

**HEARING BEFORE THE CITY COUNCIL  
COMMITTEE ON STATE & FEDERAL LEGISLATION  
November 2, 2011**

Good morning Chairwoman Foster and Members of the Committee. I am David Woloch, Deputy Commissioner for External Affairs at the Department of Transportation (DOT). With me is Tom Maguire, Assistant Commissioner for Planning and Sustainability. Thank you for providing us with this opportunity to state the Administration's position on a Home Rule Message in support of A4266/S2325 which would authorize the City of New York to provide for a residential parking permit system. As I will describe, we have many concerns about the tradeoffs such a program would involve for our neighborhoods and do not support the bill. However, we believe the circumstances around large stadiums during events warrant further attention to this issue, and therefore, we are taking a closer look at the potential for residential parking programs in two neighborhoods.

There is no question that parking throughout the City is difficult to say the least. In many of our neighborhoods we have more cars than available curb space. We have a limited amount of space to allocate for metered parking, ASP parking for residents, truck loading, bus stops and other regulations. We continually work with communities to try to find that best balance on their blocks, but there never seems to be as much curb space to meet all the demands.

Residential Permit Parking, or RPP, fundamentally is a tool intended to exclude some people, such as park-and-ride commuters and event attendees, while allowing residents and legitimate nonresident parkers such as local shoppers to park on the street. Where RPP has worked, it has generally been in cities with low densities and less demand for curb parking. These cities also devote significant resources to enforcement of time limits that govern nonresidents' cars. The issue with applying these cities' programs to a large, dense city like New York is there is enormous potential for unintended consequences — and we need to be clear about what those risks are.

Of particular concern, New York City is more densely populated than the other cities that have RPP. This is especially true of the residential areas in and near the Manhattan CBD. Our neighborhoods have many more cars than there are places to park on the street. So even if RPP were adopted, there would be no guarantee that residents would find a parking space in their neighborhood. For this reason, RPP is sometimes called a "hunting license" that gives residents an advantage over non-residents, but does not guarantee parking. One potential unintended consequence is therefore that residents can find themselves paying RPP permit fees for the same privilege they currently enjoy, namely, circling for scarce parking spaces.

The more RPP is designed to set aside curb space for residents the more it would prevent many other legitimate parking needs that neighborhoods generally want to accommodate-- such as those using local businesses and services, residential visitors, in-home workers, residents parking rental cars or car-share vehicles, and deliveries. If designed to exclude these uses, RPP could potentially subtract from the quality of life and economic vitality of our neighborhoods, again, exactly what we would want to avoid.

RPP would also place a costly and heavy administrative burden on multiple city agencies. DOT would need to establish a unit to print and issue permits, verify eligibility, combat fraud, and collect data necessary to define RPP zones. Discussions with peer cities suggest that even when fees are charged, nearly all municipal RPP programs cost more to administer than they yield in revenue. The management burden would increase if the program were to include visitor passes and other exception management (common in U.S. cities with RPP) or requirements that permit holders register or insure vehicles in the zone, requiring frequent cross-checking with NYS DMV. Additionally, for the program to be effective, every RPP block would need to be enforced several times a day by NYPD- a large burden for an already stretched agency.

With so many of our residential neighborhoods facing parking concerns, there are also significant political considerations of a RPP program. Neighborhoods would need to opt-in to an

RPP system, heightening the sense of exclusion between adjacent neighborhoods. This problem can occur regardless of the size of the zone, as small zones covering a few blocks are highly exclusive, provide permit holders with few parking options, and will lead adjacent areas to form similarly small zones that divide and prevent driving and parking within established neighborhoods; and large zones covering multiple adjacent neighborhoods will become ineffective at restricting parking, because so many driving trips take place within a few miles of home, and RPP permit holders would retain their right to drive to nearby neighborhoods, not just their own. Getting the “right” size zone will involve zero-sum tradeoffs between residents within the same neighborhood, community board, and council/legislative district.

Beyond the concerns I just outlined for a RPP program, there are details in the proposed legislation that are too specific and establish unnecessary and potentially counterproductive constraints:

- The bill would not apply RPP in areas with meters or restricted parking. Because changes to curb regulations can be adjusted as neighborhood conditions change, it is premature to say that RPP should not apply on certain blocks because they happen to have metered or restricted parking on the date the bill is adopted
- The bill would make no less than twenty percent of spaces available to non-residents. The supply and demand for parking is different in every neighborhood and that may not be the best threshold in each location.
- Likewise, the provision that non-resident parking be limited to ninety minutes may work in some neighborhoods, but not in others.
- As stated, managing an RPP program would become a costly administrative burden for the City. If monies generated by the sale of RPP permits are dedicated to New York City Transit, the City will lose the stream of new funding to administer the program.

Current pending legislation aside, and despite the concerns listed above, DOT does believe that the benefits of RPP may be worth the costs in areas with a very large trip generator – for example, a sports arena. Therefore, DOT has initiated a study of parking/RPP feasibility in the areas around Yankee Stadium and the soon-to-open Barclays Arena in Brooklyn, both areas in which non-residents can park in great numbers during events on residential blocks in ways that impact neighborhood quality of life. The study is expected to be complete in early 2012, and DOT will share the results of this study with your committee members and your colleagues. Thank you for the opportunity to testify this morning.



FOR THE RECORD

**John H. Banks**  
Vice President  
Government Relations

Comments of Con Edison at the New York City Council State and Federal Legislation Committee  
Hearing on November 2, 2011  
Regarding Resolution T2011-3202

Good morning Chairwoman Foster and members of the Committee. My name is John Banks and I am the vice president of Government Relations for Con Edison.

While Con Edison certainly appreciates the challenge of parking in New York City and the desire to provide spaces for residents through a residential parking permit system, it is important that any plans to provide such spaces do not interfere with utility companies' access to critical infrastructure. Con Edison (and other utilities, such as Verizon), requires swift and easy access to their street infrastructure to provide additional service, conduct routine maintenance and, most important, perform safety inspections.

Parked vehicles can delay repairs and interfere with safety-related work where time is of the essence. We respectfully request that the requirement for a parking permit be waived for vehicles that are being used for utility purposes (including securing a location for safety reasons) and that the granting of a permit not infer a right to any particular spot. Utility companies must also be allowed to retain the right to request the towing of vehicles should a condition warrant immediate access to infrastructure.

FOR THE RECORD



Richard Windram, Director  
Government & External Affairs

140 West Street  
30<sup>th</sup> Fl  
New York, NY 10007  
212-321-8355

November 2, 2011

Dear Committee Members:

**Subject: Committee Hearing on State and Federal Legislation. T2011-3202**

While Con Edison certainly appreciates the challenge of parking in New York City and the desire to provide spaces for residents through a residential parking permit system, it is important that any plans to provide such spaces do not interfere with companies' being used to maintain the City's critical infrastructure. Con Edison, along with Verizon, and National Grid, as well as and other parties, requires swift and easy access to their street infrastructure to provide additional service, conduct routine maintenance and, most important, perform safety inspections.

Parked vehicles that are not moved can delay repairs and interfere with safety-related work where time is of the essence. We respectfully request that the requirement for a parking permit be waived for vehicles that are being used for utility purposes (including securing a location for safety reasons) and that the granting of a permit not infer a right to any particular spot. These companies must also be allowed to retain the right to request the towing of vehicles should a condition warrant immediate access to infrastructure.

Sincerely,

A handwritten signature in black ink that reads "Richard Windram".

Richard Windram

# FOR THE RECORD

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November 2, 2011

To Whom It May Concern:

My family has lived on State Street between Hoyt and Bond Streets in downtown Brooklyn for 14 years. State Street, the first residential street beyond downtown and the northern border of Boerum Hill, leads directly to Flatbush Avenue and the Barclay Center.

In the last few years, competition for on-street parking space has become increasingly fierce and streets have become vastly more congested due to the tremendous growth of downtown Brooklyn. The residential towers along Flatbush Avenue, along Schermerhorn and Livingston, and throughout the downtown area, as well as several new hotels and the burgeoning NYU-Poly campus have brought thousands of new residents, as well as visitors and employees.

Within the last few years, the stop signs at many residential intersections have been replaced with stoplights, but that hasn't stemmed the growing number of drivers who bolt through the intersections, endangering the many children who live in the neighborhood or attend school here. A tricky turn at Atlantic and Hoyt has killed and injured a number of pedestrians in the last few years. Hoyt and Schermerhorn, wildly double parked with transit police vehicles, is also hazardous. These are just my local hot spots. All of Atlantic, a heavily used truck route, is dangerous, but especially the intersection at Flatbush.

Finding parking even now can be impossible. A few years ago, I saw from my window a man be verbally abused at length by another driver vying for the same parking spot. A punch was thrown and the fellow who'd snagged the spot died shortly after from a heart attack. For a parking space.

I and the many neighbors I've spoken with on State Street and in other parts of Boerum Hill are deeply disturbed by the looming threat of 6000 or more cars trolling the local streets on 200+ Barclay Arena event nights. As out-of-area drivers look for, and perhaps fight over, curbside parking spaces, they will add to the air pollution as they drive or idle, threaten the pedestrian safety of the families that live here and deny precious parking to a growing number of residents.

A residential parking permit program sounds like our best shot at deterring ticket holders from driving to events. I urge the State to give the city authority to investigate a rational, affordable version of such a program.

Ann Armbruster  
344 State Street  
Brooklyn NY 11217

# *Jo Anne Simon*

*NYS Committeewoman &  
Democratic District Leader  
52<sup>nd</sup> Assembly District*

## **Testimony to the New York City Council Committee on state and Federal Legislation**

November 2, 2011

Thank you, Chairperson Foster, for the opportunity to present testimony today. My name is Jo Anne Simon. I am a NYS Committeewoman from the 52<sup>nd</sup> Assembly District in which covers most of the brownstone and Downtown Brooklyn neighborhoods. I am a former president of the Boerum Hill Association.

First, let me share a concern and a complaint. Our communities have been advocating for just this type of hearing for quite some time, but we had virtually no notice of today's hearing, despite the fact that we have been very active on this issue. Please do not gauge the level of support for the City's need to send a home rule message to the state legislature requesting the authority to institute programs of residential parking in neighborhoods where they are needed. That is all the legislation sponsored by Senator Daniel Squadron and Assemblywoman Joan Millman do. The State's grant of authority to the City is desperately needed so that we can get to the issues of how to design and implement programs of residential parking in key areas, including Downtown Brooklyn, and I wholeheartedly support this legislation.

The Boerum Hill Association, our neighbors in Brooklyn Heights, Carroll Gardens, Cobble Hill, Concord Village, Fort Greene, Park Slope, and Prospect Heights have been advocates for a pilot residential permit parking plan for many years. I have attached to my testimony a fact sheet we developed with the contours of proposed pilot plan. The neighborhoods surrounding Downtown Brooklyn's commercial core have been seriously affected by heavy traffic for a long time--50% of traffic through Downtown goes over the Brooklyn and Manhattan bridges to Manhattan. Anyone trying to get through the intersection at Flatbush, Atlantic, and Fourth Avenues knows this well.

*Jo Anne Simon · NYS Committeewoman & Democratic District Leader  
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JoAnneSimon52ndAD@gmail.com · www.JoAnneSimonforBrooklyn.com*



Our neighborhoods serve as part park n' ride, and part free commuter parking lots *now*. A 2006 study released as a result of community advocacy in the wake of the 2004 Downtown Brooklyn up-zoning identified as much as 46% of residential spaces (not those with meters or otherwise reserved for agency reserved parking) were taken by vehicles not registered to local residents. They were thus identified as ideal neighborhoods for residential parking. With the advent of the Barclays center arena, that situation will worsen immeasurably. Without residential permit parking, finding parking in the neighborhoods around Downtown Brooklyn and Prospect Heights will become increasingly prohibitive for residents, would clog the streets further, and inhibit commercial activity.

Neighborhoods surveys also show that an overwhelming majority of residents support permit parking. By discouraging commuters from circling these neighborhoods looking for free parking spaces, we would significantly reduce the increased traffic and air pollution that congestion brings to the area. From reviewing responses to the surveys, we learned that the few responders who were not in support, had fundamental misunderstandings about such a program or harbored deep distrust that RPP would just become another revenue stream for the City or MTA, rather like galloping water bills.

However, we know from the use of RPP in many other cities throughout the U.S., RPP can prevent gratuitous congestion from commuter parkers and could be used equally well in New York City. Having lived through the institution of RPP on Capitol Hill in 1977, I can tell you, it works. But it did not stop my relatives from visiting. It did not stop me from having dinner in another neighborhood. It did not stop the plumber from servicing the households – they now had a place to park! It did not close local businesses – it enhanced their ability to serve their customers. It did stop people from Virginia circling the blocks near the Capitol looking for free parking and encouraged the use of mass transit. The fee was nominal fee for a permit, and the revenue created used to help administer the parking program. RPP was in place on workdays and hours could be tailored to the needs of each neighborhood. Shoppers and visitors were allowed to park for two to three hour periods of time. Enforcement was key.

With the advent of new technologies, parking program design could be greatly enhanced to reflect each area's particular needs – nightlife, for example, or when the circus comes to town, not just when the Nets are playing. We need residential permit parking for a host of reasons and I will make myself available to the Committee to assist in any way I can. Thank you again for this opportunity to testify.

*Jo Anne Simon · NYS Committeewoman & Democratic District Leader*  
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**BOERUM HILL ♦ BROOKLYN HEIGHTS ♦ CARROLL GARDENS ♦ CLINTON HILL  
COBBLE HILL ♦ CONCORD VILLAGE ♦ FORT GREENE ♦ PARK SLOPE ♦ PROSPECT HEIGHTS**

**Residential Permit Parking Fact Sheet: A Joint Community Pilot Plan**

After years of listening to residents of the communities surrounding Downtown Brooklyn, and after researching residential permit parking plans in other cities in the United States, we are putting forth this Residential Permit Parking plan. It is based on the unique situation in Downtown Brooklyn and the statistical information in the report by the Downtown Brooklyn Council Study, paid for by the NYC Department of Transportation.\* The study revealed that over 46% of the on-street vehicles were commuters (after subtracting local residents who registered their cars elsewhere), demonstrating a clear need for a residential permit parking program and surpassing any standard established for it.

The communities' collective goal is not and has never been a guaranteed parking place. The goal remains to give residents a priority in the competition for available parking, so they can go about leading their lives. Residential permit parking benefits all residents because it discourages the search for free parking, thus reducing congestion and making streets safer for pedestrians and bicyclists. A reduction in commuter parking has the potential to open up spaces for shoppers, visitors, and other short-term parking needs.

Residential Permit Parking (RPP) is one important method for controlling traffic congestion in the downtown area *and with increased development and new efforts to plan for a sustainable New York City, RPP becomes an even more critical piece of the puzzle.* We believe it should be implemented independently because by itself it would be an essential tool. RPP would complement other parking and traffic management strategies, such as MuniMeters, ParkSmart, and congestion pricing.

**Proposed Program Specifics:**

1. The regulation hours would be between 7 AM and 7 PM Monday through Friday, excluding major holidays when government offices and most businesses are closed. (Hours could vary depending upon specific neighborhood conditions). The regulations would apply only to non-metered parking.
2. Permits would be issued on an annual basis to anyone having proof of residency and proof of a car registered to that specific address. The charge for the permit should be nominal for the first car in a household. Any additional vehicles in a household would be subject to a fee equal to the average market rate for garage parking.

\*The full report is available for download at:  
[http://download.brooklynchamber.com/DBC/Brooklyn\\_Residential\\_Permit\\_Parking.pdf](http://download.brooklynchamber.com/DBC/Brooklyn_Residential_Permit_Parking.pdf)

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**Residential Permit Parking Fact Sheet: A Joint Community Pilot Plan**

3. Permits could be issued by whatever agency the administration chooses, provided it has locations that are readily accessible to neighborhood residents. Information systems should track registrations and visitor permits for accessing appropriate fees and for fraud prevention. Fines for parking beyond the two-hour limit should be equivalent to current fines. Fine for fraudulent use of the system or use of fraudulent permits should start at \$1,000 and administration of fine collection should follow that used for parking tickets.
4. Visitors would be able to park for a maximum of two hours during the period when residential permit parking regulations are in effect (7 AM – 7PM). There are also metered spaces available for short-term parking along commercial streets and some other streets in these neighborhoods. Better enforcement of metered parking would discourage on-street warehousing by car and limousine services. The enforcement of the “No Authorized Permit Parking Zone” would prevent government employees from using meters for all-day parking.
5. Temporary permits for residents’ use (e.g. for shared services such as Zipcar) and for overnight visitors could be issued to residents by the same office described in Paragraph #2. Temporary permits would be valid for a three-day period and would display the dates and license plate numbers to prevent fraudulent use.
6. RPP would be pointless without dedicated enforcement. Parking enforcement is, all too often, selective and targeted at the “low-hanging fruit.” We propose that discussions be held with the Traffic Enforcement arm of the New York City Police Department about the enforcement of residential permit parking.
7. Permits, both residential and those issued by government agencies, should be recognized by the Department of Transportation. Ticketing and towing should be equally enforced against all violators, including privately owned vehicles of government and agency employees. The use of fraudulent agency permits should be subject to severe fines, and if a procedure for fining those individuals does not exist, one should be established. Both fraud enforcement and violation of the RPP regulations would bring significant revenue to support RPP.
8. We propose that RPP be tested in the form of a pilot program to evaluate its effectiveness.. A recent example was the Downtown Brooklyn Traffic Calming study, in which pilot projects were established and eventually rejected or accepted as being of benefit or not.

## **Statement regarding residential parking permits in central Brooklyn, November 2, 2011**

My name is Gib Veconi, and I am Treasurer of the Prospect Heights Neighborhood Development Council. Thank you for the opportunity to speak here today in support of a home rule message requesting authorization for New York City to implement residential parking permit programs.

The siting of the Barclays Center arena among residential neighborhoods required an override New York City zoning regulations. Atlantic Yards' environmental impact statement states that up to 40% of arena patrons will travel to events by private cars, a higher percentage than drive to events at Madison Square Garden. The project sponsors have claimed that sufficient off-street paid parking currently exists or will be built to satisfy the expected demand of up to 6,100 cars arriving for arena events. However, they acknowledge that the availability of free, on-street parking will mean that up to 3,000 drivers will park on the streets within a quarter mile of the arena. The result will cause congestion throughout local neighborhoods, disrupt residential streets with noise, and greatly increase the challenge of crowd control before and after arena events.

The limited demand management measures that the Atlantic Yards sponsors are able to deploy will not address the problem of arena patrons using on-street parking. New York City must implement residential parking permits in order to ensure safety, maintain quality of life, and preserve the character of local neighborhoods (many of which include designated historic districts).

RPP is a tool to reduce demand for local streets, not a guarantee of on-street parking for residents. It is also not a mechanism for preventing all non-residents from driving to visit friends or patronize local businesses. Instead, an effective RPP program should target the traffic generated by Barclays Center in its hours of operation—when all other car travel to surrounding neighborhoods would otherwise be difficult—while allowing non-residents to park at other times. Although parking permits would likely need to be assessed a fee to prevent abuse, the fee for a first permit should not represent an unreasonable burden to working families. Finally, an effective RPP program should also allow residents to request short-term permits for guests, contractors, or their rental cars when necessary.

RPP has been used successfully in other cities like Boston and Chicago, where sports facilities are located next to residential areas. In some cases, sports franchises have contributed to the cost of operating RPP programs. The City of New York should engage the Empire State Development Corporation, Forest City Ratner and the New Jersey Nets to help fund an RPP program around Barclays Center.

The City must work closely with local communities, elected officials and Community Boards to ensure that RPP programs implemented in New York reflect the needs and concerns of the neighborhoods where they are proposed. Like other transportation management tools, the same approach won't be right in every circumstance.

For central Brooklyn, however, time is running short. Only ten months remain before the planned opening of Barclays Center. I therefore call on this committee and the City Council to move forward quickly with a home rule message requesting the State legislature authorize New York City to implement residential permit parking in its five boroughs.

11/2/11

PUBLIC HEARING BY THE CITY COUNCIL COMMITTEE ON STATE AND FEDERAL LEGISLATION TO CONSIDER A STATE LEGISLATION RESOLUTION ("SLR", AKA HOME RULE MESSAGE) RE RESIDENTIAL PERMIT PARKING FOR NEW YORK CITY.

Thank you, Chairman Foster and the members of the Committee, for the opportunity to speak today. I am Jane McGroarty, the President of the Brooklyn Heights Association, which celebrated its 100<sup>th</sup> anniversary last year. Our organization is a not-for profit membership association with a dues paying membership of 1000 households, the majority of whom have been calling for residential permit parking for more than a decade. I am confident that the position of the Brooklyn Heights Association which I am presenting to you today, is supported by the majority of residents of Brooklyn Heights.

Several years ago the BHA surveyed its membership with a questionnaire on Residential Permit Parking. Over 90% of respondents supported some type of RPP. Since then, we have been joined by the neighboring communities of Fort Greene, Boerum Hill, Park Slope, Carroll Gardens, Prospect Heights, Concord Village and Cobble Hill all of whom see the need for a Residential Parking Program because we are all affected by large inflows of non-resident traffic seeking free parking.

Brooklyn Heights is a residential historic district characterized by 19<sup>th</sup> century rowhouses and a 19<sup>th</sup> century street grid of narrow, one-way streets. Brooklyn Heights also abuts Downtown Brooklyn, the third largest business and civic district in New York City, and our streets are also now the gateway to the new Brooklyn Bridge Park. Adding to that, are the six courthouses in downtown Brooklyn, the various governmental presences (Metrotech, OEM, 911, FDNY, Brooklyn Municipal Building), many colleges and universities (LIU, St. Francis, Brooklyn Law School, Polytechnic University) - all of which generate traffic to Downtown Brooklyn.

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Irene E. Janner

In addition with four subway stops, our neighborhood is an attractive park-and ride location.

Despite the availability of public garages in downtown Brooklyn, many people choose to cruise and circle through our narrow streets in search of free curbside parking. I can't tell you the number of times I've heard someone complain that they circled for 45 minutes looking for parking. Many people use the No Parking Zones, with the car idling, while their passenger goes shopping or (very often) goes to pay a parking ticket. The desire to drive here and park for free leads to daily street congestion, diminished air quality and diminished safety for pedestrians and cyclists. Through traffic heading to the Brooklyn Bridge is slowed by cruising cars seeking street parking which leads to aggressive, angry drivers, honking in frustration.

RPP is a way of protecting residential neighborhoods from the overflow effects of being near places such as stadiums, government complexes, etc. that attract traffic. Cities all over the United States have adopted residential parking programs to deal with these effects – whether it is spillover commuter parking along train lines in the suburban area around Washington DC; or tourist traffic in the historic core of Santa Fe, New Mexico to name a few. It's time New York City had the power to determine its own parking management strategies.

We are fully aware that an RPP system will not guarantee every resident a parking space and our members understand this. They also understand that it offers an environmental benefit that every community deserves to implement, according to its own needs, so long as a majority of residents support it.

On behalf of the residents of Brooklyn Heights, I urge your committee and the City Council approve the State Legislation Resolution in favor of NYS Senate bill S-2325 and Assembly bill A-4266 introduced respectively by State Senator Daniel Squadron and Assemblymember Joan Millman. Thank you.

Enid Braun  
116 Adelphi Street  
Brooklyn, NY 11205  
718-522-7552

# FOR THE RECORD

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November 1, 2011

To the Members of the City Council,

I am writing to oppose the implementation of Residential Parking Permits in New York City on both principled and practical bases. This proposal is repugnant for how it would divide neighborhoods and add what is, in essence, another tax on residents already struggling with rising costs on every front.

While proponents may now be using the impact of the Barclay's Center to fuel their position, and self-interest may make quasi-privatization of street space attractive, the fact is that some residents have been pushing for such a permit program for years. Instituting permit parking in even one neighborhood adjacent to the arena ensures the inevitability of permits in every neighborhood. As "alien" visitors then simply park in the next "free" area, parking problems spill over to one next neighborhood after another. Every Brooklyn neighborhood will have to have residential permits as a matter of fairness, or it will be painfully obvious that certain areas have been given specific privilege and favoritism.

As boundaries of each neighborhood become solidified and formalized by City maps, instead of being one City, one Borough with common interests in the public good, physical landmarks like Atlantic Avenue will divide the interests of neighborhoods such as Fort Greene from Prospect Heights.

On a practical level, it will hurt business and thriving Brooklyn cultural activities. I teach continuing education art at both the Botanic Gardens and at a Prospect Heights space, and the students are predominantly senior citizens from greater Brooklyn, who must drive to both. Under this proposal, their street parking use would exceed the non-permit limit for the 3-hour art classes. Commercial parking lots add a cost to attending educational and cultural events. The Brooklyn Museum lot, now-privatized, has ended the courtesy of free parking to BBG class attendees, volunteers and members, exacerbating parking problems in that area. While I already shop on foot in my neighborhood in Fort Greene, I would be less inclined to travel to another neighborhood to shop or eat out; how many restaurants can survive on the patronage of immediate neighbors alone?

The anti-car contingent and those who feel proprietary about their streets undoubtedly support this proposal. But it is unrealistic and unfair to limit car ownership to the wealthy by making it a luxury. Without first extending public transportation (the B69 from Vanderbilt to Washington Avenue now doesn't even run on weekends), making car use more expensive and more difficult only adds to general resentment from citizens.

Yours truly,  
Enid Braun  
cc. The Fort Greene Association

Alan Rosner  
861 Pacific St.  
Brooklyn, NY 11238

November 2, 2011

To the Members of the City Council,  
Committee on State & Federal Legislation

My name is Alan Rosner and I am here to express my complete opposition to the implementation of Residential Parking Permits (RPP's) in this city. This is a terrible path to start down, one that will, over time, follow a standard life cycle of going from a seemingly rational solution for a specific problem, to becoming a new and highly regressive revenue stream for the city to exploit.

By pushing known AY generated parking problems away from the arena RPP's simply create new problem parking areas, leading in turn to new opportunities to create new pockets of RPP protected streets and the associated fees (taxes) that go with such special status. This is a protection racket with a whole a new governmental support apparatus that must be paid for and which will forever interfere with the free movement of goods, services and people.

This is how the 1% forces solutions that distribute the burdens, discomforts & costs of their schemes without adversity to themselves. Instead of FCR including parking for patrons, the 1% solution is to get the very people most affected to pony up for what was once freely available – all at the expense of their own surrounding neighborhoods.

This is the best solution for FCR; it is not the best solution for Brooklyn or ultimately New York City. This is not government acting on behalf of improving the urban fabric for all; it's creating impediments to commerce and social interactions, adding to the frictions of everyday living in a crowded city. This proposal will only damage Brooklyn's character and inevitably end up pitting adjacent neighborhoods against each other, creating a new kind of virtual gated communities.

This is not government for all – it's divide and screw you. It represents a moral failure not a solution to the long ago, and accurately predicted problems created by AY; this of scale white elephant dumped on Brooklyn by a millionaires club of insiders.



Good morning, committee members. I want to thank you for the opportunity to speak to the committee this morning.

My name is Antonio Rodriguez and I am a member of the First Spanish Baptist Church in downtown Brooklyn, New York. Our church was founded in 1930 and we have been at our Boerum Hill location since 1947. Our building is located on Pacific Street between Hoyt and Smith Streets.

Our church and its members would be directly affected by the proposed legislation being discussed this morning. I've been asked by the church to share our concerns regarding the proposed residential parking permit legislation.

While it may have been true in the past that a church's membership would primarily be comprised of neighborhood residents, many churches today can boast members from much further areas.

Our church members come from the five boroughs of our City and also from Nassau, Suffolk and

Westchester counties. These members have searched for Bible-preaching churches that minister to their souls and allow them to participate in the Lord's work. Even after moving to other counties and (sometimes) states, our members have continued to travel great distances to ensure their participation in their "local" church.

I'm sure many other churches in our neighborhood and within the City can make this claim as well.

As most churches do, we offer our regular Sunday services at 10:30am and 6pm. Yet, during the week, we have other activities that offer our members continued fellowship with the congregation and the community.

On Tuesdays, our members minister to patients at the Coler-Goldwater facilities on Roosevelt Island; on Wednesdays, Thursdays and Fridays, we have evening services and rehearsals. On Saturdays, our Children's Bible Club meets in the morning through the afternoon.

For each of these events, church members from *outside* the neighborhood travel to participate and serve in these ministries.

Since 1947, we have seen a huge change in our neighborhood, yet our mission remains the same: to preach the gospel to those in our neighborhood and to people around the City.

We believe that the proposed Residential Parking Permit program would unfairly discriminate against the members of our church and other churches in our neighborhoods. To impose a measure such as this would greatly hinder our ability to practice our Constitutional right of free worship and assembly.

Currently, a some of our members do travel from other boroughs via bus and subway. Others who live in two- and three-fare zones choose to either use their own vehicles or carpool with members who live close by. Still, others who live outside the City, are better off using their vehicles than having to rely on various modes of public transportation.

Some of our members are elderly and mobility challenged; some use the Access-a-Ride service to get to church.

Further; this does not include special events throughout the year, including: weddings, funerals, special services and our annual International Pastors Conference.

Nor does the legislation take into account the numerous schools and community organizations in our neighborhoods that rely on volunteer support, many of whom may come from great distances.

Forcing our members, visitors and guests to *exclusively* use public transportation to participate in every service, ministry and event during the year is a burden we cannot bear.

With the looming arrival of the Barclay's Center and the growing retail locations, this current plan may seem the best way to proceed. Long-term repercussions from this proposal may cause more harm than good.

We encourage this committee, the Council and our state legislators to reconsider this proposal and, ultimately, defeat the proposed Residential Parking Permit legislation.

Thank you very much. May the Lord continue to bless our City.

My name is Wayne BAILEY, thank you for letting me speak in support of the overwhelming need of a comprehensive residential parking permit program for keeping my neighborhood livable; many other cities have successfully implemented residential parking permits to solve parking problems, e.g., Philadelphia, DC and Boston.

I live in the epicenter of the Atlantic Yards Project @ 700 Pacific St, a mere ¼ block from the arena, our 171 unit buildings car park is always full and the parking situation in the surrounding Prospect Heights area was totally inadequate before the start of the Atlantic Yards Project, with an estimated 6,000+/- cars 220 days a year of event driving patrons and currently, even before the arena has opened, has now grown into a gigantic convoluted mess! The vast thriving local entities require an inordinate amount of parking within .25 mile radius of Flatbush & Atlantic Ave including the newly proposed FCR 33 story affordable housing project @ Dean St & Flatbush (with no parking or no parking plan disclosed to public) The Atlantic Centre (DMV, BAM, Target etc.), 78th Precinct, Firehouse [Engine 219 Ladder 105] @ 494 Dean St, (including the 100's of personal cars of policeman and fireman double parking and also includes blocking the various sidewalks 24/7/365) the Dean St Park with its basketball court facing Bergen St between Carlton Ave & 6th Ave, the Temple of Restoration @ 515 Dean St (double parking 5 days a week) and the now add the new parking demands from the arena's 500+/- arena construction workers driving 7 days a week (@ 3 shifts) and 470 Vanderbilt an NYC-HRA facility with 1,800 employees with daily visitors estimates ranging from 1,500~32,000 (*note: while knowingly the city council approved 470 Vanderbilt's request to convert their north side parking lot into a new 10~20 story residential building*); according to the arena plan the 1,100 arena parking lot @ Vanderbilt & Pacific will be for 'high roller patrons' and not for general public use so 6,000 or so arena driving patrons will continuously cruise Prospect Heights streets and surrounding neighborhoods to find parking causing massive traffic congestion that our established residential street traffic capacity was never designed for; **really where are all these cars going to park?**

The residents that are living in the neighborhood before all this added traffic and now have to deal with that traffic with no suitable plan for added parking capacity and now we are bearing the brunt of our neighborhood being constantly cruised for parking (honking horns, long wait times @ traffic signals) adding to the already massive congested streets from arena construction and all the new events that will not go away when the arena opens because the 'master Atlantic Yards development plan' is scheduled for up to 25 years of construction.

You can read, view pictures and watch videos @ [www.AtlanticYardsWatch.net](http://www.AtlanticYardsWatch.net) website of the continued assault on our neighborhood that we are enduring from traffic congestion resulting from a deluge of chaotic parking problems from arena traffic that includes arena traffic parking on the sidewalks, errant dump/arena tractor trailer illegal parking and not using NYDOT truck routes, dump trucks double parking and idling for more than 3 minutes underneath residential buildings and the arena's inability to schedule deliveries to minimize congestion and all of these incidents are NOT isolated.

We are now collecting more reports of untended arena traffic consequences; we are now getting complaints about arena traffic congestion as far away as Classon Ave 1.2 miles west of (via Google map from Atlantic & Flatbush to Atlantic & Classon) from the CLEXY Block Association. Our streets can't even be cleaned properly because all the parked cars don't ever get moved, the trash left behind including by the construction workers eating lunch/breaks have made part of the new vermin problem so bad that Forrest City Ratner provided a limited area of the community with rat resistant trash cans. **Having a residential parking permit program will also more than encourage at least visiting arena patrons to consider using public transportation and not driving to the arena because there will be no readily available place to park!**

**N Wayne BAILEY**  
**700 Pacific St**  
**Brooklyn, NY 11217**  
**(718) 789-0736**  
**NWB1930@hotmail.com**

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: T. K. SMALL

Address: 55 PIERIE POINT ST.

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: May Taliaferrow

Address: 378 Pacific St Bklyn 11217

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: BASANT K. GOOLSARRAN

Address: 97-37 110th ST RICHMOND HILL

I represent: THE FEDERATION OF HINDU TEMPLES. QUEENS

Address: ARYA SAMAJ USA 110-17-101 AVE

QUEENS, N.Y. 11419

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



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Battala 10025

Address: 552 Dean St Apt 4R

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11/2/11

(PLEASE PRINT)

Name: Yvette Rosario

Address: 552 Dean St Apt 4L

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11/2/11

(PLEASE PRINT)

Name: Nancy Jimenez

Address: 552 Dean St Apt 4R

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11/2/11

(PLEASE PRINT)

Name: Peter Gordenstein

Address: 277 Park M Brooklyn

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Felicia Rodriguez

Address: 552 Dean Street #11

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 10/3/11

(PLEASE PRINT)

Name: WENDY CHAN

Address: 5-09 48<sup>th</sup> AVE #8A LIC

I represent: SSL

Address: 5-09 48<sup>th</sup> AVE LIC

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: PAUL PALAZZI

Address: 343 ADRIAN ST

I represent: FORT GREEN ASSOCIATION

Address: P.O. BOX 170563 B'KLYN 11217

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11/2/11

(PLEASE PRINT)

Name: Kim Brandon

Address: 195 South Marks Ave

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Antonio Rodriguez

Address: 315 99th St, Brooklyn, NY 11209

I represent: 1st Spanish Baptist Church

Address: 301-5 Pacific St, Brooklyn, NY 11201

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: ANDREW SAUNDERS

Address: 34 PLAZA ST. 603

I represent: BROOKLYN, NY 11238 Building

Address: ✓

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Gib Vecou

Address: 284 Park Place Brooklyn

I represent: Prospect Heights Neighborhood Assoc.

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Jo Anne Simon

Address: 293 Pacific St

I represent: NYS Committee woman, 52nd A.D.

Address: same as above

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: ALAN ROSNER

Address: 861 PACIFIC ST

I represent: MYSELF & friends

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Howard Kolins

Address: 110 Hoyt St Brooklyn NY 11217

I represent: Boerum Hill Association

Address: above

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 11/2/11

(PLEASE PRINT)

Name: TH

Address: 7 GATES AVENUE UNIT E

I represent: FORT GREENE CONDOMINIUMS

Address: S/A

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11-2-11

(PLEASE PRINT)

Name: Robert Witherwas

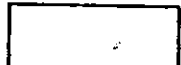
Address: 386 Park Place, Brooklyn

I represent: myself

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. 5 Res. No. 72011-3202

in favor  in opposition

Date: 11/2/2011

(PLEASE PRINT)

Name: Kerith Ardnow

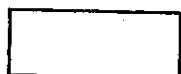
Address: 79 Remsen St, Brooklyn NY 1120

I represent: myself

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11/2/11

(PLEASE PRINT)

Name: HARRY MALKOFF

Address: 340 W 28 St, NYC

I represent: PRIVATE CITIZEN

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. T2011-3202  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Judi Stanton

Address: 52 Garden Place

I represent: Brooklyn Heights Assoc.

Address: 55 Pierrepont Street

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. T2011-3202  
 in favor  in opposition

Date: 11/2/11

(PLEASE PRINT)

Name: Jane McGROARTY

Address: 140 Jerusalem St Blyn

I represent: Brooklyn Heights Assn

Address: 55 Pierrepont St Blyn

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 11/2/11

(PLEASE PRINT)

Name: Daniel Septimus

Address: 580 Bergen St, Brooklyn, NY 11238

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11/2/11

Name: Gorid BYNOE (PLEASE PRINT)

Address: 71 Gates Ave.

I represent: myself

Address: 71 Gates Ave. Brooklyn NY, 11224

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11/2/11

Name: Richard Goldsfein (PLEASE PRINT)

Address: 608 Carlton Ave, 11238

I represent: Carlton Ave. Assoc.

Address: Carlton Ave.

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11-2-11

Name: WAYNE BAILEY (PLEASE PRINT)

Address: 700 PACIFIC ST

I represent: Resident

Address: \_\_\_\_\_

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



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: David Woloch

Address: \_\_\_\_\_

I represent: NYC Dept of Transportation

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Parking Permits Res. No. \_\_\_\_\_

in favor  in opposition

Date: 11/2/11

(PLEASE PRINT)

Name: MICHAEL SARRAPICK

Address: 87 HICKS ST 4D

I represent: MYSELF

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: THOMAS DIAMA

Address: 319 3-d St PARK Slope

I represent: RESIDENT

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 02 NOV 2011

(PLEASE PRINT)

Name: MICHAEL CAIRL

Address: \_\_\_\_\_

I represent: PARK SLOPE CIVIC COUNCIL

Address: \_\_\_\_\_

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