

Coalition for a Livable West Side
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November 23, 2010

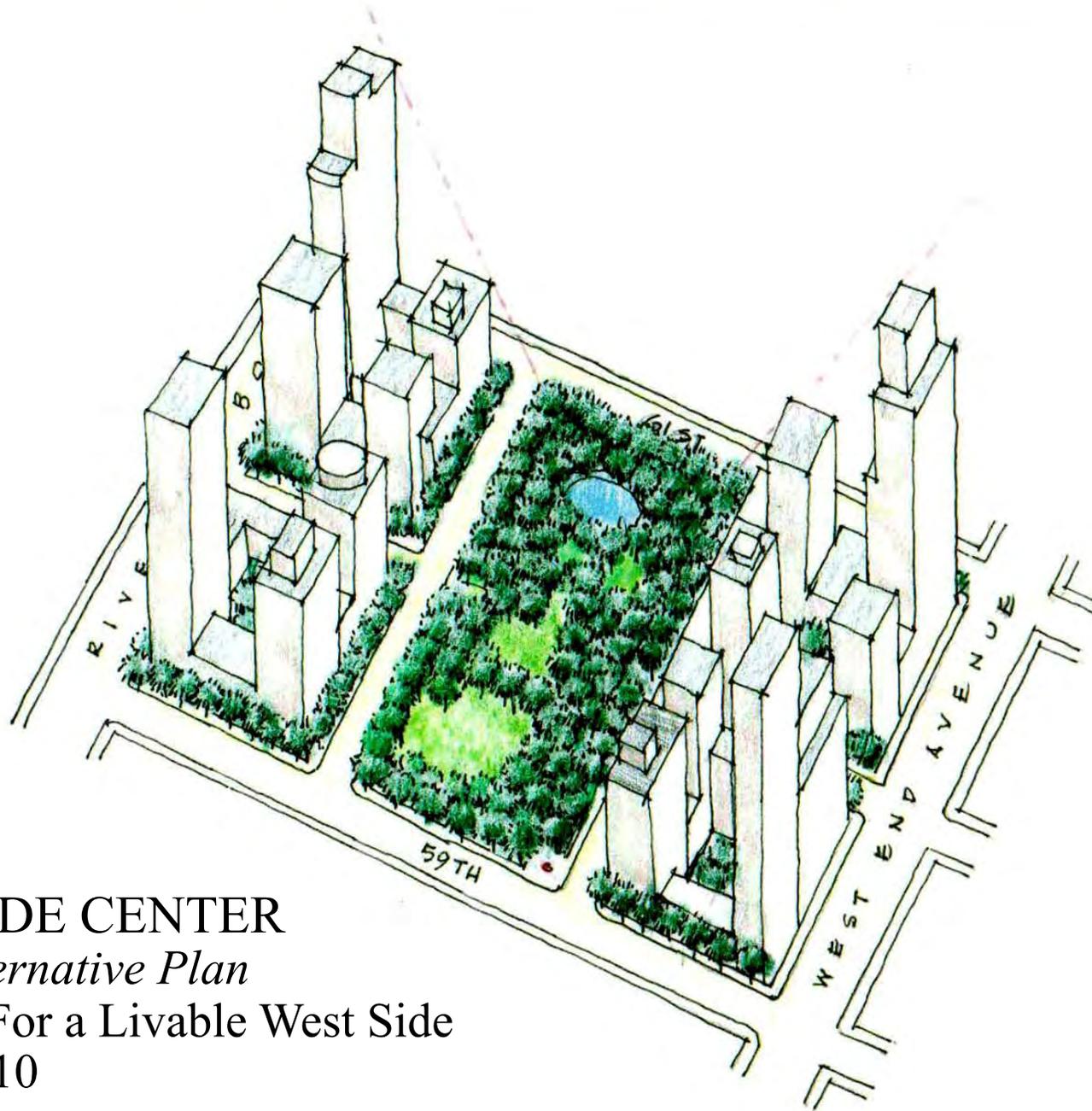
Testimony – City Council Land Use Committee
Riverside Center Proposal

We have taken the liberty of giving you a CD with a PDF of Coalition's Alternative Plan for the site.

The Coalition's noted architect and Urban Planner, Craig Whitaker developed this alternative plan for the site which required that all the new streets be "mapped" and a Public Park (approximately 2 acres of a truly public park) be built by the developer at the front end of the project.

The park would come first. That would allow the community to enjoy the park at the front end of construction and years before the project's 2018 completion.

Madeleine Polayes, President
Batya Lewton, Vice-President

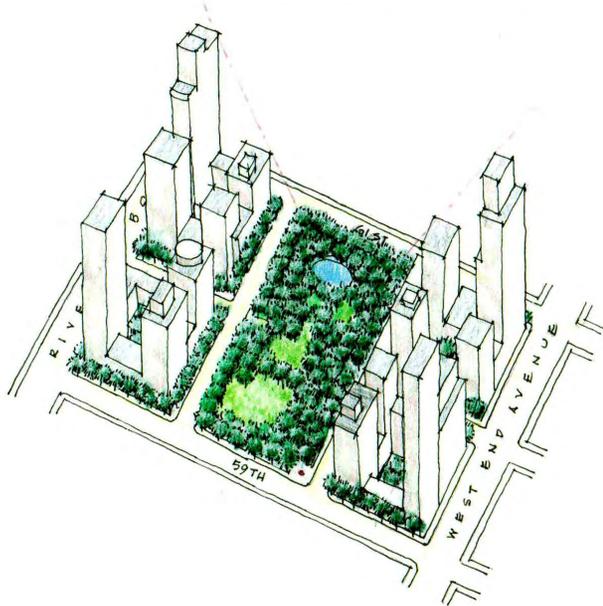


RIVERSIDE CENTER

An Alternative Plan

Coalition For a Livable West Side

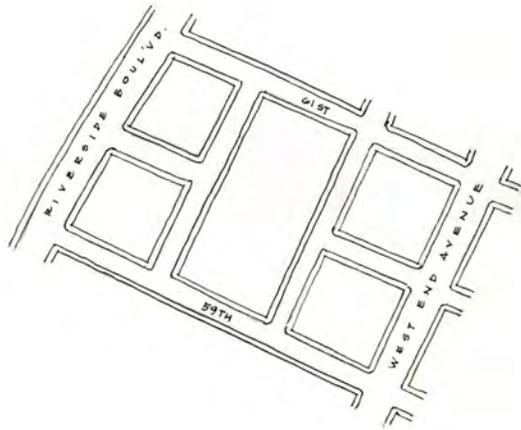
May 3, 2010



This document is in response to the Extell Corporation's proposal to build some 3,100,000 square feet of residential and commercial uses on a site between Riverside Boulevard and West End Avenue, between 59th and 61st Streets on the Upper West Side of Manhattan.

The development would consist of five tall towers set on the roof of a three story parking garage. The spaces between the buildings have been characterized as "plaza" and "open space." As planned these areas would not be public and they would not be accessible to the public until the project is completed some ten years hence. *Much of the plaza would be in permanent shadow.* The streets leading to this "plaza" would be private, and the retail uses, if built as shown, would be inaccessible to the public. *In short the development would become a private enclave diminishing the vibrant character of the neighborhood rather than enhancing it.*

The Coalition believes there is a better way, one in which the streets are planned and mapped as public, one in which the open space becomes a public park accessible to the public at the initial stages of the project. The park would be planned and used by the public, its maintenance secured by funds from the developer.

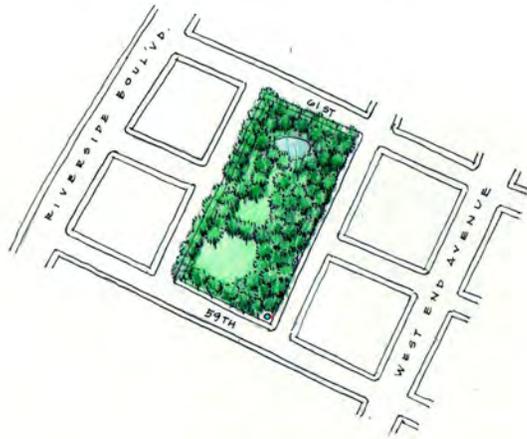


The typical first step in any large-scale project is to map streets, blocks and lots.

The resulting map, or “plat” describes where utilities will be laid, where streets and sidewalks will run, which areas are private, and most importantly, which areas are public.

The Coalition has shaped its plat also to reflect the realities of the New York City Zoning Resolution and Building Code, which are based on a history of 100’ by 25’ lots. This will make any future actions by the City Planning Commission fit more easily within an existing regulatory context.

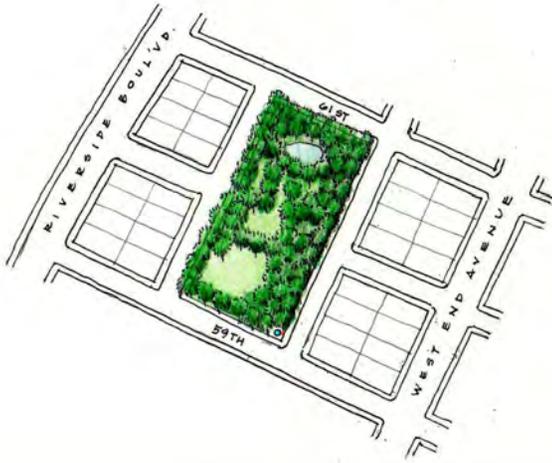
Finally, this plat also reflects the tenet first enunciated by Jane Jacobs in *Death and Life of Great American Cities* that shorter blocks make for more interesting neighborhoods. Rockefeller Center and Greenwich Village are excellent examples of this.



A vital ingredient of the Coalition plan is the center block, which will become a public park. This park can be programmed, designed and built at *the project's inception*.

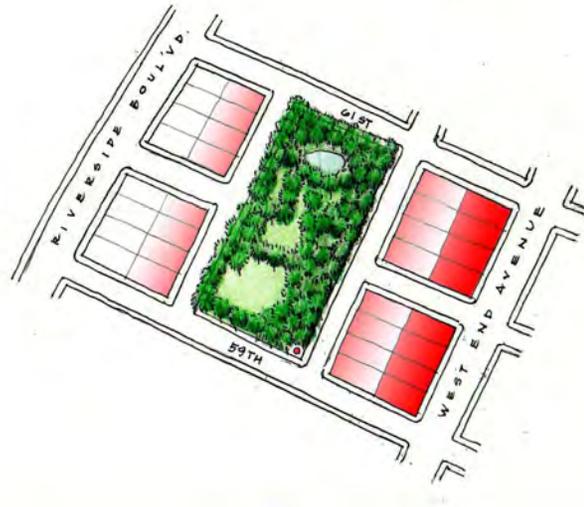
This park for the community is an important consideration when compared with the Extell proposal, which would necessitate a wait of at least a decade before private open space could be installed on the roof of a parking garage. A park, in which the public sets the regulations, is also a park which reflects local concerns, rather than those of a private developer.

There are simple regulatory mechanisms for insuring that this park be built first, probably most effective of which is withholding certificates of occupancy to the developer for the abutting buildings until the park is finished. This park should also be maintained by the developer through charges levied on the residents of the new buildings. Bryant Park, Madison Park and Riverside South Park are excellent examples of this practice.



The four new blocks should be subdivided into lots. The developer can, of course, build on any combination of these lots at any time, but multiple lots create flexibility for the developer and the possibility of variety and a more human scale for the neighborhood.

Hypothetically for example, in a slow market the developer may sell or lease a lot or two to another developer or institution. Say a small museum wished to build on several lots. The developer need not wait until his next building, but can allow the museum to proceed (after of course taking back any residual air rights so as not to reduce his own allowable density).



Multiple lots also give the City Planning Commission the ability to differentiate among uses.

For example, West End Avenue is the most appropriate street for any of the proposed larger commercial uses. The side streets are not. Putting retail on larger avenues is consistent with City policy.

Multiple lots also allow a finer gradation of “commercial” use. Smaller restaurants and other neighborhood retail would enliven the borders of the park. The lots facing the park can be zoned to encourage these uses.

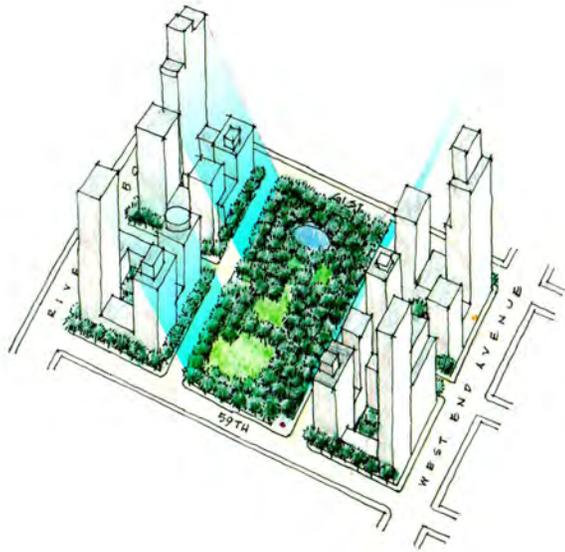


A map and plat also allows the City to describe a “sky exposure plane.”

The plane which describes the maximum height of the buildings abutting it insures that all portions of the park will receive sunlight at some hours of the day.

Sky exposure planes are used extensively in high density areas of Manhattan to allow sunlight on streets and parks, which would otherwise be in permanent shadow.

It is worth noting that large portions of the proposed open space in the Extell proposal would be in permanent shadow.

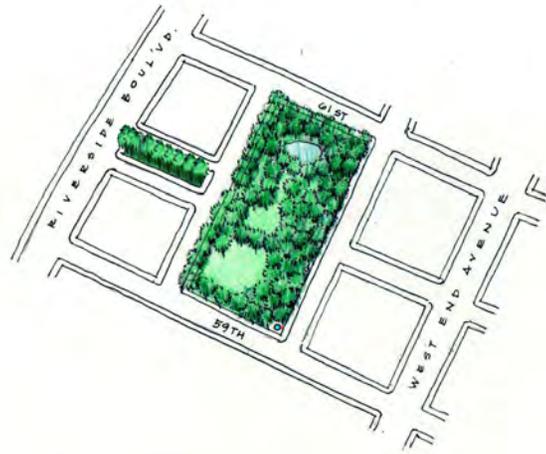


The sky exposure plane shown in the previous drawing would limit the height of the buildings fronting the park to fifteen or sixteen stories.

This height is consistent with the height of the buildings surrounding Gramercy and Washington Square Parks.

The taller buildings are relegated to the West End Avenue and Riverside Boulevard.

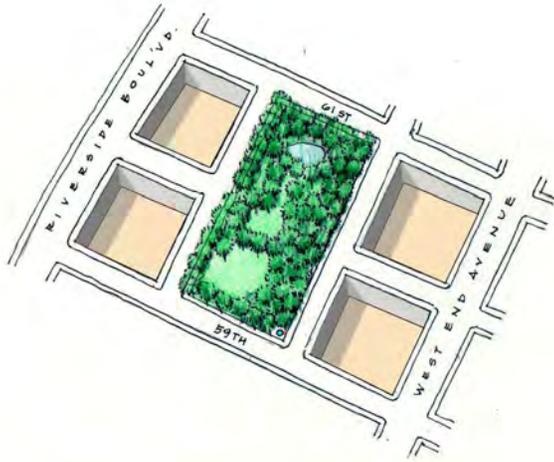
Putting higher buildings on the avenues and lower buildings in the mid-blocks is consistent with City policy.



There has been much discussion about opening the park and streets to Riverside Park and the river. At present that access/view is blocked by the West Side Highway descending to grade at W. 59th Street.

The developer recognizes the problem by suggesting that pedestrian access would occur via W. 59th and W. 61st Streets.

Should the City desire some symbolic visual connection with river, lots can be removed in the Coalition plan to create an allee - a broad walk planted with trees on either side, usually at least twice as high as the width of the walk. Daniel Burnham used a similar tool often when he created much of Chicago's park system. The density deleted by this allee would have to be relocated elsewhere on the site.



The Extell proposal will create one of the largest, if not the largest, parking garage in Manhattan.

The Coalition proposal reduces the number of potential spaces by allowing parking only under the four blocks slated for development, but not under the park.

Using Extell's figure of allotting 340 square feet per space, four garages, three levels deep would yield 1,411 spaces. Yet, it Extell is requesting 1,800 parking spaces.

If Extell were to build an underground theater, for example, this number would be decreased.

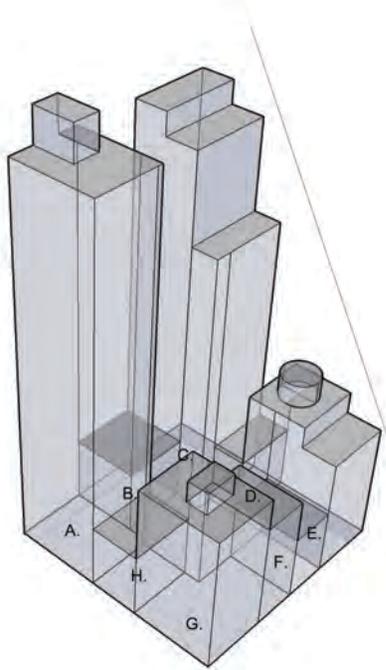
Extell is proposing valet parking, which at 200 square feet per space the number of possible spaces would increase substantially.



Four parking garages increase the number of possible entrances and exits to eight. (Red arrows)

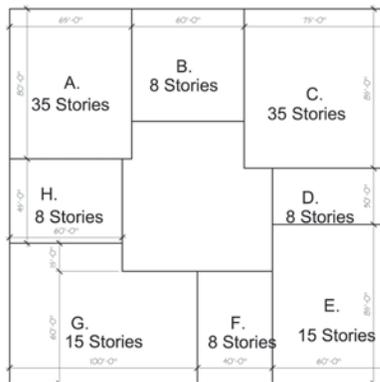
Each of them are potential entrances. This reduces the number of cars queuing to enter and leave each garage and it reduces the amount of vehicular traffic on each street.

Locating garage entrances at least fifty feet from a corner is also consistent with City policy.



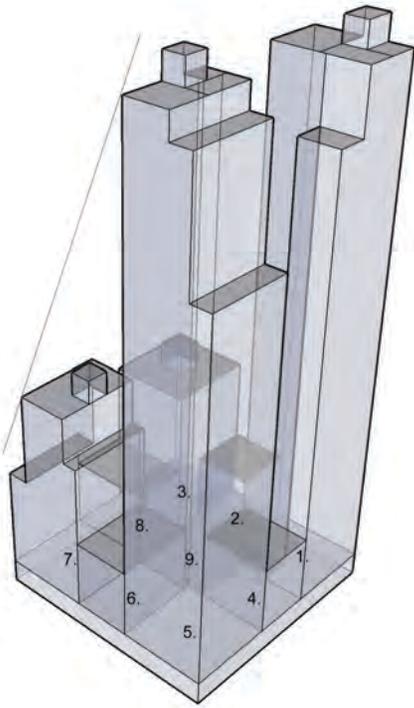
Community Board Seven (CB7) has strongly urged the City Planning Commission to restrict development on the sites (L, M and N) to the approximately 2,400,000 allowable square feet established in the 1992 Restrictive Declaration. The Coalition supports CB7's position .

We have examined the effects of this on a sample block by assigning a height limit of 15 stories to those buildings facing the park and 35 stories to those buildings facing either Riverside Boulevard or West End Avenue. These heights create more than 600,000 potential square feet per block, which at four blocks is consistent with the CB7 request of 2,400,000 square feet total.



350' Height Limit

Bldg.	Length(ft.)	Width(ft.)	Length(ft.)	Width(ft.)	Foot Print (sq. ft.)	Stories	Bldg. Area (sq. ft.)
A	65	80			5200	35	182000
B	60	60			3600	8	28800
C	75	85			6375	35	223125
D	60	30			1800	8	14400
E	60	85			5100	15	76500
F	40	60			2400	8	19200
G	100	60	60	15	6900	15	103500
H	45	60			2700	8	21600
Total Floor Area (sq.ft.)							669125



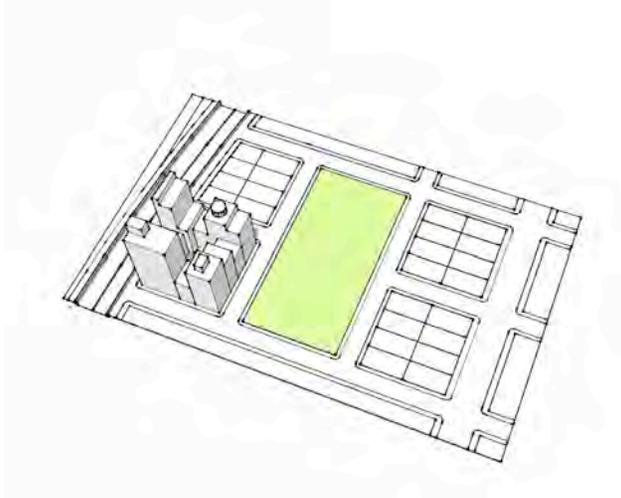
If the height of the buildings facing Riverside Boulevard is increased to 45 stories the total square footage on the block increases to over 800,000 square feet.

This in turn allows considerable flexibility to how the square feet are deployed while allowing the developer to build a sizable percentage of the allowable square footage at one time on one block.



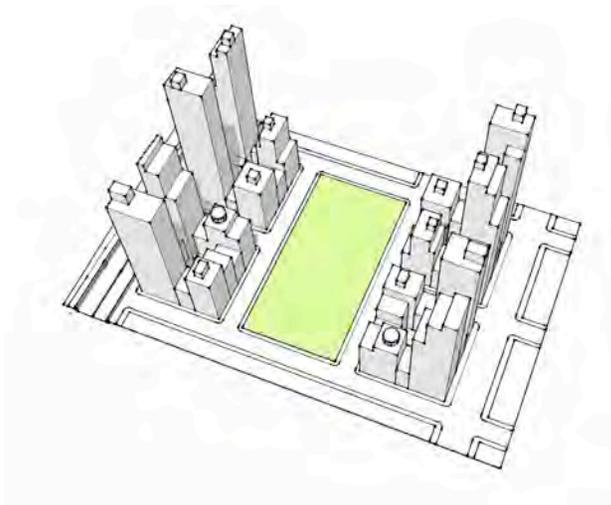
450' Height Limit

Bldg.	Length(ft.)	Width(ft.)	Length(ft.)	Width(ft.)	Foot Print (sq. ft.)	Stories	Bldg. Area (sq. ft.)
1	75	75			5625	43	241875
2	60	50			3000	43	129000
3	25	60	50	80	5500	43	236500
4	60	50			3000	6	18000
5	75	75			5625	13	73125
6	50	70			3500	6	21000
7	75	70			5250	13	68250
8	60	50			3000	6	18000
9	200	200			40000	2	80000
						Total Floor Area (sq.ft.)	885750



More importantly it allows flexibility to the City Planning Commission to reduce the total height substantially in areas where views are important, and increase it in areas where views aren't blocked.

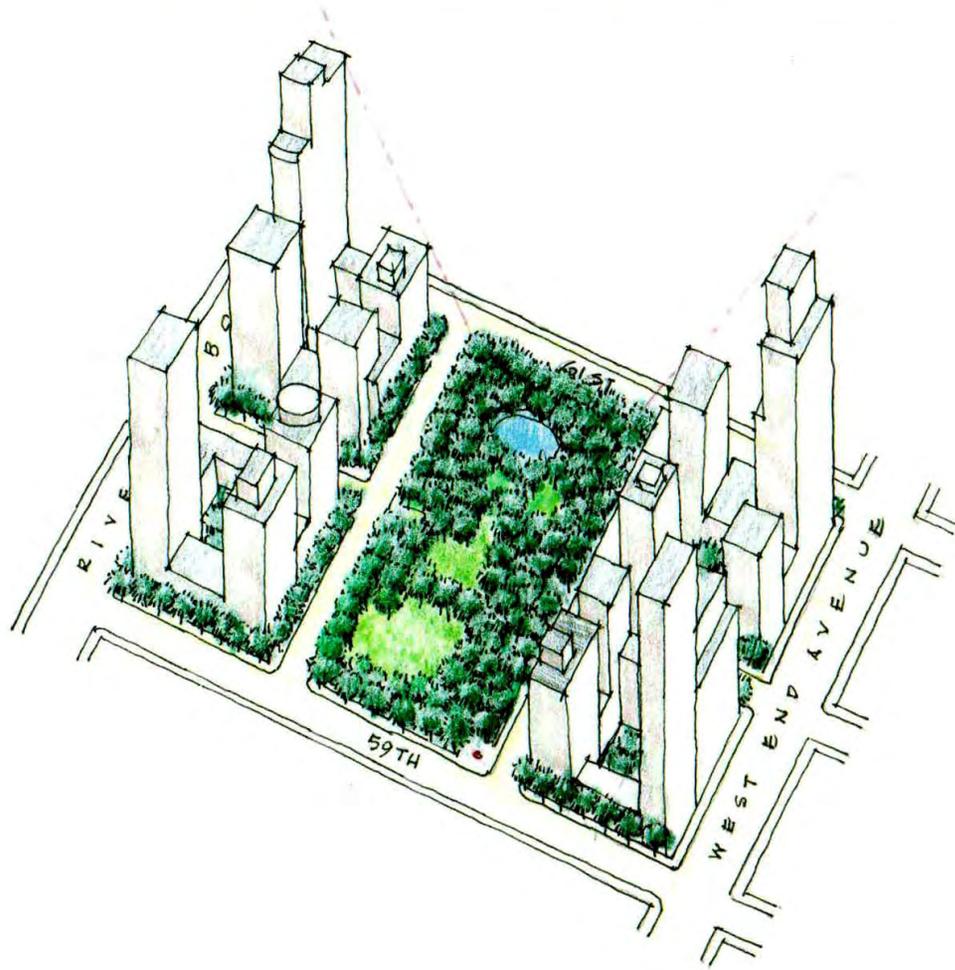
This particular example shows heights of only eighteen stories on the southeast corner of the site.



The Coalition plan is feasible, consistent with City large scale development policy, and consistent with the enunciated policies of Community Board Seven.

It gives the community a real park, not at the end of a long and disruptive construction process, but at the beginning.

It should be included in the alternatives to be studied during the Uniform Land Use Review Process.



November 23, 2010

Honorable Mark S. Weprin, Chairman
Subcommittee on Zoning and Franchises
New York City Council
City Hall
New York, New York 10007

Re: Automobile Dealership Development

Mr. Chairman,

As you may know, Local 259 UAW's core membership is workers that are employed by automobile dealerships throughout the five boroughs, Long Island, New Jersey and Connecticut. We have five hundred and fourteen members that are currently performing work at both domestic and import dealerships along the eleventh avenue corridor also known as "Automobile Row". We are technicians, parts employees, new and pre-owned vehicle prep employees, service and parts support staff. We are the backbone of the auto industry in New York City.

Our density in this geographical area has allowed the Union to secure the highest wage and benefit packages in the industry which dove-tails to our entire jurisdiction. It's a legacy that we are proud of which provides a viable foundation for the future of autoworkers in the region.

The success of an automobile dealer is important to our members' futures as well. This is why Local 259 UAW supports the development of an automobile facility that includes sales, service and parts departments to be part of the Extell Riverside South development. It is absolutely critical that an automobile dealership have significant exposure on West End Avenue, not solely on a side street, in order for it to be successful.

Again, if an automobile dealership is to be successful in Manhattan it must have the same exposure, not less exposure, to the public than its competition. A level playing field is a must.

The Union desires an automobile dealership operator to be in a position to compete and be successful. A successful operator means strong job security, strong wages and benefits and opportunity for new jobs for all autoworkers!

Thank you for your consideration,

Brian Schneck, President
Local 259 UAW, AFL-CIO

Cc: Honorable Christine C. Quinn, Speaker
Honorable Leroy Comrie, Chair, Land Use Committee
Honorable-Gale Brewer, Councilwoman
Executive Board, Local 259 UAW



INSTITUTE FOR RATIONAL URBAN MOBILITY, INC.

George Haikalis
President

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Statement at November 23, 2010 NYC Council Land Use Committee Hearing on Proposed Rezoning of Riverside South

The Institute for Rational Urban Mobility, Inc. (IRUM) is a NYC-based not-for-profit corporation concerned with reducing motor vehicular congestion and improving the livability of dense urban places.

IRUM urges the Council to include preservation of an easement for platforms and passenger access to a Regional Rail Station at Riverside Center between 61st Street and 59th Street as part of this zoning amendment.

A regional rail station in this densely developed part of Manhattan is much needed to reduce traffic congestion and pollution. Riverside South, one of the city's largest residential developments, is a half-mile or more from the nearest rail station. Subway lines serving the West Side of Manhattan are already crowded. Faced with unattractive transit options, it is not surprising that many Riverside South residents choose to drive, or to use taxis or other for-hire vehicles, adding to an already unacceptable level of roadway use. Furthermore, visitors and workers on the West Side face challenging transit options to reach their destinations, particularly those from the northern suburbs using Metro-North trains to reach Grand Central Terminal.

Amtrak's two-track West Side Line is an extraordinary underutilized transportation asset passing through this development. Unfortunately, MTA's decade-old Penn Station Access planning study that is considering addition of regional rail service on this line remains stalled, with virtually no activity taking place and no public outreach planned. Several opportunities for new stations along this line have already been foreclosed by MTA's inaction. **It is critical that this not happen at the Riverside Center station site.**

IRUM hosts the Regional Rail Working Group, an informal collaboration of statewide and regional transit advocacy organizations, calling for remaking the area's commuter rail lines into a coherent and coordinated regional rail network, with frequent service, integrated fares and through-running trains. A station in the vicinity of Riverside Center, shown in the attached figure, has long been considered an important element of these plans.

A regional rail station at Riverside Center is both feasible and practical. While a portion of the station platform would be on a curve at this location, a safe and wheelchair accessible design can be put into place. Furthermore, the cost of accommodating this easement is modest and would be greatly offset by the gain in property values resulting from the new station and regional rail service.

Attached is a copy of my report prepared for the Committee for Environmentally Sound Development about a proposed station in Riverside South.

Preliminary Assessment of Feasibility of Constructing a New Regional Rail Station at Riverside Center

Prepared for

**Committee for Environmentally Sound Development
P.O. Box 20464, Columbus Circle Station
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June 12, 2010

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Summary

A new regional rail station at Riverside Center can be constructed as part of the development of the southerly two blocks of the Riverside South development, between 59th Street and 61st Street. Two side platforms, each about 200 feet in length could be constructed between 60th Street and 61st Street at relatively low cost, if developers could incorporate this access improvement in their development. Provision could be made for extension of these platforms south to West End Avenue/11th Avenue/as part of the site plan for Riverside Center, also at relatively modest cost, but a substantial investment would be needed to complete the extension.

Background

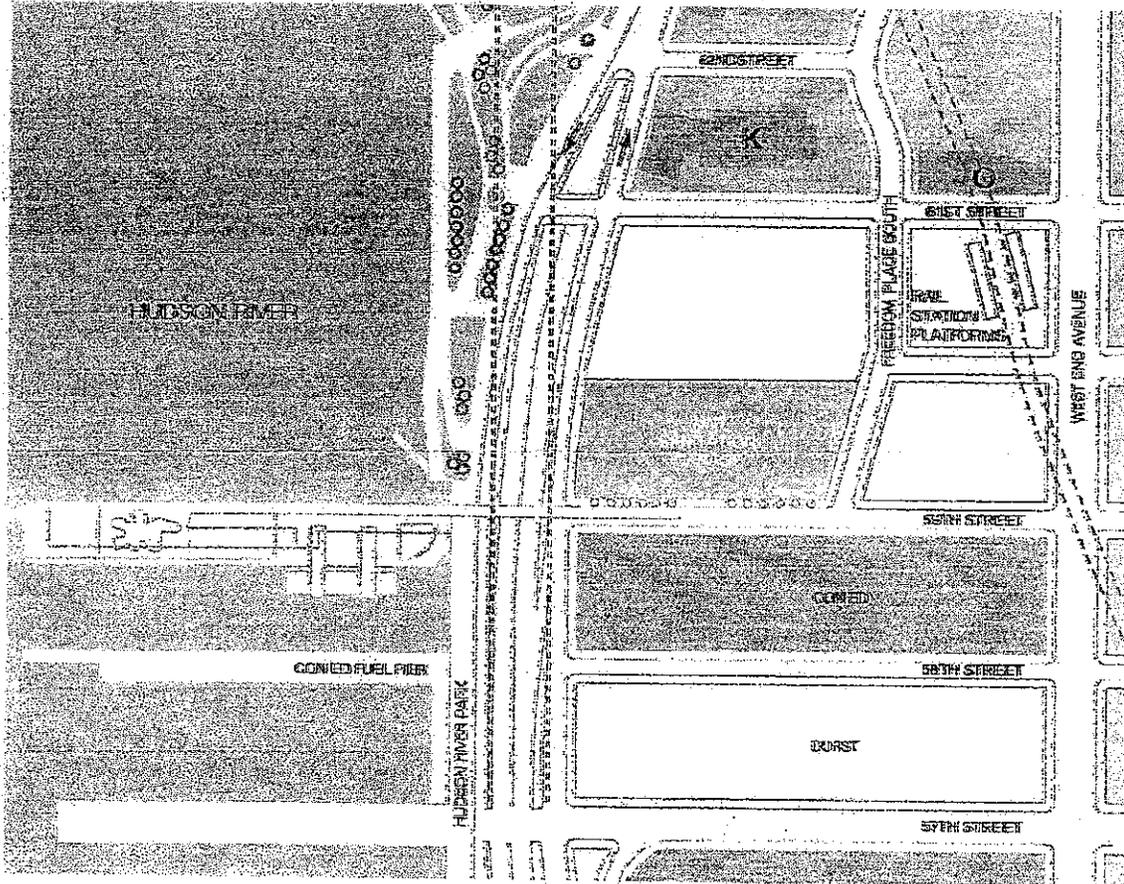
As part of its Penn Station Access Study, Metro-North is considering establishing a train station in the vicinity of Riverside Center on Manhattan's West Side. This paper focuses on the feasibility of constructing and operating a way station with two side platforms at this location, between 59th Street and 61st Street, just west of West End Avenue/11th Avenue, as part of the completion of the Riverside South development project. In its planning study Metro-North considered an island platform at this location, shifting tracks to accommodate the platform, which would be served by a single elevator. Both options merit detailed analysis. This paper focuses on the side platform option. The advantage of side platforms is that they could be constructed without major changes in track alignment. It is important to reach agreement on a station plan so that the new development above the tracks and platforms can be planned accordingly.

Baseline plan

In its planning study Metro-North found that a station in the vicinity of Riverside Center would attract a significant ridership, the highest for the stations considered for the Amtrak West Side Line. The station would serve a densely developed area that is quite remote from the nearest existing rail station at Columbus Circle. It could play an important role in reducing motor vehicle congestion and pollution in this area.

Amtrak's two-track Empire Line passes through this site just below grade, and is exposed to the surface between 60th Street and 61st Street, a distance of about 200 feet. Two side platforms, each 15 to 20 feet wide, could be easily constructed at this location, as shown in Figure One. Space for access to the surface would also be needed. This access must be wheelchair accessible, requiring elevators or ramps for each platform. Stairways would be provided with adequate width to accommodate projected ridership. The projected development at this site would be constructed over the platforms and tracks. Adequate ventilation should be provided.

The station would be located on a relatively short tangent segment of the Amtrak mainline, with curves just to the north and south. To permit high speed operation, when Amtrak acquired this line, it adjusted curves, and spirals transitioning to the curves, departing from the original New York Central freight mainline that served Manhattan's West Side. Banking (super-elevation) was increased on the curves. However, a short, high-level platform can be placed at this location with little, if any, change in the geometry of the mainline tracks.



Committee for Environmentally Sound Development, Riverside South

Figure One – Sketch Map of Suggested Station – Baseline Plan

Options for longer trains

All three commuter rail lines serving the New York area operate trains that are longer than station platforms. Announcements are made on trains informing passengers to move to the appropriate cars for alighting. However, the 200 foot length of platforms for the baseline option at Riverside South would present operating difficulties if ridership volumes reached significant levels. At most, only two or three cars of a typical six to eight car peak period train could be berthed at this platform.

Since the block from 59th Street to 60th Street is also part of the Riverside South development it would make sense to preserve space for extensions of the two platforms south from 60th Street. The Amtrak line is currently decked over with a parking lot at this location. This decking would be removed, if necessary, and columns supporting new overbuild structures would be placed to stay clear of the new platforms. Provision for these extended platforms would add little if anything to the cost of the new development if considered in a timely manner. These platform segments would not be placed into service until they are linked to the "baseline" station north of 60th Street. Connecting these segments would require rebuilding or modifying the 60th Street overpass. This could be done in a subsequent phase, although some economies would be realized by doing this as a single project. When completed, five to six car trains could be berthed at this station.

Passing under West End Avenue, the original New York Central West Side Freight Line continued south in a four-track right of way. The original overpasses for cross streets were built to accommodate four tracks, although much of the rock for the fourth track was not removed during the original construction. The long diagonal underpass under West End Avenue was built to accommodate four tracks. However, Amtrak has fine tuned its track locations to permit higher speed. A detailed examination would be needed to determine if the side platforms extending south from 59th Street could continue under the West End Avenue underpass without significant structural changes. Some modest realignment might permit these platform extensions, although with some reduction in operating speeds for Amtrak.

A further extension to the north is also possible by rebuilding the recently constructed 61st Street overpass. With baseline platforms feasible for three-car berths and with subsequent extensions to the south and even to the north, a full eight car train could be accommodated at this location, if the demand justified this level of service. Provision for these extensions could be made at relatively little cost, and an easement should be reserved at the outset as part of the Riverside South development, even if full implementation were carried out later.

Other design issues

While a short two or three car platform is feasible between 60th Street and 61st Street a more fully developed station plan with longer platforms would have to come to terms with the serious concerns of stopping trains at stations on curves. With some modest realignment of the tracks at this location, a minimum radius of 2,000 feet could be achieved at the curve just south of 60th Street.

While placing low-level platforms on curves of this radius is not uncommon, recent experience with high level platforms on curves has raised public concerns about the ability of passengers to handle the gap. Standard commuter rail cars operated in the New York area are 85 feet in length, with a wheelbase of 59.5

feet between truck centers. This means that the center of the car must clear the platform on an "inside" curve, like the eastern platform at 60th Street, and ends of the car must clear the platform on an "outside" curve like the western platform at 60th Street. The electric rail cars operated by Metro-North and LIRR have doors located at "quarter-points", that is one quarter and three quarters away from the ends of the car.

For high level platforms, this would be acceptable for the platform on "inside" curves like the eastern side of the two-track line. Many of the island platforms constructed on Metro-North's Upper Harlem Line have curves of this radius. However, placing a high level platform on the "outside" of the curve, on the west side of the line at this location, would require careful analysis. A gap of three to four inches might be anticipated. For patrons using wheelchairs, train crews currently place "bridge plates" across the gap, since users would find it challenging to make it on their own. But for other riders other measures may be needed. On NYC's subways, for over a century movable platform extenders have been deployed at a few locations. In San Francisco, light rail vehicles deploy movable stairways to reach platforms. These measures could be applied at the 60th Street station, if needed. However, it would be preferable to apply more conventional approaches.

Other planning issues

Amtrak purchased this line, upgraded it as a two-track mainline and connected it to Penn Station, moving all Empire Service from Grand Central Terminal to Penn Station on April 7, 1991. No provision was made for intermediate stations on this line, and subsequent development over the tracks has narrowed much of the right of way to two tracks. Several locations remain where side platforms are possible, and Metro-North is reviewing them in its Penn Station Access Study. Also worth considering in the Metro-North study is the elimination of the single-track bottleneck approaching Penn Station and replacing it with a two-track connection within the Hudson Yards development area. With this added capacity, much more frequent service would be possible, and with fare integration the Amtrak West Side Line could become an important trunk line for reducing congestion and pollution on Manhattan's West Side.

Conclusions and recommendations

1. An interim station stop on the Amtrak West Side Line, using two-to-three car train platforms would be possible in the very short term. A full-length, full-service platform would be possible, but would require greater investment and changes in current operating practice requiring more thorough analysis.
2. Provision should be made for platforms and access to surface streets in the two-block stretch of Riverside South between 61st Street and 59th Street as part of the development of the southern segment of Riverside South.

Committee For Environmentally Sound Development Inc.

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**Riverside Center Testimony for City Council Land Use Subcommittee
Hearing, November 23, 2010,**

Olive Freud, Vice President

When Extell purchased Riverside South the southern parcel of land was, as yet, undeveloped. There existed since 1992 a restrictive declaration that defined density and many other parameters. This area between 59th Street and 61st Street, West End Avenue, and the Hudson River would contain 2.4 million sq. ft. of development, 700 parking spaces, a road parallel to West End Avenue and other requirements. In itself the 1992 Agreement was far too generous to the developer and resulted in much taller buildings on the west edge of Manhattan than those in the surrounding neighborhood. Bad design, but the first 10 building were constructed under the terms of the 1992 Agreement.

Now we have a request for 3 million sq. ft, and probably an additional 700,000 sq. ft. below ground also an increase in parking spaces. Do agreements mean anything? Or are they changed for the asking? Or are they changed depending on who does the asking?

Both Manhattan CB7 and Borough President Stringer submitted well reasoned rejections of the Extell Plan. CB7 also offered a comprehensive viable plan that could be the basis for any construction on the site.

I would like to add a few comments:

A school as originally planned was to be in Bldg. J or K (62nd Street or 63rd Street). J is under construction and K is still a plan. The school is needed

now and should be housed in either of these buildings, not delayed until Riverside Center becomes a reality.

The completion of Riverside Blvd. from 61st Street to 59th Street should occur at the start of construction. A road parallel to West End Avenue will alleviate traffic congestion and was a priority of the 1992 agreement.

From the environmental point of view, one that factors in global warming and rising sea levels, we must no longer encourage construction of excessively tall building in low lying areas. Further residential buildings should have windows that can be opened. Otherwise these buildings are energy guzzlers. Power is needed for all heating, cooling, and fresh air.

There is also the need to reduce the number of cars that that enter the City each day, Remember the Mayor's Congestion Pricing initiative. To reduce auto traffic we need more mass transit facilities. The Amtrak railroad that runs along the west side of Manhattan is a unique opportunity to implement a commuter facility. We should take advantage of the last chance to build a station on that line between 61st Street and 59th Street as part of the Riverside Center Project.

There have been many meetings and hearings with Extell in which the people of our community have objected to the increase in density over that which was negotiated in 1992. But this developer disregards us. At the NYU site the objections of the community did deter that development. I wish we could fare as well. The very fact that instead of TV studios there will be residences has made this venture more lucrative than it was in 1992.

Statement of Noah E Gotbaum, President of Community District Education Council 3 on Behalf of the Council

November 23, 2010 - City Council Hearing On Riverside Center Project

My Name is Noah Gotbaum and I am President of Community District Education Council 3. CEC3 is the elected parent body of some 16,000 students and 20,000 Public School parents in Community School District 3, which encompasses 32 schools located from Lincoln Center to Central Harlem.

District 3 faces a schools overcrowding crisis throughout our district, and most acutely in the southern/Upper West Side portion of the district where the new Riverside Center Project will be located. In District 3 in 2010 we had two of the top ten most overcrowded schools in the city, with 8 of the 9 public elementary schools between 57th Street and 97th street operating at or above capacity. The epicenter of this problem is a few blocks north of Riverside Center, focused on the PS 199 and PS 87 Areas

This is not a coincidence. For years, Extell and other developers have marketed our public schools as an amenity, pouring kids into our schools up and down District 3, without taking any responsibility for the overflow or providing a single new seat. The direct result of this development – most prominently including Extell’s Riverside South project - has been severe overcrowding throughout our district.

Sadly, the developers’ partners in driving this overcrowding have been the New York City Department of Education, and its Schools Construction Authority. The DOE and the SCA, have been unable or unwilling to recognize simple demographics for years, consistently underestimating demand for our new schools in an effort to ignore the problem. In 2006, they failed to take up the option for a developer-provided new school site at Riverside South, just as the numbers were beginning to take off. In 2008 they recommended increasing the size of the PS 87 district for the 2010/2011 school year, the next year that district became the most overcrowded school zone in the city. And last year – while steadfastly refusing formally to recognize any overcrowding in D3 in every planning document and public statement – they were forced to open a new public school at the 11th hour after the parents’ demographic projections and protests were proven out by enrollment numbers. But rather than invest any dollars with new construction, the

DOE opened the new PS 452 in an already overcrowded MS 44 building, mortgaging sorely needed middle school seats.

During these overcrowding discussions on PS 452, and our expose of massive future overcrowding, the DOE constantly told us that any such this growth would be accommodated by a large new school built as part of Riverside Center.

But only a few short months later we are left to ask where is that school and, as important, who is going to pay for it? Sadly, instead of pushing for the needs of the community, the DOE and the City have signed a Memorandum of Understanding with the developer for a 75,000 square foot school that at best will only accommodate the students living within the new Riverside Center project and won't begin to address the area's larger overcrowding issues. And to make matters worse, the DOE MOU only seeks payment from Extell for the new school's walls and floors, leaving the rest of us to foot much of the bill for what essentially will be a private school for the developer while doing nothing for the greater overcrowding problem that they recognize.

While the City refuses to stand up for our taxpayers our community and our kids, the City Council must. As a matter of fairness, if this developer is going to reap hundreds of millions in benefits from a variance provided by the community, then that developer must give back to the community or at minimum cover at least some of the costs of the services its tenants will be generating.

Community Education Council 3 joins Community Board 7, Borough President Stringer and others in demanding that the City and the developer being to do their part to meet our Community's education needs:

First - Building the entire 150,000 square foot school our community needs – without an option - must be a requirement for any approval of this project.

Second - the school must be among the first buildings built in the project.

Third - the remaining 75,000 square feet must be fully paid for by the developer.

We urge the City Council to demand these changes as well. And to leave no doubt that they, as we, are willing to stand up for our children and our community.

Date: November 23, 2010
To: NY City Council Subcommittee on Zoning and Franchises
From: Jennifer Freeman
Former Secretary, CEC3 and Head of CEC3 Committee on
School Overcrowding
Re: Need for a new, big-enough D3 School

Good morning. My name is Jennifer Freeman, and in 2008/9, as a member of the District 3 Community Education Council, I led a long, thorough process to investigate school utilization and space needs in District 3. In the course of that investigation, we saw a 2006 letter from Kathleen Grimm turning down the opportunity of space for a new school in the Northern end of the then-Trump, now Extell Riverside South developments. We counted the number of new apartments being built in District 3, over 5,000 in the last decade, some of which are still not yet occupied. We learned that the Department Of Education had a deliberate policy of not planning for students until those students showed up at a school. In other words, in spite of clear evidence of growing birth rates and large numbers of new family-sized apartments for those babies to live in, the DOE willfully ignored the obvious implication that many of those children would need a place to go to school when they turned five.

Even though the Community Education Council worked with the DOE to maximize utilization of our existing school buildings, and to clear out-of-district students from our district schools, we faced a shortage of seats last year. This shortage was predicted by parents, but denied by the DOE until the last possible second, when long waiting lists stared DOE in the face and they had to blink. A new school, PS452, was hastily created in a middle school building last March to accommodate a population whose existence until then the DOE had denied. By the way, the space given to PS452 affected education at two other schools in that building, West Prep Middle School and the Anderson School. The space crunch is still not resolved, because there is still not enough room in District 3 schools and enrollment is still growing. This is no way to conduct responsible school planning!

The Riverside Center project now under consideration is slated to include as many as 3,000 new residential units, many of which are clearly designed for families. There are still thousands of new apartments in District 3 that are not yet open or are occupied by young families whose children have not

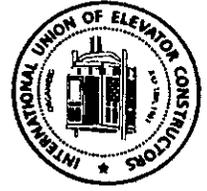
yet reached school age, who will want to go to school in District 3. There are plans to build still more residential units in the near future. Meanwhile a middle school crisis is brewing, as the swollen numbers of children in lower grades in our buildings move toward middle school. In past years District 3 parents called for the creation of two new schools, one to absorb the current overcrowding in the district, and one largely to accommodate families living in Riverside South itself. This did not happen—no new school was built to accommodate the children in the rest of the district—so it seems the only logical solution that remains is to build one new school in Riverside Center that will be big enough for the district's needs. It is unbelievable that at this stage we have to beg and plead to make the case for this obvious need.

I dream of the day the Department of Education will integrate birth rate data and buildings department data and plan new schools in a process that is rational and proactive. Creating a 150,000 square foot school in Riverside Center is an imperative for our community. This is not just my opinion; it is based on years of data collection and careful analysis of community needs. If the City Council fails to vote for a 150,000 foot school in Riverside Center, it is condemning children and families to years of educational distress and heartbreak. Please, do the right thing and vote for the construction of a 150,000 square foot school in Riverside Center. Thank you.



Local One

International Union of Elevator Constructors of New York and New Jersey - (AFL-CIO)



47-24 27th Street • Long Island City, New York 11101
Phone: (718) 767.7004 • Fax: (718) 383.0068
WWW.LOCALONEIUEC.COM

I would like to thank the subcommittee for taking the time to hear our testimony. My name is Michael Halpin. I am an organizer with the International Union of Elevator Constructors Local One. Our offices are located at 47-24 27th Street in Long Island City. We are an organization that represents more than 2800 men and women that install, modernize, maintain and repair elevators and escalators throughout the New York metropolitan area. We have hundreds of members that reside within the five boroughs of New York City.

As of yesterday over 15% of our membership was unemployed. I'm sure that many of the other construction trades have a similar or higher rate. This is well above the New York City unemployment rate of 9.2%, the New York State unemployment rate of 8.3% and the national unemployment rate of 9.6%. Our industry has suffered deeply through this economic crisis and our recovery is not as rapid as other sectors of the economy. We need this project and others like it.

We appreciate the amenities and open space included in the project and hope that our members and all of the families living in the community district, will enjoy their use.

Thank you very much for your time.

Sincerely,

Michael Halpin
Organizer
IUEC Local One

READ INTO
RECORDS

November 22, 2010, 2010

The Honorable Mark Weprin
The Honorable Leroy Comrie
Members of the Land Use Zoning and Franchises Sub-Committee
City Hall
New York, NY 10007

Dear Chairs Weprin and Comrie and Members of the Committee:

In 1992 I made the decision that the defunct railyard could not remain a scar at the entrance to the great neighborhoods of the Upper West Side. Development was appropriate then as it is now, although I realize that the negotiations about any project are always intense.

Extell would like to complete what we started. I am supporting their effort. I understand -- and consider it especially important -- that Extell has agreed to use the City's Inclusionary Housing Program, which will produce a sizeable number of permanent, affordable units spread throughout the development.

I urge you and the Committee to approve this project, listening of course to the other various interests and recommendations and accommodating those that can be responded to reasonably.

Best regards,



Ruth W. Messinger
Former Manhattan Borough President

READ INTO
RECORD

Ethel Sheffer, Chair CB7 Riverside Center Working Group
City Council, Land Use Sub Committee, November 23, 2010

Community Board Seven has been working diligently over the last months to provide a clear road map to significantly improve this site and this application that is before you. There's a strong consensus in the community that a few very reasonable modifications will balance the interests of the developer, the community, and the city at large. . These have been well-analyzed in CB7's report, which was also completely supported by the Borough President who disapproved this project.

The burden of proof for an increase in density rests upon the applicant; the base here is 2.4 million sf as previously approved in an extensive, inclusive public process; the request for ~~2.9~~ million sf must be justified in economic and site planning terms and not assumed as a given simply because the developer asserts it as his need. The developer has chosen not to map W.60th Street and has therefore captured the FAR of what was expected to be a public street for his own private residential uses. We believe that the proposed density is excessive and overwhelms the site and the surrounding neighborhood. We ask you to reduce the density so that it is closer to 2.4 million sf, which is still a very large project.

Making the project less dense will increase the open space, make it more accessible and inviting to all members of the public and will mitigate the documented negative impacts on traffic and infrastructure.

Furthermore, the request for 1,800 cars and a huge auto repair facility is completely inappropriate for Manhattan. It goes against the realities of how people and visitors work, walk and shop and against the way the streets and roadways work in this borough and neighborhood. We recommended 1,000 parking spaces and we welcome City Planning's reduction to 1,260 spaces.

CB7 believes that these modifications will enhance the public benefits, mitigate the negative impacts and bring this project in line with the growth and well-being of our community and the city. Thank you.

READ INTO
RECORD

**TESTIMONY OF MARA GAVIOS
TO THE NY CITY COUNCIL LAND USE COMMITTEE
RE: EXTCELL RIVERSIDE CENTER PROJECT, 11/23/10**

My name is Mara Gavios, and I am speaking on behalf of the 10WEA Riverside Center Committee. I would like to start by saying that we are confused. In 1992 a Restrictive Declaration was signed for Riverside South, that many worked very hard for and the community made many compromises to achieve. The '92 RD states that development on parcels L, M and N be kept to a maximum of 2.4 million square feet in total. My committee and the community at large all believe that the '92 RD should be respected and enforced, after all a deal is a deal. I personally stood in front of City Planning and stated that my committee and several other committees are extremely concerned with Extell's plan. City Planning ignored the community entirely and just let Extell build whatever it wants. So here I am today making the same plea to you. The community's top priority is to keep the site plan to 2.4 mm sq. ft. maximum. It has always been the top priority of our community, yet nothing has been done to ensure that 2.4 mm sq. ft. is the most Extell will get. Community Board 7's plan is the plan that my committee, other committees, and the community as a whole want to see endorsed by City Council.

The community is asking you today to keep your promise to us as our elected officials, and listen to the people's voice. We voted for you because we believe that you have our best interests at heart. Please do not disappoint us and endorse CB7's plan today, not Gary Barnett's mega-plan to build over 3 mm sq. ft., 1,800 parking spaces, and a car dealership that obviously does not belong anywhere in a residential neighborhood. Stand up to Mr. Barnett and demand that he keep the promises he made to our community. It's in the deceptively pretty pictures he showed us, make him truly keep his promises. Build a real park, build and support a school large enough for the children in our neighborhood. Include affordable housing, and incentivize retail that our neighborhood truly needs: restaurants and mom & pop stores, not a car dealership and the largest parking lot in NYC.

Mr. Barnett cries that if we make him do the things we want, his project is no longer financially viable and he has threatened not to build it. Best we can tell Mr. Barnett and his partners stand to earn profits of about 3 billion dollars from this project. Is it really so horrible for him if he only earns 2 billion dollars instead of 3 billion? Do you really think he won't build the development if he's "only" going to make 2 billion dollars? Please show Mr. Barnett that we are not that naïve or stupid.

We are asking City Council today to force Extell and other developers to give back to this great city that they prosper greatly from. It's time for the people to take back control, which we can only do if our elected officials fight for our voice. This is why we voted for you, please don't disappoint us!

Thank you.



**MASON TENDERS' DISTRICT COUNCIL
OF GREATER NEW YORK
POLITICAL ACTION COMMITTEE**

266 WEST 37TH STREET, SUITE 1150
NEW YORK, NY 10018
TEL: (212) 452-9500 FAX: (212) 452-9599
E-MAIL: MTDCPAC@JUNO.COM

LEAD INTO
RECORD

**Testimony of
The Mason Tenders' District Council of Greater New York
before the Subcommittee on Zoning and Franchises
re: Riverside Center Development**

Good morning Chairman Weprin and distinguished committee members. My name is Jason Delgado and I am Field Representative for the Mason Tenders' District Council of Greater New York and Long Island Political Action Committee. The Mason Tenders' District Council is comprised of more than 15,000 members in six local unions of the Eastern Region of the Laborers' International Union of North America. These locals represent men and women working throughout the five boroughs and Long Island as building construction laborers, mason tenders, plasterer's helpers, office and professional personnel, demolition workers, recycling plant employees, high school teachers and asbestos and hazardous material abatement laborers.

I come today to speak in favor of the proposed Riverside Center development. Of course, based on who I represent, my number one concern is construction employment. However, the plan for this site that's already been approved provides plenty of construction jobs, so why wade into this fight? Simply put, the Riverside Center plan is better for the community.

While Buildings A through K are a far site better than what was on their sites previously, the current buildings produce a massive wall extending for ten blocks. The Riverside Center breaks this pattern by creating an inviting environment that opens the project to the streetscape. The design includes creating large areas

between the proposed buildings that will be dedicated to open space, lawns and a central plaza.

The Riverside Central proposal also includes a new elementary/intermediary school and cinemas, restaurants and outdoor cafes, as well as retail shops and unobtrusive underground parking.

The economic benefits are also quite substantial. There will be thousands of construction jobs created, and many more indirect jobs as a result of the construction. Direct and indirect wages and salaries from construction of the project are estimated at \$898 million in New York City and \$1 billion in New York State. The *total* effect on the local economy, measured as economic output or demand, from the construction is estimated at about \$3.1 billion in the City and \$3.6 billion in the State during the course of construction. Additionally, post-construction there will be more than 1,400 full and part-time jobs created by Riverside Center. In a period of economic decline such as we are suffering through now, these projections can not be ignored.

Including the indirect and induced economic activity that will occur off-site as a result of this project, the total employment in New York City from the operation of Riverside Center is estimated at 2,190 jobs. With an unemployment rate hovering around the double-digits, this project is too important to our City's economic recovery to pass up.

Job creation for the workers; tax revenue for the City and State; and open space, a new school and affordable housing for the community. The Riverside Center project is a win-win-win. Thank you.

Respectfully submitted,
Jason Delgado
November 23, 2010



THE COMMITTEE TO PRESERVE THE UPPER WEST SIDE

LEAD
INTO
RECORD

**Testimony of LANDMARK WEST!
Before the New York City Council
Regarding the Riverside Center Development ULURP Application
November 23, 2010**

LANDMARK WEST! is a non-profit community organization dedicated to preserving the architectural heritage of the Upper West Side of Manhattan.

I am here to focus specifically on the relationship between Riverside Center and the historic IRT/Con Edison Powerhouse, which occupies the full city block just south of the proposed development site.

LW! is one of many voices calling for the preservation of the Powerhouse, a monumental symbol of New York's grand tradition of civic architecture, a building that is currently under consideration for landmark status. Under CEQR rules, impacts on this historic resource must be closely examined.

Furthermore, the whole purpose of environmental review is to look beyond *what is* to see *what will be*. The ConEd building is an active power plant today, but it need not remain so forever, as the applicant's EIS assumes. This process must take into account the very real prospect that, in the foreseeable future, the Powerhouse will be rehabilitated and transformed as so many similarly spectacular industrial buildings throughout the world have been.

We take fundamental issue with the applicant's FEIS assertion that "The southern end of the proposed project would be compatible with the Con Edison Power House." The relegation of West 59th Street to a service corridor with four curb cuts for a loading dock plus below-grade parking garages and an auto dealership effectively kills the potential for a vital interface between Riverside Center and the Powerhouse. So does raising the development on a podium, a time-tested way to deaden street life. By turning its back on the Powerhouse, treating it like a piece of infrastructure rather than a neighborhood showpiece, and limiting the possibilities for its future reuse, Riverside Center risks doing the present and future community—and the city—a great disservice.

Remember Daniel Burham's admonition: "Make no small plans." This plan should be bigger, but not in terms of square feet or building height. Vision is the issue. As pointed out by Community Board 7, the Borough President, Riverside South Planning Corporation, and many others, this proposal misses too many opportunities to offer a substantial benefit to the community. We urge the Commission to reject this application as proposed and grab onto this opportunity to discover the full potential of this promising neighborhood.

The Honorable Mark Weprin
The Honorable Leroy Comrie
Members of the Land Use Zoning and Franchises Sub-Committee

Re: RIVERSIDE CENTER

I appreciate and am excited by the Christian de Portzamparc project that Extell Development is proposing for the south end of Riverside Boulevard. The Upper West Side has large areas that have been protected as landmark districts and rightly so. We need to preserve our past.

We also need to plan for the future increase in population that New York is going to have in the next 10 to 20 years. Just about the only place to build on the Upper West Side is on the Hudson River. It is rare for new residential construction to be as significant, attractive and bold as these newly proposed 5 towers designed by a world-class architect who has been involved with many important projects around the world. The design for the project breaks up the normal block pattern to provide for a large, beautifully landscaped open space. There is also needed planning for shops, restaurants, a movie theater, a school and other amenities which will significantly improve Riverside Boulevard.

We also need adequate parking - the current approved parking seems inadequate - and the Auto Service Center with an Auto Showroom on West End Avenue will help to make the project economically viable and make the build out more efficient and therefore better for those of us already living at Riverside South.

Please approve this project with the parking restored and with an Auto showroom on West End Avenue.

Respectfully submitted,

Jeff Sholeen
200 Riverside Boulevard
New York, NY 10069

**Raquel Ramati
Associates, Inc.**

Urban Design,
Development & Planning

14 East 60th Street, Suite 211
New York, New York 10022

Telephone: (212) 751-9042

Facsimile: (212) 371-7976

Email: rramati@aol.com

November 17th 2010

The Honorable Mark Weprin
The Honorable Leroy Comrie
Members of the Land Use Zoning and Franchises Sub-Committee
City Hall
New York, NY 10007

Re: Riverside Center

Dear Chairs Weprin and Comrie, Members of the Committee:

My name is Raquel Ramati. I am an urban designer and a Professor of Architecture at both Columbia University Graduate School of Architecture, Planning and Preservation and the NYU Schack Institute of Real Estate. I worked for the Department of City Planning as Director of the Urban Design Group for several years.

I am writing to you to support the Riverside Center project for the following reasons:

- The major concept of opening the vista with a view corridor linking West 60th Street to the waterfront is the organizing centerpiece of the project, connecting the site visually to the City.
- The team of architects, Christian de Portzamparc and GHW Architects, will add exciting, superior architecture to Manhattan.
- The Urban Design approach of lower scale buildings with higher towers reduces the impact of the towers on the streets and strengthens the streetscape pedestrian ambiance.
- The street front neighborhood retail and the movie house is a major amenity for an area that presently lacks retail and entertainment. In addition to new retail along West End Avenue, extending Freedom Place South eastward will bring the Community residents directly into the site.

- The Open Space allows for the development of usable added amenity for the community, particularly along the waterfront.
- The affordable housing component is much needed in the City.
- Extell Development Company is a respected development company who has proven to build high quality buildings, excellent architecture and amenities, both for the building's residents as well as the community at large.

These Urban Design attributes will create a changing neighborhood, strengthening the pedestrian environment, adding life 24/7 and becoming a major architectural gem in the Manhattan skyline.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Raquel Ramati".

Raquel Ramati
President
Raquel Ramati Associates, Inc

November 23, 2010

Honorable Mark S. Weprin, Chairman
Subcommittee on Zoning and Franchises
New York City Council
City Hall
New York, New York 10007

Re: Automobile Dealership Development

Mr. Chairman,

As you may know, Local 259 UAW's core membership is workers that are employed by automobile dealerships throughout the five boroughs, Long Island, New Jersey and Connecticut. We have five hundred and fourteen members that are currently performing work at both domestic and import dealerships along the eleventh avenue corridor also known as "Automobile Row". We are technicians, parts employees, new and pre-owned vehicle prep employees, service and parts support staff. We are the backbone of the auto industry in New York City.

Our density in this geographical area has allowed the Union to secure the highest wage and benefit packages in the industry which dove-tails to our entire jurisdiction. It's a legacy that we are proud of which provides a viable foundation for the future of autoworkers in the region.

The success of an automobile dealer is important to our members' futures as well. This is why Local 259 UAW supports the development of an automobile facility that includes sales, service and parts departments to be part of the Extell Riverside South development. It is absolutely critical that an automobile dealership have significant exposure on West End Avenue, not solely on a side street, in order for it to be successful.

Again, if an automobile dealership is to be successful in Manhattan it must have the same exposure, not less exposure, to the public than its competition. A level playing field is a must.

The Union desires an automobile dealership operator to be in a position to compete and be successful. A successful operator means strong job security, strong wages and benefits and opportunity for new jobs for all autoworkers!

Thank you for your consideration,

Brian Schneck, President
Local 259 UAW, AFL-CIO

Cc: Honorable Christine C. Quinn, Speaker
Honorable Leroy Comrie, Chair, Land Use Committee
Honorable Gale Brewer, Councilwoman
Executive Board, Local 259 UAW

**TESTIMONY OF GARY BARNETT,
PRESIDENT OF EXTELL DEVELOPMENT COMPANY, LLC
IN FAVOR OF CITY COUNCIL RESOLUTION _____
APPROVING THE RIVERSIDE CENTER PROJECT**

NOVEMBER 23, 2010

Chairs Weprin and Comrie, Members of the Committee, Councilmember Brewer:

Thank you for giving me the chance to present our vision for Riverside Center, our proposed development of the last and the largest site in the Riverside South project. It is also, the last and largest vacant site on the Upper West side. Its development will complete the development of Riverside South, which began almost a generation ago when the project was approved by your predecessors.

The Riverside Center property is located between West End Avenue, West 59th Street, Riverside Boulevard and West 61st Street. It has an area of 8.2 acres. It is now, and it has been for many years, used as a parking lot for almost 1,650 cars.

Extell and its financial partners acquired the site and several other Riverside South properties in mid 2005. Since then, we have completed the Avery and the Rushmore and have substantially completed the Ashley and the Aldyn. We have also been working with the Department of City Planning, our elected officials and Community Board No. 7 to produce a plan that would do justice to the unique opportunities offered by the Riverside Center site.

We inherited the 1992 plan for the Riverside Center site when we purchased our interest in Riverside South. That plan divided the site into two parts. It called for as-of-right development of about 570,000 square feet of residential use along the Hudson River. And it proposed a 1.8 million sf television studio complex across the remaining 2/3 of the site but required a special permit to develop anything there, even the studio. Instead of building two apartment houses, and developing the site piecemeal, we saw this unique site as an opportunity to do something special.

Our vision was for a unified, master planned community. This community would complete the Riverside South project with world class design. It would welcome all of the residents of the area with neighborhood service stores and great public open space. It would provide needed housing for families of all sizes and incomes. And it would offer a healthy mix of uses to generate economic activity, offer a wide range of jobs – most if not all of them union jobs, and provide the City with needed tax revenue.

The project you are considering today achieves all of these objectives. Its site plan and the buildings' architecture is the work of the Pritzker Prize winning Atelier Christian de Portzamparc. It will include about 2,850,000 zoning square feet of revenue-producing uses and a primary and intermediate school up to 150,000 zoning square feet. Its residential component will contain approximately 2,500 apartments, including 500,000 SF of affordable. Its commercial component will include a 250 room hotel, a small cinema, and local retail, restaurants and cafes. Below grade, we are proposing a 1,800 space public parking garage and an approximately 180,000 square foot automobile service center that will be associated with an above grade showroom. The project's centerpiece is over 2.7 acres of public open space. This space designed by Matthews/Neilsen landscape architects, whose work has contributed so much to the beauty and utility of the Hudson River Park.

I know that you will hear calls today to significantly reduce the density and eliminate Building 4 on West 59th Street. Simply put, eliminating this building would make the project economically infeasible. Furthermore, the proposed density is appropriate and, in fact, quite modest for this area. This project will have an FAR, including the school, of only 8.5. Since the site is zoned for a maximum of 12 FAR, the proposed density is significantly lower than what is permitted. And there are buildings in the neighborhood such as 10 West End Avenue directly across the street, which are built to a 12 FAR

The project will generate \$3.6 million in direct and indirect economic activity and \$314 million in taxes (other than property taxes) during construction. After its completion it will generate about \$11.87 million in taxes other than property taxes annually for the

City. It will generate 8,159 person-years of employment during construction and approximately 1,425 full and part-time jobs after completion.

In my discussions with members of the Council, I have been asked about the use of Minority and Women-owned Business Enterprises on Riverside Center. I am here today to tell you that Extell is prepared to agree to develop a program with the goal of achieving 15% M/WBE participation in the project. Over the coming weeks, we will provide the Committee with additional details on this matter.

The construction jobs will be union jobs. In addition, many of the permanent jobs will be union jobs, including those in the hotel and those in the automobile dealership we hope to attract to anchor the north end of Eleventh Avenue's Automobile Row as well as 32BJ jobs in the apartment buildings.

- All of these benefits come with a very high price tag to us. Unlike virtually every other site in Manhattan, we and not the public sector will be responsible for all of the project's infrastructure – including the streets, water mains, sewers, streetlights, and a bridge over the Amtrak right-of-way that runs under 460 feet of the site. We will also be paying for the conversion of the combustion turbine in Con Edison's 59th Street plant from kerosene to gas. This project, which would not go forward without our support, will significantly reduce the amount of pollutants emitted by the plant. We have signed a letter of intent with the School Construction Authority to provide space at no cost to the City for a school for up to 150,000 gross sf or approximately 1300 students. We have also agreed to pay for the costs of constructing the core and shell for a school of 75,000 gross sf. This 75,000 sf school will fully meet the demand generated by this project.

At the same time, we have been responding to community. Changes that have been made to the project since it was first proposed include:

- A commitment not to rent to a destination retail user, specifically eliminating a Costco.
- A reduction in the proposed number of parking spaces from 2,300 to 1,800.

- A reduction in the overall project floor area by 150,000 square feet.
- A reduction in the heights of two buildings by about 130 feet each.
- A reduction in the size of the buildable site by widening the sidewalks all around the project to 15 feet and widening the right of way of 59th Street by 6 feet.
- An increase in the amount of affordable housing to be provided from 12% of the units to 20% of the residential floor area.
- A reconfiguration of the site plan to reduce the shadows on the project's public open space.
- We have also added a tot lot to the features of the open space, modified the design of the site's substructure to bring the open space to grade at West 59th Street and make it the "front door" to both the tot lot and the large central area of this open space.
- And we enlivened streetscape along West 59th Street by the addition of retail and community facility space and an entrance to Building 3 along its northern edge.

We are continuing to meet with representatives of Councilmember Brewer and the Community Board No. 7 in order to find additional ways in which their concerns can be addressed, and we expect that there will be further changes to the project over the next three weeks as we reach consensus on these changes.

It has been a long, five and one-half year road to get here from the time we began to plan Riverside Center. But we are excited and proud of what our architects and planners have been able to achieve in collaboration with the public sector. Riverside Center will bring great architecture to the City and the neighborhood. It will bring desperately needed local services and affordable housing to the community. It will make a major contribution to the neighborhood's infrastructure. It will generate hundreds of millions of dollars in tax revenues for the City. It will improve the City's air quality.

The City Planning Commission made two changes to our proposal that I want to mention today. First, they prohibited the auto showroom from being located on West End Avenue. The dealer and showroom will generate skilled labor jobs which the City needs but without a dealership, there will be no auto service center as the two uses go together. I can assure the Committee that no dealer is interested in any showroom location except West End Avenue.

The second change made by the Commission was the reduction in the amount of parking from 1800 to 1260 spaces. When you consider that Riverside Center will generate a need for some 1374 parking spaces and that the site currently contains parking facilities used by approximately 1650 cars, even our proposed garage did not come close to meeting the need for parking in this area. The loss of nearly one-third of the spaces as proposed by City Planning will greatly worsen this parking shortage.

Thank you for your consideration. I and members of my team will be happy to answer your questions.

In conclusion, I am pleased to have the support of Mayor Dinkins and Ruth Messinger, who approved this project in 1992.

Coalition for a Livable West Side - PO Box 230078 -New York, New York 10023
livablenewyork@erols.com
212-580-9319

Testimony – City Council land Use Committee
Riverside Center – Nov. 23, 2010

My name is Mary Katherine Williston and I represent the Coalition for a Livable West Side. The Coalition implores you to support the following community priorities regarding the proposed Riverside Center development:

Density: Limit the size of the development to the density in the 1992 Riverside South Restrictive Declaration (2.4 million sq. ft.)

Public School: To address severe and worsening over-crowding in District 3., the Developer must build a 150,000 square foot school, not just the shell, in Riverside Center.

Open Space: Developer must build a real Public park at the front end of the project.

Affordable Housing: Developer must build 30% permanent affordable housing on-site .

Parking: Reduce the parking spaces to 768 spaces or less. No parking under the park.

Streets: Developer must build and map all streets at the front end of the project.

Eliminate the platform. Bring the entire site to grade.

Eliminate the auto showroom.

Sustainability: Commit to highest LEED equivalent, including cogeneration.

Restrictive Declaration: It should run with the land for 50 years and be enforceable by neighboring landowners.

It is in your power to ensure that these changes be made to Riverside Center.
Thank you.

To: The Honorable Mark Weprin
The Honorable Leroy Comrie
Members of the Land Use Zoning and Franchises Sub-Committee
City Hall
New York, NY 10007

From: Susan Gwertzman
215 West 88th Street, Apt. 10E
New York, NY 10024

As a long time (40 years) Upper West Side resident. I have been an observer of all the changes in the neighborhood. Change is inevitable and I feel that most of the new developments have been to our community's benefit.

I am very excited about Extell's plans for Riverside Center – a big improvement over the original plans for this site. The original plans called for a large, monolithic TV studio with office towers and two apartment buildings. There would have been no open space – and no access to the waterfront park, which I love. The density might have been less than the current proposal, however density is not the only criteria for a site.

The Extell plan is vibrant and exciting – it is the perfect bridge between Midtown Manhattan and the Upper West Side. Its tall buildings beautifully designed by award-winning architect, Christian de Portzamparc, compliment the midtown skyscrapers to the south and residential buildings to the north. There is access to the waterfront and a street that connects from north to south. The landscaping is breathtaking, especially the open view corridor with the fountains and a water feature. I like that 60th Street does not run through the entire site – it creates more peaceful space.

I am a bit confused by some of the criticism of the site as not being accessible to the community. Community Board 7 worked very hard to come up with their own plan for the site and I appreciate their concerns, but the elevation of the site creates drama, not an obstacle to public use.

Another major issue and probably the one that is most important to the families that are moving into Riverside South and will move into Riverside Center and the adjoining neighborhoods is the lack of school space. I hear from my neighbors about the problems of District 3 overcrowding. The inclusion of a school makes this project all the more desirable. I understand that the size of the school and who is going to pay is at issue. Extell should not be on the hook for a bulk of the cost of a large new school.

Reducing the number of parking spaces will not enhance Riverside Center. The Upper West Side and the adjoining midtown west neighborhood are very attractive to families. In my building further uptown, the young families who are moving in, in addition to having two or more children, have a car, usually an SUV. Riverside Center will have a large percentage of families. Where are they going to park their cars? Cars circling the streets, looking for parking spaces are a hazard and pollute the air. Please consider restoring the parking.

Eliminating the auto showroom on West End Avenue, which is the extension of Eleventh Avenue, "Automobile Row", does not make any sense to me. People will continue to buy cars and it is more likely that they will buy cars and pay taxes in New York City if they can comparison shop the showrooms on Eleventh Avenue. There is an auto showroom one block to the south at 58th street and there had been a Potamkin showroom on West End Avenue at 60th Street.

Lastly, having a reputable and financially stable developer across the table is an added attraction. However, for Extell to go ahead with this project, Riverside Center needs to be economically viable. Having an auto showroom and service center – currently there are 5 auto showrooms between 56th and 58th along or close to 11th Avenue – and 1800 parking spaces is not a bad price to pay for such a well-designed and user-friendly new Upper West Side neighborhood.

I urge you to approve this project.

New York, November 23, 2010

To: The New York City Council
250 Broadway
New York, NY 10007

From : Mark Darin
331 West End Avenue
New York, NY 10023

Re: Riverside Center Project proposal (and its process of approval)

I. Community input during process of approval

1. If the goal is to transform an underutilized City space into a space that will be beneficial for its neighborhood as well as the City, then the public debate and contribution of the community towards shaping the development project has to start at the stage when the project is at its beginnings.

If it does not, as it is the case at present, then the only influence shaping the project at its beginnings is the bottom line motivation by the entity we call the “developer” - the more profit that can be squeezed out of the project, the better. Once thus derived project is brought to the public debate and the scrutiny of the official City institutions, room for change is relatively negligible. No one wants to inflict more expenses for fundamental or substantial change of the project on the entity that is in charge of it, nor drag down the process of approval. At least, that is the official reasoning position. Therefore, we can only slightly “modify” not really change the project so that it better fits the needs of the community and the City. In that manner we are consciously eliminating the planning process while implementing only the approval process.

2. So, the process itself works against public interest, and I would urge the City Council to input the public interest at the beginning of the process of creating the developing projects within the City’s jurisdiction. Change the process to allow that public interests influence shaping projects from the very beginning, when the physical features and other fundamentals of a project are in creation, and that the public long term interests provide a frame of reference for the entity we call “developer” instead of its short term interest. This will result in:

- less friction at the concluding stages of the project approval,
- better fitting projects to public needs (including creating more humane environment, and integration within surrounding city blocks and their future utilization),
- better anticipating, and driving of future development of the City, instead of perpetuating the present imperfect solutions (such as W 59th St. as proposed in the Riverside Center project).

II. Open space

1. The primary goal of constructing Riverside Center (RC) is to utilize a previously underutilized city area with the possibility to create a future landmark of stunning visual beauty and public use. (This as the long term public interest of the City was lost somewhere in Riverside South development, but we have a new chance now)

The main physical features *independently* determine RC's visual features, beauty, character and ease of its use, regardless of intentions. And there lies the great importance of not letting out of public hands the right to determine RC's main physical features. Once set, they will exist most probably to the end of the existence of RC (except maybe those which can easily be changed, if necessary), while continuously exerting either a negative influence, which will diminish or even thwart the publicly-established set of desired characteristics, or a positive influence, which will enhance the publicly-desired qualities of RC throughout its use.

The placement of the building 4 and the elevation from the street level as one of the main physical features of the proposed RC Site, work by itself *contrary to public intentions* of creating a Center with an open space for public use, which is inviting, accessible, sunny, in favor of pedestrian use, with a clearly indicated public character, and the integration of RC into the fabric of the City, specifically integration with the adjacent Riverside Park South and the Con-Ed historical building, a future landmark and cultural center.

2. Building fo' (4) has to go!

a) Removal of building 4 would create more space and sunshine in the center of the RC project and open the view and integrate the Con-Ed historical building, a future landmark and cultural center, both of which are in the long term interest of the community and the City. At this stage of the project, that is the only way to create a real open space that is at least in the middle of the day without the shade(of building 4).

Removal of building 4 is the one of the physical characteristics of the RC project that has to be determined by the community, by its long term interest, not by the short term interest of the entity that is performing the task of organizing investment and construction.

b) Investing in quality open space increases the value of the project and its surroundings. These are the thoughts of professional urbanists. The head of the City planning Commission, Ms. Burden made reference to that in her speech at the Columbia Real-Estate Forum just about a month ago. It is a message to the City Council, the City government body that has more political clout to request further change at the conclusion of approval process for the Riverside Center project.

What is left for us is to heed the good urbanist's advice and long term public interest instead of succumbing to the imperfections of the process for approving development projects in the City, to the negotiation strategy or the lobbying power of the entity we call "developer".

By requesting the removal of building 4, all of you, City Council members, as representatives of the long term interests of the public, have the chance to correct the imperfections of the process which did not allow it to be interwoven into the RC project from the very beginning. You have the last chance to create a good quality open space within Riverside Center for the life time of the project, one that exceeds our own.

The generations of people using this open space should ask “Who approved this to be built this way?” with joy and full heart, instead of irony and a frown.

3. The magnitude of elevation which will be experienced at the SW corner of RC – the corner of W. 59th St. and Riverside Boulevard, will be about 16 – 18 feet. This represents approximately three human beings of average height standing one over other. (And yet, one cannot notice the elevation being presented visually on the model produced to represent the proposal of Riverside Center given for public review from the beginning of this year.)

Recently some promises were given for changes in the project, that the part of W 59th St. will be brought to the street level, but its corner with Riverside Boulevard is still at this height, and Riverside Boulevard itself still keeps the podium elevation, which acts as a deterrent, doesn't allow any view into RC but into hill slopes and building walls, impedes access to RC and requires a lot of steps for the public to manage.

a) That brings us to the question of time, one of the most cherished assets of all Manhattanites, as a deterrent. If they are willing to jaywalk and risk their lives to save time, they will certainly avoid climbing up the stairs, and thus avoid the waste of two, maybe three minutes, depending on physical ability; or even more minutes for mothers with small children without or with carriages and the elderly and disabled (especially if it has to be repeated daily).

b) Psychological impact of the elevation as a deterrent? Many would be deterred just by the thought of having to climb the incline and walk the stairs. It's quite a trip – who wants to suffer. Many others would be deterred just by its “castle on the hill” look, throughout history deterring the uninvited and facilitating the selection of those allowed to get in.

4. During this year the public has stated that it doesn't want a canyon with a river at the bottom to represent the open space for public use in the center of RC project. The space in between the buildings is narrow and (even though I like the idea of a free outdoor winter skating rink, which was not in the project) the water flow, or a pool, not only requires significant maintenance but together with excessive or inappropriate landscaping and vehicular traffic impedes the movement of pedestrians at the center of the open space. This open space should serve as a space where people freely walk or sit and enjoy the view of the sunset over the river and the park on the west, or enjoy some cultural content in the middle of the RC open space.

III. Affordable housing

There has been a lot of discussion about how we are losing affordable housing in most of the City-wide programs. More and more people are being priced out of New York City. This being so invasive and serious that it has already been called "social cleansing". Having in mind what the prevailing ethnicity of low income people is, there is some resemblance to "ethnic cleansing", except here we have one intermediary step before the brute force of eviction is applied. That step is the society condoned persuasion that those who cannot pay ever increasing "market" derived rents, have to blame themselves as incapable and in many ways deficient human beings, and as such should accept to live a life with deficient human dignity. Many have no other option but to succumb to that pressure voluntarily, others involuntarily.

Again, as one who is new to following the process of public debate regarding Riverside Center during this year, I saw that having the public fight for each project one by one, citywide, with the entities we call "developers", is not efficient nor successful way in maintaining levels of affordable housing.

Instead of the results being dependent on the negotiating strategy and power of the entity we call "developer", it should depend on the clearly established needs of the City. Since the needs are clearly high, by the account of many Council members themselves, the City Council as a collective representative of the public could devise a legislation or a way that will automatically create replacement for the loss in affordable housing thus maintaining the number of units and structure, and work on ways to increase it.

Maybe even by creating, or helping an entity, whose goal is solely to create affordable housing to catch up with the needs of the City. If I recall correctly, Stoyvesant Town was built by such an entity and was financially successful, before changing ownership.

Anyway, while it is possible to understand that Riverside Center will not by itself be able to compensate for the loss of affordable housing throughout the City, the public is of the opinion that minimum 30 % of the square footage should be affordable indefinitely, instead of the 12% of limited duration proposed by the "developer".

I V. Improvement of W 59th St. and pedestrian aspect of streets within RC

New York City is especially proud to differentiate itself from Los Angeles by being walk friendly and a joy for pedestrians to walk by, see and utilize the street's content, be it commercial or cultural or a public open space. The only content that is proposed for W 59th St. by the RC project are the garage entrance and exit, and additional street cutting the block almost in the middle (Freedom Place).

This street can be made to be much more attractive and with more interesting content. to integrate with the park and the future Cultural center at the place of Con Ed historical building.

The corner of W 59th St. and Riverside Boulevard is ripe to have a grand cafe with an unenclosed seating area during summer. This would be the only one between W 42nd St. and W 70th St. where there are the two that are extremely popular with the park visitors and the bikers. That would also alleviate the possible pressure to take additional space from the park and create another cafe in the park itself thus decreasing the space for enjoyment of that already narrow stretch of nature.

Also, the "sanctity" of Freedom Place as a new street projected to be utilized by vehicular traffic in the heart of the RC project is further compromised by the fact that the street ends at W 64th St. (This street does not exist between W 66th and W 64th St. as the space is occupied by the existing building). So it's not as if that it is an important traffic artery that requires continuation of the vehicular traffic. But even if it was connected, there is no need to have vehicular traffic in the heart of the RC which should be created as a pedestrian haven. The needs of the hotel could be served from W 59th and W 60th St. that reaches into the heart of the RC, as is the case of the Marriott Hotel at Times Square, that even though it faces Broadway, it has vehicular access only from the two adjacent streets, I think W 47th and W 48th St.

I am clearly the proponent of the Riverside Center as a strictly pedestrian zone, and Freedom Place and any other newly proposed street should be without vehicular traffic whether it is designed for it or transformed into a pedestrian zone (without elevated sidewalk or permanent landscaping).

* * *

Testimony to the City Council Subcommittee on Zoning and Franchises

Tuesday November 23, 2010

- Lisa Maller, UWS resident

Good morning. My name is Lisa Maller, and I have two school-age children. I have lived on the Upper West Side since 1986. In that time, I have seen a great deal of residential development in the neighborhood, mostly large apartment buildings. Yet in this timeframe, while hundreds of apartments were added to the neighborhood, no new public school buildings have been built. Neighborhood schools went from actively recruiting students from outside their zone to diversify the schools, to having a lottery system to fairly allocate the few out-of-zone seats available, to this past year: having waitlists for their too-few-seats to accommodate even the zoned students.

It was a planning travesty in 2006 when the city declined the option to buy land in Riverside South to build a school. But the lack of planning was not confined to just the River Side South development. Over the past two decades, numerous buildings up and down the west side were built under the cloak of as-of-right zoning, not requiring the building to undergo ULURP – the land use review process. Just because a building is being built within the zoning for the area, doesn't mean it won't have a negative impact on the community. For example, countless two story retail buildings have been razed and replaced by 15-20 story apartment buildings, many with 3 & 4 bedroom apartments. The ads for these buildings even boast that they are in the "coveted PS199 zone," or the "coveted PS87 zone," or "close to wonderful public schools." How can this be allowed? How can a developer build a building and tout that school age children who move into the building can attend neighborhood public schools that are at or over capacity? How was it determined that hundreds of family-sized apartments could be built with no-impact to the community? It is time for this flaw in the zoning regulations to be addressed.

Countless opportunities have been missed over the past two decades to build a new school on the Upper West Side. For years, residents who lobbied for the construction of new school buildings were told there was no available land to build a new school. Yet somehow developers were able to find those “soft-sites” and tear down 2-story neighborhood retail to build large residential complexes. Why didn’t the DOE and SCA find the same sites to build the much-needed new schools for the neighborhood? The Riverside Center site is our last chance. We cannot afford to again pass up this golden opportunity to build a new school for the District. The Council must be steadfast in requiring the City to build a 150,000 square foot school on this site. A 75,000 sf school will only accommodate the new residents from the Riverside buildings, but does nothing to alleviate the over-crowding that already exists in the District and will continue to be exacerbated as new buildings come on-line over the next few years.

We need to be creative in the ways we approach funding the construction of the new school. Perhaps we can look at ways for the city to raise funds from area developers to pay for the additional 75,000 sf. For example, residential buildings being built in over-crowded school zones should be given the choice: the city could re-zone that building to another school in the district that is not at capacity, or, they could pay into a “public school building fund.” Individually, a single building may not have a significant impact on the community, but together they do. Why not facilitate them coming together to help us solve the school over-crowding crisis they created? I urge the City Council to begin to review the triggers for the ULURP process and make some meaningful changes that will benefit not just the Upper West Side, but the whole city for decades to come.

In the meantime, please do not pass up what may be our last great opportunity to build a new school on the UWS. Please require the city to partner with Extell to build a 150,000 square foot school at the Riverside Center. Thank you.

You've heard this time and time again this morning, and you've heard the outcry for many weeks, months, and years leading up to this City Council's Meeting this morning ... and I will say this right here and now, that the drastic need and unarguable demand for a newly built elementary and middle school on the upper West Side of Manhattan is long overdue. The new school building would now relieve a present day overcrowding crisis, and even *more* importantly, it will prevent a certain disastrous scenario when our present overcrowding crisis matures and incubates to an unmanageable student population in the wake of all the recent new buildings that have gone up and are *still* going up within these last ten years on the upper West Side. The very hard fact of the matter is that this new school building **MUST, MUST** be built to a capacity of 150,000 square feet and with a completed interior as opposed to the developer's choice of building an empty shell. You have heard many voices saying, "build it now, build it big" ... allow me to add to this morning's hearing by saying, "do it once, and do it **RIGHT**". As a parent of an upper West Side child, I implore this City Council to insist upon a new and proper sized school building that the community has been crying out for. Please, let's get it **RIGHT** this time.

~ Russell Aaronson

SLT Representative/ The Computer School

**TESTIMONY OF THE REAL ESTATE BOARD OF NEW YORK, INC. BEFORE THE NYC COUNCIL
IN FAVOR OF RIVERSIDE CENTER**

November 23, 2010

The Real Estate Board of New York, Inc. (REBNY) is a broadly based trade association of almost 12,000 owners, developers, brokers and real estate professionals active throughout New York City. We support the Riverside Center project. Particularly during these troubled economic times, it is important for the public sector to support the efforts by private developers who are willing to provide additional housing, employment opportunities, tax revenues, parks and schools to the City.

This 2.8 million square foot mixed use development will complete the Riverside South project, begun over twenty years ago, and will provide a vibrant town center for this Upper West Side neighborhood. The project appropriately updates the Riverside South restrictive declaration that no longer reflects the best choice of uses for this important site. The proposed density for the project of 8.5 FAR over the whole site is very reasonable given the location and the high density character of much of the nearby avenues.

It will include approximately 2,500 apartments, over 100,000 square feet of neighborhood retail and services, a 250-room hotel, and approximately 100,000 square feet of office space. It will also provide 2.75 acres of landscaped publicly accessible open space. The developer is arranging for affordable housing on the site, up to 20% of residential floor area pursuant to the Inclusionary Housing Program. The developer has an agreement with the Department of Education and School Construction Authority to provide—at its own expense—the core and shell for a 75,000 square foot elementary/middle school and to contribute, at no cost to the SCA, an additional 75,000 square feet of floor area up to a total of 150,000 square feet. This provision of school space meets the number of school seats needed for the students that Riverside Center is

projected to generate and the project will not impact local schools. In addition, the developer will make a major improvement to the environment in both the neighborhood and the City as a whole by funding improvements to one of the generators at Con Edison's 59th Street plant. These improvements will reduce the pollution it emits by up to 80%.

In addition to the public benefits from the creation of affordable housing, public open space and a school, Riverside Center will have an enormous impact on the New York's economy. The total effect, measured as economic output or demand, is estimated at \$3.1 billion in New York City and \$3.6 billion in New York State. It will also have a significant and positive fiscal impact, generating construction period tax revenues of in excess of \$300 million and substantial permanent tax revenues. It will generate 8,159 person years of employment during construction. After completion, it will provide 1,425 jobs onsite and add directly and indirectly about 2,505 jobs in the City and the State. Many of these jobs – both construction and permanent – will be union jobs.

Riverside Center offers important benefits to its neighborhood and the City. But these benefits can be realized only if the project is actually built. That will not be easy today. Financing is difficult to find, and underwriting standards are very strict. At the same time, there are other, less risky investments competing for the capital that Riverside Center needs to be developed. If more burdens are added to the project by requiring the developer to provide additional amenities or if its floor area or range of permitted uses is reduced, the project may never get built, and these benefits may never be received.

New York can only continue to prosper in this increasingly competitive global market if it welcomes opportunities for rational growth and fine design such as Riverside Center. Riverside Center is an appropriate and fitting conclusion of the Riverside South project. We respectfully urge you to approve the application before you.



**BUILDING &
CONSTRUCTION
TRADES COUNCIL
OF GREATER NEW YORK**

GARY LaBARBERA
PRESIDENT

AFFILIATED WITH THE
BUILDING CONSTRUCTION TRADES DEPARTMENT
OF WASHINGTON D.C.

BUILDING AND CONSTRUCTION TRADES COUNCIL
OF NEW YORK STATE

AMERICAN FEDERATION OF LABOR OF CONGRESS
OF INDUSTRIAL ORGANIZATION

TESTIMONY OF PAUL E. FERNANDES

CHIEF OF STAFF

BUILDING AND CONSTRUCTION TRADES COUNCIL OF GREATER NEW YORK

SUBCOMMITTEE ON ZONING AND FRANCHISES

COUNCIL OF THE CITY OF NEW YORK

NOVEMBER 23, 2010

Good morning, Mr. Chairman and members of the subcommittee. My name is Paul Fernandes. I am the chief of staff for the Building and Construction Trades Council of Greater New York, an organization that consists of local affiliates of 15 national and international unions representing 100,000 members in New York City. We are pleased to support the land use applications for Riverside Center and ask that this subcommittee, the Land Use Committee and the City Council support them as well.

This project will create 2,500 new housing units of which 20 percent will be affordable, provide core and shell construction for new elementary/middle school space at no cost to taxpayers and add 3.4 acres of public space of which 2.44 acres will be landscaped and accessible for enjoyment. It will additionally build a 250 room hotel, local retail and service space and 1,800 below grade parking spaces. Riverside Center will offer services and amenities not only to residents of the project itself, but also residents in the surrounding community.

For members of the building and construction trades, major private sector investments in job creation are desperately needed to mitigate the effects of the lingering recession in our industry and allow us to rebound into recovery. As of last month, nearly 16,000 construction jobs in New York City had been lost since the peak of industry employment two years ago. Recent national monthly construction unemployment figures have been the highest recorded since the Bureau of Labor Statistics began collecting such data in the 1970s.

Riverside Center will create more than 8,000 full-year construction jobs and 1,440 permanent jobs with an economic output of \$3.1 billion in New York City and \$3.6 billion in New York State.

The creation of union construction jobs is the creation of jobs for members of New York City's middle class. 76 percent of those employed on construction projects in New York City are also residents of the five boroughs. These individuals increasingly represent the diversity of New York City. 64 percent of all new members of the unionized building and construction trades who reside in New York City are African American, Hispanic, Asian and other minorities.

When members of the building and construction trades are working, they are strengthening the local communities that members of this subcommittee, the Land Use Committee and the City Council represent. When they are not working, these local communities suffer.

We therefore urge the subcommittee, the Land Use Committee and the City Council to approve the land use actions before it for Riverside Center to create jobs with good wages, health insurance and pensions for our members and your constituents. Thank you.



Anthony P. Schirripa FAIA IIDA
President

Margaret O. Castillo AIA LEED
First Vice President / President-Elect

Abby P. Suckle FAIA LEED
Vice President for Public Outreach

Joseph J. Aliotta AIA LEED
Vice President for Professional
Development

Mary A. Burke AIA IIDA
Vice President for Design Excellence

Umberto Dindo AIA
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Gerard F.X. Geier FAIA LEED
Alternate Director for Design Excellence

Fredric M. Bell FAIA
Executive Director

Testimony on the Riverside Center L.U. NOS. 256 THROUGH 266

New York City Council Subcommittee on Zoning & Franchises November 23, 2010

On behalf of the AIA New York Chapter and its nearly 5,000 architect and affiliate members based in Manhattan, it is our pleasure to testify in support of the Riverside Center project. We urge the Subcommittee on Zoning & Franchises to approve the applications before you to permit the Riverside Center development to proceed.

There are several compelling reasons to support the project designed by Atelier Christian de Portzamparc and the project team in their efforts to redevelop nearly eight acres of land on the Upper West Side as follows:

- The site is currently almost entirely covered by a large parking lot. Continuing the residential character of West End Avenue would be a more beneficial use for the land;
- The street grid will be extended to allow unimpeded access through the site as well as restoring sightlines to the waterfront;
- The addition of 2.75 acres of landscaped publicly accessible open space will benefit the entire community;
- The inclusion of retail-activated privately-owned public-space in a mixed-use project well designed by landscape architects, Mathews-Nielsen will be a benefit;
- The project will set aside housing units for affordable apartments, which are urgently needed citywide;
- Finally, this development will provide the floor area, and the core and shell improvement to support the construction of a 75,000 zsf school.

In addition we are pleased that the project team heard our concerns at the City Planning Commission hearing and revised the treatment of West 59th Street to create a more active corridor. West 59th Street is an important westbound access point that will benefit from the new treatment.

The project will now enhance the connection between the open space and West 59th Street by lowering the elevation and removing the driveway between buildings, creating 4,320 square feet of additional landscaped open space, reducing the drop off footprint of building three and creating commercial/community space fronting on West 59th Street

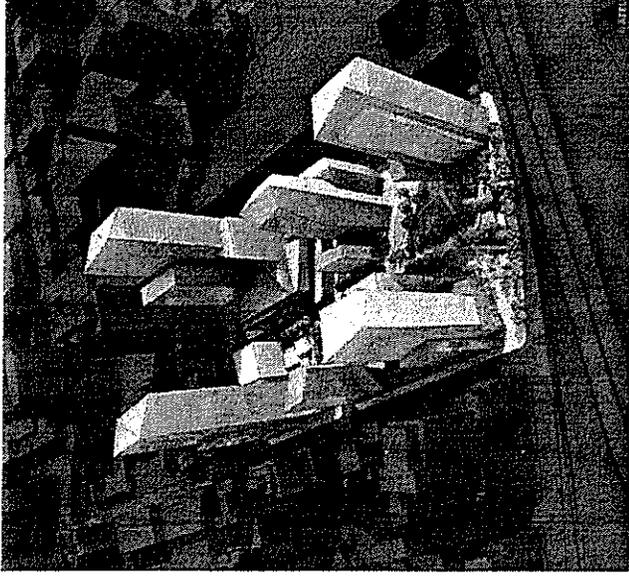
In conclusion, we urge the Subcommittee on Zoning & Franchises to approve these applications for this important and necessary project based on the reasons offered above.

Sincerely,

Anthony Schirripa, FAIA
2010 Chapter President

Fredric Bell, FAIA
Executive Director

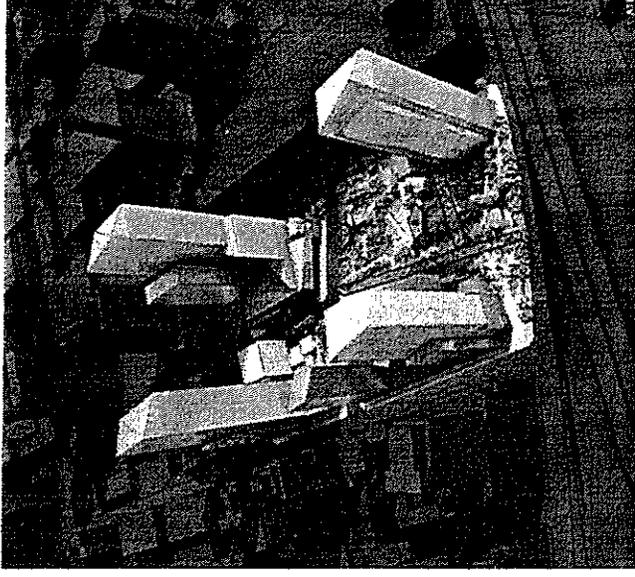
Riverside Center



Exclusive Enclave

Enclosed and Private-Seeming:

- Elevated above sidewalks
- Limited/truncated circulation
- Fragmented/over-shadowed open space

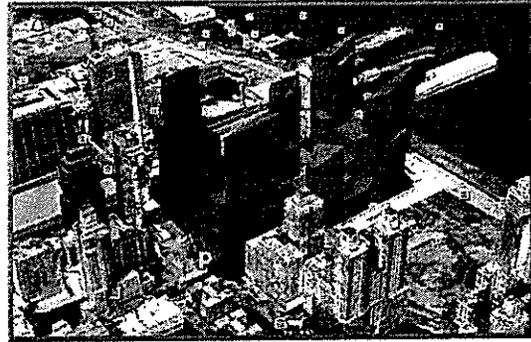
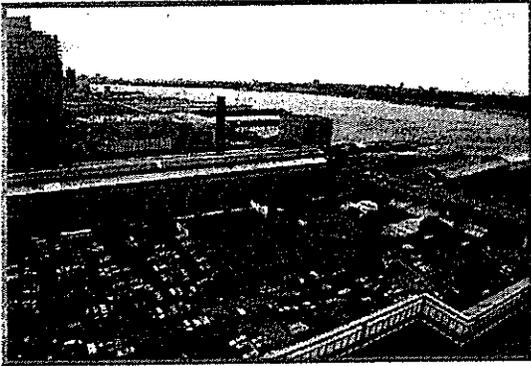


Neighborhood Asset

Attractive and Accessible:

- Extend 60th St. through the site
- Make public space open, sunny, useful, and visible from sidewalks
- Remove/Reconfigure Building #4

Riverside Center



1992 Land Use Agreement:

- TV Studios
- 2.4 Million Square Feet
- 577 residential units
- 743 parking spots

Extell Application:

- Luxury Condos and Retail
- 3.1 Million Square Feet
- 3000 Residential Units
- 1800 Parking Spots

Community Priorities:

- **Public access, space, light, and air.** Open space is constrained and over-shadowed by overly dense buildings. Require Extell to honor the 1992 land use agreement with the community and mitigate .88 acre loss of precious recreation space. **Remove/Reconfigure Building 4.** (Pp. 21-22, 24-25)
- **Public School.** Community schools are over-crowded now. Double the school size from 75Ksf to 150Ksf. Make the second 75Ksf "option" a certainty. (Pp. 18-19, Addendum)
- **Riverside Park South.** The park will be the front yard to thousands of new residents. Park traffic and usage will increase drastically. Require Extell to contribute capital and operating funds to complete and maintain the park. (Pp. 36-38)
- **Sustainability.** Commit to highest LEED equivalent, including cogeneration. (P. 20)
- **Affordable Housing.** Increase from 20% to 30%. (Pp. 19-20)

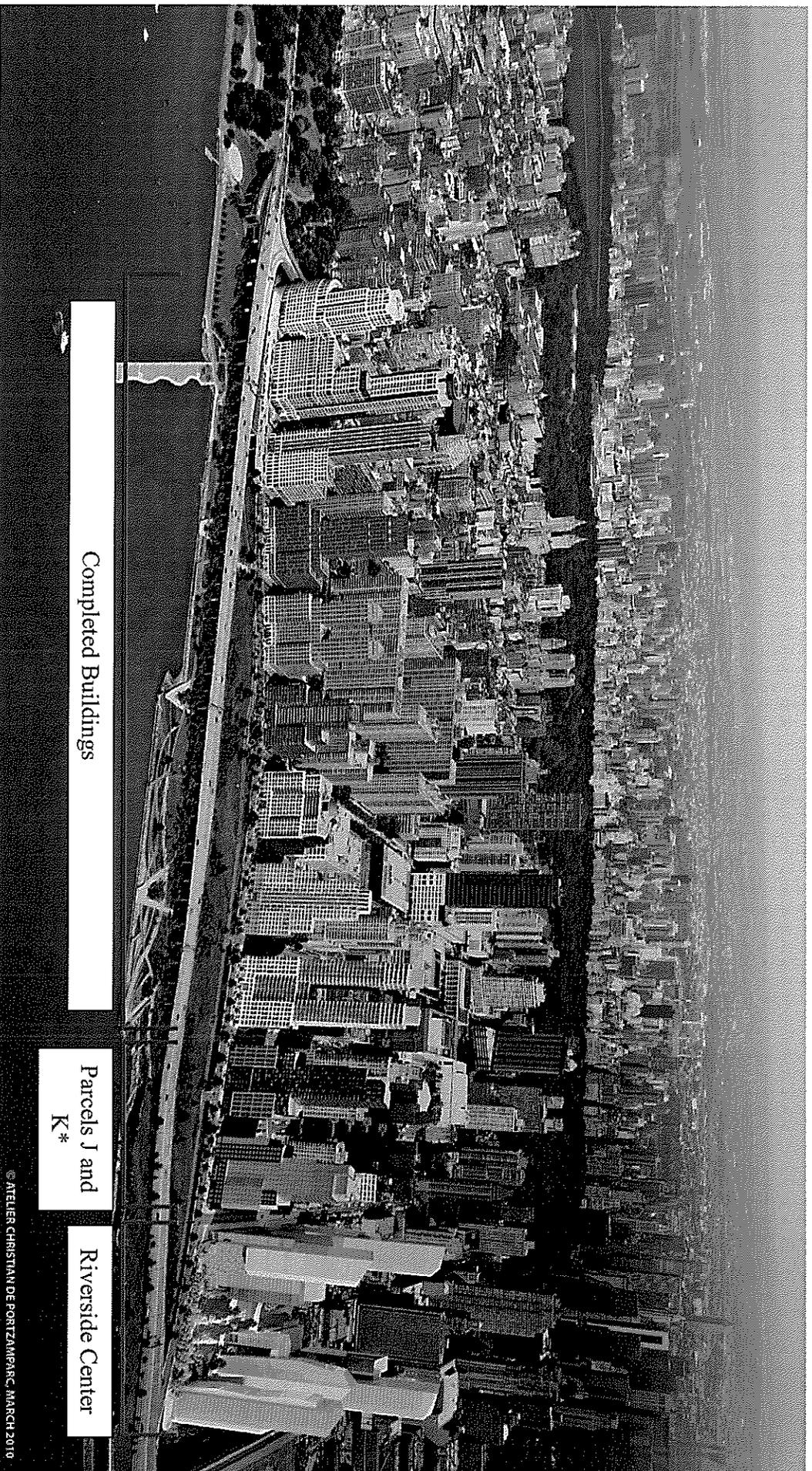
RIVERSIDE CENTER



AN INTERESTING STAND OF PORTULACA PARC, APRIL 2010

EXTELL

Riverside South



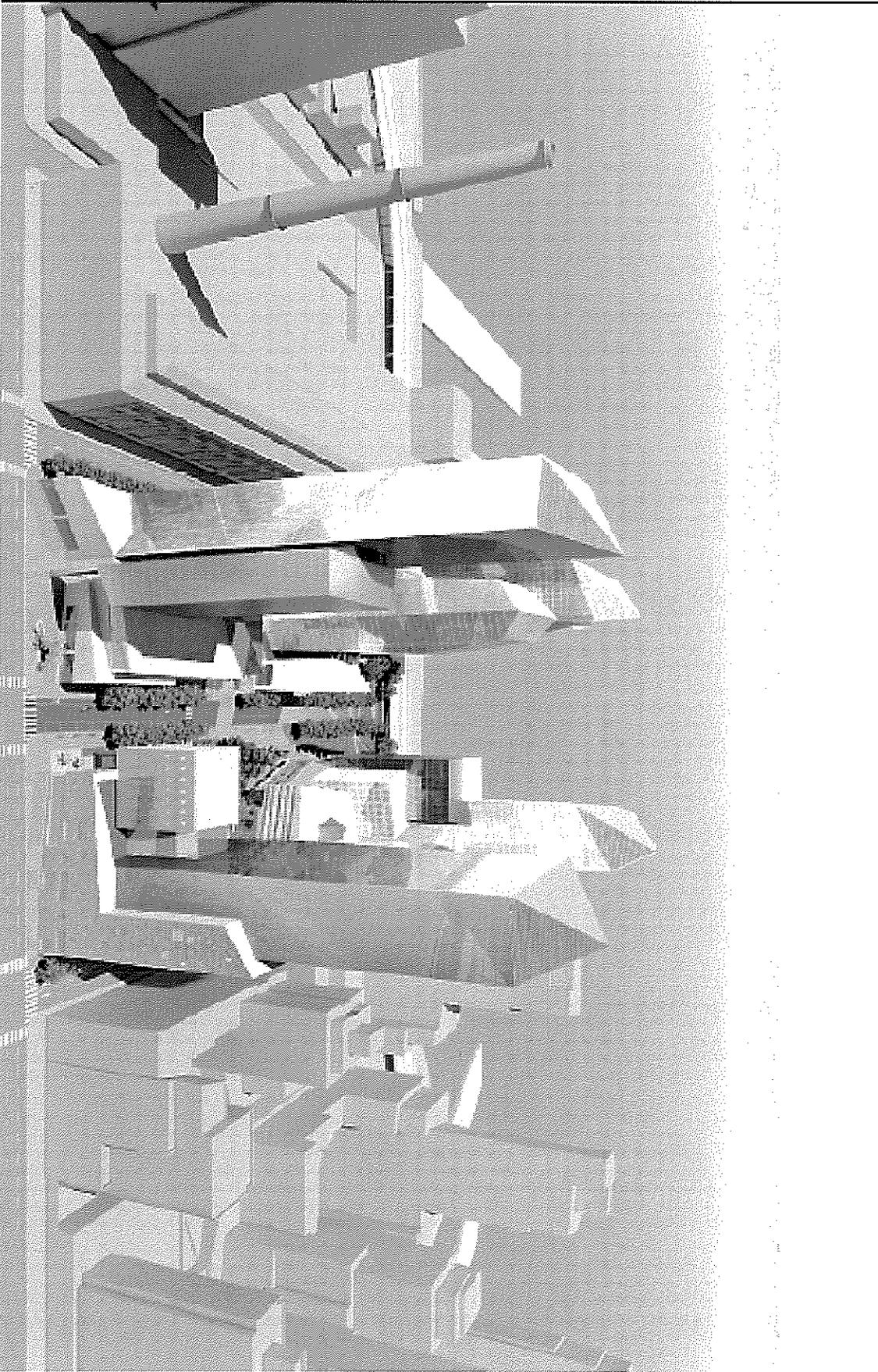
© ATELIER CHRISTIAN DE PORTZAMPARC, MARCH 2010

* Parcel J is under construction. Parcel K is in the design phase.

Project Site Existing Conditions – Parking Lot/Garages



Riverside Center: Aerial Looking West



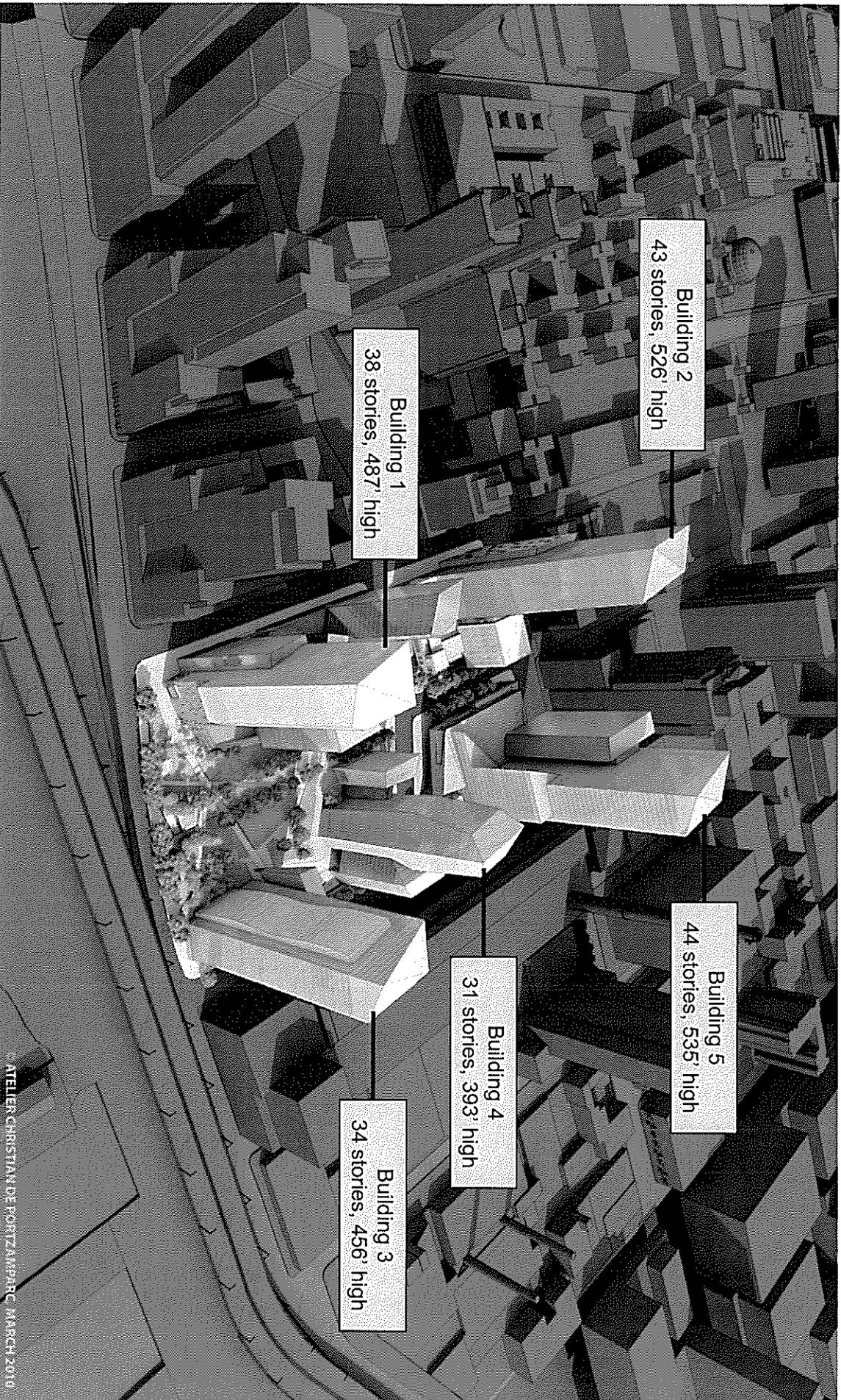
Project Highlights / Benefits

- Active mixed-use neighborhood with approx. 3 million GSF in a suite of 5 buildings
 - 2,500 residential units
 - 140,000 GSF of retail, including a cinema
 - Up to 150,000 GSF for a K-8 school
 - 250-room hotel
 - Over 3 acres of public space with connections to Riverside Park South
 - 1,800 below grade parking spaces
 - Below grade auto service with street level showroom
- Significant improvement over existing conditions
 - Redevelops underutilized eyesore now principally used for parking
- Significant improvement over 1992 restrictive declaration design
 - Super block studio / industrial space blocked view and access to Riverside Park South and Hudson River, provided no school, retail or open space
- World-class building and landscape architecture
- \$314 million tax revenue during construction period
- Job creation
 - Total direct & indirect construction employment of 12,485 person years in NY State
 - Total direct & indirect permanent employment of 2,505 person years in NY State

Project Changes to Address Public & Neighborhood Concerns

- A commitment not to rent to a destination retail user, specifically eliminating a Costco
- A reduction in the proposed number of parking spaces from 2,300 to 1,800
- A reduction in the overall project floor area by 150,000 square feet
- A reduction in the heights of two buildings by about 130 feet each
- A reduction in the size of the buildable site by widening the sidewalks all around the project to 15 feet and widening the right of way of 59th Street by 6 feet
- An increase in the amount of affordable housing to be provided from 12% of the units to 20% of the residential floor area
- A reconfiguration of the site plan to reduce the shadows on the project's public open space
- We have also added a tot lot to the features of the open space, modified the design of the site's substructure to bring the open space to grade at West 59th Street and make it the "front door" to both the tot lot and the large central area of this open space
- We enlivened streetscape along West 59th Street by the addition of retail and community facility space and an entrance to Building 3 along its northern edge

Site Overview: Aerial Looking East



Building 2
43 stories, 526' high

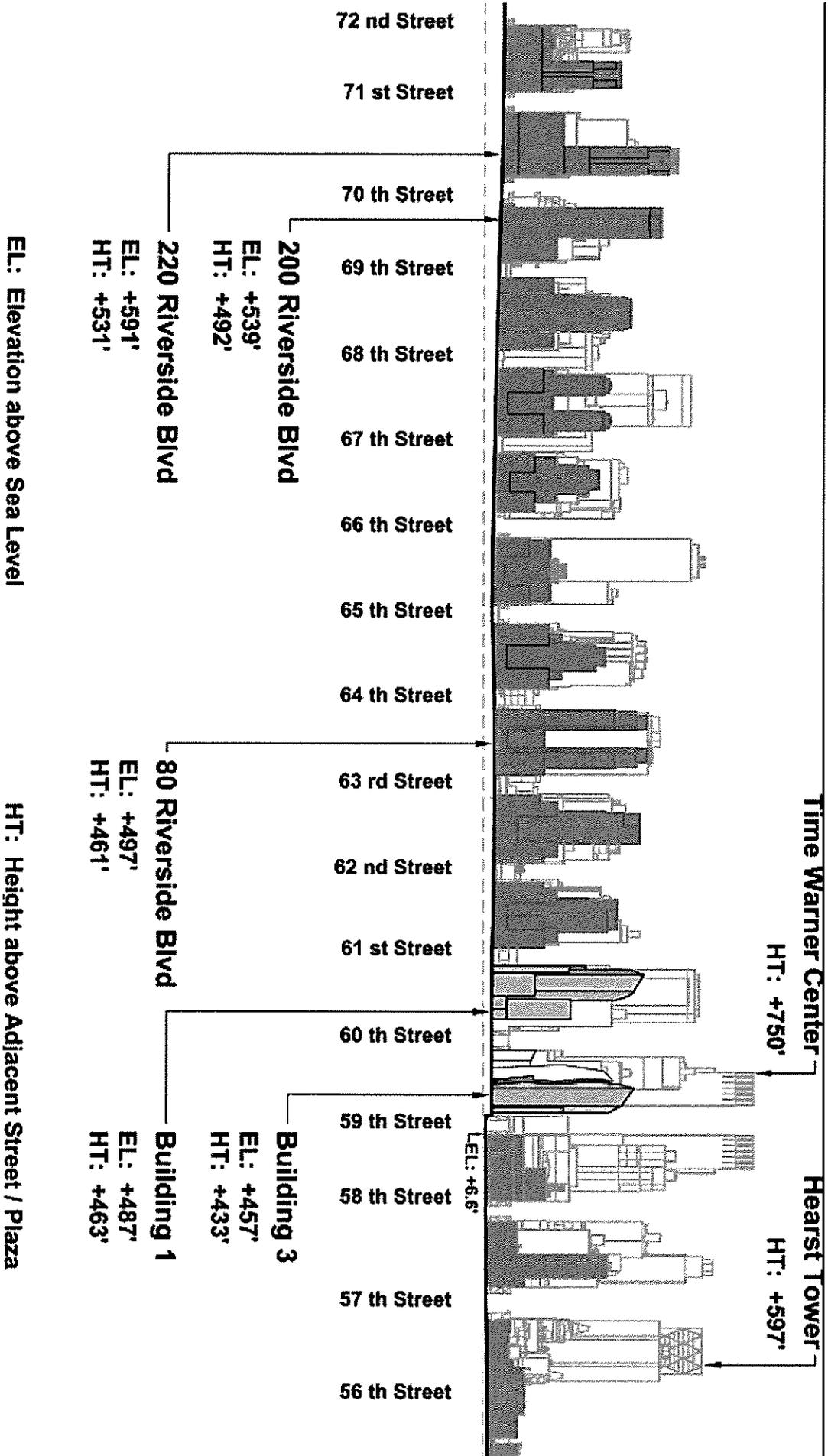
Building 1
38 stories, 487' high

Building 5
44 stories, 535' high

Building 4
31 stories, 393' high

Building 3
34 stories, 456' high

Comparative Building Heights

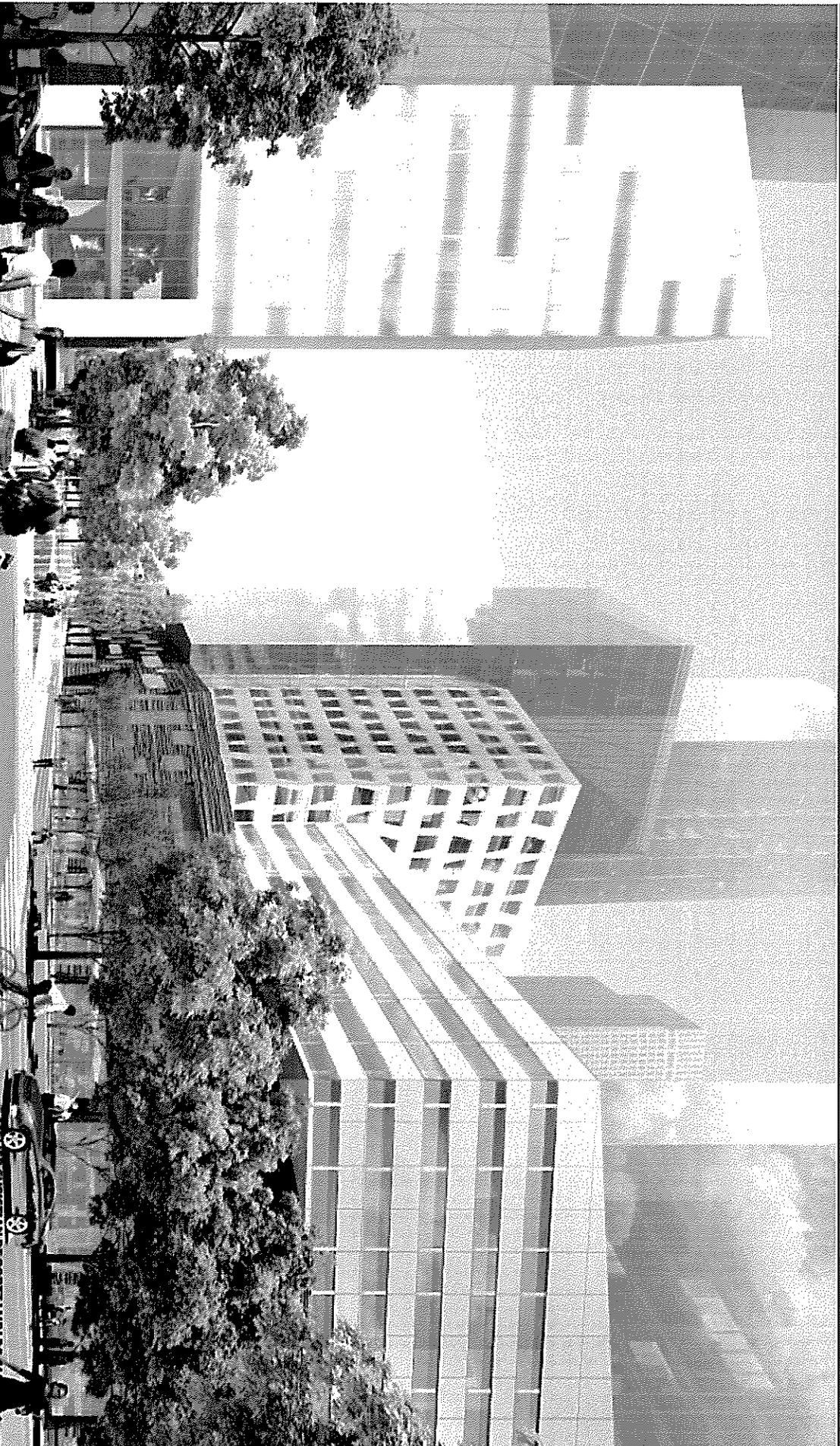


West End Avenue looking south



CATELIN CHRISTIAN DE PORTZEMBAC, APRIL 2010

Plaza View looking west on 60th Street



Summary of Economic Benefits During Construction

- Will directly generate approximately 8,159 person-years of construction employment
- Estimated total direct and indirect construction employment
 - 11,298 person-years in New York City
 - 12,485 person-years in New York State
- Estimated direct construction wages and salaries of \$616 million
- Estimated total direct and indirect construction wages and salaries
 - \$898 million in New York City
 - \$1.1 billion in New York State
- Total effect on the local economy, measured as economic output or demand, estimated at \$3.1 billion in New York City and \$3.6 billion in New York State

Tax Revenue

- Riverside Center will provide incremental tax revenue both during construction and on an ongoing basis
- Taxes during construction period
 - Projected \$204 million in total tax revenues for City, State and MTA
 - Projected additional \$110 million in mortgage recording fees and taxes
- Annual Sales tax
 - Projected \$70.0 million in retail sales leads to total tax revenue of \$4.34 million*
 - Hotel operation is expected to generate an additional \$1.72 million in annual sales tax revenue for the City**
- Hotel occupancy tax
 - Expected to add an additional \$2.34 million annually
- Parking tax
 - Expected to add \$454,000 annually

* \$2.20 million sales tax revenue each for the City, \$1.96 million for the State, and \$184,000 for the MTA (Based on 70% taxable revenue)

** \$3.40M total taxes generated from hotel operations for the City, State and MTA

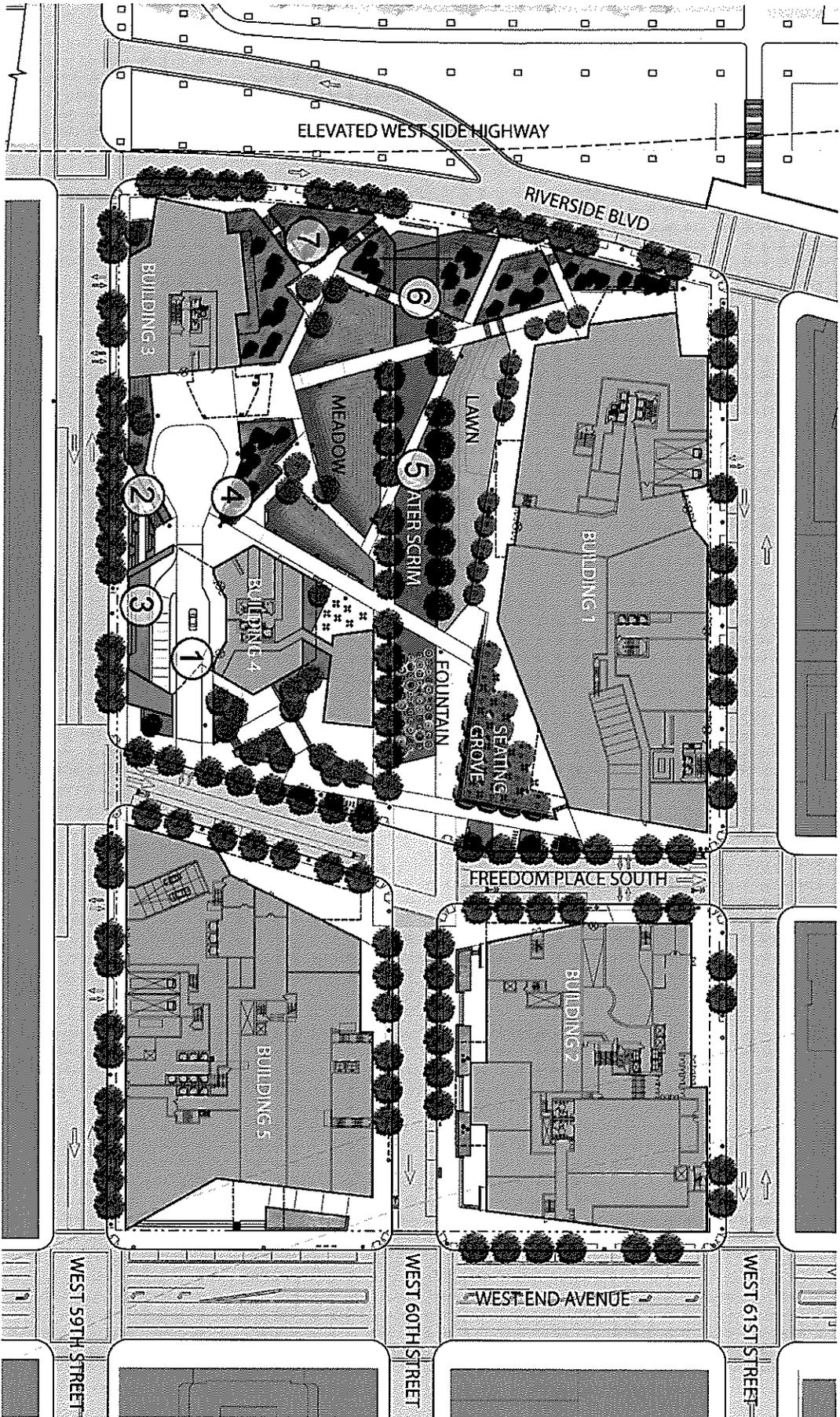
Summary of Permanent Economic Benefits

- Total permanent employment at the completed project is projected at **1,425** full-and part-time jobs, including employment in the hotel, retail stores, restaurants, school, cinema, offices, parking, automotive showroom/service, and operation and maintenance of the residential units
- Including the indirect and induced economic activity that will occur off-site as a result of the project, the total employment in New York City from the operation of Riverside Center is estimated at **2,157** jobs. The total employment in the broader New York State economy from the operation of the project is estimated at approximately **2,505** jobs

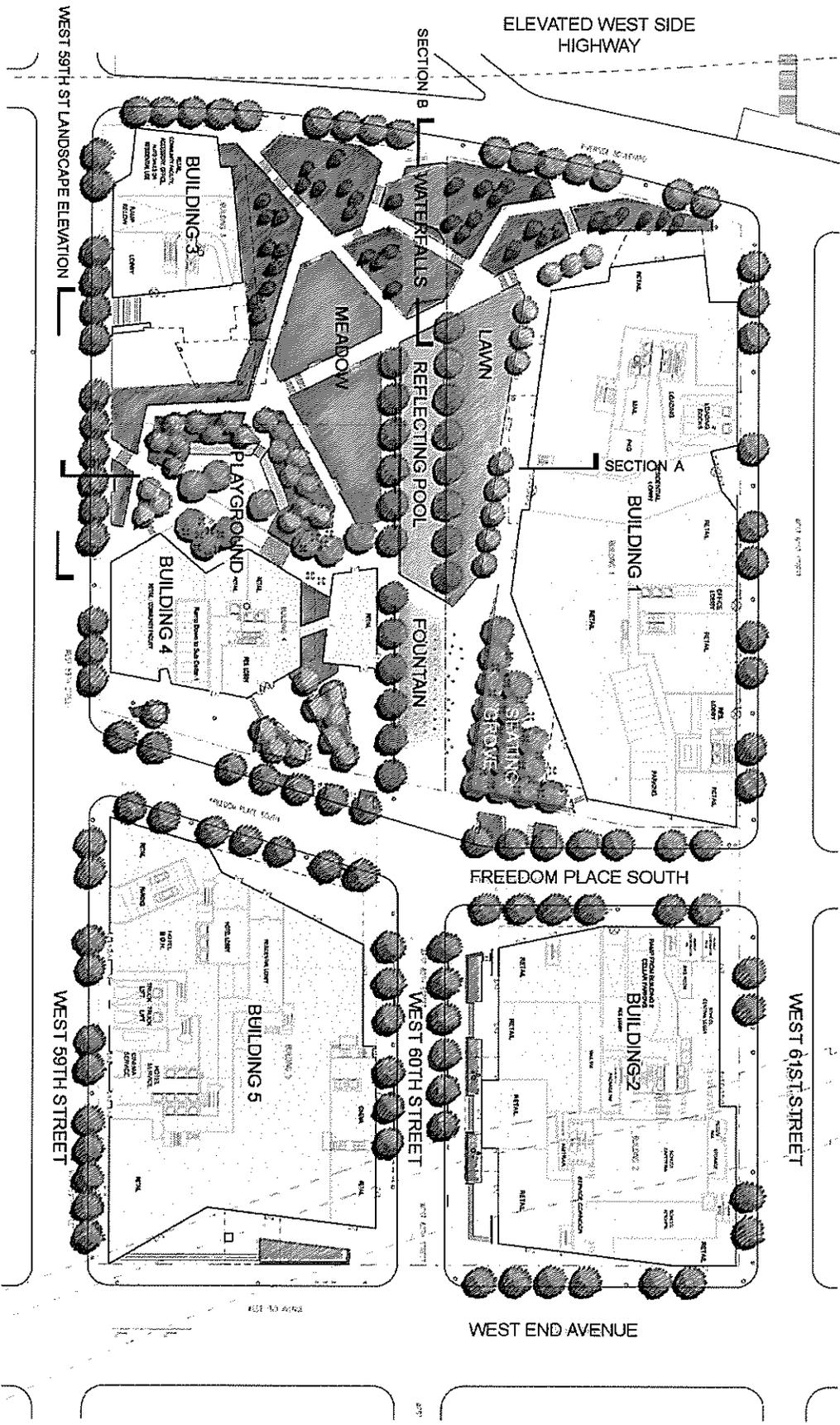
RIVERSIDE CENTER OPEN SPACE MODIFICATIONS:

- ① Removed the access drive to building 3 passing under building 4
- ② Lowered the elevation along West 59th Street to provide ADA access to the Open Space
- ③ Created an active ground floor building use within building 4 on West 59th Street
- ④ Incorporated additional active use into the open space by providing a tot-lot play area
- ⑤ Modified the central water feature to respond to community concerns
- ⑥ Modified the landscape adjacent to Riverside Boulevard to incorporate more landscape within the West 60th Street corridor
- ⑦ Facilitated more convenient access into the open space from Riverside Blvd by lowering the landscape elevation

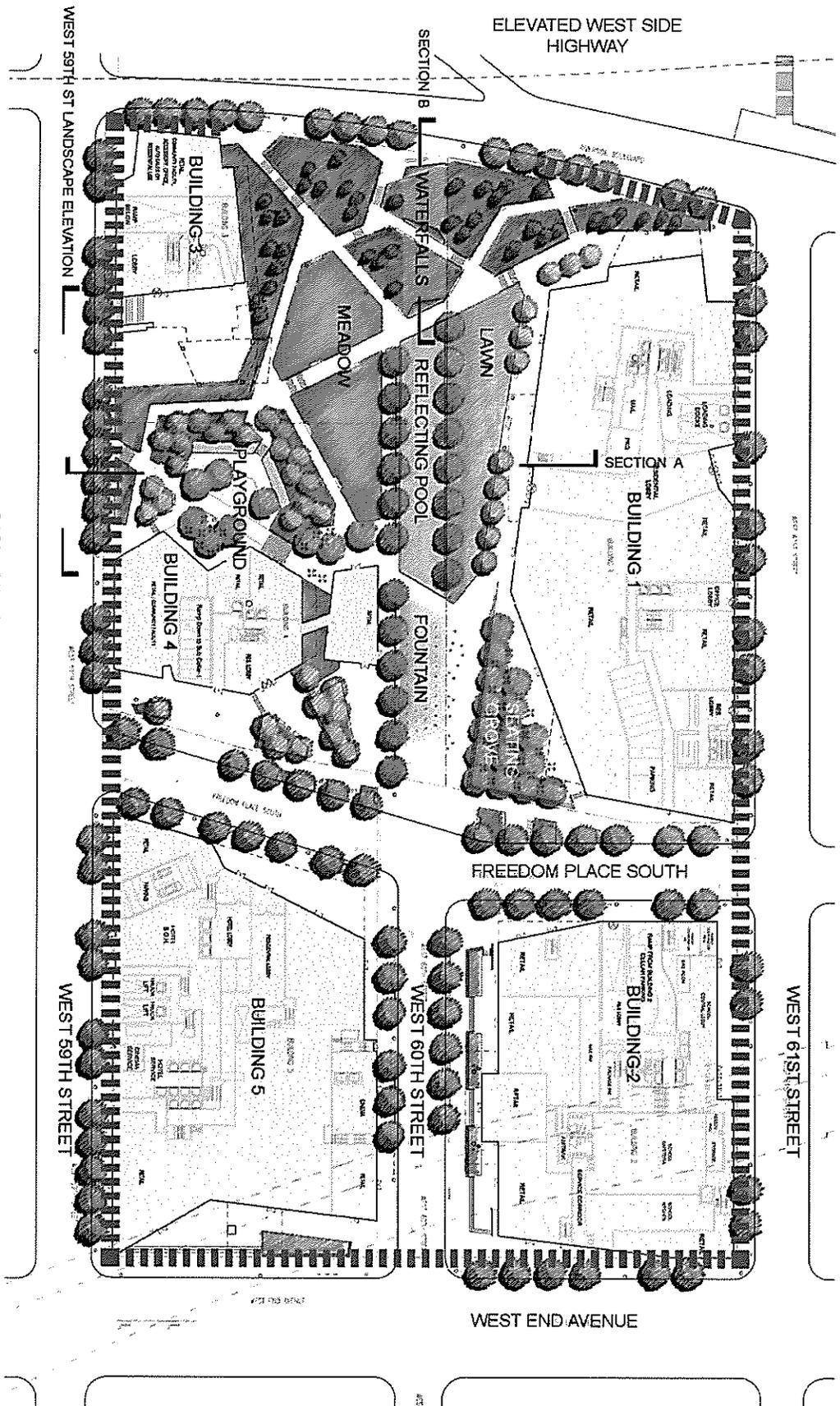
Open Space Revisions increased the percent of project area at street elevation along the site perimeter from 71% to 91%



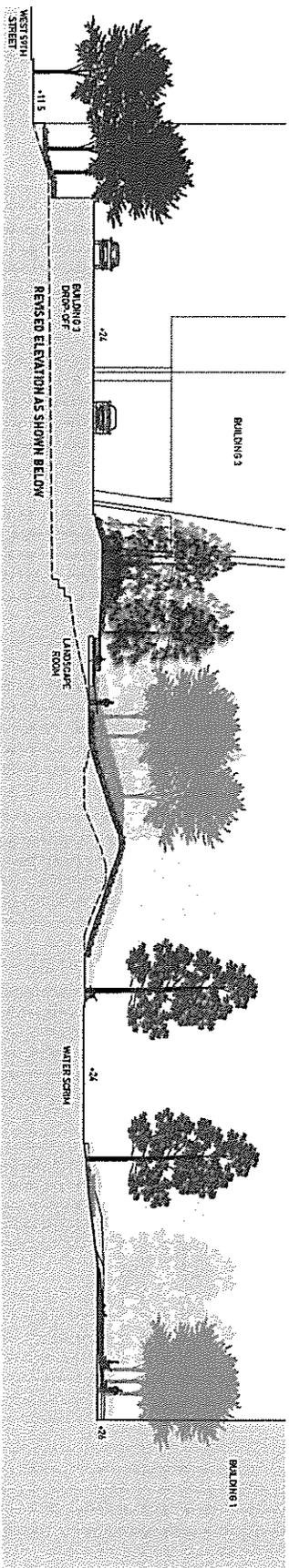
Open Space Plan - May 2010



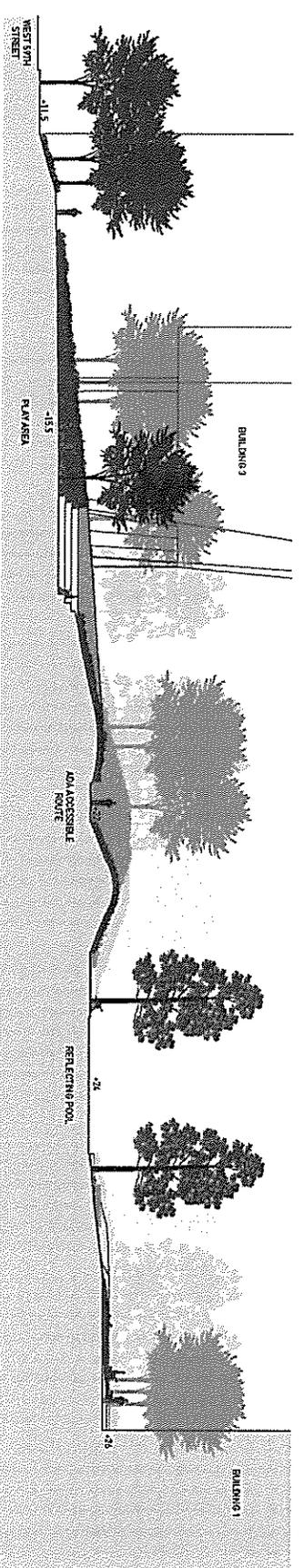
Open Space Plan - November 2010



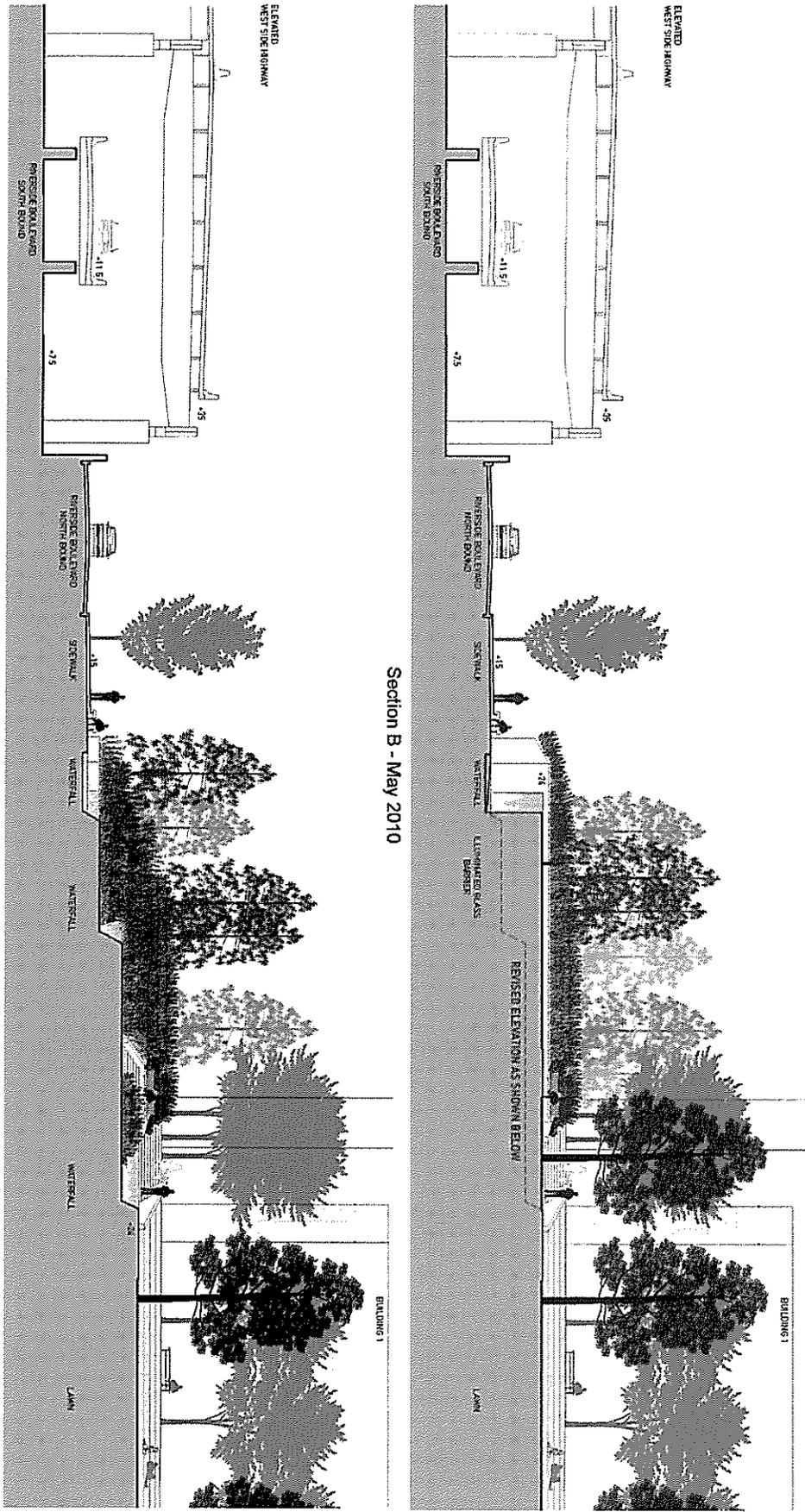
91% of Project Perimeter at Sidewalk Elevation



Section A - May 2010

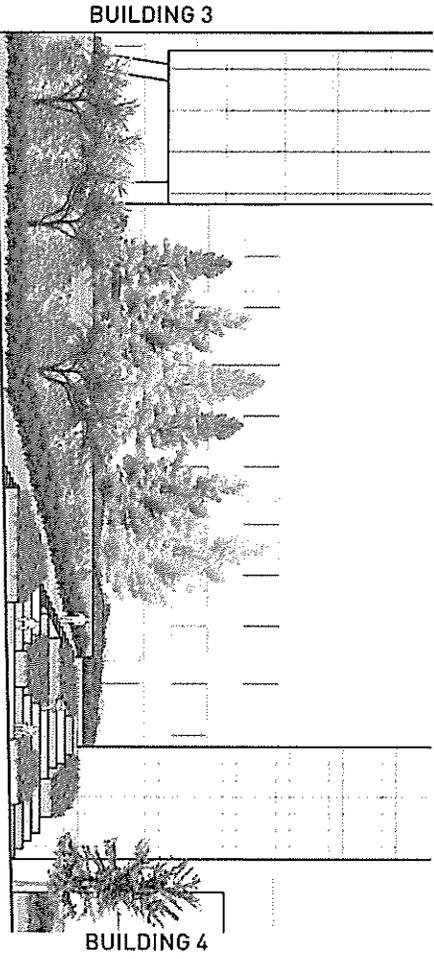


Section A - November 2010

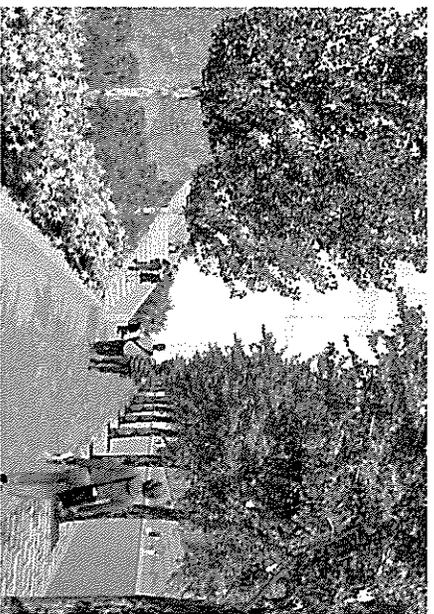


Section B - November 2010

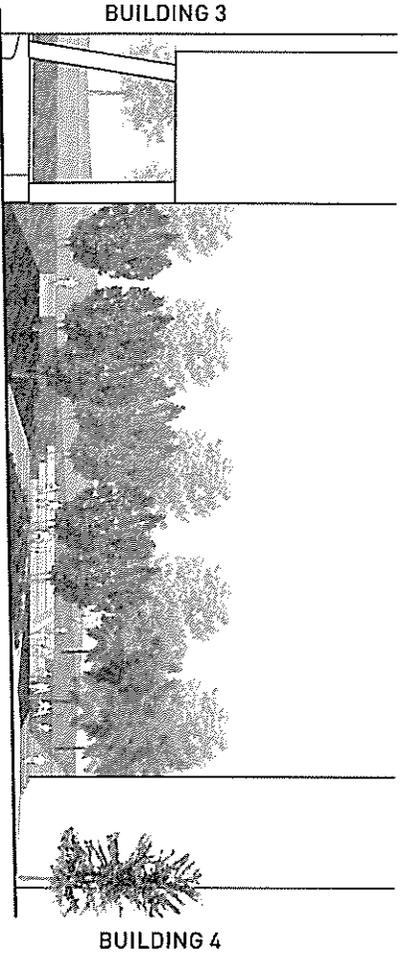
Section B - May 2010



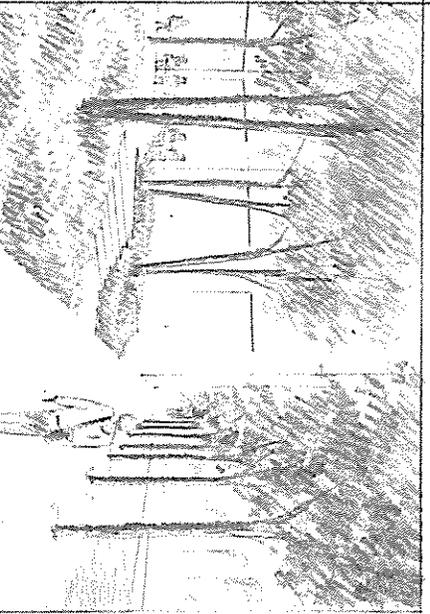
May 2010 Landscape Elevation Between Buildings 3 and 4



May 2010 View Looking East Along West 59th Street



November 2010 Landscape Elevation Between Buildings 3 and 4

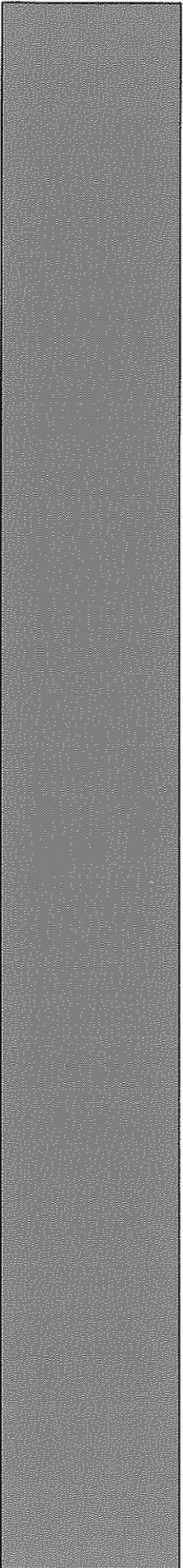


November 2010 View Looking East Along West 59th Street

West 59th Street Open Space Modifications

Supporters

- The Honorable David N. Dinkins
- Ruth W. Messinger, former Borough President of Manhattan
- Derek Q. Johnson, former Deputy Borough President of Manhattan
- Building & Construction Trades Council of Greater New York, Gary La Barbera, President
- New York City District Council of Carpenters, Steve McInnis, Political Director
- Operating Engineers (Cranes and Derricks) Local 14B, James Conway, Director of Industry Advancement
- Mason Tenders, Michael McGuire, Political Director
- Metallic Lathers Local 46, Terrence Moore, Business Agent
- International Union of Painters and Allied Trades, District Council 9, Jack Kittle, Political Director
- International Brotherhood of Electrical Workers, Local Union 3
- International Union of Elevator Constructors, Local 1, Mike Halpin, Political Director
- SEIU 32BJ, Michael Fishman, President
- REBNY, Steven Spinola, President
- New York Building Congress, Richard Anderson, President
- Greater New York Automobile Dealers Association, Mark Schienberg, President
- American Institute of Architects NY, Rick Bell
- American Society of Landscape Architects, New York Chapter, Tricia Martin, President
- Numerous residents of Riverside Boulevard buildings, including the Boards of the Avery Condominium & The Rushmore Condominium (including petition signatures)



THANK YOU

COMMUNITY BOARD 7



Manhattan

Report and Resolution

Of

Community Board 7/Manhattan
Under the Uniform Land Use Review Procedure

Concerning

Riverside Center

As proposed by the Extell Development Company

July 2010

Riverside Center Working Group, Ethel Sheffer, Chair
Community Board 7/Manhattan, Mel Wymore, Chair
Community Board 7/Manhattan, Penny Ryan, District Manager

Acknowledgements

This document reflects the research, analysis, hearings, discussions and recommendations of Community Board 7/Manhattan ("MCB7") regarding the Riverside Center development project proposed by the Extell Development Company, as certified by the New York City Department of City Planning on May 24, 2010. We acknowledge and appreciate the focus and effort of all members of Community Board 7, and in particular, the members of the Riverside Center Working Group*.

Jay Adolf	Victor Gonzalez	Suzanne Robotti
Andrew Albert*	Phyllis E. Gunther*	Haydee Rosario
Linda S. Alexander	Robert Herrmann	Madge Rosenberg*
Richard Asche*	Ulma Jones	Helen Rosenthal*
Brian Byrd	Blanche E. Lawton	Gabriella Rowe
Elizabeth Caputo	Gabrielle London Palitz*	Roberta Semer*
Louis S. Cholden-Brown	Marisa Maack	Ethel Sheffer* (Working Group Chair)
Hope Cohen*	Dalia Mahmoud	Eric Shuffler
Kenneth Coughlin*	Judith Matos	Charles Simon
Page Cowley*	Daniel Meltzer	Elizabeth Starkey*
Mark Darin*	Lillian Moore	Barbara Van Buren*
Mark N. Diller*	Klari Neuwelt*	Thomas Vitullo-Martin*
Robert Espier	Lenore Norman*	Cara Volpe
Miki F. Fiegel*	Michele Parker	Mel Wymore* (Board Chair)
Sheldon J. Fine*	Nicholas Prigo	George Zeppenfeldt-Cestero
Paul Fischer	Anne Raphael	Dan Zweig*
Marc Glazer	Oscar Rios	

We thank MCB7 District Manager Penny Ryan and MCB7 staff John Martinez and Jessie Nieves for their unfaltering support.

We thank MCB7 consultants Michael Kwartler, John West, and Georges Jacquemart for their invaluable counsel. We are grateful to the Fund for The City of New York, The New York Community Trust, and New York City Council Member Inez Dickens for their financial support of the consultants' work, which is of the highest professional standard.

We thank volunteer experts Paul Willen and Dan Gutman for their essential contribution to the site plan, and Paul Elston, Craig Whitaker, Batya Lewton, Olive Freud, and Anne Weisberg for their research, analysis, and informed perspectives.

We appreciate the responsive staffs and resources of Manhattan Borough President Scott M. Stringer, City Council Member Gale A. Brewer, New York State Senator Tom Duane, New York State Assembly Member Linda Rosenthal, U.S. Congress Member Jerrold Nadler, and the Department of City Planning. We also appreciate the willingness of the Extell Development Company to meet and provide information as we studied the Riverside Center application.

Finally, and as always, we appreciate the steadfast engagement and input of countless residents, professionals, organizations, and other stakeholders who share a passion for the environment, quality of life, and future of Manhattan's Upper West Side.

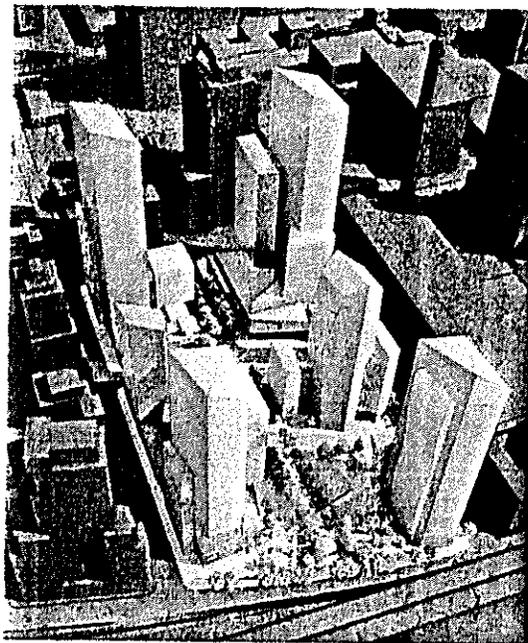
Table of Contents

A. Executive Summary	5
B. Jurisdiction and Requirement Actions.....	9
C. Background and History	11
D. Project Review	14
1. Project Description.....	15
2. Core Principles.....	17
3. Key Project Elements – “The Givens”	18
a. Public School.....	18
b. Affordable Housing.....	19
c. Sustainability	20
4. Site Plan Review	21
a. Density.....	21
b. Public Open Space	22
1. Elevation	22
2. Points of Access.....	22
3. Size and Use Limitations	22
4. Public/Private Delineation.....	23
c. Connectivity and Circulation	26
1. Internal Circulation	26
2. West 59 th Street.....	26
3. Street Rationalization.....	27
d. Transportation and Traffic.....	29
1. Traffic Management	29
2. Transit.....	30
e. Streetscape	30
1. Sidewalks and Perimeter Treatment	30
2. Street Front Retail.....	31
3. Connection to Historic Powerhouse.....	31
5. Site Program – Above Ground Uses.....	32
a. Residential Units	32
b. Retail	32
c. Auto Showroom/Dealership	33
6. Site Program – Below Ground	34
a. Parking	34
b. Auto Repair Center.....	35

7. Mitigations and Community Investments	36
a. Active Open Space.....	36
b. Riverside Park South	36
c. Construction.....	38
d. Public School.....	39
e. Light Rail.....	39
f. Job Training and Employment.....	39
g. Community Meeting Space.....	39
Appendix A – Summary of MCB7 Recommendations.....	40
Appendix B – MCB7 Responses to Proposed Land Use Actions.....	45
Appendix C – MCB7 Public School Analysis.....	51

A. Executive Summary

Community Board 7/Manhattan ("MCB7" or the "Board") welcomes the opportunity to review the application by Extell Development Company ("Extell" or the "Developer") to develop "Riverside Center" ("RSC" or the "Project"), a general, large-scale development project proposed for approximately 8 acres of land located in the southwestern corner of Manhattan's Upper West Side, proximate to the Hudson River, and bounded by West 61st Street, West 59th Street, West End Avenue, and Riverside Boulevard. The application proposes approximately 3 million SF of construction, including 5 high-rise towers, 2,500 residential apartments, space for a public school, a hotel, a cinema, mixed retail, an auto showroom and below-ground auto repair center, 1,800 below-ground parking spots, and approximately 2.75 acres of privately-owned Public Open Space.



Rendering of Extell's proposed Riverside Center project

MCB7 is amenable to development of this site, which is currently occupied by a ground level, open-air parking lot and indoor parking facility, provided that material concerns expressed in this report are met. The Board appreciates several aspects of the proposal, including the unique design of the proposed towers, the extension of Freedom Place South from West 61st to West 59th Streets, the extension of West 60th Street from West End Avenue to Freedom Place South, the residential programming of the site, and the inclusion of certain provisions for a public school, affordable housing, and public open space. However, after considerable review, analysis, and broad input from community stakeholders, MCB7 has several significant concerns that should be, but have not yet been, addressed by specific and reasonable modifications to the application.

Prior to reviewing the application, MCB7 combined accepted standards of urban design with the input of resident experts, professional consultants, and public testimony to develop a set of principles by which to consider the Project. The Core Principles (which address issues of zoning and density, public open space, connectivity and circulation, transportation and traffic, streetscape,

retail and cultural facilities, housing, public education, and sustainability) were adopted by MCB7 in February 2010, and have been refined in this report.

Having established Core Principles, the Board identified three "Givens" that are of critical importance to the community: the public school, affordable housing, and sustainability.

Public School: The application includes a 75,000 SF "core and shell" for a school, to be built at Developer expense, with an option for the Department of Education ("DoE")/School Construction Authority ("SCA") to purchase an additional 75,000 SF. Further the DoE/SCA would be required to fund the entire cost of fitting out all of the 151,598 SF of raw space into a usable school. *The application should be modified to include a new 6-section-per-grade pre-K through 8 school of at least 151,598 SF for Community School District #3, built in the first building constructed at the site, and fully funded by the Developer.*

Affordable Housing: The application specifies that 12% of the residential units will be affordable for a period of 20 years. *The application should be modified to include 30% mixed-income permanently affordable housing, primarily integrated within the site.*

Sustainability: The application specifies a few steps that minimize environmental impacts and carbon footprint. *The application should be modified to incorporate the highest available LEED certification standards and the inclusion of green technologies that pay back within 10 years.*

MCB7 has concluded that the proposed plan fails to meet the Core Principles in several additional and significant ways:

- Density is excessive and out of context, even with respect to recent developments to the north and east of the site. The Developer's request is significantly greater than the previously approved density for the site and is not justified. Increased population will add significant load to schools, hospitals, parks, sanitation, and transportation systems.
- The privately-owned Public Open Space is elevated on a platform, constricted by narrow access points, and divided by criss-crossing pathways and sculptural elements that further reduce and constrain the usable space. Its design is reflective of a private enclave that is not inviting or engaging to a variety of community users. There are no provisions for active recreation or cultural programming.
- The plan marginalizes West 59th Street and Riverside Boulevard, as well as the historic powerhouse, and hampers rather than facilitates pedestrian Connectivity and Circulation to and from Riverside Park South.
- The Streetscapes, especially around the site perimeter, are not engaging from the sidewalk. Retail spaces are often elevated or removed from pedestrian traffic.
- Commercial uses, especially the auto showroom and repair center, are not environmentally responsible, engaging, or useful to the local community. Competition from these uses may also adversely impact the auto district to the south, which the city has sought to preserve.

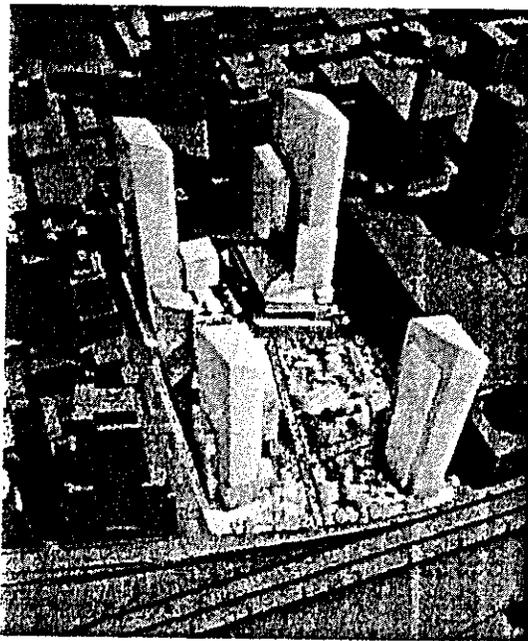
To address these concerns, MCB7 makes several recommendations. These modifications are further described within this report and specified in the drawings and presentations of MCB7's consultants, Michael Kwartler & Associates and BFJ Planning, which are available at www.nyc.gov/mcb7. Recommendations for improving the site plan include:

Restrict total density to 2.4 Million Zoning Square Feet.

Create Additional Public Open Space by Removing Building 4 to improve public open space for the entire neighborhood, reduce density, increase light and air, reduce shadow and wind, provide a contextual relationship with the nearby historic powerhouse, and provide for active recreation (thereby addressing some of the adverse impacts identified in the DSEIS).

Bring the Site to Grade (eliminate the platform) to enhance the West 59th Street corridor to and from Riverside Park South, connect the site to the historic powerhouse, and increase mutual visibility between the Public Open Space and the West 59th Street and Riverside Boulevard sidewalks, making them more inviting, safer, and less isolated.

Surround Public Open Space with Publicly Accessible Streets or Broad Pathways, either for pedestrian or limited vehicular use — including the extension of West 60th Street to Riverside Boulevard — to delineate public from private space, encourage pedestrian circulation to and within public spaces, and enable building lobbies to open onto public ways.



Rendering of Extell's plan with MCB7 modifications

Recommendations for the programming of the site plan include:

Eliminate the Auto Showroom and Repair Center and replace it with useful, relevant, and vibrant retail that attracts customers and visitors and serves the local community.

Limit underground parking to 1000 spaces, centralized in a single garage that serves the entire site, to optimize underground loading/unloading, minimize surface traffic, and deter growth in automobile ownership and traffic.

Include a public playground that could be used by the public school.

Because the Project will generate a significant influx of population and load on the common assets of the Upper West Side, **MCB7 recommends that the Developer contribute significantly to the local community and infrastructure, including to the completion of Riverside Park South.**

In conclusion, MCB7 welcomes development at this site and seeks to strike a balance between private incentives and public needs, local concerns and city growth, short-term advantages and long-term impacts, and most of all, between what is viable and what is truly visionary. While not insignificant, the recommendations offered by MCB7 are reasonable, respectful of the application, and designed to benefit the city, the Upper West Side community, the future residents and customers of the proposed site, and of course, the Developer. MCB7 looks forward to continued discussions and deliberations as ULURP continues through Fall 2010.

This report was adopted by the Full Board on July 22, 2010, by a vote of 36-2-0-0. Recommendations made throughout this report are summarized in Appendix A. Resolutions on each of the specific discretionary actions requested by the Developer are contained in Appendix B. Reference materials, presentations, consultant reports, meeting minutes, and other related documents can be found in the "projects" section at www.nyc.gov/mcb7.

B. Jurisdiction and Required Actions

MCB7 submits this Report and Resolution in fulfillment of its ULURP obligations pursuant to New York City Charter § 197-c.

Extell is applying for discretionary actions and modifications to develop the southernmost portion of Riverside South (parcels L, M, and N), which are different from those originally approved in 1992. Extell's proposed project was certified by the Department of City Planning to begin ULURP on May 24, 2010. MCB7's review period of 60 days began on June 2, 2010 and ends on August 2, 2010. MCB7 has, both prior to and during ULURP, conducted a series of presentations, review sessions, and public hearings on the Project.

This report summarizes MCB7's findings, concerns, positions and recommendations in response to Extell's application, including the Developer's requests to modify certain provisions of the 1992 Restrictive Declaration and the approvals it contains. Recommendations, including specific modifications to the proposal, are summarized in Appendix A. Resolutions on each of the specific discretionary actions requested by the Developer are contained in Appendix B.

As part of the overall ULURP review, MCB7 has taken a position on each of the 16 applications for discretionary approval, irrespective of whether the application is technically subject to ULURP. MCB7 resolutions responding to specific land use actions, fully detailed in Appendix B, are summarized below:

- MCB7 **adopts and approves** this report and all recommendations herein.
- MCB7 supports creative architectural design, and **approves application #N 100294 ZRM** to allow any open area surrounded on three sides by building walls to be treated as an "outer court."
- MCB7 believes the proposed automotive showroom and service center is neither green in ethos, nor neighborhood-oriented, nor likely to attract pedestrians and passers-by, nor likely to contribute to a lively streetscape in any way, and **disapproves application #N 100295 ZRM** for a text amendment to permit automotive sales and service establishments (UG 16) within a "general large-scale development."
- MCB7 believes the urban design of the Riverside Center proposal would be significantly improved by eliminating Building 4 (and modifying the footprint of Building 5), and **disapproves application #C 100296 ZSM**, *unless the Project is modified in accordance with this report and the drawings of MCB7's consultants, Michael Kwartler & Associates and BFJ Planning.*
- MCB7 believes the proposed automotive showroom and service center is neither green in ethos, nor neighborhood-oriented, nor likely to attract pedestrians and passers-by, nor to contribute to a lively streetscape in any way, and **disapproves application #C 100297 ZSM** for a special permit (pursuant to the text amendment sought in #N 100295 ZRM) to allow automobile sales and services.
- MCB7 supports physical construction on the Riverside Center site and would approve an application to allow that portion of a railroad or transit right-of-way to be completely covered

over by a permanent platform to be included in the "lot area" for the Development, but MCB7 also believes strongly in the urban design principle that open space should meet the perimeter sidewalks at grade, and so **disapproves application #C 100287 ZSM** to establish elevation + 24 above Manhattan Datum instead of "curb level" as the reference plane for the Development plus additional curb levels for streetscape purposes (26-00 and 37-30).

- MCB7 recognizes the need for public parking on this large, mixed-use site, but recommends that parking should be limited to 1000 spaces, and that only one below-ground garage should be constructed to serve the entire site. Therefore, MCB7 **disapproves application #C 100288 ZSM** to permit a "public parking garage" with a maximum of 1,800 public parking spaces and 5 access points, *but would approve a single, below-ground public parking garage, with 1000 spaces and up to 4 access points.*
- MCB7 believes multiple garages with multiple points of access will increase traffic and congestion, and **disapproves applications #C 100289 ZSM, #C 100290 ZSM #C 100291 ZSM, #C 100292 ZSM, #C 100293 ZSM** that would permit public parking garages to be located beneath each of the five buildings proposed in the application.
- MCB7 supports the extension of West 60th Street, and **approves application # N 100298 ZAM** to permit a curb cut on West End Avenue (a wide street) to facilitate the extension of West 60th Street westward through a portion of the project site as a public access easement.
- MCB7 believes the site plan over-burdens West 59th Street with services, and **disapproves application # N 100299 ZCM** to allow four additional curb cuts on West 59th Street (a narrow street), *but would approve an application to allow two additional curb cuts on West 59th Street.*
- MCB7 **approves application # N 100286 ZCM** to allow one additional curb cut on West 61st Street (a narrow street).
- MCB7 would approve an application to modify requirements for commercial uses, signage, and street-wall transparency for **Building 2**, as the proposed home for the preK-8 school, but **disapproves application # N 100300 ZCM** for such modifications for **Building 3 and Building 5**.
- MCB7 **disapproves application #M 920358 D ZSM** for the Fourth Modification of a previously approved "general large-scale development" special permit and restrictive declaration to reflect the current proposal, *but would approve an application modified in accordance with this report and the drawings of MCB7's consultants, Michael Kwartler & Associates and BFJ Planning.*

C. Background and History

Eighteen years ago — almost to the day (July 27, 1992) — MCB7 issued its report and disapproval resolution (vote: 35-1-1-2), pursuant to ULURP, on the proposal for Riverside South, a project to redevelop the former Penn Central railroad yards along the Hudson River from West 59th Street to West 72nd Street. That ULURP culminated in December 1992, when the City Council approved Riverside South with modifications.

MCB7's planning for the development of the defunct rail yards had started a decade earlier. In 1982, before the advent of the current land-use approval process, MCB7 reviewed an application for the rezoning of the site from industrial/manufacturing to residential and commercial uses, thus beginning the transformation of this railroad and waterfront area. Approved by the Board of Estimate, the 7.3 million-square-foot Lincoln West project — which proposed development of 4,300 residential units, along with retail, hotel, and office uses — was never built.

Following the Lincoln West failure, MCB7 engaged in a major planning effort covering all of Manhattan Community District 7, culminating in the *West Side Futures* study. In the late 1980s, *West Side Futures'* analysis called for a total floor area of slightly less than 6 million square feet for the entire rail yards site.

The Trump Organization acquired the rail yards in 1990, and in 1991 joined with a group of civic organizations (Municipal Art Society, Regional Plan Association, The Parks Council, the Riverside Park Fund, Westpride, Natural Resources Defense Council, and the New York League of Conservation Voters) to form the Riverside South Planning Corporation ("RSPC") to develop criteria for the development of the site. They proposed a public waterfront park to be built at developer expense, a mixed-use development of 8.3 million SF, and a plan to relocate the elevated highway inland and underground. RSPC was to oversee the implementation of design guidelines for all the buildings as agreed to by the developer and to advocate for funding the relocation of the highway. This agreement was to become a formal application subject to the full public ULURP and environmental review process.

MCB7 welcomed many aspects of the voluntary agreement plan between Trump and the civic organizations, but also had significant reservations. With the support of the Manhattan Borough President and the New York Chapter of the American Institute of Architects, MCB7 hosted a four-day charrette where architects, planners, and economic experts from around the country joined members of the community to critique this new plan. The charrette yielded recommendations for a maximum density of 6.9 million SF, a mixture of market-rate and affordable housing, mapped streets, and plans for a waterfront park both with and without the removal of the Miller Highway.

The charrette strongly informed MCB7's ultimate resolution and report on the 1992 ULURP. Key points were:

- 6.9 million SF for the entire site, including 5.5 million SF residential
- 20% affordable housing
- Mapped public streets
- 25-acre mapped public park, including provision for active recreation uses
- Partial developer funding for the West 72nd Street and West 66th Street IRT subway stations as mitigation for transit impacts
- Disapproval of any superblock on the site between West 59th and West 61st Streets
- Disapproval of the then-proposed TV studio use and any potential large-scale retail mall on the site between West 59th and West 61st Streets
- 3,500 parking spaces for the entire site, primarily for residents
- Need for a public school
- Variety of concerns expressed about infrastructure and impacts of the project
- General support for the relocation of the highway, but "only to the extent that the 80% Federal and 20% New York State shares do not diminish funds for other transportation projects, both highway and mass transit, planned for New York City."

The City Council's ultimate approval of Riverside South included these major elements, memorialized in the Riverside South Restrictive Declaration:

- General Large Scale District, including 15 development parcels (Parcels A-0) with a maximum of 7,899,951 SF (vs. 8.3 million requested in the application and 6.9 million recommended by MCB7), including a mix of residential, community facility, office, cinema, retail and studio uses
- Maximum 5,700 residential units for the entire site
- A minimum of 12% of the housing units to be built by the developer as affordable, with provision for efforts to be made to meet the desired goal of 20% affordable units of the total number of units, if government programs were available
- Developer to construct Riverside Boulevard from West 72nd to West 59th Streets
- Mapped public waterfront park of 21.5 acres, with another 4 acres of accessible open space inland
- Two alternatives for the waterfront park (i.e., with the Miller Highway in place and with the Miller Highway relocated below grade)
- Developer funding for part of the costs for the rehabilitation of the West 72nd Street and West 66th Street IRT subway stations
- Maximum 3,500 parking spaces for the entire site
- Space to be set aside for a public school, but no specific provisions for design or funding
- Additional contributions to services for seniors and young people in the community.

In the 1992 approval, the southernmost sites (L, M, N) were to be limited to the following:

- Maximum 1,690,600 SF for studio use
- 19,400 SF professional office space
- 35,000 SF retail
- 54,700 SF community facility space
- 572,192 SF residential
- 743 below-ground parking spaces.

The Riverside South approval included a provision that any proposed change to the approved uses for sites L, M, and N would be deemed a major modification and subject to its own subsequent ULURP. This provision occasioned the current review under ULURP of the Riverside Center Project.

Riverside South is now mostly built. Portions of the waterfront park are close to completion. Major characteristics of Riverside South between West 72nd Street and West 61st Street:

- 6,691,505 SF total development
- 4,492 residential units (projection includes Building K) of the 5,700 maximum originally approved
- 583 affordable units (i.e. 13% of units so far)
- 2,611 parking spaces (including Building K)
- Mainly unsuccessful retail and office space
- Riverside Boulevard completed from West 72nd to West 63rd Streets
- Riverside Park South: Phases 1-4 complete, Phase 5 started, Phases 6-7 planned
- No new school; however families in Riverside South have contributed to the overcrowding of existing neighborhood public schools.

D. Project Review

In 2006, upon Extell's purchase of the yet-to-be-developed parcels of Riverside South, MCB7 formed the Riverside South Working Group, later called the Riverside Center Working Group (the "Working Group"). The Working Group is composed of Chairs of relevant standing committees and other members of the Board. Given MCB7's long history with Riverside South, and the size and scope of the last remaining vacant land in MCB7, it was essential to establish an interdisciplinary task force to monitor the project and address community concerns.

In April 2008, MCB7 wrote to the Developer and to the Director of City Planning to express concerns about density, site plan, below-ground uses, affordable housing, and the pressing need for a public school on the site. The Developer responded in a September 2008 letter, stating his willingness to continue discussion on these topics, while also repeating his unwillingness to discuss "floor area and dwelling unit count" since the applicant's requests were needed "to support the high cost of construction."

The Developer completed a proposed scope for a Draft Supplemental Environmental Impact Statement (DSEIS) in late 2008. MCB7 and the public presented detailed written and oral comments on that scope in January 2009. (Comments available at www.nyc.gov/mcb7, and response to comments available at www.nyc.gov/dcp/env_review/riverside/riverside_draft_scope_comments.pdf.)

In June 2009, MCB7 (with the generous support of Fund for the City of New York, The New York Community Trust, and New York City Council Member Inez Dickens) retained two planning and architectural firms, BFJ Planning and Michael Kwartler & Associates, to provide expert technical assistance to the Board with regard to site planning, density, open space, pedestrian circulation and amenities, parking, traffic and other issues.

In the past year, MCB7's expert volunteers and consultants have developed a critique and a series of recommendations and approaches, within the framework of the Developer's proposal, to improve the Project and achieve a suitable balance between the interests of the Developer, the community, and the city. These analyses have been presented to the public and to the Developer at multiple public meetings and hearings.

Since certification, MCB7 has held public hearings and meetings on the application on May 24, June 3, June 15, June 29, July 6, and July 22, 2010. MCB7 has also made presentations and received testimony from various community groups, including the District 3 Community Education Council, District 3 Presidents' Council, Riverside South Resident Associations, Amsterdam Houses Tenants Association, Lincoln Towers Residents Associations, Landmark West!, West Side Street Renaissance, Transportation Alternatives, Coalition for a Livable West Side, Committee for Environmentally Sound Development, Riverside South Planning Corporation, and New Yorkers 4 Parks, among others.

In the past two months, MCB7 has received either written or oral input from more than 500 residents and stakeholders, and over 1300 signatures on petitions (many relating to the proposed public school). The recommendations included in this report reflect the vast majority of this input.

1. Project Description

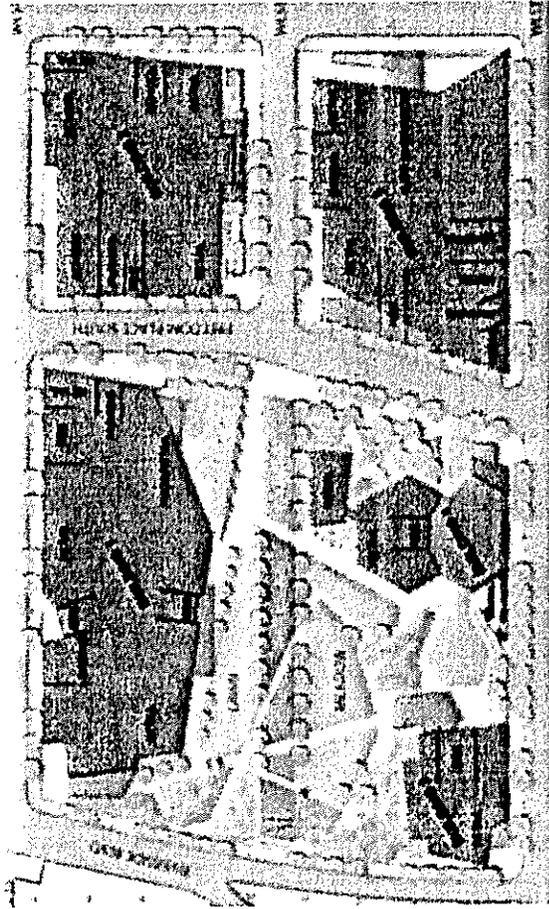
The present Extell application for Parcels L, M, and N includes the following major features:

- Five buildings, ranging in height from 393 feet to 535 feet
- Constructed on a platform, providing foundation for all structures, at approx. elevation of West End Avenue
- 2,471,590 SF residential use (= approx. 2,500 units)
- 12% of number of residential units as affordable housing, within the five buildings
- Approximate 151,598 SF for a public elementary and intermediate school in Building 2 (memorandum of agreement between SCA and Extell, and described in DSEIS)
- 104,432 SF office space
- 249,240 SF hotel use (possibly to be replaced by residential, yielding RSC-wide unit total of approximate 3,000)
- 140,168 SF above-ground retail, including approximately 36,701 SF of cinema use, and 20,183 SF of automotive showroom use associated with the below-ground automotive service use
- Approximate 181,677 to 276,000 SF below-ground automotive service use
- Approximate 1,800 below-ground parking spaces
- 2.7 acres of privately-owned, publicly accessible open space within the 8-acre site
- Extension of West 60th Street west to Freedom Place South
- Creation of superblock between the extension of Freedom Place South to the east, West 59th Street to the south, West 61st Street to the north, and Riverside Boulevard to the west.

Fundamentally, the application proposes significant changes in density and use for the site, thereby substantially increasing its value to the Developer. The table below compares the essential elements of the proposal with those approved in 1992.

Approved Plan 1992: Restrictive Declaration	Extell Proposal 2010: Increase Density, Change Use, Increase Value
Approx. 2.5 million SF, studio/retail	Approx. 3 million SF, 5 high-rise buildings
577 residential units	2,500 residential units
2 Million SF television studios	250K SF hotel (250 rooms)
37K SF retail	208K SF retail/office/auto showroom
100K SF below-ground cinema/retail	37K SF cinema
Below-ground parking (743 spaces)	182K SF below-ground auto service center
Requires West 60 th Street extension if use of L, M, N is modified	Below-ground parking (1800 spaces)
	75K to 150K SF shell for K-8 school

Proposed Extell Site Plan



2. Core Principles

The Working Group drafted a set of Core Principles by which to evaluate the current proposed Project. These Principles were presented at various community meetings, discussed, redrafted, approved by MCB7 in February 2010, and are further revised and approved through this report.

Zoning and Density: Provide for zoning and built density that is appropriate to the context and infrastructure, and is reflective of superior urban design.

Public Open Space: Create clearly defined open space that facilitates and encourages public use, activities and access, serving a broad spectrum of residents, neighbors and visitors. Delineate clearly between public and private spaces to discourage the perception of private enclaves. Ensure minimum impact of wind and shadows on all public and common areas by careful placement and shaping of buildings.

Connectivity and Circulation: Create connectivity between the Project and its surrounding neighborhood and the waterfront (and within the Project itself), respecting the city grid. Promote access and circulation for pedestrians by means of public streets and generous pathways. Promote public and alternative modes of transportation. Minimize the use and impact of autos and trucks.

Transportation and Traffic: Design streets and pathways to ensure public safety, optimize travel for all modes of transportation, promote access and use of public transportation, minimize congestion, and reduce pollution.

Streetscape: Promote excellent and animated streetscape design and landscaping that emulates the best of traditional Upper West Side parks and public spaces, together with innovative 21st century examples of new green spaces that will work and welcome everyone.

Retail/Cultural Facilities: Create vibrant, innovative, and attractive retail at street level, and cultural facilities that serve local residents and can attract visitors from around the city. Develop cultural, educational, and community facilities and uses above ground and below ground that will create a public benefit and enhance life on the Upper West Side and in New York.

Housing: Promote social and economic diversity in housing type and income. Provide housing that is attractive and affordable.

Public Education: Increase public school capacity necessary to serve the current and future needs of the community (Community School District 3).

Sustainability: Promote the highest standard of environmentally responsible practices, integrated into every aspect of design, architecture, and infrastructure. Design for clean and efficient energy production/distribution, waste management, sanitation, and integration with mass transit.

3. Key Project Elements - "The Givens"

Having established Core Principles, MCB7 identified three aspects of the proposal that are of critical importance to the community: the public school, affordable housing, and sustainability.

a. Public School

The application proposes that the Developer provide the exterior walls and floors of raw space ("core and shell") for a public school of 75,000 SF. Build-out of that raw space, and associated costs, would be the responsibility of the SCA. The application also provides that the Developer will reserve an additional 75,000 SF of space for purchase and build-out by DoE/SCA if the DoE/SCA chooses to exercise that option.

Unfortunately, the proposal falls short of reasonable expectations for this location. The Project is located within Community School District 3 ("CSD3"), which is already critically overcrowded. Kindergarten enrollment at PS 199 (nine blocks away) doubled in less than five years after the buildings in the northern part of the Riverside South complex were occupied. Demand for public school seats throughout CSD3 is increasing rapidly. DoE views this trend toward ever-increasing use of the public schools as permanent and not a temporary or cyclical anomaly. PS 191, the public school zoned to include the Project, is too small to accommodate its predicted increase in enrollment, let alone the other new units expected by the time Riverside Center is completed.

According to the DSEIS, by 2018, the schools within a ½ mile radius of the Project will be over capacity, unless the 151,598 SF school is built. Public elementary schools will be at 140% capacity and middle schools at 162% capacity. Even if the FAR permitted by the 1992 Restrictive Declaration – the lower-density alternative examined in the DSEIS – were to be built, a school would be needed to mitigate the effects of the Project. It is therefore essential that a school be built to meet the needs of CSD3 and not just of this Project.

MCB7's research into fitting out the 151,598 SF school as a state-of-the-art green facility with the latest technology and connectivity, including Smart-boards, WiFi and networking, and the equipment needed for a rich curriculum that includes science, art, and music, is estimated to cost \$350-450 per square foot (= approx. \$53-68 million), based on historical DoE/SCA costs. The Developer could reduce costs considerably with its economies of scale and buying power. It should be noted that the raw 75,000 SF space, as well as the additional 75,000 SF available for purchase by DoE/SCA, would be built in any case, and would therefore impose no additional cost to the Developer.

In November 2006, after the enrollment from the first Riverside South buildings began to overwhelm the existing neighborhood public school, DoE/SCA declined to purchase land for the construction of a public school at another parcel of the Riverside South complex. SCA's 2010-14 Capital Plan includes *no funding* for new seats in CSD3, making it unreasonable to expect that DoE/SCA will exercise the option necessary to meet community needs.

The outdoor play space reserved by Extell for the school is also inadequate. This space would be situated on building setbacks at the fourth floor of Building 2, and would comprise approximately 8,400 SF. Outdoor play space of this size may be suitable for a school of under 500 students (i.e., the school proposed by Extell), but is inadequate to meet the needs of the 151,598 SF school needed by the community.

MCB7 disapproves the proposed Project without a school that meets the community's needs. MCB7 recommends that Riverside Center include a public school fully funded by the Developer with the following features:

- *Serves grades K-8, with room for a pre-K*
- *Houses 6 sections per grade (a minimum of 1,332 students)*
- *Constructed in the first building built at the Project site*
- *Includes all necessary program spaces and state-of-the-art equipment*
 - Large or multiple cafeterias (ensuring reasonable timing of lunch)*
 - Multiple or dividable gyms (providing weekly access for all students)*
 - Separate, age-appropriate outdoor play spaces, preferably at grade*
 - Dedicated space for art, music, science labs, and student services*
 - Wide hallways with lockers for upper-grade students*
 - Flexible auditorium space*
 - Green features (e.g. green roof, vegetable garden)*
- *Includes 151,598 SF of space that meets all DOE/SCA requirements*
- *Outdoor space sufficient to accommodate 1,332 students.*

The complete analysis of the MCB7 Youth, Education & Libraries Committee is in Appendix C.

b. Affordable Housing

The city's affordable housing programs recognize the strength and stability brought to our communities through economic diversity. Prescribing a portion of a proposed development as affordable housing is also necessary to provide for an unmet need. On the Upper West Side, affordable housing is already scarce – and decreases each year, due to renovations and conversions to market-rate units, transient accommodations and other uses.

Moreover, one of the attributes sought for public schools in the city is a diverse student body, which can be fostered by including a mix of housing and residents on the site and in the community. It is good public policy to capture for the public benefit a portion of the increase in land value resulting from zoning changes that allow more profitable uses or that increase density.

MCB7 strongly believes that no project of the size and residential density proposed for this site should be approved with less than 30% affordable housing. The percentage of affordable housing should be calculated based on floor area, not based on number of units (as was approved for Riverside South). Since the market-rate units to be included in the Project are expected to be high-end luxury dwellings, MCB7's goals would be best served by taking advantage of the provisions of the city's inclusionary housing programs to serve multiple economic levels, i.e., low-, moderate-, and middle-income households.

Affordable units should be permanent for the life of the Development, and should be located on site and distributed throughout all the buildings. MCB7 consultant, BFJ Planning, emphasizes that the social good generated by including affordable units is best achieved when affordable units are integrated among market-rate units.

The Developer is now proposing 12% affordable housing as a percentage of the proposed number of units with such units to remain affordable for only 20 years. The Developer's proposal follows the minimum provision for affordable housing contained in the 1992 Restrictive Declaration. Both

the need for affordable housing in the community, and the nature of inclusionary housing programs, have changed in the 18 years since the City Council's adoption of the Restrictive Declaration. The Developer's requests for a substantial change in use and density offers an appropriate opportunity to revisit the minimum acceptable affordable housing to be included at the site.

MCB7 disapproves the plan for affordable housing as proposed by the Developer and recommends 30% permanently affordable housing, primarily integrated within the site.

c. Sustainability

Achieving sustainability is one of the most critical issues facing the city. Tremendous effort at all levels of government has been put into making New York City truly sustainable. PlaNYC has led this effort by setting the goal of reducing carbon emissions by 30% by the year 2030 in addition to improving the amount and accessibility of open space, remediating brownfields, improving water quality, supporting alternative forms of transportation, and addressing air quality issues. MCB7 has identified sustainability as one of its primary goals.

The proposed Riverside Center plan incorporates a few steps to minimize the environmental impacts of the Development. However, the Project should serve as a *model* for innovation in sustainable design and should be guided by the principles set forth in PlaNYC.

MCB7 recommends strict adherence to sustainable practices in design/construction and a commitment to energy efficient operations and maintenance (O&M) in perpetuity. At a minimum, sustainable design, construction, and operations should:

- *Require the Developer to do all in its power to secure Leadership in Energy and Environmental Design (LEED) Platinum certification, or the highest LEED rating available at the start of construction, from the United States Green Building Council and the United States Building Certification Institute.*
- *Adopt the best available technologies to reduce energy and water consumption that provide a 10-year or shorter payback on investment. These include, but are not limited to, cogeneration and other technologies that generate electricity or other forms of energy on site, or improve the energy efficiency of any building system, such as the building envelope, lighting, heating, ventilation (including window function), or air conditioning.*
- *Install the best available energy management system and implement a comprehensive O&M protocol, which includes continuous commissioning.*
- *Require the Developer immediately to retain a LEED-accredited professional to join the design and construction team (or to identify the entity/person on its present team with this capacity).*

4. Site Plan Review

MCB7 worked with community groups and consultants to conduct an in-depth review of the proposed site plan as it relates to MCB7's Core Principles.

a. Density

The Project would increase the amount of floor area from the 2.4 million SF approved in the 1992 Restrictive Declaration to more than 2.9 million SF. This increase in floor area is connected to a request for a change in uses from the TV studio (and some residential and commercial uses) to a mix of residential and commercial/retail uses. It should be noted that the application and supporting documents sometimes describe density in different ways. *MCB7 requests clarification of all density measurements (ZSF, GSF, FAR) during the ULURP process.*

The burden of proof for this requested increase in density lies with the Developer. The 1992 Restrictive Declaration limited the total floor area for all of Riverside South to 7,899,951 SF. Riverside South, when completed, will contain approximately 5.5 million SF. Adding the proposed almost 2.9 million SF to that total, would make for a grand total of approximately 8.4 million SF compared to the 1992 approved density of 7.9 million SF.

MCB7 understands that FAR is not the only determinant of density. Number of dwelling units, urban design, usability and viability of public open spaces, height, setback, and massing of buildings all contribute to the resulting density. The proposal includes 2,500 residential units (with a possibility of as many as 3,000 units). Adding 2,500 would result in an increase of 1,292 residential units over the approved 5,700 units for the entire Riverside South. MCB7 does not believe that this increase is needed or justified. As stated below, the defects in the site plan and some of the urban design shortcomings, together with the increased FAR, all contribute to an inappropriate density for the site.

Additionally, while the massing and form of the buildings is unique and interesting, the buildings are noticeably larger than the buildings to the north and east. Especially along West 61st Street, structures have long, uninterrupted frontages. A more contextual base plan of masonry, glass and steel, topped by a variety of rectilinear and then two- or three-faceted towers would help offset the perception of bulk and integrate the Development with the rest of the neighborhood while not diminishing its unique architectural design.

MCB7 recommends that total density on the site be restricted to 2.4 Million SF to meet 1992 approvals and achieve MCB7's Lower Density Build Alternative.

MCB7 recommends removing Building 4 (399,361 SF) to reduce density, increase light and air, create improved community space for future residents, and provide an engaging relationship with the historic powerhouse building on the south side of West 59th Street. Removal of Building 4 would achieve 2/3 of the overall Project density reduction MCB7 is seeking.

MCB7 recommends including breaks in the faceted façade of the buildings to reflect traditional setbacks and minimize the canyon-like effect on West 61st Street, a narrow residential way.

MCB7 recommends requiring that changes or departures from the approved schematic design of the buildings or deviations from the footprint, shape, contour, size, height, bulk, massing, or relationship

between the buildings be considered a major modification and be returned to the Board and City Planning for approval.

b. Public Open Space

Among the most exciting possibilities for this site is the opportunity to create a truly extraordinary destination for visitors from throughout the city. Riverside Center could capitalize on its proximity to the Hudson River, Riverside Park South, and the historic powerhouse building by creating an integrative Open Space that is inviting, accessible from all directions, engaging, and accommodating to a variety of active and passive uses.

Given its planted slopes, meandering pathways, and central water scrim, the privately-owned Public Open Space proposed for the site appears sophisticated. However, many of the design choices serve to limit access from outside of the Development, and even limit the activity within the space itself. Unfortunately, the proposed configuration and design of the Project's open space falls well short of its potential.

1. Elevation

The majority of the Project's open space is situated on a superblock west of the extension of Freedom Place South. Importantly, most of the space is elevated above sidewalk level along West 59th Street and along Riverside Boulevard. Although West 59th Street is the main east-west pedestrian corridor to and from Riverside Park South, the Public Open Space is designed to float above the sidewalk, making it mostly invisible and/or inaccessible to passers-by. From this sidewalk, which provides primary access from West End Avenue and Columbus Circle to Riverside Park South, the pedestrian will see building walls, service doors, garage entrances, and loading docks.

MCB7 recommends bringing the site to grade (eliminating the platform) to make the Public Open Space visible and accessible from West 59th Street and from Riverside Boulevard, enhance the West 59th Street corridor to and from Riverside Park South, connect the site to the historic powerhouse, and increase mutual visibility between Public Open Space and sidewalks, making them more inviting, safer, and less isolated.

2. Points of Access

The main access points to the proposed Public Open Space, located at West 60th Street & Freedom Place and West 61st Street and Riverside Boulevard, have narrowed entrances that give the impression that the space is private, not public. In general, the site is not designed to engage passing foot traffic and draw people into the site.

MCB7 recommends extending West 60th Street to Riverside Boulevard, at least as a broad public pathway, angled along the front of Building 1, to expand Public Open Space and attract pedestrian traffic.

3. Size and Use Limitations

As MCB7's consultants point out, the open space proposed by the Developer consists mainly of sitting lawns, visual landscape elements, and the water feature. The open space is fragmented,

complicated by a network of narrow pathways that would hamper the possibility of community gatherings or free play. Very little of the open space would support any type of active recreation.

MCB7 recommends removing Building 4 to dramatically expand useful Public Open Space, provide for active recreation, reduce shadow and wind, provide a central open area for the Development, and open connections to the historic powerhouse to the south.

MCB7 recommends "straightening" Freedom Place South to expand the Public Open Space, reinforce the city grid, and provide visual perspectives of the historic powerhouse.

MCB7 recommends modifying the footprint of Building 5 to accommodate the "straightening" of Freedom Place South to expand Public Open Space, further reduce density, reinforce the city grid, and provide visual perspectives of the historic powerhouse.

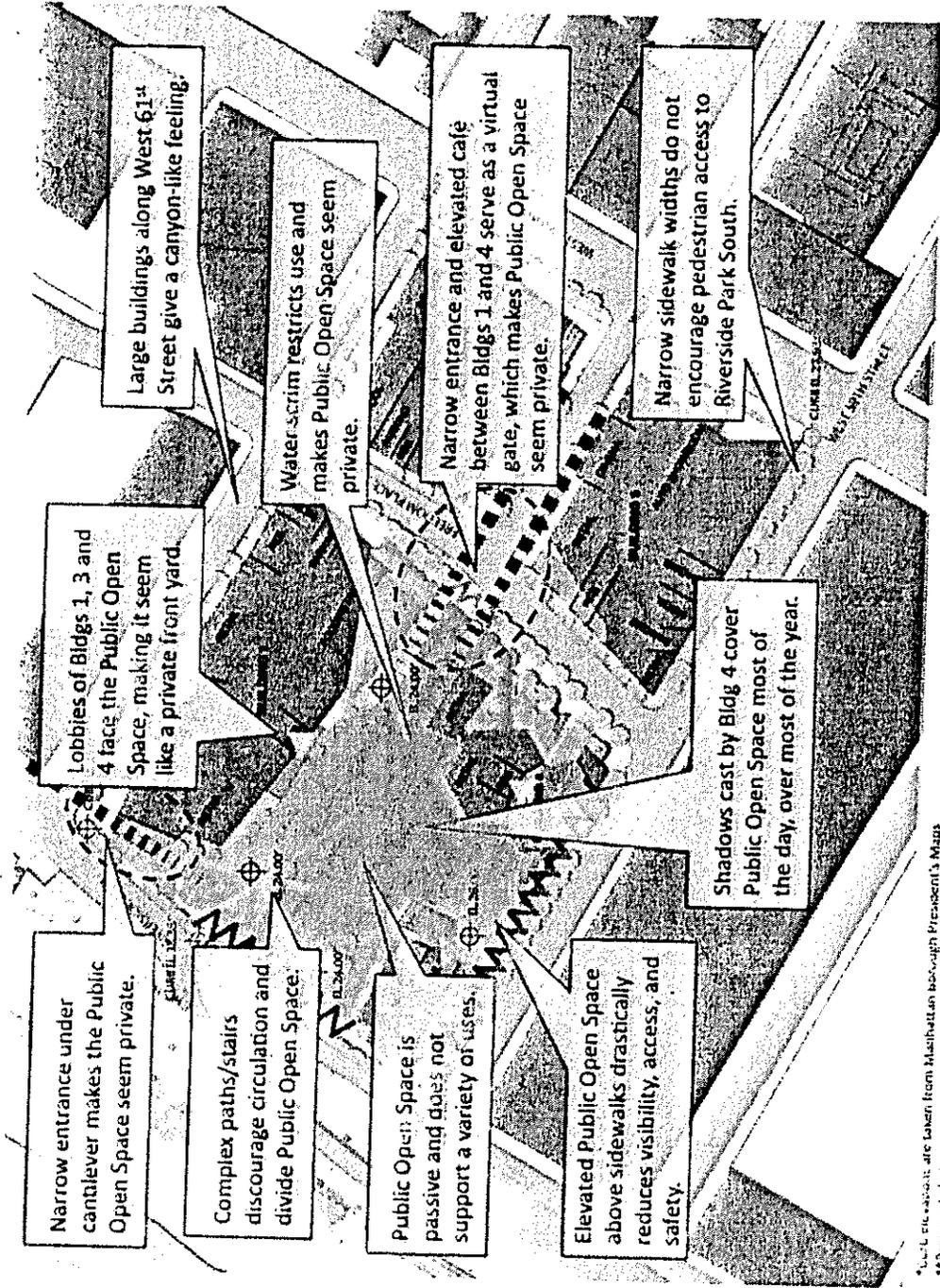
MCB7 recommends eliminating the private driveway that serves Building 3 to expand Public Open Space and reinforce the city grid.

4. Public/Private Delineation

The proposed Public Open Space is poorly delineated and feels more like a private front yard than a space for public enjoyment. As MCB7's consultant, Michael Kwartler & Associates, points out, the absence of pathways separating the open space from the individual buildings renders it "ambiguous as to what is public and what is private." The perception that the open space is private and not public "is reinforced by the superblock's open space functionally ending in a dead end [at the western edge of the site] where it is elevated above Riverside [Boulevard]."

MCB7 recommends surrounding the Public Open Space with publically accessible streets or broad pathways, either for pedestrian or limited vehicular use, to delineate public from private space, drive pedestrian traffic to public spaces, improve circulation, and enable building lobbies to open onto public ways.

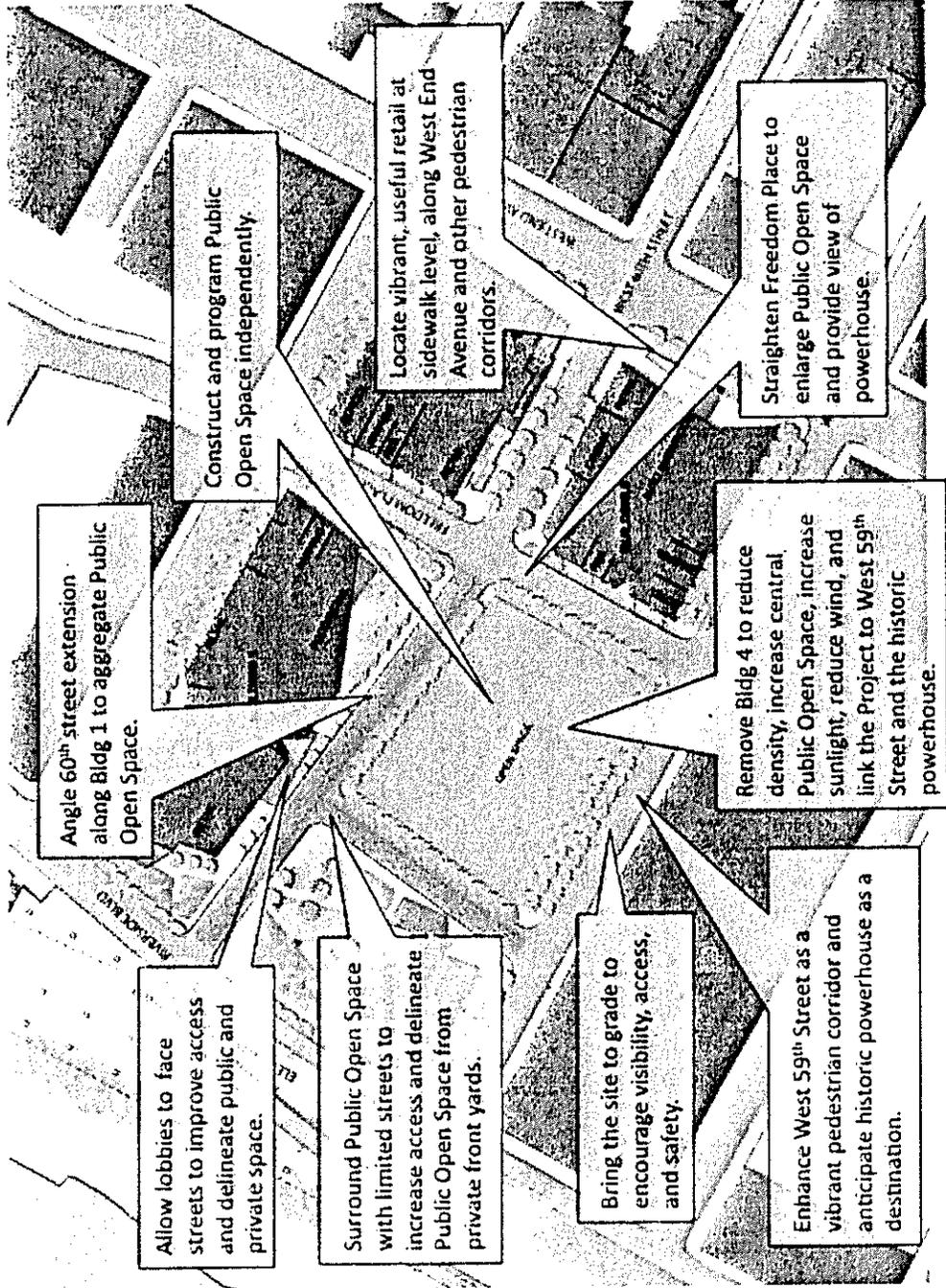
MCB7 Critique of Proposed Site Plan



* All elevations are taken from Manhattan Borough President's Maps
 ** Proposed platform elevations are taken from Riverside Center Ground Floor Plan (Sheet: CB-A-3, dated 07/27/09)

17 JUN 2010

MCB7 Recommended Modifications



17 June 2010

c. Connectivity and Circulation

The Project includes a superblock between Freedom Place South, Riverside Boulevard, West 61st Street, and West 59th Street, which separates the site from the city grid and hampers circulation through and within the site. The grid system has several advantages: 1) it allows more flexibility and more dispersion for vehicular traffic thus reducing the traffic loads at the average intersection, and 2) it improves conditions for pedestrian and bicycle circulation by allowing greater accessibility throughout the neighborhood.

1. Internal Circulation

MCB7 endorses the Developer's proposed extension of West 60th Street to Freedom Place South, which will improve access into site, especially for vehicles. However, the Developer's proposed abrupt narrowing of West 60th Street to a sidewalk – to accommodate the proposed water scrim – will limit access into the site from the outside.

As proposed, Building 3's vehicular access is via a private driveway that extends beneath Building 4 from Freedom Place South. Such a cul-de-sac is extremely anti-urban and inefficient for traffic circulation. All buildings should have lobby access from a public street. The driveway also disrupts the open space. MCB7's recommendation to eliminate Building 4 would help address this problem, as the open space issues would be clearer. In addition, MCB7 recommends adding a public street or broad pathway (see drawings by MCB7's consultants, Michael Kwartler & Associates and BFJ Planning) that connects West 59th Street to West 60th Street, along Building 3.

MCB7 recommends extending West 60th Street to Riverside Boulevard, at least as a broad public pathway, angled along the front of Building 1, to expand the Public Open Space, break up the superblock, draw in pedestrian traffic, provide a street front for the Building 1 lobby, and facilitate circulation within and through the site.

MCB7 recommends eliminating the private driveway that serves Building 3, and adding a public street or broad pathway (per consultant drawings) that connects West 59th Street to West 60th Street along Building 3.

2. West 59th Street

The proposed Project resembles a city within a city, separating its own circulation from that of its surroundings. The perimeter of the site is not porous and limits visual and physical connections to and from nearby streets, parks, landmarks, cultural facilities, and buildings.

In particular, the Project has no relationship to West 59th Street, using it only for service entries, loading docks, and garage entrances that exacerbate the unsafe and unsightly conditions that exist today. However, West 59th Street may be the most important westbound thoroughfare in the southern portion of the district, and is the only viable link in the district south of West 72nd Street for cyclists accessing the Hudson River bike path. As the area surrounding the Project continues to grow, West 59th Street receives an ever-increasing amount of pedestrian and bicycle traffic, despite its current poor condition. Indeed, residents of buildings to the north, east, and south have testified that they access Riverside Park South via West 59th Street, even when it feels unsafe. With the

addition of Riverside Center, West 59th Street will carry substantially more traffic (pedestrian, bicycle, and vehicular) to and from the site and the park.

West 59th is the only street with the potential to integrate Riverside Center with its extraordinary context: commerce to the east, historic powerhouse to the south, and Riverside Park South to the west. The Project as planned squanders the enormous opportunity to transform West 59th Street into a thriving corridor for visitors from throughout the city attracted by cultural, recreational, and commercial amenities in and near Riverside Center.

MCB7 recommends the Developer incorporate specific plans to accommodate and manage a substantial influx of vehicular, bicycle, and pedestrian traffic along West 59th Street.

MCB7 recommends the Project incorporate the integrative potential of West 59th Street, rather than exacerbating its use as a service corridor, by maximizing its ability to connect Riverside Center with St. Luke's-Roosevelt Hospital, John Jay College, the historic powerhouse, and Riverside Park South.

3. Street Rationalization

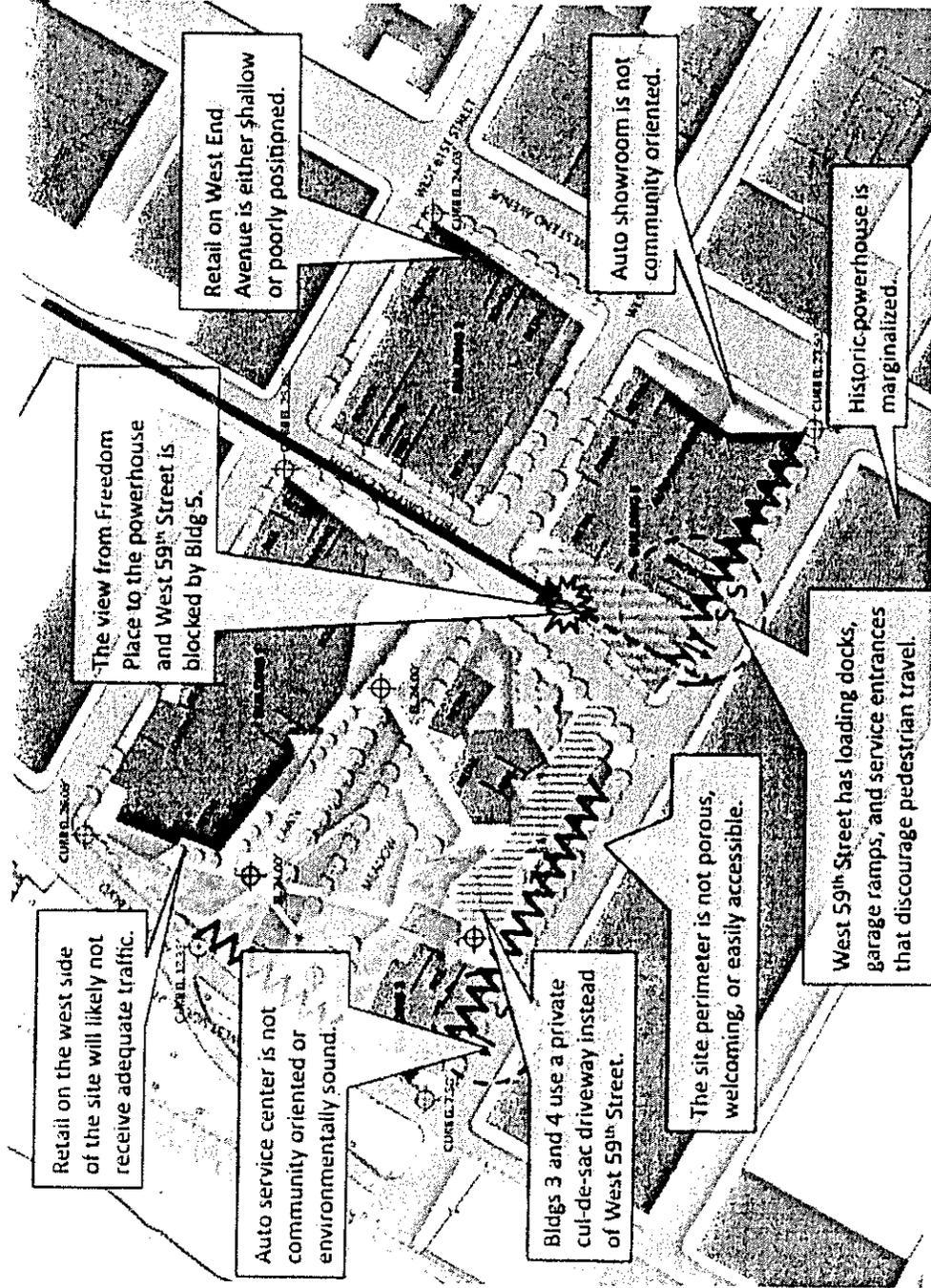
The DSEIS recommends that West 59th Street become a westbound street to allow drivers to access the site from the east. The 1992 Restrictive Declaration required that West 61st Street become a westbound street, but NYC Department of Transportation (NYC DOT) is not considering this.

Additionally, NYC DOT has decided to install a pedestrian refuge island at West 61st Street and West End Avenue and prohibit left turns into Riverside Center from northbound West End Avenue. This means the only access onto West 61st Street between West End Avenue and Riverside Boulevard will be from the north. Given that West 61st Street will be a primary roadway into the site, and the 8-year construction plan calls for trucks to be allowed to make this left turn, MCB7 believes the island should be moved to West 62nd Street.

MCB7 recommends that the NYC DOT and MCB7 together study the traffic directions of roads surrounding the site, including West End Avenue, West 59th, 60th, and 61st Streets, Riverside Boulevard, and Freedom Place South.

MCB7 recommends that the pedestrian refuge planned for West 61st street and West End Avenue be moved to West 62nd Street and West End Avenue.

MCB7 Critique of Connectivity, Circulation, and Streetscape



17 June 2010

d. Transportation and Traffic

1. Traffic Management

Vehicular and pedestrian traffic will increase significantly on all streets and intersections in and around the Project. Riverside Boulevard, Freedom Place South, West 59th, 60th, and West 61st Streets must be designed to account for safe and efficient management of a variety of traffic types.

Some of the traffic impacts identified in the DSEIS appear to be based on data from a West 57th Street rezoning of 2001 – thus predating many new developments in the area. Mitigations rely mostly on adjusting traffic signals, but MCB7 found little information on turning movement counts, delay studies, saturation flow rates, or a likely influx of pedestrian traffic.

In addition, residents of the Riverside South buildings immediately north of the site have experienced unsafe conditions and other difficulties with the design and operation of Riverside Boulevard.

MCB7 recommends that the Developer and the NYC DOT take immediate steps to address the traffic safety concerns of residents of Riverside South along Riverside Boulevard and Freedom Place by completing the roadway work and turning the streets over to the city.

MCB7 recommends that the Developer and the NYC DOT analyze traffic impacts with updated data that reflects recent growth in the area surrounding the Project, including a technical analysis of 59th Street.

MCB7 recommends that the Project be modified to include traffic safety designs (such as curb extensions, midblock chicanes, planted areas with seating, highly visible crosswalks, and signals with leading pedestrian intervals) rather than relying on signage or signals alone.

MCB7 recommends that the Developer construct Riverside Boulevard first, completing the connection from West 72nd Street to West 59th Street.

MCB7 recommends that the Developer make substantial investments in local infrastructure (See Section 7, below) to offset the significant influx in traffic to be generated by above-ground and below-ground uses of the site.

2. Transit

Riverside Center will add considerable load to both bus and subway services near the site. In particular, the DSEIS indicates that the M104, M11, M66, M57, and M31 bus routes and the Columbus Circle station for the A, B, C, D, and #1 subway lines will get significant use by visitors and residents of the site.

The M57 bus runs along West End Avenue, the eastern border of the site. The M31 bus, running along West 57th Street, passes close to the site, on its way to its terminus at 11th Avenue and West 54th Street. MCB7 believes that this terminus should be changed to West 59th Street, the southern border of Riverside Center. This will bring many more passengers to the western end of this long bus route, and give residents of Riverside Center direct transit access to Midtown, as well as to the hospitals along York Avenue on the Upper East Side. The M66 Bus, which currently has its western terminus at West 66th Street and West End Avenue, should be extended into the site. The M72, which has part of its route on Riverside Boulevard, should have its route extended southward into Riverside Center.

Additionally, there has been discussion of a Metro-North commuter rail station within the Riverside Center site. It appears that the only place near Riverside Center with the room and clearances necessary for a station is near West 56th Street, close enough to serve the site, but not actually within it.

Every effort should be made to utilize the 15-foot light rail easement and provide light-rail service to and from the site, with an eye toward serving various Midtown destinations.

MCB7 recommends that the Developer request adding capacity to the M57, M31, M66, and M72 bus lines, and adjusting bus routes to better serve the site.

MCB7 recommends that the Developer contribute to the development of a light rail system that would serve the site.

e. Streetscape

1. Sidewalks and Perimeter Treatment

The presence of several schools, public institutions, new residential buildings, and destination retail will likely generate a dramatic increase in pedestrian traffic around the site. The Project perimeter, however, is largely monolithic and impermeable, flanked by long fortress-like building walls with lobbies that open inward, toward the central open space, rather than outward, toward the public streets. This exaggerates the impression of a private enclave. The positioning of the school and the auto showroom effectively bar more engaging uses along West End Avenue, where many Upper West Side visitors will walk. Altogether, there is little reason for people to interact with the site.

The main east-west pedestrian corridors along West 59th Street and West 61st Street are especially bleak. On West 61st Street, tall street walls will rise directly along side streets, casting deep shadows for much of the day and overwhelming pedestrians walking the floor of a canyon. Since the street's proposed programming is not engaging, what could be a vibrant corridor is rendered largely

unattractive to potential visitors. Student congestion and limited streetscape may end up discouraging use of West 61st Street as a viable corridor to and from Riverside Park South.

Finally, the sidewalk along Riverside Boulevard is isolated from the site by virtue of the proposed platform. Pedestrians will not feel safe or comfortable without clear sight lines to and from the site.

MCB7 recommends that the Developer widen the sidewalks along West 59th, West 60th, and West 61st Streets, plant double rows of trees, and develop street designs that encourage pedestrian and bicycle access to the Public Open Space and to Riverside Park South, and include bicycle parking to encourage cyclists to visit and shop.

MCB7 recommends making the site perimeter more porous and accessible by removing Building 4 and making the site level with sidewalks on all sides.

MCB7 recommends positioning retail and other destination uses along the site perimeter to invite pedestrian traffic.

2. Street Front Retail

A good portion of Riverside Center's proposed retail uses are located inside the superblock, around the privately-owned open space. The goal should be a diversity of retail uses that are part of the public life of the community.

MCB7 recommends that much of the retail use be located on West End Avenue, and also be incorporated onto West 59th, West 60th and West 61st Streets, and that these uses serve the surrounding community as well as the residents in the proposed Development.

MCB7 recommends that retail uses should be on, or close to, the street line, at the same elevation as the sidewalk to encourage a direct connection between pedestrians and the stores.

MCB7 recommends that the Developer limit the size of retail spaces to attract small businesses that serve the local community.

3. Connection to Historic Powerhouse

The arrangement of buildings, curb cuts and service needs for the Project renders West 59th Street a service corridor that ignores the architectural significance of the historic powerhouse occupying the south side of West 59th Street from West End Avenue to the West Side Highway. An application is now before the Landmarks Preservation Commission (LPC) to designate the powerhouse – designed by the renowned architecture firm McKim Mead & White and built a century ago to power the original IRT subway – as an individual landmark.

Similar worthy buildings in New York and elsewhere have been the subject of creative adaptive reuses that add to the vibrancy of neighborhoods. At present, only a fraction of the interior space of the powerhouse is used by Con Ed for power generation (burning #6 oil – known to be detrimental to the environment and perhaps soon to be outlawed – to produce steam). Whether or not the powerhouse is adaptively reused, its façade will be all but obscured from the north by the Project. Rather than celebrate this anchoring presence, the Project turns its back on it.

MCB7 recommends eliminating Building 4, creating open space that gently slopes to meet the sidewalk at West 59th Street, and widening the sidewalks on West 59th Street, to place the historic powerhouse in an appropriate context for passive enjoyment and support future changes to its use.

5. Site Program - Above Ground Uses

a. Residential Units

The Project proposes to build 2,500 to 3,000 residential units, which will likely attract 5,000 to 6,000 new Upper West Side residents, or approximately 3% of the existing population. This increase in population will impact the schools, parks, hospitals, transportation systems, sanitation/sewage systems, cultural centers, and other economic and infrastructural assets of the community. Although many concerns are discussed in this report, MCB7 recommends that *all* systems be carefully monitored in order to anticipate and accommodate the inevitable stresses on local infrastructure.

Already identified in the DSEIS is an impact on affordable childcare. When the Project is expected to be completed, residents eligible for publicly funded child care will compete for slots at centers already well beyond full capacity. Most of those slots are a considerable distance from the site, with many located more than a mile away and in the opposite direction of many workers' commutes. The expected condition is expected to be more severe than disclosed in the DSEIS since it is based on a low-end estimate of 12% affordable housing, as compared to the greater amount needed by the community and recommended by MCB7. The Project as proposed provides no mitigation for exacerbating the scarcity of publicly funded child care and Head Start slots near the site.

The Developer proposes only to study actual demand when the future condition comes to fruition, and to "work with the Administration for Children's Services to develop appropriate measures to provide additional capacity, if needed," but only to the extent "required by the Restrictive Declaration."

MCB7 recommends that the Developer include specific provisions for affordable day care facilities on site.

b. Retail

The proposed Project would include approximately 140,168 SF of retail uses, of which approximately 36,701 SF is to be a cinema. The DSEIS states that retail uses are currently lacking in the neighborhood and that the goal is to integrate commercial and retail development throughout the Project for residents, neighbors, and visitors.

MCB7, Councilmember Gale Brewer, and the Lincoln Square BID recently conducted an informal survey of over 500 businesses between West 54th and West 70th Streets, west of the Broadway/Columbus Avenue corridor. The survey demonstrated a lack of local service businesses in the area south of West 70th Street, including community services, and local stores such as clothing stores and grocery markets. The most common uses are restaurants and coffee shops (25%) and retail (25%). The survey also showed the trend toward chain stores, even in smaller commercial spaces, as well as major retailers (e.g., Apple, Best Buy) in the Lincoln Square area.

Riverside Center has the potential to bring much needed vitality and activity to the entire area west of Amsterdam Avenue by providing retail uses that include a diverse mix of local services and destination venues. The Project can also encourage the development of small businesses by creating some smaller retail spaces, or shared spaces that can house several small businesses.

MCB7 recommends that the Project accommodate a broad variety of engaging and useful retail that serves the local community.

MCB7 recommends that the Developer work with the Department of Small Business Services to create designs and incentives that attract viable small businesses to the site.

c. Auto Showroom/Dealership

An auto dealership at Riverside Center is not consistent with the stated goals of the Project, the fabric of the Upper West Side community, or New York City's policies to discourage automobile ownership, decrease traffic congestion, and promote environmentally friendly modes of transportation. Not only is an auto showroom an inappropriate use for the site, it would likely exacerbate adverse impacts related to trip generation and loading/unloading of large trucks.

Auto dealerships are clustered along 11th Avenue between West 40th and West 57th Streets, to the south of the Project site, along a largely commercial strip. Having an auto dealership in a mixed-use, predominantly residential complex would be an unwelcome departure from ground-level retail in residential buildings of the Upper West Side.

Cars are infrequent purchases, especially for urban dwellers. An auto dealership (and its companion below-ground service center) is a retail use not designed to serve the immediate residential community. Rather, it would attract a very occasional population unlikely to form a sustained relationship with the other retail and commercial features of the Project site. An auto dealership (and service center) would fail to meet the Developer's stated goal of providing "commercial uses that are complementary to the proposed neighborhood development" and which would "serve both the tenants of the new buildings and community residents." Moreover, ancillary businesses attracted by the dealership – for example, businesses offering auto accessories, sound systems, spare parts, detailing and other auto amenities – would further erode the pedestrian-friendly residential feel.

The retail space in Building 5 will be among the first stores encountered by those approaching from the south, where 11th Avenue becomes West End Avenue. At this first opportunity north of Midtown, the retail *should* serve the local community.

MCB7 disapproves the intrusion of an auto showroom/dealership into a residential neighborhood, and recommends it be replaced with retail appropriate to the character and needs of the Upper West Side.

6. Site Program – Below Ground Uses

The Developer proposes two below-ground uses: an auto service center (181,677 to 276,011 SF), and an 1800-space parking garage (482,400 SF), totaling 664,077 SF of revenue-generating below-ground space (not included in FAR calculations).

a. Parking

MCB7's consultant, BFJ Planning, summarized current trends by observing that it "is good public policy to discourage automobile trips in urban areas." This policy finds expression in the Zoning Resolution, which limits parking in and near Midtown Manhattan in order to improve air quality and to provide for a pedestrian-friendly street environment.

The proposed development allocates space for a garage area of 482,400 SF (including all ramps). The application requests 1,800 spaces, 1,200 of which would be for residents and approximately 600 for transients. The proposal includes two garage configurations: 1) a single garage that serves all buildings across the entire site (Parking Option "A"), and 2) 5 separate garages, each serving a separate building (Parking Option "B"). *MCB7 prefers a single garage to maximize below-ground circulation and minimize above-ground loading/unloading.*

The Developer's request assumes approximately 50% car ownership for its residents. A survey of auto ownership among residents of Manhattan Community Boards 4, 5 and 6 associated with the approvals for Hudson Yards found that 31% to 36% owned cars. Rezoning for the large Hudson Yards project included 0.30 spaces per dwelling unit for luxury housing and 0.08 spaces for affordable units (Section 93-821 of the Zoning Resolution). When approving these parking limits, the City Planning Commission asserted that capping parking is "consistent with the objective of creating an area with a transit- and pedestrian-oriented neighborhood character."

By any measure, the 1,800 spaces proposed by the Developer (with 1,200 accessory to residential units and other uses on the site) and 600 to replace parking currently serving drivers otherwise unrelated to the site, exceeds the metrics approved at other locations. For example, MCB7's consultants, BFJ Planning, calculated that the 1,200 spaces proposed for on-site use, less 15% of the number of hotel rooms (38 spaces, per section 13-131 of the Zoning Resolution), and minus 77 spaces for retail and school users (1 space per 4,000 square feet, per section 13-133), means that 1,085 spaces would be dedicated to 2,500 residential units in the proposed project – a ratio of 43%.

As MCB7's consultants correctly observed, "[i]f more parking spaces are provided than are actually needed ... the additional spaces are likely to be used by outsiders, attracting traffic that would not be generated by the uses that are on site." Considerations of efficiency, traffic congestion, and air quality thus inform the decision on the number of parking spaces appropriate at the site.

The City Planning Commission is currently considering a zoning text amendment to facilitate car-sharing. The proposed text amendment embraces the approach that easily accessible car-sharing programs can lead to a reduction of car ownership and usage, thus reducing the need for parking infrastructure in new developments. MCB7 has endorsed this zoning text amendment.

Along with car-sharing, MCB7 urges parking-space sharing. Parking should be used as efficiently as possible, accommodating residential users overnight and transients during the day. Employing this approach would eliminate the need to dedicate additional spaces to replace the parking capacity displaced from the current condition.

Finally, to promote the use of alternative fuels and lower-pollution vehicles, the garage should include plug-in connections to recharge electric cars.

MCB7 recommends approval of one garage that serves the entire site.

MCB7 recommends that the garage include approximately 1,000 spaces, a generous number, reasonably consistent with several established approaches to calculating parking.

MCB7 recommends that the site include a car-sharing facility.

MCB7 recommends that the site include a below-ground car-rental facility that serves the community and supports residents that do not own cars.

MCB7 recommends that the garage include plug-in connections to recharge electric cars.

b. Auto Repair Center

The proposed 181,677 SF auto service center would be located on the highest below-ground level (just under the platform), and accessed by a 30-foot curb cut adjacent to Building 3. It would provide auto servicing, parking and auto storage, parts storage, parts loading area, a delivery bay, and a large service queueing area. The Developer has included the option to increase the size of the center to 276,000 SF. The auto dealership could represent a number of auto companies or lines and is designed to offer certified pre-owned vehicles, which require a greater amount of on-site vehicle storage. This use is not permitted under the Project's current zoning and would require a text amendment and special permit.

In the "Worst Case Scenario" in the DSEIS, the 276,000 SF center could generate 724 trips on a weekday and 458 on a Saturday. The 181,677 SF center could generate 478 and 301 trips, respectively. These are in addition to the trips related to the parking entrances from Buildings 3 and 5, the truck elevator entrance, showroom car delivery trucks, tow trucks, Department of Sanitation vehicles, and general traffic on West 59th street. This traffic will conflict with pedestrians, who are expected to concentrate at 59th Street and West End Avenue and will be using the north sidewalk of West 59th Street to enter the site at various locations and to access the completed Riverside Park South.

The text amendment that would permit the auto service center requires a City Planning Commission finding that: "Such use will not create or contribute to serious traffic congestion and will not unduly inhibit surface traffic or adversely affect pedestrian movement." MCB7 believes this case cannot be made.

Under the special permit, "the City Planning Commission will have the authority to impose conditions on its construction and operation that are needed to insure that its impacts on other uses are minimized." This assumes there will be impacts such as exhaust fumes and the storage, use and disposal of a variety of toxic substances. Oil, grease, and other lubrication compounds, antifreeze, engine-cleaning solvents, battery acid, and various heavy metals found in auto electronic systems are all toxic if not properly contained and create unpleasant odors, even if well handled.

MCB7 believes the proposed below-ground auto facility to be neither green in ethos, nor neighborhood-oriented, nor attractive nor safe for pedestrians and passers-by, nor contributing to a lively streetscape in any way.

MCB7 disapproves the request for an auto repair facility below ground and recommends elimination of the auto service center and removal of the 30-foot curb cut for the ramp that would serve it.

7. Mitigations and Community Investments

In light of the substantial size of the Project, its inevitable long-term impact on the local environment and infrastructure, and the considerable value to be gained by providing for new uses of the site, MCB7 encourages the Developer to contribute significantly to the local economy and infrastructure.

a. Active Open Space

The DSEIS compiled by the Developer identified a direct and significant impact on the ratio of active open space available to local residents.

"Given the size of the decrease (6.1 percent) in the active open space ratio and the already high utilization of many of the active open space resources that would be available to the users in the future with the proposed project, both within and without the study area, the proposed project has the potential to result in significant adverse open space impact ... the proposed project would have to include an additional 0.88 acres of active open space on the project site or in the ½ mile residential study area in 2018 so that the active open space ratio would remain unchanged."

In at least partial mitigation of the decrease to the active open space ratio in the study area that would result from the Project,

MCB7 recommends that the Developer be required to create additional Public Open Space by removing Building 4, and create significant active recreation facilities in the additional open space, including a playground for children.

b. Riverside Park South

The original Riverside South project got a certain amount of civic support based on the promise that a park would be built above a buried highway. A 1991 letter from MCB7 to City Planning states that Riverside South (as it was later approved in that ULURP process) "makes no sense whatsoever [w]ithout the removal of the [elevated Miller] highway."

The New York State Department of Transportation ("NYSDOT") issued a final EIS concerning burying the highway in 2000, and recommended a Preferred Alternative route for the relocated highway. In 2001 NYSDOT obtained approval of the relocation project from the Federal Highway Administration ("FHWA").

Meanwhile, as required by the 1992 Restrictive Declaration, in 2005 the city required the developer to begin constructing portions of the northbound highway tunnel. Four blocks of that tunnel will soon be completed. However, in the years since 1992, no significant additional public or other

financing has been available to complete the other tunnel sections required for burying the highway.

Park concerns in the 1992 Restrictive Declaration go well beyond questions of highway relocation. Other provisions relate to the construction and maintenance of Riverside Park South.

The developer was required to construct the park in seven phases, each triggered by the completion of buildings containing successive amounts of aggregate floor area. Each section of the park was to be deeded to New York City as public parkland upon its completion. The Restrictive Declaration provided alternative designs for Phases 5 to 7, the inland sections of the park. The versions of those sections with the highway still in place were termed "Interim"; the versions with the highway buried were termed "Permanent."

So far, Phases 1 to 4 of Riverside Park South (the sections along the river) have been completed and deeded over to New York City. Phases 5 to 7 are still in the planning stages, with some construction begun on Phase 5.

The 1992 Restrictive Declaration also required the developer to provide maintenance funds for the completed sections of the park, based on an annual budget to be approved by the Department of Parks and Recreation (DPR).

Riverside Park South is extremely popular and already very crowded, as is the original Riverside Park to the north. Many residential buildings have been built in the immediate vicinity of the Riverside Center, on parcels that were not contemplated for large-scale residential development at the time of the original ULURP. Because of these developments, along with the explosion in school-age population and the success of the Hudson River Greenway, Riverside Park South is crucially lacking in recreational space, particularly space for active recreation.

Thus, regardless of how many residential units of new housing are approved in the 2010 ULURP process, and regardless of the amount and configuration of other floor area at Riverside Center, the increased demands on an already overtaxed park will be, as the Developer has acknowledged, very substantial.

The park construction budget specified in the 1992 Restrictive Declaration is not adequate to build the remaining phases of Riverside Park South to today's design standards and needs. Certain federal and city funds are available in connection with park construction and related park uses, but their allocation has not yet been determined.

Moreover, the 1992 Restrictive Declaration did not address deteriorating conditions in Riverside Park South that developed, or continued, after the park sections were deeded to the city. Remediation of these conditions is not clearly identified as "maintenance" obligations of the developer. (For instance, the need to replace benches or to address masonry stairs or paths that have settled.) Numerous such conditions have developed and more may develop. Remediation of these conditions is expensive, may need in some cases to be done repeatedly, and cannot reasonably be expected to be funded under the city capital or expense budgets.

DPR has studied a number of measures that could help to mitigate the proposed Project's impact on Riverside Park South. These measures include certain capital work – such as restoration of the West 69th Street railroad "transfer bridge" (or gantry) and the removal of the now-abandoned West 72nd Street highway off-ramp – that would enhance the park experience and to some extent

increase the usable open space.

DPR has also studied opportunities for active recreational facilities that could be created by requiring the Developer to construct the southbound tunnel sections necessary to bury the highway between West 61st and West 69th Streets. Constructing these tunnel sections would yield a flat "roof" on which to locate several ball fields along with a small but badly needed park maintenance facility.

CB7 recommends that, as a condition to and in connection with any amendment of the 1992 Restrictive Declaration, the Developer be required to contribute substantially toward fully funding the permanent completion of Riverside Park South, and toward the maintenance, remediation of deteriorated conditions, capital improvements and other park needs. Any new Restrictive Declaration should include updated provisions for maintenance and capital contributions and for MCB7 to participate in the planning process for each element of the park.

c. Construction

MCB7 welcomes the Construction Program presented in the DSEIS, the proposed mitigations, and the studies. The Board has a long history of construction coordination, which began with the construction of the first buildings at Riverside South. MCB7 has organized over 20 construction coordinating groups that brought together developers, construction companies, city and state agencies, (especially DOB, DOT and DEP), community leaders, and stakeholders to address construction impacts and to provide essential information about the implementation of the Construction Program and the on-going construction work.

A major construction impact is always noise. Although the city's noise code was recently strengthened, it recognizes that noise generated by many construction machines cannot be safely mitigated. MCB7 encourages the Developer to utilize soundproofing materials around the perimeter of the site, as discussed in the Construction Program.

The DSEIS identifies significant adverse construction noise impacts at 18 locations during the anticipated eight years of construction. Of these, the Amsterdam Houses building on the northeast corner of West 61st Street and West End Avenue and the Beacon School on West 61st Street need mitigation. The Developer will provide air conditioning units and storm windows (whichever are not currently provided). Between the DSEIS and the FSEIS, options will be explored to implement additional measures, and a window/wall survey will be conducted at the two buildings. *MCB7 asks to be briefed on these options and studies.*

The Construction Plan also outlines measures related to archaeological and historic resources. The 1992 FEIS and the DSEIS recognize the potential for finding archaeological resources on the site. Before any work is started, these should be explored through test pits. There may already be some reports testifying to the significance of the area. Such reports should be located and studied. Established procedures should be followed under the direction of a qualified archaeologist, with the Landmark Preservation Commission (LPC) as the lead agency for monitoring the site and determining how to handle any artifacts that might be retrieved. Recent discoveries at other city construction sites testify that these precautions are not merely academic, but are necessary lest important keys to our past be lost.

It is imperative that a plan to protect historic resources (such as the powerhouse) be in place before any demolition or heavy construction begins. Existing guidelines for construction sites proximate

to historic resources call for monitoring to detect any movement of the historic structure or any cracks in its walls. The guidelines also provide for photographing the historic building to create a baseline for comparison and as a further means of detection.

MCB7 recommends that the Developer make periodic reports to Landmarks Preservation Commission staff, with vigilant oversight by the Department of Buildings.

MCB7 recommends that establishment of a Construction Coordinating Group, under the auspices of the Board, be added to the General Construction Plan and included in the Restrictive Declaration.

d. Public School

In response to the disclosure in the DSEIS of a substantial unmitigated adverse impact on the community from increased public school enrollment, the mitigation required for this Project should include a new school at the site. To the extent that this is considered mitigation, reference is made to the discussion of the proposed school and its relationship to the needs of the community as set forth in Section D.3.a of this report and in support documents found on www.nyc.gov/mcb7.

MCB7 recommends that the Developer build and outfit a new 151,598 SF public school on the site.

e. Light Rail

MCB7 recommends that the Developer investigate the opportunity to access the light rail easement on the site to make mass transit more accessible to local residents.

f. Job Training and Employment

MCB7 recommends that the Developer provide a job-training program for local residents.

MCB7 recommends that the Developer ensure that residents of Community District 7 fill at least 20% of all jobs related to construction and operation of the site.

g. Community Meeting Space

MCB7 recommends that the Developer construct and make available in perpetuity a meeting space, outfitted with state-of-the-art audiovisual equipment and seating for up to 200 people, for use by organizations of the Upper West Side at no cost.

Appendix A - Summary of MCB7 Recommendations

1. Givens

Public School: The application should be modified to include a new 6-section-per-grade pre-K through 8 school of at least 151,598 SF fully fitted out, built in the first building constructed at the site, and fully funded by the Developer.

Affordable Housing: The application should be modified to include 30% mixed-income permanently affordable housing, primarily integrated within the site.

Sustainability: The application should be modified to incorporate the highest available LEED certification standards and the inclusion of green technologies that pay back within 10 years. The Developer should immediately retain a LEED-accredited professional to join the design and construction team.

2. Site Plan Modifications

Restrict total density to 2.4 Million SF to meet 1992 approvals and achieve MCB7's Lower Density Build Alternative. Clarify density measurements during the ULURP process.

Remove Building 4 to reduce density, expand useful Public Open Space, provide for active recreation, increase light and air, reduce shadow and wind, and provide an engaging relationship with West 59th Street and the historic powerhouse. Removal of Building 4 would achieve approximately 2/3 of the density reduction recommended by MCB7.

Bring the Site to Grade (eliminate the platform) to make the Public Open Space visible and accessible from West 59th Street and from Riverside Boulevard, enhance the West 59th Street corridor to and from Riverside Park South, connect the site to the historic powerhouse, and increase mutual visibility between Public Open Space and sidewalks, making them more inviting, safer, and less isolated.

Extend 60th Street to Riverside Boulevard, either as a pedestrian or limited vehicular way, angled along the front of Building 1, to expand Public Open Space, break up the superblock, draw in pedestrian traffic, provide a street front for the Building 1 lobby, and facilitate circulation within and through the site.

Surround the Public Open Space with publicly accessible streets or broad pathways, either for pedestrian or limited vehicular use, to improve circulation, delineate public from private space, drive pedestrian traffic to public spaces, and enable building lobbies to open onto public ways.

"Straighten" Freedom Place South to expand the Public Open Space, reinforce the city grid, and provide visual perspectives of the historic powerhouse.

Modify the Footprint of Building 5 to accommodate the "straightening" of Freedom Place South, expand the Public Open Space, further reduce density, reinforce the city grid, and provide visual perspectives of the historic powerhouse.

Eliminate the Private Driveway that serves Building 3 to expand Public Open Space and reinforce the city grid.

Remove the 30-foot curb cut for the ramp to the lower level designed to serve the auto service center.

Widen sidewalks along West 59th, 60th and 61st Streets to invite pedestrian traffic and signal access to the Public Open Space and to Riverside Park South, include bicycle parking to encourage cyclists to visit and shop.

Position and Configure Retail Spaces and Destination Uses along the site perimeter, particularly along West End Avenue and West 59th Street, close to the street line and at sidewalk elevation, varying sizes of stores to invite pedestrian traffic and support a mixture of large destination retail and small business retail that best serves the community.

Include breaks in the faceted façade of the buildings to reflect traditional set-backs and minimize the canyon-like effect on West 61st Street, a narrow residential way.

Require further MCB7 and City Planning review and approval once a general massing and specific design for these buildings is set and before the NYC Department of Buildings issues permits, if there are any significant departures from the approved schematic design of the buildings or deviations from the footprint, shape, contour, size, height, bulk, massing, or relationship between the buildings.

3. Site Program Recommendations

Eliminate the above-ground auto showroom and replace with relevant and vibrant retail that attracts customers and visitors.

Eliminate the below-ground repair center and replace with relevant and vibrant retail that attracts customers and visitors.

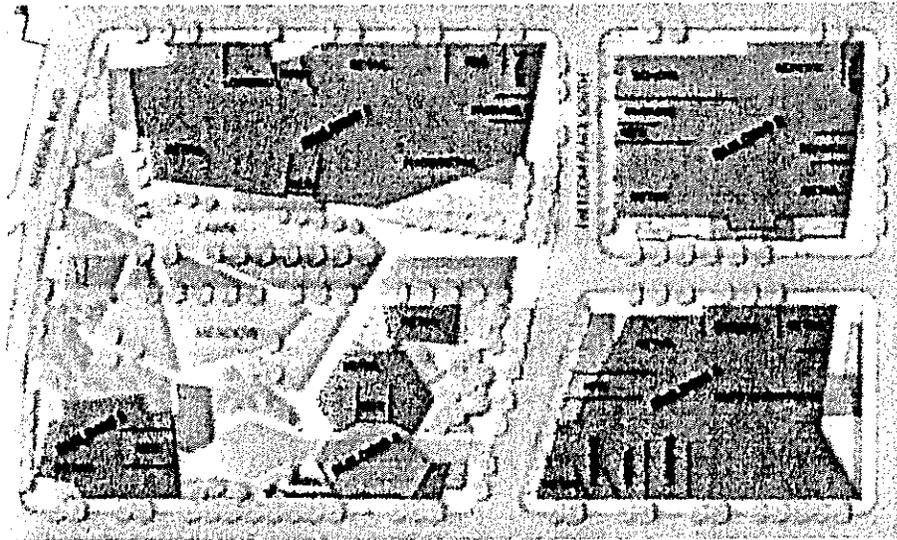
Include facilities for affordable childcare to address the impact of new families joining the neighborhood.

Include a playground for children that could also be used by the public school.

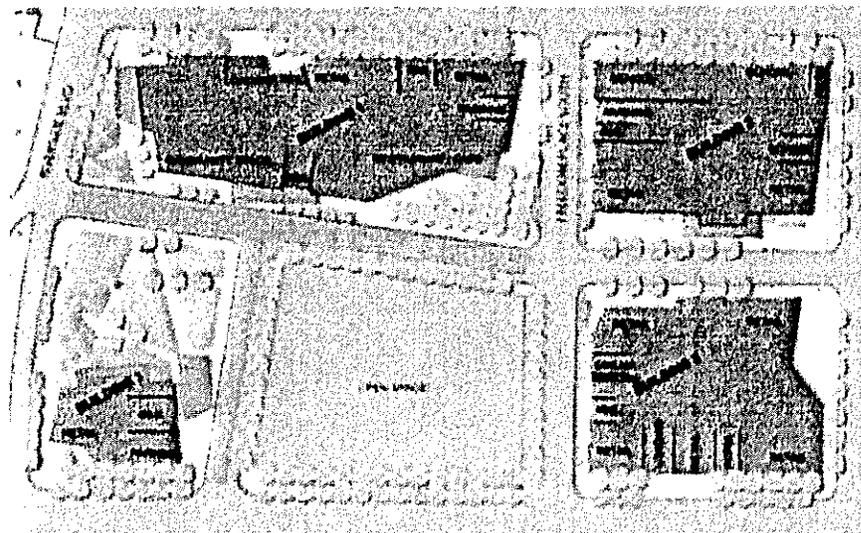
Accommodate a broad variety of engaging and useful retail that serves the local community.

Work with the Department of Small Business Services to create designs and incentives that attract viable small businesses to the site.

Proposed Extell Site Plan



Proposed Site Plan with CB7 Modifications



4. Circulation and Transportation

Incorporate specific plans to accommodate and manage a substantial influx of vehicular, bicycle, and pedestrian traffic along West 59th Street.

Incorporate the integrative potential of West 59th Street, rather than exacerbating its use as a service corridor.

Construct Riverside Boulevard first, completing the connection from West 72nd Street to West 59th Street.

Analyze traffic impacts with updated data that reflect recent explosive growth in the area surrounding the Project.

Include pedestrian, cyclist and vehicular traffic safety designs both inside and outside the site (including curb extensions, midblock chicanes, planted areas with seating, highly visible crosswalks, signals with leading pedestrian intervals, and bike lanes) **rather than relying on signage or signals alone.**

Study (in conjunction with MCB7 and NYC DOT) the traffic directions of roads surrounding the site, including West End Avenue, West 59th, West 60th, West 61st Streets, Riverside Boulevard, and Freedom Place South.

Move the pedestrian refuge planned for West 61st street and West End Avenue to West 62nd street and West End Avenue.

Take immediate steps to address traffic safety concerns of residents in Riverside South buildings along Riverside Boulevard and Freedom Place.

Optimize loading/unloading and circulation below-ground to minimize curb cuts and surface truck traffic.

Limit underground parking to 1000 spaces in a **single garage** that serves the entire site, to optimize underground loading/unloading and minimize surface traffic.

Include car-sharing facility below-ground on the site.

Include a car rental facility below-ground on the site that serves the community and supports local residents who don't own cars.

Include plug-in connections for electric cars.

Request added capacities and routing adjustments for the M57, M31, M66 and M72 buses, to better serve the site.

Make substantial investments in local infrastructure to offset the significant influx in traffic to be generated by above-ground and below-ground uses of the site.

5. Mitigations and Community Investments

a. Active Open Space

Create Additional Public Open Space, by Removing Building 4. Create significant active recreation facilities in the additional open space, including a playground for children.

b. Riverside Park South

Contribute significantly toward completion of the permanent Riverside Park South, and toward the maintenance, remediation of deteriorated conditions, capital improvements and other park needs. As with the existing Restrictive Declaration, there should be provision for MCB7 to participate in the planning process for each element of the Park.

c. Construction Coordination

Make periodic reports to the Landmarks Preservation Commission staff, and provide for vigilant oversight by the Department of Buildings.

Establish a Construction Coordinating Group, under the auspices of MCB7, and add this requirement to the General Construction Plans and the Restrictive Declaration.

d. Public School

Build and outfit a 151,598 SF public school.

e. Light Rail

Investigate the opportunity to access the light rail easement on the site to make mass transit more accessible to local residents.

f. Job Training and Employment

Provide a job training program for local residents.

Ensure that residents of Community District 7 fill at least 20% of all jobs related to construction and operation of the site.

g. Community Meeting Space

Construct and make available in perpetuity a meeting space, outfitted with state-of-the-art audiovisual equipment and seating for up to 200 people, for use by organizations of the Upper West Side at no cost.

Appendix B – MCB7 Responses to Land Use Actions

Resolutions of Community Board 7 / Manhattan (MCB7) with regard to the application for "Riverside Center" by Extell Development Company

1. BE IT RESOLVED that Community Board 7 / Manhattan (MCB7) **adopts and approves its report** of July 2010 regarding the application for development of "Riverside Center" on the "L-M-N" site of Riverside South, i.e. the site bounded by West End Avenue (east), Riverside Boulevard (west), West 61st Street (north), and West 59th Street (south).
2. WHEREAS, MCB7 applauds creative architectural design;
THEREFORE, BE IT RESOLVED that MCB7 **approves application #N 100294 ZRM** to amend Section 74-743 of the Zoning Resolution to allow the City Planning Commission to permit, within a general large-scale development, modification of Section 12-10 (Court, outer) to allow any open area surrounded on three sides by building walls to be treated as an "outer court."
3. WHEREAS, MCB7 strongly believes that the Riverside Center development should set a high standard for environmental sustainability and responsibility, as well as architectural and urban design; and
WHEREAS, MCB7 desires a mix of street-enlivening, neighborhood-oriented and more broadly attractive retail uses; and
WHEREAS, an automotive showroom and service center is neither green in ethos, nor neighborhood-oriented, nor likely to attract pedestrians and passers-by, nor to contribute to a lively streetscape in any way;
THEREFORE, BE IT RESOLVED that MCB7 **disapproves application #N 100295 ZRM** to amend Section 74-744(a) of the Zoning Resolution to allow the City Planning Commission to permit automotive sales and service establishments (UG 16) within a "general large-scale development" in a C4 District in Manhattan Community District 7 provided certain findings are met.
4. WHEREAS, MCB7 applauds creative architectural design, but believes the urban design of the Riverside Center proposal would be significantly improved by the elimination of Building 4 and the modification of Building 5, as discussed in MCB7's *July 2010 Report on Riverside Center* and documented in the drawings of MCB7's consultants, Michael Kwartler & Associates and BFJ Planning;
THEREFORE, BE IT RESOLVED that MCB7 **disapproves application #C 100296 ZSM** for a Special Permit from the City Planning Commission, within a "general, large-scale development," pursuant to Sections:
 - A. 74-743(a)(2) to permit location of buildings without regard for applicable
 - "court" regulations found in ZR Section 23-84 and 23-851, to modify the minimum dimensions and areas of outer courts and inner courts and allow up to 5% of an inner court to be covered;

- distance between “buildings” regulations found in ZR Sections 23-711 to permit less than the required distance; and
- height and setback (including tower) regulations found in ZR Sections 23-634, 33-433, and 33-451 to allow the location of buildings without regard to street wall location requirements, maximum street wall height, initial setback distance and tower regulations; and

B. 74-743(a)(7), as amended, to modify Section 12-10 (Court, outer) to allow the open areas surrounded on three sides by building walls as designated on Drawing Z-113 to be treated as “outer courts.”

... unless Building 4 is eliminated from the project and the footprint of Building 5 is modified in accordance with the drawings of MCB7’s consultants Michael Kwartler & Associates and BFJ Planning, and the proposal for the Project is modified in accordance with MCB7’s July 2010 Report on Riverside Center.

5. WHEREAS, MCB7 strongly believes that the Riverside Center development should set a high standard for environmental sustainability and responsibility, as well as architectural and urban design; and

WHEREAS, MCB7 desires a mix of street-enlivening, neighborhood-oriented and more broadly attractive retail uses; and

WHEREAS, an automotive showroom and service center is neither green in ethos, nor neighborhood-oriented, nor likely to attract pedestrians and passers-by, nor to contribute to a lively streetscape in any way; and

WHEREAS, MCB7 disapproves the proposed Zoning Text Amendment [re: #N 100295 ZRM to amend Section 74-744(a)(2)] that would enable an applicant to seek a Special Permit to allow an automotive showroom and service center within a “general large-scale development” such as the Riverside Center site;

THEREFORE, BE IT RESOLVED that MCB7 **disapproves application #C 100297 ZSM** for such Special Permit from the City Planning Commission to allow automobile sales and service uses (Use Group 16B) without regard for the Use provision found in 32-00.

6. WHEREAS, MCB7 believes strongly in the urban design principle that open space should meet the perimeter sidewalks at grade, as discussed in *MCB7’s July 2010 Report on Riverside Center*;

THEREFORE, BE IT RESOLVED THAT MCB7 **disapproves application #C 100287 ZSM** for a Special Permit from the City Planning Commission, within a “general large-scale development,” **pursuant to Sections:**

- a. **74-681(a)(1)** to allow that portion of a railroad or transit right-of-way to be completely covered over by a permanent platform to be included in the “lot area” for the development; and
- b. **74-681(a)(2)** to allow the portion of the yard where railroad use has been permanently dislocated to be included in the “lot area” for the development; and
- c. **11-42(c)** to provide that the Special Permit pursuant to Sections 74-681(a)(1) and 74-681(a)(2) will not lapse if, within 10 years from the effective date of the special permit, substantial construction of at least one building has been completed; and
- d. **74-681(c)(4)** to establish elevation + 24 above Manhattan Datum instead of “curb level” as the reference plane for the development plus additional curb levels for streetscape purposes (26-00 and 37-30).

But would approve the application if Section 74-681(c)(4) were deleted and the project reference plane established at "curb level."

7. WHEREAS, MCB7 recognizes the need for public parking on this large, mixed-use site; and
WHEREAS, the applicant is proposing an 1800-space garage to serve the entire Riverside Center site (Parking Option "A") with 5 access points (i.e., one at each proposed building) on two levels (Subcellar #1 and Subcellar #2, both beneath the cellar level proposed for an automotive service center, which use MCB7 disapproves – see relevant resolutions); and
WHEREAS, MCB7 prefers Parking Option "A" to Parking Option "B" (i.e., separate garages for each of the five buildings proposed for Riverside Center); and
WHEREAS, MCB7 believes strongly in the urban design principle that open space should meet the perimeter sidewalks at grade, as discussed in MCB7's *July 2010 Report on Riverside Center*, and thus urges the applicant to limit below-ground construction to what can be developed beneath a slope to sidewalk grade (elevation approx. + 7.6) at Riverside Blvd. & West 59th Street; and
WHEREAS, the 1992 Riverside South Restrictive Declaration allowed for a 743-space garage on the L-M-N site; and
WHEREAS, the history of parking-garage development in Riverside South and the future trends for car ownership and use indicate that 1800 spaces is excessively large for this site; and
WHEREAS, MCB7 disagrees with the applicant's DSEIS analysis that 600 spaces are required to accommodate those who park in the garages and lots currently on the site; and
WHEREAS, MCB7 finds the accessory ratios used by the applicant in the DSEIS to be excessively high (i.e. approximately .5 spaces for each residential unit vs. .3 spaces per market-rate residential unit and .08 spaces per affordable unit on the Hudson Yards site);
THEREFORE, BE IT RESOLVED that MCB7 disapproves application #C 100288 ZSM for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a "public parking garage" with a maximum of 1,800 public parking spaces, but would approve a single, below-ground public parking garage, with 1000 spaces.

8. WHEREAS, MCB7 recognizes the need for public parking on this large, mixed-use site; and
WHEREAS, MCB7 believes strongly in the urban design principle that open space should meet the perimeter sidewalks at grade, as discussed in MCB7's *July 2010 Report on Riverside Center*, and thus urges the applicant to limit below-ground construction to what can be developed beneath a slope to sidewalk grade (elevation approx. + 7.6) at Riverside Boulevard and West 59th Street; and
WHEREAS, the 1992 Riverside South Restrictive Declaration allowed for a 743-space garage on the L-M-N site; and
WHEREAS, the history of parking-garage development in Riverside South and the future trends for car ownership and use indicate that 1800 spaces is excessively large for the Riverside Center site overall; and
WHEREAS, MCB7 prefers Parking Option "A" (i.e., a single garage serving the entire Riverside Center site) to Parking Option "B" (i.e., separate garages for each of the five buildings proposed for Riverside Center);
THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan disapproves application #C 100289 ZSM for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a "public parking garage" to be located beneath Parcel 1 with a maximum of 460 public parking spaces.

9. WHEREAS, MCB7 recognizes the need for public parking on this large, mixed-use site; and
 WHEREAS, MCB7 believes strongly in the urban design principle that open space should meet the perimeter sidewalks at grade, as discussed in MCB7's *July 2010 Report on Riverside Center*, and thus urges the applicant to limit below-ground construction to what can be developed beneath a slope to sidewalk grade (elevation approx. + 7.6) at Riverside Boulevard and West 59th Street; and
 WHEREAS, the 1992 Riverside South Restrictive Declaration allowed for a 743-space garage on the L-M-N site; and
 WHEREAS, the history of parking-garage development in Riverside South and the future trends for car ownership and use indicate that 1800 spaces is excessively large for the Riverside Center site overall; and
 WHEREAS, MCB7 prefers Parking Option "A" (i.e., a single garage serving the entire Riverside Center site) to Parking Option "B" (i.e., separate garages for each of the five buildings proposed for Riverside Center);
 THEREFORE, BE IT RESOLVED that MCB7 **disapproves application #C 100290 ZSM** for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a "public parking garage" to be located beneath Parcel 2 with a maximum of 230 public parking spaces.
10. WHEREAS, MCB7 recognizes the need for public parking on this large, mixed-use site; and
 WHEREAS, MCB7 believes strongly in the urban design principle that open space should meet the perimeter sidewalks at grade, as discussed in MCB7's *July 2010 Report on Riverside Center*, and thus urges the applicant to limit below-ground construction to what can be developed beneath a slope to sidewalk grade (elevation approx. + 7.6) at Riverside Boulevard and West 59th Street; and
 WHEREAS, the 1992 Riverside South Restrictive Declaration allowed for a 743-space garage on the L-M-N site; and
 WHEREAS, the history of parking-garage development in Riverside South and the future trends for car ownership and use indicate that 1800 spaces is excessively large for the Riverside Center site overall; and
 WHEREAS, MCB7 prefers Parking Option "A" (i.e., a single garage serving the entire Riverside Center site) to Parking Option "B" (i.e., separate garages for each of the five buildings proposed for Riverside Center);
 THEREFORE, BE IT RESOLVED THAT MCB7 **disapproves application #C 100291 ZSM** for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a "public parking garage" to be located beneath Parcel 3 with a maximum of 290 public parking spaces.
11. WHEREAS, MCB7 recognizes the need for public parking on this large, mixed-use site; and
 WHEREAS, MCB7 believes strongly in the urban design principle that open space should meet the perimeter sidewalks at grade, as discussed in MCB7's *July 2010 Report on Riverside Center*, and thus urges the applicant to limit below-ground construction to what can be developed beneath a slope to sidewalk grade (elevation approx. + 7.6) at Riverside Boulevard and West 59th Street; and
 WHEREAS, the 1992 Riverside South Restrictive Declaration allowed for a 743-space garage on the L-M-N site; and
 WHEREAS, the history of parking-garage development in Riverside South and the future trends for car ownership and use indicate that 1800 spaces is excessively large for the Riverside Center site overall; and

WHEREAS, MCB7 prefers Parking Option "A" (i.e., a single garage serving the entire Riverside Center site) to Parking Option "B" (i.e., separate garages for each of the five buildings proposed for Riverside Center);

WHEREAS, MCB7 disapproves the entire Riverside Center proposal unless Building 4 is eliminated (along with other provisos, documented in MCB7's *July 2010 Report on Riverside Center*);

THEREFORE, BE IT RESOLVED THAT MCB7 **disapproves application #C 100292 ZSM** for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a "public parking garage" to be located beneath Parcel 4 with a maximum of 370 public parking spaces.

12. WHEREAS, MCB7 recognizes the need for public parking on this large, mixed-use site; and
WHEREAS, MCB7 believes strongly in the urban design principle that open space should meet the perimeter sidewalks at grade, as discussed in MCB7's *July 2010 Report on Riverside Center*, and thus urges the applicant to limit below-ground construction to what can be developed beneath a slope to sidewalk grade (elevation approx. + 7.6) at Riverside Boulevard and West 59th Street; and

WHEREAS, the 1992 Riverside South Restrictive Declaration allowed for a 743-space garage on the L-M-N site; and

WHEREAS, the history of parking-garage development in Riverside South and the future trends for car ownership and use indicate that 1800 spaces is excessively large for the Riverside Center site overall; and

WHEREAS, MCB7 prefers Parking Option "A" (i.e., a single garage serving the entire Riverside Center site) to Parking Option "B" (i.e., separate garages for each of the five buildings proposed for Riverside Center);

THEREFORE, BE IT RESOLVED THAT MCB7 **disapproves application #C 100293 ZSM** for a Special Permit, pursuant to Sections 13-562 and 74-52, from the City Planning Commission to permit a "public parking garage" to be located beneath Parcel 5 with a maximum of 450 public parking spaces.

13. MCB7 **approves application # N 100298 ZAM** for an Authorization, pursuant to Section 13-553, from the City Planning Commission, to permit a curb cut on West End Avenue (a wide street) to facilitate the extension of West 60th Street westward through a portion of the project site as a public access easement.

14. WHEREAS, one curb cut is allowed as of right on West 59th Street as a narrow street; and
WHEREAS, the applicant proposes 5 curb cuts for West 59th Street, specifically

- Intersection with Freedom Place South, which MCB7 endorses
- Loading bay for Building 5, which MCB7 accepts
- Garage entrance at/for Building 3, which MCB7 accepts
- Garage entrance at/for Building 5, which MCB7 disapproves
- Automotive service entrance at Building 3, which MCB7 deprecates and disapproves;

THEREFORE, BE IT RESOLVED that MCB7 **disapproves application # N 100299 ZCM** for a Certification, pursuant to Section 26-15, from the City Planning Commission to allow [4] additional curb cuts, in excess of one for each "narrow street" frontage, for "zoning lots" in excess of 30,000 square feet of "lot area," to allow more than one curb cut on West 59th Street (a narrow street), **but would approve an application to allow 2 additional curb cuts on West 59th Street.**

15. BE IT RESOLVED that MCB7 **approves application # N 100286 ZCM** for a Certification, pursuant to Section 26-15, from the City Planning Commission to allow [1] additional curb cut, in excess of one for each "narrow street" frontage, for "zoning lots" in excess of 30,000 square feet of "lot area," to allow more than one curb cut on West 61st Street (a narrow street).

16. BE IT RESOLVED THAT MCB7 **disapproves application # N 100300 ZCM** for a Certification, **pursuant to Section 26-17**, from the City Planning Commission to modify the provision of 37-35 requiring that 50 percent of a front building wall fronting on a wide street shall be occupied by commercial uses, and to modify the provisions of 37-36 to permit signs to be located in a horizontal band not higher than three feet, the base of which is located not higher than 17 feet above curb level (established level), and to modify the provisions of 37-37 to permit less than 50 percent of the total surface area of any building wall of a "development" between curb level (established level) and 12 feet above curb level or ground floor ceiling height to be transparent for **Building 2**, **unless application # N 100300 ZCM with regard to Building 3 and Building 5 is withdrawn.**

17. BE IT RESOLVED that MCB7 **disapproves application #M 920358 D ZSM** for the Fourth Modification of previously approved "general large-scale development" special permit and restrictive declaration to reflect the current proposal, but would approve an application modified in accordance with the foregoing report and the drawings of MCB7's consultants, Michael Kwartler & Associates and BFJ Planning.

Appendix C – Public School Analysis

The proposed Riverside Center project (the "Project") fails to satisfy the Core Principles because it fails to provide a new, fully programmed 6-section per grade pre-K through 8 school of at least 151,598 GSF for the District, built in the first building constructed at the site, and fully funded by the Developer.

Instead, the Developer proposes to fund only the exterior walls and floors of raw space of a school half the size needed for the community, leaving the cost of the conversion of that raw space to the School Construction Authority ("SCA"). It also seeks to transfer to the SCA the total cost (exterior walls, floors and fit-out) for the balance of the school needed by the community.

The Proposed School Fails to Meet the Community's Needs.

The building of a new school has been the first priority identified in CB7's Charter-mandated statement of budget priorities for the City's Capital Budget for fiscal years 2009 and 2010.

A. Schools in the District Are Overcrowded.

1. Current Overcrowding.

The Project is located within Community School District 3. By any rational measure, the elementary schools in the southern portion of District 3 are already critically overcrowded. The kindergarten enrollment at PS 199 (9 blocks away) doubled in less than five years after the buildings in the northern part of the Riverside South complex became occupied. PS 199 remains above its target capacity despite changes to its zone lines and the relocation of another school with which it shared space until Fall 2009.

In addition, due to the strength of the educational opportunities offered in the District, demand for public school seats is accelerating rapidly. At PS 87, another school proximate to the Project site, 111 K families were placed on an in-zone waiting list for September 2010 (one of the largest waiting lists in the City), a four-fold increase in zone enrollment in four years. The Department of Education has stated that it views this trend toward ever-increasing use of the public schools as permanent and not a temporary or cyclical anomaly.

While PS 191, in whose catchment zone the Project site is located, is not currently overcrowded, the school facility is of modest size compared to its neighboring schools and could not withstand the cataclysm of over-enrollment visited on PS 199 in the last five years. Moreover, the Department of Education has identified PS 191 as one of the overflow schools to which in-zone families that PS 199 cannot accommodate will receive alternate offers. Simply put, there is less margin for error with over-enrollment at PS 191 than at PS 199. Moreover, with significant additions to residential capacity in the PS 191 zone coming on line in the near future, the anticipated expansion of its zone in 2010-11, and even more residential units expected from the Fordham redevelopment, PS 191 is expected to be at or above its capacity shortly even without the Project.

2. The DSEIS Confirms Future Overcrowding.

According to the DSEIS, by 2018, the schools within a ½ mile radius of the project will be over capacity unless the 151,598 GSF school is built. Public elementary schools will be at 140% capacity and middle schools at 162% capacity. Even if the FAR permitted by the 1992 Restrictive Declaration – the lower-density alternative examined in the DSEIS – were to be built, a school would be needed to mitigate the effects of the Project.

It is therefore essential that a school be constructed as part of the Project that meets the needs of the District and not just this development.

3. The SCA Declined a Previous Option.

The 1992 Restrictive Declaration governing the Riverside South complex required the Developer of those sites to extend an option to the City of New York to allow it to purchase land on which to construct a public school upon the occurrence of certain conditions. Extell succeeded to the obligation in the 1992 Restrictive Declaration, and offered the land to the Department of Education.

The Department of Education, through the SCA, declined the option in November 2006, despite growing evidence that the Riverside South buildings were already taxing the capacity of PS 199, and despite efforts by the community and elected officials to urge the SCA to take a longer-term view of the District's needs.

B. The School that the Community Needs.

CB7 convened a public meeting on May 24, 2010, the date the Project was certified by the City Planning Commission, the focus of which was the need for a school at the Project site. The meeting was co-sponsored by the District 3 Community Education Council and the District 3 Presidents' Council. The meeting was attended by over 240 parents and community members. In addition, at the meeting, over 1,300 signatures were presented in connection with a petition calling for a school to be built at the Project site big enough to serve the entire District.

That meeting followed discussions at CEC and Presidents' Council meetings during 2009-10, as well as at meetings on overcrowding and space utilization in District 3 convened by the Manhattan Borough President in 2009 and 2010, all of which acknowledged the critical need for the creation of new seats in the District. These discussions echoed testimony from parents, educators and elected officials at CB7 full Board, Working Group and committee meetings during 2009 and 2010 all to the same effect.

CB7 recommends that Riverside Center includes a public school with the following features:

- Serve grades K-8, with room for a pre-K;
- House 6 sections per grade (a minimum of 1,332 students);
- Be built in the first building constructed at the Project site;
- Offer all necessary program spaces and state-of-the-art equipment, including:
 - large or multiple cafeterias (ensuring reasonable timing of lunch);
 - multiple or dividable gyms (providing weekly access for all students);
 - separate, age-appropriate outdoor play spaces, preferably at grade;
 - dedicated space for art, music, science labs, and student services;
 - wide hallways with lockers for upper grade students;
 - flexible auditorium space; and
 - green features (e.g. green roof, vegetable garden)

- 151,598 GSF of space that meets DOE/SCA requirements
- Open space sufficient to accommodate 1400 students

If designed and built with care and attention to detail, CB7's research indicates that an effective school that addresses the community's needs could be built in a space of 151,598 GSF.

C. The Proposed School Does Not Meet the Community's Needs.

1. Extell Is Not Funding a School that Meets the District's Needs.

The DSEIS reveals that while the Developer has reserved a total of 151,598 GSF for a school, it is proposing to pay for a fraction of the cost of constructing an approximately 75,000 GSF school. The Developer estimates that a school of that size would be sufficient to accommodate the enrollment that is expected under applicable CEQR regulations to be generated solely by the Project itself.

The school is not expected to accommodate the enrollment from any of the buildings built or to be built by affiliates of the Developer on other parcels of Riverside South, nor from buildings constructed by predecessors in interest to Developer (e.g. the "Trump" buildings). The school certainly would not accommodate enrollment projected from the proposed development at Fordham or other buildings in the vicinity expected to come on line in the near future. And it pays no heed whatsoever to the growing trend identified by the DoE for increased use of the public schools overall, a trend that DoE has characterized as not temporary.

The outdoor space reserved by Extell for the school also appears inadequate. The outdoor play space envisioned by the Developer would be situated on building setbacks at the fourth floor of Building 2, and would comprise approximately 8,400 GSF. Outdoor play space of this size would potentially be suitable for a school of under 500 students (e.g. the school proposed by Extell), but is inadequate to meet the needs of the school needed by the community. CB7's proposal to create truly public open space by removing proposed Building 4 and reconfiguring the open space to accommodate both active and passive use could include the creation of appropriate outdoor space to be used by the school during the school day, while making it available to the general public after hours and on weekends.

Moreover, Extell has shifted the lion's share of the cost of even the school needed to meet the demand it is creating to the SCA and the City and State taxpayers.

2. The MOU Shifts the Cost of the School from Extell to the SCA.

The Developer entered into a memorandum of understanding ("MOU") with the SCA in May 2010. In the MOU, the Developer agreed to build and pay for the "core and shell" of a 75,000 GSF school. In this context, the "core and shell" includes the construction of the exterior walls and internal floors of a building, but does not include fitting out that raw space into classrooms, hallways, gyms and other spaces needed for a functioning school, nor does it include mechanicals. The cost of fitting out the raw space was left to the SCA.

Since Extell will build the exterior walls of its 40+-story building regardless of whether a school occupies any of the floors, the Developer's share of the cost of the school it proposes is de minimis. Indeed, the added value of residential units that will be located on higher floors based on locating the school on the lower floors of its buildings will cover much if not all of the incremental cost of the "core and shell" proposed by the Developer in the MOU.

The MOU also granted the SCA an option to require the Developer to build an additional approximately 75,000 GSF for the school. That option, which the SCA would be required to exercise, if at all, at an undefined interval prior to the commencement of construction of the

building in which it would sit, would be entirely at SCA's cost (i.e. the MOU allocates to the SCA the cost of the core and shell and of fitting out the raw space).

Thus, virtually all of the cost of building half of the school, and literally all of the balance of the school needed by the community, is being left to the public. This represents a monumental unmitigated impact of the proposed development.

While the cost of the exterior walls and floors is de minimis to Extell, it would not be to the SCA. Extell must build the core so that it will not only house the school, but support a building that will rise more than 500 feet above it. Were SCA to build a stand-alone school, the design specifications would be vastly different. In addition, the site selected by the Developer for the school sits above the Amtrak/Metro North right of way, requiring the construction of a platform sufficient to support the 500+ foot tall tower. Assigning to SCA any share of the costs associated with erecting a building that meets the Developer's needs for a tower above or platform below would be manifestly unfair, and require constant parsing of expenses and monitoring of construction to ensure that public money is being used only for the incremental cost of adding the school.

CB7's research into the cost to fit out the school reveals that estimates mentioned in public hearings that the school would cost hundreds of millions of dollars are grossly exaggerated. Fitting out the 151,598 GSF school as a state-of-the-art green facility with the latest technology and connectivity, including Smart-boards, WiFi and networking, and the equipment needed for a rich curriculum that includes science, art, and music, is estimated to cost between \$350-450 per square foot, or between \$53-68 million. These estimates are of SCA's costs – the Developer likely can trim these costs considerably with its economies of scale and buying power.

As noted above, when the Developer's need to build the walls that form the "core and shell" anyway, and the increase in value to its apartments above by placing them on higher floors, is considered, the effect of the MOU is shift virtually the entirety of the real cost of the school to the SCA.

3. SCA Is Unlikely to Exercise the Option.

The SCA's 2010-14 Capital Plan contains no funding whatsoever for the creation of additional seats in District 3. Similarly, neither the 2005-09 Capital Plan nor any of its annual amendments had any funds for new seats in the District. As noted, the SCA has already declined to exercise an option to build a school at the contiguously adjacent Riverside South complex.

The confluence of SCA's lack of funding and the MOU's requirement that SCA pay for nearly all of the total cost of construction of an inadequately-sized school, and all of the cost of the balance of the school needed by the community, creates an unacceptably high likelihood that the full school needed by the community will not be built, and leaves palpable doubt as to whether even the small scale school will be timely built.

4. Extell Should Fund the Entire School Needed by the Community.

It is fair to require Extell to fund the entire cost of the school needed by the District and not just RSC. Extell, in other sections of Riverside South, created a significant portion of the over-enrollment that has plagued our public schools in the last five years. It succeeds to the development rights that similarly have swamped the adjacent public schools. That those buildings were constructed based on an outdated assessment of community needs does nothing to abate the resources consumed already and projected to be consumed going forward.

Extell should take the entire community in which it seeks to build as it finds it. That should include the steady and recognized trend in the neighborhood in which it seeks to site its development to use public schools in greater numbers than contemplated by the 1992 Restrictive Declaration, let alone the applicable provisions of the zoning resolution.

The full school needed by the community is too important to leave to the uncertainties of the option contained in the MOU. The option would in turn require the creation of an open and transparent process by which the community, including elected officials, the Community Board, and the CEC and Presidents' Council, could assess the Project as actually built, enrollment and projections, and the DoE's and SCA's responses. Such a process would interfere with the swift completion of the Project and any school, and in any event would be difficult to enshrine in an appropriate amended restrictive declaration.

In addition, Extell is consuming for RSC the entirety of the largest undeveloped site within our District. It is the first viable open space on which to locate a new school facility in our area in decades, and may well be the last such parcel available into the foreseeable future. The opportunity cost of allowing the Project to be built without the construction of the full school needed by the community is staggering, and its effects will be felt for generations.

Building a state-of-the-art school facility at this site will benefit the Developer. For the prospective purchasers of its luxury units, private school could be an option to avoid the current uncertainties of in-zone waiting lists and alternate offers to schools other than the zoned school. Having a viable public school on site could save its purchasers the cost of private school tuition, currently over \$30,000 per year, enabling the Developer to seek to capture a portion of that savings through purchase prices. It also adds to the good will associated with the Project, and enables Extell to include the school in its marketing (in much the way that real estate ads on the Upper West Side included the zoned school until the recent waiting list/overcrowding crisis erupted). When those positives are added to the increase in value of the units placed on higher floors when the school occupies the lower floors, Extell's shouldering the cost of the entire school is still a win-win, and must be a requirement of this Project.

Conclusion. The absence of a firm commitment by the Developer to build and fully fund the creation of the entire school needed by the community means that the Project fails to satisfy the first "given" identified as flowing from CB7's Core Principles. For these reasons, CB7 should disapprove Extell's application in its entirety.

November 23, 2010

Testimony – City Council Land Use Committee Re: Riverside Center Proposal

Good morning:

My name is Batya Lewton and I represent the Coalition for a Livable West Side.

My comments address Traffic in the proposed Riverside Center.

Exhibit A: September 22, 2009 – Riverside Center Scoping Session:

Coalition's traffic consultant (RSG) recommended that Extell's consultants do a traffic simulation in addition to the Highway Capacity Manual (HCM) analysis.

With regard to traffic analysis, the scope relies solely on the Highway Capacity Manual (HCM) procedures for signalized intersections to describe existing and future ("Build") traffic conditions. Using HCM procedures within a tightly gridded, heavily signalized urban network will systematically **under-estimate congestion because HCM procedures treat each intersection as if it were isolated and unaffected by the operations of adjacent intersections.**

The Transit and Pedestrians section of the draft scope of work mentions only five intersections where pedestrians will be evaluated. Considering the presence of several schools and a concentration of housing in the study area, pedestrian impacts should be evaluated **at all intersections in the study area.** We are particularly concerned with any proposed changes to signal timing that would affect pedestrian crossing times. An evaluation of pedestrian and bicycle crash rates should also be included at each study area intersection.

At a July 20th presentation at Community Board 7, 2009, Extell's consultants stated that they would do the simulation study if the City Planning Department required it to do. **We asked DOT to make that request. They did not.**

Exhibit B: Trip Generation of an Auto Showroom - August 2, 2010

Includes FOILED Study Cited in Riverside Center SEIS

Foiled material clearly shows that Extell has relied on an inaccurate, incomplete and outdated study to justify the Auto Showroom.

Exhibit C: Review of Riverside Center SEIS Transportation Issues by RSG -September 14, 2010 including RSG Simulation Study for Coalition

"Most of our concerns stem from the very incomplete picture the transportation analysis gives when the analytical requirements of the CEQR Technical Manual are considered narrowly.

Adequacy of Traffic Analysis Approach

Impact of Converting 59th Street to One-Way Operation

Failure to meet CEQR Standards for Mitigation

Narrow Analysis of Pedestrian Impacts

Groundtruthing Traffic Engineering Assumptions

Questions on Proposed Auto Showroom/Service Use

Exhibit D: Review of Riverside Center FSEIS Transportation Issues

October 28, 2010

None of the issues we pointed out in our earlier critique were addressed in this final document. See Exhibit A (September 2009)

Coalition for a Livable West Side
PO Box 230078
New York, New York 10023
livablenewyork@erols.com
212-580-9319

Testimony- City Council Land Use Committee
November 23, 2010

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June 15, 2010

The Coalition's traffic consultants are using simulation software and the traffic data supplied in the Riverside Center Draft Environmental Impact Statement, as well as traffic data from other Final Environmental Impact Statements to get a true picture of the traffic congestion this project will generate.



R | S | G INC.
RESOURCE SYSTEMS GROUP, INC.

MEMORANDUM

To: Coalition for a Livable West Side
From: Kenneth Kaliski, P.E.
Subject: Scoping for Extell L, M, N project
Date: 15 January 2009

At your request, I have reviewed the proposed scoping document for the changes to the Restrictive Declaration of Extell's Building L, M, and N. There are several changes to the scope that are important to include in order to generate an accurate and comprehensive impact study.

- With regard to traffic analysis, the scope relies solely on the Highway Capacity Manual (HCM) procedures for signalized intersections to describe existing and future ("Build") traffic conditions. Using HCM procedures within a tightly gridded, heavily signalized urban network will systematically under-estimate congestion because HCM procedures treat each intersection as if it were isolated and unaffected by the operations of adjacent intersections.

Traffic operations in the project area are strongly characterized by extensive vehicle queuing that frequently blocks access to driveways and turn lanes. Typical north-south block lengths in the project area are very short -- 200 feet. Block-long spillbacks of queues between adjacent intersections are daily occurrences. The only way to analyze traffic impacts accurately within the project area is with vehicle microsimulation using a software package such as SimTraffic, Paramics, or Vissim. This is a major deficiency with the scope. Considering each intersection in isolation inevitably leads to an underestimate of traffic congestion problems.

- The scope proposes a "No Build" scenario, which includes the L, M, and N parcels as approved in the original FEIS. This approach will clearly minimize the impacts between the "no build" and "build" scenarios in that it assumes an almost full build-out of the project in the no-build scenario. While this may be one appropriate scenario to include in the SEIS, a true no-build scenario must also be included. That scenario would include the build-out of other permitted developments, but not L, M, and N as currently permitted. The relative impact

the City Planning Commission must consider is the total overall impact of the project as if it were never considered, just as the Board would have faced if Extell had presented this plan in the original FEIS.

- The developer should conduct both trip and parking generation counts of its existing development and compare that to predictions made in the FEIS. Any significant deviation with the past studies should be evaluated. These counts should also be used, in part, as a basis for trip and parking generation of the proposed facilities, to the extent possible.
- Item "P" of the Traffic section of the Draft Scope of Work says that parking demand only in the public facilities will be evaluated. However, parking demand in facilities with spaces reserved for tenants must also be evaluated. If sufficient private parking is not provided by the developer, then this will have an impact on the available public parking. Both are important in evaluate on-site and off-site impacts.
- Item "F" of the Transit and Pedestrians section of the draft scope of work mentions only five intersections where pedestrians will be evaluated. Considering the presence of several schools and a concentration of housing in the study area, pedestrian impacts should be evaluated at all intersections in the study area. We are particularly concerned with any proposed changes to signal timing that would affect pedestrian crossing times. An evaluation of pedestrian and bicycle crash rates should also be included at each study area intersection.
- Item "H" of the Noise section of the draft scope of work mentions that the noise impacts will be compared against CEQR interior noise standards. New York City DEP has overhauled its noise code as of July 2007. The noise scope should include a comparison of noise impacts with the New York City DEP regulations as well as CEQR requirements. This includes construction impacts.





MEMORANDUM

To: Batya Lewton, Coalition for a Livable West Side
From: R. Chamberlin PE/PTOE
Subject: Trip Generation of an Auto Showroom
Date: 2 August 2010

In our 21 July memorandum to you regarding transportation issues relating to the Riverside Center SEIS, we raised a question regarding the auto showroom/service use proposed for the project. Trip generation for the 276,011 square foot "auto showroom" relied on trip estimates developed for the 2001 West 57th Street Rezoning FEIS. We have since received a copy of the transportation chapter of this FEIS and have checked the source of the trip generation rates.

On page 11-21 of the transportation chapter it is noted that the auto showroom rates are based on a Philip Habib & Associates survey of Mercedes Benz dealer. No other information is available. The citation suggests that the subject of the trip generation study was an auto dealership primarily engaged in auto sales and not a business otherwise engaged in auto servicing. The distinction between the two uses is critical as auto servicing would generate significantly more traffic per 1000 gsf than would an auto showroom. If both uses are housed within one business, the fraction of the square footage devoted to either should be noted and appropriate trip generation rates assigned to each.

To understand the relevance of the distinction between an auto showroom and an automobile service business, we provide the following information from the Institute of Transportation Engineers *Trip Generation Manual*, 8th edition¹. For an automotive service use ITE has an average trip generation rate of 2.94 vehicle trips per 1000 GSF for the AM peak hour. This rate for one hour of operation for an automotive service use is larger than the rate for 24 hours of operation based on the auto showroom use. If only 25% of the gsf were allocated to automotive servicing, with the remainder an auto showroom, the trip generation rate would be 268 vehicle trips in the AM peak hour. This compares to the 87 vehicle trips used in the SEIS transportation analysis.

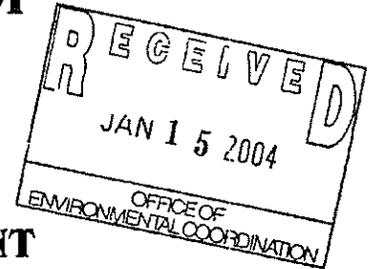
Unless the applicant can show that the original Habib study is appropriate for the use they are programming for the Riverside Center development, it is quite possible that the trip generation of this large use has been significantly underestimated.

¹ It is understood that the CEQR Technical Manual strongly prefers the use of local trip generation rates from local studies. The ITE rates are cited here to provide a basis for comparing trip generation from an auto showroom to trip generation from an auto servicing establishment.

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TECHNICAL MEMORANDUM

WEST 57TH STREET DEVELOPMENT TRANSPORTATION ASSESSMENT



CEQR No. : 00DCP041M

ULURP Nos. : 010149ZSM
010150ZSM
010151ZSM
010152ZSM

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DEC 23 2003
CENTRAL INTAKE
DEPT. OF CITY PLANNING

Prepared by:
Philip Habib & Associates

December 23, 2003

TECHNICAL MEMORANDUM

WEST 57TH STREET DEVELOPMENT TRANSPORTATION ASSESSMENT

I. INTRODUCTION

This memorandum considers the effect of a proposed minor modification to certain special permits granted in 2001 related to the development of the full block bounded by West 57th Street, West 58th Street, Eleventh Avenue and Twelfth Avenue (the "Special Permits") on the conclusions of the Environmental Impact Statement prepared in connection with those approvals.

The 2001 approvals included: (a) the rezoning of the project block from M2-3 to a combination of C4-7 and M1-5 districts; (b) two special permits to allow public parking garages to be located in the midblock and at the western end of the project block; (c) a general large scale special permit authorizing the modification of height and setback controls applicable to the project site; and (d) a general large scale development special permit allowing for commercial uses located in the midblock portion of the project site to be located at a higher level than residential use in any building located along the Eleventh Avenue frontage (collectively, the "Land Use Approvals"). The EIS prepared in connection with the Land Use Approvals considered two development scenarios as possible reasonable worst case conditions: an approximately 1,610,000 gsf commercial development comprised primarily of office use; and an approximately 1,574,250 gsf development containing approximately 536,500 gsf (600 units) of residential use in lieu of a portion of the commercial/office use. Under the terms of the Special Permits, residential use is limited to a building along the Eleventh Avenue frontage and to a maximum zoning floor area of 520,800 square feet.

The present action is for a minor modification of the Land Use Approvals to amend the site plan approved as part of the Special Permits to show a second curb cut on the West 57th Street frontage approximately 220 feet west of the intersection of Eleventh Avenue and West 57th Street. The curb cut will allow access to a 100-space accessory parking garage proposed for the sub-cellar and cellar of the first phase of development within the large scale development, a 597-unit, approximately 535,000 gsf residential building to be located at the corner of Eleventh Avenue and West 57th Street¹

¹ The accessory garage was permitted as part of the Land Use Approvals, however access was contemplated from West 58th Street instead of West 57th Street.

West 57th Street Development

(see Figure 1). The proposed modification is limited to the addition of the second curb cut on West 57th Street. No change to the approved development envelope, no increase in density, and no change in the type or amount of permitted uses is contemplated as part of the minor modification. In addition, no increase in the anticipated building population or the number of households above that considered in the EIS would occur as a result of the proposed modification, and there would be no increases in vehicle trips, transit, or pedestrian trips. The only change would be that some vehicles arriving at and leaving from the site (which trips would occur with or without the minor modification to the site plan) would utilize the proposed curb cut rather than other access or egress points. Accordingly, the proposed action would not have any potential to effect or alter the conclusions or analyses contained in the EIS relating to: Land Use, Zoning, or Public Policy; Open Space; Community Facilities and Services; Cultural Resources; Urban Design and Visual Resources; Shadows; Socioeconomic Conditions; Neighborhood Character; Hazardous Materials; Transit and Pedestrian Analyses; Noise; Infrastructure and Solid Waste; or Construction Impacts.

In addition, while the proposed modification would introduce a second curb cut along the West 57th Street frontage, it would not result in new or different Traffic or Air Quality impacts from those disclosed in the 2001 FEIS, as discussed below. Therefore, no additional environmental analysis is required.

II. TRAFFIC AND PARKING

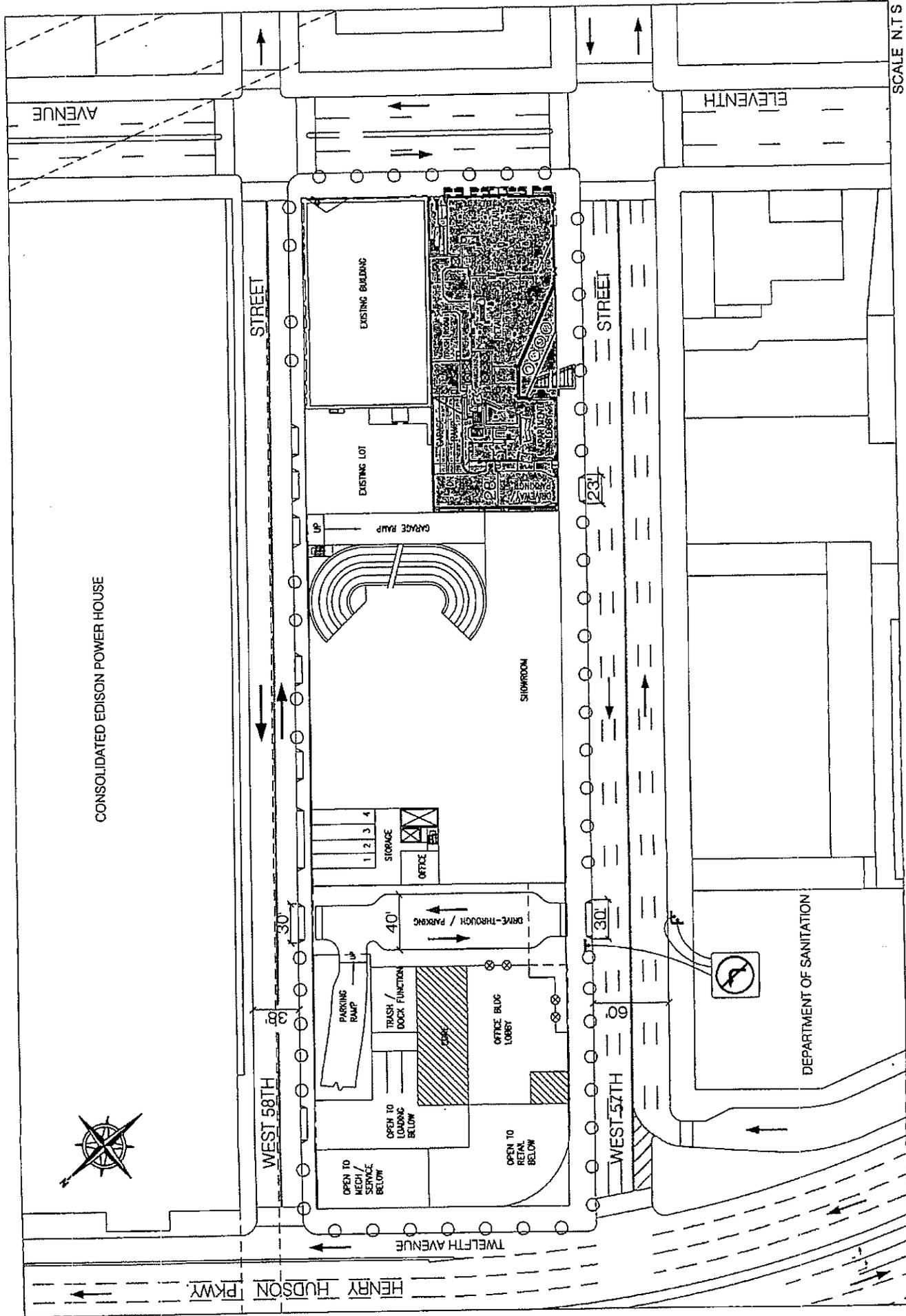
As a Reasonable Worst Case Development Condition (RWDC), the 2001 FEIS² analyzed the office-office development scenario, because the office use generates travel demand at more than twice the rate of the residential use. As described in the "Trip Generation" section below, the proposed residential-office development would generate 76, 43 and 87 fewer vehicle trips during the AM, midday and PM peak hours, respectively than were analyzed in the FEIS. Therefore, a detailed traffic analysis is not warranted. However, because the proposed development would provide a 100-space accessory parking garage access on West 57th Street, it would result in some minor diversion of traffic in the surrounding area.

This memorandum provides trip generation and traffic assignment generated by the proposed residential project and an estimate of the new curb-cut/garage usage by autos, as well as compares the overall travel demand forecast analyzed in the West 57th Street Rezoning FEIS 2001 to the full development of the project block with the residential components to determine whether any new or

² Source: West 57th Street Rezoning FEIS 2001

Figure 1
Site Plan

West 57th Street Development



SCALE N.T.S.

West 57th Street Development

different traffic impacts would occur with the proposed project. In addition, the new left-turn movements to the proposed garage from West 57th Street are evaluated to determine whether there would be any disruptions or influences of local traffic and/or pedestrian activities.

TRIP GENERATION

With the proposed residential project, the full block development is anticipated to be primarily office and residential development with ground floor local retail, auto showrooms space, two public parking garages, and the proposed accessory parking garage. The accessory spaces proposed is part of the residential project would replace 100 spaces approved for the public garages. Trip generation was calculated separately for each land use component. Table 1 provides the transportation planning assumption, whereas Table 2 provides the travel demand forecast for the RWCDC (office-office development) and the proposed residential-office development during the weekday AM, midday and PM peak hours. All planning assumptions are as per the 2001 FEIS. The proposed residential building includes 597 DUs with approximately 10,000 sf of local retail. As shown Table 2, the office-office development would have generated an estimated 330, 361 and 510 vehicle trips (in and out combined), whereas the proposed residential-office development would generate 254, 318 and 423 vehicles in the weekday AM, Midday and PM peak hours, respectively.

Net Trip Generation

The following table compares the project-generated trips (residential-related development) to the vehicle trips generated by the RWCDC (office-related development) analyzed in the 2001 FEIS.

	AM	Midday	PM
Trips Generated by RWCDC (2001 FEIS)	330	361	510
Trips Generated by Proposed Residential-Office Development	254	318	423
Net Trips Generated	-76	-43	-87

As shown in the above table, the vehicular trips generated by the proposed residential-office development would be substantially less than what was analyzed in the 2001 FEIS during all peak periods, resulting in a net reduction in project generated trips of 76, 43 and 87 vehicle trips during the AM, midday and PM peak hours, respectively. As the new vehicular trip generated volumes would be significantly less than the RWCDC analyzed in the EIS, a detailed quantitative analysis

**TABLE 1
TRANSPORTATION PLANNING ASSUMPTIONS**

		Office	Residential	Neighborhood Retail	Show Room	Other Retail	Mini- Storage						
Project Components :		525,590 gsf	597 DU	12,000 gsf	211,700 gsf	65,700 gsf	89,700 gsf						
Trip Generation :	Weekday	(1) 18.0 per 1000 gsf	(1) 8 075 per DU	(1) 205 per 1000 gsf	(2) 2.63 per 1000 gsf	(4) 166.73 per 1000 gsf	(5) 4.97 per 1000 gsf						
	Peak Hours Trips :												
	AM (8-9)	(1) 11.8%	(1) 9.1%	(1) 3.1%	12.0%	(1) 2.3%	10.7%						
	MD (12-1)	15.0%	4.7%	19.0%	12.0%	8.7%	11.0%						
	PM (5-6)	13.7%	10.7%	9.6%	9.0%	8.9%	11.2%						
Peak Hours Modal Split (%) :		(1)	(1)	(3)	(1)	(6)							
		AM/PM	Midday	AM/MD/PM	AM/MD/PM	AM/MD/PM	AM/MD/PM	AM/MD/PM					
	Auto	13.7%	2.0%	11%	2%	100%	10%	95%					
	Taxi	2.1%	3.0%	9%	3%	-	15%	-					
	Bus	16.8%	6.0%	38%	6%	0%	20%	20%					
	Subway	63.0%	6.0%	20%	6%	0%	20%	20%					
Walk	4.4%	83.0%	22%	83%	0%	35%	5%						
		100.0%	100.0%	100%	100%	100%	100%						
Vehicle Occupancy	Auto	(1) 1.65	(1) 1.65	(1) 1.65	1.0	2.00	2.00						
	Taxi	1.40	1.40	1.40	1.0	2.00	2.00						
In/Out Splits(%) :		(1)	(1)		(3)	(2)	(7)						
		In	Out	In	Out	In	Out	In	Out				
	AM (8-9)	95%	5%	20%	80%	50%	50%	67%	33%	63%	37%	48%	52%
	MD (12-1)	48%	52%	51%	49%	50%	50%	50%	50%	55%	45%	50%	50%
PM (5-6)	15%	85%	65%	35%	50%	50%	15%	85%	47%	53%	53%	47%	
Truck Trip Generation :		(1)	(1)	(1)									
		Weekday	Weekday	Weekday	Weekday	Weekday	Weekday						
	(per 1000 gsf)	0.15 per 1000 gsf	0.066 per DU	0.35 per 1000 gsf	0.15 per 1000 gsf	0.35 per 1000 gsf	- per 1000 gsf						
	(2)	(2)	(2)	(2)	(2)	(1)							
	AM	9.6%	12.2%	8.0%	9.6%	8.0%	9.6%						
	MD	11.0%	8.7%	11.0%	11.0%	11.0%	11.0%						
	PM	1.0%	1%	2%	1.0%	2%	1.0%						
Directional Splits (Truck Trips)		In	Out	In	Out	In	Out	In	Out	In	Out		
	AM/MD/PM	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%		

Sources :

- (1) Trip generation and modal split assumption, Coliseum FEIS 1997, p 12-38
- (2) Federal Highway Administration, "Curbside Pickup and Delivery and Arterial Traffic Impacts", 1981.
- (3) Philip Habib & Associates survey of Mercedes Benz dealer. Trip generation expressed in vehicle trips per 1000 gross square feet.
- (4) ITE Trip Generation Manual, 6th Edition, Land Use 840 Shopping Center.
- (5) ITE Trip Generation Manual, 6th Edition, Land Use 151 Mini-Warehouse,
Weekday $\ln(T) = 1.01 \ln(X) + 0.815$; AM Peak Hour of Generator: $\ln(T) = 0.913 \ln(X) - 1.000$;
PM Peak Hour of Generator $\ln(T) = 1.043 \ln(X) - 1.516$. Saturday, $\ln(T) = 1.077 \ln(X) + 0.468$.
- (6) Source: West 48th/49th Street Rezoning EAS

is not warranted.

TRAFFIC ASSIGNMENT

The proposed residential building would include a 100-space accessory parking garage accessible from West 57th Street. As the accessory garage will only have 100 spaces, only a portion of the 240 space demand would be accommodated in this garage. Remaining auto trips were assigned to the proposed off-street parking facilities in the project block (a 239-space garage in the western building and a 399-space garage in the midblock building), taxis assigned to drop off adjacent to the project site, and all trucks assigned to the loading facilities on West 58th Street.

VEHICULAR TRAFFIC

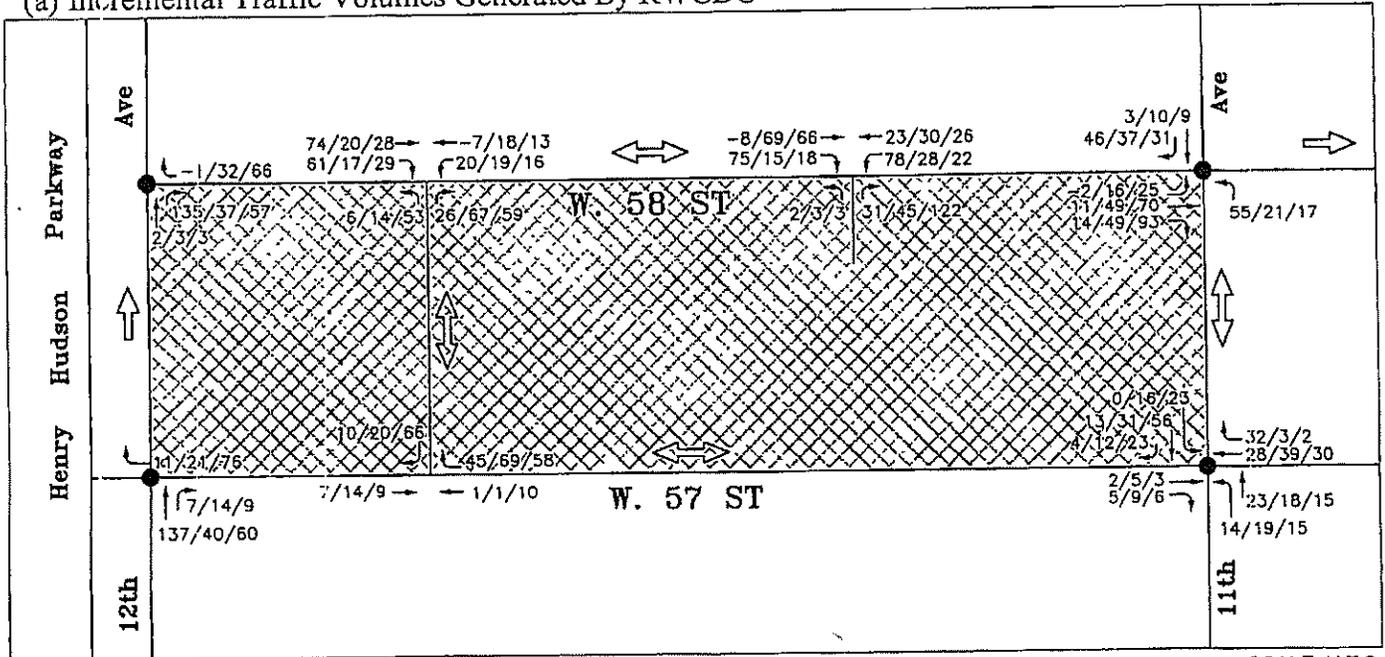
Figure 2 shows (a) the incremental traffic assignment in the vicinity of the site for the RWCDC analyzed in the 2001 FEIS and (b) incremental traffic assignment for the proposed residential-office development including the new curb-cut/garage location on West 57th Street. Figure 3 provides the net trips generated by the proposed development as compared to the RWCDC from the 2001 FEIS.

Overall, Figure 3 shows that there would be less overall traffic at all intersections in the vicinity of the site than what was considered in the 2001 FEIS. This reduction reflects the somewhat lower traffic demand associated with residential versus office use. Therefore, there would be no new traffic impacts due to the proposed project.

As also shown in Figure 3, with respect to the new curb-cut location on West 57th Street, there would be a very small increase in traffic volumes along West 57th Street. Figure 3 shows that left-turn traffic entering the garage would only be 1, 2 and 3 vehicles per hour in the AM, midday and PM peak hours, with exiting left-turns amounting to 5, 2 and 3 vehicles per hour in these respective periods. Given such low conflicting traffic volumes making the left-turns to/from West 57th Street, no disruptions to traffic flow are anticipated.

The 2001 FEIS showed that, under Build Conditions of the office-office scenario, there would be one intersection with a significant impact in vicinity of the project site during the midday period. The southbound through/right movement at the intersection of West 57th Street and Eleventh Avenue would experience a significant impact, with a future baseline delay of 64.8 seconds (LOS F) increasing to 83.0 seconds (LOS F) during the midday peak hour. As shown in Figure 3, while the

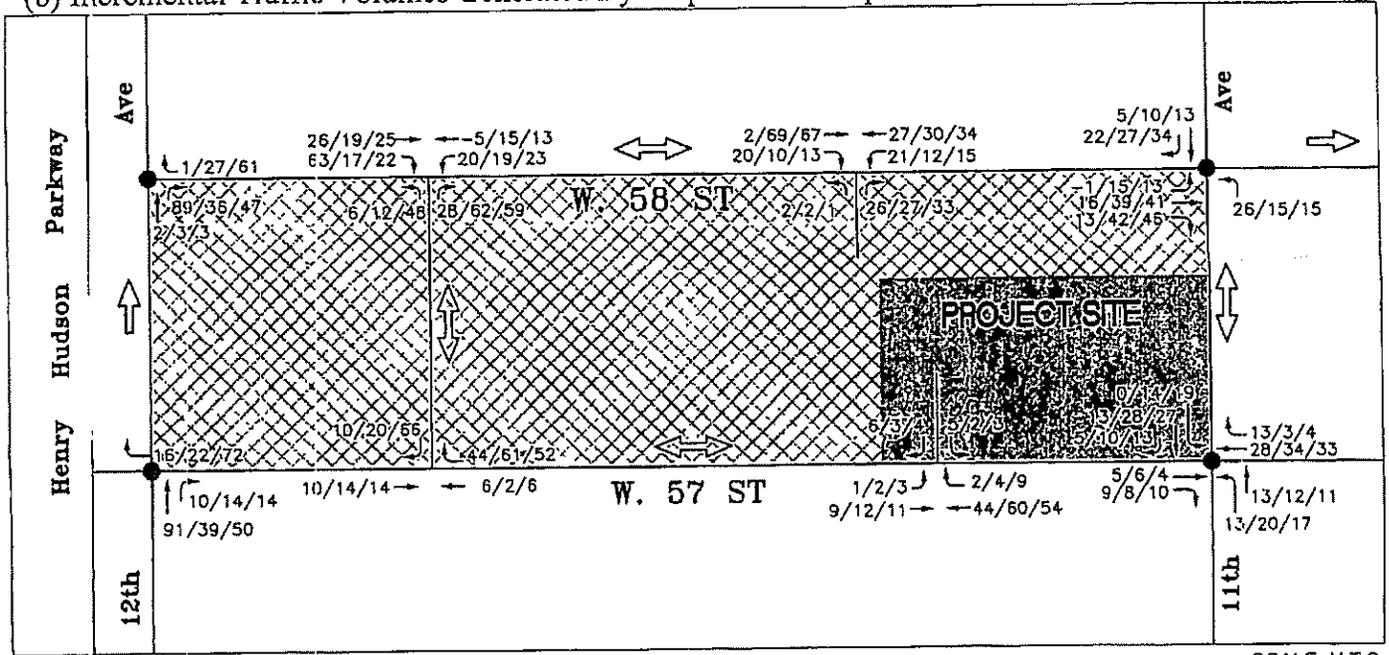
(a) Incremental Traffic Volumes Generated By RWDCD



Source West 57th Street Rezoning FEIS 2001

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(b) Incremental Traffic Volumes Generated By Proposed Development



SCALE N.T.S.

LEGEND :



Project Site



Street Direction



Rezoned Block

5/9/6

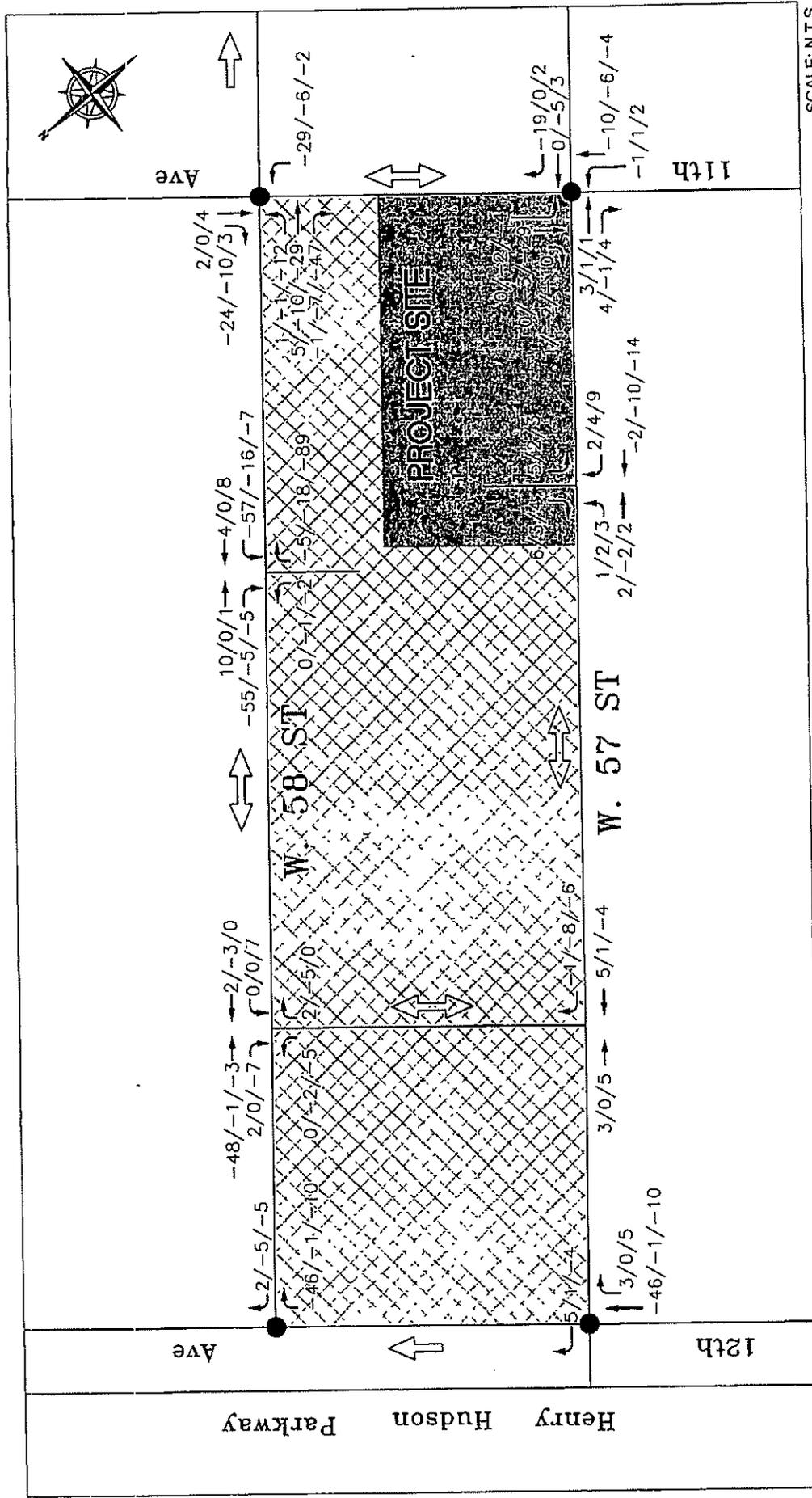
Weekday AM/MD/PM Traffic Volumes



Figure 3

West 57th Street Development

Net Project Generated Volumes



SCALE: N.T.S.

- LEGEND:
- Project Site
 - Rezoned Block
 - Street Direction
 - 5/9/6
 - 5/9/6 Weekday AM/MD/PM Traffic Volumes

West 57th Street Development

proposed residential-office development would reduce by 5 vehicles the affected movement that was impacted in the FEIS, the significant traffic impact would remain and the mitigation measures proposed in the 2001 FEIS would still be required. The mitigation measures consist of changing the parking regulations on Eleventh Avenue frontage of the project site to "No Standing 7AM to 7PM Weekdays" for 150 feet along the blockfront, including the elimination of the five metered spaces during the 10AM to 4PM period on weekdays.

PARKING

New Curb-Cut on West 57th Street

The access to the 100-space accessory parking garage via a 23-foot wide curb-cut would be located on West 57th Street, approximately 220 feet west of Eleventh Avenue. The access driveway would facilitate passenger drop-offs at grade before vehicles enter the garage, as well as pickups at grade for garage-exiting vehicles. As there is no turnaround capability, all vehicles entering the curb-cut/driveway would also enter the garage.

The market rate apartments for the proposed project are expected to generate an overnight parking demand of 0.40 autos per household or approximately 240 spaces. This demand is greater than 100 space capacity of the new accessory garage and, as such, only about 41 percent of the autos generated by this overall project and none of the taxis or trucks would use the curb-cut/driveway to/from the garage. Table 3 provides the expected in/out curb-cut traffic and accumulation in the proposed garage.

As shown in Table 3, the garage will be at capacity with 100 percent utilization overnight. Demand will fall to approximately 77 percent at midday. However, some accessory demand from residential visitors and a limited number of accessory local retail trips (mainly employees) will utilize these available spaces. Overall, the curb-cut /garage would have a two-way auto demand of 14, 11 and 19 vehicles during the AM, midday and PM peak hours, respectively. During these peak periods, there would be an average of one vehicle entering or exiting the garage every 4.3 minutes in the AM peak hour, 5.5 minutes in the midday peak hour and 3.2 minutes in the PM peak hour. Given the low vehicle volumes that would enter and exit the garage during the peak hours, it is not expected to cause any disruption or influence pedestrian activity.

The exit of the garage would be designed to minimize potential conflicts between departing vehicles

**TABLE 3
PARKING ACCUMULATION FOR THE 100 SPACE GARAGE**

	<u>Residential</u>			<u>Retail</u>			Total Accumulations
	In	Out	Accumulations	In	Out	Accumulations	
12-1	1	0	99				99
1-2	1	0	100				100
2-3	0	0	100				100
3-4	0	0	100				100
4-5	0	0	100				100
5-6	1	2	99				99
6-7	1	5	95				95
7-8	1	8	88	0	0	0	88
8-9	3	11	80	0	0	0	80
9-10	1	5	76	1	0	1	77
10-11	3	4	75	1	0	2	77
11-12	3	3	75	1	0	3	78
12-1	4	6	76	2	2	3	79
1-2	2	3	75	2	2	3	78
2-3	5	2	78	1	1	3	81
3-4	6	2	82	1	1	3	85
4-5	8	3	87	1	1	3	90
5-6	11	6	92	1	1	3	95
6-7	8	3	97	1	1	3	100
7-8	5	4	98	0	1	2	100
8-9	5	4	99	0	1	1	100
9-10	2	3	98		1	0	98
10-11	3	2	99				99
11-12	1	2	98				98
	75	75					

West 57th Street Development

and pedestrians. Measures to enhance safety would include installation of a flashing light and a ringing bell to both visually and audibly alert pedestrians to the presence of an existing vehicle.

In addition, the existing approvals include a proposed north-south service drive approximately 200 feet east of Twelfth Avenue and two public off-street garages to be located in the midblock and the western building with 399 and 239 spaces, respectively. The 100 spaces in the accessory garage would replace 100 of the spaces in the public garages. The service drive, which also has a curb-cut at West 57th Street, is intended to provide access to the proposed office building that would be built on the western end of the project block, the midblock development, and the two public parking garages. As analyzed in the 2001 FEIS, the western building garage is expected to accommodate all of demand from the western office building, and the centrally located garage to accommodate the demand from the remainder of the site. As the new curb-cut for the proposed development would be approximately 310 feet east of the future service drive, analysis of the service drive as presented in the FEIS would be unchanged.

III. AIR QUALITY

As described above, there are no changes in program, density, or development from that considered in the 2001 FEIS, and therefore there are no new or additional potential impacts from stationary sources that were not considered in the 2001 FEIS. With respect to mobile sources, development of the residential-office scenario as opposed to the office-office scenario analyzed in the 2001 FEIS would result in the same or fewer vehicles at every intersection within the study area. Therefore, there is no potential for additional or different adverse air quality impacts.

BMW

dealership

Sale & Services In Out

Body Shop In Out

Parts & Delivery In Out

7:15-7:30					
7:30-7:45			2		3
7:45-8:00			4		1
8:00-8:15	1		1	3	1
8:15-8:30			1	3	1
8:30-8:45	4		3	1	
8:45-9:00	2		3	2	1
9:00-9:15	4		0	1	
9:15-8:30	9	1	2	1	
Total 8-9	7	0	8	9	1
Total 7:30-8:00	6	4			
Total 9:00-9:30	15	3			
Total In/Out	16	10	62% 38%		
Total of both sites	61	31	66% 34%		

(9-9)

12:00-12:15	3		1	4	
12:15-12:30	2		1	2	
12:30-12:45	2		1		
12:45-1:00	4		2	1	1
1:00-1:15	5	1	3	3	
1:15-1:30	2		2	4	
1:30-1:45	3	1	2	3	
1:45-2:00	1		2	3	
Total 12-1	11	0	5	7	1
Total 1-2	20	15	56% 44%		
Total In/Out	17	8	68% 32%		
Total of both sites	50	39			

(12-1)

4:00-4:15	1		3	2	
4:15-4:30	0		2	3	
4:30-4:45	2	1	1	3	
4:45-5:00			1	2	
5:00-5:15	1		0	4	
5:15-5:30	1		0	2	
5:30-5:45			0	0	
5:45-6:00			1	0	
Total 5-6	0	2	1	6	0
Total 4-5	10	11			
Total In/Out	1	8	11% 89%		
Total of both sites	13	43	23% 77%		

MERCEDE BENZ

dealership

In Out

7:15-7:30									
7:30-7:45				1		8	1		
7:45-8:00						9	1		
8:00-8:15	1		1	1		4	4	1	
8:15-8:30						10	2	1	1
8:30-8:45	2	1				5	4	3	
8:45-9:00	1					4	5	5	1
9:00-9:15	1		2	2		6	1	5	2
9:15-9:30						4	5	1	
Total 8-9	4	2	2	3	0	25	12	13	4
Total 7:15-8:00	28	11				0	0	0	0
Total In/Out	45	21	68% 32%						

In Out

12:00-12:15	2	1	1	1		4	2		2
12:15-12:30			2	2		3	3		2
12:30-12:45	1		2	1	1	9	5	1	
12:45-1:00			2			1	7	2	
1:00-1:15	2	2	1			7	3	2	1
1:15-1:30	1					4	5	1	1
1:30-1:45			2	1		2	2	2	1
1:45-2:00			1			4	3	2	1
Total 12-1	2	3	7	4	1	17	17	5	4
Total 1-2	32	24				1	2		
Total In/Out	33	31	52% 48%						

In Out

4:00-4:15			1	1		2	7	2	2
4:15-4:30	2	3	2	2		5	6	2	
4:30-4:45	1		1	2		1	3	4	2
4:45-5:00	2		5			2	8	4	1
5:00-5:15	2		1	4		3	3	4	4
5:15-5:30	2			1		3	6	4	2
5:30-5:45						1	6		
5:45-6:00			1	5	0	7	19	4	2
Total 5-6	0	9				0	0	0	0
Total 4-5	36	42	26% 74%						
Total In/Out	12	35							

In Out



MEMORANDUM

To: Batya Lewton, Coalition for a Livable West Side
From: R. Chamberlin PE/PTOE
Subject: Review of Riverside Center SEIS Transportation Issues
Date: 14 September 2010

Resource Systems Group has reviewed several documents relating to the above-referenced project for the Coalition for a Livable West Side. The purpose of our technical review is to analyze the data, analysis, and documentation underpinning the transportation elements of the SEIS document, specifically chapters 16 and 17, and to highlight and areas of concern regarding congestion and safety.

The traffic analysis that is contained in the SEIS is extensive. The analysis has been prepared conscientiously and follows the letter of the scoping document relatively well. Most of our concerns stem from the very incomplete picture the transportation analysis gives when the analytical requirements of the CEQR Technical Manual are considered narrowly.

Our critique focuses on 6 issues:

1. The need to use more sophisticated analytical tools for evaluating traffic impacts in the project area.
2. The need for a modeling effort to understand the travel dynamics associated with the new street hierarchy that would result from a key element of the proposed mitigation plan – converting 59th St. to one way westbound between West End and Amsterdam Avenues.
3. Several intersections within the study area do not meet CEQR standards for operational performance even after mitigation is evaluated.
4. The analysis of pedestrian impacts in the project impact area is narrowly focused to an east-west pedestrian flow along 60th St., ignoring important pedestrian generators north and south along West End Avenue. The project area is a phase 2 pilot site for NYCDOT's Safe Routes for Seniors program, which will affect the traffic capacity analysis.
5. The need to groundtruth several traffic engineering assumptions contained in the capacity analysis.
6. Review of the assumptions for the traffic generation associated with the auto showroom/services component of the project.

Adequacy of Traffic Analysis Approach

In January 2009 the Coalition asked RSG to comment on the proposed scoping document for this project, with particular reference to chapters 16 (Traffic and Parking) and 17 (Transit and Pedestrians). In our review of the proposed scope we pointed out the inadequacy of using conventional Highway Capacity Manual procedures for understanding traffic flow issues in a highly-gridded urban network. We wrote:

“Traffic operations in the project area are strongly characterized by extensive vehicle queuing that frequently blocks access to driveways and turn lanes. Typical block lengths in the project area are very short -- 250-275 feet. Block-long spillbacks of queues between adjacent intersections are daily occurrences. The only way to accurately analyze traffic impacts within the project area is with vehicle microsimulation This is a major deficiency with the scope. Considering each intersection as an isolated intersection inevitably leads to an underestimate of traffic congestion problems.”

The City Environmental Quality Review (CEQR) Technical Manual generally suggests the use of Highway Capacity Manual procedures in determining “the capacity and levels of service (LOS) of the study area’s roadways and intersections...” (CEQR Technical Manual, page 16-26). The Highway Capacity Manual procedures have been developed over several decades of traffic observations. The signalized intersection models described in the HCM, and implemented in the Highway Capacity Software (HCS), are empirically-derived. Under most undercapacity conditions involving isolated intersections, these models have been found to be quite reliable in estimating operating conditions.

It is notable that the Highway Capacity Manual contains this note on methodological limitations on page 16-1 of Chapter 16, Signalized Intersections:

“The methodology does not take into account the potential impact of downstream congestion on intersection operation. Nor does the methodology detect and adjust for the impacts of turn-pocket overflows on through traffic and intersection operation.”

These types of operational conditions, cited by the Highway Capacity Manual as a limitation to their analytical models, are prevalent within the study area.

CEQR does allow for the use of other analytical tools such as microsimulation so long as they can provide the same performance measures as the HCM procedures and that they are demonstrably consistent with traffic engineering principles.



Synchro/SimTraffic¹ is a widely-used software package that is based on the Highway Capacity Manual procedures. This software package also includes a vehicle simulation capability to understand intersection-to-intersection interactions.

To develop a clearer understanding of the impacts of the proposed project on traffic operations in the study area we constructed a Synchro/SimTraffic model of the roadway network immediately proximate to the proposed project site, encompassing the area defined by 10th Avenue and 12th Avenue between 58th and 61st Streets. We built this model using the 2018 AM peak hour traffic volumes and intersection geometries provided in Chapter 16 (and supporting analysis obtained through a FOIL request).

Figure 1 shows a screenshot of the simulation, for the Build with Mitigation scenario. A key element of the applicant's mitigation for the area shown in Figure 1 is to convert 59th Street to one way westbound between West End Avenue (11th) and Amsterdam Avenue.

Figure 1: Screenshot of Traffic Simulation of 2018 AM Build-Mitigated Traffic Proximate to Proposed Project Site



The model shows several cases of adverse queuing:

¹ Developed by Trafficware, www.trafficware.com



- 1) On 59th Street between 10th and 11th: The queuing fills up the entire block and continues to spill back in the easterly direction toward 9th Ave. With their analytical approach, using HCM procedures only, this adverse queuing cannot be estimated.
- 2) Along the project's frontage on 59th St: Though not shown in the simulation due to built-in assumptions regarding intersection blocking, the simulation suggests that the driveways to the site's parking garages will be frequently blocked during peak travel periods.
- 3) On 11th Avenue northbound at 58th St: The West End Avenue/58th St. intersection is one where no adverse impacts are estimated in the SEIS using the HCM procedures. However, when modeled with the signal timing used in the HCM analysis, long wait times are apparent for northbound traffic on this urban arterial.

While the overall approach to evaluating traffic impacts in the study area has been comprehensive, its inability to account for vehicle-to-vehicle and intersection-to-intersection interactions systematically yields overoptimistic projections of future operating conditions. CEQR allows for more sophisticated tools to be used. Our analysis, which focuses on a small section of the impact area for only one of several time periods of concern, uses one of these tools to point to future problems that remain concealed by the blanket application of static HCM procedures.

Impact of Converting 59th St. to One-Way Operation

A major element of the proposed mitigation package is to convert the 2-way 59th St. to one way westbound between 10th and 11th Ave. The traffic simulation of this change shows increased queuing on 58th St., which is the eastbound pair to 59th St. westbound. And, as described above, there is much other evidence of adverse queuing that arises because the simulation considers the street network as a system – no intersection is isolated from any other.

Converting a street to one way operation is a serious proposal that needs to be reviewed at a hierarchical level incorporating the system of one way pairs and two way arterials. The only reasonable way to understand the consequences of this is to simulate a multi-block area using a simulation package supporting origin-destination assignment. The traffic analysis is based on assumptions for how traffic will respond to the change in 59th Street's function, but these assumptions are unknown to the reviewer and are most likely based on professional judgment. A well calibrated traffic simulation model would provide a defensible basis for estimating the change in travel flows when a significant change to the local street network occurs.

It is our understanding that 59th St. has been one way westbound during John Jay construction, which is a real time test of the proposed mitigation plan. Our anecdotal information of this change communicated by Coalition members suggests there have been significant adverse consequences resulting from the travel restriction. The applicant proposes to make this change permanent in order to mitigate project impacts.



A more complete assessment using state-of-the-art analytical tools should be employed before agreeing to this mitigation measure.

Failure to Meet CEQR Standards for Mitigation

The CEQR Technical Manual describes in detail the conditions under which a determination of significant impact is met. Chapter 16 of the SEIS summarizes operational performance (level of service) for each intersection in the study area. In all there are 59 cases of operations significantly impacting intersection operations between No Build and Build traffic conditions.

Of these, adverse traffic impacts are not mitigated in 5 cases:

- Route 9A/12th Ave. at W. 56th (AM and PM peak hours)
- 12th Ave./W. 54th St. (PM peak hour)
- 12th Ave./W. 52nd St. (AM and PM peak hours)

No feasible mitigation measures are proposed for these cases.

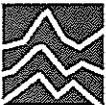
In addition, overcapacity parking conditions have been measured for off street parking within ¼ mile of the site for the weekday mid-day condition, where 104.3% parking utilization is estimated. No mitigation for this overcapacity condition is recommended.

Narrow Analysis of Pedestrian Impacts

The SEIS evaluates pedestrian conditions along W. 60th St. only. Considering the presence of several schools and a concentration of housing in the study area, and the need to analyze pedestrian trips associated with off-site parking, pedestrian impacts should be evaluated at many more intersections in the study area.

For example, from the SEIS Figure 16-6, a total of 452 parking spaces in public parking lots are available within a 1/4 mile distance of the site to the north; a total of 1,084 parking spaces are available within a 1/4 mile distance to the south. No analysis of pedestrian flow north and south along West End Avenue has been conducted. The CEQR Technical Manual states that “the major (pedestrian) elements en route to/from the site from/to the subway stations, bus stops and parking lots reasonably expected to be used.” (16-45).

Given that the Upper West Side in the heart of the study area is a Phase 2 pilot area for NYCDOT’s Safe Routes for Seniors program, the SEIS is ignoring a critical, publicly-acknowledged issue in the project impact area. As part of this program, additional crossing time at 41 traffic signals, timed for a 3.0-3.5 feet/second walking speed is to be implemented. There is no indication in the level of service analysis that this factor has been taken into account.



Groundtruthing Traffic Engineering Assumptions

In general, we are surprised by the relatively light traffic volumes projected for the study area for the peak periods analyzed in 2018. SEIS Chapter 16 notes that existing 2008 traffic conditions were obtained by a number of counts conducted in September 2008 and March 2009. These counts were augmented with counts from other already-approved EISs including the Western Railyards Draft EIS, the 770 Eleventh Avenue FEIS, and others.

Our experience with working with diverse data sources is that the data are challenging to work with. The traffic volume maps provided in SEIS Chapter 16 show a well-behaved system, where traffic leaving one signal is equal to the traffic arriving at the next (Figures 16-2 to 16-5, and other). Traffic counts, particularly ones from such disparate sources, very seldom end up this way, leaving the analyst to decide which counts to use as a foundation and which to modify to obtain volume balance. We have no information regarding the raw traffic data; thus, the judgments made by the traffic analysts are unknown.

The fact that the data come from so many sources, and that the volumes overall appear light suggest a need to groundtruth the data. To this end we would recommend the following additional data collection:

- 1) Turning movement counts – we would suggest additional spot counts be conducted and compared with the ones that are foundational to the analysis. Of particular concern are the intersections closest to the project site. We cannot conduct these counts now because they would not reflect typical conditions due to seasonality. The earliest that comparative counts can be conducted would be mid-September.
- 2) Delay studies – It is quite possible that the traffic counts upon which the traffic analysis is based measure capacity as opposed to demand. To verify whether this is the case we recommend conducting a set of delay studies for selected intersections to compare with the delays estimated in the HCM analysis of 2008 No Build conditions. A delay study will measure actual demand for traffic accessing an intersection as opposed to the intersection's capacity to process traffic. A set of delay studies, which by definition include updated traffic counts, will help determine the integrity of this important data set.
- 3) Saturation flow rate studies – we would recommend a saturation flow rate study on West End Avenue and on Amsterdam Avenue. The overall friction on these urban arterials, with their many parking maneuvers, truck deliveries, transit maneuvers, and pedestrian movements, could have substantially greater consequence on traffic flow than the HCM modeling estimates. Having real estimates from on-the-ground observations of saturation flow rates would validate the analysis.

The need for better groundtruthing is also suggested by the Applicant's most common mitigation measure -- the shifting of traffic signal green time from one phase to another.



Addressing congestion is seldom this simple or automatic. Conducting the analysis suggested above – obtaining updated traffic engineering data and using these data to construct and calibrate a microsimulation model of the project area – will lead to a much more accurate portrayal of travel conditions in the project area and to more effective mitigation measures as a result.

Questions on the Proposed Auto Showroom/Service Use

A 276,011 square foot “auto showroom” is one of the uses specified for Riverside Center. In other parts of the SEIS this use is described as “automotive showroom and services”. We note that a use primarily involved in displaying and selling automobiles will have very different trip generation characteristics than a use primarily involved in automotive servicing. The SEIS does not describe the character of the proposed automotive-related use, but relies on trip estimates developed for the 2001 West 57th Street Rezoning FEIS.

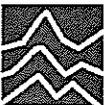
We have since obtained a copy of the source data for this trip generation estimate through a FOIL request. The trip generation data were collected in 1999 at a Mercedes Benz/BMW dealer located on W. 41st St. between 10th and 11th Avenue. From the data sheets, it appears that this site has shipping and receiving and an emissions inspection station. Other than emissions inspection, the data sheets do not indicate that any other auto servicing occurs at this location.

Further, the data sheets record only vehicles that enter or exit the building situated on the site; there is no accounting for drop-offs and pick-ups by taxis or other vehicles. This is a flaw in the data that systematically leads to a lower trip generation estimate for the use.

Finally, based on the information provided in the data sheets, it appears that the source data reflect a use that is primarily an auto showroom, which is consistent with the very low trip generation rates.

It is relevant if this trip generation source is based on an auto showroom only, or on some mix of showroom and service. We understand the preference for local trip generation counts expressed within the CEQR Technical Manual. However, CEQR does allow for application of national data from the Institute of Transportation Engineer’s (ITE) Trip Generation Manual (8th ed.) when there are insufficient local data. ITE does not provide a trip generation estimate for an “auto showroom” land use, but they do provide a trip generation estimate for an “automobile care center” (Land Use 942). This land use type describes the trip generation characteristics for “businesses that provide automobile-related services, such as repair and servicing; stereo installation; and seat cover upholstery.”

As a basis of comparison to the “auto showroom” trip generation based on the 2001 W. 57th Street FEIS, ITE has an average trip generation rate of 2.94 vehicle trips per 1000 GSF for the AM peak hour. This rate for one hour of operation for an automotive service

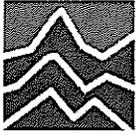


use is larger than the rate for 24 hours of operation based on the auto showroom use (2.63 daily vehicle trips per 1000 GSF). This discrepancy focuses on the need to determine more precisely how the 276,011 GSF will be used. We understand the need of the Applicant to maintain flexibility since a tenant for this space may not yet have been identified. However, the enormous range of traffic that would result from different allocations of the 276,011 GSF needs to be narrowed in order to have a firmer grasp on the project's traffic impact. In addition, as the source data do not account for site-generated traffic conducting pick ups/drop-offs, this trip generation data source is resulting in an underestimation of traffic from this one use on the site.

As described in the introduction to this memorandum, the documentation regarding traffic, parking, transit, and pedestrian impacts for this project is extensive. In our review we have tried to focus on those aspects of the analysis which, in our professional judgment, could exert the largest impacts to the local transportation system if they are inaccurately represented, analyzed, or modeled in the impact documentation.

Please contact us if you have any questions or wish to discuss our findings.





MEMORANDUM

To: Batya Lewton, Coalition for a Livable West Side
From: R. Chamberlin PE/PTOE
Subject: Review of Riverside Center FSEIS Transportation Issues
Date: 28 October 2010

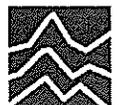
Resource Systems Group has reviewed the Riverside Center FSEIS for the Coalition for a Livable West Side. None of the issues we pointed out in our earlier critique (submitted in July 2009) were address in this final document. To summarize, these issues are:

1. Traffic analysis for the project is based on static procedures of the Highway Capacity Manual. In downtown areas with closely spaced intersections, upstream and downstream queuing effects are critical to understand. The HCM procedures implicitly presume that each intersection is in isolation and thus ignores queuing effects. Traffic microsimulation is the best tool to conduct this type of analysis and the CEQR manual (Chapter 16) makes provision for this. RSG developed a microsimulation model of a portion of the study area using the traffic volumes provided in the FSEIS. We found significant queuing backups that reduce the LOS for adjacent intersections below the levels reported in the FSEIS.
2. A major part of their proposed mitigation is to convert the 2-way 59th St. to one way westbound between 10th and 11th Ave. In simulating this mitigation it shows increased queuing on 58th St., which is the eastbound pair to 59th St. westbound. This is perhaps an obvious result. In any case, this is serious mitigation that really needs to be looked at in view of the broader street system incorporation one way pairs and two way arterials. It is necessary to prepare a simple before mitigation/after mitigation traffic map to help trace through the consequences of designating this one block on 59th St as one way westbound. 59th has been one way westbound during John Jay construction and there is significant queuing during the morning on that block. Queuing on 59th Street west of West End Avenue is currently adverse in the evening peak period - one way designation and the focusing of truck traffic will worsen this condition. The traffic analysis does not analyze queuing at all, ignoring a host of significant impacts
3. The Riverside Center project has a 276,011 s.f. use termed an automotive services center. The trip generation rate associated with this use is based on a 2001 study. This use appears to combine automotive sales with automotive service, and the two uses are fundamentally different in how much traffic they generate. The FSEIS traffic analysis is based on an automotive sales function, which is significantly lower in its traffic impact than is a similar size use whose primary function is automotive servicing. We believe this is a major flaw in the analysis which has been unresponded to in the FSEIS.
4. Most of the traffic mitigation and some of the pedestrian mitigation provided by the applicant involves shifting of traffic signal green time from one intersection approach to another. In our experience this is not effective in real life due to a number of problems. These signal changes are seldom implemented. It would be far more effective to install vehicle detection at each intersection and have the traffic signals operate in response to vehicle demand. No mention of vehicle detection as a suitable mitigation measure is provided, ignoring a significant mitigation opportunity.



5. Despite the project's list of mitigation, most of which involves superficial shifting of green time as described above, there remain 3 intersections where the traffic impacts are considered unmitigatable:
 - a. 12th at W. 56th (AM and PM)
 - b. 12th at W. 54th (PM)
 - c. 12th at W. 52nd (AM and PM)
6. As part of the mitigation proposal, the Applicant is proposing to widen W. 59th St from 34' to 40' between West End Avenue and Riverside Blvd. (16-32). This will require at least 2 more seconds of pedestrian crossing time, but this is not addressed in the analysis. No discussion of the impact on pedestrian crossing times is provided. The project area is a Phase 2 area for NYC's Safe Streets for Seniors program and not addressing this issue is a major oversight.
7. There are several crosswalks in the project influence area that are adversely affected. In many cases, they are proposing widening of the crosswalk to address the impact. Specific intersections are:
 - a. North and South crosswalks on Amsterdam Ave at W. 60th
 - b. North and South crosswalks on Columbus Ave. at W. 60th
 - c. West crosswalk on Columbus Ave. at W. 60th
 - d. North crosswalk on West End Ave. at W. 59th

This specific mitigation proposal is provided as if it were a magic wand. No discussion of the acceptability of such widening is provided. What is the NYCDOT's policy with regard to crosswalks of this width? What is the maximum width that is allowable? In designating more street real estate for crosswalks, what is the impact on vehicle queue lengths?



**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: MARA GAVIOS

Address: 10 WEST END AVE., NY NY 10023

I represent: 10 WEST END AVE. Riverside Center Committee

Address: 10 WEST END AVE., NY NY 10023

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: FUELYN KENNEDY ESQ.

Address: 200 E 24 ST NY C

I represent: H1600 NYC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Olive Freu

Address: 305 W 72

I represent: Committee for Environmental

Address: Sound Development

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 256-257 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Robert Levy

Address: 200 RSB 52

I represent: 200 RSB

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Mark Hansen

Address: _____

I represent: IBEW Local 3

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 256-257 Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Joshua Ehrlich

Address: 200 Riverside Blvd. 21C

I represent: My building in support of CB7

Address: Personnel Affairs

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 256 Res. No. 257

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Anne Weisberg

Address: 10 West End Ave, Apt 917

I represent: the residents of 10 WEA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. RIVOLU Res. No. _____

in favor in opposition

Date: 11/23

(PLEASE PRINT)

Name: Joe Fiordaliso

Address: 155 W 68th St.

I represent: PS 197

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Rachel Eisenstat

Address: 210 W 78th St NYC 10025

I represent: PS 87 Parents Association

Address: 160 W 78th St NYC 10024

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: BETH SORVETAR

Address: 219 W 106th St #5E NYC 10025

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JACK KITTLE

Address: _____

I represent: Parsons District Council 9

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JASON DELGADO

Address: _____

I represent: Mxsm Tondas District Council

Address: _____

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Jim Conway (PLEASE PRINT)

Address: _____

I represent: Operating Engineers 14

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Mike Halpin (PLEASE PRINT)

Address: _____

I represent: Elevator Constructors Local 1

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Steve McNis (PLEASE PRINT)

Address: _____

I represent: District Council of Carpenters

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 5017 Res. No. 17

in favor in opposition

Date: 3.10

(PLEASE PRINT)

Name: HOWARD YORON

Address: 411 W 11th St

I represent: SELF

Address: SOME

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ETHEL SHERER

Address: _____

I represent: CB7

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-23-10

(PLEASE PRINT)

Name: Paul Fischer

Address: 50 West 97 St N.Y 10025

I represent: C.B 7

Address: 750 West 87 St

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Paul Fernandes (PLEASE PRINT)

Address: _____

I represent: NYC Building & Construction Trades

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: STEPHEN HILL (PLEASE PRINT)

Address: 31 W 27 TH ST NY NY

I represent: GHW ARCHITECTS + EXTER-DEV.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: Nov. 23

Name: Mary Katherine Williston (PLEASE PRINT)

Address: 315 West 86th St

I represent: Coalition for A Livable West Side

Address: PO BOX 230078 - N.Y. N.Y 10023

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

3

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: NATYA LEWIS

Address: 355 W. 86 St

I represent: Coalition for a Livable West

Address: 15 Pk 230576 JLB

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 256 Res. No. 257

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Sharon Press

Address: 10 West End Ave #15D

I represent: neighbors + myself

Address: 10 West End Ave #15D

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

1

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Mary Whiteaker

Address: _____

I represent: COALITION FOR LIVABLE WEST

Address: West Side

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Sean Morrison

Address: 166 W 72nd St GA 10023

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23

(PLEASE PRINT)

Name: Stefanie Goldblatt

Address: 890 WEA #38 NUNY 10025

I represent: PS 166/03 President's Council

Address: 145 W 89th St NUNY 10024

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Lesley Friedland

Address: 37 W 72nd Street

I represent: Computer School

Address: 100 West 77th

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/22/10

(PLEASE PRINT)

Name: STEFAN KOSTER

Address: 251 W 71 ST. #2D

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/22/10

(PLEASE PRINT)

Name: ANGELINE HUANG

Address: 260 W 151 ST

I represent: AREA RESIDENT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Helen Rosenthal

Address: 225 W 83rd St

I represent: Community Bd. 7

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23

(PLEASE PRINT)

Name: Ken Lovenstein

Address: Bryan Cave - 1290 6th

I represent: Applicant

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/2010

(PLEASE PRINT)

Name: ANDREW KAPLAN

Address: ~~45 WEST 67th ST~~

I represent: LANDMARK WEST!

Address: 45 WEST 67th ST.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Noah Gotman

Address: 27 W 86th ST

I represent: CEL 3

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: Nov 23 2010

(PLEASE PRINT)

Name: Robert Semer

Address: 205 West End Ave 10P NY 10027

I represent: CB7

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Sarah Desmond

Address: 1 Essex St.

I represent: CB4 Hell's Kitchen Land Use Co-Chair

Address: West 42nd Street

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Lisa Maller

Address: 710 West End Ave.

I represent: SELF

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

Name: Susan Crawford (PLEASE PRINT)

Address: 501 West 110th

I represent: District 3

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23

Name: SLAVA HAZIN (PLEASE PRINT)

Address: 100 Riverside Blvd

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Ken Coughlin (PLEASE PRINT)

Address: 10 W. 87th St.

I represent: Community Board 7

Address: 250 W. 87th St

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 256 Res. No. 257

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: PAUL WILLEN
Address: 3460 SUNGROST - KTN. HTS, NY 10598
I represent: AIX/CB7
Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Phyllis E. Gunther
Address: 303 W. 106 St (4ew) NY 10023
I represent: CB7
Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: MARY FRANCES SHAUGHNESSY
Address: 212 E 48th St. NY 10017
I represent: RIVERSIDE PARK FUND
Address: 4 RIVERSIDE SOUTH P.C.

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Omar Cooper

Address: 101 avenue of the Americas

I represent: SEIU 3213J

Address: _____

I don't
want to
speak

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-23-10

(PLEASE PRINT)

Name: Tom Gibbons

Address: 243 West 60th #3E NY, NY 10023

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-23-2010

(PLEASE PRINT)

Name: RUSSELL HANSON

Address: 19 W. 68 ST. #5F

I represent: COMPUTER SCHOOL

Address: 100 W. 77 ST NYC

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: George Halkalis

Address: 1 Wash. Sq. Vill. #5D NY 10016

I represent: Institute for Rational Urban Markets

Address: Same

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-23-10

(PLEASE PRINT)

Name: Ronald Bryan

Address: _____

I represent: Biding Trades Local Union #8 IBEW

Address: 1

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 256/57 Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Susan Gwertzman

Address: 215 W. 88th St, NY 10024

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Daniel Gutman

Address: 407 W 44th St

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Terry Yans

Address: 10 West End, SB

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Beth Sperker

Address: 201 W. 72nd St. 9A NY, NY 10023

I represent: Computer School

Address: 100 W. 77th St.

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11-22-10

(PLEASE PRINT)
Name: CRAIG BROWN

Address: 243 WEST 60TH ST NEW YORK, NY 10019

I represent: _____

Address: AD4610 CONDOMINIUM

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. 256-257

in favor in opposition

Date: _____

(PLEASE PRINT)
Name: GARY BARNETT

Address: 901 EXTELL DEVELOPMENT CO, THIRD FLOOR

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)
Name: ANDREW HOLLWECK

Address: 44 W 28th St

I represent: NY Building Congress

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: TRICIA MARTIN

Address: 507 Clinton Ave #1

I represent: NY ASLA (American Society of Landscape Architects)

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Theresa Passarelli

Address: 221 W. 82nd St, NY NY 10024

I represent: myself - UWS resident, for the record opposes present school size as too

Address: small for community's needs.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Sabin Canzinger

Address: 80 Riverside Blvd, 222

I represent: RUSHMORE

Address: same

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 256/257 Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: MARK DILLER

Address: 171 WEST 79th ST #33 NYC 10024

I represent: CB7

Address: 250 WEST 87th ST NYC 10024

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 256-257

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ED WALLACE

Address: 910 GREENBERG TRAVE 16200 Pal

I represent: Extell Development

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 256/257 Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: MEL WYMORE

Address: 120 W 70

I represent: CB7

Address: 250 W 87

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 256/257 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: SIGNE NIELSEN

Address: 187 DUANE ST.

I represent: Extell

Address: 805 Third Ave

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: DAVID BLACK

Address: 10 WEST END AVE

I represent: SELF

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ofanya Deen

Address: _____

I represent: A Member of CEC D3

Address: 315 W 98th St

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: IVY Cohen

Address: 101 West End Avenue

I represent: neighbors + myself

Address: 10 West End Avenue

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 256 Res. No. 257

in favor in opposition

Date: 11-23-10

(PLEASE PRINT)

Name: Elpidio Villarreal

Address: 10 West End # 9H

I represent: Myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: BRENDA LEVIN

Address: 301 E. 48th St. #8E

I represent: EXTELL DEVELOPMENT CO.

Address: 605 THIRD AVE.

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Steven Ganz

Address: 80 Riverside Blvd

I represent: Myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/2010

(PLEASE PRINT)

Name: MAX YESTON

Address: 205 W 57 ST

I represent: Volunteer with Landmark West

Address: W 67th St.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Michael S/Haffery

Address: 570 Lexington Ave

I represent: REAL Estate Board of NY

Address: 5/A

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Rick Bell

Address: 536 LaGuardia Pl. NYC

I represent: AIA

Address: 536 LaGuardia Pl. NYC

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

256 257

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: Lee Whitley

Address: 10 West End Avenue

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JENNIFER FREEMAN

Address: 600 W 111th St 7C

I represent: CEC 3

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 256-257 Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: PAUL SEVEN

Address: 177 6th AVE NYC 10036

I represent: CRP/EXTELL

Address: BUS THIRD NYC 10017

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 256-257 Res. No. _____

in favor in opposition

Date: 11/23/10

(PLEASE PRINT)

Name: PAUL SEVEN

Address: 177 6th AVE NYC 10036

I represent: CRP/EXTELL

Address: BUS THIRD NYC 10017

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

256-257

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Mr. Ami Nakshon

Address: 10 West End Ave #7A

I represent: self

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Michelle Lipkin

Address: 170 W 4th St

I represent: District 3 President's Council

Address: 145 W 93rd St, NY, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: Nov. 23, 2010

(PLEASE PRINT)

Name: MARK DARIN

Address: 331 WEST END AVENUE NY NY 10023

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ira Moskowitz

Address: 100 Riverside Blvd, #10A NY, NY 10019

I represent: _____

Address: _____

▶ Please complete this card and return to the Sergeant-at-Arms ◀