

**MAURA MCCARTHY
QUEENS BOROUGH COMMISSIONER
NEW YORK CITY DEPARTMENT OF TRANSPORTATION**

**HEARING BEFORE THE NEW YORK CITY COUNCIL
PLANNING, DISPOSITIONS & CONCESSIONS SUBCOMMITTEE
JULY 27, 2009**

Good afternoon Chairman Garodnick and Members of the Subcommittee on Planning, Dispositions and Concessions. My name is Maura McCarthy and I am the Queens Borough Commissioner at the New York City Department of Transportation (DOT) with me here today is Michael DiVerniero, DOT's Executive Director of Citywide Street and Arterial Maintenance. Thank you for the opportunity to be here today to discuss DOT's ULURP application to amend the City map by eliminating, discontinuing and closing two mapped roads in the Glendale neighborhood of Queens.

Both street segments proposed for demapping are City-owned, but are not operable or open to the public. Since the 1930's they have been used as part of DOT's Glendale Yard maintenance facility. Currently, the street-beds are occupied by an office trailer, fuel tanks, fuel dispensers, a driveway and parking area for the maintenance units which occupy the lots abutting these street beds. DOT is moving forward with a proposed capital project to realign the facility and demolish a deteriorating building. We will also be relocating the driveway and parking area for DOT vehicles to allow for more efficient operations and improved truck maneuverability. At the same time, adjacent to the facility, the School Construction Authority (SCA) will be creating a secondary exit for the Metropolitan Avenue School Campus. This campus will have two schools – one for 700 students and the other for 1,000 students (intermediate and high schools) near this location at Ursula Place and 70th Road. SCA's work will include installing fencing across a portion of the currently mapped, but unbuilt, road. Our proposed reconfiguration of the Glendale Yard will minimize potential conflicts arising from trucks entering onto 70th Road and the school's secondary exit.

The ULURP application before this Committee today will demap 70th Avenue between Sybilla Street and Ursula Place; and also demap a portion of Ursula Place between 70th Avenue and 70th Road – both of the segments of currently unbuilt roads that will be used by DOT and the SCA for improvements to their facilities. As the City has no intention of building streets at these locations, this demapping will properly reflect current and future land use.

We urge the Council to approve this ULURP application, thank you for the opportunity to be here today. I will be happy to answer any questions at this time.

FRIENDS



of Hudson River Park

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New York City Council
Subcommittee on Planning, Disposition and Concessions
Public Hearing on Piers 92 -94
Application # 090220PPM, 090221ZSM, 090222ZSM,
July 27, 2009

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TESTIMONY OF A. J. PIETRANTONE, EXECUTIVE DIRECTOR

This testimony is submitted on behalf of the Friends of Hudson River Park in support of the application by the NYC Economic Development Corporations and Merchandise Mart Industries, a wholly-owned subsidiary of the Vornado Realty Trust to redevelop Piers 92 and 94 on the west side waterfront for an expanded and improved trade-show facility.

Friends of Hudson River Park is a not-for profit 501(c)(3) organization whose mission is to both advocate and provide support for Hudson River Park, which connects most of Manhattan's lower west side waterfront from Chambers to 59th Streets. Since the signing of the Hudson River Park Act in 1998, Friends has worked closely with the community and The Hudson River Park Trust, the joint state-city agency responsible for building and maintaining the Park, in both its construction and programming. The site in question, while not technically part of the Park, borders the Park on its northern edge and contains the bikeway and running path that connect through the Hudson River Park and the remainder of the waterfront and adjacent parks. The original Master Plan for Hudson River Park suggested potential changes to the Pier 94 head house to better incorporate the pier with the Park – beginning at 54th Street, and it was our organization that proposed the Winter Garden concept for the head house that became part of the RFP adopted by the Economic Development Corporation, to which this proposal responds.

While the final scenario is a modification to the original concept, we believe the developer has provided a practical alternative that meets the majority of the objectives for the community's additional needs in the park and responds to the current circumstances of the neighborhood. We would like to commend the developer for the process undertaken to involve the community interests in the design development, and the way in which they responded to community feedback to both their designs and

operating plans. From the beginning, and in addition to the requirements set forth in the ULURP procedures, the developer both shared its intentions and solicited input from leadership of Community Board 4, the Hudson River Park Trust, and Friends of Hudson River Park to complete its plans. We believe Merchandise Mart has made a serious attempt to incorporate the concerns of the community with its need to achieve certain operating milestones in providing an economic development opportunity for the City in a practical and feasible manner.

First and foremost we welcome and applaud the additional access created for the public to the northern and western exteriors of Pier 94 and the Hudson River waterfront, and the sensible integration with the current design and treatment of Hudson River Park's Clinton Cove. We think this will create an opportunity to expand the awareness and use of the Park and add value to the experience of the visitors to the trade show facility with lasting effect for the City. Secondly, while we recognize the problems associated with impacts of increased traffic in any neighborhood facing additional commercial development, we are pleased with the effort made to minimize those impacts with changes to and improvements in traffic flows, relocation of service functions, and elimination of many of the existing conflicts with the bikeway and pedestrian paths. In addition, since we hope to make progress on pursuing a physical link to Dewitt Clinton Park on the east side of Twelfth Avenue in the future, having a landing spot for a pedestrian bridge is essential to maintaining that possibility and was a key criteria for our approval. We believe the current plan retains appropriate options that can be accommodated in the proposed traffic control.

And finally, we acknowledge the difficulty in incorporating the winter garden concept as a completely public and passive recreation space into an operation with uncertain resources, undocumented demand, and competing objectives. The creation of a public amenity space available to the community through the auspices of the Hudson River Park Trust on a permanent basis not only fulfills a large part of the objective for passive recreation needs in the winter months, but will provide a workable solution for adding capacity for more programmed use of the Park that will help increase the participation of the community in Clinton Cove and the Park in general. We appreciate the developer's attention to the specific suggestions made by the Community Board, the Hudson River Park Trust and Friends of Hudson River Park in making the amenity most usable and flexible for an area that is undergoing considerable change and is expected to continue doing so in the near future. While our original objective of a larger available space to the community year-round remains unmet, we believe that the proposal for sharing the pavilion on the northern end on a limited basis establishes a good faith effort to integrate the needs of the Park and community with the reality of operating a trade-show

facility in a challenging economy and changing neighborhood. While we have yet to develop the specifics of the scheduling process, we are confident that based on the dialogue to date, this will not be an impediment to successful operation. With the applicant's commitment to time, space and key support services, we have an opportunity to provide additional benefits to the community not currently available.

Nonetheless, our support is based on the assumption that the developer will continue to maintain a dialogue with us and the community, and will regularly revisit the operating procedures for the management of this shared space on a minimum of consecutive three-year intervals so that lessons learned, documentation of demand and affect of use can be factored into ongoing operation of the facility on a sustaining basis.

For these reasons, and those also expressed in the resolution of Community Board 4, we recommend approval of the application so that the improvements to the area can proceed and benefits inured to the community as soon as possible.

Thank you for your consideration.

Testimony of NYC & Company

Monday, July 27, 2009

New York City Council

Sub-Committee on Planning, Dispositions and Concessions

City Hall, 1-3 pm

Chairman Garodnick. Council Members. Good afternoon ladies and gentlemen. Thank you for ~~this~~^{this} opportunity to talk with you today.

I am Donna J. Keren, Senior Vice President for Research and Analytics at NYC & Company, New York City's official marketing and tourism organization. NYC & Company's mission is to optimize travel and tourism opportunities throughout the five boroughs, foster and support the economic growth of New York City via tourism and promote the dynamic image of the City throughout the world.

My job as SVP of Research is to quantify and track who comes to New York, why and what they spend and how that affects jobs, wages, and taxes across the city and state.

As a center for media, entertainment, finance and culture, New York City has long been a premier destination for the convention and exhibition industry. Over the past several years, this segment has been an important driver of the City's economy. NYC hosts close to 4 million convention delegates annually, as well as family members who may travel with them. Convention delegates account for one-third of all business travel and support the city's tourism sector in both economic booms and slow periods. Convention delegates alone generate almost \$3 billion in direct spending, which translates to an economic impact of close to \$5 billion for NYC.

Demand for New York as a host city has increased in recent years, despite the fact that we are limited in our venue offerings. Case in point: Out of the 10 comparably-sized US markets, New York City ranked last in number of available venues and sixth in square footage of exhibit space available, per a recent study done by the New York City Economic Development Corporation. Surveys have shown that, among trade show event planners and producers, the need for mid-sized trade-show space is acute.

Unable to meet this demand, NYC & Company frequently has had to turn away business. According to records kept by NYC & Company, lost business related to this totals 981,719 room nights, representing 465 future events, in 2008 sales and 1.39 million room nights, or 396 group bookings, in 2007.

The redevelopment of Piers 92-94 as a state-of-the-art mid-sized tradeshow and exhibition facility will take a big step toward addressing the city's need for trade show and exhibit space. The piers' location on the west side combined with the location in mid-town along the Hudson River and Route 9A all provide significant advantages for show organizers and attendees. When coupled with the fact that it will be developed and operated by an internationally known company such as Merchandise Mart Properties, the future opportunities at the site will make NYC even more attractive to trade show producers.

The company's track record as a property manager of trade facilities and conference centers and as a trade show producer is formidable, as you have heard earlier today. This expertise and experience is what is necessary to activate the piers so that New York City can compete for mid-sized shows.

As we all know, the City is experiencing the devastating effects of the global economic downturn. One of the potential antidotes to this is tourism and MMPI's development of Piers 92-94 goes a long way to bolstering the City's position as a business visitor destination for the future. We at NYC & Company look forward to working with them, trade show and meeting planners and NYC to generate ever more business and economic impact in the future.

Thank you for your attention.

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Testimony
Manhattan Community Board No. 4,
Capt. John Doswell
Co-chair
Waterfront and Parks Committee

Re:
Piers 92 and 94 Redevelopment

ULURP Applications number 090221 ZSM, 090222 ZSM, 090220 PPM, N 090223 ZAM and N 090224 ZCM for Piers 92 and 94 located at Route 9A (Twelfth Ave) between West 52nd and West 55th Streets

City Council Members

As you know, the development of Hudson River Park in the vicinity of Piers 92 and 94 and the upland areas east and north up to and including Pier 97, have long been of great interest to CB4 given its growing residential population and its comparative lack of public open space and waterfront access.

After several substantive meetings between Manhattan Community Board No. 4 and the developer, MMPI Piers, LLC, we can state that Manhattan Community Board No. 4 recommends approval of ULURP applications number 090221 ZSM, 090222 ZSM, 090220 PPM, N 090223 ZAM and N 090224 ZCM provided the following conditions are met, and are incorporated into a lease between the developer and the City of New York or an MOU between the City of New York, the developer and CB4. We are pleased to say that the developer has written a letter to CB4 in which they have agreed to these conditions.

The conditions are as follows:

1. The traffic flow plan as presented will be implemented, including the reduced number of vehicle / pedestrian / bikeway conflicts and a new exit at the south end of Pier 94.
2. The proposed plan to load and unload trucks inside the body of Pier 92 will be maintained.
3. An empty-crate storage capability inside Pier 92 will be provided that will reduce truck round trips required during all but the largest of shows.
4. Pedestrian crossing safety measures will be installed as recommended by CB4 including stop signs and other signage and control signals.

5. The use of shuttle busses will be encouraged and supported by the developer, with the understanding that the shuttle busses will actually be provided by the show tenants, not the developer, and that very small shows may not support the use of shuttle busses.

6. The developer will agree to provide space for one or more MTA busses to load and unload in front of the facility, and will support CB4's efforts to seek the requested route changes from the MTA.

7. A landing for a future pedestrian bridge, including an elevator, will be provided.

8. The capability of the Pier 92 to serve as a docking location for ships, including passenger ship overflow as well as special events such as Fleet Week, OpSail and other tall ship events and the like, will be retained at Pier 92.

9. The developer will agree to certain signage limitations, regarding both the maximum total square footage of signage as well as the height, as follows:

- a. Maximum total square footage of signs will be limited to 4,200 square feet.
- b. Signs will not be hung higher than 55 feet above the floor of the headhouse,

10. The pavilion will be provided for a minimum of 30 days a year free for community groups, to be selected for a pool of dates during periods when it is not planned to be used for trade show or other commercial activities. The open dates from which the 30 days may be selected will be provided to CB4 at least one year in advance. CB4 will oversee the selection of qualified users, which will be drawn from local groups, including schools, block associations and not-for-profits, city wide groups of a similar nature, the Hudson River Park Trust and the Friends of Hudson River Park.

11. The developer will provide a reasonable quantity of chairs and tables from its existing stock if requested by the user at no charge, as well as use of a room-wide sound system and general lighting.

12. The developer will provide public open space on an enlarged esplanade just west of the pavilion with seating and some shade, as well as public open space along the north side of the pier connecting to a large public area at the end of the pier, also with seating and some shade, including a projection of the roof over the end of the pier for shade purposes. Further, the developer agrees to create these spaces using the design palette created by the Trust in the adjacent Clinton Cove Park, including pavers, railings and furniture so as to provide a nearly seamless interface.

13. The developer will provide for exclusive public use of a smaller public space amenity, within the envelope of the larger pavilion, in the north-east corner, which will include public restrooms and a seating area roughly equivalent to a small classroom. Such space will be no less than 1,850 square feet, including a storage closet for park related paraphernalia. The space will include wide doors both the outside as well as to the pavilion inside. The developer will build and set up this space in consultation with the

Trust, which will take over the management of the space, including cleaning and security, as part of Clinton Cove Park.

In conclusion, CB4 wishes to express our thanks to the developer for its willingness to engage in a dialog with the community regarding ways in which this operation can better exist within the larger Hudson River Park as a responsible neighbor and as a provider of significant park amenities.

Capt John Doswell
Co-chair
Waterfront and Parks Committee
Manhattan Community Board No. 4



MMPI

MMPI
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Suite 470
Chicago, IL 60654 USA
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April 1, 2009

Jean-Daniel Noland, Chairperson, Manhattan Community Board No. 4
John Doswell, Co-Chair, Waterfront and Parks Committee
John Lamb, Co-Chair, Waterfront and Parks Committee
330 West 42nd Street
26th Floor
New York, NY 10036

Re: Piers 92 and 94

Dear Chairpersons Noland, Doswell and Lamb:

MMPI Piers, LLC ("MMPI"), an affiliate of Vornado Realty, L.P., proposes to renovate and alter the existing facilities at Piers 92 and 94 and their associated upland areas for continued use as a trade and consumer show venue and to develop new public access areas adjacent to Clinton Cove Park and along Pier 94. MMPI, the New York City Economic Development Corporation and the New York City Department of Small Business Services have submitted applications under the Uniform Land Use Review Procedure ("ULURP") to facilitate this development. We have had numerous and productive meetings about our plans with Community Board 4 committees and representatives as well as other organizations. Through that ongoing dialogue, MMPI has agreed to address a variety of concerns raised with respect to the redevelopment project. These are set forth below.

1. Traffic plan: The traffic flow plan presented to the Community Board, with vehicles entering at the north of the facility and exiting to the south, reduces the number of conflicts at the current entrance to the facility and improves traffic flow through the site. MMPI will include this change as part of its redevelopment of the Piers, subject to DOT review of the implementation plans.
2. Pier 92 loading: MMPI's redevelopment plans will include and maintain space within the ground level of the pier shed at Pier 92 for the loading and unloading of trucks servicing the exhibition space in order to improve traffic flow around the facility.
3. Pier 92 storage: Empty-crate storage capability within Pier 92 to accommodate exhibitors' empty crates will be part of the redevelopment of the piers in order to reduce the need for truck round trips.
4. Pedestrian safety measures: MMPI has agreed to install on its site certain pedestrian safety measures at the area where the pedestrian path and the Hudson River Park bike path will cross the roadways servicing the facility. These safety measures will include a speed table and yield sign where the southbound traffic enters the site, and stop bars and stop sign controls within the site.

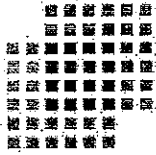
MMPI is the world's leading owner and operator of showroom buildings and trade show facilities, bringing buyers and sellers together in more than 300 market events, trade and consumer shows and conferences, each year.



MMPI

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5. Shuttle bus: The use of shuttle buses by trade show operators will be encouraged and supported by MMPI, with the understanding that the show tenants, not the facility owner, provide such buses and that small shows may not support the use of buses.
6. MTA bus: MMPI will continue to work with the MTA, and to support CB4's efforts, to extend an existing bus route to the western side of Twelfth Avenue at or near Piers 92 and 94 to drop off and pick up passengers.
7. Pedestrian Bridge: A landing for a future pedestrian bridge, including an elevator, will be provided.
8. Ship Docking: The existing cruise ship docking capabilities of Pier 92 will be retained and would be able to serve as a docking location for passenger ship overflow and special events, such as Fleet Week, OpSail and other tall ship events.
9. Signage: The redevelopment includes a signage gantry system along the eastern facade of the head house. The signage for shows at the facility will be affixed to the gantry. Such signage is very important for the successful operation of the facility; nevertheless we understand the community's concern for limitations above and beyond those provided by the Zoning Resolution. Accordingly, MMPI has committed to no more than 4,200 square feet in the aggregate of such show signage; that no more than seven of the nine signage "columns" that comprise the gantry would be used at any one time; and that the proposed height of the signs will be no more than 55 feet above the floor of the building.
10. Signage: The signs appearing on the gantry will not be "advertising signage" but business signage used to direct attention to trade and consumer shows at the Piers.
11. Public Use of Pavilion: The Pavilion will be available for programmed public use, free of charge, thirty days out of each 12-month period following the date that the new Pavilion opens. The open dates from which the thirty days must be selected will be provided to Community Board 4 one year in advance. We understand that Community Board 4 will oversee the selection of qualified users, which will be drawn from local groups, including schools, block associations and not-for-profits, City-wide groups of a similar nature, the Hudson River Park Trust and the Friends of Hudson River Park.
12. Pavilion Equipment: MMPI will provide, free of charge, a reasonable quantity of chairs and tables from its on-site stock, upon at least 30 days prior notice. MMPI will also provide use of existing on-site sound equipment and general lighting for the Pavilion space.
13. Public Access Areas: The redevelopment will provide new public open space along the northern and western facades of the Pavilion, including new seating and shade areas. MMPI will further provide an extended esplanade from Clinton Cove Park to Pier 94 and continuing to a new public area at the western end of Pier 94, where a projecting overhead shade structure and a seating area will be provided. The new public access areas will be designed to be



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consistent with the design palette in the adjacent Clinton Cove Park and pier edge treatments through Hudson River Park, including pavers, railings and furniture design, with the goal being to provide a nearly seamless transition from the existing park to the new open space.

14. Public Amenity Space: Redevelopment of the piers will include a Public Amenity Space in the north east corner of the pavilion which will include public restrooms, a storage closet, and an open area roughly equivalent to a school classroom. Doors will open onto the open area outside of the Public Amenity Space as well as to the Pavilion. The Hudson River Park Trust has indicated its willingness to take over day-to-day management of the Public Amenity Space, including cleaning and security, pursuant to a management agreement. MMPI is willing to have the Trust take over such management, and has agreed to use the Trust's specifications for such facilities in Hudson River Park to facilitate such management. At the request of Community Board 4, MMPI has expanded the Public Amenity Space by approximately 25% over the prior design proposal, such that the Public Amenity Space will be no less than 1850 square feet.

* * *

We appreciate all of the efforts of Community Board 4's representatives and committees to make the project area welcoming and attractive for both trade show users and the public at large, and look forward to continuing our work together. We would like to thank particularly Community Board 4, the Hudson River Park Trust, and the Friends of Hudson River Park for their time and collaborative work these past many months. We believe the result will be a great addition to the City and the community.

Very truly yours,

MMPI Piers, LLC

By:  _____

Title: SVP _____

Testimony of Robert W. LoScalzo
Planning, Dispositions and Concessions Subcommittee
of the New York City Council
July 27, 2009

Good afternoon, Chairman Garodnick and Council members. I am Robert LoScalzo, a resident of the territory of Queens Community Board 7.

Among the information that has been provided to you in connection with the application now being considered, is the text of CB7's conditional approval, which is advisory.

I would like to ensure that you are aware that a very disturbing condition attached by CB7 to its approval of this application, has **not** been endorsed by Borough President Marshall; and has been **rejected** by the City Planning Commission. I urge you to do the same, even though the New York City Economic Development Corporation has already agreed, in writing, to accept this CB7 condition, no matter the final disposition of this matter by the Council.

The application before you, specifically pertains to nine properties within the College Point Corporate Park, and to six specific businesses, five of which presently operate at Willets Point. The application does **not** pertain in any way to the former site of the Flushing Airport, nor does it pertain to any Willets Point business, beyond the five that are specified.

Nevertheless, at CB7's request and prior to its vote on this application, EDC provided a letter to CB7 which has been incorporated into CB7's conditions and which states the following policy: "... in accordance with Community Board 7's support for Willets Point businesses being relocated to the College Point Corporate Park ..." – (Item 5.0) "The City will not relocate any business from Willets Point to the Flushing Airport site."

That policy applies, even if the Airport site proves to be ideally suited to some of the approximately 250 yet-to-be-relocated Willets Point businesses, when the comprehensive Airport site study is completed later this year.

The policy and the related CB7 condition are inappropriate.

First, as confirmed by the City Planning Commission, the condition is beyond the scope of the application. It pertains to properties and businesses that are of no concern to the application.

CB7 announced this condition, involving 250 businesses that are beyond the scope of the application, only after CB7's public hearing was closed. Therefore, none of the affected businesses was able to comment on the condition prior to CB7's vote.

Second, EDC has taken the Airport site off the table as a potential relocation area – eight months before a site study, commissioned by EDC and now in progress, is to be completed, the results of which may show that the Airport site is ideally suited to modest construction to support relocated Willets Point businesses.

When questioned by CB7 members, EDC would not rule out the possibility that, pending the results of the site study later this year, EDC might even advocate construction of a "skyscraper" at the Airport site. The fact is, the Airport land may prove suitable for construction, and no potential relocation site for Willets Point businesses should be prematurely eliminated from consideration, merely as a bargaining chip between EDC and CB7, to obtain CB7's advisory approval of an unrelated application.

Third, and worst of all, EDC's policy discriminates against Willets Point businesses, by pre-determining that they, and **only** they, are ineligible to be located at the Airport site. An otherwise identical business that is **not** located within Willets Point today, is unencumbered by EDC's policy.

To create two classes of businesses – those whose present-day addresses are within Willets Point, and those that are not – and then implement a policy that limits the potential future addresses of the former while not affecting the latter, is discriminatory. I don't believe that such a policy can survive a legal challenge, brought on the basis of discrimination and equal protection law.

Ironically, under EDC's discriminatory policy, the businesses that are prevented from potentially locating at the Airport site, are precisely the ones who need to move somewhere, and for whom the Airport site might be ideal.

Let's be clear: Should this application be approved, it relocates a mere 1/50th of the estimated 250 Willets Point businesses. 49/50th's still need to move, but under EDC's discriminatory policy, they are prematurely being denied relocation to a nearby area that might prove suitable for them, pending the results of the site study.

So in closing, please do not sign on to EDC's premature and discriminatory policy, which denies Willets Point businesses any opportunity to relocate to the Airport site. Instead, follow the lead of Ms. Marshall and the CPC, and do not link your decision to EDC's shameful policy.

Thank you.

Robert W. LoScalzo
RLosca@aol.com
718-352-4534



April 27, 2009

Mr. Chuck Apellan
Vice Chairman
Queens Community Board 7
133-32 41st Road
Flushing, NY 11355

Dear Chuck:

Per our discussion, in accordance with Community Board 7's support for Willets Point businesses being relocated to the College Point Corporate Park, please find a description of NYCEDC and the City's proposal to assure that the Flushing Airport provides low-impact, protected uses. Please refer to the attached map for a description of the location of the acreage described below.

1. NYCEDC is studying the remaining forty acres of the Flushing Airport site and will engage Community Board 7 in a joint review, to be completed by December 31, 2009. Until that date, the City will consider the Flushing Airport site as protected for soft recreation or natural area.
2. The City also agrees to set aside approximately fifteen acres along the perimeter of the airport site as indicated on the attached map, to be preserved permanently as a natural buffer area.
3. Furthermore, the City will set aside approximately eight acres in Flushing Airport as indicated on the attached map for future permanent use as soft recreation or natural area.
4. No RFP or land action will proceed until NYCEDC and Community Board 7 complete their review.
5. The City will not relocate any business from Willets Point to the Flushing Airport site.

We look forward to working with you and your colleagues on the Airport site. Please feel free to call with any questions.

Sincerely,


Madelyn Mills
Executive Vice President

169-06 22nd Avenue
Whitestone, New York 11357
May 29, 2009

City Planning Commission
22 Reade Street
New York, New York 10007-1216
Attention: Ms. Yvette V. Gruel, Calendar Officer

Please distribute to all Commissioners

Re: ULURP Application C-090320-PPQ

Dear Commissioner:

I am writing concerning the above-identified application, which encompasses the relocation of five businesses from Willets Point to the College Point Corporate Park ("CPCP"), and the reconfiguration of the CoFire plant that is already located within the CPCP. Your vote on this application is scheduled for June 3, 2009.

I wish to point out a significant distinction between the recommendations made by Queens Community Board 7 ("CB7") and the Queens Borough President concerning this application:

CB7:

A condition of CB7's approval is that "the City will not relocate any business from Willets Point to the Flushing Airport site."

CB7 established this condition, despite the facts that (1.) An ongoing survey to determine the former Airport site's suitability for any purpose will not be completed until the end of 2009; (2.) The Airport site may prove to be an ideal relocation area for a subset of the hundreds of businesses that are compelled to move from Willets Point; (3.) The condition unlawfully discriminates solely against Willets Point businesses due to their present-day addresses, while permitting other entities to potentially relocate to the Airport site; (4.) The Airport site is **not** an element of ULURP application C-090320-PPQ, which concerns only unrelated properties; and (5.) conditions attached to a ULURP approval should reasonably relate to an element of the application – **not** exploit the application as an opportunity to extract a "concession" from the applicant that is unrelated to the application, and upon which the public has had no opportunity to comment.

Queens Borough President:

Borough President Marshall's approval does **not** incorporate the CB7 condition identified above. To the contrary, the Borough President writes that "... the [Airport site] study should be completed and reviewed by EDC, CB7 and the elected officials including the Borough President's Office before any actions on these sites are taken."

For the many reasons detailed within pages two and three of my letter to Ms. Marshall (a copy of which is attached hereto), I ask that the City Planning Commission **not** link its decision concerning ULURP Application C-090320-PPQ in any way to either (1.) the inappropriate condition established by CB7, that "the City will not relocate any business from Willets Point to the Flushing Airport site"; or to any text of the letter, dated April 27, 2009, from NYCEDC's Madelyn Wils to CB7's Chuck Apelian, which has been incorporated into CB7's decision and recommendation and attached thereto.

I appreciate this opportunity to communicate with you. If you require further information, I am contactable via telephone at 718-352-4534 and email at RLosca@aol.com.

Sincerely,



Robert LoScalzo
1 enclosure

169-06 22nd Avenue
Whitestone, New York 11357
May 11, 2009

The Honorable Helen M. Marshall
Queens Borough President
120-55 Queens Boulevard
Kew Gardens, New York 11424

Re: ULURP APPLICATION C-090320-PPQ

Dear Queens Borough President Marshall:

I understand that you are presently evaluating Uniform Land Use Review Procedure application C-090320-PPQ (hereinafter, the "application"), which pertains to relocating five businesses from Willets Point to the College Point Corporate Park ("CPCP"), and reconfiguring the CoFire asphalt plant that is already located within the CPCP.

Due to a delayed vote by Queens Community Board 7 ("CB7") on this application, your public hearing on April 16, 2009 was held **prior** to CB7's vote on April 27, 2009. Therefore, during your public hearing on this application, no one was able to comment upon one outrageous condition of CB7's approval that was not revealed publicly until April 27, 2009: That "The City will not relocate any business from Willets Point to the Flushing Airport site" – even if that site proves entirely suitable for such relocation after the comprehensive airport site study has been completed later this year.

The New York City Economic Development Corporation ("EDC") has already agreed to this condition proposed by CB7, in exchange for CB7's approval of ULURP application C-090320-PPQ. However, given that hundreds of Willets Point businesses will need to relocate, and part of the vacant airport site may be ideally suited to serve as a future home to at least some displaced Willets Point businesses, to prematurely eliminate the airport site as a potential relocation area for Willets Point businesses (but not for other businesses) is not only foolish and discriminatory, but also extremely controversial.

In light of your commitment to the survival of the present Willets Point businesses, and your promises to relocate them, I respectfully suggest that you must not permit a potential ideal relocation site to be eliminated from consideration solely as a concession made by EDC to obtain CB7's approval of an unrelated ULURP application. A potential relocation site should only be eliminated from consideration if it actually proves unsuitable to the purpose, and must not be sacrificed unnecessarily by EDC.

The reason that no one testified during your public hearing in opposition to this inappropriate CB7 condition is not a lack of interest, but rather that this CB7 condition was not announced publicly until 11 days after your hearing was held. If your hearing took place today, I believe that you would encounter intense, well-justified opposition to this CB7 condition.

Accordingly, I urge you to explicitly reject this condition, and to exclude it from your own decision and recommendation, for all of the following reasons:

(1.) Site Study Not Yet Concluded: Forty acres of the Flushing Airport site are now being carefully studied by EDC, to determine the type of development, if any, that may be possible on that property. The study is to be completed by December 31, 2009. No one can predict the results of the study, and it is entirely possible that it will conclude that the airport site can support edifices and infrastructures that are appropriate to the needs of industrial businesses such as those now operating at Willets Point.

(2.) Attractive Relocation Site: The Flushing Airport site is proximate to Willets Point, and will remain a very attractive relocation site for present Willets Point industrial businesses – unless and until the pending airport site study determines that the airport property cannot support such businesses.

(3.) Opportunity Squandered: There is an undeniable, potential good fit between the characteristics of the vacant airport site and the needs of hundreds of Willets Point industrial businesses to relocate – and to move together in large groups that will preserve and enhance the automotive service network to which many of those businesses belong. Given the urgent need for Willets Point businesses to relocate soon, those businesses should be considered the priority, when the time comes to decide what, if anything, shall occupy part of the airport site. To eliminate Willets Point businesses from consideration, as CB7 has proposed and EDC has inappropriately agreed, potentially squanders a prime opportunity to resolve the relocation dilemma for many of the Willets Point businesses.

(4.) Inconsistent: During the meeting of CB7 on April 27, 2009, Board members were apparently taken by surprise when Land Use Committee Chair Chuck Apelian announced that he had requested that EDC agree, in writing, that “The City will not relocate any business from Willets Point to the Flushing Airport site” even if that site proves entirely suitable for such relocation. CB7 members questioned this condition, reminding Apelian that the Willets Point businesses now being prevented from relocating to the airport site are the very same businesses that CB7 desired be relocated, as a condition of CB7’s approval of the Willets Point redevelopment ULURP application on July 1, 2008. Apelian indicated that the Willets Point businesses can relocate to “other boroughs,” but this is inconsistent with your own “Keep It In Queens” initiative.

(5.) Discriminatory: Also during the meeting of CB7 on April 27, 2009, a representative of EDC indicated that, pending the results of the airport site study, other businesses which are not today located within Willets Point may be eligible to move into the airport site. The representative also could not rule out the possibility that, pending the results of the site study, EDC might even support construction of a new “skyscraper” within the forty acres of the airport site. Thus, the **only** businesses that are singled out at present by EDC as ineligible to ever be relocated by the City to the airport site, are those whose present address is within Willets Point. A non-Willets Point business that is otherwise identical to a business having a Willets Point address is unencumbered by EDC’s written promise to CB7.

(6.) To deliberately restrict the options that are available to Willets Point businesses exclusively because of their present-day addresses appears to be discriminatory. To create two classes of businesses – those presently located within Willets Point, and those that are not – then, to restrict the potential future addresses of the former while placing no such restriction on the latter, is to implement a policy based upon a “suspect classification” that will not likely survive a legal challenge brought on the basis of discrimination.

(7.) Moreover, EDC has announced the ineligibility of the overwhelming majority of Willets Point businesses to relocate to the airport site “... in accordance with Community Board 7’s support for [five] Willets Point

businesses being relocated to the College Point Corporate Park” – in other words, in direct exchange for CB7's approval of ULURP application C-090320-PPQ. EDC has offered no justification for eliminating the airport site as a possible relocation area for Willets Point businesses, other than doing so in exchange for CB7's approval of ULURP application C-090320-PPQ, which pertains only to unrelated businesses and properties.

(8.) Condition Is Unrelated To Any Element Of The Application: Although ULURP applications are routinely approved or disapproved with conditions, such conditions should reasonably relate to elements and specifications of the instant application. ULURP application C-090320-PPQ pertains **only** to five Willets Point businesses plus the CoFire asphalt plant, and **only** to nine small land parcels within the College Point Corporate Park where those businesses would operate. The remaining hundreds of Willets Point businesses, and the entire Flushing Airport site (which are the subjects of CB7's controversial condition), **are not elements** of ULURP application C-090320-PPQ. To condition approval of that particular application on the future relocation options of unrelated businesses, is to pervert the ULURP approval process. By doing so, CB7 has confirmed its status as the poster-child for the Mayor's reported interest in eliminating the role of Community Boards from the Land Use review process. To prevent this, it is suggested that the Queens Borough President direct Community Board 7 to limit conditions that it may attach to ULURP decisions, to those that are directly related to elements and specifications of each application, rather than extort the applicant to obtain “concessions” or other plunder that is unrelated to any actual element of an application.

For the above reasons, whether you approve or disapprove ULURP application C-090320-PPQ, I am writing to suggest that you:

(a.) **Explicitly reject** the inappropriate promise made by EDC, that “The City will not relocate any business from Willets Point to the Flushing Airport site” even if the pending site study concludes that the airport site is indeed a suitable place to relocate some of the present Willets Point businesses;

And:

(b.) **Absolutely exclude** from your own decision and recommendation the CB7 condition that prematurely eliminates the Flushing Airport site from potential future use as a relocation area for some of the present Willets Point businesses. Please do not link your decision to any text of the letter, dated April 27, 2009, from EDC's Madelyn Wils to CB7's Chuck Apelian, which has been incorporated into CB7's decision and recommendation concerning ULURP application C-090320-PPQ.

As your decision concerning this matter potentially affects over 200 Willets Point businesses, their various representatives have each been provided with a duplicate of this letter.

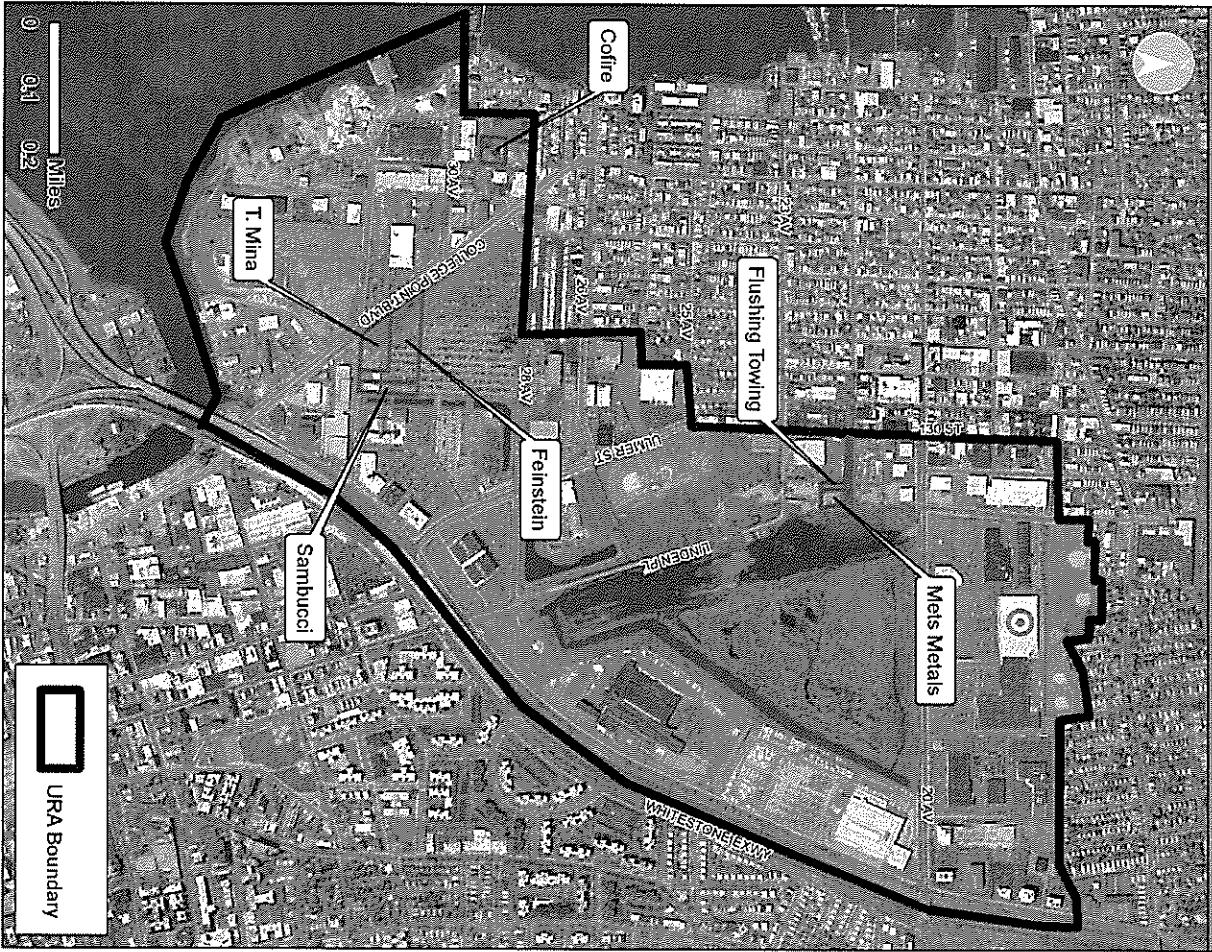
Sincerely,

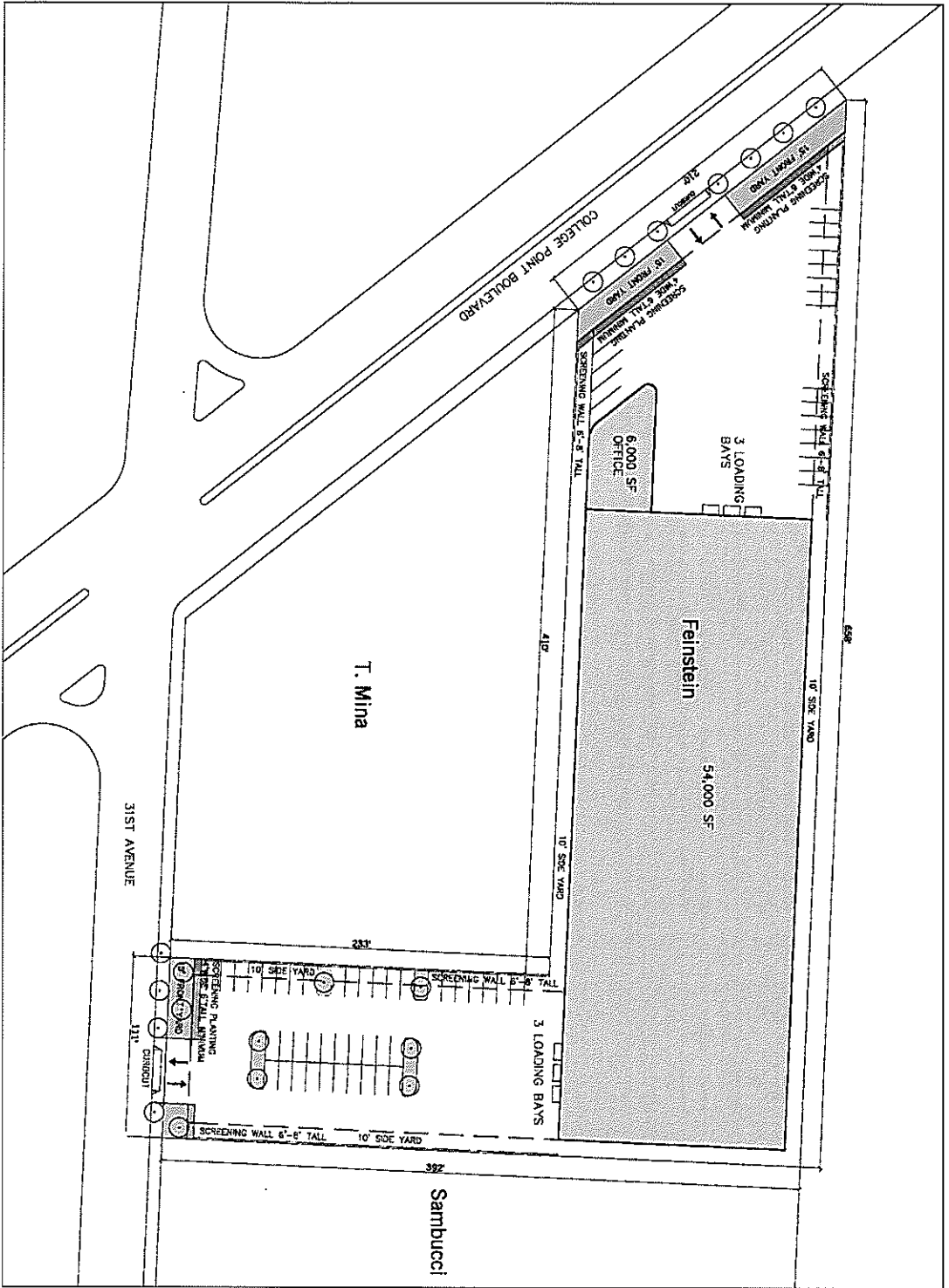


Robert LoScalzo

cc: Mr. Irving Poy, Director, Planning and Development, Office of the Queens Borough President
Ms. Julissa Ferreras, Member, New York City Council
Mr. Gerald Antonacci, President, Willets Point United Against Eminent Domain Abuse
Mr. Arturo Olaya, President, Willets Point Defense Committee I
Mr. Marcos Neira, President, Willets Point Defense Committee II
Mr. Michael Gerrard, Senior Counsel, Arnold & Porter LLP
Ms. Christina Walsh, Director of Activism and Coalitions, Institute for Justice
Mr. Harvey Epstein, Director, Community Development Project, Urban Justice Center
Mr. Edward W. De Barbieri, Staff Attorney, Urban Justice Center

COLLEGE POINT DISPOSITIONS





**PERKINS
+ WILL**
Architects

Philip Habib & Associates

NYCEDC On-call Service
College Point
Preliminary Site Plan

Note:

Zoning: Proposed M2-1
Planting and screening at street, and setbacks as required by proposed College Point Special District Requirements

Planting in parking lot required by Zoning Text Section 37-90
Yard setbacks as required under Zoning Text Section 43-20

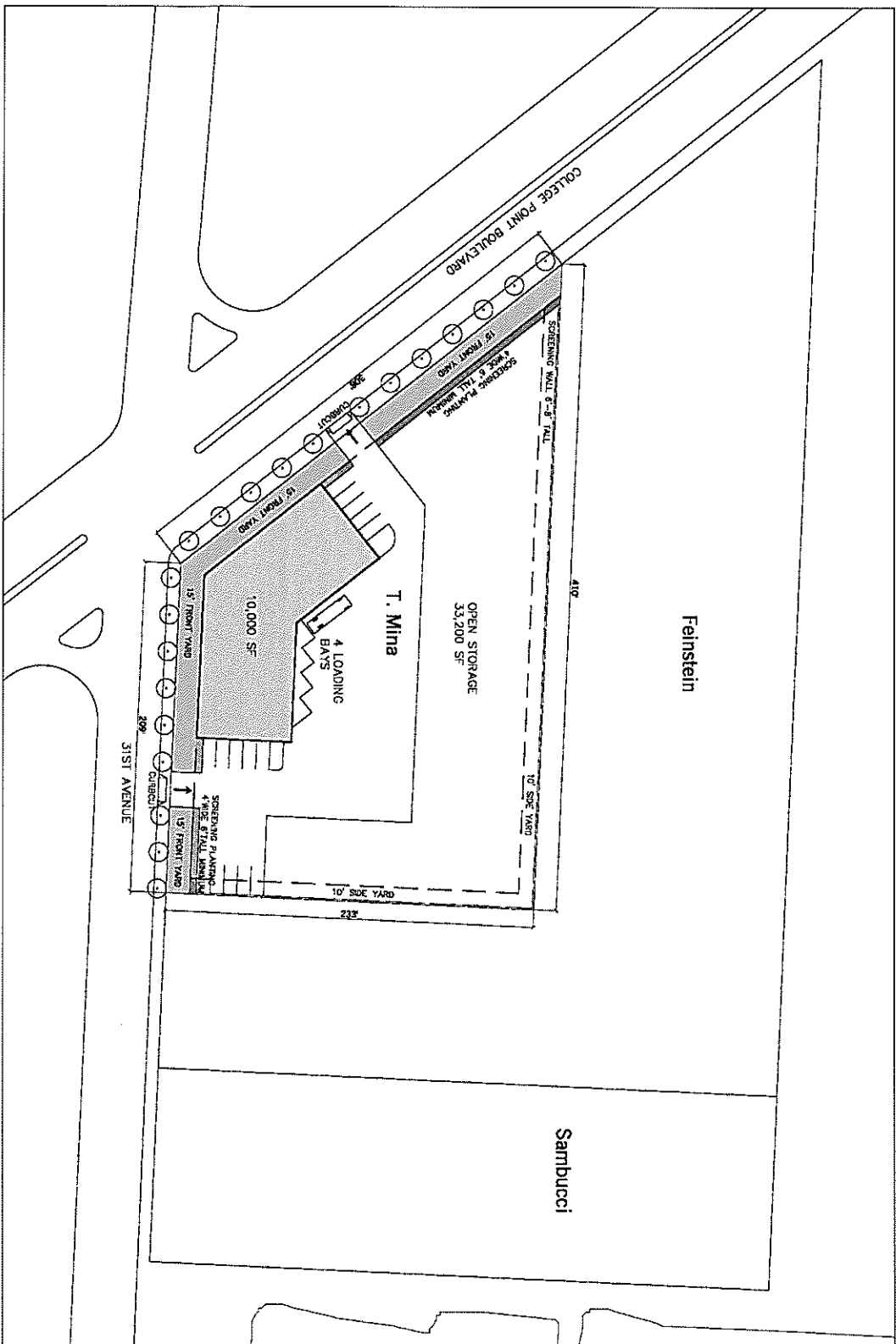
SITE	Feinstein
SITE AREAS(F)	119,450
BLDG AREAS(F)	60,000
REQ PARKING	60
PROVIDED PARKING	60
LOADING REQUIREMENT	3
LOADING PROVIDED	6



1"=60'-0"
Issue Date: 2009.03.02

Feinstein

Copyright © 2009 Perkins + Will



Feinstein

Sambucci

**PERKINS
+ WILL**
300 North LaSalle
Chicago, IL 60610
Tel: 312.420.2000
Fax: 312.420.2001
www.perkinswill.com

Philip Habib & Associates

MVCEDC On-call Service
College Point
Preliminary Site Plan

Note:

Zoning: Proposed M2-1
Planting and screening at street and setback as required by proposed College Point Special District Requirements
Yard setbacks as required under Zoning Text Section 43.20

SITE	T. Mina
SITE AREA(SF)	72,000
BLDG AREA(SF)	10,000
REQ PARKING	7
PROVIDED PARKING	15
LOADING REQUIREMENT	3
LOADING PROVIDED	4

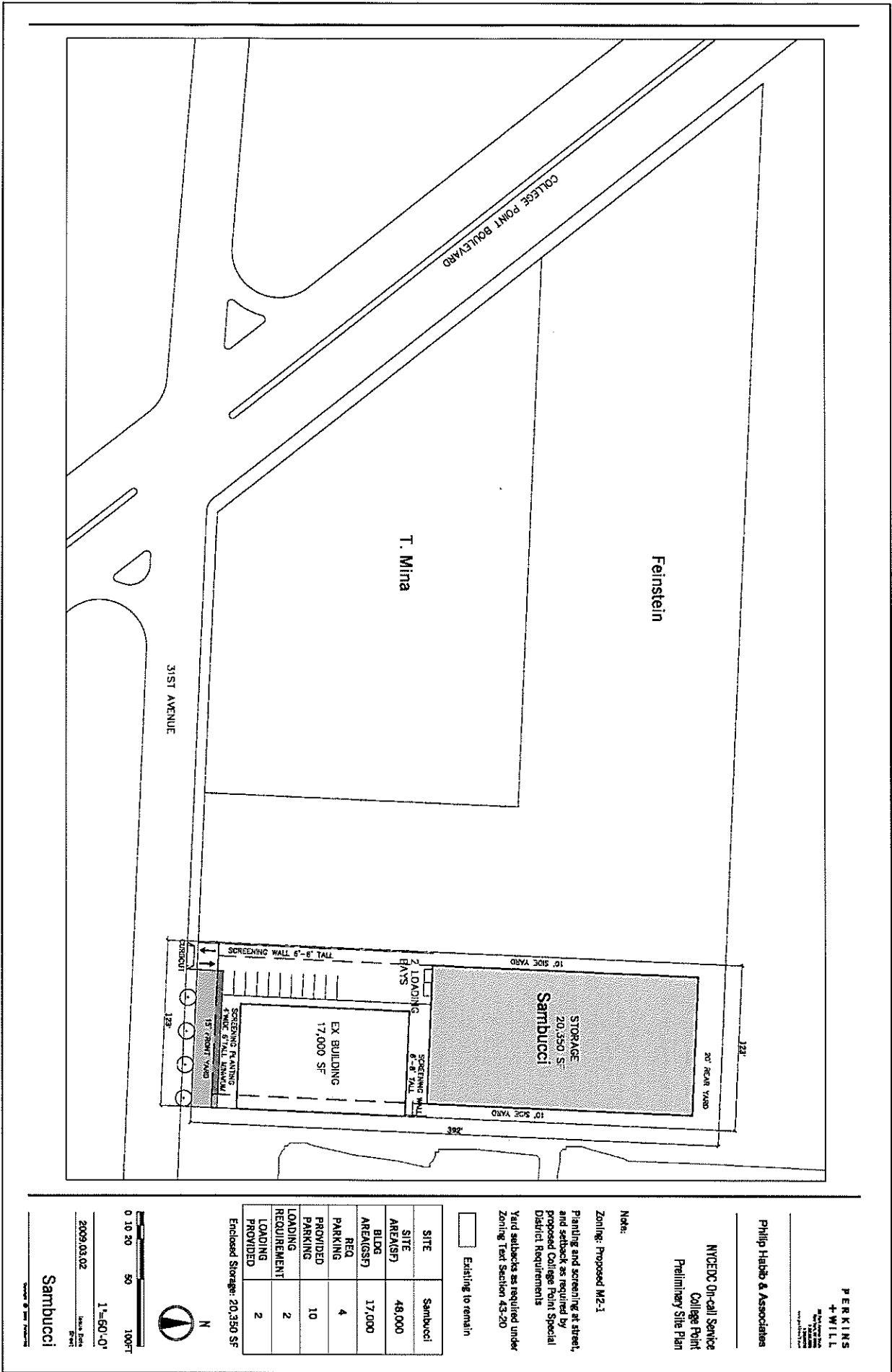
Open Storage: 33,200 SF



0 10 20 50 100 FT
1"=60'-0"
2009.03.02
Main Date
Sheet

T. Mina

SCALE: 1/8" = 1'-0"



PERKINS
+ WILLL

Philip Halbo & Associates

NYCEDC On-call Service
College Point
Preliminary Site Plan

Note:
Zoning: Proposed M2-1

Planting and screening at street,
and setback as required by
Proposed College Point Special
District Requirements

Yard setbacks as required under
Zoning Text Section 43-20

Existing to remain

SITE	Sambucci
SITE AREAS(SF)	48,000
BLDG AREAS(SF)	17,000
REQ PARKING PROVIDED	4
PARKING PROVIDED	10
LOADING REQUIREMENT	2
LOADING PROVIDED	2

Enclosed Storage: 20,350 SF



1"=60'-0"

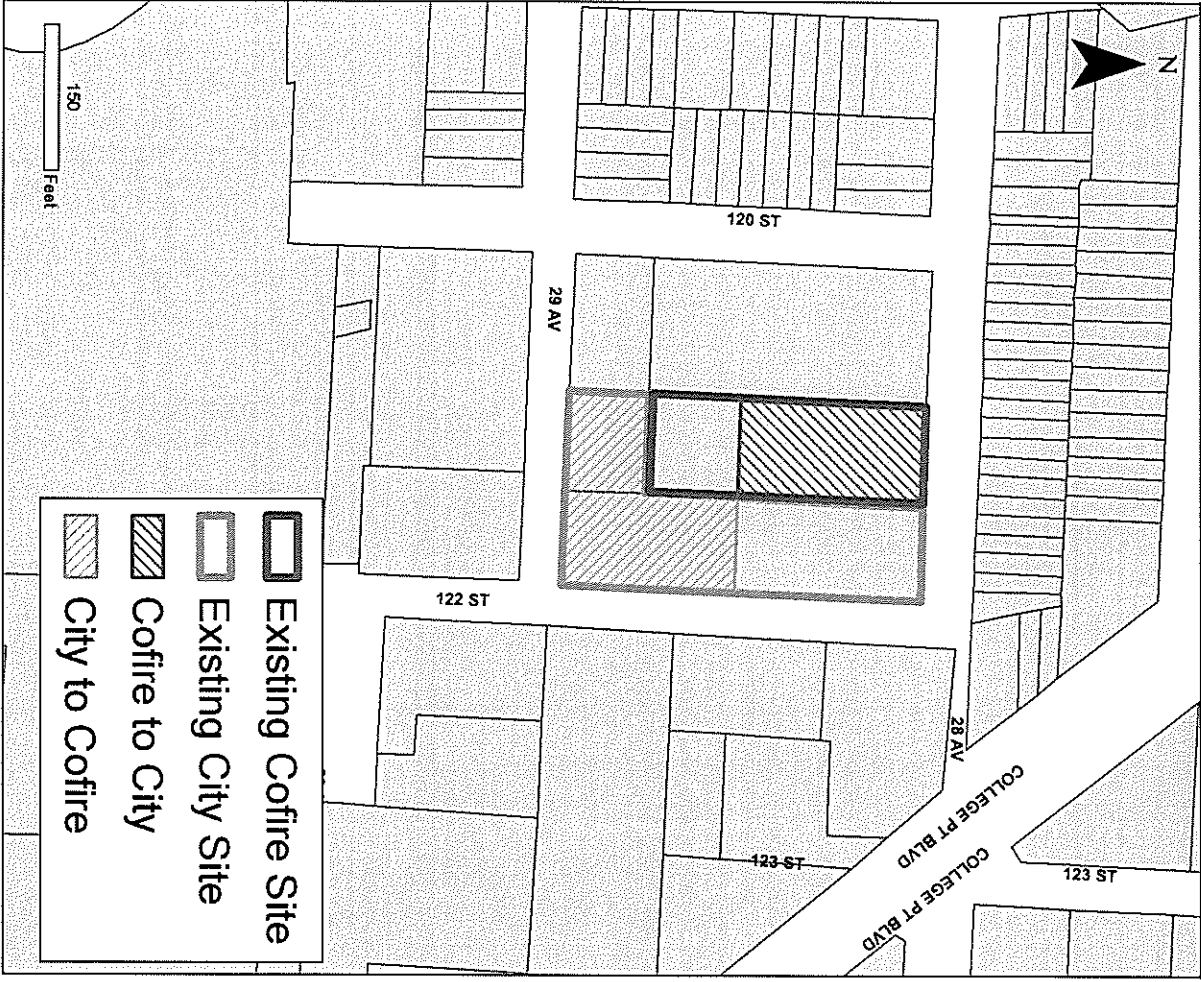
2009.03.02

Sambucci

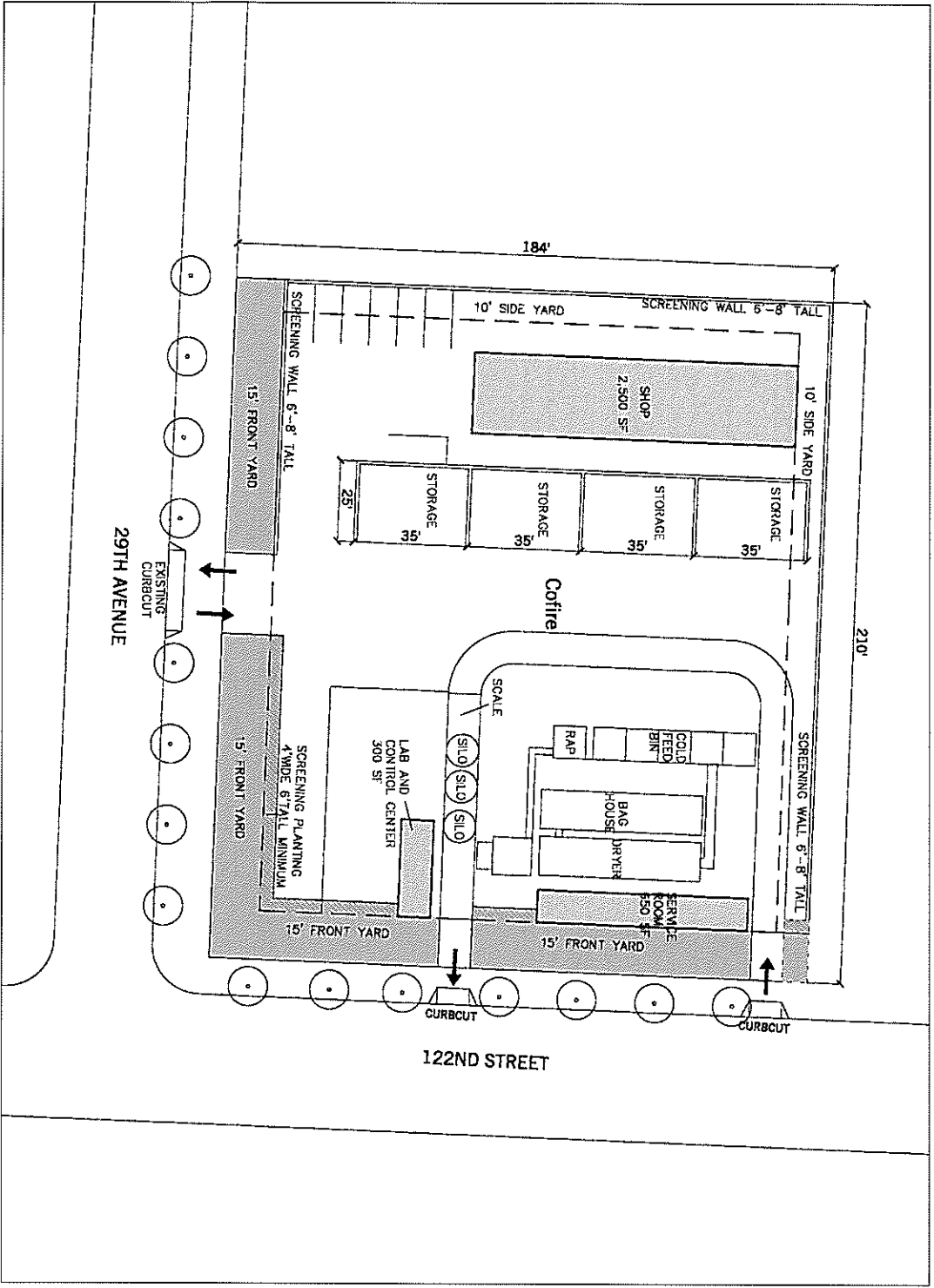
Scale Sheet

Sheet 9 of 10

COFIRE SWAP



- Existing Cofire Site
- Existing City Site
- Cofire to City
- City to Cofire



PERKINS + WILL

20 Park Avenue South
New York, NY 10003
Tel: 212.904.7000
Fax: 212.904.7070
www.perkinswill.com

Phillip Habib & Associates

NYEEOC On-call Services
College Point
Preliminary Site Plan

Note:

Zoning: Proposed R2-1

Planting and screening at street, and setback as required by proposed College Point Special District Requirements

Yard setbacks as required under Zoning Text Section 43-20

Existing to remain

SITE	Cofire
SITE AREA(SF)	39,000
BLDG AREA(SF)	3,450
REQ. PARKING PROVIDED	7
LOADING REQUIREMENT	0
LOADING PROVIDED	0

Open Storage: 3,500 SF



0 10 20 50 FT

1"=30'-0"

2009.03.20 Issue Date

Cofire

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Committee on Planning, Dispositions and Concessions
Public Hearing on Piers 92/94
Application # C 090220 PPM
July 27, 2009

TESTIMONY ON BEHALF OF DEWITT CLINTON PARK CONSERVANCY,
HELLS KITCHEN NEIGHBORHOOD ASSOCIATION, CLINTON TOWERS TENANTS
COMMITTEE AND VARIOUS CLINTON/HELLS KITCHEN RESIDENTS

This testimony is submitted on behalf of the DeWitt Clinton Park Conservancy, the Hells Kitchen Neighborhood Association, the Clinton Towers Tenants Committee and several individual Clinton/Hells Kitchen residents who are petitioners in a lawsuit already instituted with respect to this matter (all such groups and individuals being herein referred to as the "Clinton/Hells Kitchen Petitioners").

This testimony addresses the application of Vornado Realty Trust and its affiliate, Merchandise Mart Properties (collectively, the "Mart"), to redevelop Piers 92/94 into a greatly expanded exhibition venue. The principal concerns of the Clinton/Hells Kitchen Petitioners are of two sorts. The first is the failure of process in this matter by reason of the failure to prepare a full environmental impact statement for the proposed act. The second is with the shortcomings in the project itself, including (1) the paucity of publicly-accessible open space at Pier 94, (2) the inadequacy of public open at the western end of that Pier, and (3) the potential for severe traffic impacts that could overwhelm surrounding neighborhoods.

The Failure to Prepare a Full EIS

It is hard to believe that the Department of Small Business Services (DSBS), as lead agency, has failed to develop a full EIS for the proposed action and equally incredible that the City Planning Commission has acted on the application without an EIS. This is a project that will double the size of exhibition space at Piers 92 and 94, double the level of traffic and convert to long-term exhibition use two structures that could better be used for recreational or other water dependent activities. Equally important, it is a project that is being established directly adjacent to one of the most important new parks in the City – Hudson River Park – and that will draw cars, taxis and trucks in increasing numbers directly past the Clinton Cove portion of this Park, with obvious adverse impacts on the many users of the open space at that location. Moreover, under the criteria established by the State Department of Environmental Conservation, it is the type of action that is presumed to require an EIS.

The failure of the DSBS to have prepared a full EIS taints the entire review process in this matter; and it will taint any approvals that the City Council may give at this point. We therefore urge this Committee to recommend that the Council take no action on the applications unless and until a full EIS is prepared.

In order to avoid the claim that they had missed the statute of limitations, a number of the Clinton/Hells Kitchen petitioners have filed a lawsuit challenging the

City's failure to prepare a full EIS. This action will be mooted, and we will withdraw it, if the Council follows our urging and refuses to act without a full impact statement.

The Substantive Failures of the Project

1. The Loss of the Winter Garden

The initial substantive concern of the Clinton/Hells Kitchen Petitioners is the way in which the Winter Garden at the northern end of Pier 94 has been transformed under the Mart's plan from a primarily public indoor space to a primarily private one.

In 2005, the New York City Economic Development Corporation assembled a committee of the principal stakeholders to address the possible conversion of Piers 92 and 94 into a mid-sized exhibition center and seek to develop a consensus plan. Among the central issues in the discussion was how additional public open space could be provided at Pier 94, adjacent to Clinton Cove Park. At the outset, the representatives of CB4 and Friends of Hudson River Park pressed for a solution that would have removed the entire northern stub of Pier 94. This would have added a full acre of open space to the Park. However, in order to reach a consensus, CB4 and Friends agreed to drop their original demand in favor of reconstructing a significant part of the northern stub as an indoor "Winter Garden." As envisioned, this 10,000 square foot facility was to be open to the public *at all times* (although it could be shared with the exhibition center in some situations). All the stakeholders involved agreed to this concept. As a result, when an RFP was issued to redevelop Piers 92 and 94 as an exhibition center, a facility that included the public Winter Garden was identified as the preferred configuration. In addition, the RFP identified as an important goal providing public open space at the western end of Pier 92.

In time, EDC selected the Mart to redevelop Piers 92/94. Initially, the Clinton/Hells Kitchen Petitioners were led to believe that the Mart would redevelop the northern end of Pier 94 in accordance with the agreement reached by the stakeholders' committee. However, we subsequently learned that the Mart intended to retain 85% of the Winter Garden space for its private use and provide only 1,800 square feet – less than 20% of what had been promised – as regularly accessible indoor space.

Upon learning that this was the projected plan, the DeWitt Clinton Park Conservancy contacted the Mart and met twice with its representatives to try to persuade them to meet the commitments that had been made in 2005 and provide a 10,000 square foot Winter Garden that would be publicly accessible at all times. These discussions did not persuade the Mart to change its plan, which, as before, would provide only 1,800 square feet of continuously accessible public space.

This is unacceptable to the Clinton/Hells Kitchen Petitioners, who ask the City Council to reject this configuration as totally inadequate. It is, in our view, simply an attempt on the part of the Mart to maximize income at the expense of Hudson River Park and the adjoining communities; and this is being done even though it means renegeing on the agreement the City made in 2005.

The Mart had given a number of reasons for why it has cut back so sharply on publicly accessible space. It asserts, for example, that there will not be sufficient demand for more than 1,800 square feet – a contention that not only minimizes the substantial increase in the residential population of the area but also totally ignores the attractiveness of an indoor, year-round park looking out at the waterfront – something so special that it will be major attraction in its own right. If the indoor facility is properly landscaped and includes a café, a Hudson News kiosk, an indoor play area for kids and other modest amenities, it will be a destination for large numbers of people who want nothing more than to relax, read, bring their children and have a light lunch or coffee. Moreover, the space can be programmed with concerts and other events that will serve as a further draw and also provide arts organizations with a new indoor venue and dance troops with low cost practice space. Indeed, the Winter Garden can and should be one of the most successful public gathering places in all of Hudson River Park. But that can only happen if a much larger part of the facility is opened to the public, and caters to the public, on a continuing basis.

We urge the City Council to either reject the applications before it or approve them only on the condition that the Winter Garden/Pavilion is opened to the public on a continuous basis throughout the year.

2. The Inadequacy of Public Open Space at the West End of Pier 94

The Clinton/Hells Kitchen Petitioners think that the public space proposed at the western end of Pier 94 is very attractive, providing extraordinary view up and down the Hudson. However, they would like to see the size of the open area doubled to make it a true destination that can be enjoyed by a reasonable number of people at any time. This is not possible with the current space. The applications should only be approved if the developer is required to enlarge the space, as described above.

3. Traffic Problems

The new exhibition center will more than double the size of the existing Pier 94 venue, and the number of shows will also increase significantly. While important mitigation will apparently be provided by leaving delivery containers on site, the center will nonetheless add significantly to the current excessive congestion in surrounding neighborhoods. There will be a far greater volume of automobiles and taxis and, even more troubling, trucks. Moreover, there will be more than double the number of shows, leading to traffic crowding the neighborhood on more than 200 days, as compared to the current 80.

All this is of great concern to the Clinton/Hells Kitchen Petitioners, who want to a specific traffic control plan laid out which is enforceable as part of an approval the Council may give. This plan should, at the minimum, contain specific commitments to: (i) restrict approaching and departing trucks to the West Side Highway (for north/south movements) and 57th and 42nd Streets (for crosstown movements); (ii) implement frequent shuttle bus service when shows are open; (iii) make the parking area in front of Pier 92 the terminus of the #31 bus service; (iv) limit any catering use of the Piers to 15 events a year, with valet parking service required; and (v) provide additional traffic

officers while shows are in progress sufficient to eliminate or substantially reduce backups and congestion.

In summary, the Council should only approve the applications before it on the following conditions:

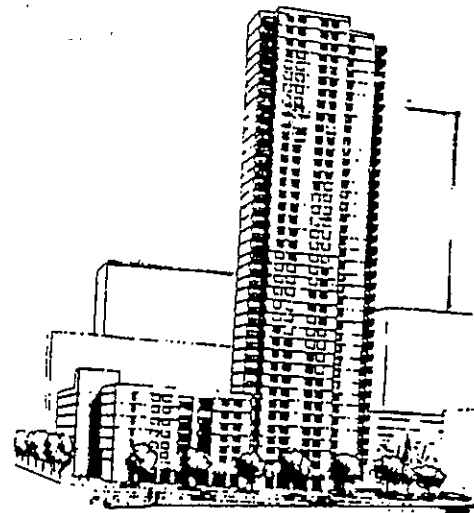
1. The Pavilion is required to be open to the public on a continuing basis throughout the year.
2. The size of the public open space at the west end of Pier 94 is doubled.
3. A traffic plan containing the commitments identified above is made a part of the approval.

Albert K. Butzel
Albert K. Butzel Law Offices
Attorney for the Clinton/Hells
Kitchen Petitioners
249 West 34th St, Ste 400
New York, NY 10001
Tel: 212-643-0375
Email: albutzel@nyc.rr.com

Clinton Towers

Tenant Association

Mary Somoza
President
Ted Madison
Vice President
Denise Tomas
Vice President
Carmen Bustos
Secretary
April Williams
2nd Secretary
Phyllis Shell
Treasurer
Sarita Bonet
2nd Treasurer



Hon. Christine Quinn, Speaker
New York City Council
Hon. Daniel Gorodnick, Chair
Committee on Planning, Dispositions and Concessions
City Hall
New York, NY 10007

July 21, 2009

Re: Pier 92/Pier 94 Exhibition Center

Dear Speaker Quinn and Council Member Gorodnick:

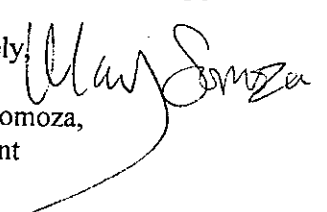
I am President of the Tenants Association of Clinton Towers. I write on behalf of the Association to ask the City Council to deny the application to build an expanded Exhibition Center at Piers 92 and 94 right next to Clinton Cove Park. Short of that, we ask that, as a minimum, the Council require the developer of the Exhibition Center to make the glassed-in Pavilion at the north end of Pier 94 open to the general public on a continuing basis.

Clinton Towers is located at 790 Eleventh Avenue at the corner of 54th Street and Eleventh Avenue. This is one block from Clinton Cove Park, and we are, in fact, the closest residential building to the Park. Our community consists of more than 800 residents of diverse income levels, ages and backgrounds, including a significant number of elderly adults, as well as children of all ages. Many of our residents walk to and relax in Clinton Cove Park on a regular basis during the warmer weather. They do so because of its waterfront location, its areas for sitting and playing, its cooler temperatures and its closeness to their homes.

On June 18, the Tenants Association of Clinton Towers met to consider the plans for the Exhibition Center. The members were very concerned by the impacts the Center would have on Clinton Cove Park, including the way in which the Pavilion would be used, which would exclude the general public, and the safety problems that would be created by the heavy traffic. After discussion, the Association members voted unanimously to oppose the Exhibition Center by supporting the lawsuit that has been filed against it. They also agreed that if the Center is built, the Pavilion must be open to the public on a continuing basis.

I hope you will take the position of the Tenants Association seriously in reaching your decision.

Sincerely,


Mary Somoza,
President

Planning
7-22-09

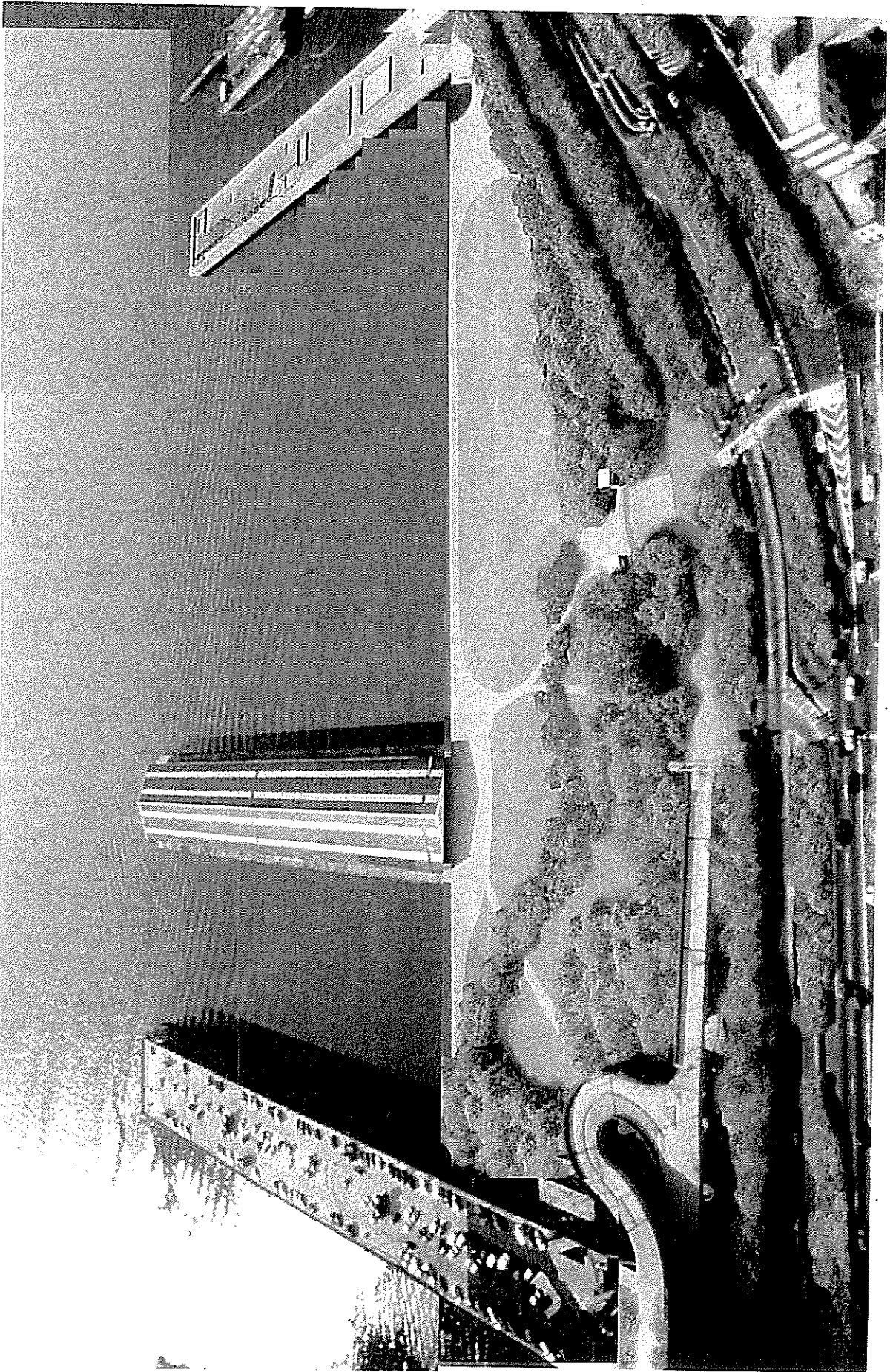
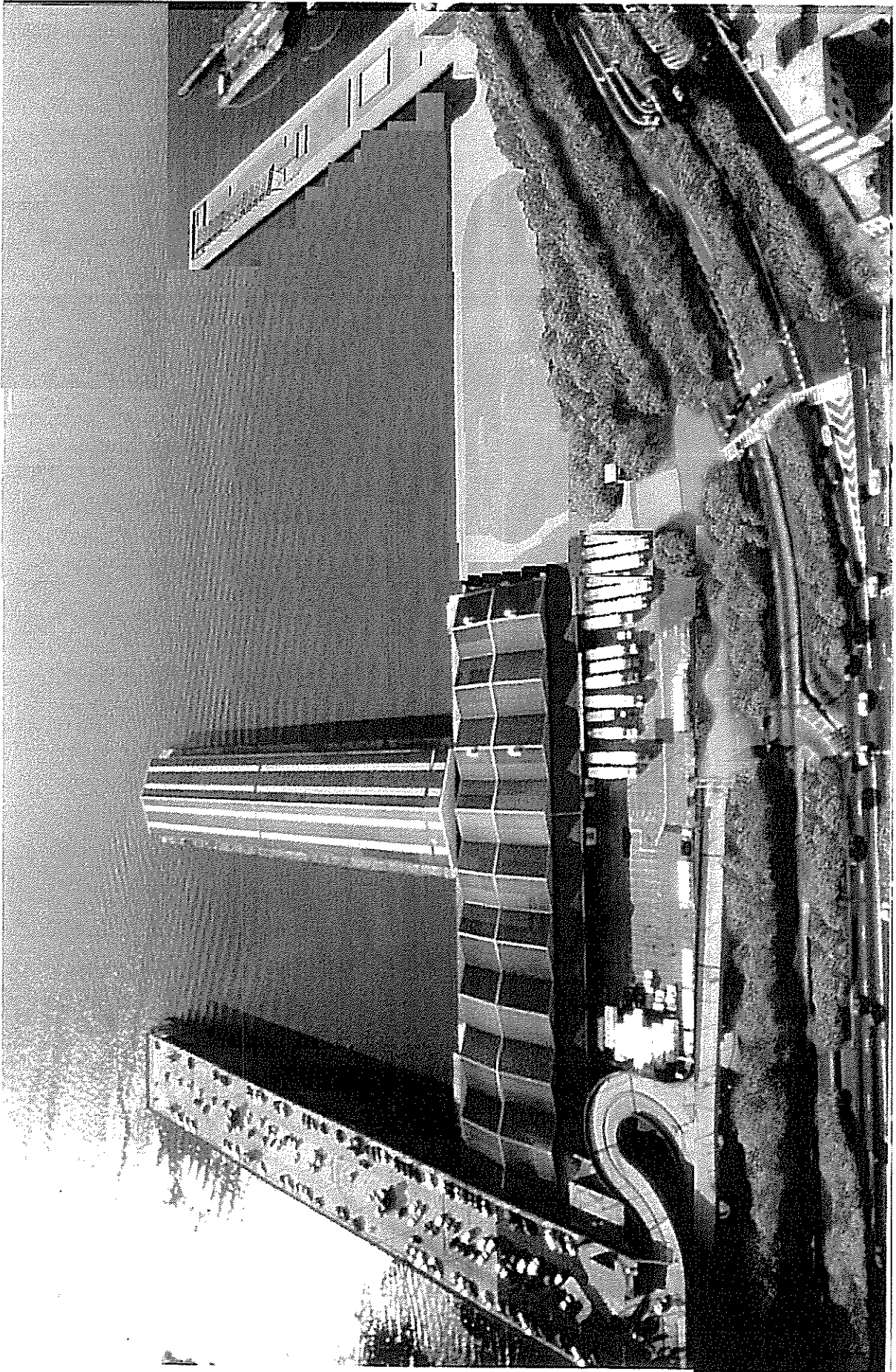
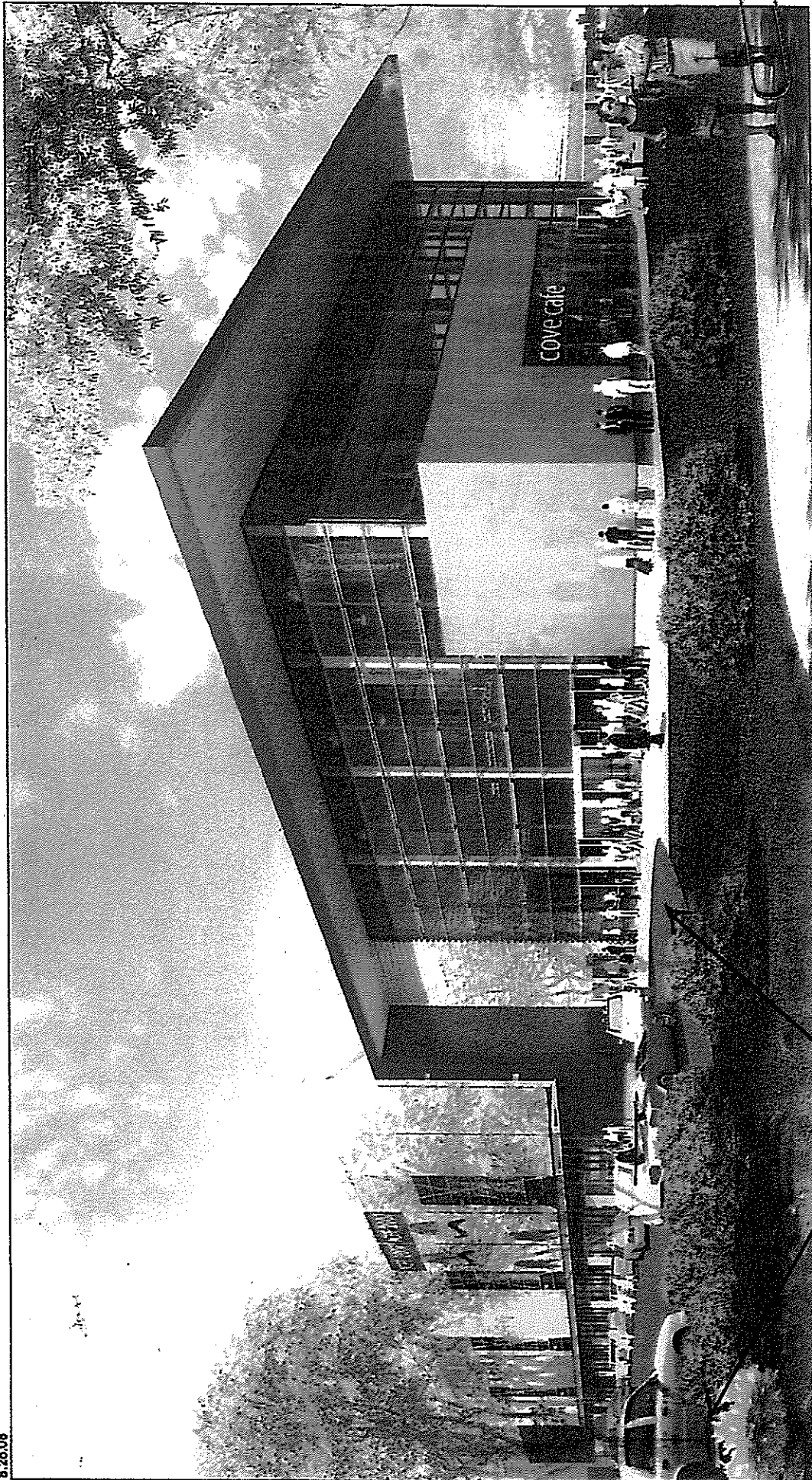


Exhibit 1A



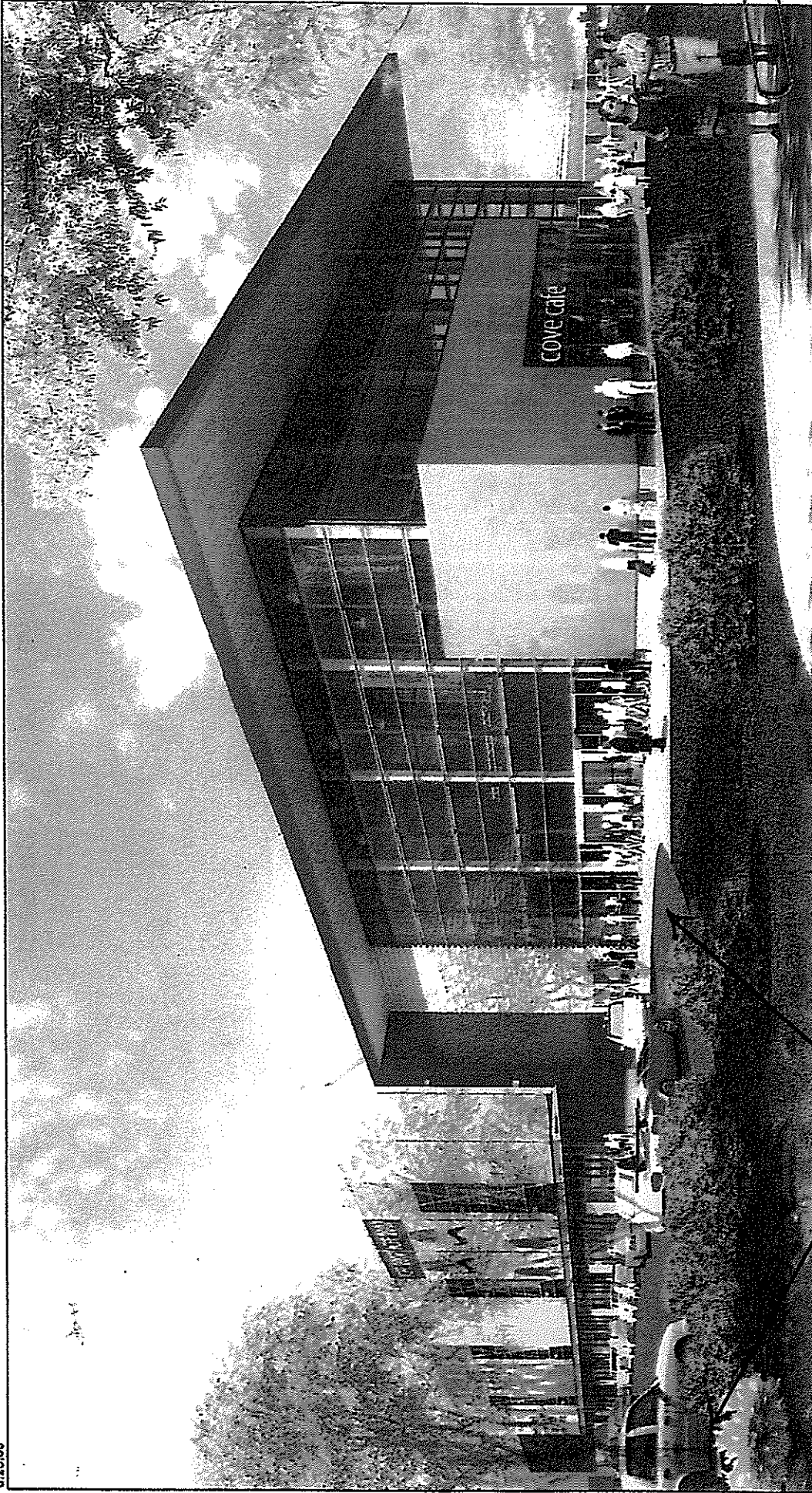


NOTES For Illustrative Purposes Only

Clinton Cove Park

Vehicle
Entrance
to Piers

View Looking Southwest from Route 9A
Figure 9



NOTE: For Illustrative Purposes Only

Vehicle
Entrance
to Piers

Clinton Cove Park

View Looking Southwest from Route 9A
Figure 9

Pier 94 Headhouse

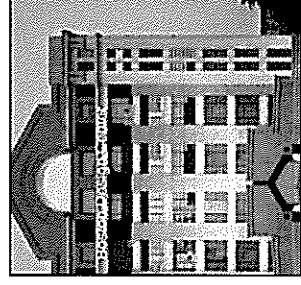


Piers 92 / 94

**New York City Council
Planning, Dispositions and Concessions Sub Committee**

July 27, 2009

MMPI Overview



MMPI

Existing
Conditions

Cruise Ship
Operations

Traffic

Public
Space

Summary

1. Property Management
2. Industry Expertise
3. Trade & Consumer Show Management
4. Subsidiary of Vornado Realty Trust
5. Committed to Sustainable Development

Chicago

MMPI
Existing Conditions
Cruise Ship Operations
Traffic
Public Space
Summary



The Merchandise Mart

New York

MMPI

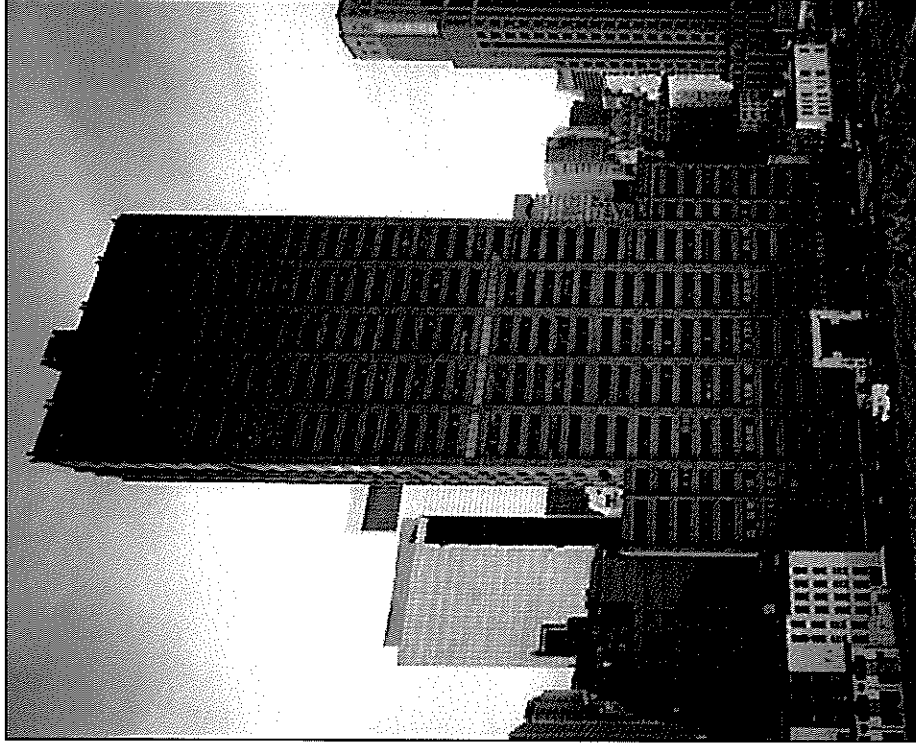
Existing
Conditions

Cruise Ship
Operations

Traffic

Public
Space

Summary

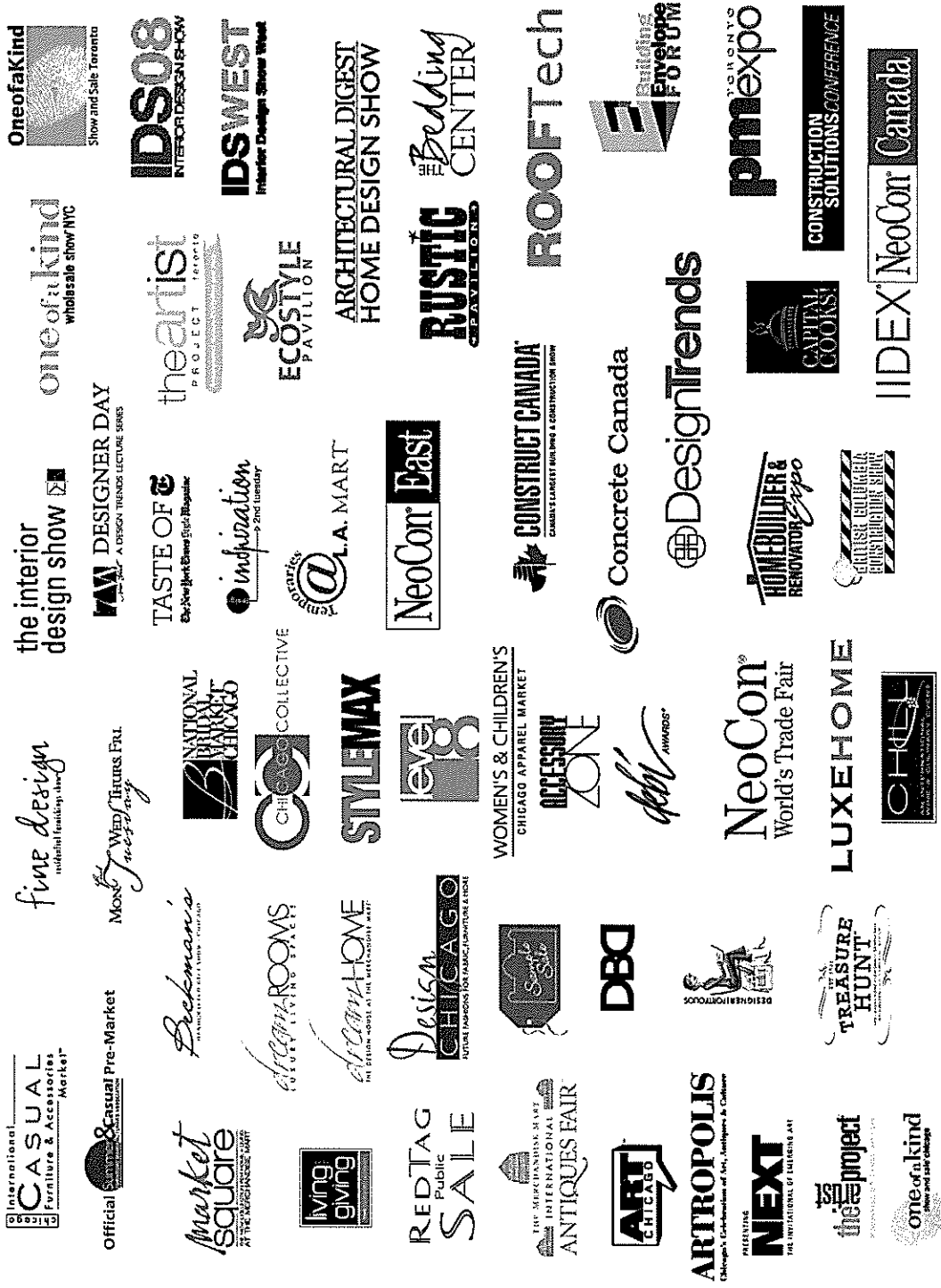


Architects & Designers Building

7 West 34th Street

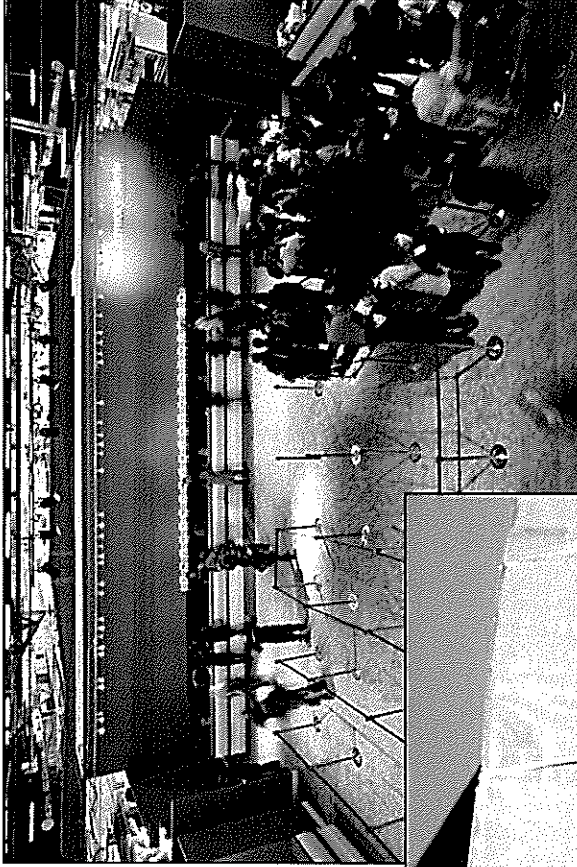
300 Events including 81 Trade & Consumer Shows

MMPI
Existing Conditions
Cruise Ship Operations
Traffic
Public Space
Summary



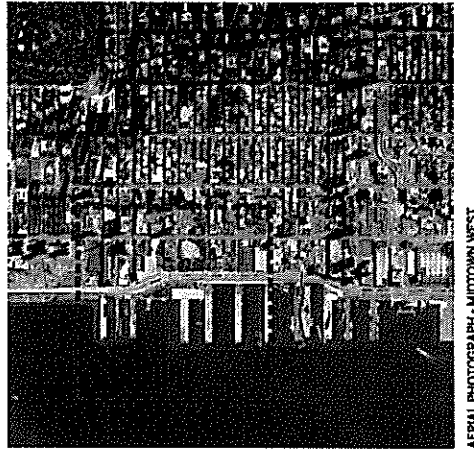
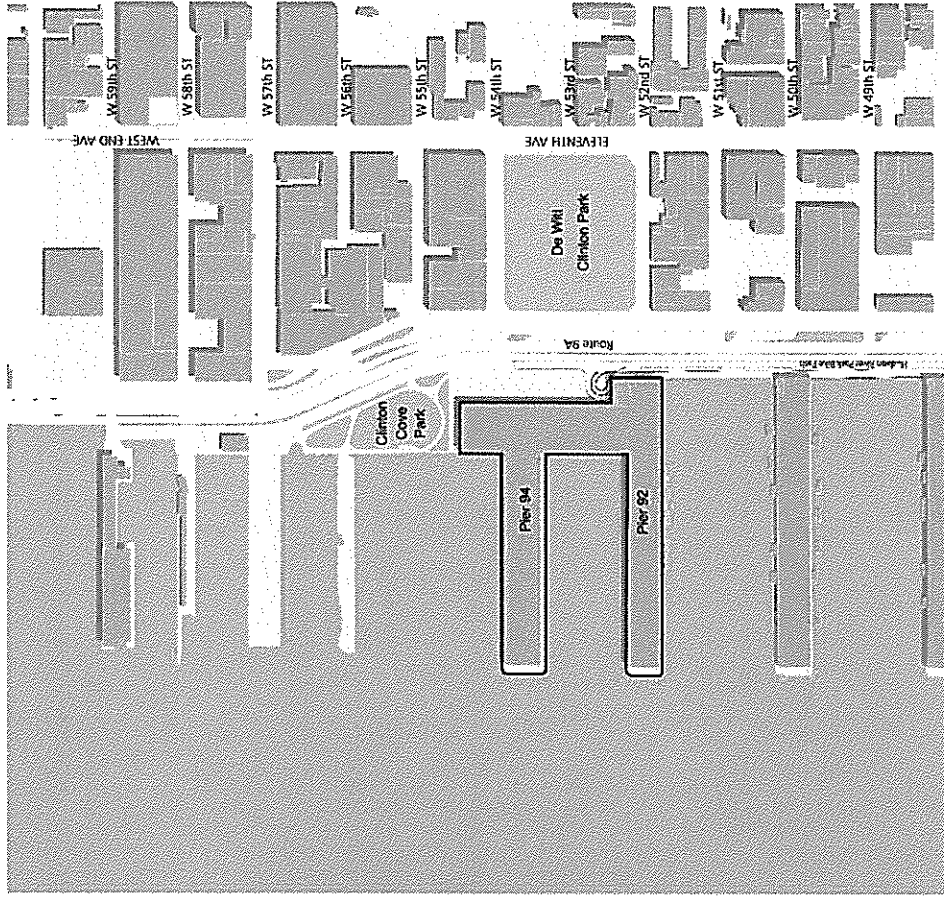
The Armory Show—New York

MMPI
Existing Conditions
Cruise Ship Operations
Traffic
Public Space
Summary



Location

MMPI	Existing Conditions	Cruise Ship Operations	Traffic	Public Space	Summary
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Location Plan

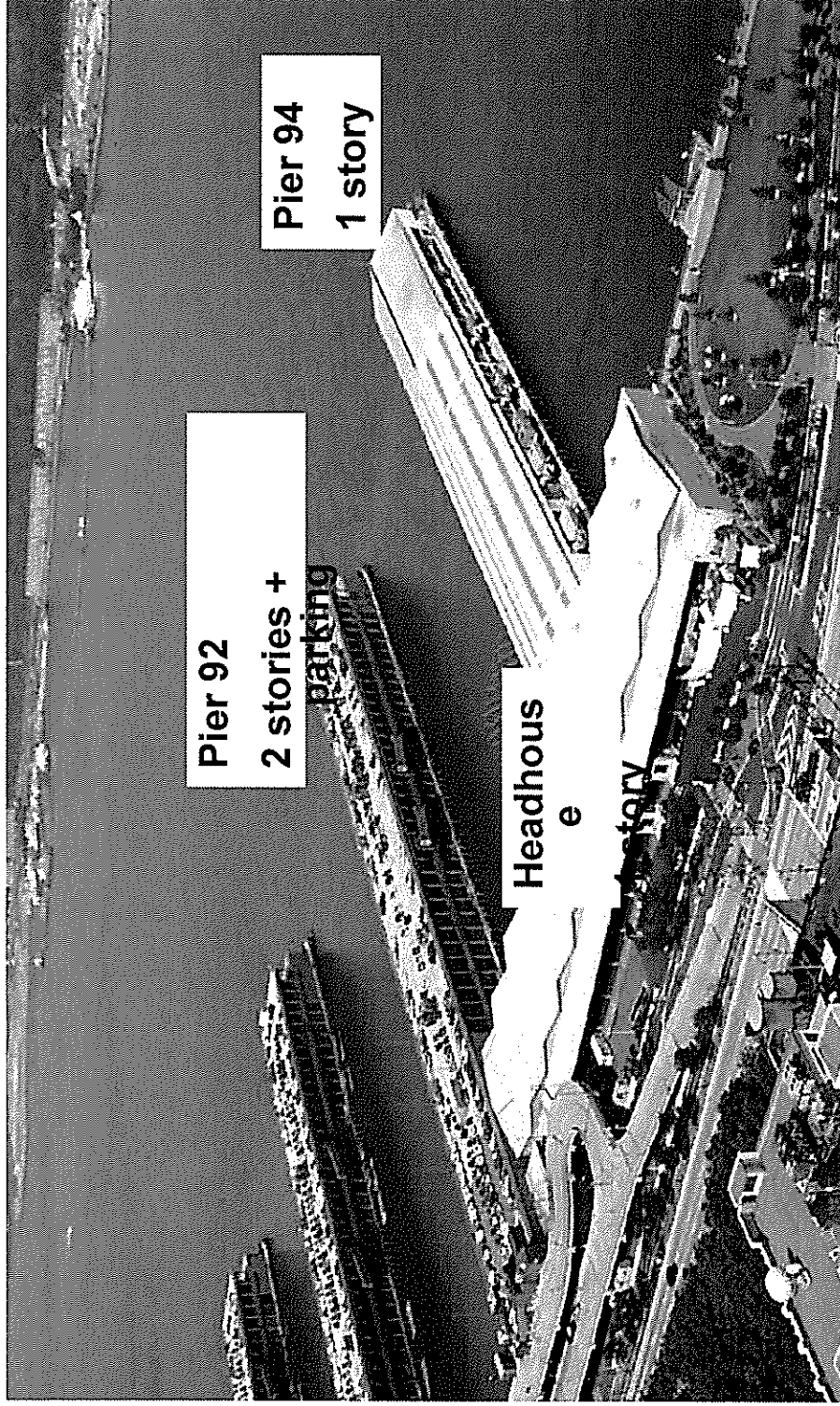
Site Photos
Scale: NTS

Piers 92/94
March 16, 2009

NYC Economic Development Corp.
DattnerArchitects



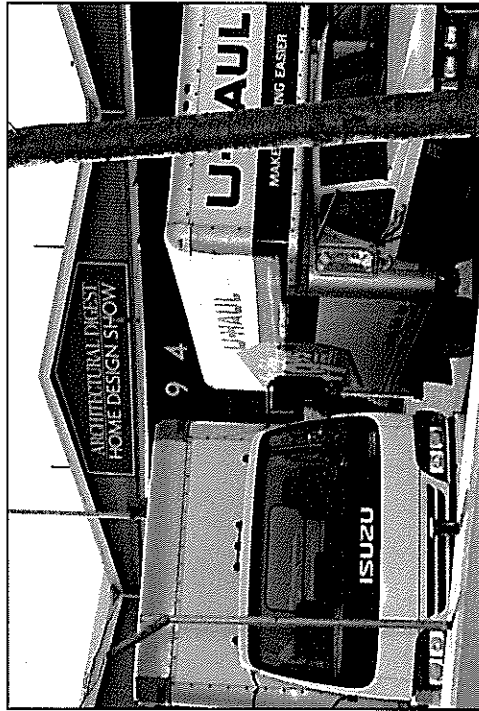
Existing Conditions



MIMPI
Existing Conditions
Cruise Ship Operations
Traffic
Public Space
Summary

Existing Conditions

MMPI	Existing Conditions	Cruise Ship Operations	Traffic	Public Space	Summary
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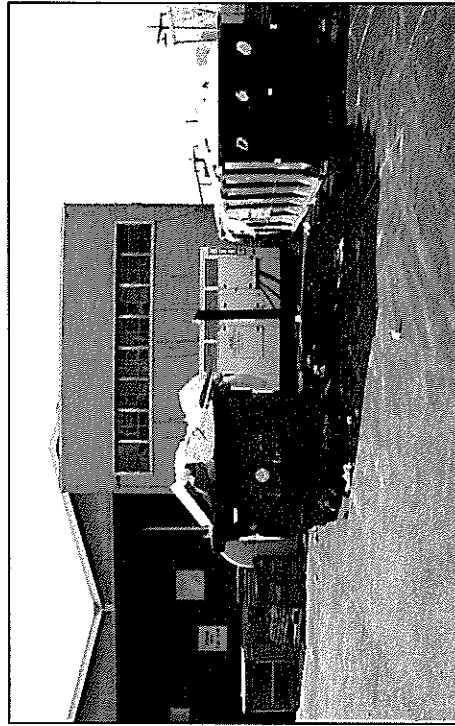
Lack of Identity



Poor Traffic Circulation



No Truck Dock
Updated 24 July 2009



No Services Area

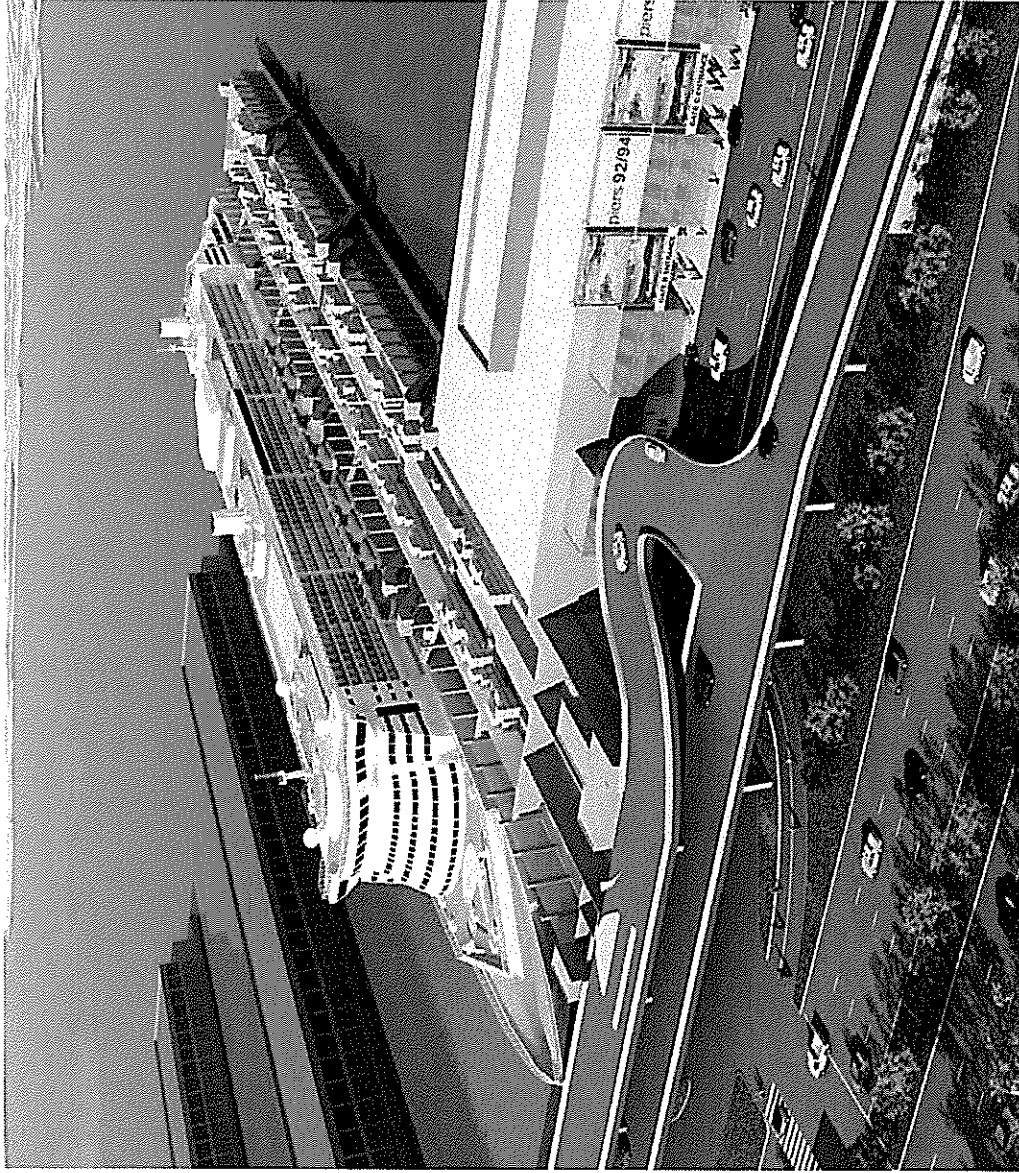
Project Goals

MMPI	Existing Conditions	Cruise Ship Operations	Traffic	Public Space	Summary
------	---------------------	------------------------	---------	--------------	---------

- **Create a significant mid-size tradeshow facility appropriate for the City of New York; drive economic growth with jobs, hotel room occupancy.**
- **Maintain cruise ship capabilities at Pier 92**
- **Correct existing traffic problems at the facility**
- **Create new public space and provide public access to the waterfront.**

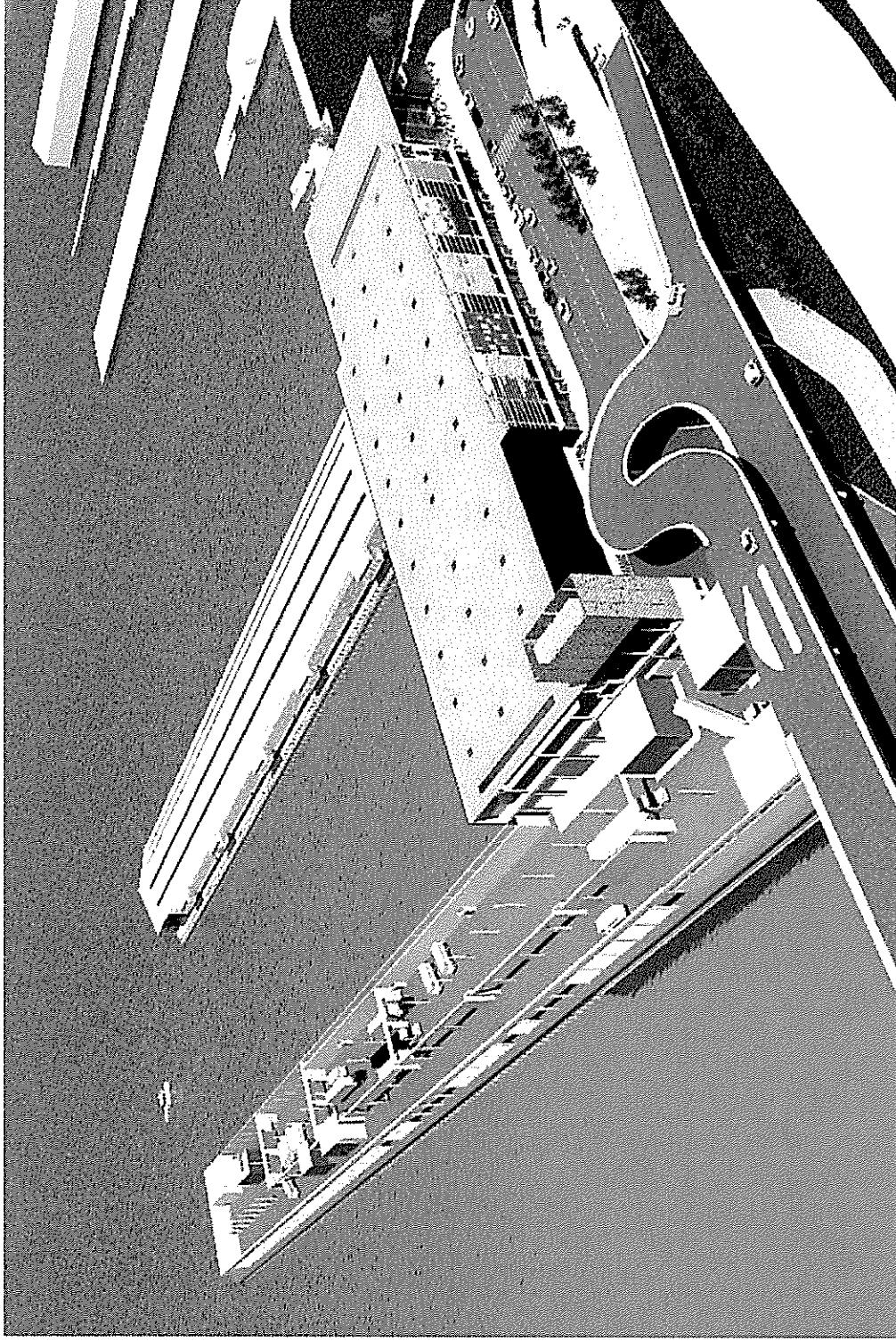


Pier 92 – Continued Cruise Ship Capabilities



MMPI
Existing Conditions
Cruise Ship Operations
Traffic
Public Space
Summary

Pier 92 - 1st Floor Logistics Center



MMPI

Existing
Conditions

Cruise Ship
Operations

Traffic

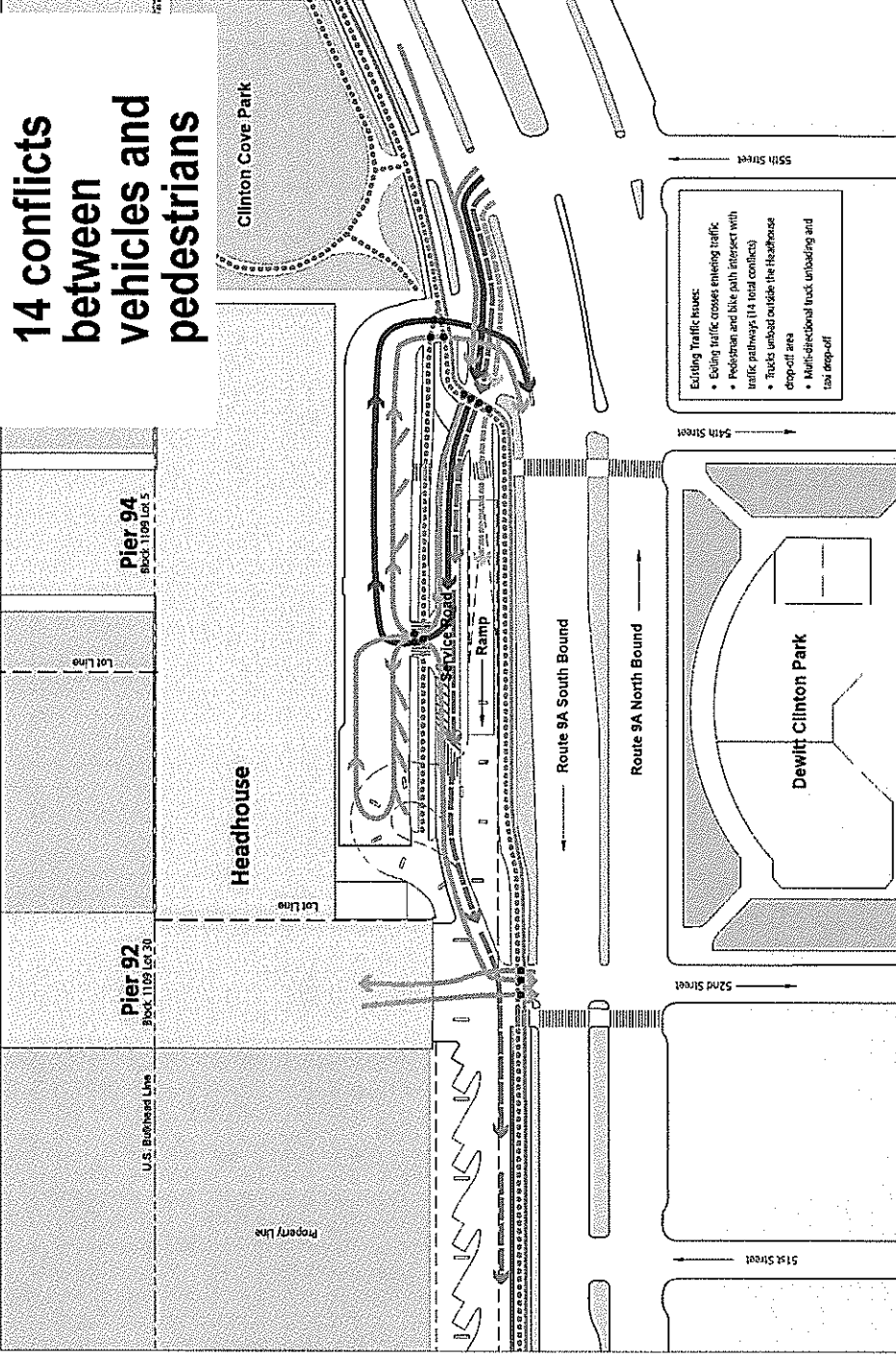
Public
Space

Summary

Truck Movements Reduced by 50%

MMPI	Existing Conditions	MMPI Redevelopment
Cruise Ship Operations	Show Setup	(Empties remain on site)
Traffic	Delivery of Show	
Public Space	Removal of Empties	
Summary	Show Removal	
	Delivery of Empties	
	Removal of Show	
	Total Round Trips per Show	2
		4

Existing Traffic



14 conflicts between vehicles and pedestrians

MMPI
Existing Conditions
Cruise Ship Operations
Traffic
Public Space
Summary

NYC Economic Development Corp.
 DattnerArchitects / SMWM

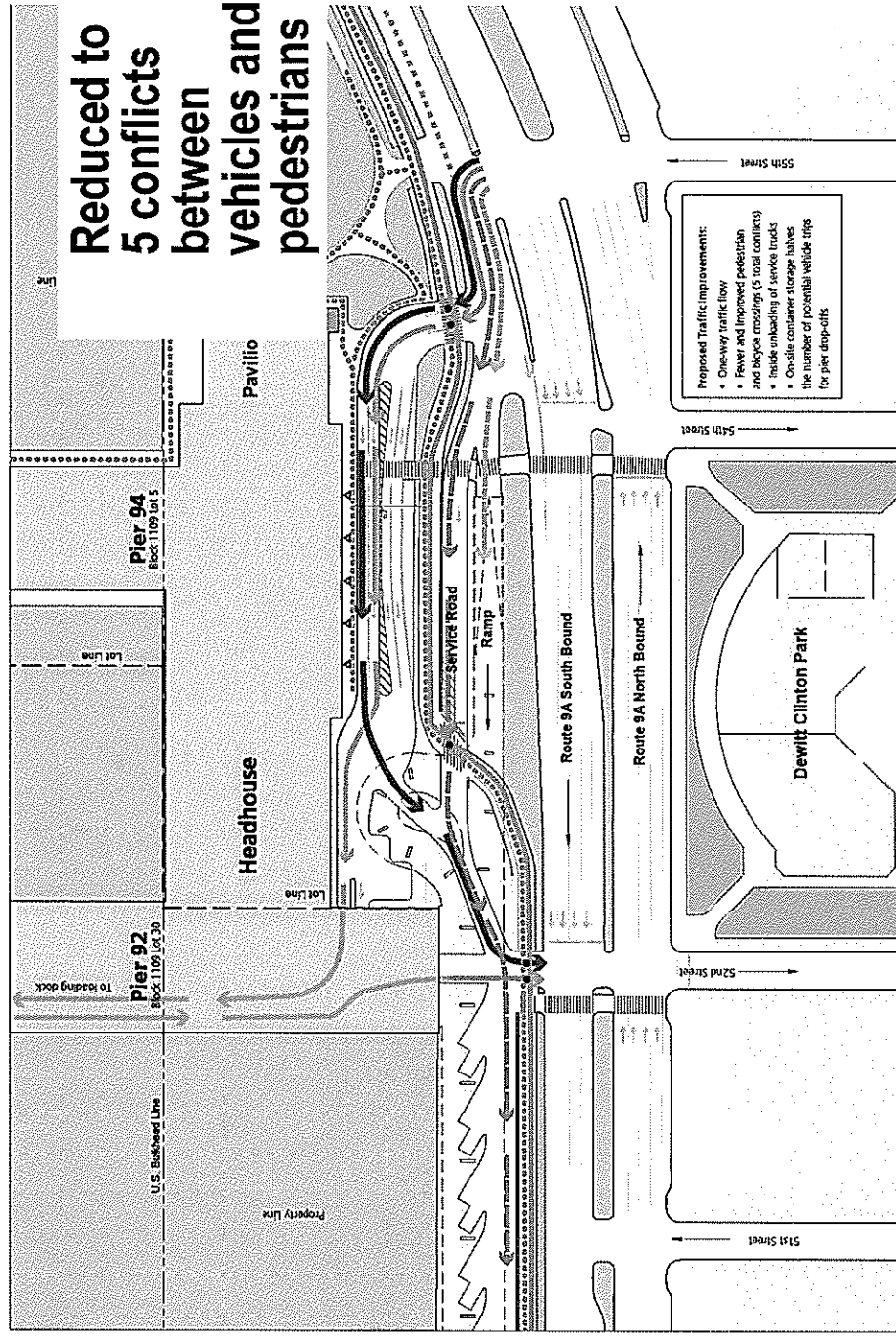
Piers 92/94
 September 10, 2008

Existing Traffic

Other Piers Service
 Cruise Ship Drop-off
 Pedestrian Route
 Bicycle Path
 Drop-off
 Pedestrian/Vehicular Conflict



Proposed New Traffic Scheme



MMPI

Existing Conditions

Cruise Ship Operations

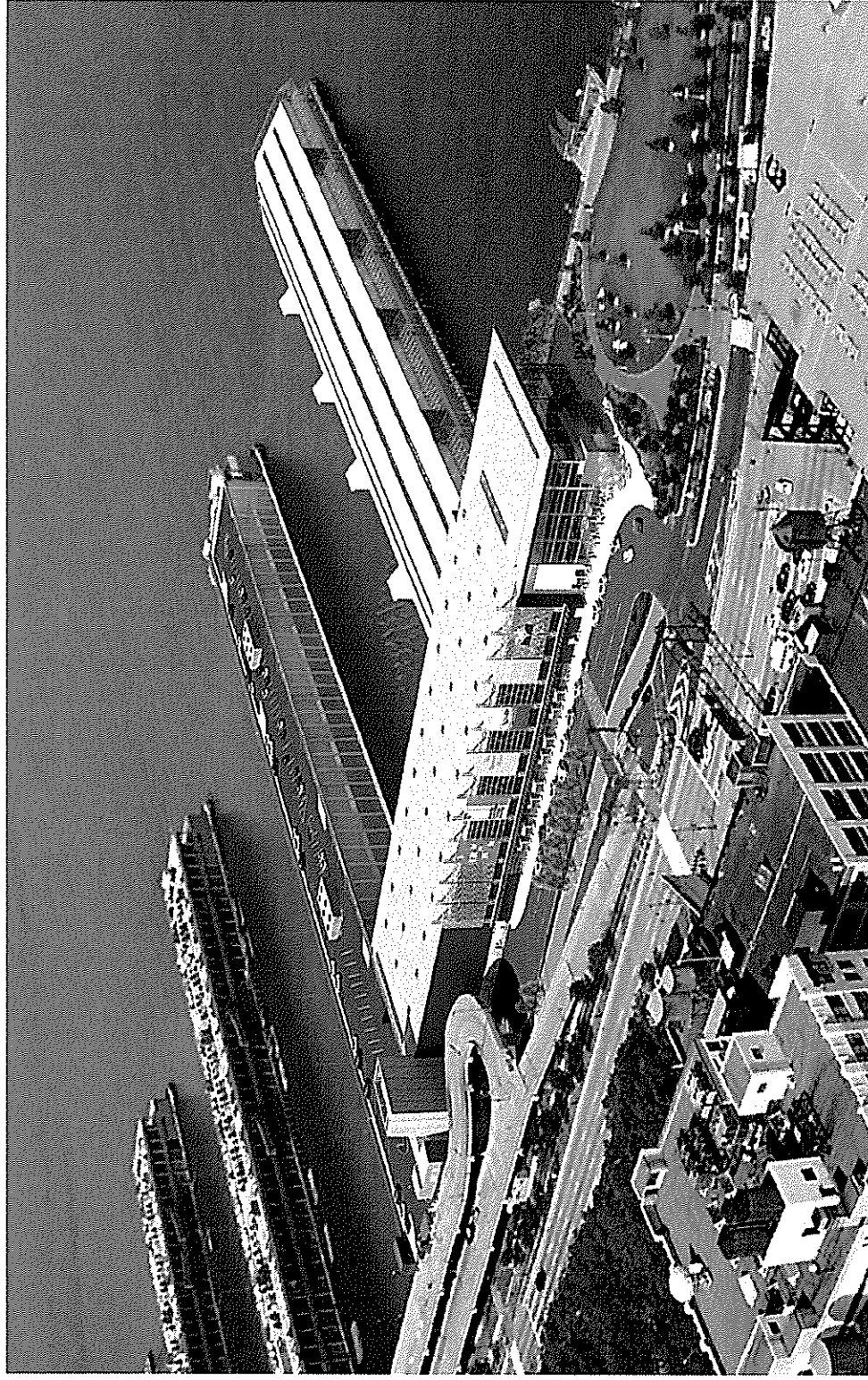
Traffic

Public Space

Summary



Bird's Eye View of Pier 92 / 94



MIMPI

Existing
Conditions

Cruise
Ship
Operations

Traffic

Public
Space

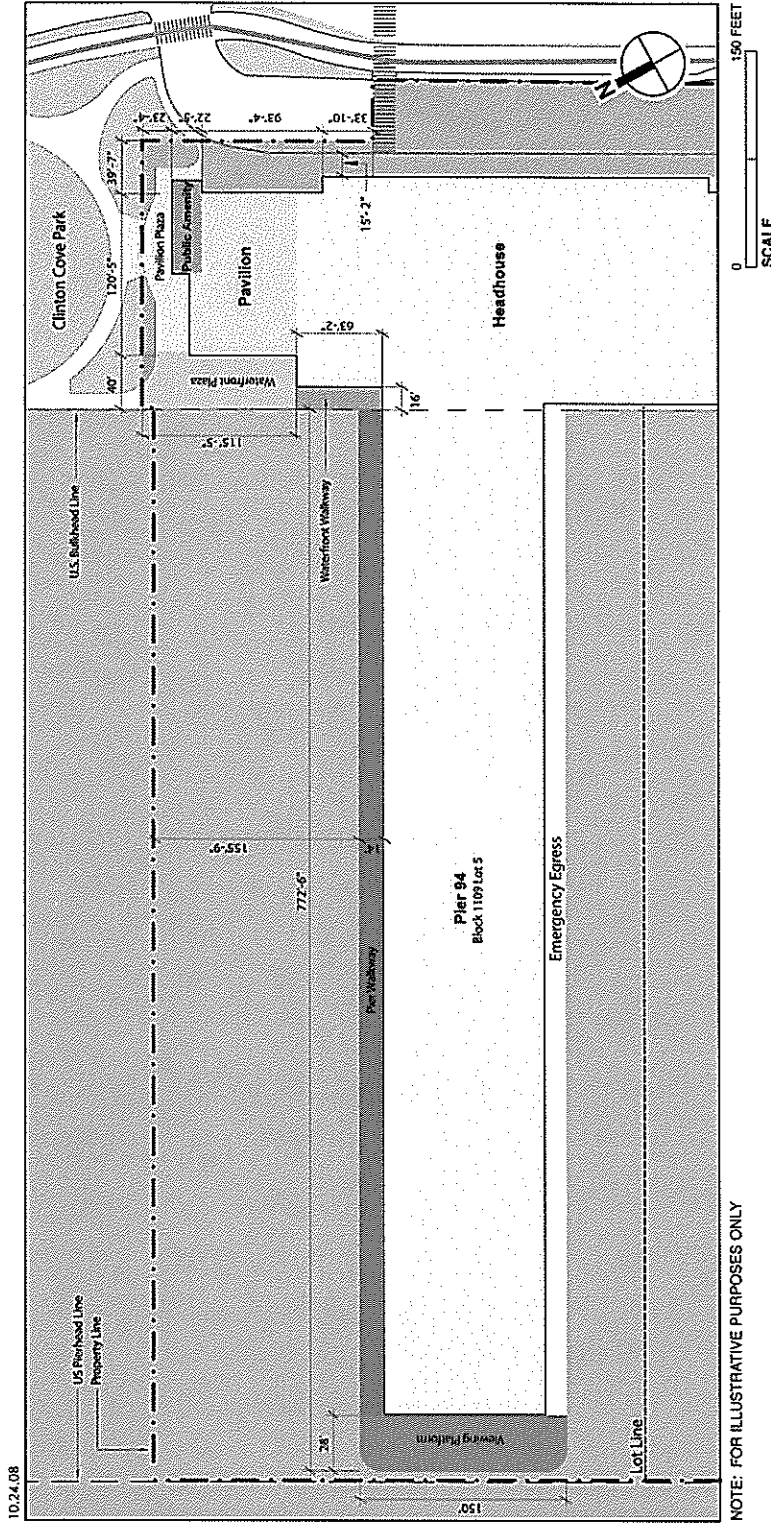
Summary

Facility Main Entrance



MMPI
Existing Conditions
Cruise Ship Operations
Traffic
Public Space
Summary

Open Space Plan



Open Space Plan
Figure 13

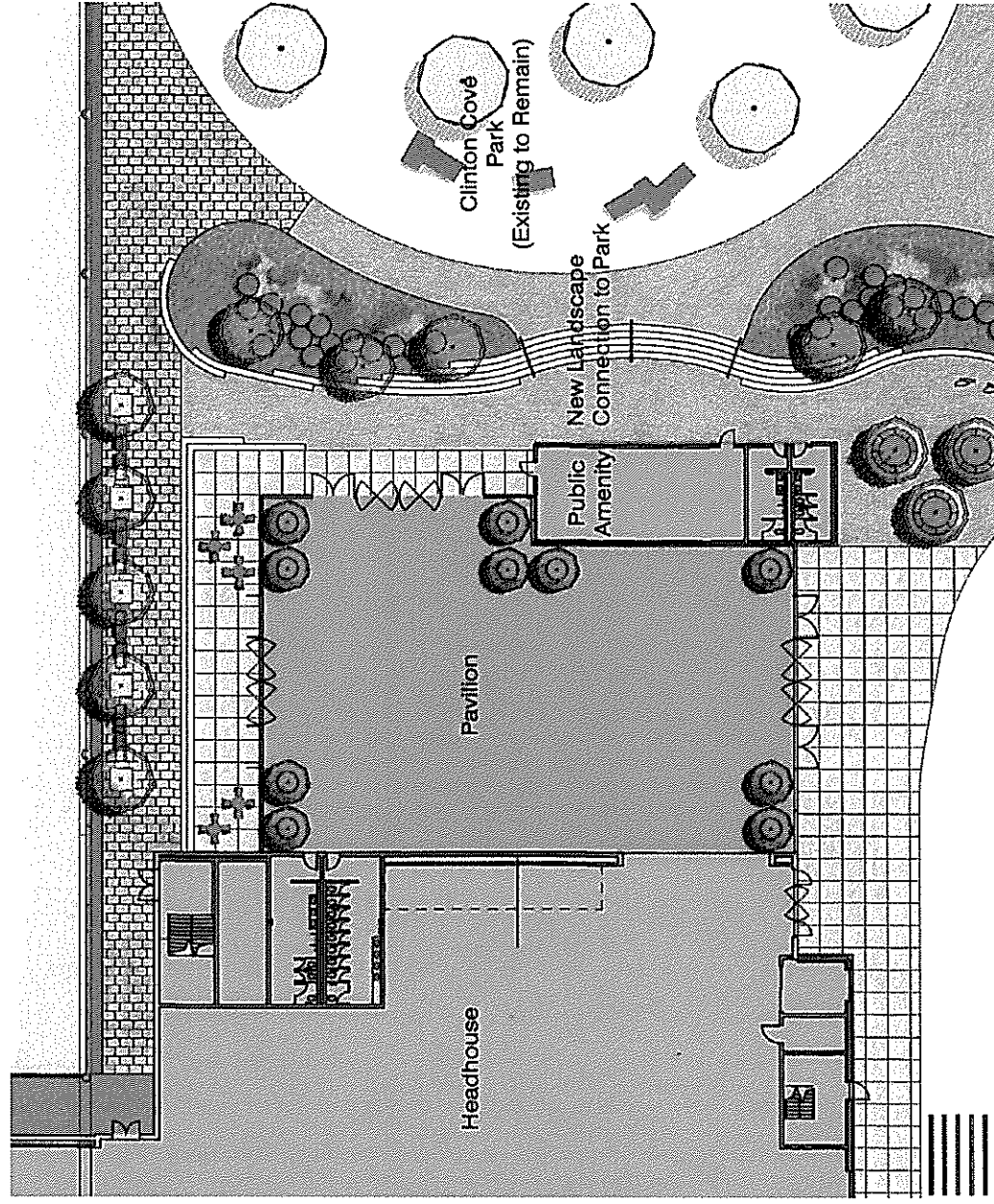
PIERS 92 AND 94



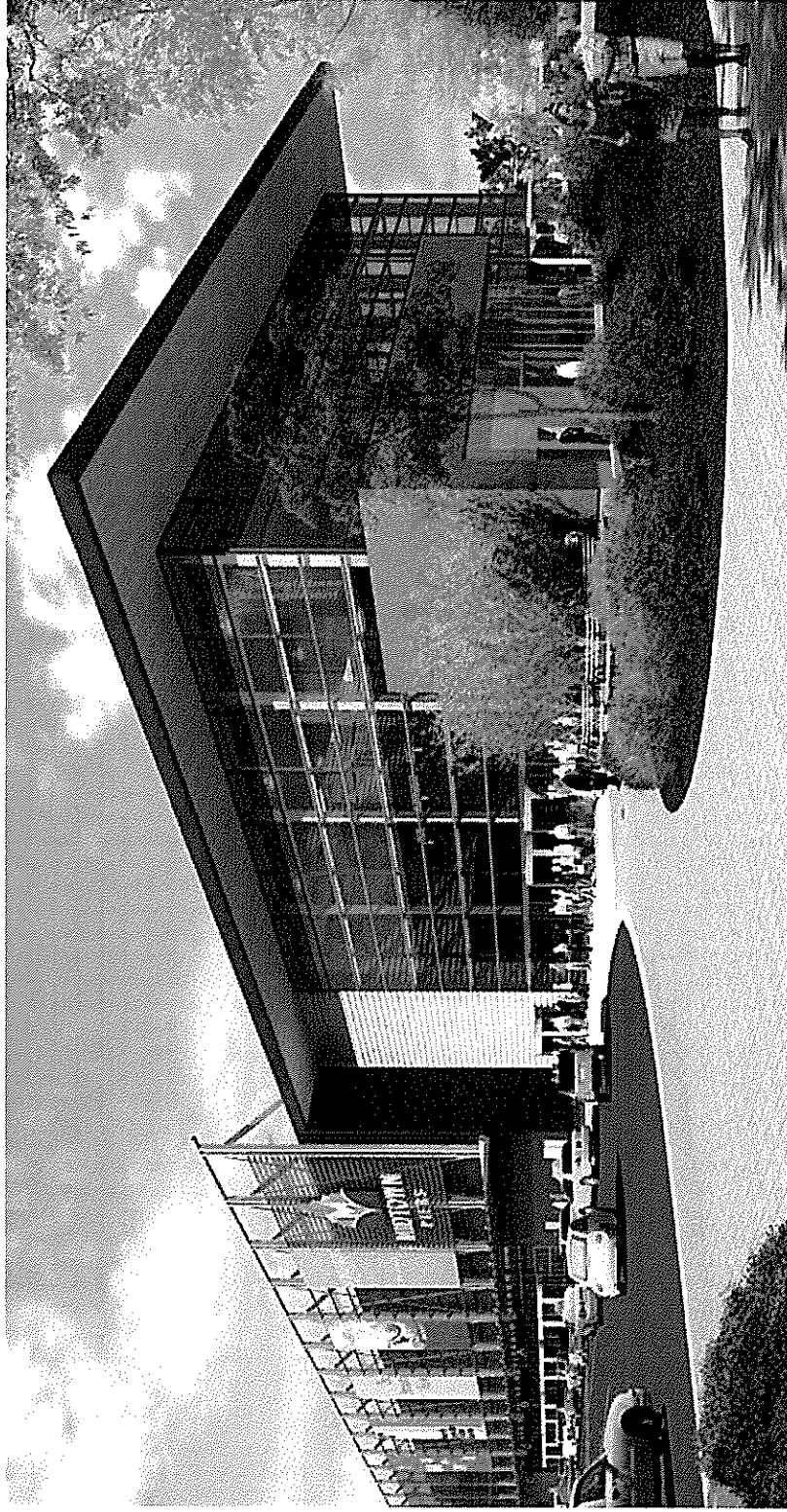
MIMPI
Existing Conditions
Cruise Ship Operations
Traffic
Public Space
Summary

Connection to Park, Plaza, and Access to Pier 94

MIMPI	Existing Conditions	Cruise Ship Operations	Traffic	Public Space	Summary
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Northeast View



MMPI

Existing
Conditions

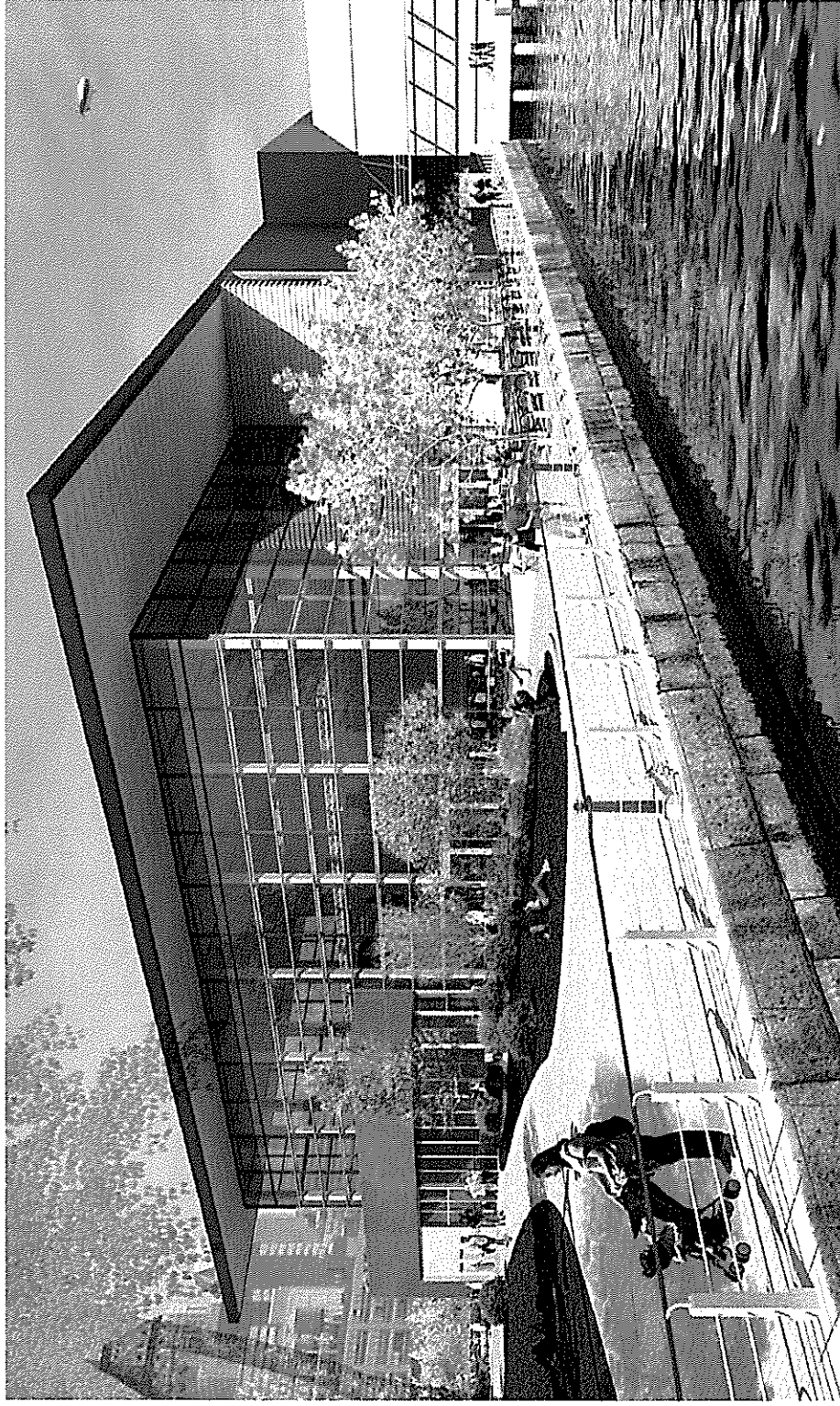
Cruise
Ship
Operations

Traffic

Public
Space

Summary

Public Amenity, Plaza, and Access to Pier 94



MMPI

Existing
Conditions

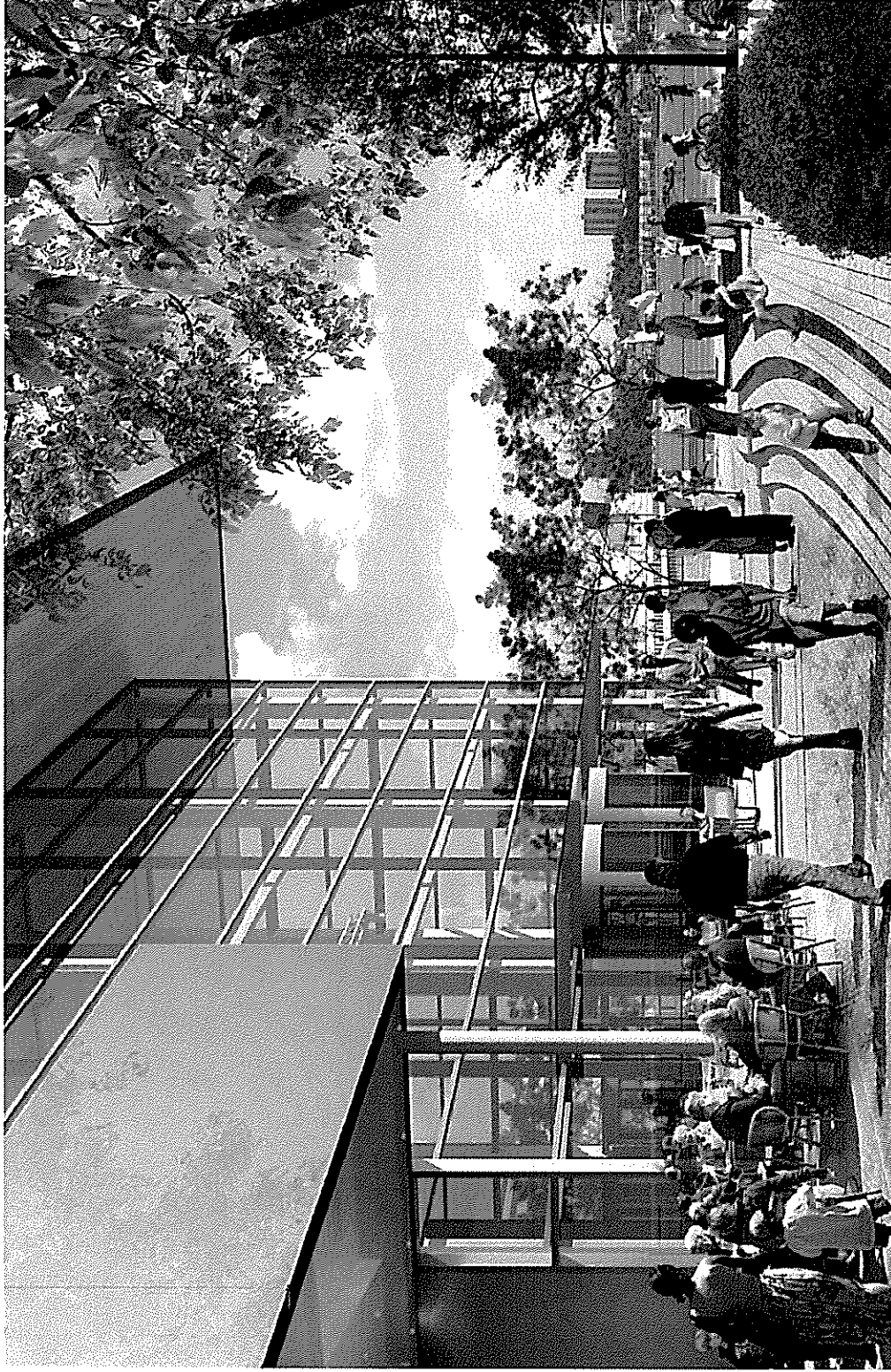
Cruise
Ship
Operations

Traffic

Public
Space

Summary

Public Amenity North Door Open



MMPI

Existing
Conditions

Cruise
Ship
Operations

Traffic

Public
Space

Summary

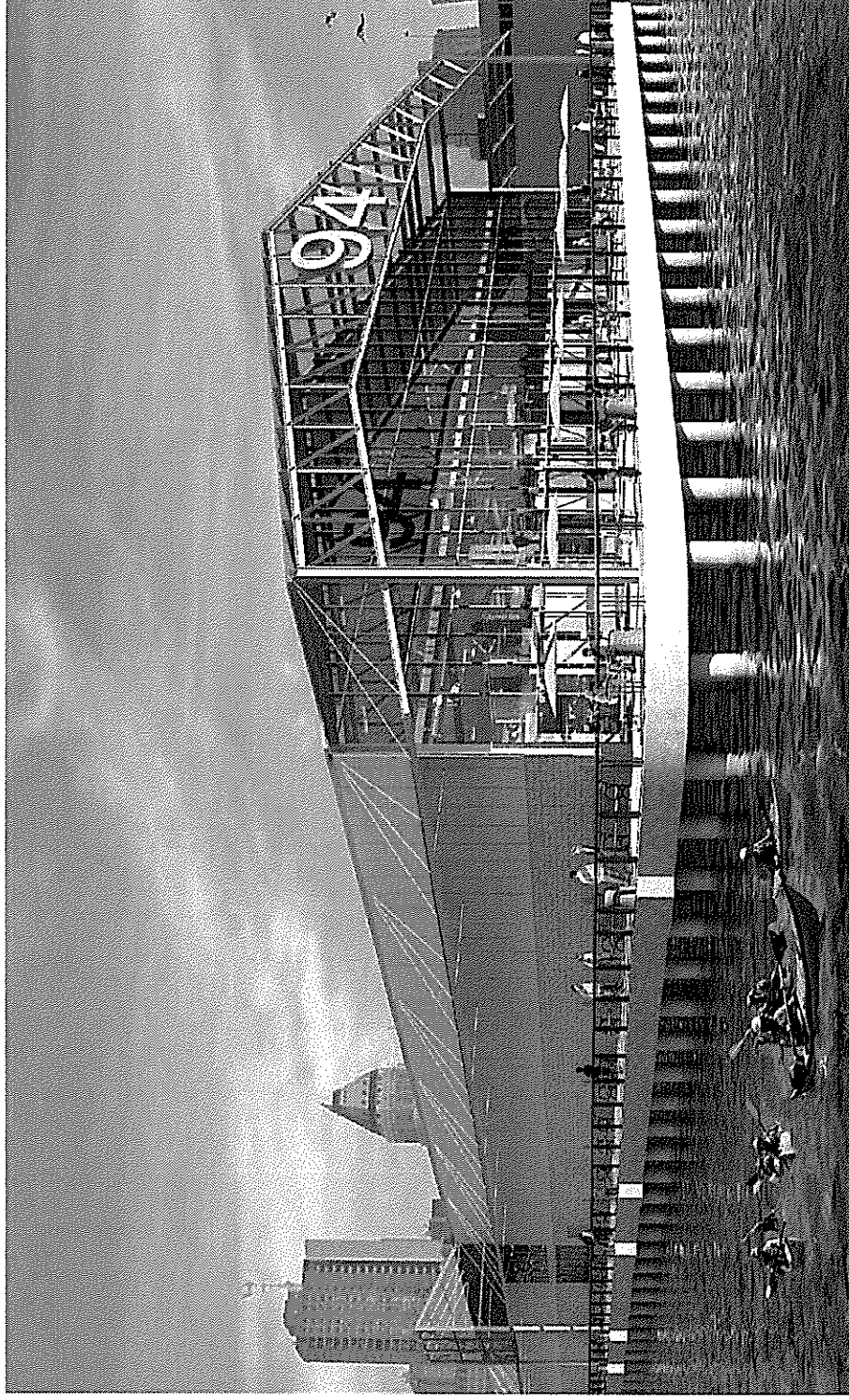
Walk Way to Pier 94 Public Viewing Area



MMPI
Existing Conditions
Cruise Ship Operations
Traffic
Public Space
Summary

Public Viewing Area at the End of Pier 94

MIMPI
Existing Conditions
Cruise Ship Operations
Traffic
Public Space
Summary



Economic Benefits

- Maintain New York’s leadership role in the trade and consumer show industry
- Create a high-end mid-sized trade show venue and to attract new-to-the-city shows and events
- Bring 15 – 20 new-to-New York City trade and consumer shows to Piers 92/94
- Mid-sized venue complements, rather than competes, with current exhibition venues in City and further enhances New York’s offerings

MIMPI
Existing Conditions
Cruise Ship Operations
Traffic
Public Space
Summary

Economic Impact of Visitor Traffic

MMPI	Category	Major Activities	Direct Spending
Existing Conditions	Trade Attendees	Lodging, restaurants, transportation	\$ 190,000,000
Cruise Ship Operations	Consumer Attendees	Restaurants, transportation	\$ 10,000,000
Traffic	Exhibiting / Temporary Companies	Lodging, restaurants, transportation	\$ 150,000,000
Public Space	Market Management	Employees, transportation, contractors	\$ 10,000,000
Summary	Total Estimated Annual Impact		\$360,000,000



Economic Benefits of Show Industry

MMPI	Existing Conditions	Cruise Ship Operations	Traffic	Public Space	Summary
------	---------------------	------------------------	---------	--------------	---------

- **Business Success.** Attendees and exhibitors stay in hotels and eat in restaurants, strengthening New York’s businesses and economy.
- **Driving Employment.** Hotels and restaurants provide entry level jobs to low-skilled workers at a living wage. They help with job training and adult vocational programs.
- **Cultural Benefits.** Attendees support cultural institutions and local attractions, taking advantage of the breadth of experience offered by no other place than New York City.
- **Year-Round Impact.** Trade shows attract visitors throughout the year – but mostly at off-peak tourist times, when hotels and restaurants would otherwise be operating at sub-optimal capacity.
- **Tax Revenue Drives Development.** Increased spending drives tax revenue for governing bodies. The trade show industry is critical to civic development goals and acts as a huge lever to help accomplish them.

Union Benefits

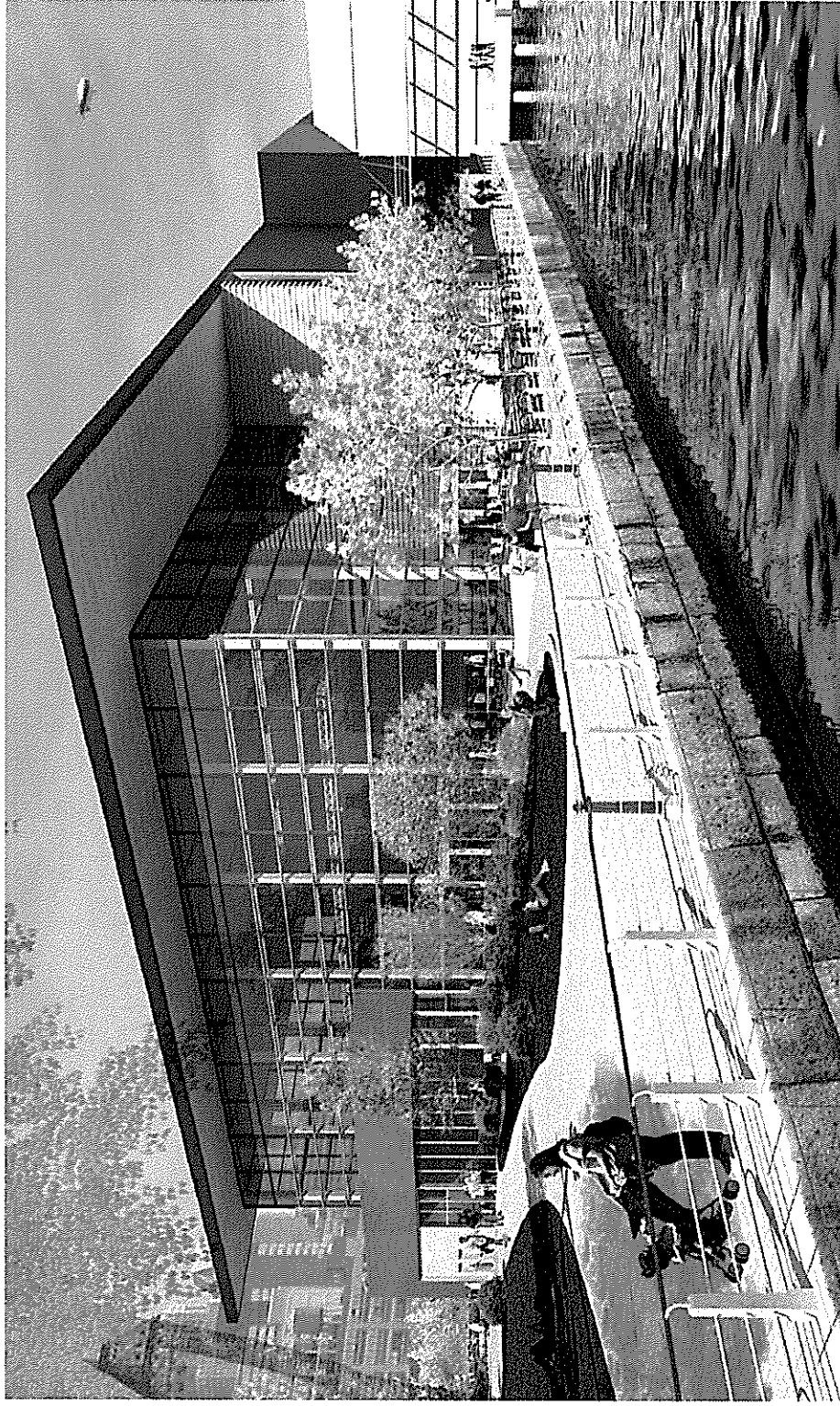
Project Development and Operation will be 100%
Union Trades People

Major Unions Involved:

- Carpentry
- Electricians
- Laborers
- Longshoreman
- Plumbers
- Stationary Engineers
- Teamsters

MIMPI
Existing Conditions
Cruise Ship Operations
Traffic
Public Space
Summary

Questions / Comments



MIMPI

Existing
Conditions

Cruise
Ship
Operations

Traffic

Public
Space

Summary

**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: 7/27/09

(PLEASE PRINT)

Name: JENNIFER KAMINSKY

Address: _____

I represent: UHAB

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: Jonathan Gouveia

Address: NYC EDC 110 William St

I represent: NYC EDC

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: 7/27/09

(PLEASE PRINT)

Name: Tom McKnight

Address: _____

I represent: NYC EDC

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: BEHN SILVERMAN (PLEASE PRINT)

Address: _____

I represent: NYCEDC

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: 7/27/09

Name: Sarah Ashcroft (PLEASE PRINT)

Address: _____

I represent: NYCEDC

Address: _____

**THE COUNCIL LU # 1147
THE CITY OF NEW YORK**

Appearance Card

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

Date: 7/27/09

COLLEGE POINT
CORP PARK
C090320PPQ
Name: GENE BELTY (PLEASE PRINT)

Address: _____

I represent: CB#7

Address: 133-32 41 ROAD FLUSHY

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. 1144 Res. No. _____

in favor in opposition

Date: JULY 27 2009

(PLEASE PRINT)

Name: DAVID GRIDER

Address: _____

I represent: DATTNER ARCHITECTS

Address: 130 W. 57th St NYC

**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: 7/27/09

(PLEASE PRINT)

Name: MAURA MCCARTHY

Address: 120-55 QUEENS BLVD

I represent: NYC DEPT OF TRANSPORTATION

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: ROSS HOLLAND

Address: POB 604384 BRONX NY

I represent: CARE

Address: POB 604384 BRONX NY

▶ 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: 7/27/09

(PLEASE PRINT)

Name: Albert Butzel

Address: 249 W 34th St NYC 10001

I represent: Dellwitt Clinton Park Conservancy etd

Address: 790 17th Ave, NYC

pin 92194

**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: 27 July 09

(PLEASE PRINT)

Name: John Doswell

Address: _____

I represent: Manhattan CB 4

Address: 455 W 43 NYC 10036

**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: 7/27/09

(PLEASE PRINT)

Name: AJ PIETRANTONE

Address: 447 W 45 #2B

I represent: FRIENDS OF HUDSON RIVER PARK

Address: 311 W 43rd 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: _____

(PLEASE PRINT)

Name: Paul Morris

Address: 313 Mitchell St

I represent: MMPT

Address: Chicago IL

**THE COUNCIL
THE CITY OF NEW YORK**

PIERS

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: MYRON MARION

Address: CHICAGO, IL

I represent: MMPE

Address: CHICAGO, IL

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. PIER 92/94 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ERNIE PADRON

Address: 110 WILLIAM ST.

I represent: NYC ECONOMIC DEVELOPMENT CORP

Address: 110 WILLIAM 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: _____

(PLEASE PRINT)

Name: Maura McLavthy, DOT QUEENS BOROUGH COMMISS

Address: _____

I represent: DOT

**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: Michael DiVerniero

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. College point Corporate park Res. No. C090320

in favor in opposition

Date: July 27, 2009

(PLEASE PRINT)

Name: Robert W. LoScazo

Address: 169-06 22nd Avenue

I represent: myself

Address: White Stone, NY 11357

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. MMPI (31) Pias 9219 Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Carol Foster Piel

Address: c/o Fred Frank, One NY Plaza

I represent: MMPI

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: 6/27/09

(PLEASE PRINT)

Name: HOWARD FEINSTEIN

Address: 126-85 WILKES ST BLDG

I represent: FEINSTEIN Iron works

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Pias Res. No. _____
 in favor in opposition

Date: 7/27/09

(PLEASE PRINT)

Name: Richard G. Leland

Address: One N.Y. Plaza, N.Y., N.Y.

I represent: MMPI -

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: 7/27/09

Name: Angela Sambucci (PLEASE PRINT)

Address: 18-09 154 ST.

I represent: Sambucci Bros. Inc.

Address: 126-02 36 Ave
CORONA NY 11360

**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: 7/27/09

Name: DANIEL SAMBUCCI JR (PLEASE PRINT)

Address: 144-15 BLVD.

I represent: SAMBUCCI BROTHERS.

Address: 126-02 36 Ave

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1090+1091 Res. No. _____

in favor in opposition

Date: 7/27/09

Name: JOSEPH LYNCH (PLEASE PRINT)

Address: _____

I represent: NIXON, PEABODY

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

ALL HPD ITEMS in favor in opposition

Date: 7/29/09

(PLEASE PRINT)
Name: CAROL CLARK

Address: _____

I represent: NYC HPD

Address: 100 GOLD 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: 7-27-09

(PLEASE PRINT)
Name: VINCENT VACCARO

Address: 155 MAY PL MANHATTAN

I represent: MET METALS

Address: 125-17 38th AVE CORONA NY

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 201143-2009 Res. No. _____

in favor in opposition

Date: JULY 27 2009

(PLEASE PRINT)
Name: DONNA KEREN

Address: _____

I represent: NYCT COMPANY

Address: 810 7th AVE 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. LU 1143-2009 Res. No. _____

in favor in opposition

Date: July 27, 2009

(PLEASE PRINT)

Name: Seth Wright

Address: _____

I represent: Philip Habib & Associates

Address: 226 W 26th 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: Nola Canal

Address: 47-07-168 St. Flushing NY 11358

I represent: Flushing Touring

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: 7/27/09

(PLEASE PRINT)

Name: Helen Sapp

Address: 211 West 135th Street #1

I represent: 211 W 135th Street T.A.

Address: 211 W. 135 St. NY, NY 10030

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: 7/27/09

(PLEASE PRINT)

Name: DARRYL SAPP

Address: 211 W 135TH STREET #1

I represent: 211 W 135TH ST TENANT ASSN.

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. _____

LU1131 in favor in opposition

Date: 7/28/09

(PLEASE PRINT)

Name: ANDY RECHTER

Address: _____

I represent: EXEC DIR, UHAB

Address: _____

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