



CITY PLANNING COMMISSION

August 11, 2010 / Calendar No. 11

N 100284 ZRY

IN THE MATTER OF an application submitted by the Department of City Planning, pursuant to Section 201 of the New York City Charter, for an amendment of the Zoning Resolution of the City of New York, concerning the parking of car share vehicles in off-street parking facilities.

The application for an amendment to the Zoning Resolution was filed by the Department of City Planning on April 19, 2010, to allow car share vehicles to park in certain off-street parking facilities in all zoning districts, within specified limitations. The regulations would apply to existing and new accessory parking facilities and public parking facilities.

BACKGROUND

Car sharing is a relatively recent concept in transportation and mobility through which members of a service have access to vehicles on an hourly, as-needed basis. Car sharing services can offer an efficient, economical alternative to car ownership for those who need to drive relatively infrequently. The member does not have to pay the costs of owning, maintaining, and parking a car, but pays only for the time he uses the car. Car sharing can increase the mobility of individuals who either cannot afford to or choose not to own a car by giving them access to destinations for which public transit is not a practical alternative. Car sharing also encourages more efficient use of automobiles, which yields both individual and public benefits for city residents and workers. Most of the costs of car ownership, including purchase of the vehicle, insurance, and parking, are fixed – they do not vary depending on how often the car is used. In contrast, a car sharing member pays low fixed costs, but can economize by minimizing both the number of trips and the duration of each trip. This encourages shorter trips as well as linked trips,

such as those combining multiple errands. As members become more aware of the costs associated with each car share reservation, they use the car share vehicles more judiciously, with beneficial results for the public and for individual health. Not only do car sharing users economize on car usage, but they also increase the number of trips they make by walking, bicycling and mass transit.

The Transportation Research Board of the National Academies issued a report in 2005 citing a number of studies showing that between 6 and 32 percent of car share members either shed a car that they owned or postponed buying a car after becoming a member. Because each car sharing vehicle typically serves 40 or more members, the number of vehicles “shedded” exceeds the number of car sharing vehicles, reducing the number of cars needed to serve the area’s population. This in turn generally alleviates pressure on neighborhood parking resources. In addition, a longitudinal study of car sharing in the Bay Area in California indicated that car share members decrease their total Vehicle Miles Traveled (VMT), which has beneficial effects for traffic congestion and emissions of greenhouse gases and air pollutants.

The first car sharing service in the United States was established in 1998 with a handful of members, and the industry has since grown dramatically with over 275,000 members (2008) nationwide. Car sharing has become a practical, affordable, and viable transportation option for more people. New York City is the largest car share market in the nation and accounts for over one-third of national car share membership. There are three known car share organizations currently operating in New York City. The largest of these claims over 100,000 members in the

metropolitan area and over 1,500 vehicles. Indications are that membership in these services will continue to grow and expand in the higher density areas of the city where most car share vehicles are currently located.

Car share companies seek to disperse their vehicles at a variety of locations rather than cluster them together; these vehicles are generally located in proximity to their membership in order to maximize their accessibility and convenience to potential users. The proposed text amendment would establish clear regulations allowing car share vehicles to locate in off-street parking facilities in suitable locations. These provisions would support other City policies to encourage alternatives to automobile usage and ownership, reduce energy consumption and carbon emissions as outlined in the Mayor's PlaNYC. It also complements the NYC Department of Transportation's pilot car share program to replace a portion of its fleet of vehicles with car share vehicles, thereby reducing the agency's demand for parking and expenditures on vehicles.

The Zoning Resolution's off-street parking regulations were written before car sharing existed. Therefore, the zoning text currently addresses only private automobiles and car rental establishments, the latter of which are commercial uses. In addition, the definitions of "public parking lot" and "public parking garage" generally prohibit the storage of commercial vehicles in such facilities. However, car sharing is a use that is more appropriately characterized as somewhere between private automobile and traditional car rental. Car share vehicles provide transportation for a variety of purposes for area residents as well as non-residents and, because they have been documented to encourage car shedding, they may have the effect of reducing area

demand for parking. While made available by reservation, car share vehicles are accessed directly by the member without assistance from a car sharing company employee. They thereby behave in many ways like non-commercial vehicles, making them appropriate to allow in a variety of parking facilities. The purpose of this proposal is to obviate any ambiguity about the permissibility of car sharing and to establish clear and appropriate guidelines for such facilities.

Car Share Vehicle Parking Requirements

This citywide text amendment would establish that car share vehicles may park in residential accessory parking facilities and public parking facilities in all zoning districts, with specified limitations. Because the documented benefits of car sharing are attributable to a set of characteristics that enable it to serve as a reliable substitute for private vehicle ownership, the proposal would define a car sharing service as one that meets the following standards:

1. Car share membership is open to the general public.
2. Car share vehicles are available on an hourly basis.
3. All legally required insurance is included as part of membership.
4. Car share vehicles are reserved by members through a self-service system.
5. Car share vehicles are available 24 hours a day.

The proposed text would require car sharing vehicles located in an accessory or public parking facility to be labeled with a decal or similar identification in order to enable verification of the number of such vehicles in a facility. Car sharing vehicles may be no longer than 216 inches in

length.

Accessory Residential Parking Facilities

Because car sharing vehicles serve local residents, and because of the documented beneficial effects of car sharing on vehicle ownership and usage, the proposed text amendment would allow car share vehicles to park in certain accessory residential parking facilities. In medium and higher density residential districts (R5 – R10 districts, except R5A districts), where the potential for car sharing is greater, car share vehicles would be allowed to park in a maximum of 5 spaces or 20% of the total number of spaces, whichever is greater. In lower density multi-family residential districts (R3-2 and R4) car share vehicles would be allowed to park in residential accessory parking facilities with 20 or more spaces, in up to 10% of the total number of spaces. In one- and two-family residence districts (R1, R2, R3A, R3X, R3-1, R4A, R4B, R4-1, and R5A districts) car share vehicles would not be allowed in accessory residential parking facilities. These allowances and limitations on where car sharing vehicles can park seek to balance car sharing vehicles and vehicles owned by the originally intended users of the facilities.

Accessory Community Facility Parking Facilities

The proposed text amendment would allow car share vehicles to locate in a moderate portion of spaces within parking facilities accessory to community facility uses in all zoning districts. Car sharing vehicles would be allowed in accessory community facility parking facilities with at least 20 spaces, in up to 10% of the total number of spaces. In lower-density residence districts (R1 through R4 and R5A districts), car sharing would only be allowed in community facility parking

facilities accessory to a college or university.

Accessory Commercial and Manufacturing Parking Facilities

In parking facilities accessory to commercial and manufacturing uses, car share vehicles would be allowed to locate in accessory parking facilities with at least 20 spaces, in up to 10% of the total number of spaces.

Public Parking Facilities

Public parking facilities serve as general purpose parking for a broad variety of users. The proposed text amendment would distinguish car share vehicles from commercial vehicles, which are restricted from parking in public parking facilities. Under the proposal, up to 40 percent of the total number of spaces in a public parking facility could be used for storage of car sharing vehicles. This limitation would enable car sharing vehicles, which generally function as private vehicles, to be located in these facilities while maintaining the ability for these facilities to serve a variety of other users.

Other Regulations for Facilities Containing Car Sharing Vehicles

Facilities where car sharing vehicles are parked must be unstaffed, self-service locations. No employees of a car share organization would be allowed to provide in-person services to members at these parking facilities. Attendants in attended parking garages must not be affiliated with any car share organization. An information plaque would be required in a location visible to visitors, listing the number of parking spaces in the facility and the maximum number of car

sharing spaces allowed. In residential districts, signage totaling no more than two square feet in area would be permitted at the entrance in order to alert users that car sharing vehicles are available.

ENVIRONMENTAL REVIEW

This application (N 100284 ZRY) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 10DCP032Y. The lead is the City Planning Commission.

After a study of the potential environmental impact of the proposed action, a Negative Declaration was issued on April 26, 2010.

PUBLIC REVIEW

This application (N 100284 ZRY) was duly referred on April 26, 2010, to all Community Boards, Borough Boards and Borough Presidents, in accordance with the procedure for referring non-ULURP matters.

COMMUNITY BOARD REVIEW

BRONX

Bronx Community Board 4: On May 25, 2010, Community Board 4 resolved to support the car

share text amendment.

Bronx Community Board 8: On June 8, 2010, Community Board 8 passed a resolution recommending disapproval of the car share text amendment by a vote of 27-5-2.

Bronx Community Board 9: On June 17, 2010, Community Board 9 voted unanimously to support the proposed text amendment.

Bronx Community Board 12: On May 27, 2010, Community Board 12 voted in favor of the car share text amendment with 20 in favor and 1 opposed.

BROOKLYN

Brooklyn Community Board 1: On May 11, 2010, Community Board 1 voted unanimously (45-0) to approve the proposed text amendment with the condition that “the Department of City Planning further study the utilization of the program in commercial and community facility uses.”

Brooklyn Community Board 2: On June 9, 2010, Community Board 2 voted 32 in favor, 3 opposed, and 2 abstentions to approve the car share text amendment.

Brooklyn Community Board 5: On June 15, 2010, the Community Board 5 Land Use Committee reviewed the project and has no objections to the proposed text amendment.

Brooklyn Community Board 6: On June 9, 2010, Community Board 6 voted to conditionally support the proposed text amendment by a vote of 25-4-1 stating that “car sharing parking spaces not exceed 20% of the total amount of parking spaces in any one parking facility” and “the parking spaces dedicated to car sharing shall not reduce the number of spots required to be reserved for the occupants of buildings.”

Brooklyn Community Board 8: At their June 10, 2010 Community Board 8 voted unanimously (29-0) to approve the car share text amendment.

Brooklyn Community Board 9: At their June 22, 2010 meeting, Community Board 9 voted in favor of the car share text amendment.

Brooklyn Community Board 16: In a letter dated June 6, 2010, Community Board 16 submitted comments in support of the car share text amendment.

MANHATTAN

Manhattan Community Board 1: On May 25, 2010, Community Board 1 unanimously voted (36 members) to approve the zoning amendment.

Manhattan Community Board 2: On May 20, 2010, Community Board 2 unanimously voted (40 members) in favor of the application.

Manhattan Community Board 3: At their June 2010 monthly meeting, Community Board 3 unanimously voted to support.

Manhattan Community Board 4: On June 2, 2010, Community Board 4 voted to approve the proposed text amendment with conditions. Their greatest concern is with “security in residential buildings” and the introduction of “outsiders with no connection to the building other than the shared car, with the potential for unauthorized access to the residential building.” The Community Board suggests that “measures ensuring the security of the garage and the residents” be included in the text amendment. Their second concern is the displacement of residential parking and that “there will not be adequate enforcement of the requirement that a space be made available to a resident on demand.” They recommend that “the last sentences in Section 25-412 and in Section 36-46 mandating that spaces be made available to residents on demand be accompanied by a provision, perhaps in Section 22-30, “Sign Regulations,” requiring that a sign to that effect be posted in plain sight, perhaps adjacent to any sign advertising a car sharing facility as provided for in Section 22-323.” The third concern is that “many of our area residents live in buildings without parking and use public parking garages and public parking lots for their vehicles. We believe that permitting 40% of the spaces in these garages and lots to be converted to car sharing spaces could lead to the rapid displacement of many of our area residents. We recommend that the limit be set at 20% initially and then reviewed periodically as data on usage and displacement are collected.”

Manhattan Community Board 5: On June 10, 2010, Community Board 5 recommended approval of the application by a vote of 36 in favor, 0 opposed, and 1 abstaining.

Manhattan Community Board 6: On May 12, 2010, Community Board 6 unanimously voted (45-0-0) in favor of the application.

Manhattan Community Board 7: On June 1, 2010, Community Board 7 voted unanimously 31-0-0 to approve the text amendment.

Manhattan Community Board 8: On May 12, 2010, Community Board 8 passed a resolution in favor of the proposal by a vote of 34 in favor, 2 opposed, and 4 abstentions.

Manhattan Community Board 11: In a letter dated August 3, 2010, Community Board 11 voted to support the car share text amendment.

QUEENS

Queens Community Board 1: On May 15, 2010, Community Board 1 voted unanimously 29-0-0 to recommend disapproval of the application based on the following: “The change in zoning should be effected in R6 and greater district only. Zoning from R3 to R5 must be eliminated” and “the inclusion of municipal lots will have an extremely detrimental effect on commercial district. Parking in municipal lots must be eliminated from the zoning.”

Queens Community Board 2: On June 3, 2010, Community Board 2 voted unanimously 35-0-0 to approve the application.

Queens Community Board 5: At their June 9, 2010 meeting, Community Board 5 stated that they are not in favor of the text amendment because R5B, R5D and R6B districts “are not protected” and there would be “too much potential for parking abuse” because of commercial lots that are within a few blocks of these medium density districts.

Queens Community Board 8: In a letter dated June 9, 2010, Community Board 8 states that they oppose “the car share amendment on the grounds that it will encourage owners and operators of parking lots, including commercial, community facilities, residential and service station lots to displace spaces designated for current users in favor of more profitable car share businesses.”

Queens Community Board 14: At their June 8, 2010 meeting, Community Board 14 voted to support the proposal with the condition that car sharing be “restricted/Not permissible in Community Facilities.”

STATEN ISLAND

Staten Island Community Board 1: On June 7, 2010, Community Board 1 voted to approve the text amendment by a vote of 19-11-2.

Staten Island Community Board 3: At their May 22, 2010 meeting, Community Board 3 voted

unanimously (25-0) in favor of the car share proposal.

BOROUGH BOARD REVIEW

Staten Island Borough Board: At their July 6, 2010 meeting, the Staten Island Borough Board approved a resolution in support of the text amendment and stated that all three Community Boards support the proposal.

BOROUGH PRESIDENT REVIEW

Brooklyn Borough President: In a letter dated June 28, 2010, the Brooklyn Borough President issued a favorable recommendation. The letter states that he is “strongly in favor of incorporating car sharing into the Zoning Resolution” but with conditions. The letter states that “car sharing should not be applicable for self-parking lots for Use Groups 3-16 (community facility, hotels, and commercial/retail/service establishments).” Also, in residential parking facilities, he suggests that there should be some form of “secured/locked egress” between the parking facility and the residential portion of the building.

Manhattan Borough President: In a letter dated July 9, 2010, the Manhattan Borough President issued a favorable recommendation. The letter states that the proposed regulations are “generally appropriate” and commends the Department for “updating the zoning resolution to accommodate car share use as it will have a positive benefit on traffic, air quality and total available parking” in the city. He also encourages the Department to modify the regulations to “ensure that residents of a building receive priority for accessory parking spaces” and that “appropriate signage should

be placed to inform residents of their right to the spaces.”

CITY PLANNING COMMISSION PUBLIC HEARING

On June 23, 2010, (Calendar No. S1), the City Planning Commission scheduled a July 14, 2010, public hearing on this application (N 100284 ZRY). The hearing was duly held on July 14, 2010 (Calendar No. 35). There were eight speakers in favor of the application and none opposed.

A representative of the Manhattan Borough President’s Office spoke in favor of the proposal and noted that ten Manhattan Community Boards voted in favor of the proposal. (Only eight of these recommendations were received by the Commission in written form.) He stated that the proposal should be amended to include provisions that give residents priority for spaces in their residential accessory garages, and that a sign with this information should be posted in the parking facility.

A representative of the Tri-State Transportation Campaign expressed support for the proposal, stating that car sharing should be a critical component of a sustainable transportation policy for New York City. The speaker highlighted that car sharing programs reduce car dependency and traffic and readjust the incentives that induce car trips, which can reduce congestion that he stated costs the region \$13 billion in annual costs to businesses and consumers and billions in lost economic output.

A representative of the Connect by Hertz car share company said that car sharing is ideal in New

York City and brings environmental and economic benefits. She also said that for each car share vehicle, 14 personal vehicles are taken off the roadways and that there are typically three to five car share vehicles located at a parking facility.

A representative of Mint, a New York City car share company, expressed strong support for the proposal. The speaker suggested that there is a \$500 monthly cost savings to a member for joining a car share and giving up a personal vehicle, and estimated that Mint has helped to remove 1,200 vehicles from the road. He also mentioned that many other cities in the North America have adopted car sharing regulations.

A representative of the Regional Plan Association, an independent regional planning and advocacy group, spoke in support of the proposal, stating that the proposal to provide greater flexibility in higher density areas and more restrictive provisions in lower density areas is a good compromise between the benefits of the new car sharing characteristics and the concerns of the communities regarding parking spaces for all vehicles. The speaker recommended that future consideration be given to eliminating the cap for car sharing as a percentage of allowable off-street parking in high-density areas of Manhattan, Queens, Brooklyn and the Bronx.

A representative of Edison Park Fast, a public parking garage operator which currently rents spaces to car sharing companies, said the company “strongly supports” the text amendment. The speaker also testified that car share companies do not pay Edison Park Fast’s public parking garages a higher rate than other renters of parking spaces.

A planning consultant spoke in support of the proposal, calling it a “great idea” and good for colleges and universities.

A representative of Enterprise Holdings, which operates car rental services around the country as well as a small car sharing service in locations outside of New York City, spoke in support of the proposal but suggested that the amendment be modified to allow greater flexibility within the zoning for car rental. In particular, the speaker requested that car rental be allowed in a wider range of districts, that company employees be allowed to be situated at car share parking locations to assist customers, and that car share vehicles larger than 216 inches long be allowed.

Waterfront Revitalization Program Consistency Review

This application was reviewed by the Department of City Planning for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 13, 1999 and by the New York State Department of State on May 28, 2002, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981 (New York State Executive Law, Section 910 et seq.). The designated WRP number is 10-025. This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

CONSIDERATION

The Commission believes that the application for the zoning text amendment (N 100284 ZRY), as modified, is appropriate.

The proposed text would result in clear regulations allowing car share vehicles to locate in off-street parking facilities in suitable locations. The Commission believes that these provisions would encourage alternatives to automobile ownership, thereby reducing competition for local parking and vehicle miles traveled while increasing transportation choices for the public. The Commission further believes that this proposal supports the goals of PlaNYC 2030, the Mayor's sustainability plan, such as reducing congestion and carbon emissions and improving air quality.

The Commission notes that the proposed text amendment allows market demand for car sharing services to shape the number of vehicles that are placed in a particular location by allowing car share operators to locate their vehicles in a range of parking garages and lots. The Commission believes that, by making these vehicles self-service and available in a convenient manner, these businesses induce their members to give up or postpone acquiring private vehicles. The owners and operators of parking facilities would retain the flexibility to choose whether to have car share vehicles in their garages and lots. The Commission also believes that this flexibility to address market-based activity, along with the proposed maximum limits on the number of car share vehicles in a parking facility, will facilitate the growth of car sharing in the city while ensuring that parking spaces will remain for their originally intended users.

The Commission heard testimony and received comments expressing concerns about the proposal's potential effect on the availability of accessory residential parking spaces to residents. The Commission observes that the rates of "car-shedding" documented in car share studies are such that every car share vehicle provided results in the elimination of more than one other vehicle. This means that the introduction of car share vehicles should increase, rather than reduce, parking availability. The Zoning Resolution currently contains provisions that permit an accessory residential parking space outside the Manhattan Core (Community Districts 1-8) to be rented to people who are not occupants of a building provided that such space be made available to the resident within 30 days of a written request to the landlord. Recommendations from the Manhattan Borough President and Manhattan Community Board 4 suggested that additional provisions be included to alert residents that they are able to request accessory spaces. Therefore, in response to these concerns, the Commission has modified the car share text amendment to require that language informing residents that they can request an accessory space be included on the plaque required to be posted in a parking facility containing car share vehicles. The Commission has also modified the proposal to extend to the Manhattan Core the provision that requires residential accessory spaces to be made available to residents upon request.

The Commission received comments from the Manhattan and Brooklyn Borough Presidents and Manhattan Community Board 4 expressing concern that the security of residential buildings may be compromised if access from non-residents is allowed into the parking facility. While it remains up to the owners or management of each building to determine who they wish to invite into an off-street parking facility, the Commission, in response to this concern, has modified the

text to require that the residential portion of a building be secured from a parking facility in which car share vehicles are parked.

To facilitate the enforcement of the limits placed on the number of car share vehicles allowed in parking facilities, the proposed text includes a requirement for each vehicle to have a decal affixed to the car that identifies the car share company. After further discussion between the Department and the Department of Buildings, the Commission has modified the text to include additional specificity on the size, location and text on the decal. These specifications are generally compatible with the practices of car share companies currently operating in New York City.

The Commission received comments from several Community Boards asking for the maximum share of permitted car share vehicles to be reduced or to prohibit car share vehicles variously in public parking facilities, accessory parking to community facilities or commercial uses, or medium-density residential districts. A Community Board recommended that DCP further study the utilization of the car share program in commercial and community facility uses. The Commission also received comments from several organizations in support of removing or increasing all maximums placed on the number of car share vehicles allowed in each garage or lot as well as in support of allowing car sharing in low-density, 1- and 2-family residential districts in order to provide greater flexibility to accommodate car share vehicles at a wide range of locations. The Commission believes that the proposal strikes a practical balance, establishing appropriate limitations that allow room for growth in car sharing while ensuring that parking

facilities continue to serve their originally intended purposes. The Commission does not believe that a further study of car share utilization is needed at this time, and notes that car sharing has been most successful in New York City in high- and medium-density areas where density and transit options permit a higher share of the population to use an automobile for a smaller share of their trips. The Commission believes that the proposed amendment, therefore, allows the greatest flexibility in locating car share vehicles in these districts and includes more restrictions as densities decrease, where people are more likely to need their own cars for everyday use. The text amendment also includes several restrictions in commercial districts and community facilities such as the parking facility size (must be at least 20 spaces) and a lower car share percentage. The Commission also notes that car share vehicles typically locate in pods of one to five vehicles, dispersed in communities to be near car share members, and are not likely to be aggregated at a single location in large numbers, except in relatively few garages. The Commission notes that were car sharing vehicles to become so popular as to need to concentrate large numbers of vehicles it would likely represent a significant reduction of vehicle ownership rates, vehicle miles traveled and parking demand for private vehicles.

The Commission received comments from the Brooklyn Borough President stating that car share vehicles should not be allowed to park in required accessory parking spaces in “self-parking lots” in commercial and community facilities. The Commission also received comments from Brooklyn Community Board 6 expressing that car share vehicles should not be allowed to park in required residential parking spaces. The Commission notes, as discussed above, that car share vehicles should increase parking availability and that car share vehicle parking spaces will serve

a population that includes the same people for whom the required accessory parking is intended. The Commission also notes that in accessory residential parking facilities, a plaque will be posted alerting residents that they can request a parking space that is rented to a non-resident from the landlord. The Commission notes that distinguishing between permitted and required parking spaces requires zoning analysis, and that effective enforcement of the proposed regulations can be best achieved based on a number that is clearly verifiable upon inspection of the facility, as the number of spaces listed on the required plaque would be.

The Commission received comments requesting that car share vehicles not be allowed to park in municipal lots. Under the Zoning Resolution, municipal lots are considered public parking facilities, which the Commission believes are appropriate sites for car share vehicles. As is the case with every other type of public parking garage, the owner will have the responsibility of determining whether car share vehicles are appropriate for each specific site. In the case of municipal lots, the Department of Transportation, which administers the City's municipal parking facilities, will make such a determination.

A car rental company representative testified at the public hearing that car rental vehicles should get the same access to parking spaces as car share vehicles as proposed in the text amendment. The Commission notes that there are significant studies that demonstrate the benefits of car share operations including reduced vehicle miles traveled, reduced ownership of cars and fewer cars needing parking spaces. The Commission is not aware of comparable studies for car rental operations and notes that car rentals are different from car share vehicles in that they have

different operational characteristics such as larger average number of vehicles per site and on-site staff, and are generally targeted at serving different customer needs, such as business visitors and tourism, both of which generally involve longer-term rentals. The compatibility of car rental operations with locations within residential accessory garages is unclear and they may not have the same range of benefits as car sharing services. Data and studies on the operational characteristics of rental operations and their benefits in relation to the factors demonstrated in the studies of car sharing would be necessary in order to evaluate a proposal to expand car rental operations. The Commission also notes that issues raised in testimony regarding allowing car rental more broadly are beyond the scope of this proposal.

The Commission received comments expressing concern that current users of parking spaces might be displaced by revenue generating car share companies. The Commission notes that car sharing has been documented to encourage car shedding and that therefore the introduction of car share vehicles will reduce the overall number of cars that need to be parked within the area. In addition, the Commission heard testimony from representatives of a parking garage operator and a car share company stating that car share companies do not pay more for parking spaces than other customers.

The Commission received comments from a planning organization recommending that for every car share vehicle at a parking facility, the total number of required car parking spaces should be reduced by two. The Commission notes that car share companies are continually shifting the parking locations of their vehicles, depending on a wide range of factors including customer

utilization, the time of year, membership location and other variable factors. Therefore, the Commission does not believe it is appropriate to link reductions in any parking requirements to the provision of car share vehicles on site.

The Commission believes that the proposed text amendment, as modified, will clearly establish where car share vehicles are allowed to park and increase transportation options for residents of New York City. The Commission also believes this proposal will have a positive effect on traffic and congestion in the City as car sharing has been documented to reduce vehicle ownership and vehicle miles driven.

RESOLUTION

RESOLVED, that the City Planning Commission finds that the action described herein will have no significant impact on the environment; and be it further

RESOLVED, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application and finds that the proposed action is consistent with WRP policies; and be it further

RESOLVED, by the City Planning Commission, pursuant to Section 200 of the New York City Charter, that based on the environmental determination and consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is further amended as follows:

Matter in underline is new, to be added;
Matter in ~~strikeout~~ is old, to be deleted;
Matter within # # is defined in Section 12-10;
* * * indicates where unchanged text appears in the Zoning Resolution

Article 1
GENERAL PROVISIONS

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Chapter 2
Construction of Language and Definitions

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12-10
DEFINITIONS

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Bulk

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Car sharing vehicle

A “car sharing vehicle” is a vehicle maintained and owned or leased by a car sharing organization which is available for use by its members. Membership shall mean that individuals have been pre-approved to use such vehicles and need not be approved by the car sharing organization at the time of proposed use. Membership must be open to the public and shall only be denied based upon driving record, credit record or other legitimate business need of the car sharing organization. Vehicles must be made available to members for periods of use as short as one hour. The car sharing organization must provide all legally-required insurance as part of the membership.

Vehicles shall be reserved by members through a self-service reservation system which is available at all times. A #car sharing vehicle# shall be located in a parking facility that is accessible to members of the car sharing organization at all times. No employees or agents of the car sharing organization shall provide services to members or conduct business transactions with members within such parking facility. Attended parking facilities may be serviced by a parking attendant unaffiliated with any car sharing organization. A parking facility containing #car sharing vehicles# shall be securely separated from all other portions of a #building#

containing #residences#.

A #car sharing vehicle# shall be no more than 216 inches in length and shall bear a decal that provides the name of the car sharing organization. The decal must be clearly visible from the outside of the #car sharing vehicle# and must be either:

- (a) located on the driver's side door or passenger's side door of #car sharing vehicle# and at least 30 square inches in area; or
- (b) located in the lower left corner of the rear windshield of the #car sharing vehicle#. The decal shall be at least one square inch in area and contain the letters "CSV" in lettering at least 11/32 of an inch in height and the name of the car sharing organization in lettering at least 5/32 of an inch in height. All lettering shall be fully opaque and shall highly contrast with the background color of the decal.

All #car sharing# vehicles shall bear a decal pursuant to the provisions of paragraph (a) or (b) within 60 days of (effective date of amendment).

* * *

Public parking garage

A "public parking garage" is a #building or other structure#:

- (a) that provides parking or storage for motor vehicles, but not for commercial or public utility vehicles or the dead storage of motor vehicles; and
- (b) some or all of whose parking spaces are non-#accessory#.

#Car sharing vehicles# may occupy parking spaces in a #public parking garage#, however, the number of spaces so occupied shall not exceed 40 percent of all parking spaces in such garage. A #public parking garage# may include #accessory# off-street parking spaces limited to such spaces that are #accessory# to other #uses# on the same #zoning lot#.

Sale of motor fuel or motor oil or minor repairs incidental to the parking or storage of motor vehicles are permitted #accessory uses#.

Public parking lot

A "public parking lot" is any tract of land that is:

- (a) used for the parking or storage for motor vehicles, but not for commercial or public utility vehicles or the dead storage of motor vehicles; and

- (b) not #accessory# to a #use# on the same or another #zoning lot#.

#Car sharing vehicles# may occupy spaces in a #public parking lot #, however, the number of spaces so occupied shall not exceed 40 percent of all parking spaces in such parking lot.

Minor repairs incidental to the parking or storage of motor vehicles are a permitted #accessory use#.

* * *

Chapter 3

Comprehensive Off-Street Parking Regulations in Community Districts 1, 2, 3, 4, 5, 6, 7 and 8 in the Borough of Manhattan and a Portion of Community Districts 1 and 2 in the Borough of Queens

* * *

13-012

Existing off-street parking facilities

- (a) Existing required or permitted #accessory# off-street parking spaces, #public parking lots# and #public parking garages# established prior to April 29, 1982 in Manhattan and October 25, 1995 in Queens shall continue to be subject to the applicable zoning district regulations in effect prior to April 29, 1982 in Manhattan and October 25, 1995 in Queens. However, #enlargements#, #extensions# or any increase in the number of off-street parking spaces within such off-street parking facilities shall be subject to the provisions of this Chapter.
- (b) Nothing herein contained shall be deemed to permit a reduction or elimination of existing #accessory# off-street parking spaces that were required under the applicable provisions of the zoning district regulations in effect prior to April 29, 1982 in Manhattan and October 25, 1995 in Queens.
- (c) #Car sharing vehicles# may occupy existing required or permitted #accessory# off-street parking spaces established prior to April 29, 1982, in Manhattan and October 25, 1995, in Queens, however, the number of spaces so occupied shall not exceed five spaces or 20 percent of all such #accessory# off-street parking spaces, whichever is greater.
- (d) #Accessory residential# off-street parking spaces shall be made available to the occupants of the #residences# to which they are #accessory# within 30 days after written request is made to the landlord.
- (e) #Car sharing vehicles# may occupy parking spaces in #public parking lots# and #public parking garages# established prior to April 29, 1982, in Manhattan and October 25, 1995,

however, the number of spaces so occupied shall not exceed 40 percent of all parking spaces in such parking facilities.

* * *

13-14

Additional Regulations for Permitted Accessory Off-Street Parking Spaces

* * *

13-144

Car sharing vehicles

Notwithstanding the provisions of Sections 13-12 and 13-13, inclusive, #car sharing vehicles# may occupy parking spaces in #accessory# off-street parking facilities, however, the number of spaces so occupied shall not exceed five spaces or 20 percent of all parking spaces in such facilities, whichever is greater. #Accessory residential# off-street parking spaces shall be made available to the occupants of the #residences# to which they are #accessory# within 30 days after written request is made to the landlord.

* * *

13-42

Residential Development

#Accessory# off-street parking spaces are required for new #residential developments# or #enlargements# in Manhattan Community Districts 1, 2, 3, 4, 5, 6, 7 and 8, only as set forth below:

- (a) For public or publicly-assisted housing, as such categories are defined in Section 25-25 (Modification of Requirements for Public or Publicly Assisted Housing or Non-Profit Housing for the Elderly), the minimum number of #accessory# off-street parking spaces required for new #dwelling units# provided in the #development# or #enlargement# as a percentage of such new #dwelling units# are as follows:

* * *

- (f) All such parking spaces shall be used exclusively by the occupants of the #residential development# and occupants of nearby public or publicly-assisted housing projects, except that #car sharing vehicles# may occupy #accessory# off-street parking spaces, however, the number of spaces so occupied shall not exceed five spaces or 20 percent of all such parking spaces, whichever is greater. #Accessory residential# off-street parking spaces shall be made available to the occupants of the #residences# to which they are #accessory# within 30 days after written request is made to the landlord.

* * *

13-55 Authorizations

13-551

Accessory off-street parking spaces

The City Planning Commission may, by authorization, subject to the otherwise applicable zoning district regulations, allow on-site enclosed #accessory# off-street parking facilities with a maximum capacity of 15 spaces in existing #buildings#, provided that the Commission finds that:

- (a) the #building# does not have #accessory# off-street parking spaces;
- (b) such parking spaces are needed for and will be used exclusively by the occupants of the #use# to which they are #accessory#, except that #car sharing vehicles# may occupy #accessory# off-street parking spaces, however, the number of spaces so occupied shall not exceed five spaces or 20 percent of all such parking spaces, whichever is greater. For the purposes of this finding, (b), such need shall exist where there are special circumstances and there are no reasonably viable alternatives to on-site enclosed parking spaces;

* * *

13-56

Special Permits

13-561

Accessory off-street parking spaces

The City Planning Commission may, by special permit, subject to the otherwise applicable zoning district regulations, allow on-site or off-site, open or enclosed, #accessory# off-street parking facilities with any capacity not otherwise allowed under Section 13-10 (PERMITTED ACCESSORY OFF-STREET PARKING SPACES), provided the Commission finds that:

- (a) such parking spaces are needed for, and will be used by, the occupants, visitors, customers or employees of the #use# to which they are #accessory#, except that #car sharing vehicles# may occupy #accessory# off-street parking spaces, however, the number of spaces so occupied shall not exceed five spaces or 20 percent of all such parking spaces, whichever is greater;

* * *

Chapter 2

Use Regulations

* * *

22-30
SIGN REGULATIONS

* * *

22-323
Signs for parking areas
R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

One #sign#, with an area not exceeding two square feet, designating each entrance to or exit from an off-street parking area, open or enclosed, is permitted. No such #sign# shall be higher than seven feet above #curb level#.

In addition, an off-street parking facility that contains #car sharing vehicles# may provide #signs# that in the aggregate total no more than two square feet in area identifying organizations that have #car sharing vehicles# available at such parking area. No such #sign# shall be located higher than seven feet above #curb level#.

* * *

Chapter 5
Accessory Off-Street Parking and Loading Regulations

Off-street Parking Regulations

* * *

25-40
RESTRICTIONS ON OPERATION OF ACCESSORY OFF-STREET PARKING SPACES

* * *

25-412
In all other Residence Districts
R3 R4 R5 R6 R7 R8 R9 R10

In the districts indicated, such spaces shall be designed and operated primarily for the long-term storage of the private passenger motor vehicles used by the occupants of such #residences#. However, such spaces may be:

- (a) rented for periods of not less than one week and not more than one month to persons who are not occupants of the #residences# to which such spaces are #accessory# for the accommodation of the private passenger motor vehicles used by such non-residents, provided that such spaces are operated in accordance with the regulations promulgated by the Commissioner of Buildings, in a manner which will not adversely affect the residential character of the neighborhood. ~~Such spaces shall be made available to the~~

~~occupants of the #residences# to which they are #accessory# within 30 days after written request therefore is made to the landlord; or~~

(b) occupied by #car sharing vehicles#, however:

- (1) in R3-2 and R4 Districts, except R4A, R4B and R4-1 Districts, the number of spaces occupied by #car sharing vehicles# shall not exceed 10 percent of all spaces in a #group parking facility# that contains 20 or more spaces; and
- (2) in R5, R6, R7, R8, R9 and R10 Districts, except R5A Districts, the number of spaces occupied by #car sharing vehicles# shall not exceed five spaces or 20 percent of all #accessory# off-street parking spaces, whichever is greater.

Such spaces provided pursuant to paragraphs (a) and (b) of this Section shall be made available to the occupants of the #residences# to which they are #accessory# within 30 days after written request is made to the landlord.

25-42

Use of Spaces Accessory to Permitted Non-Residential Uses

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

In all districts, as indicated, all permitted or required off-street parking spaces, open or enclosed, which are #accessory# to permitted non-#residential uses# shall be used only by occupants, visitors, customers or employees of such #uses# and shall not be rented except as may be provided for houses of worship pursuant to Section 25-542 (Shared parking facilities for houses of worship). However, #car sharing vehicles# may occupy such spaces only pursuant to the provisions of paragraphs (a) and (b) of this Section.

R1 R2 R3 R4 R5A

- (a) In the districts indicated, #car sharing vehicles# may occupy parking spaces #accessory# to a non-#residential use# in a #group parking facility# containing 20 spaces or more that are #accessory# to a college or university #use# listed in Use Group 3, however, the number of spaces so occupied shall not exceed 10 percent of all parking spaces in such #group parking facility#.

R5 R5B R5D R6 R7 R8 R9 R10

- (b) In the districts indicated, except R5A Districts, #car sharing vehicles# may occupy parking spaces #accessory# to a non-#residential use# in a #group parking facility# containing 20 spaces or more, however, the number of spaces so occupied shall not exceed 10 percent of all parking spaces in such #group parking facility#.

* * *

25-68

For Parking Facilities Containing Car Sharing Vehicles#

R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

Within an off-street parking facility that contains #car sharing vehicles#, an information plaque shall be placed within twenty feet of either the entrance to the parking facility or the attendant’s station, at a location accessible to and visible to users of such facility. The plaque shall be fully opaque, non reflective and constructed of permanent, highly durable materials and shall contain the following statements in lettering no less than one inch high:

- (a) “Total parking spaces in facility:” and shall specify the total number of parking spaces permitted within such parking facility;
- (b) “Maximum number of car sharing vehicles:” and shall specify the total number of #car sharing vehicles# permitted within such parking facility; and
- (c) where such parking facility contains #accessory residential# parking spaces, “Accessory residential parking spaces shall be made available to residents of this building within 30 days after a written request is made to the landlord”.

* * *

Chapter 6

Accessory Off-Street Parking and Loading Regulations

* * *

36-46

Restrictions on Use of Accessory Off-Street Parking Spaces

C1 C2 C3 C4 C5 C6 C7 C8

In all districts, as indicated, all permitted or required #accessory# off-street parking spaces, open or enclosed, shall be used primarily for the owners, occupants, employees, customers, residents, or visitors of the #use# or #uses# to which such spaces are #accessory#, except as set forth in this Section.

- (a) Any off-street parking spaces #accessory# to #residences# which are not needed by the occupants of such #residences# may be rented to persons who are not occupants of such #residences# for the accommodation of private passenger motor vehicles used by such persons or may be occupied by #car sharing vehicles#, only as set forth in the following paragraphs:
 - (1) In C1 or C2 Districts mapped within Residence Districts

In C1 or C2 Districts mapped within R3, R4 or R5A Districts, the number of spaces occupied by #car sharing vehicles# shall not exceed 10 percent of all parking spaces in #group parking facilities# containing 20 or more spaces. In C1 or C2 Districts mapped within R5 Districts except R5A Districts, and in R6, R7, R8, R9 or R10 Districts, the number of spaces occupied by #car sharing vehicles# shall not exceed five spaces or 20 percent of all parking spaces, whichever is greater.

(2) In C1 or C2 Districts not mapped within Residence Districts, or in C3, C4, C5, C6 Districts

In the districts indicated, except C3 Districts, the number of spaces occupied by #car sharing vehicles# shall not exceed five spaces or 20 percent of all parking spaces, whichever is greater. In C3 Districts, the number of spaces occupied by #car sharing vehicles# shall not exceed 10 percent of all parking spaces in #group parking facilities# containing 20 or more spaces.

Such spaces provided pursuant to paragraph (a) of this Section shall be made available to the occupants of the #residences# to which they are #accessory# within 30 days after written request ~~therefore~~ is made to the landlord.

(b) #Car sharing vehicles# may occupy off-street parking spaces #accessory# to a non-#residential use# in #group parking facility# containing 20 spaces or more, however, the number of spaces so occupied shall not exceed 10 percent of all parking spaces in such #group parking facilities#.

In addition, the rental of such spaces to non-residents shall be subject to the restrictions applying to the specified districts as set forth in ~~this~~ Sections 36-461 and 36-462, except that such restrictions shall not apply to spaces occupied by #car sharing vehicles#.

* * *

36-51

General Provisions

C1 C2 C3 C4 C5 C6 C7 C8

In all districts, as indicated, all permitted or required #accessory# off-street parking spaces shall conform to the provisions of ~~the following Sections:~~ Section 36-50, inclusive.

Section 36-52 ——— (Size of Spaces)

Section 36-53 ——— (Location of Access to the Street)

Section 36-54 ——— (~~Restrictions on Use of Required Residential Open Space for~~
Parking)

Section 36-55 ——— (Surfacing)

Section 36-56 (Screening).

Special regulations applying to #large-scale community facility developments# or #large-scale residential developments# are set forth in Article VII, Chapter 8.

36-52

Size, ~~and~~ Location and Identification of Spaces

* * *

36-523

Identification of #car sharing vehicles#

C1 C2 C3 C4 C5 C6 C7 C8

Within an off-street parking facility that contains #car sharing vehicles#, an information plaque shall be placed within twenty feet of either the entrance to the parking facility or the attendant’s station, at a location accessible to and visible to users of such facility. The plaque shall be fully opaque, non reflective and constructed of permanent, highly durable materials and shall contain the following statements in lettering no less than one inch high:

- (a) “Total parking spaces in facility:” and shall specify the total number of parking spaces permitted within such parking facility;
- (b) “Maximum number of car sharing vehicles:” and shall specify the total number of #car sharing vehicles# permitted within such parking facility; and
- (c) where such parking facility contains #accessory residential# parking spaces, “Accessory residential parking spaces shall be made available to residents of this building within 30 days after a written request is made to the landlord”.

* * *

Chapter 4

Accessory Off-Street Parking and Loading Regulations

* * *

44-30

RESTRICTIONS ON LOCATION AND USE OF ACCESSORY OFF-STREET PARKING SPACES

* * *

44-35

Restriction on Use of Accessory Off-Street Parking Spaces

M1 M2 M3

In all districts, as indicated, #accessory# off-street parking spaces, whether permitted or required and whether open or enclosed, shall be used primarily for the owners, occupants, employees, customers, or visitors of the #use# or #uses# to which such spaces are #accessory#. #Car sharing vehicles# may occupy #accessory# off-street parking spaces in #group parking facilities# containing 20 spaces or more, however, the number of spaces so occupied shall not exceed 10 percent of all parking spaces in such #group parking facilities#.

* * *

**44-41
General Provisions**

M1 M2 M3

In all districts, as indicated, all permitted or required off-street parking spaces shall conform to the provisions of Section 44-40, inclusive. ~~the following Sections:~~

~~Section 44-42 (Size of Spaces)~~

~~Section 44-43 (Location of Access to the Street)~~

~~Section 44-44 (Surfacing)~~

~~Section 44-45 (Screening)~~

Special regulations applying to #large-scale community facility developments# are set forth in Article VII, Chapter 8.

**44-42
Size and Identification of Spaces**

M1 M2 M3

(a) Size of spaces

In all districts, as indicated, for all #accessory# off-street parking spaces, open or enclosed, each 300 square feet of unobstructed standing or maneuvering area shall be considered one parking space. However, an area of less than 300 square feet, but in no event less than 200 square feet, may be considered as one space, where the layout and design of the parking area are adequate to permit convenient access and maneuvering in accordance with regulations promulgated by the Commissioner of Buildings, or where the developer or applicant for a building permit or certificate of occupancy certifies that such spaces will be fully attended.

* * *

M1 M2 M3

(b) Identification of #car sharing vehicles#

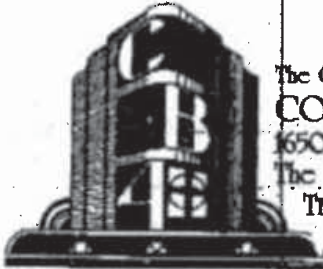
Within an off-street parking facility that contains #car sharing vehicles#, an information plaque shall be placed at a location accessible to and visible to users of such facility. The plaque shall be fully opaque, non reflective and constructed of permanent, highly durable materials and shall contain the following statements in lettering no less than one inch high:

- (1) “Total parking spaces in facility:” and shall specify the total number of parking spaces permitted within such parking facility; and
- (2) “Maximum number of car sharing vehicles:” and shall specify the total number of #car sharing vehicles# permitted within such parking facility.

* * *

The above resolution (N 100284 ZRY), duly adopted by the City Planning Commission on August 11, 2010 (Calendar No. 15), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

AMANDA M. BURDEN, FAICP, Chair
KENNETH J. KNUCKLES, Esq., Vice Chairman
ANGELA M. BATTAGLIA, RAYANN BESSER, IRWIN G. CANTOR, P.E.,
ALFRED C. CERULLO, III, BETTY Y. CHEN, MARIA M. DEL TORO,
NATHAN LEVENTHAL, ANNA HAYES LEVIN,
SHIRLEY A. McRAE Commissioners



The City of New York
COMMUNITY BOARD 4
650 Schuyler Avenue, Suites 11A & 11B
The Bronx, New York 10457
Tel: 718-299-0800 Fax: 718-294-7870
Email: bx04@cb.nyc.gov

PASTOR WENZEL JACKSON
Board Chair

MR. JOSÉ RODRIGUEZ
District Manager

July 7, 2010

Amanda M. Burden
Director
New York City
Department of City Planning
22 Reade Street
New York, NY 10007-1216

100284

RE: Car Share Zoning Text Amendment

Dear Director Burden:

On behalf of the Board Chair, Pastor Wenzel P. Jackson and the members of the Board, I write to inform the Commission that at its regular meeting held on 25 May, 2010, the Board resolved to give its support to the Car Share Zoning Text Amendment.

We reviewed this matter extensively, from the Board's Municipal Services Committee to a comprehensive and well received presentation to the full Board by Mr. Paul Philp of your office.

Thank you and we look forward to the implementation of the Amendment.

Sincerely,

Jose Rodriguez
District Manager
Community Board Four

cc: Pastor Wenzel P. Jackson

The
City
of
New York



COMMUNITY BOARD NO. 8 BRONX

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Honorable Ruben Diaz, Jr.
Bronx Borough President

OFFICERS:

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Damian McShane

Vice Chairperson
Bradford Trebach

Secretary
Joyce M. Planer

Treasurer
Philip Friedman

COMMITTEE CHAIRS:

Aging
Karen Pease

Budget
Ken A. O'Brien

Economic Development
Robert Faruzi

Education
Debbie Bowden

Environment & Sanitation
Saul Schainbach

Health, Hospitals &
Social Services
Marie Khury

Housing
Thomas C. Durham

Land Use
Charles G. Moerder

Law, Rules & Ethics
Irving Ladner

Libraries & Cultural Affairs
Robert G. Abbott

Parks & Recreation
Bob Bender

Public Safety
Ariana Garbett Feldman

Traffic & Transportation
Anthony Perez Casano

Youth
Vacant

District Manager
Nicole M. Stent

June 10, 2010

City Planning Commission
Calendar Information Office
22 Reade Street, Room 2E
New York, NY 10007

Re: Application No. N100284ZRY
Car Share Text Amendment

At its meeting held on June 8, 2010, Bronx Community Board No. 8 passed the following resolution to DENY the above application by a vote of 27 in favor, 5 opposed, and 2 abstentions:

RESOLVED, that Bronx Community Board No. 8 DENY APPROVAL of the Department of City Planning – Application No. N100284ZRY, Car Share Text Amendment proposal to the Zoning Resolution, to allow car share vehicles to park in off-street accessory garages, lots and public parking facilities.

Sincerely,

Damian McShane
Damian McShane
Chairman

DMcS:pm
c: N. Danyluk, DCP



COMMUNITY BOARD NUMBER 9

1967 TURNBULL AVENUE, SUITE 7

BRONX, NEW YORK 10473

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BXBRD09@OPTONLINE.NET

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RUBEN DIAZ JR.
BRONX BOROUGH PRESIDENT

ENRIQUE VEGA
CHAIRMAN

FRANCISCO M. GONZALEZ
DISTRICT MANAGER

SERVING

BRONX RIVER

CASTLE HILL

CLASON POINT Ms. Carol Samol – Bronx Director

HARDING PARK New York City – Department of City Planning
One Fordham Plaza, 5th Fl.

PARKCHESTER Bronx, NY 10458-5891

PARK STRATTON

SOUNDVIEW/
BRUCKNER

UNIONPORT

June 28, 2010

RE: CarShare and Zoning Text Amendment

Dear Ms. Samol,

Pursuant to a unanimous vote on June 17, 2010 by Community Board 9 at our monthly Board meeting, we support the proposed non-ULURP Zoning Text Amendment regarding CarShare.

It is our understanding that the purpose of this zoning resolution is to ensure regulation of CarShare and the locations where it may obtain legal parking with the goal of offering car share service in the borough of the Bronx. Furthermore, the goal of freeing up parking spaces through this membership program has been deemed beneficial to the affected neighborhoods.

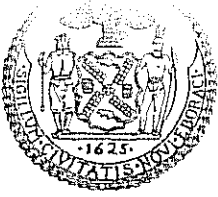
If we may be of further assistance, please do not hesitate to contact us.

Sincerely,

Enrique Vega/Chairman

Francisco González/District Manager

cc: Borough President Ruben Diaz
Manny Lagares – New York City Department of City Planning Bronx Office



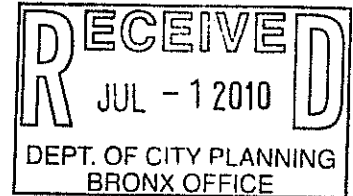
THE CITY OF NEW YORK Borough Of The Bronx

COMMUNITY BOARD #12

FATHER RICHARD F. GORMAN, CHAIRMAN
CARMEN ROSA, DISTRICT MANAGER

4101 WHITE PLAINS ROAD
BRONX, NEW YORK 10466
TELEPHONE: (718) 881-4455/6
FAX: (718) 231-0635

May 28, 2010



Thomas Wargo, Director, Zoning Division
NYC Department of City Planning
22 Reade Street
New York, New York 10007

Re: Car Share Text Amendment
CEQR No. 10DCP032Y
ULURP No. N100284ZRY
SEQRA Classification: Type I
Citywide

Dear Mr. Wargo:

At its regularly scheduled meeting for the month of May convened on Thursday evening, 27 May 2010, at 7:30p.m. in "Town Hall"--i.e., 4101 White Plains Road at the intersection of East 229th Street in the Borough of The Bronx--the membership of Community Board 12, The Bronx voted 20 Ayes and 1 Nay in favor of the above referenced Car Share Text Amendment.

It is our understanding that the proposed text amendment would allow Car Share vehicles to park in parking facilities accessory to residential, commercial, and manufacturing use and in public parking lots and garages as outlined in the Car Share Text Amendment.

Sincerely,

Father Richard Gorman
Chairman

C Nestor Danyluck
Bronx City Planning





COMMUNITY BOARD No. 1

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HON. MARTY MARKOWITZ
BROOKLYN BOROUGH PRESIDENT



RABBI JOSEPH WEBER
FIRST VICE-CHAIRMAN

WARD S. DENNIS
SECOND VICE-CHAIRMAN

DEL TEAGUE
THIRD VICE-CHAIRPERSON

KAREN LEADER
FINANCIAL SECRETARY

ISRAEL ROSARIO
RECORDING SECRETARY

PHILIP A. CAPONEGRO
MEMBER-AT-LARGE

CHRISTOPHER H. OLECHOWSKI
CHAIRMAN

GERALD A. ESPOSITO
DISTRICT MANAGER

HON. STEPHEN T. LEVIN
COUNCILMEMBER, 33rd CD

HON. DIANA REYNA
COUNCILMEMBER, 34th CD
OFFICE OF THE
CHAIRPERSON

JUN 18 2010 June 15, 2010

21820

Commissioner Amanda Burden
New York City Department of City Planning
22 Reade Street
New York, NY 10007

Dear Commissioner Burden:

This letter is in reference to the Department of City Planning's proposed City Wide Text Amendment: Car Sharing Vehicles.

Community Board No. 1 held a Public Hearing on May 11, 2010 at which a presentation was made by the Department of City Planning about the proposed text amendment.

Our Land Use, ULURP & Landmarks (subcommittee) Committee met on May 25, 2010 in the evening to discuss the proposal and a report containing a resolution was submitted to the full board for review at its regular meeting (ATTACHED).

The Committee's recommendation was reviewed by Community Board No. 1's full board on June 8, 2010. The following resolution was supported:

Whereas the Department of City Planning proposes a text amendment to the zoning resolution to facilitate the use of car sharing in New York City; and

Whereas Community Board 1 has supported car sharing on an *ad hoc* basis in the past; and

Whereas increased car sharing will help to limit car ownership and reduce congestion, on-street parking and emissions in our community; and

Whereas the text amendment does not *require* car sharing in any development; and

Whereas the text amendment does not provide any additional parking bonus for providing car sharing; and


Whereas CB1 believes that in commercial and community facility uses car sharing should not reduce the publicly-available spaces below the zoning mandated minimum parking requirement.

Therefore, it is resolved that Community Board #1 approves the text amendment on the condition that the Department of City Planning further study the utilization of the program in commercial and community facility uses.

Kindly be advised that the members of Community Board No. 1 voted unanimously to support the recommendation to approve the proposed text amendment with condition. The vote was as follows: 45 "YES"; 0 "NO"; 0 "ABSTENTIONS".

Working for a Better Greenpoint-Williamsburg.

Sincerely,



Christopher H. Olechowski
Chairman

CHO/mbw

Attachment: 1

cc: Brooklyn Borough President Marty Markowitz

Council Member Steven Levin

Council Member Diana Reyna



CITY OF NEW YORK
Community Board No. 2

350 JAY STREET - 8TH FL.

BROOKLYN, N.Y. 11201

(718) 596-5410 FAX (718) 852-1461

cb2k@nyc.rr.com

DEPARTMENT OF CITY PLANNING

JUL 09 2010

BROOKLYN OFFICE

MARTY MARKOWITZ
Borough President

JOHN DEW
Chairperson

ROBERT PERRIS
District Manager

July 8, 2010

Ms. Amanda M. Burden, FAICP
Chair, City Planning Commission
22 Reade Street
New York, New York 10007

Dear Chair Burden:

Brooklyn Community Board 2 has reviewed and made a determination on an application (N 100284 ZRY) by the Department of City Planning to amend the regulations in the New York City Zoning Resolution to permit car share vehicles to park in off-street parking garages and lots in suitable locations.

On May 19, 2010, the Land Use Committee of Community Board 2 voted eight in favor, one opposed, two abstentions (8-1-2) to recommend approval of the text amendment. The community board voted 32 in favor, three opposed, two abstentions (32-3-2) on June 9, 2010 to ratify this recommendation.

Thank you for the opportunity to comment.

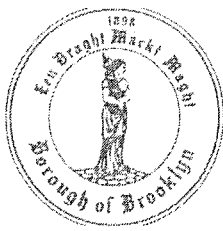
Sincerely,


John Dew
Chairperson

cc: Hon. Marty Markowitz
Brooklyn Borough President
Hon. Stephen Levin
Hon. Letitia James
New York City Council
Purnima Kapur, Brooklyn Borough Director ✓
Department of City Planning

JD:RP

The
Borough
of



COMMUNITY BOARD NO. 5

The City of New York

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Brooklyn

MARTY MARKOWITZ
Borough President

NATHAN BRADLEY
Chairman

WALTER CAMPBELL
District Manager

July 9, 2010

Thomas Wargo, Director, Zoning Division
NYC Department of City Planning
22 Reade Street
New York, New York 10007

Re: Car Share Text Amendment

Dear Sir:

This letter is addressed to your attention to inform you that Community Board #5 Land Use Committee reviewed the Text Amendment on June 15, 2010 with a representative from Brooklyn City Planning and have no objections to the proposed text amendment.

Thanking you in anticipation.

Sincerely,

Walter Campbell
District Manager
Community Board #5

cc: Ralph Blessing



THE CITY OF NEW YORK COMMUNITY BOARD SIX

Marty Markowitz
Borough President

Richard S. Bashner
Chairperson

Craig Hammerman
District Manager

June 20, 2010

Amanda Burden
Chairperson
City Planning Commission
22 Reade Street
New York, New York 10007

Re: Car Share Text Amendment
CEQR No. 10DCP032Y
ULURP No. N100284ZRY

Dear Chairperson Burden:

I am writing to advise you that at its June 9, 2010 general meeting Brooklyn Community Board resolved by a vote of 25 in favor, 4 against, with one abstention, to conditionally support the Department of City Planning's proposed Car Share Text Amendment that would allow car share vehicles to park in parking facilities accessory to residential, commercial and manufacturing use and in public parking lots and garages.

We applaud the steps the City is taking to recognize the growing trend in car sharing practices, particularly in dense urban environments like ours, as we see it as a smart and efficient way to maximize the availability of vehicles while minimizing the need for outright vehicular ownership. Car sharing as an alternative to vehicular ownership allows for short-term and limited vehicular needs to be met without adding to the competition for scarce on-street parking spaces or contributing to the City's growing congestion problems. It also discourages unnecessary driving. It is essential, therefore, that the City adopts an amendment to the Zoning Resolution which recognizes and legalizes the current car sharing practice.

Where we believe the City can go further in regulating this practice through the Zoning Resolution is to make sure that existing residential parking requirements are not watered down through the proposed text amendment. Without placing some reasonable limits on the amount of parking spaces that car sharing can occupy within residential parking facilities, we fear that owners of private garages may seek to replace as many accessory parking spaces as possible with car sharing spaces if they would produce a higher rental revenue stream for owners.

So while we support the City's proposed text amendment we do so on the conditions that (a) car sharing parking spaces not exceed 20% of the total amount of parking spaces in any one parking

facility, and (b) the parking spaces dedicated to car sharing shall not reduce the number of spots required to be reserved (by code or prior written agreement) for the occupants of buildings in which any such parking garages are located.

Thank you for the opportunity to comment.

Sincerely,

Richard S. Bashner
Chairperson

cc: Hon. Marty Markowitz
Hon. Stephen Levin
Hon. Sara Gonzalez
Hon. Brad Lander
Comm. Janette Sadik-Khan, DOT
Purnima Kapur, DCP/Brooklyn Office



COMMUNITY BOARD NO. 8

1291 ST. MARKS AVENUE • BROOKLYN, NEW YORK 11213

TEL.: (718) 467-5620 • FAX: (718) 778-2979

Marty Markowitz
Borough President

Nizjoni Granville
Chairperson

Robert Matthews
Chairperson Emeritus

Michelle T. George
District Manager

June 18, 2010

OFFICE OF THE
CHAIRPERSON

JUN 24 2010
21841

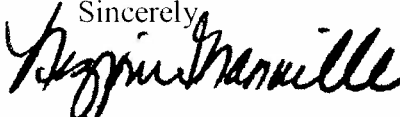
Ms. Amanda M. Burden
Chair of the City Planning Commission
22 Reade Street, Room 3E
New York, N.Y. 10007

RE: N100284
Car Share Text Amendment

Dear Ms. Burden:

At the June 10, 2010 Community Board general meeting, members of the Board voted in favor of the Department of City Planning's proposal for a city-wide text amendment to establish clear rules to allow car sharing vehicles to park in public and accessory parking facilities within appropriate limitations based on use and zoning district. The final vote tally was twenty-nine in favor, zero opposed, and no abstentions.

If we can be of further assistance, please let us know.

Sincerely,


Nizjoni Granville
Chairperson

cc: Thomas C. Wargo
Purnima Kapur
Winston Von Engel
Councilmember Al Vann
Councilmember Letitia James
Councilmember Darlene Mealy



COMMUNITY BOARD NO. 9

C. Jan Sanna

Marty Markowitz
Borough President

Rabbi Jacob Goldstein
Chairman

Pearl R. Miles
District Manager

July 21, 2010

Ms. Purnima Kapur
Director
Brooklyn Office
Department of City Planning
16 Court Street, 7th Floor
Brooklyn, NY 11201

Re: Car Share Text Amendment
ULURP No. N100284ZRY

Dear Ms. Kapur:

Community Board 9, at a regularly scheduled meeting of the Board, held on Tuesday, June 22, 2010, voted in favor of the proposed Car Share Text Amendment - ULURP No. N100284ZRY - that would allow car share vehicles to park in parking facilities accessory to residential, commercial and manufacturing use and in public parking lots and garages.

Sincerely,

Pearl R. Miles
Pearl R. Miles
District Manager

DEPARTMENT OF CITY PLANNING

JUL 23 2010

BROOKLYN OFFICE

MARTY MARKOWITZ
Brooklyn Borough President

Tel: (718).385-0323/24
Fax: (718) 342-6714



THE CITY OF NEW YORK
COMMUNITY BOARD NO. 16
444 Thomas S. Boyland Street - Room 103
Brooklyn, New York 11212

HAZEL A. YOUNGER
Chairperson

VIOLA D. GREENE-WALKER
District Manager

July 6, 2010

City Planning Commission
Calendar Information Office
22 Reade Street, Room 2E
New York, New York 10007

Attention: Robert Dobruskin

Re: Car Share text Amendment
CEQR No. 10DCPO324
ULURP No. N100284ZR4

CITY PLANNING COMM. SID
2010 JUL -9 PM 12:55
DEPT. OF CITY PLANNING

Dear Mr. Dobruskin:

Community Board #16 did not take a formal vote on the Car Share Text Amendment; however, we submit the following comments:

Community Board #16 is in support of the Care Share Text Amendment because it will allow car share vehicles to park in off-street parking facilities in our community. This will afford residents who do not own cars to use vehicles on an as-needed basis.

By providing an economical alternative to car ownership, car sharing will reduce the number of cars on the street, traffic congestion, air pollutants, and increase local parking.

The proposed zoning text amendment will establish clear rules allowing car sharing vehicles in our community.

Very truly yours,

VIOLA D. GREENE-WALKER
District Manager

416



June 1, 2010

City Planning Commission
 Calendar Office
 22 Reade Street, Room 2E
 New York, NY 10007

CITY PLANNING COMMISSION
 2010 JUN - 9 PM 2:34
 DEPT OF CITY PLANNING

Re: NY100284 ZRY

City Wide Zoning Text Amendment to Allow Car Share Vehicles to Park in Off Street Parking Facilities

Community Board One has received the application submitted by the Department of City Planning to amend the Zoning Resolution to allow car share vehicles to park in off street parking facilities. Community Board One is pleased to recommend adoption of this text amendment. Attached is our resolution adopted on May 25, 2010.

Sincerely,

Julie Menin
 Chairperson



COMMUNITY BOARD #1 - MANHATTAN
RESOLUTION

DATE: MAY 25, 2010

COMMITTEE OF ORIGIN: PLANNING AND COMMUNITY INFRASTRUCTURE

COMMITTEE VOTE:	5 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC MEMBERS:	1 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	36 In Favor	0 Opposed	0 Abstained	0 Recused

RE: City-wide zoning text amendment to allow car-share vehicles to park on off street parking facilities (ULURP N 100284 ZRY)

WHEREAS: The New York City Department of City Planning has proposed certain text amendments to the Zoning Resolution for the purpose of clarifying that care share vehicles are allowed to park in-off street parking facilities (garages and lots) in appropriate locations; and

WHEREAS: The goals of the proposed text amendments are to eliminate ambiguity in the regulations and to establish clear and appropriate parameters for the location of car sharing vehicles in public and accessory parking facilities; and

WHEREAS: The proposed text amendments would offer an efficient, economical alternative to car ownership for those who drive relatively infrequently; and

WHEREAS: The proposed limitations are intended to allow a sufficient number of car sharing vehicles to serve the nearby population today and in the future, while maintaining the majority of spaces for other intended users; and

WHEREAS: Car sharing members are shown to reduce their own automobile ownership, the proposal would help improve parking availability within the neighborhood; and

WHEREAS: A representative of the NYC Department of City Planning presented and discussed these proposed changes to the satisfaction of the Planning and Community Infrastructure Committee, now

THEREFORE
BE IT
RESOLVED
THAT:

CB#1 recommends the approval of these proposed zoning text amendments

Jo Hamilton, *Chair*
Bo Riccobono, *First Vice Chair*
Sheelah Feinberg, *Second Vice Chair*
Bob Gormley, *District Manager*



Erin Roeder, *Treasurer*
Susan Kent, *Secretary*
Elaine Young, *Assistant Secretary*

COMMUNITY BOARD No. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

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May 24, 2010

Amanda Burden, *Chair*
City Planning Commission
22 Reade Street
New York, New York 10007

Dear Chair Burden:

At its Full Board meeting on May 20, 2010, CB#2, Manhattan (CB#2-Man.), adopted the following resolution:

City Planning Commission Proposal for a Text Amendment to allow Car Sharing

WHEREAS, The Zoning Resolution did not anticipate the emergence of car sharing, And

WHEREAS, The proposed zoning text amendment would establish clear rules allowing car sharing vehicles to park in public parking facilities (garages and lots that serve general purpose parking), as well as in parking facilities accessory to residential, And,

WHEREAS, Car sharing has been shown to reduce the number of cars in a given area, And

WHEREAS, there was no community opposition to this application;

THEREFORE BE IT RESOLVED, that CB#2, Man. supports this City Planning Commission Proposal for a Text Amendment to allow Car Sharing.

Vote: Unanimous, with 40 Board members in favor.

Please advise us of any decision or action taken in response to this resolution.

Handwritten signature of Jo Hamilton in blue ink.

Jo Hamilton, *Chair*
Community Board #2, Manhattan

Handwritten signature of David B. Reck in blue ink.

David Reck, *Chair*
Land Use and Business Development Committee
Community Board #2, Manhattan

JH/fa

cc: Hon. Jerrold L. Nadler, Congressman
Hon. Thomas K. Duane, NY State Senator
Hon. Daniel L. Squadron, NY State Senator
Hon. Deborah J. Glick, Assembly Member
Hon. Scott M. Stringer, Man. Borough President
Hon. Christine C. Quinn, Council Speaker
Hon. Margaret Chin, Council Member
Hon. Rosie Mendez, Council Member
Sandy Myers, CB2 Liaison, Man. Borough President's office
Lolita Jackson, Manhattan Director, CAU
Vivian Awner, Community Board Liaison, Dept. of City Planning
Lorna Edwards, Land Use Review Unit, Dept. of City Planning
Jeff Mulligan, Executive Director, Board of Standards & Appeals
Magdi Mossad, P.E., Man. Borough Commissioner, NYC Department of Buildings
Applicant



**THE CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD NO. 3**

**59 East 4TH Street - New York, N.Y. 10003
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www.cb3manhattan.org - info@cb3manhattan.org**

Dominic Pisciotta, Board Chair

Susan Stetzer, District Manager

July 9, 2010

**Ms. Amanda M. Burden, A.I.C.P., Director
NYC Department of City Planning (DCP)
22 Reade Street
New York, NY 10007**

Re: N100284, Car Share Text Amendment

Dear Ms. Burden:

At its June 2010 monthly meeting, Community Board #3 passed the following motion:

Community Board 3 unanimously supports Car Share Text Amendment, N100284ZRY as a clarification to the zoning text, regarding the parking of car-share vehicles.

If you have any questions, please do not hesitate to call.

Sincerely,

**Dominic Pisciotta, Chair
Community Board #3**

**David McWater, Chair
Land Use, Zoning, Public & Private Housing Committee**

**cc: Arthur Huh, DCP
Manhattan Borough President Scott Stringer
Council Member Rosie Mendez
Council Member Margaret Chin**



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

330 West 42nd Street, 26th floor New York, NY 10036
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JOHN WEIS
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

June 11, 2010

Hon. Amanda M. Burden, Director
New York City Department of City Planning
22 Reade Street
New York, NY 10007-1216

Re: Application No. N 100284 ZRY – Car Share Zoning Text Amendment

Dear Director Burden:

On the recommendation of its Chelsea Preservation and Planning committee, Manhattan Community Board 4 voted at its meeting on June 2, 2010 to recommend the conditional approval of the application for a Zoning Text Amendment creating regulations governing the parking of car share vehicles.

The proposed amendment modifies various provisions of the Zoning Resolution to facilitate the siting of commercial car sharing operations in accessory and public parking facilities in residential, commercial and manufacturing districts. This effort is intended to support other city policies to improve the transportation network, and reduce energy consumption and carbon emissions. While CB4 generally supports efforts to restrict parking and to reduce vehicular traffic, we have concerns about the proposed amendment.

Our greatest concern is security in residential buildings, especially buildings with unattended parking or buildings with attended parking where residents walk to their cars. Currently, residents reasonably assume that people in their garages are either attendants or fellow residents. Siting shared cars in these garages introduces outsiders with no connection to the building other than the shared car, with the potential for unauthorized access to residential buildings. We are particularly concerned that in order to fulfill the 24/7 requirement owners would reduce existing restrictions such as access to parking lots only through locked gates opened by owner key. We recommend that the amendment state clearly that provisions for car sharing in residential accessory parking garages must include measures ensuring the security of the garage and the residents, and that such measures be subject to review and enforcement.

We also note that an outsider would have an opportunity to introduce dangerous materials into a building in a returned car. While this is currently the case with public parking facilities, the proposed amendment will increase the risk at many more residential buildings. We recommend that the proposed amendment be reviewed by the New York Police Department.

While we support the general goal of reduced car use, we are concerned that the proposed amendment will create a sufficiently strong incentive for landlords to convert spaces to car sharing that they will do so rapidly and without regard to displacing residents who currently own cars. In the case of residential off-street accessory parking we are concerned that residents may

not know that they are entitled to a parking space, and that there will not be adequate enforcement of the requirement that a space be made available to a resident on demand. We recommend that the last sentences in Section 25-412 and in Section 36-46 mandating that spaces be made available to residents on demand be accompanied by a provision, perhaps in Section 22-30, "Sign Regulations," requiring that a sign to that effect be posted in plain sight, perhaps adjacent to any sign advertising a car sharing facility as provided for in Section 22-323.

Many of our area residents live in buildings without parking and use public parking garages and public parking lots for their vehicles. We believe that permitting 40% of the spaces in these garages and lots to be converted to car sharing spaces could lead to the rapid displacement of many of our area residents. We recommend that the limit be set at 20% initially and then reviewed periodically as data on usage and displacement are collected. We also request clarification on how the number of permitted spaces in garages with both accessory and public parking will be calculated.

Finally, in presenting the case in support of car sharing the description of the proposal cites results of a longitudinal study of car sharing in the San Francisco Bay Area and a report published by the Transportation Research Board of the National Academy of Sciences. The latter report cites studies from around the world, and in the United States from Portland, OR, San Francisco, CA and Alexandria, VA. While we welcome such studies, we are skeptical of their direct applicability to New York City with its density, mix of building types and its public transportation network. The description reports that even though car sharing in the US began on the west coast in 1998, New York City is the largest car share market, with a greater than 33% share. We wonder why there is no study available on the impact of car sharing on the largest market in the country. We hope that the proposed amendment, which is an effort to regulate an existing reality, will lead to data useful for improving both car sharing in New York City and the proposed amendment to regulate it.

Sincerely,



John Weis, Chair
Chelsea Preservation and Planning



J. Lee Compton, Co-Chair
Chelsea Preservation and Planning

[signed 6/11/10]

Corey Johnson, Co-Chair
Chelsea Preservation and Planning

cc: NYC Council Speaker Christine Quinn
Manhattan Borough President Scott Stringer
Congressman Jerrold Nadler
NYS Senator Thomas Duane
NYS Assemblyman Richard Gottfried

MANHATTAN COMMUNITY BOARD FIVE

Vikki Barbero, Chair

450 Seventh Avenue, Suite 2109
New York, NY 10123-2199
212.465.0907 f-212.465.1628

Wally Rubin, District Manager

June 11, 2010

Hon. Amanda Burden
Chair
Department of City Planning
22 Reade Street, Room 2E
New York, NY 10007

Re: CAR SHARE CITYWIDE TEXT AMENDMENT

Dear Chair Burden:

At the regularly scheduled monthly meeting of Community Board Five on Thursday, June 10, 2010, the Board passed the following resolution by a vote of 36 in favor, 0 opposed, 1 abstaining:

WHEREAS, The Department of City Planning is proposing a citywide zoning text amendment to the Zoning Resolution which will create regulations to allow car share vehicles to park in off-street accessory garages and lots and in public parking facilities in all zoning districts; and

WHEREAS, The current zoning resolution has clear rules governing automobiles in accessory parking facilities, and for car rental establishments, but no clear guidelines for car sharing; and

WHEREAS, Car sharing is a use that is more appropriately characterized as somewhere in between private automobile and traditional car rental, and the purpose of the text amendment is to alleviate any ambiguity about whether car sharing vehicles are permissible in public parking garages and to establish clear and appropriate guidelines for such facilities; and

WHEREAS, In medium and high density residential areas, car share cars will be allowed to park in up to 20%, or 5 spaces, of such facilities, whichever is higher; and

WHEREAS, Individual accessory and public parking garages will have the ability to choose whether they want to allow car sharing; and

WHEREAS, Availability of car shares can provide New Yorkers a wider range of economical transportation choices and might encourage some New Yorkers to share, rather than own, cars, creating a healthier environment; therefore, be it

RESOLVED, That Community Board Five **recommends approval** of the proposed car share zoning text amendment to permit car share vehicles to park in off-street accessory and public parking garages

Thank you for the opportunity to comment on this matter.

Sincerely,



Vikki Barbero
Chair

Kevin Finnegan
Chair, Land Use and Zoning Committee



MANHATTAN COMMUNITY BOARD SIX

866 United Nations Plaza – Ste. 308, New York, NY 10017

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Web site cb6mny.org

Mark Thompson
Chair

Toni Carlina
District Manager

Ellen Imbimbo
First Vice Chair
Charles Buchwald
Second Vice Chair
Claude L. Winfield
Vice Chair

Letty Simon
Vice Chair

Beatrice Disman
Treasurer

Tom LaBabera
Secretary

VIA E-MAIL: twargo@planning.nyc.gov

May 17, 2010

Thomas Wargo
Director, Zoning Division
Department of City Planning
22 Reade Street
New York, NY 1007

RE: Car Sharing Zoning Text Amendment.

Dear Mr. Wargo:

At the May 12th Full Board meeting of Community Board Six, the Board adopted the following resolution:

WHEREAS, the Department of City Planning (“DCP”) has proposed an amendment to Section 12-10 of the Zoning Text to revise the off-street parking regulations (“the proposed Amendment”); and

WHEREAS, the proposed Amendment provides for additional parking spaces to be allowed for not-for-profit and for profit “Car Sharing” programs such as Zip Cars; and

WHEREAS, Car Sharing programs tend to advance DCP’s desire to reduce the total number of cars in New York City; and

WHEREAS, Car Sharing programs tend to reduce the need for owned automobiles and thereby reduce the number of automobiles on the street; and

WHEREAS, Car Sharing programs tend to:

- increase mobility among urban residents for whom car ownership can be expensive and burdensome;
- free up more public parking spaces;
- improve environmental quality; and

WHEREAS, the proposed Amendment would provide for Car Sharing vehicles to be allowed parking facilities in the following percentages at the facilities specified:

- Public Parking Facilities – Up to 40%;
- Accessory Parking Facilities in medium/high density residential districts: 20% or 5 spaces, whichever is greater
- Parking Facilities in lower density, multifamily residential districts and commercial, manufacturing, and community facility districts that have at least 20 parking spaces - Up to 10%, now

THEREFORE, be it

RESOLVED, that Manhattan Community Board Six expresses no objection to the proposed Amendment.

VOTE: 45 in Favor 0 Opposed 0 Abstention 0 Not Entitled

Yours truly,



Toni Carlina
District Manager

Cc: Hon. Scott Stringer
Hon. Daniel Garodnick
Hon. Jessica Lappin
Hon. Rosie Mendez
Hon. Christine Quinn
Dominick Aswini
Edward Rubin

RESOLUTION

Date: June 1, 2010

Committee of Origin: Land Use

Re: Department of City Planning's proposed citywide text amendment to the Zoning Resolution regarding car share vehicles.

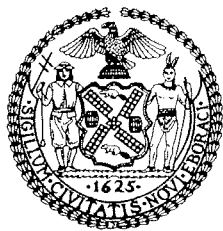
Full Board Vote: 31 In favor 0 Against 0 Abstentions 0 Present

BE IT RESOLVED THAT Community Board 7/Manhattan **approves** the proposed changes in the Text Amendment to the Zoning Resolution that will create regulations to allow car share vehicles to park in off-street accessory garages and lots and in public parking facilities in all zoning districts.

Committee: 5-0-2-0. Board Members: 2-0-0-0.

Jacqueline Ludorf
Chair

Latha Thompson
District Manager



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The City of New York
Manhattan Community Board 8

OFFICE OF THE
CHAIRPERSON

MAY 24 2010

May 13, 2010

Hon. Amanda M. Burden, Chair
The Department of City Planning
22 Reade Street
New York, New York 10007

Re: Application N100284 Car Share Text Amendment

Dear Chair Burden:

At its Land Use/Full Board meeting on Wednesday, May 12, 2010 Community Board 8M passes the following resolution by a vote of 34 in favor, 2 opposed and 4 Abstentions:

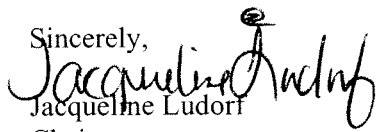
Whereas, The Car Share Text Amendment, CEQR No. 10DCP032Y, ULURP No. N100284ZRY-The Department of City Planning is proposing a text amendment to Article 1 Chapter 2 (12-10); Article 1 Chapter 3 (13-012, 13-14, 13-42, 13-144, 13-551, 13-561); Article 2 Chapter 2 (22-323); Article 2 Chapter 5 (25-412, 25-42, 25-68); Article 3 Chapter 6 (36-46, 36-51, 36-52, 36-523); Article 4 Chapter 4 (44-35, 44-41, 44-42). These changes would allow car share vehicles to park in parking facilities accessory to residential, commercial and manufacturing use and in public parking lots and garages. The car share spaces would not be considered a commercial use. The purposed of this proposal is to alleviate any ambiguity about the permissibility of car sharing and to establish clear and appropriate guidelines for such facilities with this zoning text amendment.

Whereas, Community Board 8M held a public hearing regarding this matter;

Be it resolved, that Community Board 8M approved this application.

Kindly advise this office of your decision made concerning this matter.

Sincerely,


Jacqueline Ludorf
Chair

cc: Honorable Michael Bloomberg, Mayor of the City of New York
Honorable Scott Stringer, Manhattan Borough President
Honorable Carolyn Maloney, 14th Congressional District Representative
Honorable Liz Kruger, NYS Senator, 26th Senatorial District
Honorable Micah Kellner, Assemblyman, 65th Assembly District
Honorable Jonathan Bing, Assemblyman, 73rd Assembly District
Honorable Jessica Lappin, NYC Council Speaker, 5th Council District
Honorable Daniel Garodnick, NYC Council Member, 4th Council District



Matthew S. Washington
Chair

George Sarkissian
District Manager

COMMUNITY BOARD ELEVEN

BOROUGH OF MANHATTAN
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www.cb11m.org

OFFICE OF THE
CHAIRPERSON

AUG 10 2010
22013

August 3, 2010

Chair Amanda Burden
Department of City Planning
22 Reade Street, Room 2W
New York, NY 10007

Re: N100284 Car Share Text Amendment

Dear Chair Burden:

Community Board 11 has voted to support the Car Share Text Amendment proposed by the Department of City Planning to allow car share vehicles to park in off-street accessory garages, lots and public parking facilities. By allowing car share parking throughout all zoning districts, this amendment would help to expand car sharing to communities all over the city.

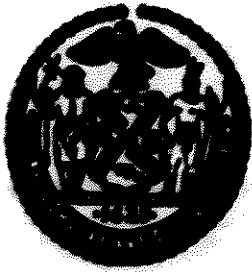
Highly trafficked communities such as East Harlem can only benefit from the promotion of affordable transportation alternatives with the potential to reduce carbon emissions, energy consumption, and traffic congestion. In our community, the availability of locally convenient and affordable car sharing would provide needed transportation options for individuals and families for whom owning a vehicle may be financially out of reach or simply inconvenient.

We are excited by the opportunities that could be created through this amendment to the Zoning Resolution and support your efforts to have it enacted.

Sincerely,

Matthew S. Washington
Chair

cc: Manhattan Borough President Scott Stringer
Councilmember Inez Dickens
Councilmember Melissa Mark-Viverito



**City of New York
Community Board #1, Queens
American Museum of Moving Image
36-01 35th Avenue
Astoria, N.Y. 11106
Tel: 718-786-3335, Fax: 718-786-3368**

*Helen Marshall,
President, Queens
Barry Grodenchik,
Deputy Borough President
Vinicio Donato,
Chairperson
Lucille T. Hartmann,
District Manager*

**OFFICE OF THE
CHAIRPERSON**

MAY 27 2010

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Youth
Joe Batista
Zoning & Variance
John Caruone*

May 24, 2010

**Ms Amada M. Burden,
FAICP, Director
Department of City Planning
22 Reade Street
New York, NY 10007**

**RE: ULURP #N100284ZRY
Car Share Text Amendment**

**Community Board 1 held a Public Hearing at our
May 15, 2010 full Board meeting regarding the above Text
Amendment.**

**Following our hearing a motion was made and passed by a
vote of 29 in favor, 0 against and 0 abstentions to deny this
zoning change. Our recommendation is based on the
following:**

- **The change in zoning should be effected in R6 and greater district only. Zoning from R3 to R5 must be eliminated.**
- **The inclusion of municipal lots will have an extremely detrimental effect on commercial district. Parking in municipal lots must be eliminated from the zoning.**

Board 1 unwaveringly opposes this text change as proposed.

Sincerely,

Vinicio Donato
Vinicio Donato

**cc: Hon. Helen Marshall
Hon. James Van Bramer
Hon. Peter F. Vallone, Jr
Mr. Thomas Wargo, Dir. Zoning Division, DCP
Mr. Robert Dobruskin AICP, Dir., EARD
Mr. John Young, DCP**

BOARD MEMBERS (cont.)

*Rose Anne Alafogiannis
George Alexiou
Gus Antonopoulos
Edward Baber
Juanita Braithwaite
Ann Bruno
Gerald Caliendo
Joanna D'Elia
Dolores DeCrescenzo
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Community Board No. 2

43-22 50th Street, 2nd Floor

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Email QN02@CB.NYC.GOV

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Joseph Conley
Chairman

Debra Markell Kleinert
District Manager

June 4, 2010

OFFICE OF THE
CHAIRPERSON

JUN 14 2010

21648

Amanda Burden
Director, Department of City Planning
22 Reade Street, Room 2E
New York, NY 10007

RE: Car Share Text Amendment
N100284

Dear Ms. Burden:

On June 3, 2010, Community Board 2 held a public hearing on the Proposed Car Share Text Amendment (N100284ZRY).

Following the public hearing, a motion was made and seconded to approve the application. The vote was 35 In Favor, 0 Opposed, 0 Abstentions with the Chairman of Community Board 2 present and not voting

If you have any questions, please feel free to contact Community Board 2.

Sincerely,


Debra Markell Kleinert
District Manager

DMK/mag

Cc:

Joseph Conley, Chairman, Community Board 2
Lisa Deller, Chair, Land Use Committee
Honorable Joseph Crowley, US Congress
Honorable Carolyn B. Maloney, US Congress
Honorable Nydia M. Velazquez, US Congress

"Serving the Communities of Long Island City, Sunnyside, Woodside and Maspeth"



Community Board No. 5

Borough of Queens
Ridgewood, Maspeth, Middle Village and Glendale
61-23 Myrtle Avenue • Glendale, NY 11385
(718) 366-1834
Fax (718) 417-5799
E-mail: qnscb5@nyc.rr.com



Vincent Arcuri, Jr.
Chairperson

DEPARTMENT OF CITY PLANNING

Gary Giordano
District Manager

JUL 7 2010 July 2, 2010

QUEENS OFFICE

Hon. Amanda M. Burden, Chairperson
and Commissioners
N.Y. City Planning Commission
22 Reade Street
New York, New York 10007

Fax & Mail

Re: CB5Q Recommendation Related to
Car Share Text Amendment
(Applic #: N100284)

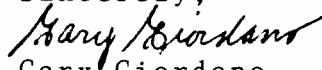
Dear Chairperson Burden & Commissioners:

At our monthly meeting of June 9, 2010, the members of Community Board 5, Queens adopted a recommendation proposed by their Zoning and Land Use Review Committee stating:

That Community Board 5, Queens is not in favor of the proposed Car Share Zoning Text Amendment because the R5B, R5D and R6B districts in the Community Board 5, Queens area are not protected in this proposed amendment.

There are typically commercial lots within a few blocks of many R5B, R5D and R6B districts which could allow too much potential for parking abuse. The objection to this text amendment is not based on a lack of need or desire for car share parking, however, car share parking allowances should be confined to more commercial locations, and medium density zoning areas need to be protected just as low density residential zones are protected in this text amendment.

Sincerely,


Gary Giordano
District Manager

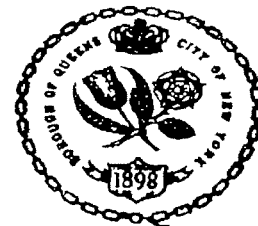
CC: Thomas Wargo, Director, Zoning Division- Dept. of City Planning
✓ John Young, Director-Queens Office, Dept. of City Planning
Hon. Helen Marshall, Borough President of Queens
Hon. Elizabeth Crowley & Hon. Diana Reyna - City Council
V. Arcuri & W. Sanchez - CB5Q



Chairman, Alvin Warshaviak

*The City of New York
Borough of Queens*

Community Board 8
197-15 Hillside Avenue
Hollis, NY 11423-2126
Telephone: (718) 264-7895
Fax: (718) 264-7910
Qn08@cb.nyc.gov
Website: www.queenscb8.org



District Manager, Marie Adam-Ovide

June 9, 2010

Hon. Amanda Burden, Chair
City Planning Commission
22 Reade Street
New York, NY 10007

DEPARTMENT OF CITY PLANNING

JUN 11 2010

QUEENS OFFICE

Dear Chair Burden:

Queens Community Board 8 shares your interest in decreasing dependence on the automobile for transportation. However, the car share parking text amendment does not recognize the very different way automobiles are used outside Manhattan and Downtown Brooklyn. Here in Queens, with limited public transit—about to become even more limited—most residents depend on cars for work, going to school, shopping and going about their daily routines.

Large residential, commercial and institutional parking lots are common and assure local residents of suitable off street parking. Shopping center lots are often free and attract shoppers. As you certainly know, parking is often the single most contentious issue raised in plans for most local large-scale developments.

Community Board 8 is concerned that the cars share parking text amendment will encourage parking lot operators to displace existing spaces in favor of revenue generating car share companies. For instance, Queens College provides space for Zip Cars on a campus where parking is at a premium. Residents of the surrounding residential community are often at a loss to park their own cars.

Community Board 8 is unable to support the amendment in its present form. We therefore urge you to withdraw the amendment for additional review and rewriting that recognizes the very different conditions of Queens and the other boroughs outside Manhattan.

Sincerely,

Alvin Warshaviak

Alvin Warshaviak
Chair

Cc: Community Board 8 Elected Officials



Chairman, Alvin Warshaviak

The City of New York
Borough of Queens

Community Board 8
197-15 Hillside Avenue
Hollis, NY 11423-2126
Telephone: (718) 264-7895
Fax: (718) 264-7910
Qn08@cb.nyc.gov
Website: www.queenscb8.org



District Manager, Marie Adam-Ovide

COMMUNITY BOARD 8Q RESOLUTION
CAR SHARE TEXT AMNENDMENT

While CB 8 understands the interest in encouraging car share businesses in New York City, Queens Community Board 8 opposes the car share amendment on the grounds that it will encourage owners and operators of parking lots, including commercial, community facilities, residential and service stations lots to displace spaces designated for current users in favor of more profitable car share businesses .

Submitted by Patricia Dolan



July 9, 2010

COMMUNITY BOARD #14
Queens

Commissioner Amanda Burden
Department of City Planning
22 Reade Street
New York, New York 10007

COMMUNITY BOARD #14
Queens
City of New York
Department of Queens

Dear Commissioner Burden,

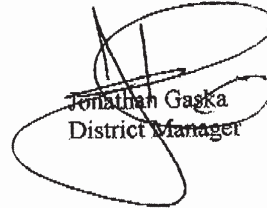
JOYCE SORR
Chairperson

Community Board 14 at its June 8, 2010 meeting, voted to support the Car Sharing Text change in the NYC Zoning Resolution with the condition that Car Sharing be restricted/Not permissible in Community facilities.

JONATHAN GASKA
District Manager

If you wish to discuss this further, feel free to contact me at our District office.

Sincerely,



Jonathan Gaska
District Manager

JG/dls

cc: Hon. Helen Marshall
Hon. Christine Quinn
Hon. James Sanders, Jr.
Hon. Eric Ulrich
Hon. Mark Weprin

1001 Mott Avenue, Room 311
Far Rockaway, NY 11691
Tel: (718) 471-7300
Fax: (718) 856-2657
http://www.queens.gov



Queens Department of Planning
1001 Mott Avenue, Room 311
Far Rockaway, NY 11691

Community/Borough Board Recommendation

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
FAX # (212) 720-3358

N100284ZRY Application #
10DCP032Y CEQR #
Community District No. 1 Borough: SI
Community District No. Borough:
Project Name:

INSTRUCTIONS

1. Complete this form and return one copy to the Calendar Information Office, City Planning Commission, Room 2E, at the above address.

2. Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

N100284ZRY - Car Share Text Amendment

Applicant(s):

NYC Dept. of City Planning
22 Reade Street
New York, New York 10007

Applicant's Representative:

NYC Dept. of City Planning
Mr. Thomas Wargo, Director Zoning Division
22 Reade Street
New York, New York 10007

Community Board No. 1 Borough: SI

Borough Board SI

Date of public hearing: June 7, 2010

Location: Board Office, 1 Edgewater Plaza
Suite #217, SI, NY 10305

Was a quorum present? YES NO

A public hearing shall require a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.

Vote adopting recommendation taken: June 8, 2010

Location: All Saints Church 2329 Victory Blvd.
SI, NY 10314

RECOMMENDATION

Approve

Approve With Modifications/Conditions

Disapprove

Disapprove With Modifications/Conditions

Explanation of Recommendation-Modification/Conditions (Attach additional sheets if necessary)

Voting

In Favor: 19 Against: 11 Abstaining: 2

Total members appointed to the board: 39

Petecia Romano
Community/Borough Board Officer

Chairperson
Title

June 9, 2010



**BOROUGH OF STATEN ISLAND
COMMUNITY BOARD 3**

655-218 Rossville Avenue, Staten Island, N.Y. 10309

Telephone: (718) 356-7900 Fax (718) 966-9013

Website: www.nyc.gov/sicb3

June 1, 2010

City Planning Commission
Calendar Information Office
22 Reade Street, Room 2E
New York, N.Y. 10007

CITY PLANNING COM. SIC
2010 JUN 10 PM 3:00
DEPT OF CITY PLANNING

Re: Car Share Text Amendment
CEQR No. 10DCP032Y
ULURP No. N100284ZRY ✓

To Whom It May Concern:

Community Board #3 approves the proposal by the Department of City Planning for a text amendment to the Zoning Resolution to create regulations to allow car share vehicles to park in off-street accessory garages, lots and public parking facilities in all zoning districts.

Community Board #3 voted unanimously in favor (25-0-0) for the proposed text amendment at the General Board Meeting held on May 22, 2010.

Thank you for providing the details of this amendment for the Community Board to review and the opportunity to comment on this proposal.

Thomas Barlotta
Thomas Barlotta
Chairman Land Use Committee

Sincerely,
Frank Morano
Frank Morano
Chairman of the Board

TB:FM:pp

cc: Borough President James P. Molinaro
Robert Englert, Land Use Director - Borough President's Office
Councilman Vincent Ignizio

Docket No. 907652

Staten Island Borough Board Resolution

At a meeting on July 6, 2010, the Staten Island Borough Board approved the following Resolution:

Whereas, the Department of City Planning proposes a text amendment to create regulations to allow car share vehicles to park in off-street accessory garages and lots and in public parking facilities in all zoning districts, under ULURP Number N100284ZRY; and,

Whereas, the proposal would amend numerous sections of the *NYC Zoning Resolution* located in Article I, Chapters 2 and 3; Article II, Chapters 2 and 5; Article III, Chapter 6 and, Article IV, Chapter 4; and,

Whereas, New York City is the largest car share market in the nation and accounts for over one-third of national car share membership with more than 100,000 members in the metropolitan area; and,

Whereas, the proposed amendment would adopt car share provisions that support other city policies to improve the transportation network while reducing energy consumption and carbon emissions as outlined in the Mayor's PlaNYC, as well as the NYC Department of Transportation's pilot car share program to replace a portion of their fleet vehicles thereby reducing the agency's demand for parking and expenditures on vehicles; and,

Whereas, car sharing services can offer an efficient, economical alternative to car ownership for those who need to drive relatively infrequently; members do not have to pay the costs of owning, maintaining, and parking a car, but only for the time they use the car; and car sharing can increase the mobility of individuals who either cannot afford to or choose not to own a car by giving them access to destinations that are not accessible by mass transit; and,

Whereas, car sharing is a practical, affordable and viable transportation option that encourages a more efficient use of automobiles, which yields both individual and public benefits for city residents and workers; and,

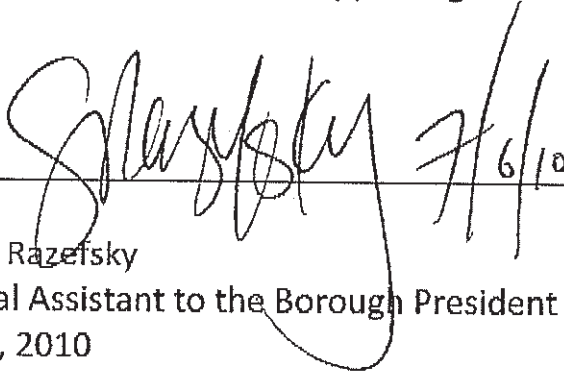
Whereas, car sharing statistics have shown that each car sharing vehicle typically serves at least 40 members with the number of "shed" vehicles exceeding the number of car sharing vehicles thereby reducing the number of cars needed to serve the area's population, which in turn generally alleviates pressure on neighborhood parking resources; and,

Whereas, car sharing has been successful in higher density areas of the city, such as Manhattan and Downtown Brooklyn and continues to expand to other medium and higher density areas of the city; and,

Whereas, the Department of City Planning has notified Community Boards 1, 2 and 3, regarding this amendment, and as all Community Boards have recommended to approve the proposed changes;

Therefore, be it resolved, that the Staten Island Borough Board, hereby approves this Resolution supporting the aforementioned proposal.

By: _____


Jason Razelisky
Special Assistant to the Borough President
July 6, 2010



OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

June 28, 2010

Ms. Amanda M. Burden
Director
Department of City Planning
22 Reade Street
New York, New York 10007

Dear Ms. Burden:

I am writing in regard to the application by the Department of City Planning (DCP) that seeks a zoning resolution to create regulations allowing car share vehicles to park in off-street accessory garages and lots in public parking facilities (100284 ZRY).

I want to applaud the Department of City Planning (DCP) for leading the city into the 21st century in the context of personal automobile usage. The proposed car sharing provisions will provide affordable access to automobiles for those households that find it challenging to maintain automobile ownership, resulting in increased mobility or more disposable income for those families who would be able to relinquish car ownership. In addition, car sharing is expected to actually result in less cars owned, easing the challenge of having to accommodate an excessive number of vehicles in relation to available parking spaces. This is important as the quality-of-life throughout much of Brooklyn is impaired by the lack of available parking.

Though I am strongly in favor of incorporating car sharing into the Zoning Resolution, there are some aspects that I believe need to be amended prior to City Planning Commission (CPC) and City Council adoption.

I anticipate that car sharing companies and their members would prefer to have dedicated parking spaces so that car share vehicles would be readily located and guaranteed a place to park when returned to be available for the next user. Under such a scenario, in a self-park facility the space vacated by the car share vehicle would be sitting idle. This contradicts the purpose of providing the required number of spaces that are accessory to many non-residential community facility and commercial/retail use. The Zoning Resolution sets standards to give necessary access to areas of commerce by providing sufficient off-street parking, thus preventing nearby congestion caused by traffic circulating in pursuit of on street parking availability. Owners of such properties might be

Amanda M. Burden, Director

June 28, 2010

Page - 2 -

enticed by the opportunity to obtain revenue from car sharing companies at the expense of patrons and employees of their tenants.

In order to balance the public benefit from promoting opportunity to place more car share vehicles around Brooklyn, with the need to accommodate patrons and employees, parking space allocated for car share vehicles in self-park facilities should be those that are permitted but not required. This serves the greater public in two ways. While no car sharing company is in possession of such permitted spaces, these spaces would be available to accommodate the public-at-large. When dedicated for car sharing vehicles, members have greater opportunities for mobility.

Therefore, within the required parking, I recommend that car sharing should not be applicable for self-parking lots for Use Groups 3-16 (community facility, hotels, and commercial/retail/service establishments)

In terms of accessory residential unattended enclosed garages, there is a concern that the means to provide access to car-share members might compromise the security of residents of such buildings. Such residents would most likely not have a say in determining whether an arrangement between building ownership with a car-share company should be authorized. Rather than establish a zoning text that leaves security to chance, CPC should consider whether it might be best to prohibit residential garages that are not required to have an attendant unless such garages provide secured/locked egress to the residential portion of the building.

When considering this car sharing proposal, it became apparent that subsequent studies are worth being undertaken by DCP in the related matter of achieving more utility from parking spaces that are accessory to commercial and community facility use. As for these accessory lots, it might be appropriate to develop a text amendment to allow such lots to be used for overnight public parking in off-hours as a means to provide a fee-based parking resource for area residents.

Finally, as I have previously shared with you, I am still seeking parking regulations comparable to what has been adopted in Long Island City and Rockaway Park within Queens and in Coop City, Pelham and Westchester Square within the Bronx, for off-street parking requirement in R6 and R7 districts where applicable in Brooklyn.

On a related matter, concern has been expressed to my office that Department of Transportation (DOT) on-street parking franchises for car-share vehicles might ultimately be considered as a means to supplement designated parking spaces pursuant to the DCP text proposal. If DOT were to pursue such franchises, publicly accessible street parking would be displaced. I would urge the City Council to determine if legislation is in order before any franchise application is given consideration.

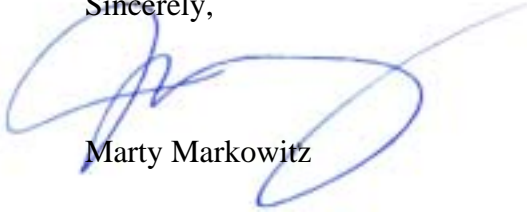
Amanda M. Burden, Director

June 28, 2010

Page - 3 -

If you have any questions, your office may contact Mr. Richard Bearak, my director of Land Use, at (718) 802-4057. Thank you for this opportunity to comment.

Sincerely,



Marty Markowitz

MM/rb

cc: Members of the Brooklyn Borough Board
Ms. Purnima Kapur, Brooklyn Office Director
Department of City Planning
Mr. Thomas Wargo, Director, Zoning Division
Department of City Planning



THE CITY OF NEW YORK
OFFICE OF THE PRESIDENT
BOROUGH OF MANHATTAN

SCOTT M. STRINGER
BOROUGH PRESIDENT

July 09, 2010

Amanda M. Burden, FAICP
Chair
City Planning Commission
22 Reade Street
New York, NY 10007

Re: Car Share Text Amendment (N 100284 ZRY)

Dear Chair Burden:

Thank you for providing the opportunity to comment on the application submitted by the Department of City Planning (“DCP”) for a zoning text amendment relating to car share use and facilities. The proposed text amendment would primarily allow parking facilities to accommodate a new use – car share vehicles.

While car share programs have existed since 1998, they have only recently become a popular means of transportation in New York City. Despite the City’s recent entry into the car share market, it now comprises the largest portion of the car share market – one-third of the total nationwide membership. Though car share participation has grown tremendously, car share vehicles still represent only a small number of the vehicles in New York City.

Car share use results in many benefits for local communities and the City as a whole. Although some car share vehicles are utilized by transient users, most of vehicles serve local residents. Car share programs reduce the number of vehicles in an area, because car share vehicles are utilized by multiple people, at least 40 people per vehicle. Moreover, studies show that many car share users either shed or postpone purchasing their own private vehicle. By decreasing the number of cars used by neighborhood residents, these programs increase the total number of available parking spaces. Further, car share program users typically pay to use a vehicle over an allotted period of time. Users, therefore, typically try and use vehicles more efficiently to reduce cost. Studies have shown that car share programs reduce the total vehicle miles of the users, which not only reduces traffic but also pollution.

Given that car share programs were not anticipated by the Zoning Resolution, the proposed text amendment would update zoning by providing clarification on and regulating car share uses. Specifically, the text defines the car share program to distinguish it from car rental programs and

from private automobiles. It would also permit car share vehicles within a wide range of parking facilities while restricting them within Manhattan facilities to a maximum number of spaces in the facility. The total amount allowed varies depending on the type of parking facility. Additional regulations include that facilities with car share vehicles be required to have signage listing the total number of spaces allowed in the parking facilities. Generally, the text provisions would help promote car share vehicles as an alternative to car-ownership and allow for regulation of the proposed use.

Manhattan Community Boards 1, 2, 3, 4, 5, 6, 7, 8, 10, and 11 voted to approve the proposed text amendment. Community Board 10 requested that the proposed application protect on-street parking space from being used by car share vehicles. Community Board 4 conditioned its approval on modifications to the proposed text to ensure safety in parking facilities; reduce the total number of car-share spaces in public parking facilities to twenty percent instead of forty percent; and provide adequate signage to inform residents of their entitlement to spaces in accessory parking facilities.

Car share programs have a demonstrated positive environmental benefit, and it is sound planning to create regulations that will encourage their use and expansion within the City. As these programs are relatively new, flexible regulations are necessary to allow the programs to determine their most efficient operation. Further, as car share vehicles represent a small percentage of the total vehicles in New York City, it is unlikely that these new regulations will have any localized impact. Instead, evidence suggests that these uses should reduce the total demand on parking in the neighborhood. The proposed regulations are, therefore, generally appropriate and will allow car share programs to grow organically.

While car share use has many benefits and should be encouraged, there remains a potential for conflict between uses particularly in residential accessory parking facilities. These facilities were built to serve the residents of a building primarily. If residents cannot access a parking space, they will likely drive additional time to locate an available on-street or off-street public parking space. As this could encourage an increase in the total number of miles traveled by vehicles in Manhattan, the regulations should be modified to ensure that the residents of a building receive priority for accessory parking spaces. Additionally, appropriate signage should be placed to inform residents of their right to the spaces.

Additionally, several community concerns have been raised not specifically within the purview of the proposed zoning regulations. The safety of parking facilities is an operational issue, which should be addressed by the City's parking licensing agency, the Department of Consumer Affairs. In addition, on-street parking is regulated by the Department of Transportation. These agencies should evaluate their regulations to determine whether modifications are needed, similar to this undertaking by DCP.

I commend DCP for updating the zoning resolution to accommodate car share use as it will have a positive benefit on traffic, air quality and total available parking in New York City's neighborhoods. The proposed text amendment is a good example of how the Zoning Resolution must be updated to address new uses that arise from changing patterns of behavior of those who

Amanda M. Burden, FAICP
July 9, 2010
Page 3 of 3

live in this city. I do, however, encourage DCP to consider refining the regulations for residential accessory parking facilities to prevent potential use conflicts.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott M. Stringer". The signature is written in a cursive, fluid style with some overlapping letters.

Scott M. Stringer
Manhattan Borough President