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* See http://nyc.gov/html/mancb7/downloads/pdf/rsc_position_ppt.pdf for most recent version.

Position Summary Riverside Center

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COMMUNITY BOARD 7



Manhattan



CURRENT SITE

- **59th to 61st, WEA to RSB**
- **Powerhouse to the south**
- **Park and river to the west**
- **Elevated highway nearby**
- **Sloped from NE to SW**
- **Planned for TV studio**

PROPOSED EXTELL PLAN

- **5 high rise buildings**
- **Passive landscaping**
- **Elevated open space**



Plans Compared:

Approved Plan 1992:

Restrictive Declaration

- Approx. 2.5 million GSF, studio & residential
- 577 residential units
- 2 million GSF of TV studio
- 37K GSF retail
- 100K GSF below-grade cinema/retail
- Below-grade parking (743 spots)
- Requires 60th St. extension if no studio

Extell Proposal 2010:

Increase Density, Change Uses

- Approx. 3 million GSF, 5 Towers
- 2,500 residential units
- 250K GSF hotel (250 rooms)
- 208K GSF retail/office/auto showroom
- 37K GSF cinema
- 182K GSF below-grade auto service
- Below-grade parking (1800 spots)
- 75K to 150K GSF shell for K-8 school

Substantial increase in property value and profit potential

Required Public Actions:

- Modification of Restrictive Declaration to increase floor area for Parcels LMN
- Permit for a garage for parcels LMN
- Modification of court regulations for the operation of an automobile showroom and service center
- Modification of height and setback, distance between buildings and court regulations
- Authorization to locate a curb cut on West End Avenue at West 60th Street
- Certifications under the Streetscape regulations

Community Concerns (design):

- Designed as an **exclusive enclave** with **elevated open space**, not integrated with urban grid
 - **Deters visitors** -- conveys “restricted access”
 - **Inhibits** grade-level **connections to** and from Riverside South **Park**
 - **Distances retail from** high-traffic **avenue** streets and sidewalks
 - Minimizes **perimeter transparency**
- Includes “**public space**” that is **not welcoming, accessible, or useful** to the public
- Relegates **59th Street** corridor to **a service street**
- **Minimizes** potential for **historic powerhouse** landmark and public amenity

Community Concerns (uses):

- Includes **school** “option” **with no grounds** in an over-crowded district
- **Limits affordable housing** to **12%** (units, not SF) for 20 years
- Includes **automotive showroom/repair** center – **not green, not interesting, not useful**
- Includes **excessive parking**, correlated to increased vehicular traffic
- Increases **density** that **will stress infrastructure, services, and environment**, including:
 - Schools, hospitals, libraries, and cultural amenities
 - Parks, fields, and open space
 - Transportation and transit systems (no shuttle buses!)
 - Sanitation/sewage systems
 - Carbon footprint, water, light, air, noise

CB7 Approach:

#1 Articulate Core Principles

Zoning and Density – appropriate to context and infrastructure

Public Open Space – clearly delineated, inviting, accessible, useful, engaging

Connectivity and Circulation – integrated w/grid, neighborhood, waterfront, transit

Transportation and Traffic – safe, public, connected, eco-friendly

Streetscape – attractive, green, engaging

Retail/Cultural Facilities – vibrant, diverse, innovative, attractive, community oriented

Housing – attractive/affordable to a broad range of cultural and economic backgrounds

Public Education – school capacity to serve current and future needs of the district

Sustainability – integrated, highest standard of environmentally responsible design

CB7 Approach:

#2 Establish the Givens

- New Pre-K to 8 **School** for the District – 6 sections/grade, fully programmed
- Minimum 20% Permanent, Integrated **Affordable Housing** (SF, not units)
- Sustainable, **Environmentally Responsible Design**

CB7 Approach:

#3 Modify the Site Plan



PROPOSED EXTELL PLAN:

- Private enclave with elevated space
- Limited/truncated circulation
- Enclosed/fragmented open space
- Undistinguished public space



PROPOSED CB7 MODIFICATIONS:

- Bring the site to grade
- Extend 60th St. to Riverside Blvd.
- Remove Building #4
- Surround open space with public streets

Rationale for Modifications

A. Bring the site to Grade

- Minimize isolation/exclusion
- Integrate with city grid
- Maintain 59th St. corridor
- Maximize public access

B. Extend 60th St. to Riverside Blvd

- Break up the “super block”
- Increase access to Riverside Park
- Extend city grid
- Increase circulation

C. Remove Building #4

- Reduce density
- Provide useful public open space
- Reduce shadow/wind
- Increase light/air
- Create a central plaza for residents
- Provide context for historic Powerhouse site

D. Surround Open Space w/Streets

- Delineate public/private spaces
- Eliminate Driveways
- Optimize circulation through site
- Provide street fronts for lobbies

Modified View



Proposed by Extell



Modifications proposed by CB7

CB7 Approach:

#4 Optimize Community Use

- **Above Ground**

- Create **public space** that **invites** active/passive enjoyment
- Include **vibrant** mixture of useful **retail**, focused along West End Avenue
- **Eliminate auto showroom**
- Provide for **safe, efficient, eco-friendly** circulation and **transportation**
- Include school with **ground level yard** and fully programmed **build-out**

- **Below Ground** (beyond allowable FAR)

- **Minimize parking** to reduce vehicular traffic
- Create **attractive** below-grade community **facilities** and/or retail
- Design to **optimize loading/unloading** below grade
- **Eliminate auto repair** facility
- Protect against flood/earthquake

CB7 Approach:

#5 Strengthen Infrastructure and Local Economy

- Contribute to continued construction and on-going maintenance of Riverside Park South
- Contribute to relocate/reconstruct elevated West Side Highway to grade, covered by park
- Contribute to a local Metro North train station
- Employ local residents

Common Benefits:

Owners, Future Residents, Community

- More attractive to buyers:
 - Fully programmed public school
 - Accessible and engaging public space
 - Innovative and useful retail
- Revitalized long-term vision for:
 - 59th Street and the Powerhouse Building
 - West End Avenue retail
 - Riverside Park South
 - Prospective neighbors and visitors
- Reduced cost – eliminate platform and building #4

CB7 Approach:

#6 Encourage and Incorporate Public Input

- **Promote Hearings**

- June 3rd: Extell presentation and Q&A (Amer. Bible Society)
- June 15th: Public Hearing (PS 191)
- June 29th: Possible Working Group Meeting (CB7)
- July 6th: CB7 Full Board Meeting/Vote Likely (Rodeph Sholom)
- July 22nd: CB7 Meeting/Vote Possible (CB7)

- **Invite Participation**

- Community Presentations upon Request
- Written Feedback

Thank You!

Sense of Public Input to Date

Items in **Green** were Incorporated into CB7's Draft Position

- Reduce Density
- Build a School – Big and ASAP!
- Include a Public Park
- Add Recreation Space
- Convert/Landmark Powerhouse
- Reduce Parking
- Increase Transit (Train and Bus)
- Increase Affordable Housing
- Increase Medical Resources
- Maintain the City Grid
- Increase Parking
- Park Sanitation Trucks
- Park Tour Buses
- Host a Sports Center, Museum, or College
- Host a Target, Trader Joe's, Whole Foods, Small Stores
- No Shuttle Buses
- Add Bike Lanes
- Increase Access to Park and River
- Host Useful Retail (Not Banks)
- Protect from Wind, Storms, Floods
- Bury West Side Highway and Build Park on Top (contribution)
- Keep 59th Access to Park
- Reduce Traffic on RSB
- Reduce Traffic Everywhere
- Reduce Noise
- Add Solar Panels and Co-Generation
- Create Open Space on West End Ave.
- Remove the Water Scrim
- Remove Auto Showroom/Repair
- Secure Local Jobs
- Secure Local Housing Slots
- Build School for All, not Segregated
- Make Underground Circulation
- Add Playground
- Lock the Open Space with Gates
- Don't Block the River for Elderly
- Keep Open Space Open
- Pay for Public Needs – Schools, Parks, Hospitals, Transit

Extell Tweaks to Date and CB7 Responses

- Extell: “Dropped Costco” – CB7: Yes, but expanded auto showroom/repair?
- Extell: “Reduced the number of parking spaces from 2,300 to 1,800” – CB7: 1800 is excessive. Only 700 warranted ($2,000 \times 0.3 + 500 \times 0.1 = 700$)
- Extell: “Reduced the proposed floor area by 150,000 SF” – CB7: Required by DCP to avoid plume
- Extell: “Reduced the heights of Bldg 1 by 130 ft, Bldg 3 by 127 ft, and of Bldg 4 by 45 ft” – CB7: Increased Bldgs 2 and 5, net loss minimal
- Extell: “Committed to provide substantial funding towards construction of core and shell for new K-8 school in Bldg 2” – CB7: 75K core and shell + 75K SF market option will serve the development only
- Extell: “Increased distances between buildings to increase light and reduce shadows on public open space” – CB7: Extended “jewel box” and added new private drive way
- Extell: “Relocated and reconfigured Bldg 4 to improve the 59th streetscape and minimize the circular drive” – CB7: Extended “jewel box” and added new private driveway
- Extell: “Improved landscaping, variety of open spaces, variety of seating, and increased and varied plantings” – CB7: No response to CB7 requests
- Extell: “Improved streetscapes by widening sidewalks to 15 feet” – CB7: Great! 20 ft would accommodate a double rows of trees