9 Brookville Park, and also the neighborhoods of  
10 Laurelton and Brookville. The Long Island  
11 Railroad runs along the midsection of the  
12 community, the community's bisected by the Sunrise  
13 Highway. And the Long Island Railroad actually  
14 has a stop in Rosedale itself, on, along the  
15 Parkway. Next slide. The Rosedale's housing  
16 stock includes large, detached single family homes  
17 that are generally in the northern section above  
18 Sunrise Highway. Smaller single family homes are--  
19 -detached homes--are located south of the highway,  
20 and these were constructed during the post-War  
21 construction boom. And then after 1961, the  
22 predominant construction was semi-detached one-  
23 and two-family homes. The common characteristic  
24 of the housing stock in the community, however, is  
25 that almost all of it, 96 percent of housing stock

1 is either one- or two-family homes. Next slide.  
2  
3 The existing zoning in Rosedale is, there are two,  
4 two zones in Rosedale. To the north of the  
5 highway is R2, which is a single family detached  
6 zone, and it represents the characteristic  
7 development in the area. South of the highway is  
8 an R32 zoning district, which covers approximately  
9 200 blocks. R32 is the lowest density general  
10 residence districts, which allows all housing  
11 types, from detached homes to apartment  
12 structures. Development in this zoning district  
13 is predominately one- and two-family homes,  
14 detached and semi-detached homes. The development  
15 patterns are indi--can we go back to the map? The  
16 development patterns are indicated on this map,  
17 the yellow are detached one- and two-family, and  
18 brown indicates the, the orange indicates semi-  
19 detached homes, that are one- and two-family. And  
20 then you can see along the southern border there  
21 are some brown areas that are actually multifamily  
22 garden apartment complexes and row houses. Next  
23 slide. The photographs you see here show some of  
24 the recent development in Rosedale, that has  
25 occurred under the current R32 regulations. These

1  
2 include row house developments, and in some cases  
3 replacement of sound single family detached homes,  
4 that have been replaced with semi-detached and  
5 multifamily structures. These development trends  
6 threaten the lower density character of the  
7 community, and therefore the R32 district was  
8 really the focus of all of our rezoning  
9 recommendations. Next slide. The objective of  
10 the Rosedale rezoning is to protect and reinforce  
11 the area's one- and two-family character. The  
12 proposed zoning districts would ensure that future  
13 development would be consistent with the area's  
14 low density, the detached and semi-detached  
15 character of the building patterns in the area.  
16 Next. The rezoning proposal also will modify  
17 commercial overlay districts on Rosedale shopping  
18 streets, and the proposed recommendations will  
19 reflect existing land use patterns, and prevent  
20 commercial uses from encroaching onto the side  
21 residential streets. Next one. Three contextual  
22 zoning districts are proposed to replace most of  
23 the R32 district. The proposed district would  
24 limit the density of new development to one- and  
25 two-family structures, and it would reflect the

1 existing detached and semi-detached building  
2 patterns in the area. R32 would be retained in  
3 areas where row houses and garden apartments are  
4 located. Next slide. R3X, shown in yellow, is  
5 the largest proposed district, which encompasses  
6 approximately 150 blocks. The regulations in an  
7 R3X district limit the density to one- and two-  
8 family detached structures, on lots that have a  
9 minimum width of 35 feet. Next slide. R3A zoning  
10 is proposed in three areas, which total  
11 approximately 34 blocks, and you can see it in the  
12 orange there, along the western side and the  
13 northeastern section of the rezoning area. R3A  
14 also limits density to one- and two-family  
15 structures, but the lots in these areas are narrow  
16 and have a minimum width of 25 feet. R3A also  
17 imposes a front yard provision that requires new  
18 structures that are--in the area--to line up with  
19 adjacent buildings, up to a maximum front yard  
20 depth of 20 feet. Next slide. R31 zoning is  
21 proposed in six areas, that total approximately 40  
22 blocks. R31 zoning regulations also limit the  
23 density to one- and two-family homes, but it  
24 allows these homes to be either detached or semi-

1 detached. Next slide, please. The changes  
2 proposed to Rosedale's existing C1 and C2  
3 commercial overlays would primarily reflect the  
4 existing conditions there on the community  
5 shopping streets. Most C2 overlays would be  
6 reduced to 100 feet in depth, and changed to C13  
7 to reflect and reinforce the local retail service  
8 uses. A new C12 overlay is proposed in the  
9 southern, southwestern corner of the area at  
10 Brookville Boulevard and 147<sup>th</sup> Avenue, which would  
11 reflect the existing commercial and office uses  
12 there. Next slide, please. In summary, the  
13 contextual zoning proposals for Rosedale are  
14 intended to protect the one- and two-family  
15 character of the area, and provide a framework for  
16 future development that will reflect Rosedale's  
17 existing residential building patterns and  
18 reinforce the local service nature of the area's  
19 commercial streets. Next slide. I'd just, at  
20 this point, like to thank the Members of the  
21 Subcommittee for the opportunity to present  
22 details of the proposal, and also to thank members  
23 of the Rosedale Civic Association and the  
24 Community Board who were instrumental--and also  
25

1  
2 Council Member Sanders and his office--who were  
3 instrumental in helping our outreach efforts for  
4 this proposal. Thank you.

5 CHAIRPERSON WEPRIN: Mr.  
6 Hellenbrecht, please state your name again.

7 RICHARD HELLENBRECHT: Thank you.  
8 Good morning, Chairman Weprin and Members of the  
9 Council, Zoning and Franchise Committee. Thank  
10 you for this opportunity to speak on behalf and in  
11 support of the Rosedale rezoning. My name is  
12 Richard Hellenbrecht, and I am Chair of the Queens  
13 Community Board 13 Land Use Committee, and past  
14 Community Board Chair. During my tenure as Board  
15 Chair and in my current position, it has been my  
16 pleasure to work with the Rosedale Civic  
17 Association, Councilman James Sanders, Jr., and  
18 the Department of City Planning to initiate and  
19 move forward the rezoning of the community of  
20 Rosedale. Rosedale is a very low density  
21 residential area, that has been incorrectly zoned  
22 south of the conduit predominately as a resi--  
23 general residential area, R32. Due to its  
24 affordable homes and low taxes, its proximity to  
25 jobs at Kennedy Airport and the nearby freight

1 industry, and its easy commute to Manhattan,  
2 Rosedale has always been a very popular  
3 residential area. Unfortunately, with all of  
4 these assets, Rosedale for many years has been the  
5 subject of intense pressure to overdevelop,  
6 resulting on destruction of lovely, single family  
7 homes, being replaced with oversized, multiple  
8 family homes, way out of context with the  
9 surroundings. The result has been overcrowding,  
10 traffic and parking congestion, increased  
11 pollution, adverse health effects, and a general  
12 decline in the beautiful area that must be  
13 stopped. During my tenure as Chair, a significant  
14 portion of Community Board 13, the largest  
15 community district in Queens, has been rezoned  
16 with the cooperation of Queens City Planning and  
17 the urging and often hard work of local civic  
18 associations and the surrounding, and the support  
19 of our Council Members. Sections of Springfield  
20 Gardens, Brookville, Cambria Heights and Laurelton  
21 have been rezoned and protected for the continuous  
22 pressure, from the continuous pressure of  
23 overdevelopment. We think that Rosedale is a  
24 critical piece of this overall strategy to  
25

1  
2 maintain attractive, affordable, middle class,  
3 single family residential development in southeast  
4 Queens. We urge the Land use Committee's support,  
5 I'm sorry, the Zoning and Franchise Committee's  
6 support today, and the quick adoption by City  
7 Council of this important action. We call upon  
8 our friend, Councilman, Chairman Mark Weprin, and  
9 this Committee to support the Community Board 13's  
10 continuing initiative to complete the rezoning of  
11 a large portion in the north, part of the  
12 district, and finally the remaining portions of  
13 Queens Village to complete our residential area  
14 initiative. Thank you for your time. Please pass  
15 Rosedale rezoning.

16 CHAIRPERSON WEPRIN: Thank you, Mr.  
17 Hellenbrecht.

18 [pause]

19 BILL PERKINS: Good morning, Mr.  
20 Chair and Zoning Committee Members. My name is  
21 Bill Perkins and I am President of the Rosedale  
22 Civic Association. And you have heard already  
23 from Mr. Young, Ms. Errico, and Mr. Hellenbrecht  
24 the benefits of rezoning, and I'm not going to  
25 reiterate that. But from a community perspective,

1  
2 I'll let you know that we have worked very closely  
3 with them over the last several years, and we've  
4 had several informational sessions. I--we have a  
5 Rosedale Civic Association newsletter, which  
6 reaches out to 300-400 families in the community.  
7 And every month we have published an article about  
8 this rezoning initiative. I will tell you, I have  
9 not heard from anyone in the community who opposes  
10 this rezoning proposal. As a matter of fact,  
11 everyone is saying, "Let's get it done very  
12 quickly." Which is why we're here before you  
13 today. I will also say that the rezoning is  
14 critical for us, because already our neighboring  
15 communities in Laurelton and in Brookville have  
16 been rezoned, and the unbridled development which  
17 we've been a party of, where often is the case  
18 one-family homes are being torn down and  
19 multifamily apartment dwellings have been put up,  
20 have put a strain on parking and other utilities  
21 and resources. This is why it is so urgent,  
22 because already in Brookville and in Laurelton,  
23 have been rezoned. We know the economy is going  
24 to rebound very soon, and when it does we know the  
25 developers will return to Rosedale. And we want

1  
2 them to return under a framework that makes sure  
3 that any development that goes on in the community  
4 is consistent with the context of the community,  
5 which is what this rezoning proposal addresses. I  
6 ask on behalf of the community of Rosedale that  
7 you review this proposal and that you approve this  
8 proposal so it can be presented to the City  
9 Council. Thank you.

10 CHAIRPERSON WEPRIN: Thank you, Mr.  
11 Perkins. We understand this has had enormous  
12 support in the community, and Council Member  
13 Sanders wants to address this proposal.

14 COUNCIL MEMBER SANDERS: Mr. Chair,  
15 Members of the Committee, this is a great day.  
16 We've fought for this day for a long time, and,  
17 and finally it's here. I want to thank Mr. Young,  
18 Ms. Errico, of course I have to say Rosedale Civic  
19 has done a yeoman's job this one, it's been  
20 fantastic working with you. Always a pleasure to  
21 work with Community Board 13, to save our  
22 community. There were many others, and it would  
23 take too long to name them all, let me just say  
24 "Thank you" to all who fought on this noble  
25 effort, to save our community. You see, southeast

1  
2 Queens has been hit by a twin plague. The first  
3 plague was the, at a contextual zoning, the zoning  
4 that allowed the developers to tear down stately  
5 mansions, and to put up garbage. Where one lovely  
6 mansion existed, suddenly you had four or five  
7 monstrosities that were, that were imposed on a  
8 community, built not to last, built of the  
9 cheapest material, just built a, a ghetto in the  
10 making, where the most developers, I'm sure there  
11 were a few worthy, but most developers feasted on,  
12 on this community. And just when we thought we  
13 couldn't get worse, the predatory lending scandal  
14 hit and, and put all of us under water and, and in  
15 a world of pain, my community being hit hardest.  
16 Now, the, the only bright side of that is that it  
17 stalled the market, it stalled the, the  
18 developers, and we have used this time wisely to  
19 down zone, to create contextually appropriate  
20 zoning for our community. And then, and we know  
21 again that the market will improve, the question  
22 of course becomes when. I have one more section  
23 of my community that I must down zone in this  
24 period, and that is the Springfield area. I make  
25 this promise to my constituents, we will not rest

1  
2 until we are out of the clutches of these shoddy  
3 developers, who shame the name developers. We  
4 have to down zone, but we have a friend, I'm glad,  
5 in not only City Planning, which ably did many  
6 studies and worked with my community night and  
7 day, we have a friend in the Council because this  
8 Council's position is there should be contextual  
9 zoning. Communities, old and worthy communities,  
10 should not be gutted and sacrificed to the altar  
11 of the almighty dollar. The Council has certainly  
12 led the way. All over the City we can see that  
13 the, our position of neighbor--neighborhoods  
14 count, certainly is being reflected, and a lot of  
15 that has to do with the Chair of this Subcommittee  
16 and certainly the, the great Chair of the  
17 Landmarks Committee, Council Member Comrie, who  
18 also is from southeast Queens, and knows the, the  
19 devastation that has been caused, inflicted on us,  
20 by these folk. So, I believe that, that I have  
21 the vote to do what I need to do, and I believe  
22 that [laughter] and I believe that if we talk too  
23 much on this issue, we may indeed lose the vote.  
24 And only because of that. [laughs] I will  
25 shorten my conversation to, to five more hours.

1  
2 But since I already have the vote, I will stop  
3 now. I, I thank you very much--

4 CHAIRPERSON WEPRIN: Thank you.  
5 Thank you.

6 COUNCIL MEMBER SANDERS: --for this  
7 great day. [laughs]

8 CHAIRPERSON WEPRIN: Thank you, Mr.  
9 Sanders. Does anyone else on the panel have any  
10 comments on this, after--

11 COUNCIL MEMBER SANDERS: I'm  
12 willing--

13 CHAIRPERSON WEPRIN: No, that's  
14 okay, Mr. Sanders, but thank you, it was very  
15 convincing, and I want to thank this panel very  
16 much. We're going to close this hearing now.  
17 And--yeah, we're going to do 'em all now. We're  
18 going to now go right to a vote. I want to  
19 reiterate we are going to couple the following  
20 matters. Land Use No. 198, which was Pio Pio  
21 Restaurant. We are not voting on the car sharing  
22 proposal today, that is not being part of this  
23 coupling. Hour Children, that's H-O-U-R, by the  
24 way, we are coupling that, along with the Rosedale  
25 rezoning. Those three items are coupled, the

1  
2 Chair recommends an aye vote, and I'd like to call  
3 on Counsel Christian Hilton to call the role.

4 COUNSEL: Council Member Vacca.

5 COUNCIL MEMBER VACCA: Vote aye.

6 COUNSEL: [pause] Council, Council  
7 Member Weprin.

8 CHAIRPERSON WEPRIN: Aye on all.

9 COUNSEL: Council Member Rivera.

10 COUNCIL MEMBER RIVERA: I vote aye  
11 on all.

12 COUNSEL: Council Member Comrie.

13 COUNCIL MEMBER COMRIE: Aye on all.

14 COUNSEL: Council Member Jackson.

15 Just stepped out? Okay. Council Member Seabrook.

16 COUNCIL MEMBER SEABROOK: I vote  
17 aye on all.

18 COUNSEL: Council Member Vann.

19 COUNCIL MEMBER VANN: Can I explain  
20 my vote? Notwithstanding the fact that Leroy  
21 Comrie was demoted from Chair [laughter] from Land  
22 Use to Landmark, I still vote aye on all.

23 [laughter, background noise]

24 COUNSEL: Council Member Lappin.

25 COUNCIL MEMBER LAPPIN: Aye.

2 COUNSEL: Council Member Ignizio.

3 COUNCIL MEMBER IGNIZIO: Yes, well  
4 congratulations to Council Member Sanders, I vote  
5 aye on all. [laughter]

6 COUNSEL: By a vote of--nine in the  
7 affirmative on LU198, and eight in the  
8 affirmative, none in the negative on  
9 Preconsidereds LU C 100142 ZMQ and C 10043 ZMQ,  
10 both items are, all items are approved and  
11 referred to the full Land Use Committee.

12 CHAIRPERSON WEPRIN: Okay, thank  
13 you very much. [pause] All right, we're going to  
14 keep the rolls open until the next meeting starts.  
15 But till that time, the meeting is now adjourned.  
16 [gavel]

17 [pause, background noise]

18 CHAIRPERSON WEPRIN: Sorry, you got  
19 a helper there, huh?

20 COUNSEL: Okay.

21 MALE VOICE: Quiet, please.

22 COUNSEL: Go?

23 CHAIRPERSON WEPRIN: Nick, Nick,  
24 who's there? Just put her on the mic.

25 COUNSEL: Council Member, Council

Member Reyna.

COUNCIL MEMBER REYNA: I vote aye.

COUNSEL: Vote now stands ten in the affirmative on LU 198 and nine in the affirmative, none in the negatives, on Preconsidered LUs 100142 ZMQ and 100436 ZMQ.

[pause, background noise]

COUNSEL: Council Member Jackson.

COUNCIL MEMBER JACKSON: I vote aye on all.

COUNSEL: Vote now stands eleven in the affirmative, none in the negative, on LU 198 and ten in the affirmative, none in the negative, on Preconsidered LU C 100142 ZMQ and C 100436 ZMQ. Meeting is adjourned.

[pause, background noise]

C E R T I F I C A T E

I, JOHN DAVID TONG certify that the foregoing transcript is a true and accurate record of the proceedings. I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.



Signature \_\_\_\_\_

\_\_\_\_\_  
Date September 29, 2010