

The following has been voted on by the Transportation Committee at a special meeting held July 20, 2019 concerning the Riverside Center Resolution: (note: we have not yet received the report of Georges Jacquemart, consultant)

The Transportation Committee agrees with the broad outlines expressed in the draft resolution concerning maintaining the street grid and creating public open space in the project.

The Transportation Committee supports the draft resolution on the subject of the application for an automotive showroom and service establishment. Not only is this NOT a neighborhood-oriented usage, but one that will positively guarantee an increase in automobile traffic, with the resultant increase in local conflicts with other traffic originating or destined for the site. Further, the Committee believes that there must be a mandate to include auto rental facilities and car-sharing facilities on the site.

On the subject of the covering of the railroad easement, the Committee agrees with the draft resolution. The Committee wishes to add the following language: " In view of the light rail easement, and because this site is far from existing mass transit facilities, every effort should be made to utilize the easement and provide light-rail service to and from the site, with an eye toward serving various midtown destinations."

On the issue of the garages, the Committee agrees with the draft resolution, and supports one large garage, with up to four access points. The Committee believes this will serve to minimize local above-ground traffic, with more below-ground traffic serving the various buildings and destinations.

The Transportation Committee approves the application for a curb cut on West End Avenue.

The Transportation Committee agrees with the Draft Resolution in disapproving additional curb cuts on West 59th Street, as this is in keeping with the objective of preventing the 59th Street frontage from becoming a "service corridor".

The Transportation Committee agrees with the Draft Resolution in approving a curb cut on West 61st Street.

On the issue of number of parking spaces, the Committee, after a long discussion of the various types of spaces, i.e. accessory, transient, public, etc., believes that the appropriate number of parking spaces would be no less than 1200 for a site of this size, including all accessory parking for the tenants, as well as an amount allowable for the hotel, retail uses, and the school. While there will be inevitable philosophical differences between those who believe that removing parking discourages automobile usage, and those that believe more parking prevents the usual driving around looking for spaces, we believe that a middle ground is the way to proceed on this important site, especially in view of the amount of parking spaces that will be permanently be removed from circulation with this development.

On the issue of the application to allow more than one curb cut on a "narrow" street (61st St), the Committee agrees with the draft resolution in support.

Committee did not vote on street directions, but general consensus is West 59th and 61ST Streets should be one-way westbound between Amsterdam and West End Avenues.