

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

of the

COMMITTEE ON STATE AND FEDERAL LEGISLATION

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November 2, 2011

Start: 10:35am

Recess: 01:15pm

HELD AT: Committee Room - 14<sup>th</sup> Floor  
250 Broadway

B E F O R E:

HELEN D. FOSTER  
Chairperson

COUNCIL MEMBERS:

Elizabeth Crowley  
Erik Martin Dilan  
Lewis A. Fidler  
Robert Jackson  
Letitia James  
Brad S. Lander  
Stephen T. Levin  
Domenic M. Recchia, Jr.  
Joel Rivera  
Larry B. Seabrook  
James Vacca

## A P P E A R A N C E S

David Woloch  
Deputy Commissioner for External Affairs  
New York City Department of Transportation

Tom McGuire  
Assistant Commissioner for Planning & Sustainability  
New York City Department of Transportation

Jo Anne Simon  
New York State Committeewoman & Dem. Dist. Leader  
New York State Assembly 52<sup>nd</sup> District

Jane McGroarty  
President  
Brooklyn Heights Association

Gib Veconi  
Treasurer  
Prospect Heights Neighborhood Development Council

Howard Kolins  
President  
Boerum Hill Association

Judy Stanton  
Resident  
Brooklyn Heights

Richard Goldstein  
President  
Carlton Avenue Association

Theresa Fisher  
Representative  
Fort Greene Condominium Homes

Paul Palazzo  
Chairperson  
Fort Greene Association

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

Antonio Rodriguez  
Representative  
First Spanish Baptist Church

Andrew Saunders  
Representative  
Grand Army Plaza Coalition

Michael Sarapica  
Resident  
Brooklyn Heights

Felicia Rodriguez  
Resident  
552 Dean Street

Yvette  
Resident  
552 Dean Street

Wendy Chen  
Condo Board President  
Fifth Street Lofts

Mae Taliaferro  
Resident  
Civic Street

Harry Malikoff  
Resident  
Greenwich Village

Kim Brandon  
Resident  
Prospect Heights

Allen Rosner  
Resident  
New York City

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

Robert Witherwax  
Second Vice Chair  
Brooklyn Community Board #8

T.K. Small  
Disability Rights Advocate  
New York City

Basan Kumar Gosoren  
Hindu Priest  
Richmond Hill, NY

Wayne Bailey  
Resident  
Brooklyn, NY

CHAIRPERSON FOSTER: If there are no seats, maybe you can stand in the back. Just a reminder, cell phones need to be turned on vibrate, if you need to speak, go out in the hallway. If you plan to speak at the hearing, you need to sign in at the sergeant-at-arms' desk, and be aware there is going to be a three-minute time limit for every speaker, so if you have something printed, you can pass it out and then you can just summarize what you need to say. I'm going to be starting in about two minutes. Thank you. Are you ready, Eddie? That rhymes. All right, we're going to get started, I'm Council Member Helen Diane Foster, I am joined by Council Member Letitia James from Brooklyn, Council Member Jimmy Vacca from the Bronx, and Council Member Lewis Fidler from Brooklyn. Before we get started, again let me just do some housekeeping rules: phones need to be off or on vibrate; if you need to answer a call, please go out in the hallway; if you plan to speak, make sure you sign in with the sergeant, you need to fill out a form, if you don't fill out a form, we don't have it and don't know that you need to speak; speaking will be

1 limited to three minutes, and we need to keep this  
2 area clear, Council members have other hearings,  
3 so they'll be coming in and out. That being said,  
4 we will start. Today we are meeting to consider  
5 SLR, which would amend the vehicle and traffic law  
6 and authorize a residential parking permit system  
7 in New York City. Legislation has been introduced  
8 in both the State Senate and Assembly. If this  
9 legislation is passed, the Council would be able  
10 to adopt a local law which would provide for a  
11 residential parking permit system on a  
12 neighborhood-by-neighborhood basis. This  
13 legislation seeks to alleviate the many parking  
14 and environmental issues increased by non-  
15 residents using a particular neighborhood as a  
16 free and personal parking space. The Council  
17 would be ... excuse me, the Council would by local  
18 law determine the applicable fees to park within  
19 certain areas in the city. All monies generated  
20 from the sale of all residential parking permits  
21 will be credited to the New York City Transit, and  
22 will be utilized for the purposes of upgrading and  
23 improving the New York City subway and bus system.  
24 As you can tell by the crowd in this room, there  
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2 is some issues and concerns about this, the need  
3 for residential parking. Whether you're for it or  
4 against it, there is definitely the need to have  
5 the discussion. When we were negotiating Yankee  
6 Stadium, this was something that I personally  
7 brought up, representing the area. Right now, as  
8 my constituents can't find parking and our parking  
9 lots around Yankee Stadium are going bankrupt  
10 because fans can park on the sidewalk, they can  
11 park in no-parking areas, they can park in fire  
12 hydrants, and they don't get tickets. And  
13 residents literally have to stay up at night to  
14 wait for fans to leave, in order to get parking  
15 spaces. So for some areas it may not be an issue,  
16 and for other areas it's a great concern. We need  
17 to start the conversation as to how we address  
18 this. We have many commuters that drive to take  
19 the Metro North station, and again don't have to  
20 use the parking garages because they park in  
21 residential parking areas and again, constituents  
22 are left driving around. It goes so far that  
23 there are times that during Yankee games, there  
24 are "no parking anytime" signs for residents,  
25 meaning they have to move their cars so spaces are

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2 available for Yankee fans who are driving in, and  
3 that's a real problem, and that's a real concern.  
4 And up until we started addressing the issue, and  
5 thank you, Council Member James, in Brooklyn, the  
6 concerns of the Bronx weren't heard. So I am  
7 particularly interested in this issue, and I  
8 think, if nothing else, we need to start having  
9 the discussion and allowing New York City to have  
10 some input on where people park. Before we get  
11 started, I know Council Member Vacca, Chair of the  
12 Transportation Committee, would like to make a  
13 statement, followed by Council Member James, and  
14 Council Member Fidler also. So in that order,  
15 Vacca, James and Fidler. Thank you.

16 COUNCIL MEMBER VACCA: Thank you.  
17 Thank you, Chairperson Helen Foster, and thank you  
18 all for coming. This is an issue that is of  
19 citywide interest, and during the past six months  
20 the Transportation Committee of the Council has  
21 discussed this with many of you in this room who  
22 have come to see me, and with many of my  
23 colleagues, including Chairperson Foster, Letitia  
24 James, Maria Arroyo, Steve Levin, and Brad Lander,  
25 and of course Speaker Quinn. We discussed this



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2 issue because we want the city to look at it, due  
3 to issues that have arisen due to volume of cars.  
4 Chairperson Foster mentioned the Yankee Stadium  
5 situation. It's been going on for years, it's  
6 been going on too long. We have garages that are  
7 empty, yet we have residents who are told they  
8 cannot park on the streets where they live. In  
9 Brooklyn, I know we face a significant area of  
10 concern around Atlantic Yards, and throughout our  
11 city, where neighborhoods are in close proximity  
12 to Manhattan, we also face a situation where many  
13 of the placards, or not real placards, but some  
14 type of placard, saying that they can park on  
15 those streets and get on the train and leave their  
16 cars in those communities all day long. And by  
17 the way, my Committee is ... has already had a  
18 hearing, and we expect to acting soon on placard  
19 legislation. No one should have a placard in this  
20 city unless they have a placard in this city.  
21 People should not be reproducing other placards or  
22 someone else's placard, and we have to make sure  
23 that those placards are legitimate, and we're  
24 doing now research, and we have legislation that  
25 Council Member Garodnick has before my Committee.

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2 So the action that we're looking to take today is  
3 to allow Albany to vote on the Millman and  
4 Squadron bill that's now pending. I want to thank  
5 the city for their interest in this matter, we've  
6 had meetings already with the Department of  
7 Transportation, Deputy Commissioner Woloch is  
8 here. We've had constructive meetings, they are  
9 looking at feasibility issues, they are looking at  
10 researching the dimensions of the issue we face at  
11 various locations in our city. But certainly the  
12 members that I mentioned have worked very hard on  
13 these issues. I think it's a citywide issue that  
14 has to be addressed; I think the first step is for  
15 us to pass this resolution. I think the second  
16 step is for Albany then to pass the enabling  
17 legislation, and I'm prepared to work on this  
18 issue. I think it's something that we have to  
19 look at, without committing to this site or that  
20 site, but I think it's time that we look at the  
21 crises that now exist and that may exist going  
22 forth. Thank you.

23 CHAIRPERSON FOSTER: Thank you,  
24 we've been joined by Council Member Levin from  
25 Brooklyn and Council Member Seabrook from the

2 Bronx. Council Member James.

3 COUNCIL MEMBER JAMES: First let me  
4 thank you, Madam Chair, and Chair Vacca, and my  
5 colleagues, and also Council Member Levin and  
6 Lander for joining up to protect the brownstone  
7 district of Brooklyn. And I now want to read a  
8 statement which was authored then by Judy Stanton,  
9 Joanne Simonds, Sue Wolfe and Susan Butler, which  
10 is still apropos today. And basically the fact  
11 sheet that they prepared is as follows. Traffic  
12 to and through downtown Brooklyn has grown  
13 tremendously over the past ten years. It is  
14 expected that traffic will continue to grow, given  
15 ongoing and planned development in the area. At  
16 that time we were fighting the Atlantic Yards  
17 project, and now it is months away from opening  
18 day. Representatives of the three neighborhoods  
19 of Fort Green, Boerum Hill and Brooklyn Heights  
20 proposed a broad-brushed plan in 2004, and no  
21 specific answers were provided to us by DOT, but  
22 again we wanted to explore this in more detail and  
23 involve the public in the plan. We also  
24 respectively ... we also respectfully request that  
25 the neighborhoods that ring downtown Brooklyn and

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2 the Atlantic Yards project, specifically Barclays  
3 Arena, we currently have a commuter parking  
4 problem, and an RPP, residential parking permit,  
5 would benefit residential ... a residential parking  
6 permit would greatly benefit those neighborhoods.  
7 A residential parking permit is one solution to  
8 protect residential neighborhoods from the  
9 onslaught of commuter parking, it has been  
10 implemented in many cities all over the United  
11 States: Boston, Washington, Chicago, and even  
12 Hoboken. In June, 2004, myself and then-Council  
13 Member Yatsky, we had secured a commitment from  
14 the Bloomberg administration to do a study in  
15 order to assess the need for residential permit  
16 parking. It was done in Community Board #2, and  
17 in the communities immediately surrounding  
18 downtown Brooklyn. And basically the study  
19 concluded that 46.82% of those who parked their  
20 cars in downtown Brooklyn were from residents who  
21 lived outside of the community. It is basically a  
22 park-and-ride community in those communities, and  
23 it is critically important that as the elected  
24 official who represents parts of downtown  
25 Brooklyn, that we do something immediately to

1 address it, particularly in anticipation of  
2 opening day for the Barclays Arena. It will  
3 benefit all residents, because it will discourage  
4 people from searching for free street parking. It  
5 will reduce traffic congestion, and make streets  
6 safer for pedestrians and cyclists. And more  
7 importantly, it will improve air quality for  
8 everyone, but particularly for the millions of  
9 children in downtown Brooklyn, or thousands of  
10 children in downtown Brooklyn who unfortunately  
11 are suffering from asthma. Residential parking  
12 permits restrict unneeded street parking to local  
13 residents who have a permit to park in that area  
14 during certain hours. It does not guarantee --  
15 let me say that again -- it does not guarantee  
16 every resident with a car a parking space. It  
17 would, if enforced correctly, prevent competition  
18 from commuters who park in downtown at a  
19 disadvantage to the residents who live there.  
20 Currently New York City motorists are only  
21 eligible to obtain permit parking if they have a  
22 certified disability. A residential parking  
23 permit program would discourage all-day parking by  
24 commuters who use neighborhoods, as is the case in  
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1  
2 downtown Brooklyn, as basically a parking lot.  
3 Many cities and counties in New York operate  
4 successful RPP programs, as do major cities, as  
5 was mentioned earlier: Boston, Chicago and D.C.,  
6 and state legislation, because we are a creature  
7 of the state, is required to enable an RPP program  
8 in New York City. Let me thank Assemblywoman  
9 Millman, State Senator Squadron, as they have  
10 proposed the bill that we are considering here  
11 today, this home rule message. And so we would  
12 urge the administration, we would urge DOT, to  
13 work specifically, let me limit my comments to  
14 downtown Brooklyn, and the constituents that are  
15 represented, as well as my colleague, as we go  
16 forward for an RPP program to protect our  
17 community and from again changing the atmosphere  
18 in downtown Brooklyn, which is now a major parking  
19 lot. Madam Chair, I thank you for this  
20 opportunity.

21 CHAIRPERSON FOSTER: Thank you,  
22 we've been joined by Council Member Rivera.  
23 Council Member Fidler.

24 COUNCIL MEMBER FIDLER: Thank you,  
25 Madam Chair, and I have very little sympathy for

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2 Yankee fans, as a lifelong Met fan. I do have  
3 sympathy for the residents in and around our  
4 sports arenas, Yankee Stadium, but frankly I have  
5 to say from the outset that I ... this is the wrong  
6 way to go. We are beginning a process here that I  
7 think will set a horrific precedent in the City of  
8 New York. The fact of the matter is, I've kind of  
9 gotten used to government taxing everything that  
10 moves and breathes, starting to tax open space and  
11 parking spots is just the next step. Frankly, I  
12 think we are heading down a path that is exactly  
13 about the two cities that Freddie Ferrera talked  
14 about a number of years ago, those who have and  
15 those who have not. To be able to, even people  
16 within the privileged communities that will have a  
17 parking permit program, there will be those who  
18 can and cannot afford, all right, you may as well  
19 just take our wealthier neighborhoods and throw a  
20 gate up around them, because they'll establish  
21 parking permit fees that will make it prohibitive  
22 for people to come into their community and park  
23 their car. I understand the problem, I just  
24 disagree with the solution, and I think that we  
25 are ... you mark this day, that if this Committee

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2 ratifies this, and this becomes a reality, New  
3 Yorkers will have a new fee to pay everywhere in  
4 every part of this city. And I would just point  
5 out as well, that those communities that create a  
6 residential parking program are visiting upon the  
7 next neighborhood over the need to do the same.  
8 You're just moving your problem someplace else,  
9 until they too inflict their community with  
10 another fee. I am adamantly and unequivocally  
11 opposed to this, we need to find a better way to  
12 attack a very legitimate problem, and I really do  
13 hope that my colleagues will keep an open mind to  
14 the idea that we are in fact going down a very  
15 slippery and expensive slope.

16 CHAIRPERSON FOSTER: Thank you,  
17 Council Member. Council Member Levin.

18 COUNCIL MEMBER LEVIN: Thank you,  
19 Madam Chair. I want to first thank you and  
20 Council Member James and Chairman Vacca for  
21 conducting this hearing on this important piece of  
22 legislation. It's been a long time coming, this  
23 idea of a residential parking permit program is  
24 something that has been advocated for by the  
25 communities that I represent in downtown Brooklyn,



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2 Brooklyn Heights, Boerum Hill, for quite some  
3 time, and a lot of very committed community  
4 activists have put a lot of blood, sweat and tears  
5 into their advocacy on this program. The reason  
6 why they have advocated for such a long time and  
7 so adamantly for this program is that downtown  
8 Brooklyn, the neighborhoods surrounding downtown  
9 Brooklyn, Brooklyn Heights and Boerum Hill, have  
10 longtime issues regarding the park-and-ride and  
11 the amount of space that is available for parking  
12 in the neighborhoods is not enough even for the  
13 residents that live there. And what makes matters  
14 much worse is that commuters coming in from Long  
15 Island and Queens and all other parts of the city  
16 park their cars for free throughout the day in our  
17 neighborhoods and on our neighborhood streets in  
18 order to take the train and work in the city.  
19 That is something that is not their fault, but it  
20 creates a real problem for the residents in the  
21 neighborhoods that I represent. In addition to  
22 the incredible inconvenience that local residents  
23 face, there is a real danger with cars driving  
24 around looking for parking spaces, creating unsafe  
25 conditions in terms of first the volume of cars on

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2 the street, but also with regard to exhaust, and  
3 creating an environmental hazard, a local  
4 environmental hazard, in our neighborhoods that  
5 contributes to asthma and other health ailments.  
6 This is a program, a residential parking permit  
7 program has been introduced and implemented in  
8 many other cities across the country, and it has  
9 been done so successfully, and it would be  
10 something that would be to the great benefit of  
11 neighborhoods throughout New York City, in  
12 addition to the park-and-ride neighborhoods,  
13 obviously neighborhoods that have major events  
14 arenas, Yankee Stadium and the soon-to-be-opened  
15 Barclays Arena, that would create a real nightmare  
16 in those neighborhoods, and in the South Bronx you  
17 have been dealing with that for many, many years.  
18 And this is something that just alleviates, just  
19 gives back a little bit to the neighbors, a little  
20 bit to the neighborhoods, that house our  
21 infrastructure and bear the burden. So I want to  
22 thank you very much for the hearing, and I look  
23 forward to the testimony of everyone. Thank you.

24 CHAIRPERSON FOSTER: Thank you, we  
25 will now hear from the Department of

2 Transportation, David Woloch. Did I say it wrong?

3 MR. WOLOCH: You got it.

4 CHAIRPERSON FOSTER: Oh good.

5 MR. WOLOCH: Good morning,  
6 Chairwoman Foster and members of the Committee,  
7 I'm David Woloch, Deputy Commissioner for External  
8 Affairs at the New York City Department of  
9 Transportation. With me to my right is Tom  
10 McGuire, Assistant Commissioner for Planning and  
11 Sustainability at DOT. Thank you for providing us  
12 with this opportunity to state the  
13 administration's position on a home rule message  
14 in support of A4266, S2325, which would authorize  
15 the City of New York to provide for a residential  
16 parking permit system. As I will describe, we  
17 have many concerns about the trade-offs such a  
18 program would involve for our neighborhoods, and  
19 do not support the bill. However, we believe the  
20 circumstances around large stadiums during events  
21 warrant further attention in this issue, and  
22 therefore we're taking a closer look at the  
23 potential for residential parking programs in two  
24 neighborhoods. There's no question that parking  
25 throughout the city is difficult, to say the

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2 least. In many of our neighborhoods we have more  
3 cars than available curb space, we have a limited  
4 amount of space to allocate for metered parking,  
5 ASP parking for residents, truck loading, bus  
6 stops and other regulations. We continually work  
7 with communities to try to find that best balance  
8 on their blocks, but there never seems to be as  
9 much curb space to meet all the demands.

10 Residential permit parking, or RPP, fundamentally  
11 is a tool intended to exclude some people, such as  
12 park-and-ride commuters and event attendees, while  
13 allowing residents and legitimate non-resident  
14 parkers, such as local shoppers, to shop in the  
15 street. Where RPP has worked, it's generally been  
16 in cities with low densities and less demand for  
17 curb parking. These cities also devote  
18 significant resources to enforcement of time  
19 limits that govern non-residents' cars. The issue  
20 with applying these cities' programs to a large  
21 dense city like New York is there is enormous  
22 potential for unintended consequences. And we  
23 need to be clear about what those risks are. Of  
24 particular concern, New York City is more densely  
25 populated than the other cities that have RPP.

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2 This is especially true of the residential areas  
3 in and near the Manhattan central business  
4 district. Our neighborhoods have many more cars  
5 than there are places to park in the street. So  
6 even if RPP were adopted, there would be no  
7 guarantee that residents would find a parking  
8 space in their neighborhood. For this reason RPP  
9 is sometimes called a hunting license that gives  
10 residents an advantage over non-residents, but  
11 does not guarantee parking. One potential  
12 unintended consequence is therefore the residents  
13 can find themselves paying RPP permit fees for the  
14 same privilege they currently enjoy, namely,  
15 circling for scarce parking spaces. The more  
16 RPP's designed to set aside curb space for  
17 residents, the more it would prevent many other  
18 legitimate parking needs that neighborhoods  
19 generally want to accommodate, such as, those  
20 using local businesses and services, residential  
21 visitors, in-home workers, residents parking  
22 rental cars or car-share vehicles and deliveries.  
23 If designed to exclude these uses, RPP could  
24 potentially subtract from the quality of life and  
25 economic vitality of our neighborhoods, again

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2 exactly what we would want to avoid. RPP would  
3 also place a costly and heavy administrative  
4 burden on multiple city agencies. DOT would need  
5 to establish a unit to print and issue permits,  
6 verify eligibility, combat fraud, and collect data  
7 necessary to define RPP zones. Discussions with  
8 peer cities suggest that even when fees are  
9 charged, nearly all municipal RPP programs cost  
10 more to administer than they yield in revenue.  
11 The management burden would increase if the  
12 program were to include visitor passes and other  
13 exception management, which is common in most  
14 American cities with RPP, or requirements that  
15 permanent holders register or insure vehicles in  
16 the zone, requiring frequent cross-checking with  
17 the Department of Motor Vehicles. Additionally,  
18 for the program to be effective, every RPP block  
19 would need to be enforced several times a day by  
20 the Police Department, a large burden for an  
21 already-stretched agency. With so many of our  
22 residential neighborhoods facing parking concerns,  
23 there are also significant political  
24 considerations of an RPP program. Neighborhoods  
25 would need to opt in to an RPP system, heightening

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2 the sense of exclusion between adjacent  
3 neighborhoods. This problem can occur regardless  
4 of the size of the zone. Small zones covering a  
5 few blocks a highly-exclusive, provide permit  
6 holders with few parking options, and will lead  
7 adjacent areas to form similarly-small zones that  
8 divide and prevent driving and parking within  
9 established neighborhoods. And large zones,  
10 covering multiple adjacent neighborhoods, will  
11 become ineffective at restricting parking, because  
12 so many driving trips take place within a few  
13 miles of home, and RPP permit holders would retain  
14 their right to drive to nearby neighborhoods, not  
15 just their own. Getting the right-sized zone will  
16 involve zero-sum tradeoffs between residents  
17 within the same neighborhood, community board and  
18 Council and legislative districts. Beyond the  
19 concerns I just outlined for an RPP program, there  
20 are details in the proposed legislation that are  
21 too specific and establish unnecessary and  
22 potentially counterproductive constraints. The  
23 bill would not apply RPP in areas with meters or  
24 restricted parking. Because changes to curb  
25 regulations can be adjusted as neighborhood

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2 conditions change, it's premature to say that RPP  
3 should not apply in certain blocks, because they  
4 happen to have metered or restricted parking on  
5 the date the bill is adopted. The bill would make  
6 no less than 20% of spaces available to non-  
7 residents, the supply and demand for parking is  
8 very different in every neighborhood and that may  
9 not be the best threshold in each location.

10 Likewise the provision that non-resident parking  
11 be limited to 90 minutes may work in some  
12 neighborhoods, but not in others. As stated  
13 earlier, managing an RPP program would become a  
14 costly administrative burden for the city. If  
15 monies generated by the sale of RPP permits are  
16 dedicated to New York City Transit, the city will  
17 lose the stream of new funding to administer the  
18 program. Now, current pending legislation aside,  
19 and despite the concerns listed above, DOT does  
20 believe that the benefits of RPP may be worth the  
21 cost in areas with a very large trip generator,  
22 for example, a sports arena. Therefore, we've  
23 initiated a study of parking and RPP-feasibility  
24 in the areas around Yankee Stadium and the soon-  
25 to-open Barclays Arena in Brooklyn, both areas in



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2 which non-residents can park in great numbers  
3 during events on residential blocks in ways that  
4 impact the neighborhood quality of life. The  
5 study is expected to be complete in early 2012,  
6 and DOT will share the results of the study with  
7 your Committee members and your colleagues. Thank  
8 you for the opportunity to testify this morning.

9 CHAIRPERSON FOSTER: Thank you.

10 But let me, because I know we have questions, let  
11 me jump right in. The paragraph you just read  
12 about large-trip generators, Yankee Stadium, when  
13 we were doing studies for the new stadium, the  
14 last time DOT did a transportation study of the  
15 area, they did a survey of fans and not residents.  
16 No resident was asked about the impact of this new  
17 stadium on parking. Now, if this survey is doing  
18 the same thing, then you're going to get the same  
19 skewed answer that you got with the last one. Do  
20 you know if you're interviewing or surveying  
21 residents?

22 MR. WOLOCH: Yeah, why don't we  
23 take you through the methodology for the study  
24 that we're in the middle of now.

25 CHAIRPERSON FOSTER: Sure.

2 MR. McGUIRE: Sure, we are- -

3 CHAIRPERSON FOSTER: (Interposing)

4 Just introduce yourself again for the record,  
5 please.

6 MR. McGUIRE: I'm Tom McGuire,  
7 Assistant Commissioner for Planning and  
8 Sustainability.

9 CHAIRPERSON FOSTER: And pull the  
10 mic closer to you. There you go.

11 MR. McGUIRE: At DOT.

12 CHAIRPERSON FOSTER: Yes.

13 MR. McGUIRE: So the study we've  
14 initiated in the Bronx involves interviewing both  
15 Yankee fans and neighborhood residents about their  
16 experience of parking, trying to get at some  
17 issues like how far away ... for the fans, how far  
18 away from the stadium they park, what time of day  
19 they arrive, and for the residents, essentially  
20 how much of a hassle it is to park in their  
21 neighborhood on Yankee Stadium game days. In  
22 addition to the surveys, the questionnaire  
23 surveys, we are also collecting data on blocks in  
24 all the neighborhoods which surround the stadium:  
25 the Highbridge area, areas up and down the

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2 Concourse, areas south of the stadium, and we're  
3 trying to be very careful about trying to separate  
4 parking demand on non-Yankee game days, Yankee  
5 game days, parking that may be related to the  
6 courthouse, parking that may be related to advance  
7 or retail shopping or visitors in some of the  
8 other parts of South Bronx. And so we're trying  
9 to sort of separate through our data collection  
10 all the different reasons why somebody from  
11 outside the South Bronx might be parking there.

12 CHAIRPERSON FOSTER: And are you  
13 actually sending people to just look? Because if  
14 you go near Yankee Stadium on a Yankee game day,  
15 you will see that the fans don't have to park very  
16 far, because as I said, they park on the sidewalk,  
17 in the park, in fire hydrants, and in no-parking  
18 zones.

19 MR. McGUIRE: Yeah, we'll be  
20 collecting ... we'll be collecting data from every  
21 block adjacent to the stadium, and we'll be  
22 looking at legal and illegal parking activity.

23 CHAIRPERSON FOSTER: And at any  
24 point does DOT -- and this might not be a question  
25 you can answer -- but does DOT plan to enforce the

2 current parking regulations during Yankee games?

3 MR. WOLOCH: I mean, as you alluded  
4 to, that's a question for the Police Department,  
5 but I think it gets at the issue. No matter what  
6 the regulatory scheme is, you know, particularly  
7 in an area like the area around Yankee Stadium,  
8 the enforcement issues are significant.

9 CHAIRPERSON FOSTER: Yes,  
10 significant, but it has to be an attitude from  
11 comes from the top down. So, for example, with  
12 the arena they're building in Brooklyn, if they're  
13 given the carte blanche that the Yankee  
14 organization currently is, in that they demanded  
15 9,000 parking spaces. The city gave in to it, the  
16 Council approved it, and then we don't enforce any  
17 parking regulations. If I were a fan and I could  
18 park on the sidewalk, why would I pay \$45 to pull  
19 into a garage?

20 MR. WOLOCH: Yeah, I mean, a fair  
21 question, again, the enforcement questions are  
22 best answered by the Police Department, we don't ...  
23 we at DOT don't do the enforcement.

24 CHAIRPERSON FOSTER: I'm very  
25 interested, and Mr. McGuire, please keep me in the

1  
2 loop, in terms of this survey, because again, the  
3 survey that was done for the new Yankee Stadium  
4 was done so that we got the answer that we wanted,  
5 which was that these parking spaces were needed,  
6 and they're not, because they're not used, and  
7 residents are just totally messed up by it. We  
8 literally have days, opening day, when the Yankees  
9 play the Mets, Baltimore, Boston, where residents  
10 are told that they cannot park, because they're  
11 making spaces available for Yankee fans. We have  
12 no parking down near Mill Pond, and we make spaces  
13 available for those residents that drive in from  
14 Westchester to play tennis down at the Bubble.  
15 Those are things that, regardless of whether we  
16 put a permit system or not, there has to be  
17 consistency of enforcement and respect for  
18 neighborhoods. This would not happen in any other  
19 neighborhood in the city. Council Member Fidler.

20 COUNCIL MEMBER FIDLER: Thank you,  
21 and I absolutely agree with that last statement,  
22 Madam Chairwoman. Regarding the trip generator  
23 areas, how far away from an arena are you studying  
24 the impact of events at arenas and stadiums?

25 MR. WOLOCH: I mean, that's a good

2 question, Tom can go into the details, but I think  
3 generally with sort of two boundaries in mind, an  
4 immediate area right around the stadium and then a  
5 slightly larger area beyond that, to see the  
6 impacts there as well.

7 COUNCIL MEMBER FIDLER: What are  
8 those?

9 MR. McGUIRE: I mean, the typical  
10 guideline that we are using, based on what is done  
11 in other cities, is to look at between a quarter  
12 and a half a mile as the outer limits. However, I  
13 think it's really important to remember that the  
14 neighborhoods around Atlantic Yards and the  
15 neighborhood around Yankee Stadium, they're both  
16 very unique, there are some natural boundaries,  
17 there are ... there are reasons why the data  
18 collection can't simply hew to a rule of thumb  
19 like a half mile to a quarter of a mile, but  
20 that's sort of the starting point.

21 COUNCIL MEMBER FIDLER: So I'm not  
22 sure I'm understanding, you're limiting it to a  
23 half mile, or you're looking beyond that?  
24 Because, you know, I'm not quite as savvy about  
25 what's going to happen at Barclays at this point,

1  
2 but you know, we have some indication of what's  
3 going on at Yankee Stadium, I would imagine that  
4 if it was a choice between spending \$45 to park or  
5 walking three quarters of a mile, some people  
6 might walk the three quarters of a mile. I'm just  
7 wondering, you know, when you, after you do this  
8 study, and I think it's good that you're doing it,  
9 that there is going to be some efficacy to the  
10 information you provide. You're shaking your  
11 head, that is a question.

12 MR. MCGUIRE: Well, I think the  
13 specific answer is a half mile is about as far out  
14 as we did any data collection this summer at  
15 Yankee Stadium, but once we have a chance to  
16 digest the data and analyze it, we can certainly  
17 go back next year and if it looks like people are  
18 coming from farther out, we can extend that if we  
19 have to.

20 COUNCIL MEMBER FIDLER: All right,  
21 so now let's talk about the park-and-ride problem,  
22 all right, which ... well, I'll hold the editorial.  
23 If you establish residential parking permits in a  
24 community that is afflicted with a park-and-ride  
25 problem, what, in your opinion, will happen to the

2 next neighborhood over?

3 MR. WOLOCH: A lot of it will,  
4 first of all, depend on the ... depend on the  
5 boundaries. So if there is some free parking  
6 available right beyond the boundary, right beyond  
7 where these folks want to go- -

8 COUNCIL MEMBER FIDLER:

9 (Interposing) Well, yeah, a subway stop up, right?

10 MR. WOLOCH: Yeah, they may ...  
11 right, they may spill over there.

12 COUNCIL MEMBER FIDLER: Well, I

13 mean- -

14 MR. WOLOCH: (Interposing) But it  
15 certainly, it's really going to vary neighborhood  
16 by neighborhood.

17 COUNCIL MEMBER FIDLER: I mean, may  
18 or will? I mean, if somebody is driving in from  
19 outside of a borough for the purpose of jumping on  
20 the subway and getting into the central business  
21 district, you don't think ... I mean, it's not ... I  
22 mean, it's plainly obvious to me, I'm just ...  
23 you're the expert, so I'm asking to make sure that  
24 I'm not missing something. They will just go to  
25 the next neighborhood over, and take the subway



1  
2 for an extra stop.

3 MR. WOLOCH: I think the general  
4 principle of what you're saying is right; the  
5 specifics are going to vary neighborhood by  
6 neighborhood.

7 COUNCIL MEMBER FIDLER: I would  
8 expect so, that it will vary trainline by  
9 trainline, but it seems obvious to me that if a ...  
10 wherever you draw the line, because if you're  
11 doing it, unless you're doing a residential  
12 parking permit for the entire city, which is  
13 clearly something I would fear, all right,  
14 wherever you draw the line, right over the line,  
15 you've just moved your problem to them. And so  
16 you are then going to put pressure on that  
17 community to charge its residents for parking,  
18 because you've moved your problem to them, and  
19 then the next neighborhood after that, all right?  
20 So I'm just kind of wondering where the ripples  
21 all stop, and at what point the park-and-ride  
22 problem isn't just something that's going to be  
23 inflicted and moved from community to community,  
24 until you get to a neighborhood that just can't  
25 afford to charge its residents for parking.

2 CHAIRPERSON FOSTER: Thank you.  
3 Council Member James? And we've been joined by  
4 Council Member Lander.

5 COUNCIL MEMBER JAMES: So a number  
6 of questions, and I again thank the Chair, the  
7 methodology that you are using, obviously when it  
8 comes to the Barclays Arena where there are no  
9 fans at this point in time, there's only  
10 residents, and most of the residents in and around  
11 the Barclays Arena are not fans. So how are you ...  
12 I'm sorry, Lew Fidler ... how are you- -

13 COUNCIL MEMBER FIDLER:  
14 (Interposing) I don't own the Barclays Arena.

15 COUNCIL MEMBER JAMES: I know it is  
16 okay with you, because I've seen you park in  
17 downtown Brooklyn. So my question ... my question  
18 is, what's the methodology and how are you  
19 engaging the study as it relates to Barclays  
20 Arena?

21 MR. McGUIRE: The main focus in  
22 that area is to establish what the current level  
23 of parking demand is during what would ... what,  
24 when events at the arena would likely be taking  
25 place, so, weekend afternoons and weekday

1  
2 evenings. So the goal there is to determine  
3 whether there actually even is any parking  
4 capacity right now for the fan who we imagine  
5 might drive into an event.

6 COUNCIL MEMBER JAMES: And you also  
7 recognize that right now the developers of the  
8 Barclays Arena are only setting aside 1,100  
9 parking spaces, which primarily are on a street  
10 which once was residential, so it's surface  
11 parking. And in the environmental impact  
12 statement it was anticipated that over 10,000 cars  
13 would be driving into the neighborhood for an  
14 event night. And so obviously you can see the  
15 need, you can see why there is a need for a  
16 residential parking program, and I thank you for  
17 that. My question is, are you going to respect  
18 any of the studies that have been done in the  
19 past, or are you going to update them, or ...  
20 because there was a study done in 2004.

21 MR. WOLOCH: Yeah, I mean, I think  
22 this study is going to build upon that. The study  
23 that you are talking about, that was done by the  
24 Downtown Brooklyn Council five or six years ago,  
25 was interesting but not necessarily that

1  
2 conclusive. One of the major findings, which I  
3 alluded to in the testimony, is this issue about  
4 density.

5 COUNCIL MEMBER JAMES: Right.

6 MR. WOLOCH: When we talk a little  
7 bit about how there are programs around the  
8 country which the study looked at. They looked at  
9 places like Boston, Washington, Toronto. The  
10 vehicle density in Boston is about 2,000 vehicles  
11 per square mile, and in Toronto it's about 4,000  
12 vehicles per square mile. In the greater downtown  
13 Brooklyn area, which was looked at during the  
14 study, it was about 6,000 vehicles per square  
15 mile, and the conclusion was that because of that  
16 density, again, much greater than the other cities  
17 around the country that have RPP, that you would  
18 be having people go through a process, maybe pay  
19 some sort of a fee, and they would be facing a  
20 very similar problem to what they have now,  
21 because there's already so many vehicles, not  
22 necessarily coming in from elsewhere, but in the  
23 neighborhood, in the neighborhood already.

24 COUNCIL MEMBER JAMES: And as you  
25 studied other cities, did you any of the concerns

1  
2 that Council Member Fidler expressed in those  
3 other cities?

4 MR. WOLOCH: Absolutely, and  
5 there's been, you know, every city has implemented  
6 it differently, and they've dealt with these  
7 problems by making choices that then cause other  
8 problems. So we've looked at Chicago, one of the  
9 things that Chicago has done is they've allowed a  
10 wide variety of size ... many different-sized zones.  
11 So in some places there are large zones, in some  
12 places they have zones that are just a block long,  
13 so you can park on the adjacent block, essentially  
14 it just allows the people to park in front of  
15 their house on that block. It doesn't work for  
16 everybody else.

17 COUNCIL MEMBER JAMES: And with  
18 regard to the fees, I know that in some of the  
19 other municipalities they have a sliding-scale  
20 fee, so that individuals who unfortunately are on  
21 limited income, there were waivers, correct?

22 MR. WOLOCH: Yeah, I mean, that's  
23 certainly been done in some other places, and I  
24 think there's a lot of different approaches as to  
25 what a fee structure could be.

2 COUNCIL MEMBER JAMES: And during  
3 our discussions as it relates to congestion  
4 pricing, RPP was part of the negotiation, is that  
5 correct on this point?

6 MR. WOLOCH: Absolutely, and I  
7 think this is a good point. When the  
8 administration and others were pushing for  
9 congestion pricing a few years ago, RPP was part  
10 of that package. One of the big concerns during  
11 congestion pricing was that there would be an  
12 increase in park-and-ride demand outside of the  
13 zone and that RPP proposal was developed for that  
14 reason.

15 COUNCIL MEMBER JAMES: Last two  
16 questions. Can you at this point in time define  
17 the areas around the soon-to-open Barclays Arena  
18 that you would be studying?

19 MR. McGUIRE: The area that we've  
20 already begun to study that stretches ... it  
21 stretches from 3<sup>rd</sup> Avenue on the west to Washington  
22 Avenue on the east, Lafayette Avenue to the north  
23 and Lincoln Place to the south.

24 COUNCIL MEMBER JAMES: Thank you.

25 MR. McGUIRE: So it encompasses all

1  
2 that area.

3 COUNCIL MEMBER JAMES: And my last  
4 question is, in your testimony you indicated early  
5 2012, it would have to be very, very early,  
6 because as you know, the arena is scheduled to  
7 open in, if I'm not mistaken, in either October or  
8 November. So in order to get this passed in  
9 Albany, we need to complete the study as soon as  
10 possible. You know, Albany sometimes moves very  
11 slow, and we need to get it past the politics in  
12 Albany as well. So give me, can you give me a  
13 time frame as to when you're going to ... when you  
14 plan on completing the study, when you plan on  
15 coming back to this Committee, as well as present  
16 it to community board, the affected community  
17 boards as well as to the community in general?

18 MR. WOLOCH: Right. Yeah, we're  
19 looking at early 2012, January or February. We're  
20 mindful of the timing concern, we jumped into this  
21 as quickly as we could over the summer, with a  
22 particular concern about collecting the existing  
23 data around Yankee Stadium before the baseball  
24 season ended, but in both areas we jumped into  
25 that data collection pretty quickly over the

1  
2 summer. So early 2012, I think we need to still  
3 think through, as soon as we're done, we'll  
4 certainly make that available. I think we still  
5 need to think through that process.

6 COUNCIL MEMBER JAMES: I thank you  
7 for your attention to this matter; I thank you for  
8 all the meetings and your thoughtful consideration  
9 to the needs of the constituents that I represent  
10 in all of those in downtown Brooklyn.

11 CHAIRPERSON FOSTER: Thank you,  
12 we've been joined by Council Member Dilan and  
13 Crowley. Dilan is actually chairing a Committee  
14 downstairs and Crowley is in that Committee, so  
15 they'll be coming back and forth. A suggestion,  
16 why don't you direct the Barclays fans to park in  
17 the empty 9,000 spaces at Yankee Stadium, and get  
18 on the 4 and the D? And then we would address the  
19 issue. But seriously I will say for the record  
20 that DOT, in my experience with the last survey  
21 with Yankee Stadium, surveyed so they got the  
22 answers that they wanted. And that is why we have  
23 empty parking lots, and everything the Yankee  
24 organization wanted they got. So it is important,  
25 like just hearing that this survey took place



1  
2 during the baseball season, I think the baseball  
3 fans are the least important people in this  
4 situation that you need to be surveying. You can  
5 tell that they're living the life of Riley when  
6 you go by the stadium. It really is the fans, it  
7 is the mothers that are pushing baby carriages in  
8 the street because cars are on the sidewalk. And  
9 to do a survey, and, you know, when I was in  
10 college to make extra money I was one of those  
11 surveyors on the phone. We knew what answer we  
12 wanted, and we directed and asked the questions so  
13 they would come out that way. So learning from  
14 what you did or didn't do with Yankee Stadium, I  
15 really hope the answers you seek to get in  
16 Brooklyn are to the benefit of the residents, and  
17 not for the developers, which there is a pattern  
18 and theme with this administration, to put  
19 developers and money before the community, and we  
20 saw it firsthand with Yankee Stadium. Council  
21 Member Vacca?

22 COUNCIL MEMBER VACCA:

23 Commissioner, can you give us the dimensions of  
24 the study area for Yankee Stadium? The boundaries  
25 of your study area?

2 MR. McGUIRE: Sure, the study area  
3 encompasses the area starting from Sedgwick Avenue  
4 on the western edge, 167<sup>th</sup> Street to the north, it  
5 goes as far east as Morris Avenue, and then  
6 Concourse Village east, and then it runs all the  
7 way south to 153<sup>rd</sup> Street, so it encompasses the  
8 courthouse, the stadium area, Highbridge, as well  
9 as the neighborhoods going up to Concourse from  
10 the stadium.

11 COUNCIL MEMBER VACCA: Okay. I ...  
12 I'm sorry. Have you surveyed, Council Member  
13 Foster was asking how many parking garages there  
14 are in that area? Do you have that?

15 MR. McGUIRE: I don't know the  
16 number, but we looked at what the off-street  
17 parking, basically what are the off-street parking  
18 opportunities for both residents and fans, as part  
19 of the study.

20 COUNCIL MEMBER VACCA: Okay. Don't  
21 you think that the cost of the parking garages  
22 would come down if we had residential parking in  
23 that area, so there would ... because there would be  
24 more people going into ... revenue would go up based  
25 on volume in those garages, and therefore maybe it

1  
2 wouldn't be \$40 for a parking space, which is a  
3 disincentive to park?

4 MR. McGUIRE: Well, I think that's  
5 true in principle. I think we need to look at  
6 just how many of the folks parking in the street  
7 are in fact just coming for Yankee games, to  
8 figure out how much that would really affect  
9 demand for the off-street parking garages, but  
10 it's true in principle.

11 COUNCIL MEMBER VACCA: I could also  
12 note, and see how you feel, but if there's  
13 residential parking around these two big  
14 developments, wouldn't you think that more people  
15 would be prone to take mass transit, and that is  
16 what we want in the city? Now, when you talk  
17 about Yankee Stadium, we have Metro North, we have  
18 trains, we have bus, but if people can go and park  
19 in the surrounding area, many people are  
20 disincentivized from using mass transit, so I  
21 think that that aspect of this has to be looked  
22 at. I really think that residential parking is  
23 not a magic, it's not a magic wand. I think that  
24 we have to be strategic, I agree it cannot be  
25 citywide, that's not going to happen. But I think

1  
2 that where we've defined some areas where it can  
3 be successful, because some of the same objections  
4 I hear to residential parking, and I think  
5 Commissioner Woloch acknowledged it, I heard those  
6 same objections to congestion pricing. Yet we  
7 went ahead with congestion pricing, it was only  
8 stopped in Albany. So I think that there was a  
9 strategy to deal with those impacts of shifting  
10 traffic and shifting parking. And if we're  
11 committed to the concept, then we have to look  
12 where in the city we're going to implement it, to  
13 what degree, and we have to have a strategy. So  
14 even though I understand that this may be a  
15 difficult thing to do, anything new is difficult.  
16 Anything that we haven't tried, when you try it,  
17 it is difficult. But I want to thank DOT so far,  
18 because they have, they made the surveys, they're  
19 doing their due diligence, we'll have a report in  
20 February, and I know you don't favor this  
21 legislation, however, even with your not favoring  
22 it, I think certain things can be resolved in the  
23 process, so I thank you and I think this is  
24 something that we should explore and at the end of  
25 the day we make decisions. Thank you.

2 CHAIRPERSON FOSTER: Thank you,  
3 we've been joined by Council Member Jackson.  
4 Council Member Lander?

5 COUNCIL MEMBER LANDER: Thank you  
6 very much, Madam Chair. Thank you to the  
7 Department of Transportation for being here, to  
8 Council Member James for sponsoring this SLR.  
9 With a lot of respect for what my colleagues in  
10 the Bronx have long endured, I want to emphasize  
11 the urgency of getting something done and in place  
12 before Barclays Center opens next year. So I'm  
13 glad that you're here, and I'm glad that you're  
14 studying it, and I'm glad that you're moving it  
15 forward as quickly as you can, but I just first  
16 want to start by underlining the urgency.  
17 Traffic, both parking but also traffic around  
18 Atlantic Yards and Barclays Center, are already a  
19 nightmare, long before the arena opens. I mean,  
20 the amount of time it took, I shouldn't have  
21 driven in this morning, but I have to go a few  
22 different places and, you know, they already made  
23 the changes on 4<sup>th</sup> Avenue, Atlantic and Flatbush,  
24 and I think it probably made it worse, it  
25 certainly hasn't made it any better, and that's

1  
2 for a typical commuting morning, well before the  
3 arena opens. When that arena opens, and for  
4 evening events that coincide with evening rush  
5 hour, it's going to be a nightmare. The EIS  
6 understated it, but said it was going to be a  
7 nightmare, it's going to be a disastrous  
8 nightmare. And nothing in the existing plans,  
9 I've spent some time with Sam Schwartz and with,  
10 you know, at some meetings that we've had. I just  
11 don't ... I wish I thought that anything besides RPP  
12 in the traffic, parking, event plans that they had  
13 was going to make one iota of difference. But I,  
14 and I wish, maybe you'll correct me if I'm wrong,  
15 because I hope you've studied it, but I believe  
16 it's effectively meaningless, I believe that  
17 there's almost no meaningful mitigation. The one  
18 thing that I believe could do, have some  
19 meaningful mitigation is to get an RPP program in  
20 place on event nights at that venue, because  
21 otherwise we are going to have some thousands of  
22 people, maybe it's 10,000 as the EIS said, but  
23 some thousands of people seeking free parking and  
24 driving, and so to me it's a parking problem, but  
25 it's actually even more a traffic problem. I just

1  
2 believe we're going to have traffic nightmares on  
3 those, in those evenings, and that this is, it's  
4 not enough, but it is the one meaningful public  
5 policy step. Now I appreciate that you guys did  
6 not develop the plans for Atlantic Yards, you  
7 didn't approve the plans for Atlantic Yards, you  
8 weren't, you know, the drivers there, but you do  
9 hold the key as to the one piece of public policy  
10 that can make a difference in managing the traffic  
11 problem. So first I want to say I'm grateful that  
12 you're studying it, and using the data from Yankee  
13 Stadium in looking at this situation here, but I  
14 really do want to underscore just how important it  
15 is and how urgent it is that we get it done, and  
16 that we get it done before the venue opens. On  
17 the ... so, two questions. I mean, one is on ... and  
18 I just want to say, I respect that all of that's  
19 been being endured in the Bronx for a long time,  
20 so if that urgency also helps something get done  
21 in the Bronx, that will be great. My first  
22 question is about how you guys are thinking about  
23 the traffic issues as well as the parking issues,  
24 because to me this is partly ... I mean, obviously  
25 it's a parking program that we're talking about,

1  
2 but the problem that I hope we're trying to solve  
3 is as much a traffic problem as it is a parking  
4 problem, because what I hope we're doing is  
5 disincentivizing a whole set of people who  
6 otherwise drive to events at the arena, creating a  
7 traffic nightmare, and it's encouraging them to  
8 stay ... take mass transit, excuse me, not to stay  
9 home, they can come, but they've got to take mass  
10 transit or find other ways of getting there. So  
11 how, in addition to kind of looking at the parking  
12 data, are you integrating this with the traffic  
13 modeling that was done for the EIS or that Sam  
14 Schwartz and others have been updating as they're  
15 trying to manage the traffic problem, in advance  
16 of the arena opening?

17 MR. WOLOCH: I mean, there are a  
18 few different processes coming together. There  
19 was a plan that was approved as part of the EIS  
20 that's in the process of being put in place.  
21 There's an enormous amount of other changes that  
22 we've been making in the greater downtown Brooklyn  
23 area, ranging from single-time improvements to a  
24 lot of the work that was part of the Downtown  
25 Brooklyn Traffic Calming Project, which has been



1  
2 in the process of being implemented over the past  
3 few years. So it's not, you know, I think there's  
4 a danger about just looking for the single traffic  
5 answer. There's a lot of pieces of the traffic  
6 equation, some of which have come from us over the  
7 past few years, and we've been in the process of  
8 implementing, as we've discussed, and Council  
9 Member James who discussed, this is going to be an  
10 ongoing challenge, and one that we'll keep working  
11 with you on. I just want to get back to the, what  
12 you said in the beginning, because I think we've  
13 largely ... we've sort of come to the same  
14 conclusion, which is why we're doing this study,  
15 as well as the one around Yankee Stadium. I think  
16 the danger for all of us is that there are so many  
17 concerns about the traffic, there's concerns about  
18 the parking, and there's concerns about the  
19 unknown and what's going to happen when the  
20 stadium opens. The danger is having too much hope  
21 in, as Chairman Vacca alluded to, there is no  
22 magic bullet. So- -

23 COUNCIL MEMBER LANDER:

24 (Interposing) So let me be clear, I think it's  
25 going to be a nightmare with or without

1 residential parking permits, and I don't expect  
2 you to make it not a nightmare, because I think  
3 even with RPP it's going to be a nightmare. So I  
4 agree, it's not a silver bullet, and I like many  
5 of the things in the Downtown Brooklyn Traffic  
6 Calming effort, and I like many of the changes  
7 that have been proposed specifically around  
8 intersections around Barclays Center, which I  
9 think will make it safer for people to cross the  
10 street and eliminate a few left turns that were  
11 dangerous, all fine, I wish I had a metaphor  
12 better than rearranging the deck chairs on the  
13 Titanic, but, because I think they're positive  
14 changes that will, that are necessary, but I don't  
15 see any of them as having a meaningful impact on  
16 disincentivizing people from driving to the arena.  
17 It seems to me like that is the one most important  
18 public policy thing we can try to do, and continue  
19 to work with the venue operators. They have to  
20 really hold to the fact that those 1,100 parking  
21 spaces, you have to buy that in advance, you know,  
22 they've said this, but I want it reaffirmed, that  
23 you can't ... you can't have people thinking,  
24 getting in their car and thinking, "I'll get a  
25

1 parking space when I get there. Maybe I'll get  
2 one of those 1,100 spots in the lot, or maybe I  
3 can park on the street." We have to get in  
4 people's heads, you can't drive there if you  
5 haven't already arranged parking in advance. So  
6 if you bought one of those 1,100 spots, you know,  
7 then fine, you can drive there. If you haven't,  
8 you better take mass transportation, because  
9 you're not going to be able to get in that lot,  
10 and you're not going to be able to get street  
11 parking. And hopefully that over time will mean a  
12 lot of people decide to take public transportation  
13 rather than drive. So I do think it's the one  
14 meaningful public policy we can do in that  
15 direction, which is not to say the other things  
16 aren't good, or it's not to say it will solve the  
17 problem. But I guess I just, is there some  
18 integration between the study and the traffic  
19 modeling that either you guys have done, the EIS  
20 did or that Sam is doing? Because I would like to  
21 know, I think it's relevant to model what the  
22 traffic impacts will be. We've got to make some  
23 guesses at how much this will disincentivize, but  
24 to me that's the goal, the goal here is not only  
25

1  
2 to help people who live in the neighborhood not,  
3 you know, have it be impossible to park their  
4 cars, which is one important goal. But one goal  
5 we should seek to evaluate and measure is, how  
6 will we discourage people from driving, and so I  
7 would like to know how we're thinking about that,  
8 and how we're going to try to model it a little,  
9 and how we'll see how it works out over time  
10 together with the venue operator as well.

11 MR. McGUIRE: Okay. As we come to  
12 the end of our ... the data-collection part of the  
13 study, we are basically bringing that effort  
14 together with all the other discussions we've been  
15 having about the patterns we might expect people  
16 to take as they travel to the arena. And so, what  
17 you're saying, to integrate the parking in the  
18 traffic plane, is going to happen once we have the  
19 data in hand.

20 COUNCIL MEMBER LANDER: And I don't  
21 want them to take any longer than, you know, than  
22 January, so don't get me wrong, you know, I assure  
23 you that there is urgency. My last question then  
24 is about how you will work with the Council on a  
25 plan. So I hear you saying "We oppose the

1  
2 legislation that's in place because both for sort  
3 of specific reasons and process reasons, we have  
4 some specific quibbles and we don't trust City  
5 Council to design a parking plan." On the other  
6 hand, I don't think we're comfortable with, "Well,  
7 you guys are doing a study and hopefully DOT will  
8 come up with a good plan", and you'll just post  
9 some signs. So talk to us a little bit about how  
10 you envision a process in which the study and the  
11 data move forward, but the Council and the  
12 administration and the venue operator and the FCC  
13 and the MTA collaborate to develop an appropriate  
14 plan here that we can have confidence, again not  
15 that we'll solve the problems, but that at least  
16 will be the best that we can do in the  
17 circumstances.

18 MR. WOLOCH: Look, I think that's  
19 an important question, and as I suggested earlier,  
20 I think that's something we still have to think  
21 about. I mean, I think there's definitely going  
22 to have to be a dialogue and a collaboration, I  
23 think we need to think through the specifics on  
24 that.

25 COUNCIL MEMBER LANDER: So then

1  
2 I'll just end this as my wrap-up statement, I'll  
3 just say, I'm glad that this bill is in place, and  
4 I'm proud to be a co-sponsor of it. I'd love to  
5 get to a place where you guys put the data on the  
6 table and we can work together on something that  
7 we all feel comfortable will be the best bet at  
8 solving the problem. We've got to get that done  
9 by the time the arena opens, and if not, then I  
10 will continue to support the City Council moving  
11 forward to urge the State legislature to pass this  
12 bill and us to adopt a program so that we can get  
13 a plan in place by the time the center opens,  
14 though I'd love it to be more collaborative than  
15 that. So thank you very much, thank you, Mr.  
16 Chairman ... Ms. Chairman, excuse me.

17 CHAIRPERSON FOSTER: That's fine.  
18 We've been joined by Council Member Recchia. Let  
19 me say that ... Council Member Crowley is next, but  
20 just two things. It's going to be important with  
21 whatever happens at Barclays that rules are  
22 enforced. So, for example, the Paul McCartney  
23 concert, the parking lots were full, because those  
24 coming in weren't given the carte blanche to park  
25 illegally. So we know it can work. There has to

1  
2 be the commitment to work. And again let me say  
3 to Brooklyn as you look at this issue with DOT,  
4 when you did the survey and we built the parking  
5 lot that isn't being used, we have 5,000 spaces  
6 off of one exit off the Major Deegan, and if  
7 anybody drives on the Major Deegan when it's not a  
8 Yankee game, it's packed. So that one exit, the  
9 161<sup>st</sup> Street exit, during your survey it made  
10 perfect sense and traffic would flow. It doesn't,  
11 but that was the answer that we wanted. So it's  
12 important again that, especially in an area in  
13 downtown Brooklyn where you really don't have  
14 highways like you do in the Bronx, the Major  
15 Deegan, that you get honest answers to the  
16 questions and you don't skew the survey, and I'm  
17 going to keep saying that, because Bronx  
18 residents, I'm the elected official that lives the  
19 closest, is still living with that nightmare that  
20 we were told wasn't going to be an issue. And you  
21 do have people that park in Gateway, which is the  
22 new mall, but if you're a resident and you're  
23 actually shopping, you have to go and pay at a  
24 cashier or you will be charged \$45, because they  
25 assume you're a Yankee fan. So everything around

1  
2 that area in terms of parking is geared towards  
3 Yankee fans and not the residents. And if we are  
4 going to learn from our mistakes, we need to make  
5 sure that whatever we do in downtown Brooklyn,  
6 which again isn't going to address or even tap  
7 into the problem, but it has to be done for the  
8 benefit of the residents. Council Member Crowley?

9 COUNCIL MEMBER CROWLEY: Thank you,  
10 Chairwoman Foster. Good morning, I apologize if  
11 some of my questions are going to be repetitive;  
12 I've been in and out of other hearings. I don't  
13 have any major stadium or attraction that I know  
14 of to think of in my district, but I do have  
15 issues with people parking on residential streets  
16 for a very long time, and not moving their  
17 vehicle. It could be a vehicle that is a private  
18 vehicle, it could be a motorcycle, it could be a  
19 commercial vehicle, and sometimes these commercial  
20 vehicles will have a permit that allows them to  
21 park on a residential street for more than three  
22 hours. Now most of the time when we get those  
23 issues into our office, we contact the Police  
24 Department to tow the vehicle if it's there for an  
25 extended period of time. But it doesn't seem like



2 these vehicles ever get towed, and many of my  
 3 constituents also complain that there are people  
 4 who are their neighbors, who have plates from  
 5 another state, that maybe they just register them  
 6 somewhere else, and there are some of them, to  
 7 avoid the high price of car insurance here in  
 8 Queens county or any other county in New York  
 9 City. My question to you is, you know, if we had  
 10 private parking or these particular permits where  
 11 residents were able to park, I wouldn't get as  
 12 many calls about that. I think that ... and that's  
 13 why I'm supportive of this bill. Now, can you  
 14 address what currently the law is for a vehicle to  
 15 be parked out on the street and how long they ... it  
 16 could be there before it's moved?

17 MR. WOLOCH: Yes, it's ... if there's  
 18 no alternate side regulation, it's seven days.

19 COUNCIL MEMBER CROWLEY: And I have  
 20 had vehicles that police, they won't tow the  
 21 vehicle if it's there for longer.

22 MR. WOLOCH: Right.

23 COUNCIL MEMBER CROWLEY: You know,  
 24 they'll know that the vehicle is there for an  
 25 extended period of time.

2 MR. McGUIRE: Right.

3 COUNCIL MEMBER CROWLEY: So I mean,  
4 we have laws in place, but we're not able to  
5 enforce them.

6 MR. WOLOCH: Right.

7 COUNCIL MEMBER CROWLEY: So it's  
8 incredibly frustrating.

9 MR. WOLOCH: I mean, this gets ... I  
10 mean, this gets at a few important issues. So one  
11 is that no matter what happens, there's an  
12 enforcement challenge. Whatever our regulations  
13 are, whether there's a permitting scheme or not,  
14 there's an enormous enforcement burden that's  
15 there to make it work, and that's certainly been  
16 the experience in other cities that have done RPP.  
17 Some of the issues that you alluded to in the  
18 beginning are issues that may still be problems  
19 with RPP. You talked about the placards that have  
20 the ability to park for three hours, you know,  
21 that will likely still be an issue. There are  
22 other things that may be happening on that front,  
23 but RPP isn't going to solve that. There are  
24 issues with commercial vehicles and deliveries,  
25 and balancing that, RPP may not be the solution

2 for that. RPP could potentially make it harder  
3 for people to get home deliveries, even for  
4 businesses to get deliveries. So you may reduce  
5 the number of one kind of phone call that you're  
6 getting now.

7 COUNCIL MEMBER CROWLEY: Which is a  
8 car being left there for an extended period of  
9 time.

10 MR. WOLOCH: Right. But you may  
11 get other phone calls, and I think that's the  
12 important issue about this, where we've seen it  
13 implemented in other places, there are trade-offs  
14 that are made. There's one problem that may be  
15 solved, but others that are created, that we need  
16 to be mindful of.

17 COUNCIL MEMBER CROWLEY: I  
18 understand. Now where in New York City do you  
19 have private parking currently?

20 MR. WOLOCH: The city right now has  
21 no residential permit parking.

22 COUNCIL MEMBER CROWLEY: I know of  
23 areas in Queens County where streets are sort of  
24 co-opted.

25 MR. WOLOCH: These are privately,

2 essentially privately-owned neighborhoods that the  
3 city does not own. So in part- -

4 COUNCIL MEMBER CROWLEY:

5 (Interposing) So even though these neighborhoods-  
6 -

7 MR. WOLOCH: (Interposing) ...

8 Parkville Gardens.

9 COUNCIL MEMBER CROWLEY: Right, for  
10 example.

11 MR. WOLOCH: And I think the  
12 Fieldston area in the Bronx, there may be, I think  
13 there are a few others. But those are essentially  
14 privately-owned and so the city does not have the  
15 ability to do this.

16 COUNCIL MEMBER CROWLEY: But does  
17 the city believe that if they were to implement  
18 residential parking permits that it could be  
19 revenue-generating?

20 MR. WOLOCH: Well, there is  
21 potentially a revenue stream, depending on what  
22 the price is, but -- the price of the permit --  
23 but there's also significant costs involved in  
24 creating a program that's going to work, not just  
25 having a computerized permitting system and staff

1  
2 to do that, but -- and this goes back to the  
3 enforcement -- but having the enforcement  
4 resources to make it work. It's, you know, the  
5 different concerns we have about the proposed  
6 legislation, it doesn't have us getting that  
7 revenue.

8 COUNCIL MEMBER CROWLEY: But in  
9 comparison to other municipalities that have  
10 residential parking permits?

11 MR. WOLOCH: Well, what's happened  
12 in other municipalities is that the revenue that's  
13 come in through the program hasn't been enough to  
14 cover the costs of the program. So I think the  
15 idea of it being a revenue-generating scheme is  
16 probably not true.

17 COUNCIL MEMBER CROWLEY: Right, but  
18 we have a way of implementing punitive  
19 measurements when it comes to parking rather  
20 quickly, you know, if somebody has an expired  
21 parking meter, they're likely to get a ticket if  
22 they don't get to it on time. Other cities may  
23 not have, you know, a Department of Traffic that  
24 enforces regulations as quickly as New York City  
25 does.

2 MR. WOLOCH: Well, there's  
3 certainly ... what's happened in a lot of the other  
4 cities is they've devoted, they've had to devote a  
5 lot of resources to enforcement to make them work.

6 COUNCIL MEMBER CROWLEY: Okay, and  
7 you think that we may have the ability to have  
8 more enforcement than other cities, based on our  
9 current level of enforcement?

10 MR. WOLOCH: I think it's going to  
11 be ... I think it's going to be a challenge, I  
12 think, in what we hear from many- -

13 COUNCIL MEMBER CROWLEY:  
14 (Interposing) Give me an idea of what DOT or the  
15 New York City Department of Finance, what revenue  
16 comes in each year with the amount of parking  
17 violations that are issued?

18 MR. WOLOCH: It's a big number, I  
19 don't have it, I don't have it with me. We'll get  
20 it to you.

21 COUNCIL MEMBER CROWLEY: Okay, I'd  
22 like to know what it is, in comparison to running  
23 the operation, if there's any disparity, I'd like  
24 to know. Thank you, that's it, no further  
25 questions.

2 CHAIRPERSON FOSTER: Thank you.

3 Council Member Jackson.

4 COUNCIL MEMBER JACKSON: Thank you,  
5 Madam Chair, and good morning everyone.

6 Obviously, I'm listening to the discussions and  
7 questions and responses, I don't live in Brooklyn,  
8 I don't live in lower Manhattan, but I live in  
9 northern Manhattan and I represent the 7<sup>th</sup>

10 Councilmatic district, which is, you know, the  
11 George Washington Bridge is there. And I know  
12 during the whole congestion, during the whole  
13 congestion pricing situation, I supported that,  
14 and at that time there was some discussion about  
15 residential parking. So I think that the city was  
16 clearly interested in residential parking as part  
17 of a package. Am I understanding now, are you in  
18 favor of it, or are you against it? That's my  
19 general question.

20 MR. WOLOCH: I think you just  
21 described it in the right way, it was part of a  
22 package, and our support for residential permit  
23 parking a few years ago was because it was tied  
24 with congestion pricing. The concern in your  
25 district and others outside of the central

2 business district is that there would be park-and-  
3 ride activity.

4 COUNCIL MEMBER JACKSON: Not would  
5 be, it is.

6 MR. WOLOCH: Right.

7 COUNCIL MEMBER JACKSON: It  
8 currently is.

9 MR. WOLOCH: It is, but the concern  
10 is it would get- -

11 COUNCIL MEMBER JACKSON:  
12 (Interposing) Even more.

13 MR. WOLOCH: ... even greater.

14 COUNCIL MEMBER JACKSON: Yeah,  
15 greater.

16 MR. WOLOCH: When we weigh, I think  
17 when we sort of described some of the pros and  
18 cons of an RPP program, so the thought at the time  
19 was, because of this concern about the- -

20 COUNCIL MEMBER JACKSON:  
21 (Interposing) Increase.

22 MR. WOLOCH: ... park-and-ride  
23 activity increasing, that the program would work  
24 well in conjunction with congestion pricing.

25 COUNCIL MEMBER JACKSON: But overall



1  
2 the City of New York, and I'm trying to  
3 understand, are you in favor of it overall in  
4 general? Or you're only in favor of it if there's  
5 a package? Because based on what I'm hearing, the  
6 discussions about downtown Brooklyn and what have  
7 you, and I read, I think, the statement that you  
8 presented, I'm unclear on whether or not in  
9 general the City of New York is in favor it or  
10 against it, in general, not tied to a specific  
11 situation, that's what I'm trying to understand.

12 MR. WOLOCH: We are not in favor of  
13 this bill, we have lots of concerns about RPP.  
14 What we want to look at more closely is how RPP  
15 can help around large arenas on event days.

16 COUNCIL MEMBER JACKSON: Okay.

17 MR. WOLOCH: And we've launched a  
18 study that we hope to complete soon that's looking  
19 at the issue and looking at the parking issues  
20 around the soon-to-be Barclays Arena and around  
21 Yankee Stadium.

22 COUNCIL MEMBER JACKSON: So let's  
23 assume this bill is passed in Albany, and signed  
24 into law by the Governor, and are you only going  
25 to be limiting, as it says, because I see it says

1  
2 a program basically the city would have to  
3 determine where they were put in place. And my  
4 communication, I came down here from my Housing  
5 and Buildings Committee, because the area that I  
6 live in, New Jersey and people from Westchester  
7 and Rockland county, they come and park and jump  
8 on the A train right there. So that's an issue in  
9 our neighborhood, and I wanted to know whether or  
10 not, if this bill is passed, are you only going to  
11 be looking at where stadiums exist? Or are you  
12 going to be looking at areas where people drive in  
13 across the grids and then park all day where  
14 residents that live in the area have a tough time  
15 parking? That's what I want to know.

16 MR. WOLOCH: Right.

17 CHAIRPERSON FOSTER: Someone else  
18 called, you can, sir.

19 MR. WOLOCH: Right now we oppose  
20 this bill.

21 COUNCIL MEMBER JACKSON: Right, I  
22 know.

23 MR. WOLOCH: And we don't want it  
24 to get passed in Albany.

25 COUNCIL MEMBER JACKSON: I

1 understand.

2  
3 MR. WOLOCH: We want to look at the  
4 arena question more closely. Our concern in  
5 neighborhoods like yours is that there is already  
6 enormous demand for the curb space ... it gets worse  
7 when others come in, but it's already there from  
8 the residents, and that makes us much different  
9 than most of the other places around the country  
10 that have used RPP, and I think before you came  
11 in, we talked about the downtown Brooklyn Council  
12 study that was done a few years ago, that compared  
13 downtown Brooklyn, a neighborhood that I think  
14 density-wise is probably a little less dense than  
15 upper Manhattan, and it has many more vehicles per  
16 square mile in that area than all the other cities  
17 around the country that have done RPP. And that's  
18 a concern, because if we were to have a program,  
19 people would get a permit, and they'd find  
20 themselves driving around the block the same way  
21 that they do now.

22 COUNCIL MEMBER JACKSON: Yeah, but  
23 one of the, the difference only is that you're  
24 competing with the people that live in the area of  
25 New York City versus, or in an area that has RPP,

1  
2 versus, you know, people that are commuting in  
3 from Jersey and Westchester and Rockland county.  
4 I mean, it's not the same scenario, but I give you  
5 the example when there was an agreement with the  
6 union to allow people to work in New York City  
7 without being a resident, which would have allowed  
8 residents in six counties outside of New York City  
9 to be able to come and be employed in New York  
10 City without being a resident. And in my opinion,  
11 that would increase the number of people that were  
12 competing for jobs, and when already New York City  
13 has a high unemployment rate, so I was against  
14 that, because currently we have you have to be a  
15 resident if you're employed in New York City, as  
16 far as certain titles. So I was against that  
17 particular agreement that was reached between the  
18 city and the union. So I'm just saying that given  
19 the same scenario, with this here, okay, I just  
20 don't want when this bill is passed, and I think  
21 the bill is going to be passed, I just don't want  
22 you to limit it to stadiums, because stadiums is  
23 not the only concern. In fact, you know, Yankee  
24 Stadium is not too far from my district also,  
25 because 155<sup>th</sup> Street and St. Nicholas Avenue is in

1  
2 my district, and I see people parking over there  
3 and walking across the bridge, and so forth and so  
4 on. So I'm just saying, other than stadiums,  
5 there's some major concerns, and residential  
6 parking permits is something that should be  
7 accomplished not only in areas with stadiums, but  
8 with other high-need areas such as where you have  
9 the George Washington Bridge. With that I thank  
10 you, Madam Chair.

11 CHAIRPERSON FOSTER: My colleagues,  
12 let me remind you, we have to be out of here by  
13 1:00. As you know, construction is going on, we  
14 don't have a choice, there's no overflow. So  
15 please, if you can just keep your questions at  
16 this point very brief, so we can keep moving, and  
17 we have many people to hear from. Questions in  
18 this order, quickly, please: Fidler, Levin,  
19 Recchia, James.

20 COUNCIL MEMBER FIDLER: Thank you,  
21 Madam Chair, and I appreciate the indulgence. I  
22 neglected to ask this the first time. You  
23 indicated in your testimony that there's a  
24 significant expenditure if a residential parking  
25 permit program is implemented, am I correct?

2 Possibly greater than the revenues generated?

3 MR. McGUIRE: Correct, correct.

4 COUNCIL MEMBER FIDLER: Right. So,  
5 you know, the law requires that the Council have a  
6 fiscal impact statement prepared before a piece of  
7 legislation is passed, and I have only love and  
8 respect for the Council Finance Division, but I've  
9 noticed that the fiscal impact statement that's  
10 been placed before us today indicates that the  
11 revenues in the net are undetermined, but that the  
12 expenditures for this bill would be zero. That  
13 would be incorrect, am I right?

14 MR. WOLOCH: That would be  
15 incorrect.

16 COUNCIL MEMBER FIDLER: So I would,  
17 Madam Chair, especially given the fact that the  
18 Legislature is not in session today, and  
19 thankfully probably won't be for a while, there's  
20 really no urgency that, you know, I would ask that  
21 we continue this hearing but lay over a vote until  
22 we have accurate information before the Committee.  
23 I think that would be fair. The other question I  
24 have is really half a comment, half a question.  
25 It's occurred to me that the situation around

1  
2 Yankee Stadium and the prospective situation  
3 around Barclays Arena are very different.  
4 Apparently in Yankee Stadium we have built  
5 adequate parking facilities for all those Yankee  
6 fans that want to drive in from New Jersey and  
7 Westchester to park their cars, but they're not  
8 using them, because, probably because, a. it takes  
9 forever to get in and out of the lot, and b.  
10 they're charging \$45 a head. The City of New York  
11 invested a tremendous amount of money in the  
12 Yankee Stadium deal, and I just wonder whether or  
13 not the administration and DOT might be better  
14 served there in pressing the Yankees to use some  
15 of that tremendous amount of revenue that they  
16 have, to reduce the price of parking in the Yankee  
17 Stadium lots so that people aren't disincentivized  
18 to park there. And of course in the Chairwoman's  
19 comments about zero tolerance enforcement, people  
20 parking their cars on the sidewalk and fire  
21 hydrants and whatnot, would go a long way to that  
22 as well. And maybe that is a solution that ought  
23 to be looked at, at Yankee Stadium. The Barclays  
24 site, it strikes me, was selected because it's on  
25 the largest transportation hub, and obviously we

1  
2 want to incentivize people coming to that stadium  
3 by mass transit, and my guess is that's the plan.  
4 Whether it's the reality or not, you know, time  
5 will tell. I don't know that the idea of saying  
6 that the 1,100 parking spots that the built for  
7 Barclays ought to be made cheap so that people  
8 don't look to park in the street, I don't know  
9 that that makes sense there. I guess the question  
10 is, are there alternatives that can be looked at,  
11 other than going down this slope of starting to  
12 charge people for parking on the street in their  
13 neighborhoods and prohibiting people who don't  
14 live in a neighborhood from parking in that  
15 neighborhood? Have you looked at what I'm  
16 suggesting at Yankee Stadium? I mean, certainly  
17 the Yankees must have ... if the Yankees can afford  
18 to pay A.J. Burnett, they can afford to cut the  
19 price of parking in their lot. I mean, it is  
20 really, the Yankees are clearly not in economic  
21 duress.

22 MR. WOLOCH: I think extracting  
23 money out of the Yankees for subsidizing parking  
24 gets a little bit out of our turf. It's probably  
25 for other, it's for others to weigh in on, but in



1  
2 terms of these studies, we're doing the studies,  
3 looking at RPP feasibility, we're also thinking  
4 about parking generally, and if there are other  
5 solutions. I don't think there are any, not to  
6 repeat what I said earlier, I don't there are any  
7 magic bullets. There are certainly things that  
8 can be done with metered parking as a tool to  
9 impact parking behavior, and you know, we're  
10 mindful of that as we're doing these studies.

11 COUNCIL MEMBER FIDLER: Thank you,  
12 and again, Madam Chair, I would ask that the vote  
13 on this SLR be laid over.

14 CHAIRPERSON FOSTER: Council Member  
15 Levin. Levin is not here, here he is.

16 COUNCIL MEMBER LEVIN: Thank you,  
17 Madam Chair. Thank you, Deputy Commissioner, I  
18 wanted to ask, have you been in discussions or  
19 talks with other cities? I know that we're the  
20 densest, but other cities that have a fairly-high  
21 density in this country that have RPP programs,  
22 Boston and Washington? Have you talked to them  
23 about their practices? Have they complained? Do  
24 they regret that they have instituted a program?

25 MR. WOLOCH: Yeah, we've done a lot

1  
2 of speaking to folks from other cities, a lot of  
3 research into the programs in other cities. I  
4 think what's most noteworthy about them, each city  
5 has approached it differently, and what's striking  
6 is that there are a lot of trade-offs that have  
7 been made by other cities that I think would make  
8 us and make many of your constituents  
9 uncomfortable. The City of Toronto has an RPP  
10 program as a way to avoid the giving-a-hunting-  
11 license issue, because there's so much demand even  
12 there, even though they're less dense than us.  
13 They actually limit the number of people who can  
14 have permits. So you actually have people who  
15 were late to the game for whatever reason, perhaps  
16 they moved into the neighborhood, perhaps they  
17 just bought a car for the first time, perhaps they  
18 just didn't apply, and they're at the back of the  
19 list. They can't get a permit for their own  
20 neighborhood. The City of Washington has an RPP  
21 program, they've implemented a program where only  
22 half the space is available for the residents.  
23 Now, the good thing about that is it opens up  
24 space for all these other uses we talked about,  
25 but it limits the amounts of space that's

1  
2 available for the permit-holder. So there are  
3 again different trade-offs that each city has  
4 made, and it hasn't been ... it hasn't worked so  
5 smoothly everywhere. Where it's worked most  
6 smoothly, places like Austin, Phoenix, that are  
7 definitely much different than us, much less dense  
8 than us. Now all this doesn't mean that it can't  
9 work here, but it points to some of the problems  
10 that we need to think about, and some of the  
11 trade-offs and potential, again potential  
12 unintended consequences that might result.

13 COUNCIL MEMBER LANDER: You  
14 mentioned that there's an openness or a  
15 willingness on DOT's part to look at a study area  
16 regarding events at Barclays Arena and Yankee  
17 Stadium. Is there a willingness to look at high-  
18 traffic areas, other high-traffic areas that have  
19 ... that are facing, you know, on a daily basis this  
20 for many years, and that's why these neighborhoods  
21 have been asking for an RPP program? Is there a  
22 willingness to also study those areas?

23 MR. WOLOCH: Right now we're going  
24 to finish, we're going to finish this study. I  
25 think there are things we will learn from this

1  
2 study that will really only be applicable in these  
3 two areas. There will be other things we learn  
4 from this study that may be applicable elsewhere,  
5 so this is the step we're focused on right now.

6 COUNCIL MEMBER LANDER: To  
7 potentially be followed by another step, or are we  
8 ... is there, I guess, to be frank, I mean, the  
9 genesis, I mean, the idea has been for a long time  
10 has come from areas that are not ... that are not  
11 just event-based, and so that is, that issue, the  
12 issue of congestion around a stadium or an arena  
13 can be addressed and leave this other one  
14 outstanding, and that does not ... if it's left  
15 outstanding, it doesn't help those residents, and  
16 those are the people that have been asking for  
17 this for a long time.

18 MR. WOLOCH: I mean, again, we  
19 talked a little bit about this earlier. There was  
20 a study done by the Downtown Brooklyn Council a  
21 few years ago, largely in your district and  
22 Council Member James' district, and it found,  
23 among other things, and it wasn't completely  
24 conclusive, but it raised concerns about the  
25 vehicle density in the neighborhood relative to

1  
2 the amount of curb space, and this problem that  
3 would happen if you had an RPP program, that you  
4 would give folks permits, and there would still be  
5 so much local demand, that it would still be hard  
6 to find a parking space. And I think that would  
7 be a concern in your neighborhood and other parts  
8 of the city as well. It ... and again I think the  
9 issue is not being taken off the table, we're  
10 looking at it in the context of these two  
11 neighborhoods and in the context of event day, and  
12 our plan is to finish that study, work with the  
13 Council after we get the results, and take it from  
14 there.

15 COUNCIL MEMBER LANDER: Okay, I  
16 mean, I understand that it may be still hard to  
17 find a parking space in Brooklyn Heights after an  
18 RPP program was established, but it would be a lot  
19 less difficult than it currently is. I mean, I  
20 think that that's ... we're talking about  
21 mitigations, you don't eliminate a problem  
22 necessarily by implementing a policy, but you  
23 could certainly mitigate problems, and that's  
24 something that would be worthwhile even if it  
25 mitigates it, right?

2 MR. WOLOCH: Well, just respect to  
3 Brooklyn Heights in particular, the 2006 study  
4 found that there is six times as many registered  
5 vehicles in Brooklyn Heights as there are on-  
6 street parking spaces where an RPP could plausibly  
7 be implemented, so the gap between the demand and  
8 the supply is very, very wide, much wider than in  
9 other cities.

10 COUNCIL MEMBER LANDER: And it also  
11 found that there's, that 40% of the cars parking  
12 on-street are from outside of the neighborhood.  
13 Would DOT have an alternative way to address that  
14 problem?

15 MR. WOLOCH: Just what's  
16 interesting about that is that the ... that was the  
17 daytime percentage. When you looked overnight,  
18 the numbers were surprisingly similar. And  
19 presumably the park-and-ride problem wasn't  
20 happening at night, so there are people, perhaps  
21 with vehicles registered elsewhere, who actually  
22 live in the neighborhood.

23 COUNCIL MEMBER JACKSON: Perhaps.

24 COUNCIL MEMBER LANDER: But there  
25 is a recognized ... I'm sorry to kind of stay on

2 this, but there is a recognition that there is  
3 park-and-ride, right? I mean, is that ... DOT  
4 recognize that people are parking in downtown  
5 Brooklyn and Brooklyn so as not to have to drive  
6 into Manhattan, is that right?

7 MR. WOLOCH: Yeah, there's no  
8 question there are some people coming in from  
9 elsewhere. What was found is that the occupancy  
10 was high around the clock, it was high during the  
11 day, and it was high at night. Even when you get  
12 rid of the park-and-ride folks, finding a spot in  
13 Brooklyn Heights is still always difficult, as you  
14 know.

15 COUNCIL MEMBER LANDER: Thank you,  
16 Madam Chair, I'm going to turn it back over to you  
17 guys, because I understand that there's many  
18 people that are looking to testify. Thank you  
19 very much, Deputy Commissioner.

20 CHAIRPERSON FOSTER: Thank you, and  
21 we have time constraints. Council Member Recchia?

22 COUNCIL MEMBER RECCHIA, JR.: Yes,  
23 thank you. Do you know exactly how many cars  
24 would be, with this bill would be involved?

25 MR. WOLOCH: Well, it would depend

1  
2 on where the programs were implemented. I mean,  
3 there are about two million registered cars in the  
4 city, it would- -

5 COUNCIL MEMBER RECCHIA, JR.:

6 (Interposing) So you don't know how many- -

7 MR. WOLOCH: (Interposing) The  
8 portion of that- -

9 COUNCIL MEMBER RECCHIA, JR.:

10 (Interposing) So you don't know, that's your  
11 answer, you don't know how many cars this would  
12 affect.

13 MR. WOLOCH: Well, it depends on  
14 where the program would be implemented.

15 COUNCIL MEMBER RECCHIA, JR.: But  
16 at this time, you couldn't tell us.

17 MR. WOLOCH: I couldn't tell you,  
18 because we haven't designed a program. I think  
19 what the bill does is it would allow the city to  
20 implement an RPP program anywhere in the city, so  
21 it would depend on where the collective powers  
22 that be decided that that program should be, or if  
23 they developed an opt-in system, where communities  
24 could request it.

25 COUNCIL MEMBER RECCHIA, JR.: All



1  
2 right, so therefore we don't know how many cars  
3 this would involve, this bill at this time,  
4 correct?

5 MR. WOLOCH: Correct.

6 COUNCIL MEMBER RECCHIA, JR.:

7 Right. And do you know how many people from the  
8 NYPD it would take to enforce this?

9 MR. WOLOCH: Without knowing the  
10 size of the program, we don't know the enforcement  
11 resources that would be needed. But what we do  
12 know, from looking around the country at the  
13 experience in other cities, is that to make an RPP  
14 program work, you need enforcement.

15 COUNCIL MEMBER RECCHIA, JR.: Okay.

16 So I just want to set the record clear, because we  
17 have a great Finance staff, and the reason why the  
18 impact statement says what it does is because we  
19 do not know the area, we do not know how many  
20 cars, and we can't figure this out. So before  
21 anybody wants to knock my Finance staff, they  
22 should be very careful what they say, because  
23 we've been requesting information for weeks on  
24 this issue, and we were not able to obtain any  
25 information, because, as just testified, they do

2 not know. That's why the impact statement says,  
3 "undetermined", and "revenues zero". Thank you.

4 CHAIRPERSON FOSTER: Thank you.  
5 Council Member James?

6 COUNCIL MEMBER JAMES: I would  
7 never knock your Finance staff, they're great and  
8 so are you. Thank you. So just two last  
9 questions, in your testimony you said current  
10 pending legislation aside, does that mean that you  
11 believe that we can go forward looking at these  
12 two communities in the absence of legislation?

13 MR. WOLOCH: We can go forward  
14 looking in the absence of legislation. Any RPP  
15 program would require action in Albany.

16 COUNCIL MEMBER JAMES: And do you  
17 also believe that even if in the case of a pilot  
18 program, it would require legislation from Albany?

19 MR. WOLOCH: Yes.

20 COUNCIL MEMBER JAMES: Okay, thank  
21 you. Thank you, Madam Chair.

22 CHAIRPERSON FOSTER: Thank you very  
23 much, I thank this panel. I'm sure this is going  
24 to be an ongoing discussion. Next we're going to  
25 hear from New York State Committeewoman Jo Anne

1  
2 Simon, and I can't see who's over at the  
3 sergeant's desk, but we're going to use the clock  
4 please. And yeah, you do get a clock, I'm sorry.  
5 We, as I said, we have another Committee meeting  
6 and if you can, if you have testimony, you can  
7 hand it out and we can read it.

8 MS. SIMON: Thank you for this  
9 opportunity to testify, Chairwoman Foster. My  
10 name is Jo Anne Simon, I'm a State Committeewoman  
11 in the 52<sup>nd</sup> Assembly District, which covers a lot  
12 of the brownstone neighborhoods that are involved.  
13 I'm one of the authors of the letter that  
14 Councilwoman James read a short time ago.  
15 Attached to my testimony that's been handed is an  
16 updated version of that letter, which is now a  
17 fact sheet that the communities put together,  
18 because we actually have a number of reasons to  
19 need residential permit parking already, including  
20 the fact, and I join with Council Member Jackson's  
21 concerns, we are right near two bridges, and we  
22 already have a great deal of difficulty. I also  
23 want to state that the study that was reflected by  
24 the city DOT, the data in that study absolutely  
25 supported the need for residential permit parking.

1  
2 There was some articulation of that data that many  
3 of us who were in part of that effort disagreed  
4 with because it's minimized the impacts that would  
5 accrue, the positive benefits, and tended to focus  
6 on this issue about high density. We know we have  
7 high density, we're looking to reduce that  
8 density, we're looking to not create incentives to  
9 make that density worse. It really does matter  
10 what kind of density we currently have. I will  
11 also state that I'm a little concerned that we're  
12 learning about studies being done around the  
13 Atlantic Yards area that only go, for example, 3<sup>rd</sup>  
14 Avenue, I believe, is what he indicated is the  
15 western border. That's nowhere near adequate area  
16 to study. I live two blocks west of 3<sup>rd</sup> Avenue,  
17 and I can walk there very shortly, it's only four  
18 blocks away. So I think that a cramped area of  
19 study, where right now you have a real mix of  
20 uses, is not particularly a good dataset from  
21 which to make a determination, and I just wanted  
22 to reference that. The other issue I wanted to  
23 reference is my personal experience with  
24 residential permit parking. For example, I lived  
25 on Capitol Hill in 1977, I was not working on

1  
2 Capitol Hill, I worked nearby at a college, I  
3 wasn't making a lot of money, I had a crappy car,  
4 it was twenty bucks a year. It really did make a  
5 huge difference, I could go visit people, people  
6 could visit me, I could go to dinner somewhere. A  
7 lot of the reasons people give are a  
8 misunderstanding of what residential permit  
9 parking could do and what it could be, it's not  
10 the answer to everything, but it really doesn't  
11 divide people in the way that some people have  
12 articulated. It actually is something that allows  
13 small businesses to have their customers actually  
14 go there, park and be able to do business. The  
15 small businesses liked it, and right now, without  
16 ... even without residential permit parking, it's  
17 almost impossible to park in these neighborhoods  
18 now. Jersey City, when I clerked there 20 years  
19 ago as a law clerk, I had a one-year permit for  
20 the period of time of my law clerkship, I couldn't  
21 park most of the time and I took the Path train,  
22 but I had that. There are ways to make this  
23 happen, especially with this improved technology,  
24 so I encourage it very much, thank you.

25 CHAIRPERSON FOSTER: Thank you very

2 much.

3 MS. SIMON: I'd be happy to answer  
4 any questions.

5 CHAIRPERSON FOSTER: And we have  
6 your written statement that we will go through.  
7 Thank you very much for being kind enough to  
8 adhere to the time frame. As I said, there is  
9 another Committee meeting. Do any of the members  
10 have questions?

11 COUNCIL MEMBER JAMES: Just one  
12 last question, as a result of your experience in  
13 Washington, D.C., you heard the concerns expressed  
14 by Council Member Fidler. Did you experience them  
15 in Washington, D.C.?

16 MS. SIMON: No, in fact ... excuse  
17 me, D.C. has had it for a long time, this was  
18 1977, for example, and you know, we did have an  
19 attractive nuisance on Capitol Hill, the Capitol,  
20 and the Supreme Court, and Congress and so people  
21 would come and circle. And what happened as a  
22 result of residential permit parking, it's not  
23 that I never had difficulty, it's not that nobody  
24 had difficulty finding parking. But we didn't  
25 have commuters circling the area, or tourists

1  
2 circling the area, just to park there. It  
3 encouraged mass transit. We live in a very  
4 densely-served area of mass transit, and we want  
5 to encourage more mass transit to be used. But  
6 even, for example, at Madison Square Garden, when  
7 the Barclays Arena comes in, 50% of Madison Square  
8 Garden's attendance is by car, black cars, people  
9 driving and parking. We know that even if it's in  
10 Manhattan and it's 50% attendance will come by  
11 car, we know that in Brooklyn it would be  
12 different, because the car culture is different in  
13 Brooklyn and Queens, and so we want to make sure  
14 that we're not completely overrun, our children  
15 are not killed crossing the streets, and we can  
16 breathe.

17 COUNCIL MEMBER JAMES: Thank you.

18 MS. SIMON: Thank you, I appreciate  
19 it very much.

20 CHAIRPERSON FOSTER: Thank you very  
21 much.

22 MS. SIMON: For your  
23 responsiveness.

24 CHAIRPERSON FOSTER: Our next  
25 panel, three chairs, you have three minutes, feel

1  
2 free not to use your entire time, Jane McCrody, am  
3 I not saying that right?

4 MS. MCGROARTY: It's McGroarty.

5 CHAIRPERSON FOSTER: The sergeant  
6 will get your testimony and hand it out. Gib  
7 Veconi, Gib? Yes, okay. And Howard Kolins.  
8 Howard? Okay. Thank you very much, you can get  
9 started.

10 MS. MCGROARTY: Thank you,  
11 Chairwoman Foster and members of the Committee for  
12 the opportunity to speak today. I am Jane  
13 McGroarty, the president of the Brooklyn Heights  
14 Association, an organization that celebrated its  
15 100<sup>th</sup> anniversary last year. We're a not-for-  
16 profit membership association with a dues-paying  
17 membership of a thousand households. We've been  
18 supporting resident permit parking for over a  
19 decade, and I am very confident that the position  
20 that I am representing today is shared by the  
21 majority of our residents. We did a survey  
22 several years ago on resident permit parking and  
23 90% of the respondents were in favor of  
24 residential permit parking. We're a historic  
25 district with 19<sup>th</sup> century rowhouses, small one-way



1 streets, and we are next to a large traffic-  
2 attracter, the third-largest business district and  
3 civic district in this city. We have OEM, we have  
4 the six courthouses, a number of colleges and  
5 institutions, Brooklyn Law School, St. Francis,  
6 Polytech, these are all huge traffic generators.  
7 And in addition we have four subway stops to boot.  
8 So I want to speak to the notion, we don't have an  
9 arena, so there is no face, it's not those damn  
10 Yankee fans, it's a lot of people that come every  
11 day and sometimes into the evening, as the 2006  
12 study. So I'm a little disturbed when I hear Mr.  
13 Woloch from DOT focusing on the arenas and I think  
14 they should be focused on, but is somewhat  
15 dismissive of those neighborhoods like Council  
16 Member Jackson's, some of the neighborhoods in  
17 Queens, the neighborhoods that are right next to  
18 Manhattan, where it's park-and-ride, but for us  
19 it's not only park-and-ride, it's people who come  
20 to downtown Brooklyn. Some of them actually are  
21 paying parking tickets and circling for an hour  
22 looking for parking. We know that it's not going  
23 to guarantee every resident in Brooklyn Heights a  
24 parking space, it's impossible with a six-to-one  
25

1  
2 ratio. But what we want is, we want our  
3 neighborhood back, we want much better safety, the  
4 sort of car behavior as people circle for an hour,  
5 and are fighting with the people getting, using  
6 the free Brooklyn Bridge, results in a lot of  
7 dangerous ... danger to pedestrians, not to talk  
8 about air quality. So on behalf of the residents  
9 of Brooklyn Heights, I urge your Committee and the  
10 City Council to approve the state legislation.

11 CHAIRPERSON FOSTER: Thank you.

12 MR. VECONI: Good morning, Madam  
13 Chair and Council members, my name is Gib Veconi,  
14 and I'm treasurer of the Prospect Heights  
15 Neighborhood Development Council, together with  
16 other civic and affordable housing organizations  
17 in Brooklyn, we're a member ... a sponsor of an  
18 initiative called Brooklyn Speaks that has  
19 advocated for transparency and accountability in  
20 the Atlantic Yards project. Thank you for the  
21 opportunity to speak here today in support of a  
22 home rule message requiring authorization for New  
23 York City to implement residential parking permit  
24 programs. The siting of the Barclays Center Arena  
25 among residential neighborhoods required an

1  
2 override of the New York City zoning regulations.  
3 Atlantic Yards environmental impact statement  
4 states that up to 40% of arena patrons will travel  
5 to events by private cars, a higher percentage  
6 than drive to events in Madison Square Garden.  
7 The project sponsors have claimed that sufficient  
8 off-street paved parking currently exists or will  
9 be built to satisfy the expected demand of up to  
10 6,100 cars arriving for arena events. However,  
11 they acknowledge that the availability of free on-  
12 street parking will mean that up to 3,000 drivers  
13 will park on the streets within a quarter mile of  
14 the arena. The result will cause congestion  
15 throughout local neighborhoods, disrupt  
16 residential streets with noise, and greatly  
17 increase the challenge of crowd control before and  
18 after arena events. The limited demand management  
19 measures that the Atlantic Yards' sponsors will be  
20 able to deploy will not address the problem of  
21 arena parking patrons using on-street parking.  
22 New York City must implement residential parking  
23 permits in order to insure safety, maintain  
24 quality of life and preserve the character of the  
25 local neighborhoods, many of which include

1  
2 designated historic districts. RPP is a tool to  
3 reduce demand for local streets, not a guarantee  
4 of on-street parking for residents. It is also  
5 not a mechanism for preventing all non-residents  
6 from driving to visit friends or patronize local  
7 businesses. Instead, an effective RPP program for  
8 the area surrounding Atlantic Yards should target  
9 the traffic generated by Barclays Center in its  
10 hours of operation, when all other car travel to  
11 surrounding neighborhoods would otherwise be  
12 difficult or impossible, and allow non-residents  
13 to park at other times. Although parking permits  
14 would likely need to be assessed a fee to prevent  
15 abuse, the fee for a first permit should not  
16 represent an unreasonable burden to working  
17 families. Finally, an effective RPP program  
18 should also allow residents to request short-term  
19 permits for guests, contractors or their rental  
20 cars when necessary. Time is running short, only  
21 ten months remain before the planned opening of  
22 Barclays Center. I therefore call on this  
23 Committee and the City Council to move forward  
24 quickly with a home rule message requesting the  
25 State Legislature to authorize New York City to

1  
2 implement residential permit parking in the five  
3 boroughs. I want to say that we found out about  
4 this meeting relatively recently through the good  
5 offices of Council Member James, and we were able  
6 to, in the short space of time, launch an online  
7 petition, some of the signatures which I've given  
8 to the sergeant, which up to this point has gained  
9 more than 500 signatures from community members  
10 who are not able to be present for the hearing  
11 today, so we all urge you to move forward with  
12 residential permit parking and a request for  
13 authorization from the state, thank you.

14 CHAIRPERSON FOSTER: Thank you,  
15 next.

16 MR. KOLINS: Hi, I'm Howard Kolins,  
17 President of Boerum Hill Association, I'm going to  
18 be brief.

19 CHAIRPERSON FOSTER: Thank you.

20 MR. KOLINS: And not repeat what  
21 other people said. Tish, thank you very much for  
22 reading the 2004 statement, because it still  
23 holds, and I'll add to what Jane said, our  
24 neighborhoods, Brooklyn Heights and Boerum Hill,  
25 have had traffic congestion for many years because

1 of the downtown aspect, with all the activity that  
2 goes on there, including the chaos that has come  
3 with city placards, truck traffic, illegal truck  
4 traffic on the side streets. We've met with DOT  
5 many times to talk about these things. I would  
6 like to add just one more thing, to point out that  
7 the neighbors, my neighbors in Boerum Hill, are  
8 willing in this case to pay a reasonable, and  
9 hopefully nominal, tax on themselves in an attempt  
10 to limit cross-traffic through the neighborhood.  
11 They're not even thinking that this guarantees  
12 them a parking spot, it will hopefully discourage  
13 people from cutting through the neighborhood, and  
14 that is a big factor in our neighborhood. DOT  
15 mentioned, and Jo Anne said, that 3<sup>rd</sup> Avenue was  
16 part of the study, they need to widen that. Right  
17 now, with the mitigations already put in place, we  
18 see illegal truck traffic coming down Nevins and  
19 Hoyt Streets traveling north to south, trucks,  
20 semis, turning off Atlantic Avenue to come down  
21 the side streets, they're just frustrated. So we  
22 look at RPP as one more arrow in the quiver, if  
23 you will, that might mitigate some of these  
24 things. I think the DOT would reject our proposal  
25

2 for nailing strips and snipers, but that's where  
3 we're headed. Thank you very much.

4 CHAIRPERSON FOSTER: Thank you.  
5 Council Member Fidler, briefly please.

6 COUNCIL MEMBER FIDLER: Yeah, I'll  
7 try. I'll be very brief because I'm going to step  
8 out of the room after that, I'll shorten the  
9 hearing a lot, I'm sure. You heard DOT, and any  
10 one of you can answer this, DOT indicate that  
11 there is a tremendous amount of out-of-  
12 neighborhood resident parking at night. Do any of  
13 you think that that might have something to do  
14 with the night life and the wonderful restaurants  
15 and attractions there are in downtown Brooklyn?  
16 And what impact might residential parking have on  
17 that?

18 MR. KOLINS: I would like to ask  
19 DOT if they separate that information by daytime  
20 versus nighttime.

21 COUNCIL MEMBER FIDLER: They just  
22 said they did.

23 MR. KOLINS: Well, we would like to  
24 see those numbers. We've also on Atlantic Avenue  
25 advocated for the return of parking from 4:00 to

2 7:00 p.m. to support our shops and businesses, and  
3 also the RPP is a 7:00 a.m. to 7:00 p.m. proposal.  
4 I think there's a lot in the details that might  
5 address that, but we're certainly cognizant that  
6 that is a factor, and we do support our local  
7 businesses. But that doesn't apply to what the  
8 DOT has described as livable streets, our  
9 residential streets, our leafy streets. There's  
10 nothing that makes me crazier than watching a semi  
11 take out our trees, as he's clearly in the wrong  
12 place, and believe me, he was not a happy truck  
13 driver, but I took a picture, I went online, I  
14 sent it to the office in Tennessee, and they sent  
15 an apology, and it was appreciated.

16 COUNCIL MEMBER FIDLER: And then  
17 I'm sure the truck came back the next run anyway.

18 MR. KOLINS: Certainly.

19 COUNCIL MEMBER FIDLER: And I'm not  
20 being facetious, that's a problem that we have in  
21 every residential neighborhood.

22 MR. KOLINS: True.

23 COUNCIL MEMBER FIDLER: That's  
24 constantly in my district as well, and I would  
25 just suggest that perhaps the cross-traffic issue



1  
2 might be better addressed, and I know that Jo Anne  
3 and I have talked about this at great length, of  
4 sinking the Gowanus Expressway into a tunnel that  
5 might go around. I think that's an infrastructure  
6 investment that's long, long overdue and something  
7 that I think we really ... it has a thousand  
8 benefits, even beyond relieving your community of  
9 traffic in ways that RPP would never even begin to  
10 address. I want to apologize, the Chairwoman  
11 mentioned that there's another hearing at one  
12 o'clock, and I'm the Chair of that hearing, it's  
13 on the Young Male Initiative, and I need to go and  
14 sit with the Finance staff to prepare so I'm not  
15 coming to class unprepared. I recognize that a  
16 vast amount of testimony that is probably  
17 diametrically opposed to the opinions that I have  
18 expressed is going to be given here, and I mean no  
19 disrespect by not staying here and hearing it. I  
20 really very, very much regret that. I would ask  
21 that the Chair call me down if we are not going to  
22 lay this vote over, as I think we should. But if  
23 it's going to happen- -

24 CHAIRPERSON FOSTER: (Interposing)

25 We're not, so I will call you. Thank you.

2 COUNCIL MEMBER FIDLER: Thank you.

3 CHAIRPERSON FOSTER: Thank you very  
4 much.

5 MS. MCGROARTY: I just want to say  
6 that, as the communities envisioned resident  
7 permit parking in a non-arena situation, it was  
8 not going to be in the evening, so it would not  
9 have impacted nightlife or restaurants, it was  
10 really for daytime commuters.

11 CHAIRPERSON FOSTER: Thank you.  
12 Our next panel is of four ... excuse me, sir, I'm  
13 going to need you to get up, we need that chair.  
14 Thank you, I'm sorry. The next panel, Judy  
15 Stanton, Richard Goldstein, Michael Karl ... is that  
16 the name, Michael? Michael? He's gone? Okay.  
17 And then I don't have a name, I assume there is a  
18 single representative from Fort Greene  
19 Condominiums, and fill your name out on this,  
20 please. Hand this to her. Is that you?

21 MS. FISHER: Yes.

22 CHAIRPERSON FOSTER: Okay. You can  
23 get started.

24 MS. STANTON: I'm Judy Stanton,  
25 speaking, representing Brooklyn Heights. Today's

1  
 2 proceeding is about a home rule message, because  
 3 we cannot even have RPP without the state's  
 4 permission. Let's not get bogged down in the  
 5 details of designing what may or may not be the  
 6 perfect RPP system for my neighborhood or someone  
 7 else's neighborhood. RPP is supported by enough  
 8 New Yorkers to warrant sending a home rule message  
 9 to Albany where the Millman and Squadron bills can  
 10 be discussed and improved. New York City should  
 11 be allowed to manage its streets in order to  
 12 reduce polluting congestion, and to motivate  
 13 people to use mass transit, and to increase safety  
 14 for pedestrians and cyclists. There has never  
 15 been a serious public discussion of RPP for New  
 16 York's neighborhoods. I urge you to pass this  
 17 resolution on the table, so that the real dialogue  
 18 can begin in Albany, and then come back to the  
 19 Council, thank you.

20 CHAIRPERSON FOSTER: Thank you.

21 Next.

22 MR. GOLDSTEIN: My name is Richard  
 23 Goldstein, President of Carlton Avenue  
 24 Association, and a Prospect Heights resident for  
 25 over 28 years. I am speaking in favor of the home

1  
2 rule message and establishment of residential  
3 parking permit, or RPP program, around Atlantic  
4 Yards. My remarks focus on RPP programs that have  
5 operated in other cities and in the U.S. near  
6 sports facilities like Barclays Center. It is  
7 undeniable that Atlantic Yards is ideally sited  
8 for patrons' use of mass transit. However, an RPP  
9 program is still necessary. The Atlantic Yards  
10 environmental impact statement projected that up  
11 to 40% of Barclays Center patrons may arrive in  
12 private cars. Like Barclays Center, Madison  
13 Square Garden is served by commuter rail as well  
14 as three major subway lines, yet on an average  
15 weeknight, nearly one third of Knicks and Rangers  
16 patrons arrive at Madison Square Garden by private  
17 vehicles, according to a paper prepared by  
18 professionals from Sam Schwartz Engineering for a  
19 transportation research board meeting in March,  
20 2009. These planners concluded that "limiting on-  
21 site parking facilities and charging premium rates  
22 for spaces that are available provides incentives  
23 for visitors to use other convenient and  
24 accessible modes". Streets in Prospect Heights  
25 and other nearby neighborhood are virtually on-

1  
2 site to Barclays Center, and parking at the curbs  
3 is free. Without RPP, arena patrons will view  
4 that curb space as both available and free,  
5 incentivizing those patrons to drive to Barclays  
6 Center. RPP is a foundation providing a  
7 disincentive to patrons who drive to Barclays  
8 Center. While many cities, including Boston and  
9 Washington D.C., have comprehensive citywide  
10 residential parking permit programs, some cities  
11 also have programs that are tailored to the needs  
12 of neighborhoods near sports facilities. The  
13 programs in Chicago are an excellent example.  
14 Chicago has both a citywide 24/7 RPP program, as  
15 well as a stadium permit program in defined  
16 neighborhoods near Wrigley Field, Soldiers Field  
17 and U.S. Cellular Field. These permits allow  
18 residents to park their vehicles on the areas'  
19 residential streets. A car parked in the area  
20 during a game without a stadium permit, or an RPP,  
21 for the posted zone may be ticketed or towed.  
22 Patron knowledge of, and police enforcement of,  
23 these rules are key. The Chicago Cubs 2010  
24 neighborhood protection report described how the  
25 Cubs assist the city of Chicago with traffic

1  
2 management and parking enforcement by, 1. Funding  
3 a command center and hotline operated by the  
4 Chicago Police Department to address calls from  
5 neighborhood residents during events, which can  
6 alert police to illegally-parked vehicles; 2.  
7 Reimbursing the city for up to 47 traffic aides  
8 for each event; 3. Paying for printing costs of  
9 residential parking permits; and 4. Working year-  
10 round with a traffic operations committee to  
11 improve traffic flow during events. Therefore, we  
12 are in favor of developing an RPP program around  
13 Barclays Center, thank you.

14 CHAIRPERSON FOSTER: Thank you.

15 MS. FISHER: Good afternoon  
16 everyone, my name is Theresa Fisher, I represent  
17 the board of managers for Fort Greene Condominium  
18 Homes, we're located from Vanderbilt Avenue to  
19 Carlton, from Lafayette over to Fulton Street,  
20 which is a major area that the DOT expressed was  
21 part of their survey. I'm a long-time resident,  
22 55 years living there, and I remember when it was  
23 a red-light district and no one wanted to live  
24 there. That said, we fought very hard to get the  
25 alternate-side-of-street parking rules changed,

1  
2 and we thought that would help alleviate our  
3 parking problems, but it has seemed to exasperate  
4 it. Right now we fight with Brooklyn Tech field  
5 across the street from us, we fight with the flea  
6 market at Bishop Loughlin every Saturday, we fight  
7 with a new club that just opened on Vanderbilt and  
8 Fulton, every Friday and Saturday night, and it  
9 has really ... it dictates our life, the parking, to  
10 the point where I'm retired and I had to get a  
11 second residence because I couldn't live like that  
12 any more. So today I came in on a train, because  
13 I used to park, I used to drive to New York and  
14 park and go about my business, and I can no longer  
15 do that any more, any longer. That said, I have  
16 to get up early in the morning, six o'clock when  
17 I'm here to go find a parking space before the  
18 onslaught comes, and my contention is that those  
19 who come to our community should get on a train  
20 and bus in their communities, as we do, to get to  
21 our locations. And I want to talk about the  
22 gentleman from the DOT expressed that they didn't  
23 have any parking permit communities in New York  
24 City. Can you answer the one about, the one in  
25 Brighton Beach across from Manhattan Beach? They

1  
2 have a parking permit over there, you're not  
3 allowed to park over there when you go to the  
4 beach. There's a big, gigantic parking lot across  
5 the street that you have to pay for parking there.  
6 Huh?

7 CHAIRPERSON FOSTER: Sorry, I can't  
8 answer that question.

9 MS. FISHER: Okay. Well, there is  
10 one, you know, you cannot park there, you cannot.  
11 Yeah, you cannot park there. Anyway, I think that  
12 the Barclays Center is ill-orchestrated, I think  
13 that there's insufficient parking, 1,100 will  
14 never do, and I think that the parking permits is  
15 something that my condominium has spoken about,  
16 and we're in Letitia James' district and whatever  
17 we can do to help you push this forward, we would  
18 be more than willing to do that. I think that  
19 this is a win-win situation for the city, because  
20 they can force others from other communities to  
21 get on mass transportation like they're forcing us  
22 to do, you know, use mass transportation, ride a  
23 bicycle, vis-à-vis whatever, and I think that it  
24 wins for them. If we have the proper permits  
25 where people know they cannot, somebody suggested



2 it, park in our areas, they will know that they  
3 must take mass transportation. And for me it's a  
4 win-win for them.

5 CHAIRPERSON FOSTER: Thank you very  
6 much. Our next panel, Paul Palazzo, Antonio  
7 Rodriguez, Andre Sanders and Michael ... I don't  
8 know if that's an A or a Q, Scar ... how is it?  
9 Sarapica?

10 MR. SARAPICA: You got it.

11 CHAIRPERSON FOSTER: Michael, you ...  
12 no.

13 MR. PALAZZO: Good morning,  
14 Councilwoman Foster, and thank you- -

15 CHAIRPERSON FOSTER: (Interposing)  
16 I'm sorry, I didn't mean to sound so harsh in my  
17 answer. No, you cannot, nicely. Thank you.

18 MR. PALAZZO: Good morning,  
19 Chairwoman Foster, and thank you for hosting this  
20 important hearing, it's good, we need to begin  
21 this discussion, it's actually a little late in  
22 the process, actually according to how the Fort  
23 Greene Association feels about this. My name is  
24 Paul Palazzo, I'm the Chairperson of the Fort  
25 Greene Association, we're a 38-year-old

1  
2 neighborhood advocacy organization based in Fort  
3 Greene at the base of the Barclays Arena, and we  
4 were one of the signators to the letter that Tish  
5 James, our Councilwoman James, did read earlier.  
6 But our position has changed since that 2004  
7 letter, because we have done much outreach to the  
8 community and in the 2010 FGA newsletter we  
9 brought this issue to the FGA membership, to the  
10 membership of Fort Greene, in an open forum, and  
11 what came back to us actually shocked us and we  
12 have to come back and say we need to re-examine  
13 RPP. Because what came out of that meeting were  
14 comments, mostly negative, and in accordance to  
15 what Council Member Fidler had mentioned about  
16 opening an unintended revenue stream to the City  
17 of New York. And we have to be very careful, and  
18 we have to step back and take a look at this and  
19 approach this in a bottom-up rather than a top-  
20 down process, because we are being offered from  
21 the state this carrot of we're going to have this  
22 RPP possibility. Councilwoman James brought the  
23 question forward to the DOT, do we need to have  
24 the go-ahead from the state before we proceed with  
25 discussion and the answer was no. So let us have

2 a discussion and the FGA would like to see a  
3 coherent plan put forward to the community, so  
4 that we can get all behind the same ball about  
5 this before we go ahead and put the, you know, the  
6 cart before the horse, because we are right now  
7 approaching this legislation, which could be a  
8 watershed as to how our tax bases are structured  
9 in the city. So the Fort Greene Association right  
10 now asks the City Council to withhold action to  
11 this home rule state action. Thank you.

12 CHAIRPERSON FOSTER: Thank you.

13 MR. RODRIGUEZ: Good afternoon, I  
14 want to thank you for the opportunity to speak.  
15 My name is Antonio Rodriguez, I'm a member of the  
16 First Spanish Baptist Church in downtown Brooklyn.  
17 Our church was founded in 1930 and we have been at  
18 our Boerum Hill location since 1947. Our building  
19 is located on Pacific Street between Hoyt and  
20 Smith. Our church and its members would be  
21 directly affected by the proposed legislation  
22 being discussed today, I've been asked by the  
23 church to share our concerns regarding the  
24 proposed residential parking permit legislation.  
25 While it may have been true in the past that the

1 church's membership would primarily be comprised  
2 of neighborhood residents, many churches today can  
3 boast members from much further areas. Our church  
4 members come from the five boroughs of the city  
5 and also from Nassau, Suffolk and Westchester  
6 counties. These members have searched for bible-  
7 preaching churches that minister to their souls  
8 and allow them to participate in the Lord's work.  
9 Even after moving to other counties and sometimes  
10 other states, our members have continued to travel  
11 great distances to insure their participation in  
12 their local church. I'm sure many other churches  
13 in our neighborhood and within the city can make  
14 this claim as well. As most churches do, we offer  
15 our regular Sunday services, both at 10:30 in the  
16 morning and 6:00 in the evening, yet during the  
17 week we have other activities that offer our  
18 members continued fellowship with the congregation  
19 and with the community. On Tuesdays our members  
20 minister to patients at Coler-Goldwater facilities  
21 on Roosevelt Island, on Wednesdays, Thursdays and  
22 Fridays we have evening services and rehearsals on  
23 our property, on Saturdays our children's bible  
24 club meets in the morning for the afternoon. For  
25

1  
2 each of these events, church members from outside  
3 the neighborhood travel to participate and serve  
4 in these ministries. Since 1947 we have seen a  
5 huge change in our neighborhood, yet our mission  
6 remains the same, to preach the gospel to those in  
7 the neighborhood and to people around the city.  
8 We believe that the proposed residential parking  
9 permit program would unfairly discriminate against  
10 the members of our church and other churches in  
11 our neighborhoods. To impose a measure such as  
12 this would greatly hinder our ability to practice  
13 our constitutional right of free worship and  
14 assembly. Currently some of our members do travel  
15 from other boroughs via bus and subway. Others  
16 who live in two- and three-fare zones choose to  
17 either use their own vehicles or carpool with  
18 other members who live close by. Still others who  
19 live outside the city are better off using their  
20 vehicles than having to rely on various modes of  
21 public transportation. Some of our members are  
22 elderly and mobility-challenged, some use the  
23 access-a-ride service to get to our church. This  
24 does not include special events throughout the  
25 year, including weddings, funerals, special

2 services and our annual international pastors'  
3 conference, nor does the legislation take into  
4 account the numerous schools and community  
5 organizations in our neighborhoods that rely on  
6 volunteer support, many of whom who come from  
7 great distances. Forcing our members, visitors  
8 and guests to exclusively use public  
9 transportation to participate in every service,  
10 ministry and event during the year is a burden we  
11 cannot bear. With the looming arrival of the  
12 Barclays Center and the growing retail locations,  
13 this current plan may seem the best way to  
14 proceed, long-term repercussions from this  
15 proposal may cause more harm than good, and I  
16 encourage the Committee to think about this when  
17 considering this legislation. Thank you.

18 CHAIRPERSON FOSTER: Thank you,  
19 next.

20 MR. SARAPICA: Good morning, I  
21 think it's morning or afternoon?

22 CHAIRPERSON FOSTER: No, we're well  
23 into afternoon.

24 MR. SARAPICA: Good afternoon  
25 everyone.

2 CHAIRPERSON FOSTER: Thank you.

3 MR. SARAPICA: It's been a long  
4 morning. My name is Michael Sarapica, I'm a long-  
5 term resident of Brooklyn Heights, I've lived in  
6 the neighborhood for 29 years and I've been able  
7 to observe patterns of usage in terms of  
8 specifically parking on neighborhood streets. I'm  
9 a clinical social worker, my job is to visit  
10 families throughout Brooklyn and provide services  
11 to pre-schoolers and to the recipients of early  
12 intervention services, children with disabilities.  
13 A typical day for me would be traveling from  
14 downtown Brooklyn to Bushwick, then to Canarsie,  
15 East New York, down to Coney Island, that would be  
16 a typical day for me. Doing that on public  
17 transportation is impractical, it's virtually  
18 impossible. I can get to Manhattan in ten minutes  
19 from downtown Brooklyn, for me to do that on  
20 public transportation would probably take me a  
21 couple of days. In any event, I lived in the  
22 neighborhood for 29 years, I have still not found  
23 a parking spot. I'm a social worker, I don't make  
24 a lot of money, but I believe that I'm providing a  
25 valuable service for the city and to the city's

1  
2 less-fortunate residents, and a car is a tool to  
3 be able to do my work. I need ready access to the  
4 car, so I park it in the neighborhood, it costs me  
5 \$5,000 a year to park in a local commercial  
6 garage. Now, when I look on the street, I'm  
7 familiar after 29 years of who's parking on the  
8 street, they're mostly attorneys, judges and  
9 people that work in the legal industry in downtown  
10 Brooklyn, along Court Street, as well as people  
11 that work in the financial industries and Metro  
12 Tech, and some other businesses that are located  
13 in downtown Brooklyn. They come in from the  
14 suburbs, they're driving Volvos and BMWs and  
15 Mercedes, so in answer to Council Member Fidler's  
16 concerns that we're creating a two-tier society by  
17 ... it's good to know, a two-tier society by issuing  
18 permits to residents, I'd just like him to know  
19 that not every resident is a super-enfranchised  
20 member of the 1%, there are lots of residents  
21 living in that neighborhood that earn modest  
22 incomes and would benefit from having ready access  
23 to affordable parking in order to do their work  
24 and in order to enjoy the neighborhood. This is a  
25 residential neighborhood, it's been completely



2 overrun by people from outside of the  
3 neighborhoods, who could otherwise pay to park in  
4 a commercial garage, and in support of the local  
5 businesses, many of which are commercial garages,  
6 I believe that those people should be parking in  
7 garages and not on the street. So I'd urge you to  
8 support the legislation.

9 CHAIRPERSON FOSTER: Thank you.

10 MR. SAUNDERS: Thank you very much,  
11 I'll be brief. So my name is Andrew Saunders and  
12 I'm a member of the Grand Army Plaza Coalition,  
13 which is a group that basically formed five or six  
14 years ago, Prospect Heights and Park Slope, to try  
15 to sort out with what do we do with Grand Army  
16 Plaza, which is sort of the heart of Brooklyn in  
17 many true senses. Councilwoman James has been an  
18 unwavering supporter of that effort, and it's  
19 yielded many benefits, and so we ... all of our  
20 efforts were sort of brought into sharp relief  
21 when we saw that the arena was going to be built.  
22 So everything sort of, we ... the drumbeat started  
23 getting louder and louder and we have a number of  
24 infrastructure projects that are taking place or  
25 in the midst of taking place or that were recently

1  
2 completed, sponsored by our friends at DOT, which  
3 have been truly transformative. The Eastern  
4 Parkway median project that's, you know, going at  
5 a glacial pace, but it's going, the Vanderbilt,  
6 what they've done with Vanderbilt between Plaza  
7 Street and Atlantic Avenue has basically  
8 transformed the commercial district, and the  
9 recently-completed Grand Army Plaza medians and  
10 kind of rationalizing and telling people where to  
11 go in terms of pedestrian traffic and adding a  
12 light, I mean, these are masterful, genius changes  
13 on a very complicated road structure. And add to  
14 that the North Flatbush BID, which is Atlantic  
15 Avenue to Plaza Street on Flatbush Avenue, which  
16 is a very busy stretch of road, is going through a  
17 huge streetscaping project, I've learned all these  
18 new words called neck-downs and pedestrian access,  
19 and all this stuff. So, and so that will make it  
20 all great, but all of that is for naught if we  
21 have thousands of people circulating in our  
22 neighborhood, looking for a spot. So you kind of  
23 go to the point, is like what is the point?  
24 Right? Why would we do any of these steps, if  
25 it's just going to be a traffic jam? So it's to

2 your point, and I accept that there was a woman  
3 who said it nicely, we need to have the green  
4 light to begin to talk about the process, and then  
5 we'll talk about the process and we'll figure out  
6 a plan that works. But, I mean, how much has DOT  
7 spent on our neighborhood and we're very  
8 appreciative of it, I accept it's in the seven  
9 figures amount of money, but what's the point?  
10 You know, we need to be able to take advantage of  
11 that, and that's really all ... oh, a final ... I  
12 lived in Singapore for four years, you know, and  
13 this idea that the tax people and ... communities  
14 work, I mean, everything works. You can get from  
15 the airport to downtown for two dollars in air  
16 conditioned splendor, right? There's the idea  
17 that we're a community and we have to make various  
18 sacrifices as a society and it's a simple thing to  
19 say, and to your point, Councilman Foster, I had  
20 no idea it was so bad, so my ... so thank you for  
21 bringing that to my attention.

22 CHAIRPERSON FOSTER: Thank you for  
23 listening. Not many in the administration  
24 listened. Peter Gordonstein. Peter? Peter?  
25 Peter going once, Peter? Okay, no Peter. Felicia

2 Rodriguez. Felicia? Felicia?

3 MS. FELICIA RODRIGUEZ: Yes,  
4 there's a whole bunch of us here from (inaudible),  
5 can we come all together?

6 CHAIRPERSON FOSTER: Oh, we only  
7 need one person to speak for the whole building,  
8 so how many of you ... you all want to say the same  
9 thing over? Or, why don't we do this, who will be  
10 the spokesperson, and then everybody else can  
11 stand while they speak, so we'll know you're  
12 representing them? Does that work for you?

13 MS. FELICIA RODRIGUEZ: Yes, that  
14 will be fine.

15 CHAIRPERSON FOSTER: Okay, who's  
16 speaking? Who's speaking? And what's your name?

17 YVETTE: Yvette.

18 CHAIRPERSON FOSTER: Yvette, let me  
19 see, do we ... Yvette, did you fill out a form?

20 YVETTE: Yes.

21 CHAIRPERSON FOSTER: Okay, let's  
22 look for Yvette.

23 FEMALE VOICE: What's the address?

24 YVETTE: 552 Dean Street.

25 FEMALE VOICE: Dean Street?

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COMMITTEE ON STATE & FED LEGISLATION 117

CHAIRPERSON FOSTER: Okay, everyone from 552 Dean Street, can you please stand and be counted as Yvette speaks? No Yvette, you can sit.

YVETTE: Okay.

CHAIRPERSON FOSTER: Well, since you're all up there, if there are enough seats, you can sit. And but I want to call other panels, so don't do that.

MS. FELICIA RODRIGUEZ: All right.

CHAIRPERSON FOSTER: Just stand to the side, since Yvette is speaking, and let me get some more people up here. So Wendy Conn or Gonn, Wendy? Oh, that's a C, I'm sorry, it looked like a G. Wendy and Mae Taliaferro.

MS. TALIAFERRO: Taliaferro.

CHAIRPERSON FOSTER: Taliaferro, okay. Now Yvette starts and then we'll go, who did I say, Wendy and then Mae. Thank you.

YVETTE: Well, we're actually, we are located on Dean Street between 6<sup>th</sup> Avenue and Carlton, which is a block away from the arena. Right now we're facing a lot of issues, the main one is the traffic and also the parking. We also ... well, sometimes I get back home from work at six

2 o'clock and I wait two and a half hours for a  
3 parking spot, due to the fact that there's a mall  
4 across the street from the arena which has a  
5 Department of Motor Vehicles there, which also has  
6 a lot of people going in there for that thing, and  
7 they don't want to park ... well, I'm a little  
8 nervous, I usually don't do this.

9 CHAIRPERSON FOSTER: Don't be  
10 nervous, just breathe, exhale.

11 YVETTE: Well, they don't want to  
12 pay for parking, of course, so they come to the  
13 residential block to park. There's also a lot of  
14 construction workers that are parking in front of  
15 our building. The construction at the arena now  
16 is like 24/7, they're working around the clock.  
17 So they stay, the parking, you know, the cars  
18 don't move overnight, they leave them there, they  
19 have motorcycles that park on the sidewalk.  
20 There's a fire station on the block, which they  
21 also take parking space, there's a police station  
22 around the corner, that they also park on the  
23 block, on the actual block and also take parking  
24 spaces. There's people parking and riding,  
25 there's a Bergen Street train station around ...

2 across the street from the police station, people  
3 come in and they park, and they also take the  
4 train. With the arena this is going to get worse,  
5 we're going to have traffic. My bedroom is facing  
6 Dean Street, it's ... you could hear, there's going  
7 to be a lot of noise pollution, air pollution. I  
8 have 21-month-old twins and that's going to be  
9 ridiculous to, you know, hear all this commotion  
10 happening. I'm for the parking permit, I prefer  
11 paying to have, to know that I'm going to have a  
12 parking spot, than to come home and wait two and a  
13 half hours, which is what's been happening lately,  
14 with the time changes. Can anybody think of  
15 anything else? I'm actually done.

16 CHAIRPERSON FOSTER: Thank you.

17 Quickly, Tish, please.

18 COUNCIL MEMBER JAMES: Madam Chair,  
19 I just wanted you to know, this is a wonderful  
20 group and they're representative of the district I  
21 represent, that's it.

22 CHAIRPERSON FOSTER: Thank you.

23 Next, Ms. Chen.

24 MS. CHEN: My name is Wendy Chen, I  
25 am the current condo board president for Fifth

1  
2 Street Lofts in Long Island City in Queens, and I  
3 learned about this hearing late last night after  
4 meeting with the fellow condo board presidents in  
5 our neighborhood. We met because we were  
6 responding to a DOT plan earlier on to build 37  
7 parking spots in the median of 48<sup>th</sup> Avenue, and  
8 that alarmed all the residents, because if you  
9 know 48<sup>th</sup> Avenue is really one of those beautiful  
10 streets with a beautiful view of Manhattan, and  
11 it's the major thoroughfare for all the residents  
12 reaching to the riverside communities, and there  
13 are many, many more buildings being built as we  
14 speak. And I think we have to look at this  
15 resident parking permit as one of the tools in the  
16 arsenal to address a much bigger issue, namely,  
17 you know, really traffic as well as parking. We  
18 collectively felt that, you know, in the previous  
19 DOT plan about 37 spots was really a band-aid  
20 approach and it was in response to local long-time  
21 residents who felt that they were running out of  
22 space to park. I'm not speaking here because I  
23 need a parking spot. Thankfully we do have all  
24 these newer buildings with parking garages, but I  
25 think it is only fair for those long-time



2 residents, many of whom have been living there and  
3 are being driven out by people who are abusing the  
4 system. We found, in fact we have a group that  
5 did a little study, unscientific, not the DOT  
6 kind, that many of the residents ... of the parking  
7 people are from out-of-area, some of them from as  
8 far as Connecticut and Massachusetts, and they  
9 just leave their car there. And you know, the  
10 only thing that when they move the car is when the  
11 movies are filming in our area, so they have to  
12 move or they'll be towed. And I think we are  
13 very, very much supportive of a holistic solution.  
14 We are very much aware that everything has a price  
15 to pay. We all should pay a price collectively to  
16 address a sustainable solution, not just by what  
17 is convenient for ourselves, and we have to take  
18 into consideration some of the people who have  
19 been living there for a long time and may not be  
20 able to afford a high price. Thankfully, many of  
21 the parking garages that are built are open to the  
22 public, in fact, City Lights have lowered their  
23 parking fee to \$7 a day, and I think there's no  
24 excuse for people who are coming into the area to  
25 shop or visit friends not to park their cars

1  
2 there. So I think we are very much in favor of  
3 this and had we known about this hearing a week  
4 ago, we would have handed you a thousand  
5 petitions. Thank you.

6 CHAIRPERSON FOSTER: Thank you.

7 Ms. Taliaferro?

8 MS. TALIAFERRO: Hi, I'm Mae  
9 Taliaferro, I live on Civic Street between  
10 Flatbush and 4<sup>th</sup>. Civic Street between Flatbush  
11 and 4<sup>th</sup> was one street that was recently re-  
12 directed by the DOT. We thought it would improve  
13 what we had there. When that re-direction did  
14 happen, and ... well, we lost space, we lost ten  
15 parking spots after the re-direction. At the same  
16 date that they did the re-direction of the street,  
17 they actually posted "no standing" signs,  
18 unbeknownst to the community, we did not expect  
19 that. Now, the arena is one block over and across  
20 the street, the mall is across the street on the  
21 other side, and the most dangerous intersection  
22 really to cross is Atlantic Avenue and Flatbush  
23 where it merges together. There's usually  
24 accidents there weekly, I can hear the screeching  
25 of the tires almost daily, Flatbush and 4<sup>th</sup> Avenue

1  
2 has quite a few accidents as well. There's three  
3 or four schools up Pacific Street and the traffic  
4 that's going to come there is unbearable. My  
5 husband comes home at night, he closes his  
6 business he comes home about 12:30, he still has  
7 to wait an hour for parking. Now, before the  
8 construction started, after mall hours that area,  
9 surprisingly, became very quiet, you didn't have a  
10 problem with parking. Now that the construction  
11 is going on, and it will continue after  
12 construction, the crews, they work 24/7, they  
13 change tours, change clothes, and their next  
14 buddies move up and take their spots. So  
15 residents that work odd hours do not have a chance  
16 to even come home and get in your house without  
17 waiting two hours at least for a spot. And this  
18 is going to continue, not only with the people  
19 that patronize the arena, but also with the people  
20 that will work at the arena. So we do need some  
21 relief that at least we can go shopping, or drive  
22 up to our home and drop off a friend or family  
23 without double-parking. And my other point is the  
24 illegal truck traffic, there's a large sign when  
25 they re-directed Pacific Street that said no turns

2 for the trucks. That's not enforced, it's a joke.  
3 Tractor trailers, double-wides, everything comes  
4 down Pacific Street, it's not enforced. The only  
5 thing that is enforced is the no standing for  
6 residents if you're unloading your car. You will  
7 get harassed about moving quickly, and you know,  
8 otherwise you'll get a ticket. Thank you.

9 CHAIRPERSON FOSTER: Thank you very  
10 much. The next panel, Harry Malikoff.

11 MR. MALIKOFF: Yes, thank you.

12 CHAIRPERSON FOSTER: Kim Brandon,  
13 Allen Rosner, Robert Witherway. One, two, three,  
14 four. (crosstalk)

15 MR. ROSNER: Okay, one for the  
16 record, and these you can distribute.

17 MR. MALIKOFF: May I start?

18 MR. ROSNER: From somebody who  
19 wasn't here.

20 MR. MALIKOFF: My name is Harry  
21 Malikoff, I'm a long-time Greenwich and Chelsea  
22 resident. I'd like to look at this proposal from  
23 a different angle, that of revenue enhancement for  
24 the City of New York without adding one tax or one  
25 fee. Go to virtually any residential

1  
2 neighborhood, including those with very, very few  
3 out-of-towners and suburbanites go to, you'll see  
4 that up to 30% of the 24/7 cars have out-of-state  
5 license plates. These cars are owned by resident  
6 New Yorkers, cumulatively they cheat their  
7 neighbors, the city and the state of tens or  
8 perhaps millions of dollars in sales tax on the  
9 cars, auto use fees and registration fees. Many  
10 of these people also claim out-of-state residence  
11 and don't pay New York State income tax.  
12 Resident-only parking would force most of these  
13 cheaters to register their cars properly. Section  
14 250 of the New York State Motor Vehicle Code  
15 requires that any resident with a vehicle register  
16 it here. Newcomers have 30 days after residing at  
17 a fixed and permanent location to register their  
18 cars. State enforcement is zero. If you go to  
19 DMV, they say it's up to the local police to  
20 enforce this rule, but even the New York State DMV  
21 test examiner who gave the driving test to my  
22 daughter had Wisconsin plates on her car, which I  
23 found pretty amazing. I can register my car, if I  
24 so chose to, in Vermont or Pennsylvania, and  
25 perhaps other states, with a New York City

2 address. You don't have to have a Vermont address  
3 to have Vermont and PA plates, which is why you  
4 see so many of them on New York streets and you  
5 see them here all the time. If you take the sales  
6 tax on one \$20,000 car, it's over \$1,600, you  
7 multiply that by many thousands of people, it  
8 equates to millions of lost dollars for New York  
9 State and New York City. Collection of this money  
10 would come with not one increase in any tax or  
11 fee, and this is yet another very, very compelling  
12 reason why we need resident-only parking. Thank  
13 you.

14 CHAIRPERSON FOSTER: Thank you,  
15 next.

16 MS. BRANDON: Hi, good afternoon,  
17 my name is Kim Brandon, and I am a long-term  
18 resident of Prospect Heights and I currently live  
19 on St. Marks near Vanderbilt and I've been there  
20 20 years. I'm a parent, I'm also asthmatic, and  
21 one of the things that's my main concern is, yes,  
22 the stadium is coming, but I don't know why my  
23 family and my community needs to be so penalized.  
24 I am for the proposal, however, anything that  
25 would reduce traffic in the neighborhood is my

1  
2 most concern. At this point it might take two to  
3 three lights just to get down that one residential  
4 block, so there are cars there, there's always so  
5 much exhaust, and in addition to that, you may  
6 have to circle three or four times to find a  
7 parking space right now, so I'm not sure once the  
8 stadium is opened, that is just going to be a  
9 nightmare, and I don't want to reiterate so many  
10 things that other people have said, but the one  
11 thing that I do want to say is that even though  
12 I'm for the proposal, I'd like to hear the  
13 details, and to understand what this would cost,  
14 because I just think that the long-term residents  
15 and seniors who still live in the community and  
16 own property in the community are being heavily  
17 taxed to remain, I mean they're house-poor at this  
18 point. So I remember when we first got started  
19 paying for water, and my water bill was \$75 and  
20 that was a drop in the bucket to me. My water  
21 bill is now \$300, so I'm afraid of this slippery  
22 slope. I mean, I do know that we need to do  
23 something, I'm just not sure of the details, I'm  
24 not sure this is all of a sudden going to become a  
25 free revenue for the city, that's a main concern

2 of mine, and I also don't want it to be that, if  
3 there is someone who is affluent, they can afford  
4 to park and no one else. So I'd love to hear more  
5 of the details, but at this point my main concern  
6 is a health issue in terms of breathing. So thank  
7 you, thank you all.

8 CHAIRPERSON FOSTER: Thank you.

9 MR. ROSNER: My name is Allen  
10 Rosner, I'm a car owner, a life-time New Yorker,  
11 and like Councilman Fidler, I am here to express  
12 my complete opposition to the implementation of  
13 residential parking permits in the city. It's a  
14 terrible path to start down, one that will over  
15 time follow a standard life cycle of going from a  
16 seemingly-rational solution for a specific problem  
17 to becoming a new and highly-regressive revenue  
18 stream. By pushing known Atlantic Yards-generated  
19 parking problems away from the arenas, residential  
20 parking permits simply create new problem-parking  
21 areas, leading in turn to new opportunities to  
22 create new pockets of residential parking permit-  
23 protected streets and associated fees -- taxes --  
24 that go with such special status. This is a  
25 protection racket, with a whole new governmental



1 support apparatus that must be paid for, and which  
2 will forever interfere with the free movement of  
3 goods, services and people. This is how the 1%  
4 forces solutions that distribute burdens,  
5 discomforts and costs of their schemes without  
6 adversely ... without adversity to themselves.

7 Instead, Forest City Ratner including parking for  
8 patrons ... instead of Forest City Ratner including  
9 parking for patrons, the 1% solution is to get the  
10 people most affected to pony up for what was once  
11 freely available, all at the expense of

12 surrounding communities. This is the best  
13 solution for Forest City Ratner, it is not the  
14 best solution for Brooklyn or ultimately New York  
15 City. This is not government acting on behalf of  
16 improving the urban fabric for all, it is creating  
17 impediments to commerce, social interactions and  
18 adding to the frictions of everyday living in a  
19 crowded city. This proposal will only damage  
20 Brooklyn's character, and inevitably end up  
21 pitting adjacent neighborhoods against each other,  
22 creating new kinds of virtual-gated communities.

23 This is not government for all, it is divide and  
24 screw you. It represents a moral failure, not a  
25

2 solution to the long-ago and very accurately-  
3 predicted problems created by Atlantic Yards.  
4 This is ... this out-of-scale white elephant dumped  
5 on Brooklyn by a millionaire's club of outsiders.

6 CHAIRPERSON FOSTER: Thank you.

7 MR. ROSNER: I'm against the  
8 proposal.

9 CHAIRPERSON FOSTER: Yes.

10 MR. WITHERWAX: No problem, thank  
11 you. My name is Robert Witherwax, I am the Second  
12 Vice Chair of Brooklyn Community Board #8, and you  
13 heard from my compatriot, Andrew Saunders, I also  
14 work on the Grand Army Plaza Coalition, but I  
15 speak today in my private capacity as a citizen of  
16 Brooklyn and a car owner. First of all I wanted  
17 to thank the City of New York for allowing me and  
18 all other car owners like me the free use of city  
19 streets for parking my cars for the last 100  
20 years. The ability for me to park my car free on  
21 public land has been a tremendous perk, and one  
22 that I have not taken for granted. But I would  
23 also like to congratulate you for realizing that  
24 you don't need to continue giving away public land  
25 for free like that to private parties like me. I

2 would happily pay a fee, as the gentleman from the  
3 Boerum Hill Association mentioned, I would happily  
4 pay a fee to continue to retain the privilege of  
5 parking my car on a public street. Please do not  
6 fall for the argument that a nominal fee would be  
7 too expensive or regressive on car owners. Given  
8 the costs of purchasing, leasing, insuring,  
9 gassing, maintaining and operating a car, such a  
10 fee would, to borrow Mr. Rosner's words, probably  
11 against his will, be a drop in the bucket.

12 MR. ROSNER: Those weren't my  
13 words.

14 MR. WITHERWAX: Well, somebody said  
15 "drop in the bucket".

16 MR. ROSNER: Those weren't my  
17 words.

18 MR. WITHERWAX: Not you, you have  
19 the drop in the bucket with the water bill, a drop  
20 in the bucket.

21 CHAIRPERSON FOSTER: Let's stay  
22 focused, we're running out of time.

23 MR. WITHERWAX: The debate is  
24 focused correctly on the plight of neighborhoods  
25 like Brooklyn Heights, where many people drive in

1  
2 from outer communities and the Yankee Stadium and  
3 Prospect Heights, where the impending and existing  
4 stadiums threaten to bring in thousands of cars  
5 into residential neighborhoods during events.

6 Such activities should be discouraged, and if RPP  
7 could be structured to dissuade such drivers from  
8 such behavior, I support RPP. But please note,  
9 this is not NIMBY-ism, this is not about keeping  
10 other people out of my neighborhood. Whatever RPP  
11 program the city chooses to enact must preserve  
12 the ability, as I have noted, for New Yorkers to  
13 drive from neighborhood to neighborhood, to visit  
14 friends, to drop kids off at school or play dates,  
15 or go to parks and playgrounds or cultural  
16 activities. It must preserve the ability to go to  
17 other neighborhoods for commercial reasons, to run  
18 errands, to patronize those community shops and  
19 stores and to go to churches even. RPP must not  
20 slice New York up into dozens of parking fiefdoms.  
21 No one should be promised a parking spot on their  
22 own block, let alone a free one, but in the  
23 hierarchy of the parkers, the residents of that  
24 block of that neighborhood must come first, before  
25 visitors and certainly before commuters. New

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COMMITTEE ON STATE & FED LEGISLATION 133

York, again, should end its 100-year giveaway of public land to private parties and I applaud you for considering this. Thank you.

CHAIRPERSON FOSTER: Thank you very much. Before we call the next panel, we have two members that are chairing a Committee meeting two minutes ago, so we need to call the vote. Billy? We have enough. Okay, we're going to call the next panel, T.K. Small, what, where, okay, you're going to pull out the table, great, thank you. Passat Kusaram (phonetic), Thomas ... Thomas, is it Diamo, is that a D, a P? Thomas? Is there a Thomas in the room? Resident, Park Slope? Okay. Clarise Aranow. You'll pass? Thank you very much. Gloria Bynam, Gloria? Gloria, Gloria? Daniel ... I don't know if this is a P. Is there a Daniel here? Daniel? Daniel? Wayne Bailey. Great. Please get started.

MR. SMALL: Good afternoon, my name is T.K. Small, thank you for having this hearing. Good afternoon, my name is T.K. Small, thank you for the opportunity to speak about the parking problems in New York City. I am an attorney and a disability rights advocate, and unfortunately I

1  
2 only learned about this hearing last night, so I  
3 apologize if my remarks are slightly disjointed  
4 and all over the place. In general, I think this  
5 is a bad idea and an example of a failure of  
6 government on top of another failure of  
7 government, on top of another failure on the part  
8 of government. Right now New York City people  
9 with disabilities are not offered the same  
10 transportation options as all other New Yorkers.  
11 All right, why is it that the city is being sued  
12 about accessible taxis? It's because, you know,  
13 the city has another failure. What's going to  
14 happen when drivers like me ... I mean, I'm  
15 privileged, I'm lucky, I'm okay, I make a little  
16 bit of money, I don't make a lot of money, I make  
17 enough money to drive a ten-year-old car and I  
18 have the privilege of getting my car banged into  
19 in Brooklyn Heights, paying for exorbitant gas.  
20 If this was about revenue, then all the money from  
21 the fines should go to the MTA and not to the  
22 city's general fund. So I think that, you know,  
23 where we've got to go to be parking in other  
24 neighborhoods? Are there going to be specially-  
25 designated handicapped parking spots? If so, you

1  
2 should know that two years ago the city got sued  
3 about their parking permits in the city for people  
4 with disabilities and you guys lost that case too,  
5 all right. So now literally, anybody from the 50  
6 states can apply for a handicapped parking permit  
7 to get a parking permit in New York City, you  
8 know, I had to get my permit renewed, and it was  
9 behind schedule by three weeks, and I called up,  
10 not to complain, because I said, you know, it was  
11 a wait, but it was just to find out what's going  
12 on in the process. The woman that answered the  
13 phone was really helpful, really nice, looked it  
14 up on the system and said, "Look, I'm sorry, I  
15 can't give you any estimate because we're so far  
16 behind because of the lawsuit, we can't work  
17 overtime to get caught up." And so, you know,  
18 what's going to happen for drivers with  
19 disabilities? That's one thing that you guys need  
20 to work out. But also there's something, forget  
21 about disability as an issue for a second. I  
22 think that's something wrong about pitting  
23 neighborhoods against neighborhoods. People need  
24 to get from neighborhood to other neighborhoods to  
25 do any sorts of things, and there's something big-

2 brotherish about telling people how they can  
3 travel, how they can go, what means of  
4 transportation. Until the subways and the buses  
5 and the taxis and the black-car services are all  
6 accessible, this is an idea that should be put on  
7 the scrap heap. Thank you very much.

8 CHAIRPERSON FOSTER: Thank you.

9 Before we hear from the next witness, Billy,  
10 please call the roll, the vote.

11 MR. MARTIN: William Martin,  
12 Committee Clerk, roll call vote of the Committee  
13 on State and Federal Legislation, Council Member  
14 Foster?

15 CHAIRPERSON FOSTER: Yes.

16 MR. MARTIN: Rivera.

17 COUNCIL MEMBER RIVERA: I vote aye.

18 MR. MARTIN: Dilan.

19 COUNCIL MEMBER DILAN: I'd like a  
20 moment to explain my vote.

21 CHAIRPERSON FOSTER: Of course.

22 COUNCIL MEMBER DILAN: Thank you,  
23 Madam Chair. I'm going to vote yes on this  
24 measure, and I want to say, I'm going to vote yes,  
25 but just traditionally, I'm a little bit concerned



2 about how the city would implement this, and I see  
3 this as a way to ... for the city to generate what  
4 is a free service right now, which is city public  
5 parking, and make it a revenue neighborhood-based  
6 service, and I think this may set a precedent.

7 But my yes vote is just based on the circumstances  
8 that this community will face in the light of the  
9 local development that's going on in and around  
10 this area, and I think that's created a very  
11 unique circumstance, so I want to be supportive to  
12 those individuals of that neighborhood, but I'm  
13 very leery of how the city may adopt these  
14 policies, should they be enacted going forward.  
15 So with that, Madam Chair, I vote yes.

16 CHAIRPERSON FOSTER: Thank you.

17 MR. MARTIN: Fidler.

18 COUNCIL MEMBER FIDLER: Madam

19 Chair, everybody knows I'm going to vote no, and  
20 I'm going to vote no. I just want to ... I guess we  
21 need to put this bill under the "be careful of  
22 what you ask for, because you might get it". And  
23 remember this day, because this is the day that we  
24 will have begun to charge people for parking  
25 everywhere in the city. It will not stop, this

1  
 2 bill isn't just about one neighborhood. I would  
 3 be moderately receptive to a program, you know,  
 4 that worked in communities around arenas  
 5 exclusively on nights of events, perhaps. There's  
 6 a problem that needs to be addressed, I don't  
 7 think anyone can deny that, but we are about to  
 8 set off a chain of events that is going to impact  
 9 every neighborhood in the City of New York and  
 10 change something, the government loves new revenue  
 11 streams, and we have just found another one. I  
 12 will stop beating a dead horse at this point, but  
 13 I have to tell you, I think we are making an  
 14 enormous mistake, this bill is not just about  
 15 arenas. In fact, we heard a number of my  
 16 colleagues say the bill wasn't ... you know, the  
 17 conversation isn't about the neighborhoods that  
 18 really need to be talked about, and we're just  
 19 going to move the problem from one neighborhood to  
 20 the next and next, until everybody in the City of  
 21 New York is paying for the right to park on the  
 22 street. I vote no.

23 MR. MARTIN: Recchia.

24 COUNCIL MEMBER RECCHIA, JR.: I  
 25 vote aye.

2 MR. MARTIN: Seabrook.

3 COUNCIL MEMBER SEABROOK: I vote  
4 aye.

5 MR. MARTIN: By a vote of five in  
6 the affirmative, one in the negative and no  
7 abstentions, Pre-considered SLR has been adopted.  
8 Members, please sign the Committee report, thank  
9 you.

10 CHAIRPERSON FOSTER: And please  
11 keep it open, Council Member Crowley is on her  
12 way. Now you may continue. You, yes.

13 MR. GOSOREN: My name is Basan  
14 Kumar Gosoren (phonetic), I am a Hindu priest, I  
15 am attached to several Hindu temples that we call  
16 mandirs, and we are in support of residential  
17 parking permits. In the south Richmond Hill area,  
18 many driveways are too narrow for a simple Camry  
19 to pass through, and as such, we the residents, we  
20 park in our front yard, and last year, April,  
21 2010, the City Council adopted the street  
22 preservation landscape act, something like that,  
23 and that impacted negatively on the residents. At  
24 11:47 and 2:07 in the night housing inspectors  
25 from the Department of Buildings were coming to

1  
2 issue tickets, and we find that there's a  
3 difference between being a resident and being a  
4 homeowner, and a homeowner it is to me, in our  
5 opinion, it is a homeowner's right to have  
6 parking, whether you purchase it or it is free by  
7 virtue of being a homeowner. It is a great  
8 disrespect, you know, for many people who are  
9 illegal, you know, in the country. Sorry about  
10 this, you know, but they own cars, there are so  
11 many in the Richmond Hill area, so many illegal  
12 residents, not homeowners, own cars, who bully  
13 their way and park. One of the Council members  
14 mentioned that, you know, outside, you know,  
15 drivers create an environmental hazard by driving  
16 a mile or two to find parking, and that also  
17 creates a traffic hazard. But isn't it a traffic  
18 hazard for us and an environmental problem when we  
19 come from work and we have to drive two, three  
20 miles, six, seven, eight, nine blocks, to find  
21 parking. Moreover, when our daughters come from  
22 college in the night, right, when our sons come  
23 from college in the night, and from work, and they  
24 have to walk six, seven blocks, you know, to come,  
25 you know, you are the homeowner, somebody else

2 parked, an illegal resident parked, in front of  
3 your gate, and your daughter is being mugged,  
4 right, and the next morning when you pull your  
5 car, it's been broken and entered into, right,  
6 vandalized. It is a great disrespect, you know,  
7 that we find, you know, it is not revenue  
8 generation, but it is a real problem, you know,  
9 for us in the south Richmond Hill area.

10 CHAIRPERSON FOSTER: Thank you.

11 Thank you, next.

12 MR. BAILEY: Thank you for letting  
13 me speak, my name is Wayne Bailey, I live one  
14 quarter block from the epicenter of Atlantic  
15 Yards. Everybody has already spoken eloquently  
16 about everything else, but the two things that  
17 we've left out, there's going to be a 33-story  
18 building built at Flatbush and Dean, and the other  
19 thing that was left out is, all of the HRA workers  
20 at 470 Vanderbilt and the city let them convert  
21 their parking lot into a residential building, and  
22 I think that that even says more that parking is  
23 even getting less, and people aren't valuing  
24 parking. If you want to see what's going on with  
25 the parking, day in and day out, you can read,

2 view pictures, watch videos at  
3 Atlanticyardswatch.net, and you can see the  
4 traffic coming around, and the traffic that is  
5 unbearable and a convoluted mess today, much less  
6 now when the arena opens and you have events.  
7 Thank you very much.

8 CHAIRPERSON FOSTER: Thank you very  
9 much. There being no more testimony, we're going  
10 to end this hearing. I just want to say that when  
11 we were voting on Yankee Stadium, I stood up and I  
12 said to Tish and I said to those around Atlantic  
13 Yards, exactly what happened in the Bronx is  
14 coming to you next. And this is I told you so,  
15 and it is driven by a city that is putting  
16 developers and money before the residents of the  
17 community. Thank you for taking the time to come  
18 to this hearing. Meeting adjourned. Oh, I'm  
19 sorry, you can ... that doesn't ... I have to keep the  
20 vote open, we're waiting for Council Member  
21 Crowley, so ignore that. Thank you very much. Oh  
22 yes, absolutely.

23 COUNCIL MEMBER JAMES: So just for  
24 the record, I want to mention some emails that I  
25 received, Aldona Velocius (phonetic) from the

2 Vinegar Hill Neighborhood Association, she  
3 basically says, "What about us?"; Chloe Greep  
4 (phonetic), she lives near Atlantic Yards, and she  
5 supports it; Chris Megos (phonetic) from Park  
6 Slope, he was unfortunately ... he was disappointed  
7 that the meeting was during work hours, but he too  
8 supports this; Cynthia Graymond Pond, she's a  
9 shareholder who lives at 145 Lafayette Avenue in  
10 the Lafayette Court Co-operative Apartments, she  
11 supports it; Pat Broadbelt, she too lives on  
12 Lafayette Avenue, lives there for 25 years, she  
13 too supports it; Edna Braun from 116 Adelphi  
14 Street opposes it, she basically says it's going  
15 to divide neighborhoods, and in essence add  
16 another tax; John Banks, representing Con Edison  
17 emailed me and basically says, "Madam Chair, that  
18 we respectfully request that the requirement for a  
19 parking permit- -

20 CHAIRPERSON FOSTER: (Interposing)

21 We have that one for the record.

22 COUNCIL MEMBER JAMES: ... by  
23 waived." I thank you for the vote and I thank  
24 you, Madam Chair.

25 CHAIRPERSON FOSTER: Sorry, thank

2 you.

3 COUNCIL MEMBER JAMES: Thank you,  
4 and thank you all for coming.

5 CHAIRPERSON FOSTER: Thank you.  
6 (crosstalk)

7 MR. MARTIN: Council Member  
8 Crowley.

9 COUNCIL MEMBER CROWLEY: I vote  
10 aye.

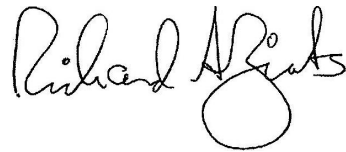
11 MR. MARTIN: Vote on the Committee  
12 on State and Federal Legislation is now six in the  
13 affirmative, one in the negative and no  
14 abstentions, thank you.

15 CHAIRPERSON FOSTER: The meeting is  
16 adjourned.



C E R T I F I C A T E

I, Richard A. Ziats, 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 November 26, 2011