



The City of New York  
**Manhattan Community Board 1**

Tammy Meltzer CHAIRPERSON | Zach Bommer DISTRICT MANAGER

COMMUNITY BOARD 1 - MANHATTAN  
RESOLUTION

DATE: DECEMBER 18, 2025

COMMITTEE OF ORIGIN: TRANSPORTATION & STREET ACTIVITY PERMIT

|                 |             |           |             |           |
|-----------------|-------------|-----------|-------------|-----------|
| COMMITTEE VOTE: | 7 In Favor  | 0 Opposed | 0 Abstained | 0 Recused |
| PUBLIC VOTE:    | 1 In Favor  | 0 Opposed | 0 Abstained | 0 Recused |
| BOARD VOTE:     | 33 In Favor | 3 Opposed | 0 Abstained | 0 Recused |

RE: Opposition to [Intro. 1000-2024](#), which would allow for-hire vehicles to park or stand in commercial parking meter areas for up to thirty minutes, four times per day.

WHEREAS: Intro. 1000-2025, a pending city of New York (NYC) council bill, would allow for-hire vehicles (FHV) to park or stand in commercial parking meter areas for up to thirty minutes, four times per day; and

WHEREAS: FHV drivers have raised concerns about the lack of access to restrooms while driving. According to the NYC Department of Transportation (DOT) there are 113 relief stands for taxi and FHV drivers in NYC. Of these relief stands, 70 are available to both taxis and FHVs while 43 stands are for taxis only. Most relief stands are in Manhattan (70), followed by Queens (28), the Bronx (12), and Brooklyn (3). Staten Island currently has no relief stands;<sup>1</sup> and

WHEREAS: There are three relief stands for taxis and FHV, and another for just taxis, located in CB1's district, which is only one and a half square miles in size. In addition, Battery Park City has four public bathroom locations<sup>2</sup> where a large number of FHV's are regularly seen to be parked; and

WHEREAS: In October 2025 the NYC Taxi and Limousine Commission (TLC) stated that there were 81,800 licensed and working, high use FHVs (Uber and Lyft) in NYC;<sup>3</sup> and

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<sup>1</sup> <https://www.nyc.gov/html/dot/html/motorist/taxirelief.shtml>

<sup>2</sup> Brookfield Place, the NYC Ferry terminal, the Solaire, and Wagner Park have public bathrooms.

<sup>3</sup> <https://app.powerbigov.us/view?r=eyJrIjoiaMzlhMzA3NTItM2VkZS00NGM4LTgxYTQtNjRlMDc3MTkxMDkzIiwidCI6IjMyZjU2ZmM3LTVmODEtNGUyMi1hOTViLTE1ZGE2NjUxM2JlZiJ9>, p 4.

- WHEREAS: Manhattan Community Board One (CB1) recognizes the importance of bathroom access and has supported the need to install more.<sup>4</sup> However, we also recognize the importance of commercial parking, which is mostly metered in our district, so that our buildings can be maintained, and deliveries can occur without the vehicles parking in bus, bike, and travel lanes;<sup>5</sup> and
- WHEREAS: Trucks and commercial vehicles are essential to NYC, providing goods and services to millions of New Yorkers every day. The NYC Department of Transportation (NYCDOT) regulates trucks and commercial vehicles on NYC streets, including rules on [commercial parking](#); and
- WHEREAS: On September 15th, the DOT testified that Intro. 1000 would displace delivery vehicles' access to the curb and increase the potential for these vehicles to double park. Additionally, Intro. 1000 would require challenging re-engineering of existing payment systems in coordination with NYPD and the Department of Finance, which would create significant fiscal implications; and
- WHEREAS: According to the [Downtown Alliance](#) (ADNY), all of the commercial loading zones in their Business Improvement District (BID) are metered and nine of the 60 commercial loading zones<sup>6</sup> in their district have received loading related complaints to 311 since May 1, 2023. This suggests that there are not always enough metered spaces when commercial vehicles need one; and
- WHEREAS: The ADNY's 93.39 complaints per square mile<sup>7</sup> is ten times the citywide average of 9.11 (4,264 complaints / 468 sq. mi.), which suggests that there is already a high demand for loading space – a situation that would worsen if FHV's are allowed to park or stand in these commercial parking meter areas for up to thirty minutes, four times per day; and
- WHEREAS: In testimony given for Intro. 1000, the DOT stated that they are working with TLC to expand the number of relief stand locations. Once identified, FHV companies should be called on to help finance the public bathrooms that their over 80,000 drivers would benefit from; and
- WHEREAS: CB1's district has multiple public bathrooms that FHV drivers illegally park to use. Passage of Intro. 1000-2025 would add to this by increasing illegal parking by the commercial vehicles that the FHV's would displace; now

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<sup>4</sup> <https://www.nyc.gov/assets/manhattancb1/downloads/pdf/resolutions/22-05-24.pdf>, pp 38-40.

<sup>5</sup> <https://web.miniextensions.com/api/public-attachments/LUO0d1BEC5zgaAqyneqF/rech1uzMbAI6ag7Vb>

<sup>6</sup> Number of block frontages

<sup>7</sup> 41 complaints / 0.439 sq. mi. The complaints were for parking in bus, bike and travel lanes as well as double parking

THEREFORE  
BE IT  
RESOLVED

THAT: Manhattan CB1 opposes the passage of Intro 1000-2025; and

BE IT  
FURTHER  
RESOLVED

THAT: CB1 supports the addition of more relief stands for for-hire-vehicles (FHV) and requests that the FHV companies bear financial responsibility to install and maintain restrooms near new relief stand locations.