



ROBERT P. COLLEGIO, P.E.
CHAIR

DEBRA A. DERRICO
DISTRICT MANAGER

THE CITY OF NEW YORK
Community Board 2
BOROUGH OF STATEN ISLAND

EXECUTIVE SUITES AT THE PARK
900 SOUTH AVENUE, SUITE 28
STATEN ISLAND, NEW YORK 10314
PHONE: 718-568-3581
FAX: 718-568-3595

Traffic, Transportation & Public Service Joint Committees' Meeting Minutes
September 13, 2021 - 7:00 PM
Via Video Conference

[Transportation Committee September 2021 Meeting - YouTube](#)

Community Board 2 held a virtual Traffic, Transportation and Public Service Joint Committees meeting on Monday, September 13, 2021 at 7:00 P.M.

Present: Jerry Ruggiero, Igor Baboshkin, Robert P. Collegio, Fred R. Guinta, Diane L. McNamara, Joel M. Traube, Lillian Lagazzo

Absent: Sandy DiTrapani, Julie Freeman, Dr. Allan B. Perel, John Vischio

Excused: Robert Pacifici

Staff: Debra A. Derrico, District Manager

Guests: Representatives of NYC DOT - Borough Commissioner Roseanne Caruana, Victoria Giordano, Deputy Director, Matthew Roosa, project manager of NLZ, Diniece Mendes
Representatives of NYC Department of City Planning: Joseph Helferty
Niles French, SIEDC, Mark Moss, Carol Donovan, Richmondtown & Clarke Avenue Civic Association

Jerry Ruggiero called the roll. There was not a quorum. No motions were made.

Representatives of N.Y.C. Department of Transportation presented the Neighborhood Loading Zone (NLZ) program.

Neighborhood Loading Zones

- The Neighborhood Loading Zone reduces double parking on narrow residential streets by providing space at the curb for activities such as deliveries by commercial vehicles, taxi and car service, pickup and drop balls and active loading unloading, personal vehicles providing dedicated curb space.
- Jerry had mentioned that the Neighborhood Loading Zone program has become a program when DOT had noticed a large increase in double parking from commercial delivery vehicles, as well as for higher vehicles and narrow residential streets throughout the city.
- DOT has seen anywhere from ten percent to seven percent decrease in double parking in their study abroad blocks, and they have observed the NLZ's being used by both commercial vehicles, as well as passenger vehicles and personal vehicles alike, and specifically in Staten Island.

Representatives of N.Y.C. Department of Transportation and NYC Department of City Planning presented the Permanent Restaurants Text Amendment.

Permanent Restaurants Text Amendment

- In order to provide support for the restaurant industry, the city acknowledged the need to move dining outdoors and propose the open restaurants program that allowed for the emergency use of sidewalks or roadways by restaurants.
- So in part, this was achieved by suspending certain zoning rules that prohibited sidewalk cafes in certain areas and then in addition, the temporary program also allowed for the use of off-street parking spaces to be used for outdoor dining.
- Restaurants that are located in specific areas such as special districts throughout the city areas or near elevated rail lines were excluded from the program.
- A permits under the program as it exists in the zoning resolution, so to modernize the sidewalk dining regulations and allow for the Department of Transportation to administer this new program within their own governing rules for the city.
- So, in its place, the permanent open restaurant program, which Victoria discussed is intended to govern all of the locational and design requirements that were otherwise specified in the zoning resolution, and this would allow for any restaurant to apply directly to the Department of Transportation for a sidewalk cafe if the restaurant can meet all of the design and citing requirements such as clear paths and so on.
- So, under the proposed text amendment, it would allow for these restaurants the opportunity to apply in a non-emergency setting directly to the Department of Transportation for sidewalk and roadway seating if they can meet all of the sighting requirements.
- During Covid-19 New York City suspended existing rules through an emergency executive order, and DOT was directed to create the open restaurants program, allowing restaurants to conduct their business in the public right-of-way.

Having no further business, the meeting adjourned at 8:00 P.M.

Submitted by,
Jerry Ruggiero
Chair, Traffic, Transportation, Public Service Joint Committees