

Fact Sheet on Horse Carriage Agreement that was entered into by the de Blasio Administration, Speaker Mark-Viverito and the Teamsters.

Proposed Horse Stable in Central Park: The 86th St. “Shop”

- The City intends to construct the stable on City property, at the 86th St. “Shop” (The Shop) in Central Park, presuming all relevant approvals are obtained. The City and its Parks Department will work closely with all relevant oversight agencies throughout the design process, which is likely to include the Landmarks Preservation Commission and the Public Design Commission, to ensure that any new structure fits well and meets the standards we have all come to expect for siting any building in Central Park. To date, the City has worked with all relevant stakeholders to understand the feasibility of a stable and carriage house in this location. Designing a stable will begin promptly after the passage of this legislation.
- **The 86th St. “Shop” provides support services for the Park and is not used by the general public for recreational purposes. The establishment of a stable at this location will not use any recreational park space used by the public.**
- **Siting a stable for horse carriage rides at any park location is an appropriate park use that would not warrant alienation legislation.**
- The existing building on the 85th St. Transverse, is a two-floor building with a 14,000 square foot footprint. All horse stable operations can fit within the confines of this building along with a new structure that would be built to house the carriages. This structure will be built immediately adjacent to The Shop. Design details for the structures would need to be finalized, though we have some idea how big the new structure would need to be in order to accommodate the carriages.
- The Shop’s operations will likely be relocated to an existing Parks facility in the South Bronx. Prior to this legislation, these operations were already expected to be relocated.
- Due to the existing relocation plan and current state of The Shop, the building requires rehabilitation work whether the City uses the building for the stable or not.
- It is the intent that the stable operations will be governed by a concession agreement with a worker cooperative within the carriage industry. The City must follow the Franchise Concession Review Committee (“FCRC”) rules and procedures in connection with this or any concession resulting from this proposal, including, in this case, review and approval by the FCRC. The exact structure of the compensation provisions of this concession has not yet been determined. Stables operated by concessionaires are located at Cedar Lane in Queens, and Van Cortlandt Park and Pelham Bay Park in the Bronx.
- Sole source concessions are not uncommon at Parks. In this instance it makes sense to seek a sole source because there are only a limited number of carriage owners. Any concession, including a sole source, will need to comply with all applicable rules and procedures.
- The City has previously used capital resources to improve buildings owned by the City and operated by a concessionaire. For example, this process was followed at Tavern on the Green.
- The exact size of the project is unknown until the design is final, but we believe all operations will be contained to the 85th St. Shop lot. We will engage all relevant experts (e.g. DDC) and stakeholders to complete the design phase of the project.
- There may need to be a new structure to house the carriages. The new structure would be contained within the same lot.

- While commencement of design cannot occur prior to passage of this legislation, preliminary cost estimates are in the \$25 million range and completion is anticipated by October 2018.
- We have no plans to put horses in any parks they are not currently in.

Current Horse Operations

- The horse carriage industry is not required to provide the City with data regarding the percentage of time horses are outside Central Park, nor is such data tracked by the industry itself, so it is impossible to know the exact answer to “how many hours do horses spend on City streets”, but based upon current rules and regulations we believe it is a significant amount of time. Horses are currently allowed within the Central Business District, including Rockefeller Center, Times Square and Lincoln Center. At a minimum, carriages spent one hour per day in transit to the CBD. There are no designated street routes for horse movement. Additionally, horse carriages line up at hack stands outside of Central Park all day, where they wait alongside frequently heavy traffic and, in order to begin their rides or get back in line, are required to make frequent turns, including U-Turns.

Impact on Carriage Workers

- The agreement between the Administration, the Speaker and the Teamsters will minimize the loss of employment. The legislation does not designate a cap on horse-carriage driver’s licenses, and allocation of shifts will ultimately determine the impact on employment. Based on discussions with labor representatives and the overall reduction in working hours of horses, the Teamsters estimate that 40-50 positions may be lost after December 1, 2016.
- **The Teamsters, which represent workers in a wide range of employment fields, have guaranteed that they will find work for any former horse-carriage industry worker affected by the industry’s reduction. The City will provide assistance in that effort and retraining to any dislocated worker through its Workforce 1 centers.**

Pedicab Operations

- Effective 6/1/16, pedicabs will be banned in Central Park south of 85th Street Transverse. This legislation does not reduce the number of pedicabs, which stands at 837 today. The tourism that supports these businesses is only growing, with close to 60 million tourists last year, ensuring continuing and growing demand for these services. We will monitor this closely and consistently as we do with all new policies we introduce.
- Once the horse-carriage industry is moved exclusively into Central Park, there are a number of locations where horses previously operated that pedicabs could see increased demand for their services. That includes some of the most visited tourist destinations in the City.
- Banning pedicabs in Central Park south of the 85th Street Transverse is intended to balance competing park uses and is not a response to prior violations. That said, in response to questions previously posed, in 2015 NYPD issued 2,986 criminal court summonses to pedicabs for moving violations. Twenty-five percent, or 749, of those summonses came in the 22nd precinct which is Central Park.

License Reductions

- Prior to December 1, 2016, the City will identify 110 of approximately 180 existing horse licenses that will be eligible for renewal on and after 12/1/16.
- Prior to the date the Central Park stable is certified as operational, the City will identify 95 of those 110 licenses that will be eligible for renewal on and after the date the stable is certified as operational.
- Of those 95 horses, at any given time, 75 will be housed in the stable in Central Park and 20 will be on furlough outside the City.
- The City will maintain the number of carriage licenses at 68, and will not reduce the number of driver's licenses.
- No license holder for a horse drawn cab shall be eligible to receive more than 2 licenses for horses.

Horse Operations

- Effective June 1, 2016, carriage horses can only be on city streets to travel between the stable in which a horse is housed and Central Park on routes or zones designated by DOT in consultation with NYPD, in order to transport passengers exclusively within Central Park, and may not operate on city streets on weekdays between 7am-10am or 4:30pm-7pm.
- On and after June 1, 2016, the sole locations where passengers may board horse drawn cabs shall be within Central Park as designated by the Commissioners of Parks and DOT. There will be no hack stands outside Central Park.
- Effective December 1, 2016, horse carriages (like horses) will not operate for more than 9 hours in any 24 hour period, and can operate at any time Central Park is open, subject to applicable restrictions, such as exigent circumstances.
- Commissioners of DOT, Parks and NYPD are authorized to regulate the routes of horse drawn cabs in Central Park by rule in order to ensure public safety.
- Once a stable is certified as operational in Central Park, horses will not be worked outside the confines of Central Park. All hack stands, travel and operations will be in Central Park.
- The Parks Commissioner will post signs in Central Park at or near locations where passengers may board horse drawn cabs to alert motorists, etc. that horses are in the area.
- Standing stalls in the Central Park stable will be at least 100 square feet.
- There are three proposed hack stand locations in the southern end of the park for passengers to board and alight: 1) along West Drive just inside of Columbus Circle; 2) along West Drive at the 7th Avenue entrance; and 3) inside the Park at Grand Army Plaza on the Park's southeast corner. We are considering these locations along with others that will be identified by Parks and DOT after the legislation has passed.

Care of Horses

- Horses will be microchipped and horse owners must notify the City at least ten days before the proposed disposition of a horse.
- An owner may not sell or otherwise transfer a licensed horse for the purposes of slaughter and certification to that effect will be required.

- A violation of horse mistreatment provisions is punishable by a fine of \$100-\$500 or by imprisonment not exceeding 15 days, or both, provided that any violation of the no-slaughter provision shall be punishable by a fine of \$500-\$1,000 or by imprisonment not exceeding 15 days or both. Civil violations, which include fines and possible suspensions/revocations are returnable before the Environmental Control Board or any tribunal within the Office of Administrative Trials and Hearings designated by the Commissioner of Health.
- Horses must have a minimum of 5 weeks furlough with access to paddock or pasture turnout in an order and rotation to be determined by rules of DOH.
- Most horses will have close to 10 weeks furlough based upon the limit of 75 horses in Central Park at any given time.
- Horses may not work while on furlough and proof of furlough shall be provided to the department upon request.
- Each licensed horse will be equipped with a device that enables the location of the horse to be determined during the term of the license, including during any period when the license is suspended.

Environmental Assessment Statement (EAS)

- An environmental review for a project must be consistent with regulations enacted pursuant to the State's Environmental Quality Review Act ("SEQRA") as well as the City Environmental Quality Review ("CEQR") procedure. For reviews under CEQR, which this is one, the City turns to its CEQR Technical Manual, for guidance in preparing it, including completing a checklist as part of that review that discusses each of the technical areas for analysis
http://www.nyc.gov/html/oec/html/ceqr/technical_manual_2014.shtml
- **The environmental review studies what is contained in the legislation.** The environmental review, which could be included in an environmental assessment statement (EAS) that shows no significant adverse impacts would result from the proposed legislation or could warrant preparation of an environmental impact statement if the potential for significant adverse impacts are identified in that review. The review is ongoing and will be completed before any vote on this legislation.
- As required by the CEQR Technical Manual the environmental review analyzes the potential impacts resulting from the legislation, including any transportation and socioeconomic impacts related to the horse carriage and pedicab industries. Among other technical analyses, the environmental review is expected to discuss the stable that is proposed for the 85th Street Transverse site.