



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD No. 4

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J. LEE COMPTON
Chair

June 9, 2006

Borough Commissioner Margaret Forgione
Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Re: Parking Regulations, West 46th Street, Ninth Avenue to Eleventh Avenue

Dear Commissioner Forgione:

In conjunction with the West 46th Street Block Association, Manhattan Community Board No. 4 requests changes to the parking regulations and street signs on West 46th Street between Ninth and Eleventh Avenues. We recommend several changes that we believe will improve traffic flow and more closely match the parking regulations with resident and business needs.

Between Ninth and Tenth Avenue, the current regulations are “No Standing 8am to Midnight Except Sunday” on the north side and “No Standing 7am to 7pm Except Trucks Loading and Unloading, M-F” on the south side, with the exception of the southeast corner where there is first “No Standing Except Trucks Loading and Unloading” and then New York Press (NYP) parking. The NYP parking was installed several years ago because of the location of a press club on the block that no longer exists. The south side of the street also includes four bulb-outs that act as traffic calming and encourage a quieter residential feel to the block. While we recommend no changes to the north side of the street, we recommend two changes for the south side:

- **Remove the New York Press Parking.** Neighborhood residents and the block association report an excessive number of cars towed from the NYP parking area, which causes substantial noise and frequently backs up traffic, particularly on Sundays when parking is permitted on the north side of this narrow block.
- **Change “No Standing 7am to 7pm Except Trucks Loading and Unloading, M-F” to alternate side parking (as per Department of Sanitation Schedule), with the exception of two 30 foot zones at each end of the block at Ninth and Tenth Avenues.** The block is primarily residential with ground floor retail uses. There is also a bed and breakfast on the south side of the street and a church on the north side. Owners or managers at each of these businesses were contacted and none of the businesses objected to the proposed changes.

Land use between Tenth and Eleventh Avenues is more diverse and the parking needs more complex. On the south side of the street, there is an assisted living residence, a catering business, a Salvation Army warehouse/store, a car/bus wash with a parking lot, a restaurant, and four residential buildings. On the north side of the street are 3 residential buildings (including the back of a recently built

residential building that fronts on West 47th Street), a warehouse owned by the Shubert Organization, and large industrial building that fronts Eleventh Avenue for which a ULURP has been filed for conversion to residential use. The regulations on both sides of the street are primarily “No Standing Except Trucks Loading and Unloading,” 8am to 6pm M-F on the north and 8am to 7pm, Except Sunday on the south. Additionally, there is a taxi relief stands, a bus layover area, and an ambulette stand on the Western edge. While we recommend no changes on the South Side of the Street, we recommend one change for the North side of the Street:

- **Replace “No Standing” with alternate side parking (as per Department of Sanitation Schedule) on the north side only.** Residents from both residential buildings on the Southside of the street expressed interest in having increased weekday parking on the street. Implementing this type of parking on the south side of the street would create a confusing quilt-work of parking regulations changes. However, alternate side parking would be feasible on the north side, which is primarily residential. The manager for the Shubert Organization warehouse indicated that the driveway configurations enabled sufficient truck pull-in and pull-out room and standing room for their business needs.

We greatly appreciate the assistance of the block association, residents, and businesses in formulating this plan. We also thank the Department of Transportation for considering this proposal. We expect these changes will enhance the quality of life for those who live and work on these blocks.

Sincerely,



J. Lee Compton
Chair
Manhattan Community Board No. 4



Jay Marcus
Chair
Transportation Planning Committee

cc: NYPD Midtown North Precinct

encl: Diagram of proposed changes

