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02 March 2016

The Honorable Polly Trottenberg, Commissioner  
NYC Department of Transportation  
55 Water Street, 9th Floor  
New York, NY 10041

Dear Commissioner Trottenberg *Polly*

We write asking for assistance in addressing systemic problems related to the Builder's Pavement Plan (BPP) approval process.

We feel very strongly about taking back our roads by being more vigilant and, when necessary, critical of the process. In the interim, the approval of waivers continues to impede our efforts to improve our local road conditions on an intersection by intersection basis. Waivers remain counterintuitive – and counterproductive – to our transportation goals.

The areas in question are BPP waivers and Department of Transportation (DOT) responses to other agency inquiries gauging DOT's interest in future widenings.

We acknowledge that the DOT has established a protocol for obtaining a Public Use Dedication for privately-owned portions of mapped streets. We thank you for that consideration.

That said, we do not want to hamstring our long-term transportation plan by losing repeated opportunities to make incremental improvements. It seems that DOT waivers are being granted with increasing frequency and in some instances with more comfort, due to future dedications of public use being promised along arterial streets. We have also seen recurring scenarios where the site design of the property with a granted waiver simply does not work with the contemplated future capital improvements. These instances may put DOT in a position where the private improvement (curb cut locations, grading, access, etc.) will dictate (and possibly handicap) the extent of the future capital improvement. This has played out on many widening projects where acquisition efforts are scaled back rather than having to deal with various improvements already located within the mapped street bed.

We have also observed scenarios where other agencies having jurisdiction, such as the NYC Board of Standards and Appeals (BSA), the Department of Buildings (DOB), the Department of Environmental Protection (DEP), etc. have inquired about pending capital projects for the purposes of better understanding the greater transportation plan associated around a specific development proposal. In these instances, it seems that the agency responds based on a protocol devoid of any local input. We believe that cooperative dialog with our offices can identify potential future concerns that may affect our long-term goals.



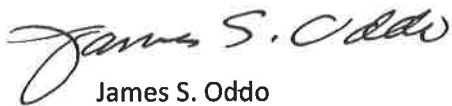
Recently, we have reviewed an application where a waiver was granted for a property frontage that ultimately wasn't even owned by the applicant. That same frontage was then filed with DOB and DEP for a new building and sewer connection. The DOT waiver of alignment further enabled this misrepresentation and facilitated the new building approval and site connection for a large community facility use on an existing 60.00' mapped street only built-out to a substandard width of 22.00'.

We ask that you review current DOT protocols for responding to General City Law (GCL) inquiries, waivers on substandard streets and BPP improvements along local arterial streets. We also ask that you consider including a local inquiry component into the process prior to making a final determination, to represent the most relevant and current community concerns.

During our tenures with the NYC City Council and at Borough Hall, we have been proponents for smart and appropriate development. Consistent with that, we insist upon the highest standard of site design that will have the least impact on traffic and the greatest margin of safety and reliability for the people of Staten Island. Commensurate with that philosophy, it is imperative that all New York City agencies plan today with an eye toward the future regarding Staten Island traffic issues. We are hopeful that this consideration will incorporate the necessary safeguards outlined herein to promote and protect the health, safety and general welfare of Staten Islanders.

Please accord this request every consideration consistent with your rules and regulations. Thank you for your attention regarding this very important issue.

Sincerely,



James S. Oddo  
President, Borough of Staten Island



Steven Matteo  
Minority Leader, NYC City Council