

**APPENDIX J**  
**WRITTEN COMMENTS RECEIVED ON THE DSEIS**

*News from...*



# SENATOR THOMAS K. DUANE



29<sup>th</sup> SENATORIAL DISTRICT • NEW YORK STATE SENATE

**TESTIMONY BY NEW YORK STATE SENATOR THOMAS K. DUANE**  
**BEFORE THE NEW YORK CITY**  
**CITY PLANNING COMMISSION**  
**REGARDING THE ULURP APPLICATIONS**  
**RELATED TO RIVERSIDE CENTER**  
**(CEQR No.: 09DCP020M)**

September 15, 2010

My name is Thomas K. Duane and I represent New York State's 29<sup>th</sup> Senate District, which includes the Riverside Center project site and the surrounding neighborhood. Thank you for the opportunity to testify regarding Extell Development Company's (Extell) proposal.

The Riverside Center development, which will occupy Riverside South's final parcels from West 59<sup>th</sup> to West 61<sup>st</sup> Streets between West End Avenue and Riverside Boulevard, presents an exciting opportunity for Manhattan's Upper West Side. The project will transform a site that currently serves as a parking lot—and that is one of the last large-scale waterfront soft spots in the area—into an extension of the surrounding residential and commercial neighborhood with an urgently-needed public school and hundreds of affordable housing units. I also appreciate that this project will create thousands of temporary and permanent jobs, as local unemployment has approximately doubled in recent years.

I want to express my gratitude to the New York City Department of City Planning (DCP), the New York City Department of Housing, Preservation & Development (HPD) and the New York City School Construction Authority (SCA) for their commitment to working with the community throughout the Uniform Land Use Review Procedure (ULURP), and also to Extell for its active and open engagement with Manhattan Community Board 7 (CB7). I also applaud CB7 for its thoughtful and persuasive July 2010 Report and Resolution on this proposal.

As CB7 notes, the current proposal not only fails to mitigate some of the most troubling negative impacts identified in the project's Draft Supplemental Environmental Impact Statement (DSEIS), but it also fails to remedy the existing Riverside South development's enduring adverse impacts. Furthermore, certain aspects of the proposal violate the community's Core Principles as expressed by CB7 and must be modified accordingly.

Perhaps Riverside South's most salient negative impact is school overcrowding. For many years, Upper West Side families have endured the persistent and systemic overcrowding of our

public schools. The past decade's development boom—particularly the large residential buildings in Riverside South that have already been occupied—has brought unprecedented numbers of new school-age children into the area, yet there has been no commensurate increase in school seats. The failure to date of the SCA to work with the many developers who have capitalized on the area's excellent public schools to create more school space has created an unsustainable rise in local school utilization rates.

The Riverside Center DSEIS finds that Extell's proposed 75,000 square foot (SF) school would leave the area with a shortfall of 555 seats, forcing nearby public schools to operate at 140 percent utilization. I strongly urge Extell to provide at its own expense a 151,598 SF school that meets the specifications articulated in CB7's Report and Resolution, and to locate it in the first building to be built on the site. Extell's present offer to fund the construction of the core and shell of a school half that size would only serve as many students as are projected to come into the development and does nothing to relieve overcrowding in other community schools. Furthermore, it relies upon SCA to build out the space in order for it to be usable—an uncertainty in this economic climate. This is totally unacceptable.

Unmitigated negative impacts specific to Riverside Center are largely related to the proposed density of the project. While the 1992 restrictive declaration for Riverside South permits 2,372,192 SF of development on these parcels, Extell seeks to build 3,014,829 SF. The proposed configuration of buildings relegates much of the site's open space to narrow, unusable and inaccessible strips along building perimeters; casts shadows on the rest of the open space through the fall, winter, and part of the spring; and sets this space apart in such a way that, depending on the site's retail uses and other elements, would likely discourage use of the site by the general public. Furthermore, the DSEIS finds that increased demand on insufficient active open space in the surrounding area is an unmitigated impact of the project. I echo CB7's recommendation in its Report and Resolution that Extell remove Building 4 (mid-block on West 59<sup>th</sup> Street), fill in its footprint with active public open space, and further reduce the development's total floor area to that which is permitted in the existing restrictive declaration.

I also urge Extell to heed CB7's other recommendations for modifying its site plan, including extending West 60<sup>th</sup> Street to Riverside Boulevard, bringing the entire site to grade and surrounding the open space with public streets or broad pathways. These modifications would improve the circulation of the site, contextualize the entire development and render it more inviting to the general public. Building lobbies would open onto public streets and the open space would be clearly separated from the narrow lawns that serve as building setbacks.

As an elected official representing a district with one of the most cost-prohibitive housing markets in the nation, I am also particularly concerned about the provision of affordable housing. Extell proposes to provide 20 percent of the total residential floor area as affordable housing through the City's Inclusionary Housing Program. I share CB7's position that this development should not be permitted to proceed unless the application is modified to include 30 percent mixed-income permanently affordable housing, primarily integrated in the site. Many recent large-scale land use actions have demonstrated the viability of roughly this proportion of affordable housing, including the redevelopment of the Domino Sugar Factory and the rezonings of Hudson Yards and West Chelsea.

Additionally, while I would hope that Extell also shares the belief so beautifully expressed by CB7 that “the social good generated by including affordable units is best achieved when affordable units are integrated among market-rate units,” I was troubled to learn that the company is considering providing separate entrances for residents of affordable and market-rate units. Such segregation is unseemly, outdated and abhorrent, and the City of New York must not tolerate it.

I also urge the New York City Planning Commission (CPC) to require the developer to adhere to the principles of PlaNYC 2030 and to secure the highest possible Leadership in Energy and Environmental Design certification. This long-planned development should serve as a model for green building and sustainable development, maximize energy and water use efficiency and promote good environmental stewardship among its residents. For example, CB7 has recommended the inclusion of a below-grade car sharing facility, plug-in connections for electric cars, on-site clean energy sources, and an energy management system. The developer should also consider allotting space for an urban and/or rooftop garden that could be integrated into the on-site school’s curriculum.

I strongly agree with CB7 that, in the interest of sustainability as well as the needs of the community, Extell should eliminate the proposed auto showroom and auto repair center and replace them with community-oriented retail or other uses that will attract visitors to the site. This modification would have the added benefit of enabling Extell to eliminate the connecting 30-foot curb cut on West 59<sup>th</sup> Street that, if heavily trafficked, could pose a danger to the pedestrians and bicyclists who use the street to access Riverside Park South. In general, commercial facilities in Riverside Center—including the sites of the proposed automotive uses—should be designed to accommodate a diverse mix of small businesses that serve the local community.

While Riverside Center has the potential to be a great asset to the Upper West Side and to benefit to the entire community, the current proposal fails to meet this potential. I urge CPC to conditionally disapprove the ULURP applications relating to this development unless the applicant follows the recommendations above. I remain optimistic that Extell will work collaboratively with the community to align the final project with CB7s’s vision, which is reasonable, attainable and will be beneficial for all.

September 15, 2010

The Honorable Amanda M. Burden, FAICP, Chair  
The Honorable Kenneth J. Knuckles, Esq., Vice Chairman  
The Honorable Angela M. Battaglia  
The Honorable Rayann Besser  
The Honorable Irwin G. Cantor, P.E.  
The Honorable Alfred C. Cerullo, III  
The Honorable Betty Y. Chen  
The Honorable Maria M. Del Toro  
The Honorable Richard W. Eaddy  
The Honorable Nathan Leventhal  
The Honorable Anna Hayes Levin  
The Honorable Shirley A. McRae  
The Honorable Karen A. Phillips

Dear Chair Burden, Vice Chairman Knuckles, Commissioners Battaglia, Besser, Cantor, Cerullo, Chen, Del Toro, Eaddy, Leventhal, Levin, McRae, Phillips:

I am pleased to have my support for the proposed Riverside Center project presented today before this Commission. I know that you recall that Riverside South was approved during my administration and that Chair Burden, who has done so much to lead the Department and this Commission through so many sensitive and important re-zonings, was also on the Commission when Riverside South was approved.

New York has a long history of creative use of its railyards. Early in the 20<sup>th</sup> century, the decision to cover the New York Central tracks surrounding Grand Central Terminal produced Park Avenue – today some of the most valuable real estate in the world. During my administration, it was the Penn Central 60<sup>th</sup> Street railyard. In the first decade of the 21<sup>st</sup> Century, creative planners proposed the Atlantic Yards and the Hudson Yards and, earlier this month, we witnessed the opening of the Mott Haven Educational Campus – once a commuter railyard and now a 280,000-square-foot facility serving more than 2,300 students.

In 1992, after several years and several proposals, the Planning Commission unanimously approved the Riverside South project, followed by City Council approval. We all recognized the need for development of that fallow land, and now Riverside South is a new neighborhood – an extension of the Upper West Side, just as Battery Park City extended the west side of Lower Manhattan. And now, 18 years later, all but one of the parcels from 61<sup>st</sup> to 72<sup>nd</sup> Street have been built, and only the fallow superblock parking lot that runs from 59<sup>th</sup> to 61<sup>st</sup> Street remains. As we agreed in 1992, that one superblock parking lot should be developed as well.

I am encouraged by the Riverside Center proposal. The architecture and open space are distinctive, and the job creation and economic projections are impressive. At a time when unemployment is still very high, this project carries the promise of good-paying jobs – union jobs as well as local jobs for hardworking New Yorkers who are anxious to get back to work.

It is time for us to complete the Riverside South project, and I urge you to approve the Riverside Center applications before you today.

Sincerely,

David N. Dinkins  
Professor, Columbia University/SIPA  
106<sup>th</sup> Mayor, City of New York

September 22, 2010

The Honorable Amanda M. Burden, FAICP  
New York City Planning Commission  
22 Reade Street  
New York, NY 10007

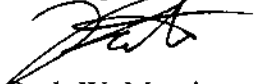
Dear Chair Burden:

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

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

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

Best regards,



Ruth W. Messinger  
Former Manhattan Borough President

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8TH DISTRICT, NEW YORK

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**Congressman Jerrold Nadler**  
**Testimony on Riverside Center Application**  
**by CRP/Extell Parcel L, LP and CRP/Extell Parcel , LP**  
**September 15, 2010**

As the Member of Congress representing the Eighth Congressional District, in which the proposed development at Riverside South is located, and previously as the New York State Assemblymember representing the district containing Riverside Center, I have long taken an active interest and role in the Riverside Center development project.

When the large-scale Riverside Center development was first proposed by Donald Trump in the early 1990s, I opposed the project strongly because the development did not represent sound, responsible planning for the entire neighborhood. The applicant today, Extell, seeks to modify the plan for the final undeveloped tract of land in Riverside Center, from its original zoning as a "Television City" for TV studios, to large-scale residential buildings, significantly increasing the density of the site.

Responsible and appropriate development of the Riverside South site would benefit the Upper West Side. However, as those of us who live and work in the Upper West Side know, the original Riverside Center development at the northern portion of the site was not undertaken with



a broad consensus on all of the community needs and impacts, or with mitigations in place for those impacts. Today, the Riverside Center buildings stand as enormous, densely packed buildings separate from the rest of the neighborhood, and several of the negative impacts of the development remain unmitigated. The development of the remaining tract of land by Extell must not repeat the mistakes and shortcomings of the prior development.

I do wish to first thank all of the stakeholders involved for their years of hard work toward gaining consensus about this final piece of the Riverside Center development. Community Board 7 has shown incredible leadership on this issue, and the developer, Extell, also must be commended for their involvement with the community and their commitment to mitigating the impacts of the proposed development.

While, again, I commend the efforts made to gain consensus on the project, I believe that despite the hard work by the stakeholders over the last few years, several issues of concern remain with the proposed development that must be addressed in order for the application to be approved. I wish to specifically highlight a few of the issues remaining with the development, which have also been addressed by the Community Board 7 recommendations and plan, as well as by the Manhattan Borough President's Recommendation.

First, I am concerned about the density and accessibility of the proposed Riverside Center South. The proposed density far outstrips that which was originally approved in the restrictive declaration for these parcels of land, and any density increases beyond the originally approved numbers must be mitigated.

One potential impact of this increased density includes additional school overcrowding on the Upper West Side, already a significant problem in our community. The plan as currently proposed includes 150,000 square feet of space for a school. However, the developer plans only to fund 75,000 square feet of school development. The applicant should instead fund the development of the full school capacity, and complete the school in the first phase of the development. This will address the longstanding school overcrowding created in part by

Riverside Center and make certain that the school needs generated by the Riverside South development do not immediately outstrip availability.

The site plan also poses significant concerns about open space and accessibility, due to the steep grade planned for the site. The applicant Extell must reduce the inaccessibility to the public open space, and to the development itself, by better integrating the buildings into the neighborhood and making the open spaces located within the development easily reachable by all neighborhood residents, including those with disabilities, or parents with strollers who cannot easily reach an above-grade park space.

Additionally, the current proposal by Extell includes 20% affordable housing under the City's Inclusionary Housing Program. I support the inclusion of 30% affordable units in the development to be targeted to households earning 80% or less Area Median Income. Community Board 7 has recommended 30% of units to be made affordable, and I believe that that recommendation is sound and responsible. The affordable housing must be permanent.

Finally, the proposed development will greatly increase the commercial uses in the area. The applicant should work with the local community to identify needed neighborhood retail and resources and should focus the development of the commercial space on those resources. Further, I support the calls on the developer to increase employment opportunities in the area and also to explore and commit to local hiring practices that will have a long term impact on the community.

Thank you again to all of the stakeholders, who have worked extremely hard to put a responsible development plan together. I hope that with these additional changes, we can reach an agreement on moving forward. However, without these additional mitigations, I cannot support the plan.



LINDA B. ROSENTHAL  
Assemblymember 67<sup>th</sup> District

# THE ASSEMBLY STATE OF NEW YORK ALBANY

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## TESTIMONY OF NEW YORK STATE ASSEMBLYMEMBER LINDA B. ROSENTHAL BEFORE THE CITY PLANNING COMMISSION REGARDING RIVERSIDE CENTER SEPTEMBER 15, 2010

I am Assemblymember Linda Rosenthal and I represent the Upper West Side and parts of Hell's Kitchen/Clinton in the New York State Assembly.

The Extell Development Company's final undeveloped parcel of Riverside South on the far West Side, running from 59th to 61st Streets, will have a significant impact on the surrounding neighborhood. The developer proposes to construct five high rise towers, 2,500 residential units, a hotel, retail spaces, an auto showroom and repair center, 1,800 underground parking spots, and 2.75 acres of privately-owned public open space. When Donald Trump gained control of the entire site in 1992, he signed a Restrictive Declaration which, among other provisions, capped the number of apartments at 5,700. The new developer has proposed to build an extra 1,292 residential units, which I believe would make this site too dense.

As the proposal moves forward, I believe the community's priorities must be carefully considered. Both Community Board 7 and Manhattan Borough President Scott Stringer felt these applications in their current form did not warrant approval. My view of this project is no different. Riverside Center is an area that presents us with an opportunity to greatly augment the West Side if the proper considerations are taken and the suggested modifications are made. As such, I stand by the community's wishes and emphasize that four main factors be incorporated into the development plans: a public school to help alleviate the dire overcrowding in the district, a greater percentage of permanent affordable housing in the development, publicly accessible open space, and the design of a site that allows for "community use" which includes minimizing density and encouraging appropriate traffic patterns throughout the facility.

Specifically, school overcrowding in this area has already reached crisis levels. Despite the creation of a new school, P.S. 452, which opened this Fall and houses the current overflow of students in the southern portion of School District 3, the problem will only grow worse in coming years. As such, I applaud Extell's agreement to build a 75,000 gross square foot, 480-scat pre-K—8th grade school within the development. However, we need to be mindful that this may not be adequate school space, and we cannot allow this school to serve only the students the project is projected to generate. We need to maximize the available space for a school at this site, 150,000 gross square feet, for students from both the development and the community, and the school should be built within the first phase of construction. As I have from the outset, I support Community Board 7's principles, as well as the recommendation of Borough President Stringer, and call for an increase in public school capacity to serve the needs of the community. I also call on Extell to make the creation of an appropriately sized school a top priority in its application.

Maintaining affordable housing units is another critically important component of this plan. Extell proposes to just adhere to previous agreements and allocate 12 percent of the apartments as affordable housing for a period of 20 years. Currently, New York State faces an affordable housing crisis with rent-regulated and Mitchell-Lama tenants being priced out of their apartments. Many of my constituents pay a significant portion of their income in rent and face a daily battle to stay in their homes as rent rates go up. In light of these circumstances, I believe it is of the utmost importance that Extell increase the percentage of affordable housing to 30 percent on the site, which is one of the community board's recommendations. Further, these units must remain permanently affordable. This is a worthy aspiration and we should not negotiate away this opportunity for more affordable housing on the West Side. For a development of this size, a minimum of 20 percent, not 12 percent, should be the starting point of discussions so that the economically diverse character of the neighborhood is maintained.

Maximizing public space at the development to eliminate the exclusive nature of the current design is another component that Extell needs to take into consideration. As of now, the development consists of five residential and mixed-use buildings surrounding a private raised enclave that obstructs passage to Riverside South Park and provides no easily identifiable open space. The raised enclave must be brought to grade and public streets should surround the open space to both encourage transportation throughout the site and create an unequivocal atmosphere of community integration. I ask that Extell look into the community board's suggestion of eliminating Building 4 in order to provide more communal open space for both residents of the development and their surrounding neighbors. The Riverside Center development should not be an isolated and exclusive development in the neighborhood but, rather, a welcoming place for all West Siders.

I also want to emphasize Community Board 7's recommendations to optimize the community use of this site. The above-grade level of Riverside Center needs to fully integrate the community's needs within its design. These recommendations include creation of open space, including mixed retail along West End Avenue, maximizing transportation circulation through incorporation of public roads on the site and providing the new school with an appropriately sized grade-level playground.

Additionally, the development's below grade level area needs to address the possible congestion the site will create. Currently, Extell proposes to build 1,800 parking spaces and an auto repair center in their underground level, which would make it the largest parking garage in the city. The 1992 Restrictive Declaration allowed for 743 parking spaces, and Extell's intent to more than double that number and supply auto services will only create more traffic congestion in the area. My constituents are already concerned with the overcrowding the 2,500 residential units will create; adding more parking spaces in the parking garage will only serve to encourage traffic, not prevent it. It is Extell's obligation to make sure that Riverside Center does not create problems but works to curtail congestion.

Extell's past willingness to engage with the community to hear about local priorities for the Riverside Center site is encouraging. Now it is time for these recommendations to be incorporated into the final agreement. It is imperative that Extell keep the high priorities of a school, affordable housing and the concerns of the community at the forefront of its designs for Riverside Center. Working together, we can make sure that the needs of the West Side community are attended to as the proposed Riverside Center plans continue through the ULURP process. Thank you for your consideration of my testimony.



THE CITY OF NEW YORK  
**OFFICE OF THE PRESIDENT**  
BOROUGH OF MANHATTAN

**SCOTT M. STRINGER**  
BOROUGH PRESIDENT

August 31, 2010

**Recommendation on  
Riverside Center  
Application Nos. M 920358 D ZSM, N 100286 ZCM, C 100287 ZSM, C 100288 ZSM,  
C 100289 ZSM, C 100290 ZSM, C 100291 ZSM, C 100292 ZSM, C 100293 ZSM,  
N 100294 ZRM, N 100295 ZRM, C 100296 ZSM, C 100297 ZSM,  
N 100298 ZAM, N 100299 ZCM, and N 100300 ZCM  
by CRP/Extell Parcel, L, LP and CRP/Extell Parcel, N, LP**

**PROPOSED ACTIONS**

CRP/Extell Parcel, L, LP and CRP/Extell Parcel, N, LP (herein together “Extell” or “applicant”)<sup>1</sup> seek to modify a restrictive declaration associated with a previously approved special permit; two zoning text amendments; three special permits associated with a large-scale development special permit; six special permits for public parking garages; two City Planning Commission (“CPC”) certifications for curb cuts on narrow streets; a CPC authorization to allow a curb cut on a wide street; and a CPC certification to modify transparency, retail continuity and signage requirements to facilitate the development of five mixed-use buildings,<sup>2</sup> known as “Riverside Center,” located in Manhattan Community District 7 on a tract of land bounded by West 59<sup>th</sup> and 61<sup>st</sup> streets between Riverside Boulevard and West End Avenue. The development site consists of the final phase of “Riverside South,” a large-scale development spanning from West 59<sup>th</sup> Street to West 72<sup>nd</sup> Street.

Specifically, Extell seeks the **fourth modification of a restrictive declaration associated with a previously approved special permit for the Riverside South large-scale development (M 920458 D ZSM)** to remove restrictions on the development site, including limitations on the number of parking spaces, total density, and number of dwelling units. Additionally, the applicant seeks to modify the permitted building forms on the site and to remove a requirement to map West 60<sup>th</sup> Street as a City street.

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<sup>1</sup> CRP/Extell Parcel, L, LP and CRP/Extell Parcel are development companies, which are primarily represented by Extell Development Company.

<sup>2</sup> The buildings are herein referenced as Building 1, Building 2, Building 3, Building 4, and Building 5.

Extell also seeks approval of a **Zoning Text Amendment (N 100294 ZRM) to create Section 74-743(a)(7) (General Large-Scale Development, Bulk modification) of the New York City Zoning Resolution (“ZR”) to allow the CPC to modify ZR § 12-10 (Court, outer).** The proposed text amendment would allow the CPC to consider any open area surrounded on three sides by building walls to be treated as an “outer court” for a general large-scale development special permit.

Extell seeks a related **special permit (C 100296 ZSM) pursuant to ZR §§ 74-743(a)(2) and 74-743(a)(7) (as amended) to modify the provisions of ZR §§ 23-84 and 23-851 (court regulations); 23-711 (minimum distance between buildings); 23-634, 33-433, and 33-451 (height and setback regulations); and 12-10 (court, outer).** The CPC may grant the proposed bulk waivers provided that the modifications satisfy certain findings set forth in ZR § 74-743(b), including that the modifications will result in a better site plan and a better relationship between the development and the surrounding area than would otherwise be possible, and will thus benefit the occupants of the development, neighborhood, and the City; that the modifications will not obstruct light and air; that the streets are adequate to handle resulting traffic flow; and that a plan for any required additional public facilities has been provided.

Extell additionally seeks a **Zoning Text Amendment (N 100295 ZRM) to ZR § 74-744(a) (General Large-Scale Development, use modification) to allow the CPC to permit automobile showroom and service establishments (Use Group 16) in C4 Districts in Manhattan Community District 7 and a related special permit (C 100287 ZSM) pursuant ZR § 74-744(a)(as amended) to allow an automobile showroom and service establishment.** The CPC may grant the proposed use modification provided that the portion of the establishment used for the servicing and preparation of automobiles is located entirely on the cellar level; sufficient indoor space for storage of vehicles for sale or service has been provided; and such use will not create or contribute to serious traffic congestion and will not unduly inhibit surface traffic or adversely affect pedestrian movement.

Extell also seeks a **special permit (C 100287 ZSM) pursuant to ZR § 74-681 to allow the large-scale development site to use a railroad or transit right-of-way in the “lot area” of the development; to allow a portion where the railroad has been permanently discontinued to be included in the “lot area” of the development; and to establish an appropriate grade to serve instead of the curb level for streetscape purposes (ZR §§ 26-00 and 37-30).** In order to grant this special permit, the CPC must find that the streets providing access are adequate to handle resulting traffic; that the distribution of floor area and the number of dwelling units does not adversely affect the character of the surrounding area by being unduly concentrated in any portion of such development or enlargement, including any portion located beyond the boundaries of such railroad or transit right-of-way or yard; that all uses, developments or enlargements located on the zoning lot or below a platform do not adversely affect one another; and that if such railroad or transit right-of-way or yard is deemed appropriate for future transportation use, the site plan and structural design of the development does not preclude future use of, or improvements to, the right-of-way for such transportation use.

Extell additionally seeks **six special permits (C 100288 ZSM, C 100289 ZSM, C 100290 ZSM, C 100291 ZSM, C 100292 ZSM, and C 100293 ZSM) pursuant to ZR §§ 13-562 and 74-52**

**to allow either one of two public parking garage schemes at the site.** Scenario A (C 100288 ZSM) would allow a single public parking garage of 1,800 spaces. Scenario B (C 100289 ZSM through C 100293 ZSM) would allow for five separate parking garages with a total of 1,800 spaces; the applicant proposes to have 460 spaces under Building 1; 230 spaces under Building 2; 290 spaces under Building 3; 370 spaces under Building 4; and 450 spaces under Building 5. In order for the special permits to be granted, the CPC must find that the garage(s) will not adversely impact or affect the growth or development of other uses in the area; will not create or contribute to serious traffic congestion or pedestrian flow; will not draw traffic through areas which are primarily residential; contains adequate reservoir space; is surrounded by streets that are adequate for generated traffic; and, where rooftop parking is permitted, is so located as not to impair the essential character, future use or development of adjacent areas.

Extell further seeks **two CPC certifications (N 100299 ZCM and N 100286 ZCM) pursuant to ZR § 26-15 to allow more than one curb cut on both West 59<sup>th</sup> Street and on West 61<sup>st</sup> Street.** In order to grant the certifications, the CPC must find that the curb cuts will not result in conflict between pedestrian and vehicular circulation and will result in a good overall site plan.

Extell also seeks a **CPC authorization (N 100298 ZAM) pursuant to ZR § 13-553 to permit a curb cut on West End Avenue to facilitate the extension of West 60<sup>th</sup> Street westward through a portion of the development site as a public access easement.** In order to grant the authorization, the CPC must find that the curb cut is not hazardous to traffic safety; will not create or contribute to serious traffic congestion or unduly inhibit vehicular movements; will not adversely affect pedestrian movement; will not interfere with the efficient function of bus lanes, specifically designated streets and public transit facilities; and will not be inconsistent with the character of the existing streetscape.

Extell also seeks a **CPC certification (N 100300 ZCM) pursuant to ZR § 26-17 to modify ZR §§ 37-35 (retail continuity), 37-36 (sign regulations) and 37-37 (street wall articulation).** In order to grant the certification, the CPC must find that such modifications will enhance the design quality of the proposed development.

Finally, on August 20, 2010, the applicant submitted an **alterative text amendment (N 100294(A) ZRM)**, which would additionally **modify ZR § 23-144 (In designated areas where the Inclusionary Housing Program is Applicable) and Appendix F (Inclusionary Housing Designated Areas); ZR §§ 23-954 (Additional requirements for compensated developments) and 74-743 (General Large-Scale Special Permit) to allow the CPC to modify ZR §§ 23-952 (Floor area compensation in Inclusionary Housing designated areas) and 23-96(b) (Requirements for Generating Sites) as part of a large-scale special permit.** Generally these modifications would designate the site as eligible to participate in the City's Inclusionary Housing Program; allow C4-7 district tower regulations to apply to large-scale development sites utilizing the inclusionary bonus within C4-7 districts in Community District 7; allow the CPC to modify (pursuant to the large-scale special permit) the base and maximum permitted floor area ratio ("FAR") for the site; and allow the CPC to modify the distribution requirements for affordable housing units within C4-7 districts in Community District 7. The applicant also filed an **alternative large-scale development special permit (C 100296(A)) to modify the base and**

**maximum FAR and the distribution of inclusionary housing units** along with the waivers described above.

## **PROJECT DESCRIPTION**

The proposed actions would facilitate the construction of a large-scale development, known as “Riverside Center,” at a site (Block 1171, Lots 155 and 165) bounded by West 59<sup>th</sup> Street, West 61<sup>st</sup> Street, West End Avenue, and Riverside Boulevard.<sup>3</sup> The site is located in the southwest corner of Community District 7 and is the last development site to be planned of the larger Riverside South development. The Riverside Center development would consist of five towers with a maximum of 3,000 dwelling units, 1,800 public parking spaces, an elementary/middle school, 135,000 SF of ground-floor retail, and an automobile showroom and service center.

The area surrounding the development site consists of primarily residential uses to the north and east, which include a large-scale planned community owned by the New York City Housing Authority, known as Amsterdam Houses, and the balance of the Riverside South development. The area directly south of the site includes a mix of residential, commercial and industrial uses, including a Con Edison steam facility and Department of Sanitation facilities. To the west of the site are the elevated Miller Highway, Riverside Park, Hudson River Park, and a sanitation pier currently anticipated to be used by the Department of Sanitation for recycling.

## **History of the Site**

In 1992, the City Council approved a large-scale development plan for Riverside South, which included the development site subject to this application. The plan governed the redevelopment of former rail yards, which extended from West 59<sup>th</sup> Street to West 72<sup>nd</sup> Street between West End Avenue and Riverside Boulevard. Riverside Boulevard is a mapped street that is being constructed as part of the Riverside South development plan. It currently extends from West 72<sup>nd</sup> Street to West 63<sup>rd</sup> Street and will eventually extend to West 59<sup>th</sup> Street. The plan allowed for a total of 7,899,951 SF of development with mixed residential and commercial uses on 15 separate parcels (Development Site A through O). Additionally, the Riverside South development was limited to 5,700 residential units and 3,500 parking spaces. These restrictions were codified in a restrictive declaration. As part of the original plan the developer was required to provide a minimum of 12 percent of the total residential units as affordable housing units; construct Riverside Boulevard from West 59<sup>th</sup> Street to West 72<sup>nd</sup> Street; build 21.5 acres of waterfront park; create 4 acres of accessible open space inland; pay for the cost of rehabilitating the West 66<sup>th</sup> Street and West 72<sup>nd</sup> Street subway stations; provide space for, but not fund, a public school; construct a “box” in which a portion of the raised Miller Highway could be relocated underground in the future; and make contributions to programs serving senior and youth populations in the community.

To date, 6,691,505 SF of the Riverside South development have been constructed, which includes 4,492 residential units (583 of which are affordable housing units) and 2,611 parking spaces. Development Site J, located two blocks north of the Riverside Center development site, is currently under construction, and Development Site K, located one block north of the site, has

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<sup>3</sup> Riverside Boulevard would be constructed as part of the proposed Riverside Center development.



approved plans based on the requirements of the restrictive declaration. Additionally, Riverside Boulevard has been constructed from West 63<sup>rd</sup> Street to West 72<sup>nd</sup> Street, and 12.93 acres of the waterfront parkland have been developed with the balance of the required park space either under construction or planned. No school has been constructed, as the Department of Education did not choose to exercise its option to site a school at Riverside South.

Three sites of the original Riverside South development remain undeveloped – Development Site L, M, and N – and comprise Riverside Center. The Riverside Center development site was restricted to a total of 2,372,192 SF, with 1,690,600 SF for television studio uses; 19,400 SF for professional office space; 35,000 SF of community facility space; and 572,192 SF of residential use. Additionally, the site was restricted to 743 below-ground parking spaces and 577 residential units. Further, development of the site included a provision that West 60<sup>th</sup> Street must be mapped if the site were to be developed for any use other than for television studios. Absent approval of the proposed actions and modifications to the existing restrictive declaration, the applicant would be restricted to develop the Riverside Center site under the above-mentioned parameters.

### **Proposed Development**

The proposed development is in a C4-7 zoning district. Absent any other restrictions on the development site, the underlying zoning would permit a maximum density of 3,562,820 SF (10 FAR) for commercial, community facility, and residential uses on the site. Approximately 525,989 SF (1.48 FAR) were transferred off site to other development sites within the Riverside South development as part of the original large-scale development plan. The proposed Riverside Center plan, which utilizes the majority of the remaining available development rights, consists of a total of 3,014,829 SF (8.46 FAR) of development. Of the total permitted development square footage, an allocation of approximately 150,000 SF for an on-site public school exists. If a public school is not constructed on the site, the development would be restricted to a total of 2,882,829 SF (FAR of 8.09).

As proposed, the site would include five buildings and a maximum of 2,884,907 SF of residential uses, 980,000 SF of commercial uses, and 332,000 SF of community facility uses (including 132,000 SF for a public school). The proposed development program also includes the possibility that 712,000 SF may be used for either hotel or residential purposes and that 200,000 SF may be used for either commercial or community facility uses, but in no case can the on-site maximum permitted density be greater than 3,014,829 SF.

The applicant originally proposed to provide 12 percent of total residential units as affordable housing (consistent with the original approvals); the applicant, however, submitted an alternative application on August 20, 2010 that would make the proposed project comply with the City's Inclusionary Housing Program. This program requires the applicant provide 20 percent of the total residential density as permanently affordable housing.

Further the applicant proposes to fund the core and shell of a 75,000-SF new public school on the site. In addition to the proposed uses that comprise zoning floor area, the applicant proposes to

use 181,677 SF in the cellar for an automobile service facility and showroom and 482,400 SF on two sub-cellar floors for a public parking garage with a maximum of 1,800 spaces.

The proposed development would additionally include up to 2.75 acres of privately-owned publicly accessible open space, including public easements for the extension of West 60<sup>th</sup> Street, Freedom Place South, and the widening of West 59<sup>th</sup> Street and West 61<sup>st</sup> Street. The buildings are oriented around the open space, which features a water scrim, active lawns, and planted meadows. The open space would include thick plantings along Riverside Boulevard in order to mitigate wind conditions.

The proposed land use actions would restrict development on the site, including specifying uses, building forms and densities for the five proposed buildings to be consistent with the plan as proposed by the applicant.

Building 1 is located at the northwest corner of the site. It is proposed to be 463 feet tall (38 stories) at its highest point and have a maximum density of 1,047,354 SF. The current development scenario anticipates 918,733 SF of development with 774,196 SF of residential uses, 101,390 SF of office uses, and 41,003 SF of retail uses. The building would have a residential entrance on West 61<sup>st</sup> Street and on the proposed open space, and an entrance for the proposed office space would be located on West 61<sup>st</sup> Street. The ground floor, with the exception of access space for the residential and commercial office uses, would contain retail uses.



Source: Riverside Center DSEIS (CEQR 09DCP020M), Figure S-11,

Building 2 is located at the northeast corner of the site. It is proposed to be 369 feet tall (31 stories) at its highest point and have a maximum density of 698,149 SF. The current development scenario anticipates 628,623 SF of development with 479,237 SF of residential uses, 132,000 SF of public school space (a community facility use), and 15,180 SF of retail uses. The residential lobby would be accessed from the Freedom Place South extension, and the access point to the school would be located on West 61<sup>st</sup> Street. Retail would be located on the building's West End Avenue, West 60<sup>th</sup> Street and Freedom Place South frontages.

Building 3 is located at the southwest corner of the site. It is proposed to be 433 feet tall (34 stories) at its highest point and have a maximum density of 420,793 SF. The current development scenario anticipates 369,417 SF of development with 362,669 SF of residential uses and 6,748 SF of retail uses. The residential lobby and the retail space would be accessed via a

private driveway over which Building 4 is cantilevered. The entrance to the below-grade automobile service center would also be located at Building 3 on West 59<sup>th</sup> Street.

Building 4 is located at the southern section of the site between Building 3 and 5. It is proposed to be 369 feet tall (31 stories) at its highest point and have a maximum density of 412,549 SF. The current development scenario anticipates 361,884 SF of development with 348,518 SF of residential uses and 13,369 SF of retail uses. The residential lobby would be accessed via a private driveway (over which it is cantilevered) that is also used by Building 3. The retail uses would be located along the site's open space.

Building 5 is located at the southwestern corner of the site. It is proposed to be 511 feet tall (44 stories) at its highest point and have a maximum density of 839,237 SF. The current development scenario anticipates 736,173 SF of development, with 435,170 SF of residential uses, 239,678 SF for a transient hotel, 35,632 SF for a cinema, 4,559 SF of retail uses, and 19,595 SF for an automobile showroom. Retail uses would be accessed on West End Avenue, Freedom Place South, and West 60<sup>th</sup> Street. The residential lobby and hotel lobby would be accessed separately via Freedom Place South. West 59<sup>th</sup> Street would be primarily used for service entrances, loading berths, and parking ramps.

## **Proposed Actions**

### *Pursuant to the Large-Scale Development Plan*

Outer Courts: ZR § 23-84 requires that if an outer court is less than 30 feet in width, its width must be 1.33 times the depth. If the outer court is greater than 30 feet in width, the depth must be equal to the width (but no greater than 60 feet). Further, the outer court recess (the portion of the building surrounding the court) must be twice the width of the depth of the court. Due to the irregular shapes of the proposed buildings, all five buildings will not comply with these regulations. The proposed waivers will not affect the required light and air (a minimum of 30 feet) for legally required windows. A proposed text amendment is necessary to grant this waiver.

Inner Courts: ZR § 23-851 requires that any inner court be at least 1,200 SF and has a minimum dimension of 30 feet. Due to the irregular shapes of the buildings, Building 1, 2, and 5 require waivers of these inner court regulations. The proposed waivers will not affect the required light and air for legally required windows.

Minimum Distance Between Buildings: ZR §§ 23-71 and 23-82 require that buildings with a height of over 50 feet have a minimum distance of 40 feet between walls, a minimum distance of 50 feet between walls and windows, and a minimum distance of 60 feet between windows. These required distances apply not only to buildings but also building segments. The buildings, as a whole, are proposed to comply with these provisions as they relate to each other. However, each individual building has multiple building segments that are set too close to each other, thereby creating non-compliance with the zoning. The non-compliance with the required minimum distances between buildings is due to the architectural design of the buildings' upper floors.

Height and Setback: Since the proposed buildings' lot coverage is 39.6 percent, below the 40 percent requirement, the development is able to use "tower" regulations; therefore, portions of the proposed buildings are permitted to penetrate the sky exposure plane. ZR § 33-45 requires that any building utilizing tower regulations set back 10 feet from a wide street and 15 feet from a narrow street. It further requires that the tower portion of a building not encroach more than 1,600 SF within 40 feet of a wide street and 1,875 SF within 50 feet of a narrow street. Finally, ZR §§ 23-634 and 33-433 require that buildings in R10-equivalent districts in Community District 7 have a street wall height between 125 feet and 150 feet along wide streets within 50 feet of a wide street.

All five buildings encroach within 50 feet of the narrow streets along which they front by more than the permitted amount. Building 1 and 2 encroach upon West 61<sup>st</sup> Street by 19,030 SF, and Building 3, 4, and 5 encroach upon West 59<sup>th</sup> Street by 17,706 SF.

Further, the proposed buildings encroach upon required setback areas. Due to the irregular shapes of the buildings, these encroachments are for different depths at varying heights:

Building	Maximum setback encroachment depth on a wide street	Maximum setback encroachment height on a wide street	Maximum setback encroachment depth on a narrow street	Maximum setback encroachment height on a narrow street
1	8 feet	318.29 feet	13 feet	338.34 feet
2	10 feet	309.01 feet	13 feet	401.22 feet
3	8 feet	285.74 feet	7 feet	276.16 feet
4	N/A	N/A	7 feet	276.16 feet
5	10 Feet	167.33 Feet	7 feet	384.02 feet

Inclusionary Housing Program: Pursuant to ZR § 23-952, the Inclusionary Housing Program provides developments with a base residential FAR and permits a 33 percent floor area bonus in exchange for providing 20 percent of the total residential density as permanent affordable housing. In the C4-7 zoning district with an inclusionary housing bonus, the base residential FAR would be 9 and a maximum permitted FAR would be 12. Further, pursuant to ZR § 23-96(b) these affordable housing units must be distributed on not less than 65 percent of all the floors in a residential building, and no more than one-third of the total number of affordable units can be concentrated on any one floor. The applicant proposes to modify these zoning provisions of the Inclusionary Housing Program as it relates to the subject development site. The first modification would allow the CPC to lower the base FAR to 6.36 or a density of approximately 2,300,000 SF. Consequently, the applicant would only be able to achieve the maximum density of 3,014,829 SF by utilizing the inclusionary housing bonus. Additionally, the applicant seeks to modify the distribution of affordable units in individual buildings. Since several of the proposed buildings may be developed as condominiums, the applicant is seeking flexibility in the distribution of units; the exact plan for distribution, however, has not been decided at this time.

Automobile Showroom and Service Center: The applicant proposes an automobile showroom and service center on the cellar level of the entire development site (including under the proposed open space). An automobile showroom is an as-of-right use on the development site provided that there is no service or preparation of vehicles for delivery at the site. In order to

include the service center, the applicant requires an approval of a special permit (created by a zoning text amendment proposed by the applicant).

Development over a railroad or transit right-of-way: In order to develop over the transit right-of-way crossing through the site, the applicant requires a special permit. Amtrak currently has a below-grade easement that runs at an angle through the eastern portion of the site from the corner of West End Avenue and West 59<sup>th</sup> Street to West 61<sup>st</sup> Street between Freedom Place South and West End Avenue. Absent the special permit, the applicant would be required to set the buildings back from West End Avenue.

Alternative reference point instead of “curb level” reference: In order to minimize the slope of the proposed development, the applicant proposes to construct the majority of the open space at a height of 24 feet above sea level. The site would be at grade with West 61<sup>st</sup> Street and West End Avenue and begin to rise above the street grade at West 59<sup>th</sup> Street west of Freedom Place South and at Riverside Boulevard south of West 61<sup>st</sup> Street. In order to establish a new reference point, the applicant requires approval of a special permit. The new level is proposed to minimize the impact of the development on western views of the Miller Highway, to enable the operation of the scrim, and to create more passive and active recreation space on the site.

#### *Public Parking Garages and Curb Cuts*

The applicant proposes two public parking schemes, each with a maximum of 1,800 public parking spaces. Scenario A is comprised of a single public parking garage with 1,800 spaces: 1,100 attended spaces on the first sub-cellar and 600 self-parking spaces on the second sub-cellar. Scenario B consists of five separate public parking garages within the sub-cellar floors. There would be 460 spaces beneath Building 1, 230 spaces beneath Building 2, 290 spaces beneath Building 3, 370 spaces beneath Building 4, and 450 spaces beneath Building 5. In both scenarios, the garages would be accessed via 25-foot curb cuts and 22-foot ramps on Freedom Place South for Building 1 and 2 and on West 59<sup>th</sup> Street for Buildings 3 and 5. Building 4 would have an additional 25-foot curb cut for its private driveway, from which vehicles could access a 12-foot wide ramp to the garage. Public parking garages are not permitted as-of-right.

To achieve the proposed parking garage scenarios, the applicant requires approval for multiple curb cuts. The development site is permitted only one curb cut on West 59<sup>th</sup> Street and West 61<sup>st</sup> Street, which are narrow streets. The applicant requires additional curb cuts for the two parking ramps, a hotel loading berth, the entrance to the automobile service center, and the intersection of Freedom Place South and West 59<sup>th</sup> Street. On West 61<sup>st</sup> Street, the applicant requires curb cuts for a loading berth for Building 1 and for the intersection of Freedom Place South and West 61<sup>st</sup> Street. Finally, the applicant requires a curb cut on West End Avenue for the extension of West 60<sup>th</sup> Street, which is not permitted as West End Avenue is a wide street.

#### *Streetscape Waivers*

Retail Continuity: ZR § 37-35 requires that 50 percent of a building's frontage on a wide street be occupied by commercial uses. Building 3 does not comply with this requirement along Riverside Boulevard since its retail is proposed to front the central open space.

Signage Waivers: ZR § 37-36 requires that signs be located on a 3-foot high band no higher than 12 feet above the curb level. Signage is proposed to be placed at varying heights for Building 2, 3, and 5 above the permitted limit. Waiver of this provision is needed due to the site's grade constraints and the buildings' high floor-to-ceiling heights.

Ground Floor Transparency: ZR § 37-37 requires that 50 percent of a building's street frontage be transparent. Every building, except Building 1, does not comply with transparency requirements on the narrow streets (West 59<sup>th</sup> and West 61<sup>st</sup> streets). Building 2 and 5 compensate with additional transparency (70 percent) on West End Avenue. Building 3 complies on Riverside Boulevard. Additionally the applicant has chosen to place retail frontage along the base of the buildings fronting West 60<sup>th</sup> Street, Freedom Place South, and the proposed central open area.

### **Anticipated Development under the Reasonable Worst Case Scenario Development**

The Draft Supplemental Environmental Impact Statement ("DSEIS") indicates that under a Reasonable Worst Case Scenario Development, the proposed actions would result in significant negative adverse impacts. The proposed project would result in significant negative impacts for several categories including:

- Public Schools: The proposed actions would result in an increase in the school district's total enrollment of over 5 percent. The applicant proposes to mitigate the impact by constructing the core and shell of 75,000 SF of a public school, which would absorb the students expected to be generated by the project. The proposed mitigation, however, neglects to account for the overcrowded conditions caused by the approval of Riverside South, which remain unmitigated since 1992;
- Child Care Centers: The proposed actions would result in an increased demand for child care services by 9 percent. No mitigation is proposed for this impact;
- Open Space: The proposed actions would result in a decrease in the open space ratio for active recreational open space by 6 percent. No mitigation is proposed for this impact;
- Urban Design: The development site's design would encourage wind conditions at two locations, which exceed recommended safety conditions. The applicant proposes to mitigate the majority of the site's dangerous wind conditions with a specific landscaping plan;
- Traffic: The proposed actions would contribute to traffic congestion by significantly decreasing the level of service at 24 intersections. All but three of these impacted intersections are proposed to be mitigated;
- Transit: The proposed actions would impact bus service by creating a capacity short-fall for three cross-town bus routes (M11, M31 and M57). No mitigation is proposed for this impact;
- Pedestrians: The proposed actions would impact intersections on West 60<sup>th</sup> Street by decreasing the level of service at Amsterdam and Columbus Avenues. Amsterdam Avenue intersection can be mitigated, but no mitigation is proposed for the Columbus

Avenue Impact; and

- Construction: The development would result in a multitude of construction related impacts. With the exception of noise impacts on residential and educational buildings in the neighborhood, these impacts can be mitigated.

## COMMUNITY BOARD'S RECOMMENDATION

At its Full Board meeting on July 22, 2010, Community Board 7 ("CB7") voted to:

1. **disapprove application M 920358 D ZSM** (modification of the 1992 restrictive declaration) unless the action is modified to meet the conditions of its report (discussed below) by a vote of 36 in favor and 2 against;
2. **disapprove application C 100297 ZSM** for a special permit for the automobile showroom and service center by a vote of 36 in favor, 2 against, and 1 abstention;
3. **disapprove application C 100296 ZSM** for a large-scale development special permit unless Building 4 is eliminated and Building 5 is modified in accordance with CB7's report by a vote of 34 in favor, 3 against, and 1 abstention;
4. **disapprove with conditions application C 100288 ZSM** for a single parking facility under the site unless the garage is limited to 1,000 spaces by a vote of 35 in favor, 2 against, and 1 abstention;
5. **disapprove applications C 100289 ZSM, C 100290 ZSM, C 100291 ZSM, C 100292 ZSM, C 100293 ZSM** for special permits for individual parking garages underneath each building as CB7 prefers the single garage option by a vote of 36 in favor, 1 against, and 1 abstention;
6. **disapprove with conditions application C 100287 ZSM** for a special permit for construction over a railroad right-of-way unless the application is redrawn to establish an at-grade curb level by a vote of 35 in favor, 2 against, and 1 abstention;
7. **approve application N 100286 ZCM** for an additional curb cut on West 61<sup>st</sup> Street by a vote of 36 in favor and 1 against;
8. **approve application N 100294 ZRM** for a text amendment allowing modification of outer courtyard regulations by a vote of 36 in favor, 2 against, and 1 abstention;
9. **disapprove application N 100295 ZRM** for a text amendment to create a special permit to allow an automobile service center in large-scale developments by a vote of 36 in favor and 1 abstention;
10. **approve application N 100298 ZAM** to allow a curb cut on West End Avenue to allow the extension of West 60<sup>th</sup> Street by a vote of 37 in favor and 1 abstention;
11. **disapprove application N 100299 ZCM** to allow multiple curb cuts on West 59<sup>th</sup> Street, though CB7 noted it would approve an application to allow two additional curb cuts on the street by a vote of 32 in favor, 1 against, and 4 abstentions;
12. **disapprove application N 100300 ZCM** for a certification to allow a waiver of signage, transparency and retail continuity requirements unless the requested waivers for Building 3 and 5 are withdrawn by a vote of 35 in favor and 3 abstentions.

Additionally, CB7 voted to adopt a detailed report on the proposed development site by a vote of 35 in favor and 3 against. In the report, CB7 expressed that the developer should provide full build-out of 150,000 SF for a public school, provide 30 percent of the residential units as affordable housing, and that the development should achieve the highest level LEED rating possible. Further, CB7 indicated that the project generally fails to meet its core principles by: placing excess density on the site; creating a perception of exclusivity for the open space; hampering pedestrian circulation by marginalizing West 59<sup>th</sup> Street and Riverside Boulevard; failing to engage the streetscapes with retail spaces; and providing commercial uses that are not environmentally responsible.

The community board suggested an alternative development scenario that would increase the total amount of open space, reduce the total density, surround the new open space with publicly accessible streets or broad pathways, remove the automobile showroom and service center, limit the total number of parking spaces, and include a public playground. The proposed changes are achieved, in part, by removing Building 4 and replacing its footprint with open space.



Source: Riverside Center Report by CB7 (Page 42)

Further, CB7 requests that there be mitigation of the impacts resulting from the site's development and that public amenities, such as Riverside Boulevard and a public school, be provided in the first phase of the development.

## BOROUGH PRESIDENT'S COMMENTS

### General Comments

Development of the Riverside Center site is, in general, appropriate. Its current use as a two-block open-air public parking lot provides limited beneficial activity in the neighborhood and does little to promote pedestrian activity around the site. The site's current state imposes a dark, vacant character on surrounding streets, which discourages residents from fully utilizing this part of their neighborhood. Further, large undeveloped sites tend to impair development in surrounding areas and often lead to problems in the greater community by creating zones of inactivity or, "dead zones," in which illegal and illicit activities may take place.

The site's redevelopment has the potential to provide significant benefits to the neighborhood. The residential and ground-floor retail uses at Riverside Center would assist in enlivening the area by creating new activity and uses that are more compatible with the surrounding neighborhood than the existing uses and contribute to enhancing the public realm. These types of uses, which benefit the community by activating the streets and creating safer conditions, should be encouraged. Further, redevelopment of the site would have a positive economic



impact. During the construction period, the site is estimated to create 8,159 full-time equivalent jobs and provide \$314 million in tax revenue. Post-construction, the site is anticipated to directly and indirectly create 2,549 full-time equivalent, permanent jobs in New York State. In recognition of these important benefits, community members have rightly spoken in favor of seeing responsible development of the site move forward.

Riverside Center, however, is the last development site of the Riverside South large-scale development. As such, it is the last opportunity to remedy the impacts and shortcomings of the original development plan. When Riverside South was approved in 1992, the developer failed to reach a broad consensus. The buildings forms are monolithic. The retail is relatively unused. The Riverside South buildings feel separate from the rest of the neighborhood, and several of the impacts of the approved development remain unmitigated. Many of the neighborhood's negative conditions, such as local school overcrowding and traffic conditions on West End Avenue, can be attributed directly to the Riverside South large-scale development.

To replicate the same shortcomings and negative impacts associated with the Riverside South development for the Riverside Center development is unacceptable. Although the site's development may be generally welcomed, that development must not overwhelm the surrounding neighborhood. It is important to critically examine the proposed uses, built form, and contributions to the neighborhood in order to ensure that the development is integrated into the larger community.

Over the past two years, CB7 has held monthly public meetings and numerous public hearings on the proposed Riverside Center development. Prior to certification of the land use applications, the applicant made changes to its development proposal in order to respond to community concerns and environmental considerations. Changes included reducing the heights of the tallest buildings; eliminating proposed big-box retail uses; reducing the proposed density; reducing the number of parking spaces from 2,300 to 1,800; and widening the sidewalks around the project to a minimum of 15 feet.

Despite these changes, CB7, after extensive public outreach and consideration of the proposed actions, has retained concerns about the development's configuration and proposed uses. Overall, the community board's proposed modifications aim to enhance the proposed public benefits, mitigate the identified negative impacts, and improve the project's contribution to the well-being of the overall community.

### **Environmental and Site Planning Concerns**

The Manhattan Borough President's Office recommends several modifications to the proposed development in order to address impacts identified in the DSEIS, as well as to address general concerns about the project's proposed uses, site planning, and public policy considerations.

#### *Density*

The site's proposed density is over 600,000 SF greater than was originally set in the 1992 restrictive declaration. Approximately 480,000 SF of this additional density is directly related to status of West 60<sup>th</sup> Street as an unmapped City street. Until 1907, all of the streets associated

with Riverside South, including West 60<sup>th</sup> Street, were mapped as public streets. As a result of a Corporation Counsel ruling, these streets were demapped to accommodate rail yards for the New York Central Railroad (which eventually merged with Pennsylvania Railroad). The 1992 Riverside South approvals remapped public streets throughout the development, but did not map West 60<sup>th</sup> Street in order to accommodate the large footprint necessary for anticipated television studios.

The restrictive declaration for Riverside South, however, requires that this street be mapped as a City street if the site does not include television studios. The applicant proposes to eliminate this requirement and utilize density on the site that would otherwise be publicly owned if West 60<sup>th</sup> Street were mapped as a public street. Based on the site's density restrictions and the explicit street mapping requirement set forth in the existing restrictive declaration, it is clear that the public never contemplated that additional density would be available on site in the future for more private residential development.

A condition of the proposed large-scale development special permits (pursuant to ZR §§ 74-743 and 74-681) is that streets providing access to a general large-scale development are adequate to handle the resulting traffic considering the development's size. According to the DSEIS, the proposed project will result in unmitigatable traffic impacts associated with the project's density. Consequently, this finding cannot be met unless there is a reduction in proposed on-site density. The reduction should reflect an amount that is, at minimum, equivalent to the density gained from not mapping West 60<sup>th</sup> Street – approximately 480,000 SF.

Currently, Riverside Center results in several other unmitigated adverse impacts on open space, mass transit, pedestrian flow, and community facilities. These impacts are attributable, in part, to the requested increase in density and cannot be mitigated without a significant density reduction or a reconfiguration of the site. Any additional density should only be granted if the applicant can demonstrate that the development's proposed density does not create or contribute to additional adverse impacts that cannot be mitigated. It is not sound public policy to encourage development with unmitigated impacts that strain existing infrastructure and reduce the quality of life of all residents in the neighborhood. Consequently, the density increase remains unwarranted.

A reduction in density would lessen, though not eliminate, the overall strain on surrounding infrastructure and would make the proposed development better meet the findings of the large-scale development special permits as they relate to traffic impacts.

### *Public Schools*

Over the last several years, the Upper West Side has experienced significant overcrowding in its local public elementary and middle schools. According to the DSEIS, the local elementary and intermediate schools within a one-half mile of the project site are currently at 104 percent utilization.<sup>4</sup> The existing overcrowded school conditions have resulted in neighborhood children being placed on long waiting lists, leaving them uncertain about where they will be attending

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<sup>4</sup> To derive overall utilization of these school, the enrollment and capacity figures in Table 4-3 (Public Elementary Schools Serving the Study Area) and 4-4 (Public Intermediate Schools Serving the Study Area), respectively, were combined, and the ratio of total enrollment to total capacity was determined.

school. Available seats at local public schools are part of the fundamental infrastructure needed for healthy neighborhoods. By 2018, the build year for this project, the nearest schools will be at 145 percent capacity.<sup>5</sup> This condition will exist even with the applicant's proposed mitigation.

Much of the condition of the area's public schools is related to the unmitigated impact associated with the original Riverside South large-scale development plan. In the original restrictive declaration, the developer for Riverside South agreed to provide a site to the City, at fair market value, that would be sufficient for a 600-seat school on Development Site I, J, or K. The City did not exercise its option to purchase this property, and the original Riverside South impact on schools remains unmitigated. The current applicant now seeks to alter aspects of the original development plan by adding significant density to the Riverside South large-scale development plan, which was not anticipated during the original public review of the Riverside South development plan, impacts, and related mitigations.

Riverside Center is inextricably linked to the original large-scale development and the related environmental impacts, because it modifies the original actions and the conditions analyzed in the original Environmental Impact Statement ("EIS"). By ignoring the impacts of the original project and failing to adequately mitigate those impacts, the applicant is effectively segmenting the environmental review process, which is contrary to the intent of the State Environmental Quality Review Act.<sup>6</sup> The stakeholders present during the original Riverside South public review process were not aware that 3,000 additional residential units might be added to the site, and they were denied the opportunity to consider the cumulative impacts of Riverside Center and Riverside South. Consequently, they were denied the opportunity to properly consider the breadth of mitigations needed.

The proposed plan currently dedicates up to 150,000 SF for a public school. The provision of a 150,000-SF school would significantly contribute to relieving overcrowding in the community's schools, which is partly a result of the Riverside South large-scale development. However, the applicant intends to fund only 75,000 SF of school development and, given the current fiscal climate, it is unlikely that the School Construction Authority will be able to fund the remaining 75,000 SF of school space. Therefore, the original impacts will remain unmitigated and the public school system will likely remain overcapacity.

The applicant should work to mitigate the cumulative impact of the Riverside South development by constructing as large of a public school as possible. This would not only meet neighborhood needs, but also addresses a longstanding issue associated with the larger Riverside South development. Further, the addition of a larger public school would represent superior site planning for both the proposed Riverside Center and the modified Riverside South large-scale

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<sup>5</sup> Utilization was derived by adding the enrollments and capacities, respectively, in Table 4-9 (Estimated Public Elementary School Enrollment, Capacity and Utilization: 2018 Future with the Proposed Project) and 4-10 (Estimated Public Intermediate and High School Enrollment, Capacity and Utilization: 2018 Future with the Proposed Project). Enrollment was then divided by capacity to determine utilization. The capacity and enrollment assumes that the applicant mitigates the impact of the proposed development by constructing a public school for 480 elementary and intermediate students.

<sup>6</sup> "Considering only part or segment of an action is contrary to the intent of SEQR." State Environmental Quality Review Act 617.3 General Rules

plans. Failure to do otherwise would perpetuate a negative consequence of the original Riverside South development, which continues to negatively impact the community.

*Open Space (Configuration, Quality, and Accessibility)*

The applicant proposes to provide approximately 50 percent of the site as dedicated open space accessible to the public.<sup>7</sup> The entirety of the open space is primarily located on the private streets and the central open space. A portion of the proposed open space, however, is actually along the perimeters of each of the buildings. Much of this perimeter “open space” would be relatively unusable as traditional open space and would instead be accessory to the proposed uses fronting the public or private streets within or adjacent to the site. Further, much of the proposed open space, even the central open space, would be unusable due to the site’s steep grade and its design as viewing gardens. Despite the proposed provision of open space on site, the development would still have an unmitigated impact on open space.

In addition, the proposed open space is created by orienting the majority of the bulk along the southern and northern edges of the site. This proposed configuration casts the open space in shadow most of the year thereby obstructing light and air and reducing the open space’s quality, visibility, and general usability. The buildings along the southern edge of the site, in particular, are primarily responsible for these shadow conditions. Further, the proposed open space narrows along its easternmost edge (between Building 1 and Building 4), which obscures the open space from pedestrians passing along the surrounding streets.

In order to meet the findings of the large-scale development special permit, the applicant must produce a site plan that results in a better relationship among buildings and open space to public streets. The applicant must also demonstrate that the location of buildings will not unduly obstruct access of light and air to uses on the development site.

The applicant should reconsider the site plan in order to increase the total amount of active open space and reconfigure the site to reduce the visual obstructions to the open space. Increasing the open space would allow the applicant to at least partially mitigate the development’s impact on active recreational space in the area. In considering the type of active recreational space, the community has expressed a preference for a playground on the site. Further, by reconfiguring the site to remove visual obstructions around the proposed open space, the site plan would have a better relationship among buildings and open areas to surrounding streets and would not unduly obstruct light and air to the detriment of users on the block, thereby meeting the findings of the large-scale development special permit.

Additionally, the development’s proposed grade change results in a less than optimal open space configuration. Due to grade constraints, the applicant proposes to use a portion of the open space for a private driveway that runs parallel to West 59<sup>th</sup> Street. The driveway limits access along the southwestern corner of the site, and entry points from the street that lead to the driveway rather than to the open space can reinforce a perception that the open space is private space not public. The applicant intends to raise the open space in order to separate the space from heavily-

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<sup>7</sup> 34 percent of the site would be open space and 16 percent of the site would public easements for street extensions and sidewalk widenings.

trafficked streets, create view corridors, and to mitigate wind conditions by placing dense plantings along the western edge of the site.

However, the proposed configuration leaves the southwestern corner inaccessible to many individuals, including those with disabilities, because the only means of access are staircases. This condition is a particular concern because the access point at West 59<sup>th</sup> Street and Riverside Boulevard serves as the last at-grade connection to Riverside Park and the Hudson River Greenway (the most heavily utilized bikeway in the United States) until West 72<sup>nd</sup> Street. Therefore, this site serves as an important crossing for individuals who need to exit the park at grade such as people with disabilities, bicycles or strollers. Those individuals utilizing this major park connection and who are unable to use the site's steep stairs would have to travel to West 60<sup>th</sup> Street or to the Freedom Place South extension in order to access the Riverside Center at grade.

The inaccessibility of the site due to the grade change is unacceptable. It results in a development that does not relate to the surrounding streets and makes a significant portion of the site inaccessible for many individuals. The applicant should ensure that the access point to the open space at the intersection of Riverside Boulevard and West 59<sup>th</sup> Street is ADA-accessible.

Although the grade change is primarily necessary to mitigate wind conditions, the grade differential should be reduced along West 59<sup>th</sup> Street to soften the site's edges and increase the site's permeability along public thoroughfares. Even if the grade at West 59<sup>th</sup> Street were reduced or eliminated, the current site plan has the West 59<sup>th</sup> Street access point leading directly to a private driveway. This design creates the impression that the entry is not public because it leads to a private driveway and not directly to the open space. The private driveway should be reduced or removed in order to bring plantings to the edge of the site and promote a sense that the entry serves as public access to public space. Therefore, the West 59<sup>th</sup> Street access point should be redesigned to create an at-grade, direct connection to the public open space.

Further, it is possible that this publicly accessible privately-owned open space has the potential of being perceived as private over time if there is no clear indication that it is open to the public. Therefore, the open space should be clearly marked with appropriate signage to ensure that the public is aware that the space is publicly accessible. Such signage should be in or as near in compliance with public plaza regulations as possible.

#### *Treatment of West 59<sup>th</sup> Street*

The current plan proposes to place no active uses along West 59<sup>th</sup> Street. Instead, the development plan places service entrances and curb cuts along the street. This creates a significant zone of inactivity along West 59<sup>th</sup> Street, which will be exacerbated by the existing lack of active uses to the south of the site where the block-long Con Edison steam plant is located. The proposed design re-creates a dead zone similar to other places in the immediate area, such as the Fordham University campus prior to its efforts to redevelop its campus and near Lincoln Center.

The proposed dead zone is not simply a result of permitted development under the existing zoning, but rather created by the requested zoning actions to increase the number of curb cuts,

reduce the ground-floor transparency of the buildings, and re-grade the site (most affecting West 59<sup>th</sup> Street). The applicant should modify its development proposal to provide greater connectivity to the open space from West 59<sup>th</sup> Street, create new active uses, and reduce the number of curb cuts and service entrances along the street.

Improving the conditions on West 59<sup>th</sup> Street prevents the re-creation of dormant streetscapes and zones of inactivity existing in other parts of the community. Further, by increasing connectivity of and active uses on West 59<sup>th</sup> Street, the applicant will better meet the findings associated with the bulk waivers sought through the large-scale development special permit and the certification to modify streetscape requirements. Finally, by improving West 59<sup>th</sup> Street, the applicant will encourage a greater number of pedestrians to utilize West 59<sup>th</sup> Street and reduce the number of residents using West 60<sup>th</sup> Street to access the Columbus Circle subway station. By redirecting pedestrians onto another thoroughfare, the total impact on the West 60<sup>th</sup> Street intersections will be diminished, including the unmitigated intersection.

#### *Public Parking and Automobile Showroom and Service Center*

The proposed automobile showroom and service center is not environmentally friendly, will increase traffic congestion, and is an inactive commercial use that does not contribute to the neighborhood. Further, the proposed public parking garage – to be one of the largest in Manhattan – will increase traffic congestion and negatively impact surrounding infrastructure. Additionally, the lowest level of the development site will be a two-block self-parking garage. A self-parking garage of this size is unusual and may create an unsafe condition if not adequately monitored. Additionally, as a matter of public policy, it is questionable whether non-essential Use Group 16 uses, which are classified as semi-industrial, should be encouraged in a residential neighborhood.

The DSEIS indicates that the proposed actions would impact 24 intersections. The DSEIS proposes, among other mitigations, to decrease the amount of time allotted to pedestrians to cross West End Avenue. Based on longstanding community complaints, residents currently have difficulty crossing West End Avenue, particularly the elderly and those with children. Therefore, it is doubtful that this proposed mitigation is actually feasible.

If the impacts cannot be mitigated, then drivers will likely look for alternative north/south routes to West End Avenue on which to travel. Although the re-distributed traffic volume may be controlled on other avenues with signal changes, no such option exists for Riverside Boulevard because it lacks traffic lights. The applicant should re-examine the existing traffic analysis based on an assumption that the proposed mitigation on West End Avenue may not be feasible and that additional traffic may divert to other thoroughfares such as Riverside Boulevard. Additionally, if a new impact on Riverside Boulevard is identified, the applicant should explore signaling those intersections.

Further, according to the DSEIS, the proposed actions would result in three intersections that cannot be mitigated. As such the proposed uses would create or contribute to serious traffic congestion in the neighborhood, and the impacts indicate that the streets are not adequate to handle the resulting traffic. Therefore, the applicant cannot meet the required findings for the automobile service center or the public parking garage(s). Whether the applicant chooses a

single garage or a five-garage scenario, the impacts on the neighborhood will be the same because either scenario relies on the same number of ingress/egress points. Therefore, the option for a single garage or multiple garages is only a question of internal operation and not of environmental impact.

The applicant's DSEIS anticipates a demand for 1,374 spaces of accessory parking, which is based on an assumption of a high car ownership rate. The community board has noted that a survey performed for the Hudson Yards Rezoning found that a residential car ownership rate of between 31 and 36 percent exists for the area. Based on the Hudson Yards survey, the project's parking demand is more likely to be a maximum of 1,080 spaces.<sup>8</sup> The proposed public parking garage will house 1,101 spaces on the first sub-cellar level and 699 on the lowest sub-cellar level (for the accessory parking). The garage would still be able to accommodate the project's maximum residential parking demand even if it were not to include parking on the lowest sub-cellar level.

The applicant should remove the proposed Use Group 16 automobile service center and, at minimum, one floor of parking, which would reduce the total number of parking space to 1,100. Further, as the proposed mitigation for West End Avenue is potentially infeasible, the applicant should re-examine the proposed impacts on other major thoroughfares and investigate adding signalization on Riverside Boulevard.

#### *Affordable Housing*

Originally, the applicant committed to providing 12 percent of the residential units as affordable housing units. Late in the Borough President's review period, the applicant submitted a proposal to the Department of City Planning to make the City's Inclusionary Housing Program applicable for this site. The Inclusionary Housing Program would require that 20 percent of the total residential density be targeted to households that earn 80 percent or less of the Area Median Income. Further, the affordable housing will have to be permanent.

This new modification of the project brings the proposed development significantly closer to meeting community goals and is preferable to the applicant's previous commitment.

#### *Environmental Sustainability*

Promoting environmental sustainability in development is an important goal in the long-term planning of the City. Large-scale plans, which address larger geographic areas, represent a unique opportunity to consider sustainability in development. It is, therefore, essential to use this opportunity to plan not only for the immediate future, but to consider the impacts over the coming decades and to promote environmentally sustainable infrastructure.

The original Riverside South development plan attempted to incorporate new ideas of environmental sustainability by requiring the developer to provide environmentally sustainable technologies with a payback period of five years. The benefit of creating a sustainable development was part of the public policy considerations that led to the project's approval.

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<sup>8</sup> The applicant proposes a maximum number of 3,000 residential units and assuming a 36 percent car ownership rate the applicant will likely generate a demand for 1,085 spaces at its maximum.

Since this agreement in 1992, significant advances have been made in green technologies. Developments, even affordable housing developments, have increasingly been able to achieve high levels of environmental sustainability.

The applicant's proposal to continue incorporating technologies with a payback period of five years is no longer sufficient. As green technologies rapidly advance, maintaining a standard based on a payback period is no longer a meaningful way to ensure environmental sustainability. The applicant should instead identify specific sustainable practices and technologies that will be incorporated into the proposed development and work to achieve the equivalent of the highest level LEED rating possible.

### *Construction Impacts*

Large-scale projects inevitably affect the quality of life of surrounding residents during construction. The DSEIS for this proposed development does identify construction as a potential adverse impact category. Unfortunately, some disruption due to construction is unavoidable. The neighborhood disturbance due to construction is temporary and necessary for the redevelopment to occur. Construction impacts, however, can be mitigated to allow the development to move forward without overwhelming the community. The applicant should commit to implementing all construction mitigation measures identified in the DSEIS, including those relating to pollution and noise mitigation.

### *Retail Use, Local Hiring, and Job Training*

The proposed development will greatly increase the commercial uses in the area, which are otherwise predominately residential. This increase creates a unique opportunity to connect the development with the surrounding community. Successful developments usually have active retail, such as grocery stores, and other neighborhood-oriented retail. While a cinema is a positive neighborhood amenity, the proposed automobile showroom is a destination use that does not serve a local need. The applicant should work with the local community to identify needed neighborhood retail.

Further, the development has an opportunity to not only increase employment opportunities in the area, but also to make those jobs available to local residents, some of whom may lack the proper training. As part of any approvals, the applicant should explore and commit to local hiring practices and a job training program for low-income community members in order to ensure that the economic benefit of this development is retained within the community over the long run.

### *Environmental Mitigation*

Finally, the proposed development results in several unmitigated impacts on, among others, open spaces, day care facilities, pedestrian intersections, cross-town buses, and traffic. These impacts result not only from the increase in density on the site and the new uses, but also from the related introduction of a significant population to the area. According to the DSEIS, these impacts would still exist in a lower density alternative, but to a lesser extent. Since the potential environmental impacts would exist even under a lower density alternative, no change should be



made to the 1992 restrictive declaration or the original large-scale development plan without a corresponding plan to mitigate these impacts.

## **Conclusion**

Sound development of the site is desirable to the Upper West Side. The neighborhood would benefit from the increase in jobs and improvements to the immediate neighborhood resulting from redevelopment. However, it is important not to simply approve development at the site for the sake of development, but rather to advocate for a responsible and appropriate development plan.

The proposed recommendations would assist in blending the development into the larger community and resolve local concerns. I urge the applicant to continue to work with stakeholders throughout the remainder of the public review process.

## **BOROUGH PRESIDENT'S RECOMMENDATION**

The Riverside Center development has the potential to either improve the neighborhood or to recreate the past mistakes of Riverside South. Significant environmental impacts are unmitigated, and many community concerns regarding the proposed design have not been addressed. Most important, the proposal fails to meet many of the findings of the proposed actions and, as such, does not warrant approval.

**Therefore, the Manhattan Borough President recommends conditional disapproval of application M 920358 D ZSM (modification of the 1992 restrictive declaration) unless the applicant reduces density, mitigates new impacts, and addresses outstanding impacts on the school system associated with the Riverside South large-scale development.**

**Further, the Manhattan Borough President recommends approval of application N 100294 (A) ZRM (text amendment to allow modification of outer courtyard regulations and to include the site in the Inclusionary Housing Program) as the action would allow the CPC greater flexibility to encourage interesting architectural design and will make 20 percent of the floor area permanently affordable housing.**

**Further, the Manhattan Borough President recommends conditional disapproval of application C 100296 (A) ZSM (large-scale development special permit) unless the total density is reduced; the amount of open space is increased; West 59<sup>th</sup> Street is activated; and the site is redesigned to prevent the open space from being cast in shadows and obscured from the public street. Without the proposed alterations, the applicant does not meet the findings that the application results in a better relationship between the development and the surrounding area than would otherwise be possible, and will thus benefit the occupants of the development, neighborhood, and the City; that the modifications will not obstruct light and air; or that the surrounding streets are adequate to handle resulting traffic flow. However, the Manhattan Borough President recognizes that the provision of inclusionary housing in this special permit is a positive development since the application's certification.**

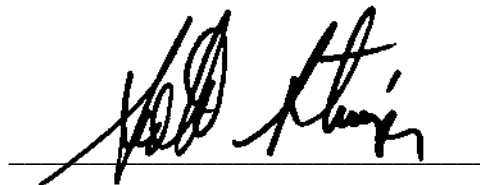
Further, the Manhattan Borough President recommends disapproval of applications N 100295 ZRM and C 100297 ZSM (text amendment and special permit for the automobile showroom and service center) as the service center will create or contribute to traffic congestion and is inconsistent with sound public policy by placing non-essential, semi-industrial uses in residential neighborhoods.

Further, the Manhattan Borough President recommends conditional disapproval of applications C 100288 ZSM, C 100289 ZSM, C 100290 ZSM, C 100291 ZSM, C 100292 ZSM, and C 100293 ZSM (public parking garages) unless the public parking garage is limited to 1,100 spaces, which could be achieved by removing the lowest sub-cellar floor, as the proposed garage contributes to or creates serious traffic congestion and inhibits pedestrian flow (particularly on West 59<sup>th</sup> Street) and thus does not meet the required findings.

Further, the Manhattan Borough President recommends conditional disapproval of application C 100287 ZSM (construction over a railroad right-of-way) unless ADA-accessible entrances to the open space are provided at Riverside Boulevard and West 59<sup>th</sup> Street, and West 59<sup>th</sup> Street is brought to grade.

Further, the Manhattan Borough President recommends approval of applications N 100298 ZAM and N 100286 ZCM (curb cut on West 61<sup>st</sup> Street and West End Avenue) as they will be used for the extension of Freedom Place South and the West 60<sup>th</sup> Street, which will enhance the site's overall design;

Further, the Manhattan Borough President recommends conditional disapproval of application N 100299 ZCM and N 100300 ZCM (streetscape modifications) to allow multiple curb cuts on West 59<sup>th</sup> Street and waive streetscape requirements as the current configuration negatively impacts West 59<sup>th</sup> Street and has the potential of creating unsafe, inactive conditions. The proposed treatment should be revisited to encourage active uses and bring a greater portion of West 59<sup>th</sup> Street to grade. Without such changes, the proposed actions will not enhance the site plan or enhance the design as compared to an as-of-right scenario.

A handwritten signature in black ink, appearing to read "Scott M. Stringer", is written over a horizontal line.

Scott M. Stringer  
Manhattan Borough President



### **SUPPLEMENT**

Community Board 7's Report and Resolution, as adopted at its special meeting on July 22, 2010, included a committee report and a series of minutes of public hearings and meetings concerning the Project. Because the referenced minutes are voluminous, only the committee report as adopted is set forth in this Supplement. The minutes, as well as additional reports and supporting materials, are available on CB7's website at [www.nyc.gov/mcb7/riversidecenter](http://www.nyc.gov/mcb7/riversidecenter).

### **Public School Analysis**

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

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

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

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

#### **A. Schools in the District Are Overcrowded.**

##### **1. Current Overcrowding.**

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

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

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

2. The DSEIS Confirms Future Overcrowding.

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

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

3. The SCA Declined a Previous Option.

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

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

B. The School that the Community Needs.

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

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

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

- Serve grades K-8, with room for a pre-K;
- House 6 sections per grade (a minimum of 1,332 students);
- Be built in the first building constructed at the Project site;
- Offer all necessary program spaces and state-of-the-art equipment, including:
  - large or multiple cafeterias (ensuring reasonable timing of lunch);
  - multiple or dividable gyms (providing weekly access for all students);
  - separate, age-appropriate outdoor play spaces, preferably at grade;
  - dedicated space for art, music, science labs, and student services;
  - wide hallways with lockers for upper grade students;
  - flexible auditorium space; and
  - green features (e.g. green roof, vegetable garden)
- 151,598 GSF of space that meets DOE/SCA requirements
- Open space sufficient to accommodate 1400 students

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

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

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

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

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

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

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

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

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

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

The MOU also granted the SCA an option to require the Developer to build an additional approximately 75,000 GSF for the school. That option, which the SCA would be required to exercise, if at all, at an undefined interval prior to the commencement of construction of the building in which it would sit, would be entirely at SCA's cost (i.e. the MOU allocates to the SCA the cost of the core and shell and of fitting out the raw space).

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

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

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

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

3. SCA Is Unlikely to Exercise the Option.

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

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

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

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

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

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

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

Building a state-of-the-art school facility at this site will benefit the Developer. For the prospective purchasers of its luxury units, private school could be an option to avoid the current uncertainties of in-zone waiting lists and alternate offers to schools other than the zoned school. Having a viable public school on site could save its purchasers the cost of private school tuition, currently over

\$30,000 per year, enabling the Developer to seek to capture a portion of that savings through purchase prices. It also adds to the good will associated with the Project, and enables Extell to include the school in its marketing (in much the way that real estate ads on the Upper West Side included the zoned school until the recent waiting list/overcrowding crisis erupted). When those positives are added to the increase in value of the units placed on higher floors when the school occupies the lower floors, Extell's shouldering the cost of the entire school is still a win-win, and must be a requirement of this Project.

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



**Proposed Riverside Center Development****Summary of MCB7 Position detailed in "Report and Resolution" of July 2010****Approved Plan 1992:**

Restrictive Declaration

2.5 M SF, 577 residential units, 2M SF television studios, 37K SF retail, 100K SF below-grade cinema/retail, 743 parking spots, extend 60<sup>th</sup> St.

**Extell Proposal 2010:**Increase Density, Change Use, Add Value

3M SF, 5/6 high-rise buildings, 2500 residential units, possible 250-room hotel, 200K SF retail/office/cinema and auto showroom, 276K SF below-grade auto service center, 1800 parking spots, 150K SF space for school (75K core and shell)

**Core Principles:** MCB7 conducted meetings and hearings to develop consensus among stakeholders and experts around the principles by which to review the application. Core principles were established in the areas of density, public open space, connectivity and circulation, transportation and traffic, streetscape, retail/cultural facilities, housing, public education, sustainability.

**Community Concerns:**

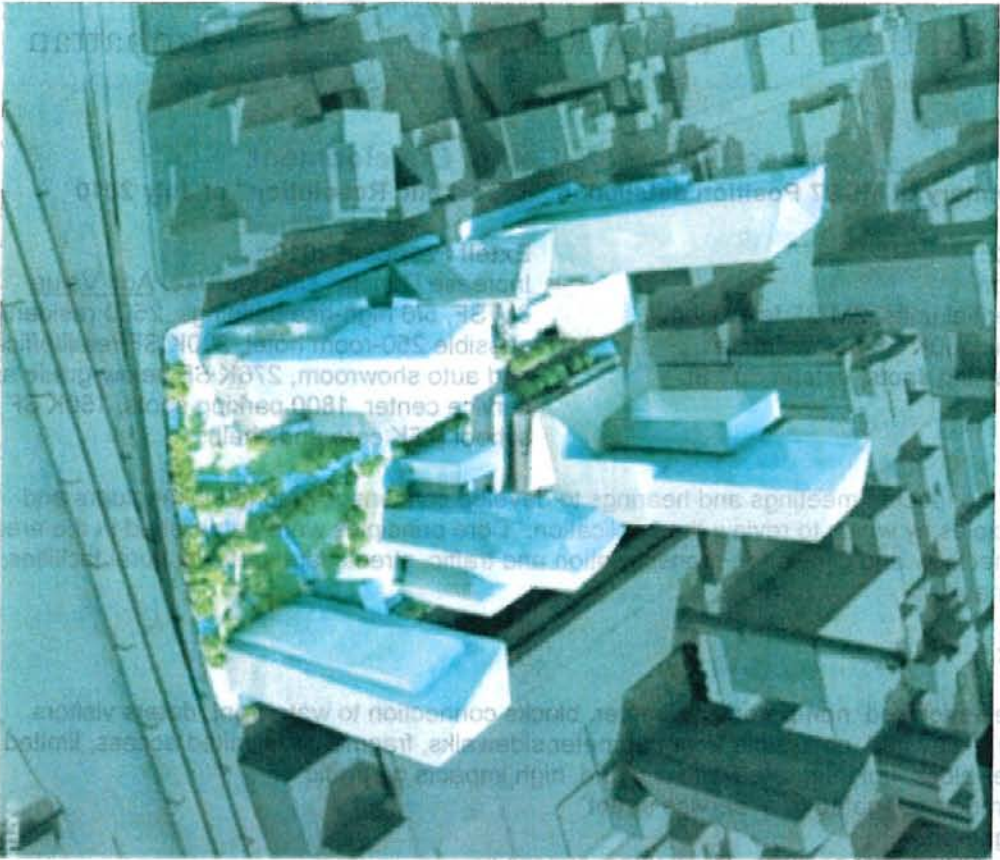
- Exclusive enclave – self-enclosed, non-porous perimeter, blocks connection to waterfront, deters visitors
- Ineffective open space – elevated, not visible from perimeter sidewalks, fragmented, limited access, limited uses
- Poor circulation – super-block, not integrated with city grid, high impacts on traffic
- 59<sup>th</sup> Street, a major corridor, relegated to a "service street"
- Historic powerhouse ignored
- Affordable housing poorly defined
- Auto sales and repair services not green, attractive, or community friendly
- Excessive parking increases vehicular traffic
- Unmitigated impacts on common assets:
  - Schools, hospitals, libraries, and cultural amenities
  - Parks, fields, and open space
  - Transportation and transit systems
  - Sanitation/sewage systems
  - Carbon footprint, water, light, air, wind, noise

**Community Recommendations:**

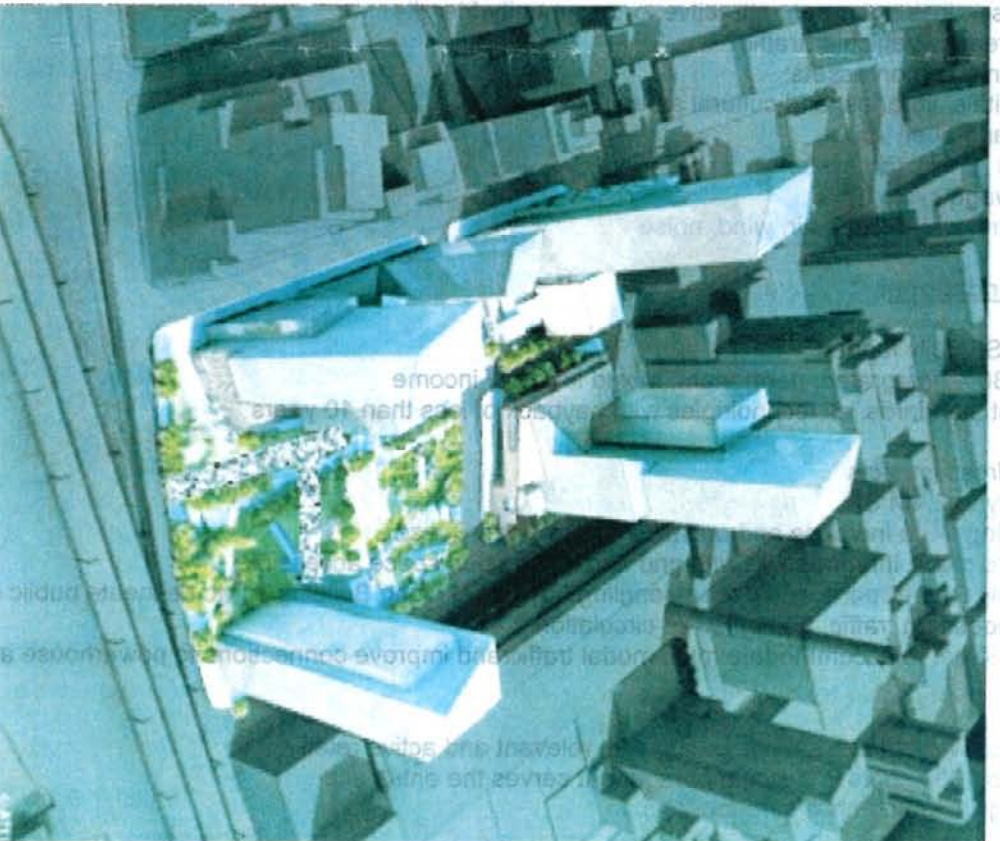
- Public School – 150K SF, fully funded
- Affordable Housing – 30%, integrated, permanent, mixed levels of income
- Sustainability – highest standards, all technologies with payback of less than 10 years
- Modify site plan to address impacts
  - Restrict density to 2.4M SF
  - Remove Building #4 to increase and optimize Public Open Space
  - Bring the site to grade integrate site with grid and make open space accessible
  - Surround Public Open Space with streets, angling 60<sup>th</sup> street along Building #1, to delineate public open space, encourage pedestrian traffic, and optimize circulation
  - Enhance 59<sup>th</sup> Street to accommodate multi-modal traffic and improve connections to powerhouse and park
- Modify site program
  - Replace auto showroom and service center with relevant and active retail
  - Limit parking to 1000 spots in a single garage that serves the entire site
  - Include a playground and child care facilities
- Invest in the community
  - Contribute toward completion, capital improvement, and maintenance of Riverside Park South
  - Support the investigation of light rail to serve the area
  - Provide training and jobs to local residents
  - Construct and make permanently available a community meeting space for 200 people
  - Establish a construction coordinating group under the auspices of MCB7



## Proposed Extell Plan



## Proposed CB7 Modifications



Approved by the City of New York in 1997, the Extell Plan is a landmark project that will transform the area around the Grand Central Terminal. The plan includes a new 2.5 million square foot office building, a new 1.5 million square foot hotel, and a new 1.5 million square foot retail and entertainment complex. The plan also includes a new 1.5 million square foot parking garage and a new 1.5 million square foot transit station.

**Community Concerns:**

- Excessive parking - see attached report for details
- Ineffective design - see attached report for details
- Poor circulation - see attached report for details
- "50" Street, a major corridor, will be blocked by the proposed building
- Historic power house ignored
- Affordable housing poorly defined
- Auto sales and repair shops will be located in the area
- Excessive parking - see attached report for details
- Unimproved streets - see attached report for details
- School bus stop - see attached report for details
- Parks, playgrounds, and other recreational facilities - see attached report for details
- Transportation - see attached report for details
- Sanitation - see attached report for details
- Carbon footprint - see attached report for details

**Community Recommendations:**

- Public Space - 100,000 square feet of public space
- Affordable Housing - 1,000 units of affordable housing
- Sustainable - 100% of the building's energy should be generated from renewable sources
- Modify site plan to add more public space
- Improve circulation - see attached report for details
- Improve building design - see attached report for details
- Improve streets - see attached report for details
- Improve transportation - see attached report for details
- Improve sanitation - see attached report for details
- Improve carbon footprint - see attached report for details

**Modify site plan to add more public space**

- Invest in the community
- Contribute toward completion, capital improvement, and maintenance of the area
- Support the investigation of ways to serve the area
- Provide a community center for local residents
- Confront and make permanently available a community center for 200 people
- Establish a community center under the auspices of MCB7

Supplement to Testimony of Mark N. Diller  
Before the  
City Planning Commission  
Concerning Riverside Center  
September 15, 2010

Mark N. Diller, Secretary of Community Board 7/Manhattan and chair of its Youth, Education & Libraries committee, respectfully submits the following supplement to testimony offered before the City Planning Commission.

The Need for a New Public School at the Site

Our community has confirmed the crisis in public school capacity in the area surrounding the project site. It is essential that any project that occupies the site meet the community's needs.

Community Board 7/Manhattan ("CB7") conducted extensive outreach over more than two years prior to the commencement of ULURP on a host of issues, including public education. During ULURP, CB7 convened a Public Hearing on May 24, 2010, dedicated to the issue of public school capacity. The standing-room-only meeting attended by over 240 parents and community members, together with the more than 1,300 signatures on petitions signed in just two weeks prior to the hearing, confirms the need for new seats, and provides insight as to the attributes of the school needed by the community.

CB7's July 2010 Report and Resolution, at pages 6, 17, 18-19, and Appendix C, provides details of the community's needs concerning a public school at the site. The key attributes of the school needed by the community are summarized in bullet points at page 19 of the Report and Resolution, and on page 3 of Appendix C.

The school proposed by the applicant does not meet those needs. The Memorandum of Understanding the applicant signed with the School Construction Authority puts almost the entirety of the cost of a half-sized school to the SCA, and creates an option for a larger school which must be fully funded by the SCA (including the walls of the applicant's own building). The MOU does not hind SCA to exercise the option, and is too vague in the face of the compelling enrollment crisis currently experienced and projected to continue in our District.

History as Precedent

Perhaps the most dramatic evidence of the need for a school of the size reflected in CB7's Report and Resolution is the impact of new construction on the school immediately to the north of the zone in which the project site is located. From 2000-2010, ten new buildings, most in the Riverside South complex with which the applicant's project would be contiguous, were added to the PS 199 catchment.

The attached chart entitled "PS 199 Enrollment / New Housing Units 2000-2010" illustrates the impact of new residential units on its Kindergarten enrollment. From 2000 to 2009, enrollment

mushroomed as new units came on line. In 2010, with an initial waiting list of over 50 K students, many families were turned away from their zoned school.

The surrounding neighborhoods in District 3 cannot absorb the excess. The annexed chart entitled "Lower D3 Kindergarten Waiting Lists 2009-10" shows that the public schools serving the community from 59<sup>th</sup> Street (the southern border of Community School District 3 and CB7's District 7) north 1.5 miles to 89<sup>th</sup> Street all are at or above capacity, with the exception of PS 191, which had a small amount of in-zone capacity that was quickly absorbed by the need to make alternative placements for PS 199 families who were turned away from their zoned school.

The initial waiting lists at PS 199 (51 K students) and at PS 87 (111 K students, the largest waiting list in our City this year) required extraordinary efforts to find homes for all children. Many of these solutions are temporary and are not sustainable at their schools (e.g. adding a third Kindergarten at PS 191 and PS 166). The schools simply lack sufficient classrooms to continue enrollment through K-5 in their buildings.

#### The Capital Plan Provides No Relief

The 2010-14 Capital Plan for the Department of Education and its School Construction Authority allocates \$0 for new seats in CSD 3. Similarly, the 2005-09 Capital Plan included no funds for new seats in our District.

When an affiliate of this applicant offered space in Riverside South for purchase for building a school in 2006, the School Construction Authority declined the option despite the evidence of the growing impact of overcrowding on the school serving that complex. There is no reason to believe that the option contained in the Memorandum of Understanding struck between the applicant and the SCA will be exercised.

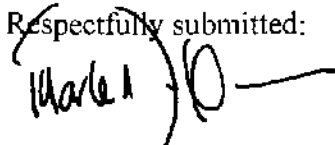
The only way to ensure that the overwhelming of PS 199 is not repeated at the much smaller PS 191 is to require the applicant to fully fund and build the school needed by the community.

#### Synergies with Affordable Housing

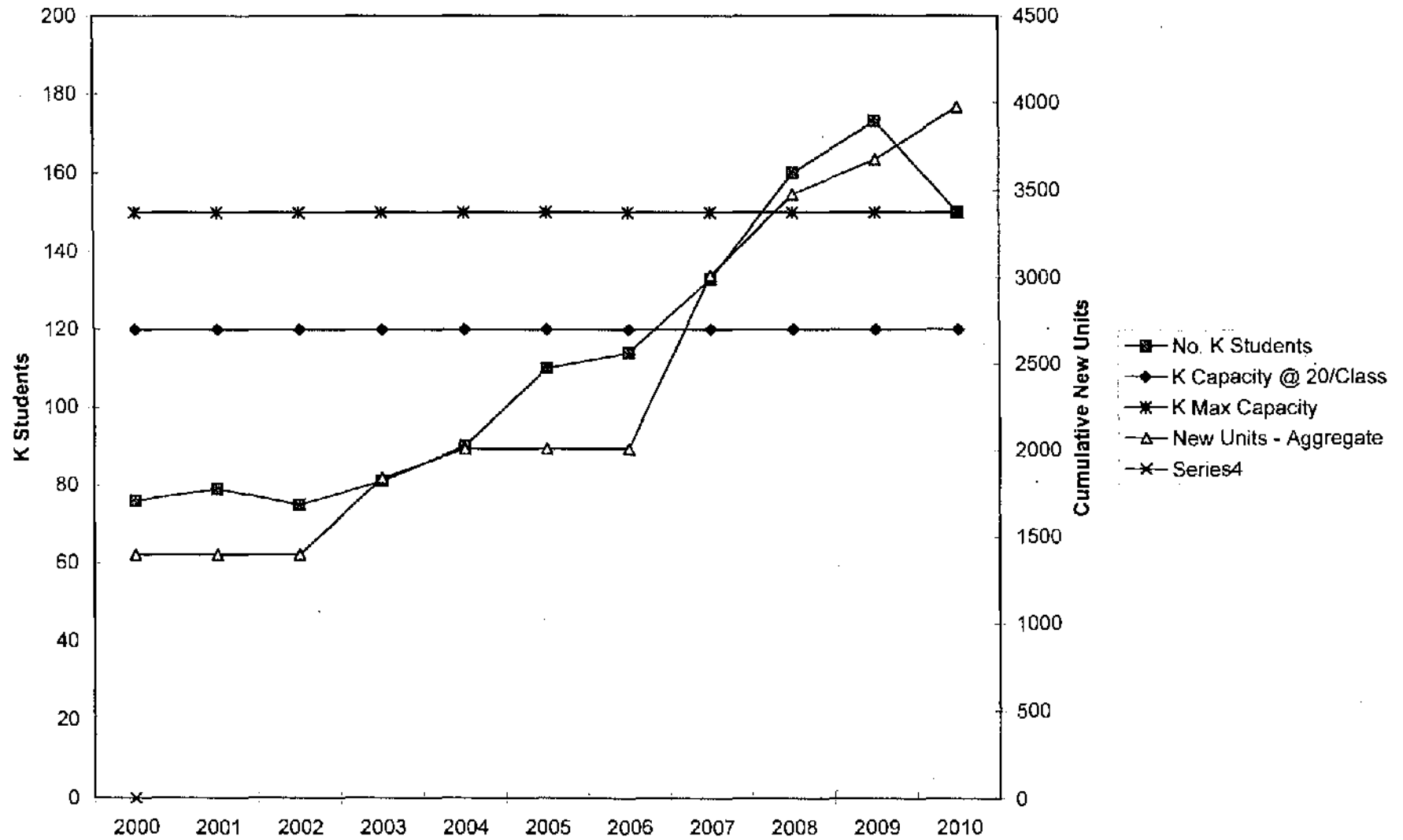
One of the key attributes sought for every public school is diversity. Economic diversity can lead the way to creating a welcoming environment for truly comprehensive diversity. The Commission's recent efforts to expand the permanently affordable housing to be built at this site are essential to good planning both for a vibrant community and for the public school that serves it.

The goal of an inclusive, diverse school can only be achieved if the school has capacity to welcome students from differing backgrounds and areas. Thus, the goals underlying public education and affordable housing reinforce one another, and add a further reason to require the applicant to build and fully fit-out the entire 151,598 gsf school called for in CB7's Report and Resolution.

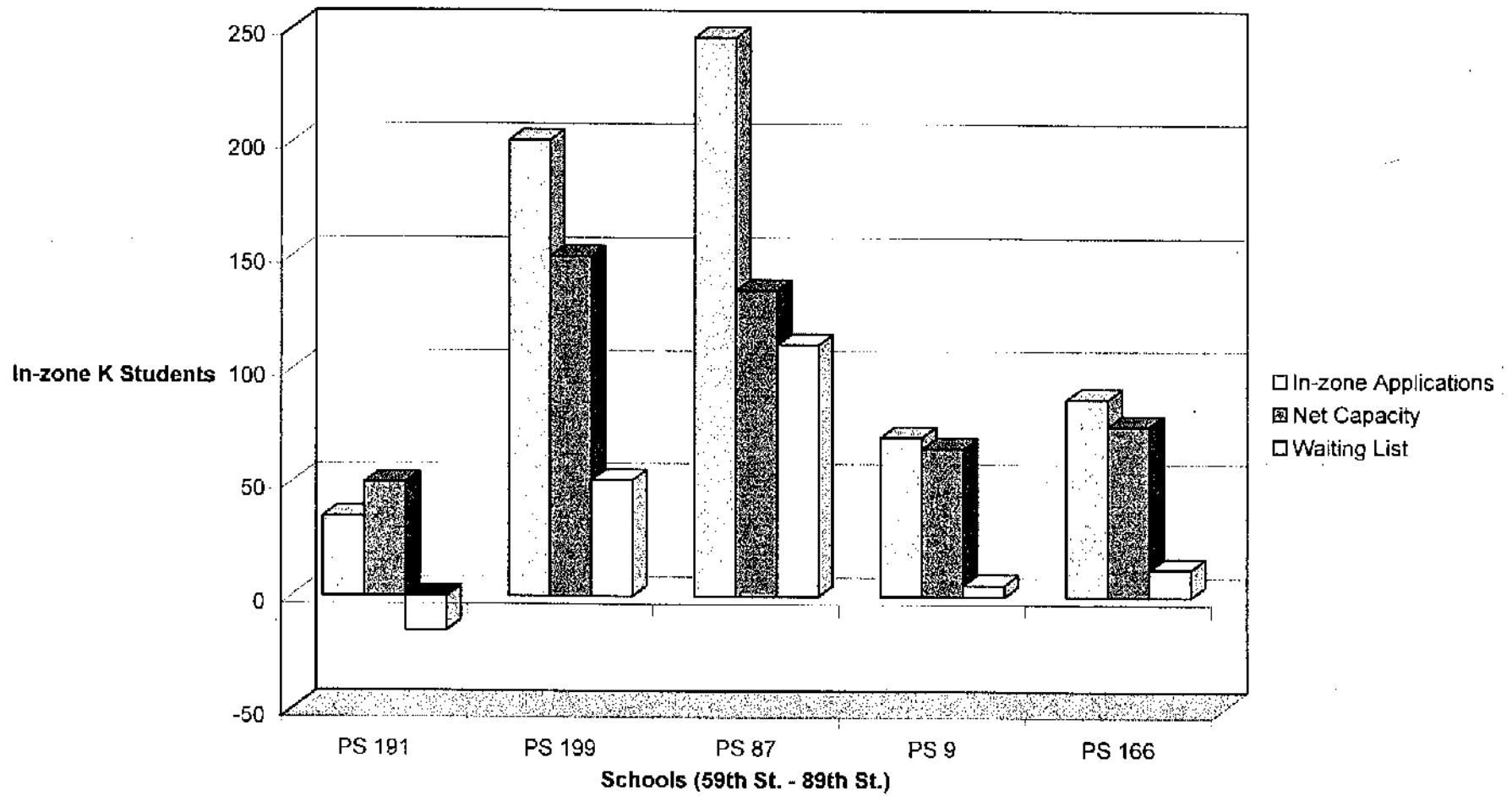
Respectfully submitted:



PS 199 Enrollment/New Housing Units 2000-2010



### Lower D3 Kindergarten Waiting Lists 2009-10



**Statement of Noah E Gotbaum, President of Community Education Council District 3 on behalf of CEC3 at the City Planning Commission Hearing on the Riverside Center Complex. September 15, 2010.**

My name is Noah E Gotbaum, I am President of Community Education Council District 3, speaking on behalf of the CEC3. We are the elected parent representatives of 16,000 Public School children and parents from 32 District 3 public elementary and middle schools located from Lincoln Center to Central Harlem.

We face a schools overcrowding crisis in our district and most acutely in the southern portion of the district where the project will be located. In D3 in 2010 we had two of the top ten most overcrowded schools in the city, with 8 of the 9 public elementary schools between 57<sup>th</sup> Street and 97<sup>th</sup> street operating at or above capacity. The epicenter of this problem is a few blocks north of Riverside Center, focused on the PS 199 and PS 87 Areas

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

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

protests were proven out by enrollment numbers. But rather than invest any dollars with new construction, the DOE opened the new PS 452 in an already overcrowded MS 44 building, mortgaging sorely needed middle school seats.

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

But a few months later where are we? The DOE and Extell sign an MOU for a 75,000 square foot shell and core of a school that at best will only accommodate the Riverside Center. And to make matters worse, the developer, and the SCA/DOE are seeking to have the rest of us pay a large share of what essentially will be a private school for the developer.

It's time to stop kicking the can down the road. Time to stop saying we prioritize education, and then force parents and the community to demand even the most basic accommodation by the development community and the DOE. Community Education Council 3 joins Community Board 7, and Borough President Stringer in demanding that the City and the developer step up and meet our Community's needs.

First - The option must be eliminated. Building the entire 150,000 square foot school our community needs must be a requirement for any approval of this project. Second - the school must be among the first buildings built in the project. Third the school must be fully paid for by the developer.

I am submitting a resolution unanimously passed by CEC 3 toward this effect.  
Thank you for your time





## COMMUNITY DISTRICT EDUCATION COUNCIL 3

154 West 93<sup>rd</sup> Street New York, New York 10025 - Room 204 Tel (212) 678-2782 Fax (212) 678-2804 Email: CEC3@schools.nyc.gov

Noah E. Gotbaum President	Christine Annochino First Vice President	Vacant Second Vice President	Aja Shasanmi Secretary	Elizabeth Shell Treasurer
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**Council Members:**

Jimmie Brown	Virgil de Voldere	John Davidge	Olaiya Deen	Terry Gray	Sara P. Carvajal <i>E. A District 3 Community Superintendent</i>
Robin Klueber	Marija Stroke				

### **Community District Education Council 3 Resolution on Overcrowding in the Southern Portion of the District and the Establishment of a New School in the Riverside Center Development**

#### **RESOLUTION UNANIMOUSLY APPROVED JULY 14, 2010**

**Whereas**, the District 3 Community Education Council (CDEC 3) has worked with the New York City Department of Education (DOE) and the District 3 community to address overcrowding in the district through a process of working and public meetings, information gathering and public comment; and

**Whereas**, the overcrowding in the Southern portion of District 3 has continued unabated and has now reached crisis proportions; and

**Whereas**, the existing PS 87 and PS 199 zones currently are among the most overcrowded in the City; and

**Whereas**, 7 out of the 8 D3 elementary school south of 105<sup>th</sup> street currently are operating at or above capacity; and

**Whereas**, middle schools in the Southern Portion of the district likewise are becoming overenrolled, and

**Whereas**, new development without associated new school seats has been a major contributor to this problem; and

**Whereas**, CDEC3 projects overcrowding to grow substantially over the next 3 years, and

**Whereas**, the DOE has admitted that their methodology in projecting enrollment growth has been inadequate and therefore most recently used CDEC3's own projections to establish the need for a new school;

**Now therefore be it**

**Resolved**, that CDEC 3 recommends the construction of a new K-8 school consisting of a minimum of 150,000 square feet and able to accommodate 6 sections per grade in the Riverside Center Development; and be it

**Resolved**, that CDEC3 recommends that this new school at the Riverside Center be located within the first building constructed on the site; and be it

**Resolved**, that CDEC3 recommends that the total cost of this school be borne by the project developer so as not to take away from other capital priorities and projects; and be it

**Resolved**, that CDEC 3 recommends that additional new elementary and middle schools must be built, leased or developed to accommodate the anticipated student population resulting from inherent growth and residential development in District 3, and that this be factored into the capital plan and any amendments thereof.

**TESTIMONY OF KLARI NEUWELT TO NEW YORK CITY PLANNING  
COMMISSION RE RIVERSIDE CENTER PROPOSAL, 9-15-10**

I am a member of Community Board 7 and Co-Chair of its Parks and Environment Committee. I am also a regular user of Riverside Park South.

Riverside Park South has always been inextricably linked with the Riverside South development. This project will put enormous additional strains on an already under-funded and over-crowded park that itself was created as a public amenity in partial compensation for the enormous new population introduced to our neighborhood by Riverside South.

As a condition for approval of any version of this project, the Developer should, as CB7 has recommended, be required to contribute substantially to completion of the permanent Riverside Park South, and toward its full maintenance and other financial needs.

Much of the civic support that underlay the original approval of the Riverside South project was based on the understanding that a park would be built above a buried Miller Highway. Although the 1992 Restrictive Declaration did not mandate that the highway be buried, it laid out detailed alternate plans for a Permanent Park over a buried highway. As required by the 1992 Restrictive Declaration, the Developer has built certain northbound sections of the highway tunnel. But the Developer's obligations as to the highway burial were limited in the 1992 Restrictive Declaration, and no significant additional public or other financing has been available to achieve burying the highway.

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

Regardless of how many residential units of new housing are approved in this 2010 ULURP process, the park construction budget specified in the 1992 Restrictive Declaration is not adequate to build the remaining phases of Riverside Park South to today's design standards and needs. Federal and city funds that are available in connection with park construction and related park uses are at best not sufficient to fill the gap.

Moreover, the 1992 Restrictive Declaration did not address deteriorating conditions in Riverside Park South that have developed, or continued, in the successively built park sections – and there are and will continue to be many of those. Although the Developer has an obligation to maintain the built park, its maintenance obligations as

defined by the 1992 Restrictive Declaration do not cover such conditions. Remediation of these conditions is expensive, may need in some cases to be done repeatedly, and cannot reasonably be expected to be funded by the city.

DPR has studied a number of measures that could help to mitigate the proposed Project's impact on Riverside Park South. These measures include certain capital work -- such as removal of the now-abandoned West 72nd Street highway off ramp -- that would enhance the park experience and to some extent increase the usable open space. DPR has also studied opportunities for active recreational facilities that could be created by requiring the Developer to construct the southbound tunnel sections necessary to bury the highway between West 61st and West 65th Streets. Constructing these tunnel sections would yield a flat "roof" on which to locate several ball fields, along with a small but badly needed park maintenance facility.

This ULURP review process creates a unique opportunity to amend the Restrictive Declaration in ways that meet current and future infrastructure and financing needs for Riverside Park South -- with regard to construction of the permanent park, other capital improvements and realistic maintenance. All of this would be in mitigation of the effects of this enormous project on our scarce recreational space. This set of circumstances and opportunity will not occur again.

Thus the Developer should be required to provide very substantial funds toward each and all of the financial needs in Riverside Park that I have described, including providing sufficient funds, to be used together with other available funding, to make a buried highway a reality in the reasonably near future. Doing that would -- as DPR has documented, and as indeed is obvious to any user of the park -- substantially increase the usable space in the park, particularly for active recreation, and substantially enhance the park experience for all users.

Public Testimony of Eric Shuffler. City Planning Commission 9/15/2010

My name is Eric Shuffler. I am a Lincoln Towers resident, a member of Community Board 7, public school parent and co-chair of the PS199 overcrowding committee.

I do not have an issue with a large development going up at Riverside South. My particular concern, and I think the concerns of many in the community and especially public school parents, is that the developer is unwilling to mitigate the impact of his development upon the local schools and thus, this massive new project threatens to overrun local schools that are already at capacity.

Despite what has been said or inferred, the developer does not propose to build a school as part of this massive project. There is not a large school as sought by the community or even a small school to mitigate the impact of the hundreds of children the developer acknowledges will come with his buildings. What is provided by the developer is a 75,000 square foot shell of a school (which I assume the shell would have to be built regardless of whether a school is there or not).

If the School Construction Authority (i.e. the city and taxpayers) decide to turn that shell into a school, then the SCA/taxpayers must pay to outfit an actual school within the 75,000 square foot shell the developer is providing. The developer has also offered SCA an "option" whereby the developer will reserve an additional 75,000 square feet that the SCA can choose to build and pay for both the shell and fit-out of the additional school space.

So right now, even as the developer seeks advantageous changes in density and use, the developer is not willing to mitigate the impact of his own project on the neighborhood schools. That is unfair and unreasonable.

The Riverside South Development is in ULURP because the developer is essentially seeking to renegotiate the development rules that govern the land he purchased.

I do not pretend to be able to accurately put a price tag or value on the changes but I am confident that they are very significant and very valuable. More importantly, they undo restrictions that were put in place in the context of the earlier Riverside projects. It is his right to seek to re-negotiate the rules and I do not have a problem with renegotiating restrictions that were previously put in place.

However, in exchange for renegotiating the rules, it is fair for us to ask what does the community receive and how the community is protected from the impact of these changes.

We do not seek to ask the developer to make changes or provide mitigation to the community simply because he's a developer but rather because changes and mitigation are the logical steps flowing from a massive development project, especially one that is sought to be done under the benefit of an advantageous change in zoning restrictions.

It is important for the Commission to appreciate the impact of recent developments, including earlier phases of the Riverside South Project, on our school and our neighboring schools and the community's history and experience with developer options and the School Construction Authority.

PS199, located on 70<sup>th</sup> street between Amsterdam and West End, has been referred to as one of NYC's fastest growing catchments. Since the year 2000, ten new buildings have been built in the PS199 zone. Today, 22% of our students come from these new buildings – that translates to 163 students this year.

In the last five years, our school's total enrollment has grown 37% from 537 to 735 and our kindergarten population has almost doubled from 90 to 172. And this year, there is a cap on kindergarten enrollment and we had a wait list that reached into the 60's.

The Extell predecessors similarly provided an option to the SCA to purchase land for a school in conjunction with the earlier Riverside South development. In 2006, the SCA, without explanation to the community, declined the option. The statistics I provided earlier show how painful that decision has been to the community and why we are so insistent that a school be built as part of the approval of Riverside South.

The SCA has no funding in its capital budget for District 3. This fact, coupled with the history, gives us no reason to believe that the result of this "SCA option" will be any different than it was previously. Even if it were, why should the taxpayers pay for this new school when the developer is asking the taxpayers to approve valuable changes in zoning for their benefit.

I would urge the Commission to require the developer to fund the construction of a 150,000 square foot with age-appropriate facilities for an elementary and middle school to be built as part of the first phase of the project and to be fully paid for by the developer. The school is not something that would be nice to have with the project, it is something this community must have, especially when you consider the un-mitigated impact the earlier Riverside south projects have already had on the local school (PS199).

Some have asked why the developer should have to pay for the school, that it is a city responsibility to pay for new schools. If the developer wants the city and taxpayers to approve financially advantageous changes to allow him to increase his density and uses, then it is totally appropriate for the city and taxpayers to ask for something in return. This point is magnified when one considers that the changes sought by the developer will negatively impact a city and public asset, our schools.

Finally, I would add the overall density of the proposed development should be reduced. There is no better way to mitigate the impact this project will have on our infrastructure than to reduce the amount of new people coming to the neighborhood. The idea to remove Building 4 not only achieves this necessary objective but simultaneously provides a community enhancement by improving the quality of the open space of the project.

Thank you in advance for your reading and consideration.

Eric Shuffler  
160 West End Avenue  
Apartment 23P  
NY, NY 10023

**Riverside Center**  
**CPC Testimony of Mel Wymore**  
**Chair, Community Board 7/Manhattan**  
Tuesday, September 15, 2010, 10am

I'm Mel Wymore, Chair of Community Board 7. Thank you for the opportunity to speak today. *It's my honor to present this Board that has worked ~~very~~ over months and years to develop our recommendations.*

In general, Community Board 7 welcomes development of this site as an elegant hub that would link the Upper West Side with the Waterfront to the west, the historic powerhouse to the south, the commercial district to the southeast, and the thriving neighborhoods to the east and northeast. Unfortunately, this plan not only fails miserably to fulfill this goal, but it systematically ignores its context and offers little beyond unmitigated impacts to the community at large. *a destination, a destination, shifts out the public,*

*I'm also honored to represent a broad consensus of respected*  
~~Our recommendations are based not only on countless meeting and hearings with a wide range of stakeholders, but also on the expert analysis of well-respected architects, urban planners, environmentalists, social scientists, and educators. Our position reflects a broad consensus of neighbors, organizations, and public officials at all levels of government.~~ *local stakeholders,*

We start with three essential mandates we call "the givens."

First, no development, large or small, should be approved for this site unless it provides a public school the serves not only the development itself, but alleviates our over-crowded district, stuffed well beyond capacity with students from previous large-scale developments. Let us not make this mistake again.

Second, we request affordable housing that accommodates a mix of low, moderate, and middle incomes, distributed throughout the site, and accessed through common entrances.

Third, it would be unconscionable to approve any plan of this enormity, at this time on our planet, without taking every practical measure to achieve the highest standards of environmental sustainability.

We also recommend several modifications to address short-comings and adverse impacts of the proposed site plan.

1. Remove Building 4 to increase open space, reduce density, and reduce impacts of shadow and wind
2. Bring the site to grade, level with sidewalks, to integrate with street life and make open space attractive and accessible from 59<sup>th</sup> Street and RSB
3. Surround the open space with streets to delineate public space, improve circulation, including the angled extension of 60<sup>th</sup> street along Building 1.

4. Enhance 59<sup>th</sup> Street, with wider sidewalks and plantings, to optimize vehicular, bicycle, and pedestrian traffic, integrate the historic powerhouse, and enhance connection to Riverside Park South.
5. Replace automotive showroom and service center with vibrant, community friendly retail
6. Limit parking to 1000 spaces to constrain added vehicular traffic and associated impacts
7. Invest in common assets, especially in the completion, on-going improvement, and maintenance of Riverside Park South

Like the City Planning Commission, Community Board 7 seeks to achieve balance that would bring Riverside Center to remarkable success: balance between private interests and public concerns, balance between regional benefits and local needs, balance between short-term goals and long-term impacts, and perhaps most importantly, balance between what is merely viable and what is truly visionary.

The Developer has presented a plan that not only satisfies, but far exceeds ~~his~~ <sup>reasonable</sup> business objectives. In relative terms, our suggestions address serious concerns at minimal cost. Let us remember that this application asks for allowances far more valuable than what are currently approved. When it comes to the financial viability of this project, the burden of proof lies with the developer, not with the Community or the City to which he applies.

The Developer has crafted a plan that allows for early escape and short-term gain, but leaves the community to deal with the long-term impacts of increased population density (estimated at 3-4%) on local infrastructure and environment. We urge you to account for these impacts and ensure that this development continues to serve the city long after the Developer has moved on.

Finally, this development has the potential to turn a lack-luster corner of our district into a vibrant and irresistible destination for locals and tourists alike. Instead, it turns inward, offering uses that deaden rather than enliven the streetscape. Let us not miss this unique opportunity, the last in our neighborhood, to build an exemplar development, one that achieves spectacular, unprecedented results.

We would like this project to win. But it will require that we engage in meaningful dialogue, effect meaningful changes, and ensure together that Riverside Center enhances rather than diminishes the fabric of our community, and enriches rather than degrades everyone's quality of life.

Thank you.





CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD FOUR**

330 West 42<sup>nd</sup> Street, 26<sup>th</sup> floor New York, NY 10036  
tel: 212-736-4536 fax: 212-947-9512  
[www.nyc.gov/mcb4](http://www.nyc.gov/mcb4)

**JOHN WEIS**  
Chair

**ROBERT J. BENFATTO, JR., ESQ.**  
District Manager

September 21, 2010

Hon. Amanda M. Burden, AICP  
Chair  
City Planning Commission  
22 Reade Street  
New York, NY 10007

**Re: Riverside Center, ULURP Nos.: N 100294 ZRM, N 100294 (A) ZRM,  
C 100296 (A) ZSM**

Dear Chair Burden:

Manhattan Community Board 4 (CB4) is pleased to submit comments on the above-referenced ULURP Action, specifically in response to the modifications to section 74-74 *General Large Scale Development* that eliminate minimum distribution requirements for affordable housing units developed under the Inclusionary Housing Program. As the proposed changes apply only to C4-7 districts in Manhattan Community District 7, CB4 was not made aware of the proposed changes until recently and is therefore submitting comments for consideration in lieu of oral testimony.

CB4 finds the proposed amendments troubling. Under the proposed ZR 74-743(a)(8)(ii), a developer may, by special permit, be released from its obligations to distribute affordable units throughout 65% of the floors of any inclusionary development, as specified in Section 23-96(b). The proposed amendment has the potential to unacceptably reduce the public benefit received in exchange for the increased FAR by giving the developer too much latitude to concentrate the affordable units on less desirable floors in a development. For a development the size of the proposed Riverside Center to which the modification will apply, the result could be that all affordable units are segregated in a completely separate building, thus defeating the purpose and intent of the Inclusionary Housing program

In its April 27, 2009 resolution opposing modifications to the Inclusionary Housing section of the Zoning Resolution, CB4 clearly articulated its position that affordable units should be integrated fully throughout a building. One of the main reasons for CB4's opposition to the text amendment was that the modifications lessened the distribution requirements for the affordable units, as follows:

“Integration of affordable units creates a healthy mixed community in the building . . . CB4 cannot support distribution limited to 65% of the floors (Section 23-96(b)(1)), as it segregates the affordable units on the lower floors and does not encourage integration within the building. ***Inclusionary housing should be inclusionary.*** We reject the argument that this 65% distribution limit is necessary for the financial viability of a project. During the Lower Income Housing Plan review process, CB4 has successfully negotiated the full integration of affordable units on **all** floors proposed projects. Examples include the Clinton Park development at 770 11<sup>th</sup> Avenue (Two Trees), 330 West 38<sup>th</sup> (Glenwood) and 440 West 42<sup>nd</sup> (Related). These projects have successfully financed and some are under construction.”

The proposed amendment is too far-reaching and creates a dangerous precedent citywide. In this economic recession, there is a real concern that too much latitude will be granted to developers in reducing required public amenities because of financing concerns. Similar arguments could be made in neighborhoods throughout the city. We are concerned that the requested modification will set a precedent for future changes in other districts. We therefore ask that the Planning Commission not approve the proposed changes to ZR 74-743(a)(8) that eliminate distribution requirements set forth under 23-96(b). At the very least, the proposed changes must be limited to C4-7 districts located in Community District 7 and under no circumstance shall such modifications apply to any Special District citywide.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "John Weis", with a stylized flourish at the end.

John Weis, Chair  
Manhattan Community Board 4

**Testimony  
of  
Richard T. Anderson, President of the  
New York Building Congress  
at a Public Hearing of  
City Planning Commission  
on Riverside Center  
September 15, 2010**



NEW YORK  
BUILDING  
CONGRESS

The New York Building Congress, a membership organization serving the design, construction and real estate industry, appreciates this opportunity to express our support for Extell Development Company's ambitious Riverside Center project. Riverside Center completes a redevelopment initiative that has transformed an important segment of Manhattan's western edge into a desirable destination, creating significant usable open space and contributing to the regional economy.

The project proposes a diverse development program including both market-rate and substantial affordable residential units, space for a public school, nearly three acres of new public open space, and an intelligent allocation of commercial space. The project also creates much needed construction and permanent jobs, while providing long-term economic returns to the City estimated in the billions of dollars.

There has been considerable public discussion about this project, particularly about aspects of its layout, proposed uses, and overall density. The Building Congress believes this project is an appropriate bookend to a success story of urban renewal in an area that was not long ago a derelict, abandoned neighborhood that severed access to our waterfront. Today, people come from across the City to enjoy the park space provided by the developers of Riverside South. The neighborhood itself is an affluent, desirable place to live. Thousands of jobs have been created.

Riverside Center adds, as a percentage of its overall program, more open space and more affordable housing than earlier sections of Riverside South. What's more, in response to concerns from the community, Extell has agreed to reduce significantly the project's density. Its design is open and inviting.

Government leaders must therefore carefully weigh public and private interests when considering how to shape a privately financed project like this one during the approvals process. We need only look at the failed and vacant Kingsbridge Armory site in one of our City's poorest neighborhoods to understand the importance of balancing both sides of this equation. Extell's elegant and thoughtful design is the right one for land that has been underutilized for many years.

The Building Congress therefore encourages the City Planning Commission to endorse this impressive extension of the Riverside South project, whose benefits extend far beyond its footprint.

# AIA New York Chapter

The Founding Chapter of The American Institute of Architects

August 26, 2010

Hon. Amanda Burden  
Chair, City Planning Commission  
22 Reade Street  
New York, NY 10007



Dear Chair Burden:

On behalf of the AIA New York Chapter and its nearly 5,000 architect and affiliate members based in Manhattan, it is our pleasure to write in support of the Riverside Center project. We urge the City Planning Commission to approve the applications to permit the Riverside Center development to proceed.

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

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

While the AIA New York Chapter supports the project for the reasons listed above, we are concerned with the treatment of West 59<sup>th</sup> Street as presented. The location of the development's loading docks, garage and service entrances on this street without providing for features to activate the corridor will exacerbate the problems prevalent in relatively desolate areas of the city.

West 59<sup>th</sup> Street is an important westbound access point that could benefit from a different treatment and could correct an unsafe condition. The future of the Con Edison IRT Powerhouse to the south should be a critical element in thinking of this edge as more than just a service corridor -- the new development should complement the beauty and strength of this important piece of industrial architecture. We recommend, as did Community Board 7, that instead of relegating 59<sup>th</sup> Street to service corridor status, the developer should extend the same design-sensitive approach to the development's southern-most border.

In conclusion, we urge the City Planning Commission to approve these applications for this important and necessary project.

Sincerely,

*Anthony Schirripa*

Anthony Schirripa, FAIA  
2010 Chapter President

*Fredric Bell*

Fredric Bell, FAIA  
Executive Director

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EXECUTIVE DIRECTOR  
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536 LaGuardia Place  
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212.263.0023  
info@aiany.org www.aiany.org

Cc: Honorable Scott Stringer; Manhattan Borough President

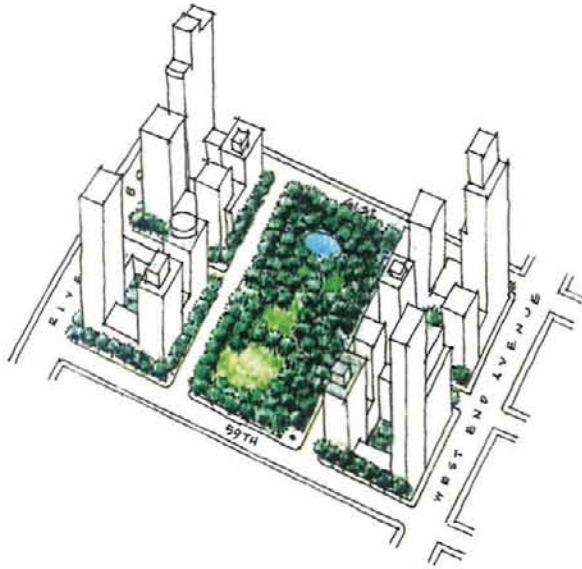


## RIVERSIDE CENTER

*An Alternative Plan*

Coalition For a Livable West Side

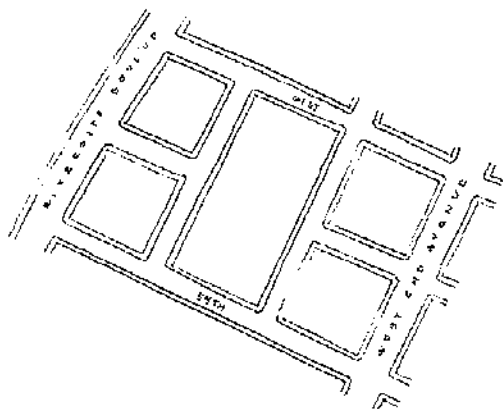
May 3, 2010



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

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

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



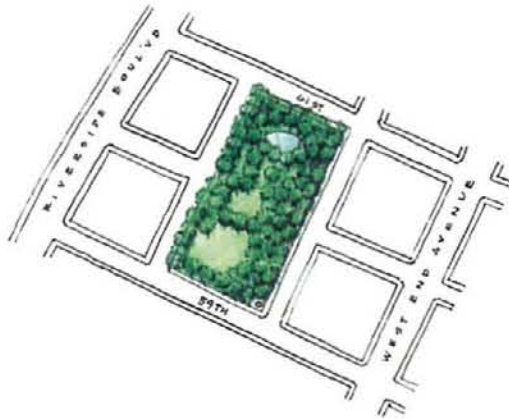
The typical first step in any large-scale project is to map streets, blocks and lots.

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

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

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





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

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

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



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

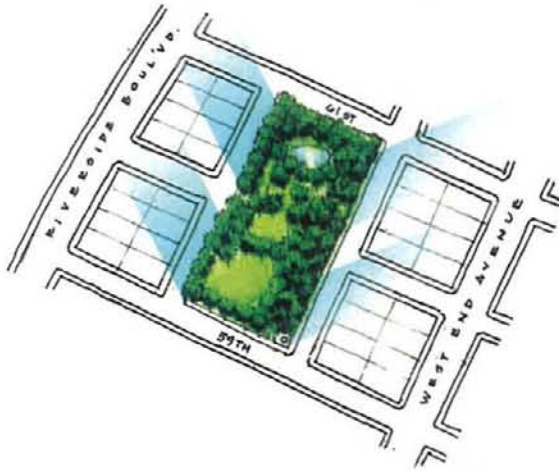
Hypothetically for example, in a slow market the developer may sell or lease a lot or two to another developer or institution. Say a small museum wished to build on several lots. The developer need not wait until his next building, but can allow the museum to proceed (after of course taking back any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



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

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

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

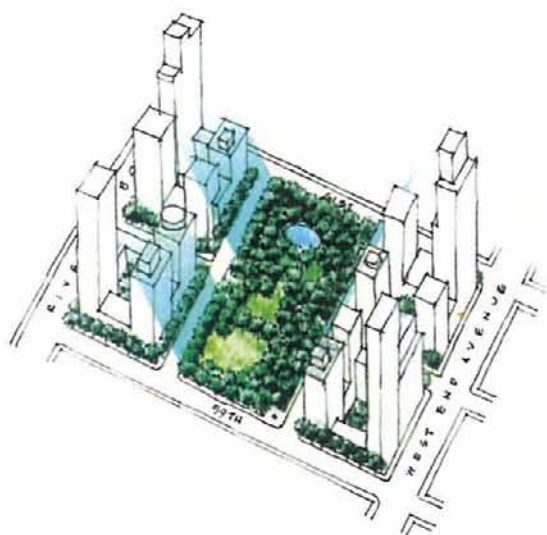


A map and plat also allows the City to describe a “sky exposure plane.”

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

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

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



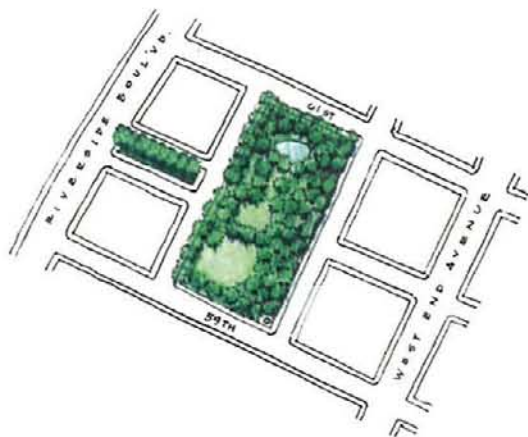
The sky exposure plane shown in the previous drawing would limit the height of the buildings fronting the park to fifteen or sixteen stories.

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

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

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

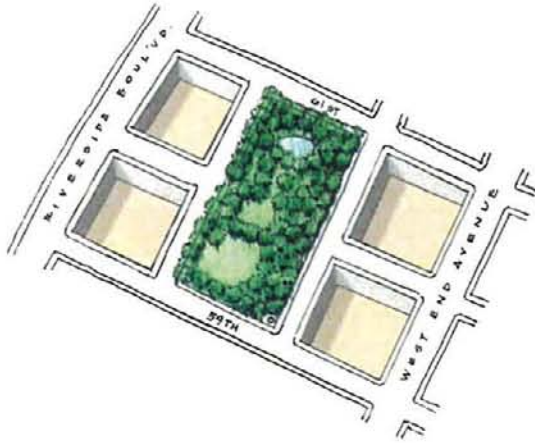




There has been much discussion about opening the park and streets to Riverside Park and the river. At present that access/view is blocked by the West Side Highway descending to grade at W. 59<sup>th</sup> Street.

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

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



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

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

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

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

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

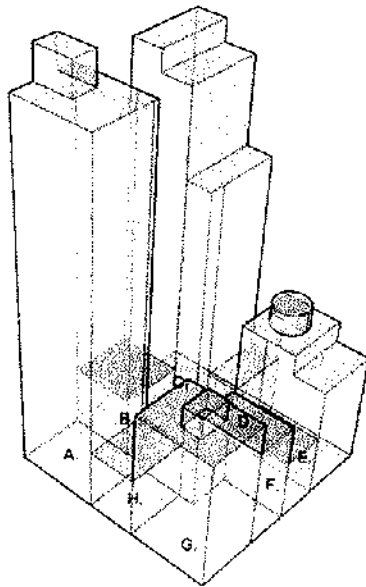


Four parking garages increase the number of possible entrances and exits to eight. (Red arrows)

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

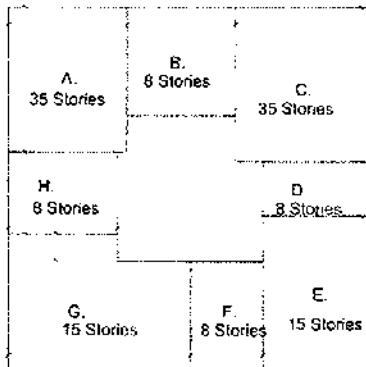
Locating garage entrances at least fifty feet from a corner is also consistent with City policy.





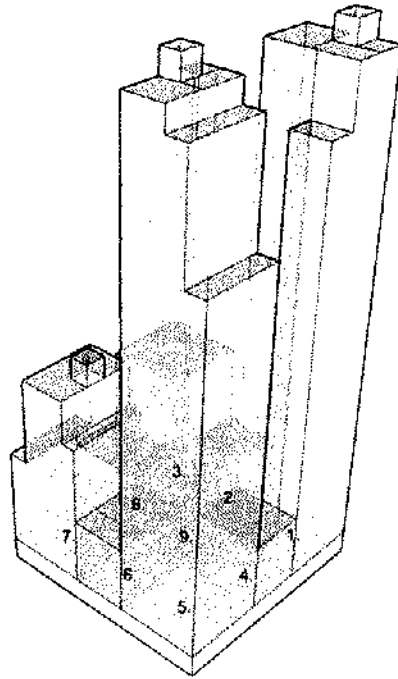
Community Board Seven (CB7) has strongly urged the City Planning Commission to restrict development on the sites (L, M and N) to the approximately 2,400,000 allowable square feet established in the 1992 Restrictive Declaration. The Coalition supports CB7's position .

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



350' Height Limit

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



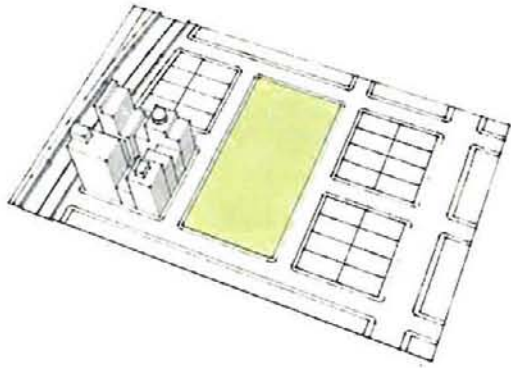
If the height of the buildings facing Riverside Boulevard is increased to 45 stories the total square footage on the block increases to over 800,000 square feet.

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

7 13 Stories	8 6 Stories	3 43 Stories
6 6 Stories	9 2 Stories	2 6 Stories
6 13 Stories	4 6 Stories	1 43 Stories

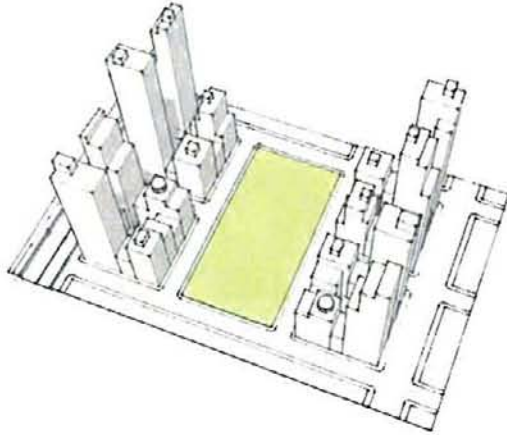
#### 450' Height Limit

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



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

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



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

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

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





**Re: Proposed "Riverside Center" Development**

I am Tila Duhaime, a community organizer for the Upper West Side Streets Renaissance Campaign. We work to improve community cohesion, safety, and quality of life, focusing on public spaces including the streetscape.

The Riverside Center plan suffers from many of the same flaws as earlier phases of this development: the buildings are sterile in design, with a citadel-like feel, physically raised and removed from the surrounding cityscape and unwelcoming for pedestrians. Traffic safety for vulnerable street users is a low priority, with no provisions to calm traffic, or to ensure that pedestrians and cyclists can use the area without encountering the vehicular mayhem common to most of our major boulevards. Indeed, we have learned from Extell's current management of the area that we should not even assume basic traffic control measures like signals or crosswalks will be part of the Riverside Center plan. The proposed planted areas, hemmed in by towers, are largely for looking, not lingering, and pedestrians are directed to stairs or meandering paths to help them negotiate a hillside that does not yet exist. There are no planned on-street facilities for cyclists in that area: no bike lanes, no bike racks, no connector path or wayfinding signs to the country's busiest bike path only a few hundred yards down the hill.

The plan exacerbates problems on 59<sup>th</sup> Street: whereas now it is merely uninviting and uninteresting to pedestrians, under the proposed development it will become downright hostile to them, serving as the back alley to the towers and encouraging large trucks, disproportionately responsible for injuring cyclists and pedestrians in the city, to encroach on the sidewalk. Area cyclists will be left worse off with increased vehicular traffic on that corridor and no viable greenway access to the north for miles. Auto traffic is certain to increase on all of the affected streets, to the detriment of people in the area, because in addition to the truck facilities, a boulevard design that facilitates speeding, and

lack of traffic signals, the plans also include parking facilities that far exceed average residents' needs. To further underscore the motor vehicle enthronelement inherent in these plans, Extell proposes an auto showroom at West End Avenue and an auto service facility, neither of which are in keeping with the needs or desires of the community.

We know how to engineer our streets to protect and accommodate the people who live there, rather than the cars passing through. Riverside Center's streets must be designed to account for extensive pedestrian traffic, including appropriate auto traffic management measures like **curb extensions**, attractive **midblock chicanes** to discourage speeding, **highly visible crosswalks**, traffic signals programmed with **leading pedestrian intervals**, and on-street **bike parking** or other low-profile public facility to **improve sightlines** at intersections. The plans should feature crosstown **protected bike lanes**, to *encourage* rather than passively permit cyclists to use the adjacent Hudson River Greenway. The large central green area envisioned in the plan should feature sections of **level, open space**, amenable to different uses (unlike the difficult-to-use steep hillside currently flanking the western edge of Riverside Boulevard).

Excessive auto traffic is not a given, and it need not be a fact of life for the new residents and visitors to this area. The negative impacts of undue traffic on a neighborhood are well documented, and before undertaking any further development, Extell must demonstrate its commitment to protect not just its investment, but the people it has invited to live, work, play, and learn at Riverside Center.

September 15, 2010

# **Riverside Center Rezoning Study**

Prepared by Regional Plan Association  
For Riverside South Planning Corporation

September 2010



## **Executive Summary**

RPA has assessed the values associated with several elements of the Riverside Center proposal currently under ULURP. This study has determined the value of the change in use and density of the Riverside Center proposal, the cost and value of a 75,000 SqFt school core and shell construction, the cost and value of 20% affordable housing, and potential property value increases to the site from a completed waterfront park.

RPA has concluded that the change in use from a restricted Studio use to residential or commercial uses and the increase in density of the proposal amount to \$341 Million, while the developer is providing about \$73 Million in benefits to the community through affordable housing and provision of a school in the amounts specified above.

This suggests that there are about \$268 Million created by the rezoning. Our calculations suggest that the developer is poised to create \$578 Million in net revenue. The \$268 Million is the portion of that revenue result of the rezoning.



### **Study Purpose**

RPA is a member of the Board of the Riverside South Planning Corporation (RSPC), the non profit collaborative that sponsored the original Civic Alternative in 1990 and was specifically recognized by the City Planning Commission when it approved Riverside South's original Special Permit and Restrictive Declaration.

The intention of the applicant's proposal is to apply for a major modification of the Special Permit. The original Restrictive Declaration states that any such major modification of the Special Permit will require a new review under Section 197-c of the City Charter. Riverside South Planning Corporation commissioned to Regional Plan Association this study to assess the values associated with this rezoning.

In sum, this rezoning proposes to change the restrictive declaration limitation of the site to 1.9 Million square feet of Studio space to residential or commercial uses and increase the total square feet of the site by about 268,000 square feet.

The calculations presented above and the details that follow are based on assessments and methodologies determined by RPA through research of available and comparable data and procedures. These assessments and methodologies have been vetted by interviews with industry experts and community leaders that have given RPA pro bono advice.

### **Riverside Center Rezoning Study**

The value result of the change in use and density of the Riverside Center rezoning is \$261 Million for the change in use (at \$133 \$/SqFt for lifting the restriction on 1.9 Million SqFt of Studio use and allowing residential development) and \$80 Million for the change in density (at \$300 \$/SqFt for increasing the density over the current zoning by 268,000 SqFt) for a total value

increase result of the rezoning of \$341 Million. This amount is what the proponent of Riverside Center is receiving for the proposed rezoning. (Please refer to Appendix 1).

The proponent of the project is also providing a school (75,000 SqFt of core and shell construction) that we estimate costs \$20 Million while the proponent is also providing affordable housing at a \$640 \$/SqFt cost and \$551 \$/SqFt of value for a \$53 Million long term community benefit for about 593,000 square feet of affordable housing. We estimate the combined school and affordable housing community benefits provided by the proponent to be about \$73 Million.

The difference between what the rezoning proponent is receiving (valued at \$341 Million) and what it is providing (valued at \$73 Million) is the increase in value given by the proposed rezoning in the long term as benefits to the developer and the community. This change in use and density is about \$268 Million. (Please refer to Appendix 1).

As shown in Appendix 2, estimated costs of construction for the proposed project are about \$2.8 Billion, while estimated development value is \$3.0 Billion. Potential property value increase to the site from the new school and completed waterfront park are \$401 Million. Total value of development and benefits provided by the project are about \$3.4 Billion.

The estimated costs of construction at about \$2.8 Billion and the estimated total value of \$3.4 Billion indicate net revenue of approximately \$578 Million for the developer of the Riverside Center site.

The change in use and density estimated at \$268 Million is the portion of the net revenue estimated at \$578 Million that can be attributed to the rezoning within the scope of this proposal as long term value. This suggests that there is about 46% of value created by the rezoning alone.

## APPENDIX 1

### Riverside Center Rezoning Value Increase

Prepared for Riverside South Planning Corporation

By Regional Plan Association

	SqFt
Change in Use (1)	1,962,554
Change in Density (2)	268,426

	\$/SqFt
Actual Cost (3)	167
Market Comparable (4)	300
Actual / Market (5)	133

	Rezoning Value Increase (\$)
Change in Use Increase (6)	261,019,682
Change in Density Increase (7)	80,527,800
<b>Total Increase (8)</b>	<b>341,547,482</b>

	Rezoning Community Benefits (\$)
School (9)	19,837,500
Affordable Housing (10)	53,027,819
<b>Total Benefits (11)</b>	<b>72,865,319</b>

	Total \$
<b>Difference (12)</b>	<b>268,682,163</b>

#### NOTES:

- (1) Change in Use shows the amount of square feet currently restricted to Studio use
- (2) Change in Density shows the proposed increase in square feet of the proposed rezoning
- (3) Actual cost is \$290M paid in 2005 with a carry cost of 15% a year for 3M SqFt
- (4) Market Comparable are sales of land in the area at \$300
- (5) Actual / Market is the difference of Actual Cost paid and Market Comparable
- (6) Change in Use Increase is the Change in Use times the Actual / Market difference
- (7) Change in Density Increase is the Change in Density times Market Comparable price of \$300
- (8) Total Increase is Change in Use plus Change in Density increases
- (9) School Cost is Hard and Soft cost of construction of School (See Appendix 2 Note 3)
- (10) Affordable Housing is Hard and Soft cost of Affordable Housing construction minus value at \$89 (See Appendix 2 Notes 2, 4, and 8)
- (11) Total Benefits are School and Affordable Housing benefits provided by developer
- (12) Difference is the increase of value given by the proposed rezoning (Total Increase minus Total Benefits)

## APPENDIX 2

### Riverside Center Development Cost and Revenue Prepared for Riverside South Planning Corporation By Regional Plan Association

Land/Uses	SqFt
Lot Area	356,182
Market Rate	2,372,344
Affordable	593,086
School	75,000
<b>Gross Building Area (SqFt)</b>	<b>3,040,430</b>

Costs/Values	\$/SqFt	Total \$
Land Cost (1)	167	507,211,813
Hard Costs (2)	529	1,568,712,470
Hard Costs School (3)	265	19,837,500
Soft Costs (4)	111	337,761,369
Hard Costs Carry (5)	25%	397,137,493
<b>Development Cost (6)</b>		<b>2,830,660,644</b>
Market Rate (7)	1,412	2,679,799,782
Affordable Housing (8)	551	326,600,598
<b>Development Value (9)</b>		<b>3,006,400,381</b>
New School Premium (10)	5%	133,969,989
New Park Premium (11)	10%	267,979,978
<b>Added Value (12)</b>		<b>401,969,967</b>
<b>Total Value (13)</b>		<b>3,408,370,348</b>

<b>Net Revenue (14)</b>	<b>577,709,705</b>
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#### NOTES:

- (1) Land Cost is the actual cost for the site at \$290M in 2005 carried at 15% a year
- (2) Hard Costs are based on 2010 NYCEDC figures reduced by 20% based on market reports
- (3) Hard Costs for School construction is 50% of Hard Costs for Core and Shell building
- (4) Soft Costs are 21% of Hard Costs for pre-development and other fees
- (5) Hard Costs Carry is 25% of Hard Costs and Hard Costs School cost (\$) for construction expenses
- (6) Development Cost is the sum of land and construction costs
- (7) Market Rate reflects price per SqFt for comparable buildings to 80% of SqFt use
- (8) Affordable Housing \$/SqFt is 39% of comparable luxury rents based on rent per SqFt as determined in the Inclusionary Zoning Program. This analysis does not include benefits under the 421-a program for construction and post-construction exemption from the increase in real estate taxes.
- (9) Development Value is Market Rate plus Affordable Housing values
- (10) New School Premium is based on studies that report a 5% to 15% premium for residential uses in proximity to a school and applied only to Market Rate uses
- (11) New Park Premium is based on studies that report park capitalization into real estate between 10% to 20% and applied to Market Rate Uses
- (12) Added Value is the sum of Market Rate premiums
- (13) Total Value is the sum of Development Value and Added Value
- (14) Net Revenue is the difference between Total Value and Development Cost

## **Committee For Environmentally Sound Development Inc.**

P.O. Box 20464, Columbus Circle Station

New York, NY 10023-1492

Telephone (212) 877-4394; Email [Elfraud@aol.com](mailto:Elfraud@aol.com)

### **Riverside Center Testimony for City Planning Commission Hearing, September 15, 2010,**

Olive Freud, Vice President

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

Now we have a request for 3 million sq. ft, 1800 parking spaces (that is an additional 700,000 sq. ft. below ground). Do agreements mean anything? Or are they changed for the asking? Or are they changed depending on who does the asking?

Both Manhattan CB7 and Borough President Stringer submitted well reasoned rejections of the Extell Plan.

I would like to add few comments:

A school as originally planned was to be in Bldg. J or K (62nd Street or 63<sup>rd</sup> Street). J is under construction and K is still a plan. The school is needed now and should be housed in either of these buildings, not delayed until Riverside Center becomes a reality.

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

From the environmental point of view, one that factors in global warming and rising sea levels, we must no longer encourage construction of excessively tall building in low lying areas.

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

# INSTITUTE FOR RATIONAL URBAN MOBILITY, INC.

George Haikalas  
President

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## **Statement at September 15, 2010 NYCDOP Hearing on Proposed Rezoning of Riverside Center -- Items Nos. 17-29**

The Institute for Rational Urban Mobility, Inc. (IRUM) is a NYC-based non-profit concerned with reducing motor vehicular congestion and improving the livability of dense urban places.

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

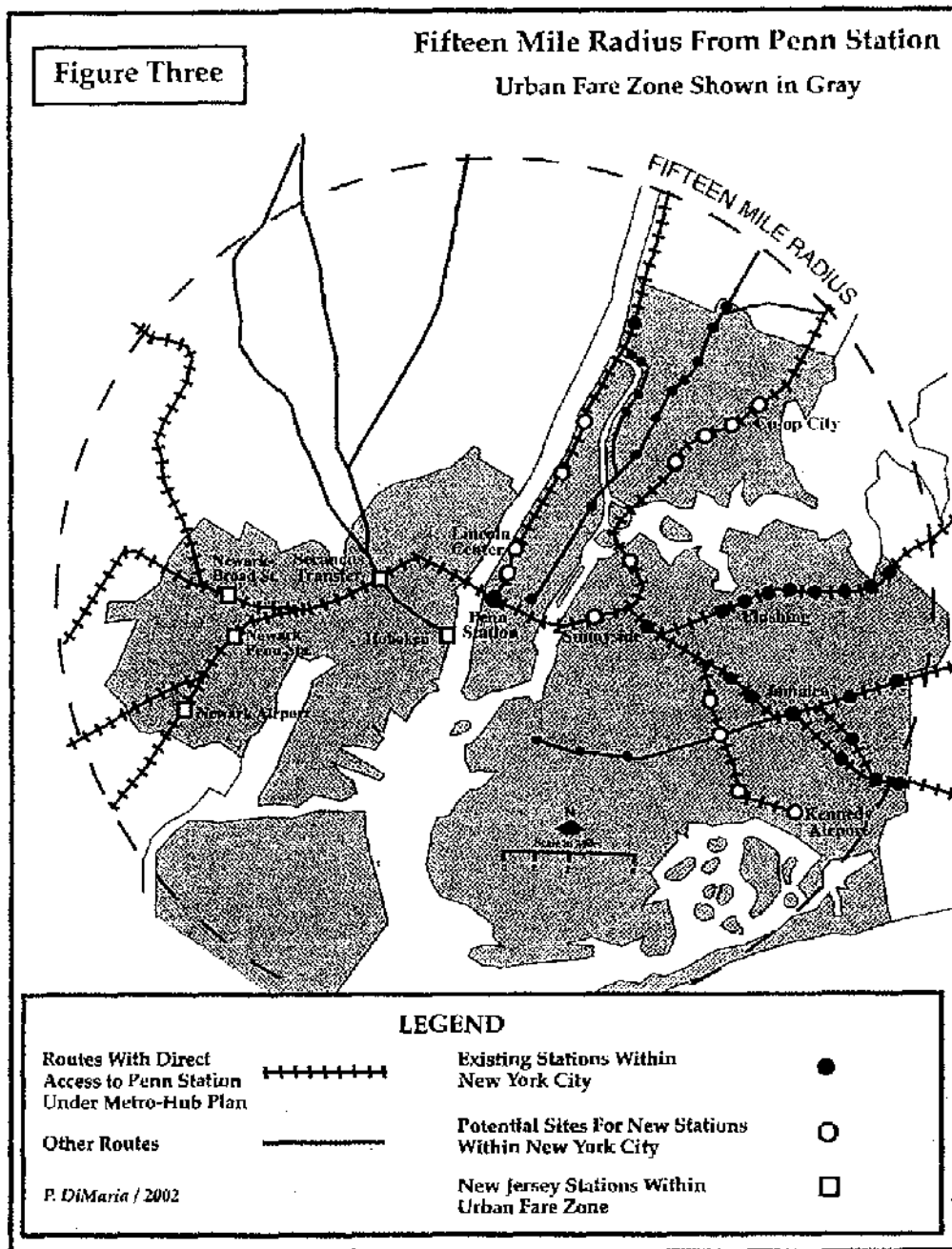
A regional rail station in this densely developed part of Manhattan is much needed to reduce traffic congestion and pollution. Riverside South, one of the city's largest residential developments, is a half-mile or more from the nearest rail station. Subway lines serving the West Side of Manhattan are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

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

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

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

Attached is a copy of IRUM's comments at the September 9, 2009 NYCDOP hearing on rezoning Hudson Yards, since it clearly relates to a proposed station in Riverside Center. These comments are especially significant today in light of the recent announcement that New Jersey Governor Chris Christie has directed NJ Transit to examine ways to reduce the cost of its new Hudson River passenger rail tunnel. The key to achieving this much-needed capacity enhancement quickly, and in a cost-effective manner, is for the NYC Planning Commission to direct its staff to work closely with transit agencies to produce a coherent, interconnected and cost-effective regional rail plan. An important element of such a plan is the development of a regional rail station at Riverside Center -- the gateway to Manhattan's Upper West Side.



## One-City One-Fare

The Penn Station Metro-Hub plan calls for remaking the commuter rail lines serving the NY-NJ-CT metropolitan area into a Regional Rail system, with frequent service, integrated fares and thru-running. A single central fare zone was proposed (shown above). This plan would complement NYC's congestion pricing proposal by providing better transit options for Queens and The Bronx, relieving congested subways and providing more space to accommodated diverted motorists.

# **INSTITUTE FOR RATIONAL URBAN MOBILITY, INC.**

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President

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**Statement at September 9, 2009 NYCDOP on Proposed Rezoning of Hudson Yards-- Item No. 36**

**The Institute for Rational Urban Mobility, Inc. (IRUM) is a NYC-based non-profit concerned with reducing motor vehicular congestion and improving the livability of dense urban places.**

**IRUM urges the Commission to postpone its decision on the proposed rezoning until its staff can make a full review of the potential impact of remaking the commuter rail lines serving the NY-NJ-CT metropolitan area into a Regional Rail System, with frequent service, integrated fares and through running at Penn Station. Through-running now seems to be on the verge of becoming a reality. The concept is included in MTA's Twenty Year Capital Needs Assessment for 2010-2029 which will be brought before the MTA Board at its September 23, 2009 meeting. Metro-North Railroad has decided to move forward on its long-stalled Penn Station Access Study by advancing it as a more streamlined Environmental Assessment rather than as a DEIS.**

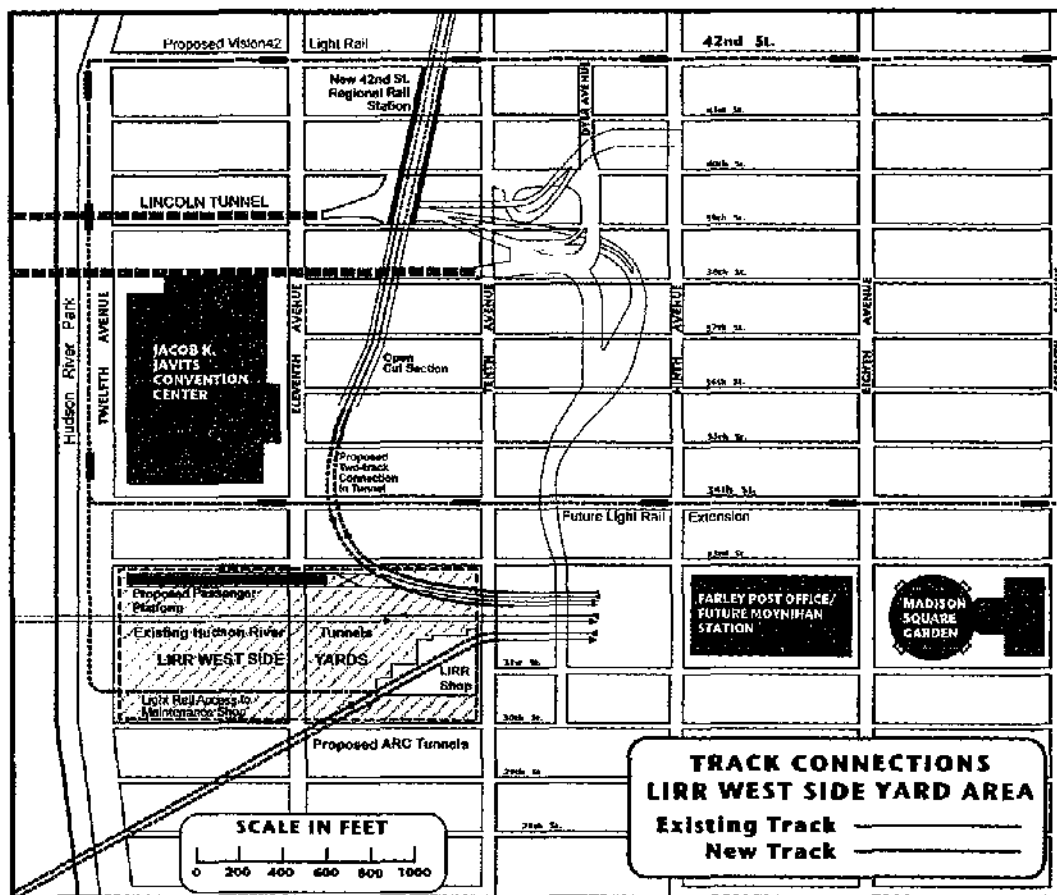
**These actions by MTA have the potential to dramatically change the function and operation of the commuter rail lines serving the Hudson Yards District. Through running at Penn Station, which could substantially increase peak period train flow, allowing significant rail service improvements through Penn Station without awaiting a decade or more for new passenger rail tunnels to be completed. The service gains coincide with Mayor Michael Bloomberg's recently articulated vision for transit enhancements, championing the extension of the reduced fare CityTicket on commuter lines in the city, from weekends to full use all day on weekdays as well.**

**With this in mind, now is a critical time to preserve an easement for a two-track connection to Amtrak's Empire Line in the Hudson Yards District. This would permit much higher service levels on this lightly-used line. With frequent service and through running, the need for continued operation of LIRR's West Side Yard can be questioned. The yard could be reduced to a two track station served by LIRR trains, using existing tracks to link to Penn Station.**

**Transit advocates continue to press the Obama Administration, as it considers a full funding agreement for NJ Transit's new Hudson River Passenger Rail Tunnels, to veto NJ Transit's proposed dead end deep cavern terminal station under 34<sup>th</sup> Street and advance a more sensible plan to connect the new tunnels into existing tracks and platforms at Penn Station. A subsequent phase would link Penn Station to Grand Central. Remaking Moynihan/Penn Station into an appropriate gateway to NYC is essential. These concepts are shown in the attached materials.**

**With new leadership at MTA soon to be confirmed, these concepts, many of which have already been put into place in London, can be pursued with new vigor. The opportunity exists for the Commission and its staff to actively participate in plans to reshape the rail lines that serve West Midtown. If New York City is to continue to survive as the world's pre-eminent financial center it must adopt more advanced concepts of rail operation and service.**





## Regional Rail: A New Vision for West Midtown

Recasting the commuter lines that serve the NY-NJ-CT metropolitan area into a unified *Regional Rail System* with frequent service, integrated fares and thru-running at Moynihan/Penn Station opens the door for a whole new vision for development of Manhattan's West Midtown. Regional Rail avoids the need to store rail cars midday in the LIRR West Side Yard permitting its abandonment. Two tracks would be retained for a new station permitting a connecting rail service to Penn Station. This link would allow consideration of rebuilding the historic Farley Post Office building into conference center, providing much-needed meeting space to augment a renovated Javits Convention Center.

Two new subsurface Regional Rail easements through the yard area (shown above) must be preserved to allow full development of Regional Rail connections to existing platforms and tracks at Moynihan/Penn Station. The ARC connection from the new Hudson River tunnels would follow the route described in the February 2007 DEIS. A new two-track connection to Amtrak's West Side Line would eliminate the single track bottleneck that now prevents full use of this valuable rail link. A new Regional Rail station at 42<sup>nd</sup> Street would serve the northern half of the Hudson Yards Development District and would provide a convenient connection to the proposed 42<sup>nd</sup> Street crosstown surface light rail transit line. Selling the yard as raw real estate, but with a connection to Moynihan/Penn Station greatly increases the cash flow to MTA. Completing access to West Midtown would be the connection between Moynihan/Penn Station and Grand Central Terminal studied in the ARC planning process. Linking the nation's busiest train stations greatly facilitates regional and intercity rail travel. To remake Moynihan/Penn Station into a truly welcoming gateway new stairways and concourses must be added.



**The Hudson River Powerhouse Group Testimony before  
the New York City Planning Commission on Riverside South  
September 15, 2010**

The Hudson River Powerhouse Group (HRPG) is a not-for-profit organization dedicated to the preservation, restoration, and adaptive reuse of the IRT Powerhouse on 11<sup>th</sup> Avenue in the block between 58<sup>th</sup> and 59<sup>th</sup> Streets. Since its founding in 2007, the HRPG has focused our efforts on advocating for the landmark designation of the Powerhouse as well as educating the public about the building and generating support for its protection. Though the Powerhouse is outside of the Riverside South development site its immediate adjacency requires that its future be considered along with any development next door.

While the HRPG is not commenting on most details of the Extell proposal, we do believe that any new construction should consider the potential reuse of the Con Ed facility as a publicly accessible community and cultural resource at some point down the road. We support the Manhattan Borough President's recommendation that Riverside South include additional public facilities and believe that the Powerhouse could one day house the kinds of facilities that would improve the character of the neighborhood and contribute to its livability. We believe that 59<sup>th</sup> Street should be activated and made into a pleasant urban location in which to enjoy the grand view of the historic McKim Mead & White Powerhouse. As Sam White, grandson of the architect Stanford White commented, "the Powerhouse is one of about five industrial buildings or complexes attributable to White, making it a relatively uncommon commission in his vast and glittering portfolio." Architect Robert Stern has also testified his support of the preservation of the Powerhouse saying "the loss of White's IRT power plant would be a very serious blow. It is a powerful work of industrial architecture."

The current scheme is inward-looking and simply ignores the valuable historic context of the Powerhouse. The service entrances and curb cuts turn 59<sup>th</sup> Street into a dead zone and waste an opportunity to enliven this important nexus where Hudson River Park meets the Powerhouse. In the same way that the Tate Modern spurred a rejuvenation of neighborhoods south of the Thames in London, the Powerhouse may someday be converted into a destination. For that reason, HRPG also believes that good urban design dictates that the grade should remain constant along 59<sup>th</sup> Street so that the new Riverside South development does not sit on a podium overlooking the Powerhouse and casting it in shadow. For reasons of the Powerhouse's current historic relevance and potential future reuse, HRPG would urge Extell to thoughtfully consider how it might be celebrated and integrated into a comprehensive urban design plan for Manhattan's west side.

*The Hudson River Powerhouse Group is a New York not-for-profit corporation dedicated to the landmarking, restoration, and adaptive reuse of McKim Mead & White's IRT Powerhouse on Manhattan's West Side. The HRPG focuses on educating the public about the history of the Powerhouse, gathering support for its landmark designation, and nurturing creative designs for a reimagined Powerhouse of the 21st Century. ([www.hudsonriverpowerhouse.com](http://www.hudsonriverpowerhouse.com))*

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Testimony of Kris D. Kohler  
Assistant Director, Mason Tenders' District Council PAC  
Before the New York City Planning Commission  
on the proposed Riverside Center development  
September 15, 2010

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

I come today to speak in support of the proposed Riverside Center development. The Plan as proposed creates a new neighborhood community with 2,500 units of housing, of which 20 percent would be affordable. The Plan also provides amenities and services that benefit residents of surrounding communities. These amenities include a new elementary/intermediary school of at least 75,000 sqf, office space, hotel, cinema, restaurants and outdoor cafes, as well as retail shops and unobtrusive underground parking with space for 1800 vehicles. The design includes 3.4 acres of public space (42 percent of the site) of which 2.44 acres will be beautifully landscaped and maintained as publicly accessible open space. It is an ambitious plan, and the sort of large scale development the City needs to spur economic growth at this time.

Despite half-hearted claims in media that we are undergoing an economic recovery, the truth is we are still in the doldrums. In light of that, the economic benefits of Riverside Center are quite substantial. Thousands of construction jobs will be created, and many more indirect jobs as a result of construction during the completion of the project. Direct and indirect wages and salaries from construction of the project are estimated at \$89.8 million in New York City and \$1.1 billion in New York State. The *total* effect on the local economy, measured as economic output or demand, from the construction is

estimated at about \$3.1 billion in the City and \$3.6 billion in the State during the course of construction. Additionally, post-construction there will be more than 1,400 full and part-time jobs created by Riverside Center. In a period of economic decline such as we are suffering through now, these projections can not be ignored.

Including the indirect and induced economic activity that will occur off-site as a result of this project, the total employment in New York City from the operation of Riverside Center is estimated at 2,549 jobs. Riverside Center will provide much-needed tax revenue during and after construction. Tax revenues will include a projected \$204 million during construction and \$110 million projected from mortgage and recording fees alone. With unemployment rates hovering around the double-digits, this project is too important to our City's economic recovery to pass up.

Jobs for the unemployed and tax revenue for the City and State; open space, a new school and affordable housing for the community. The Riverside Center project is a win-win-win that needs to be approved.

Respectfully submitted,  
Kris Kohler  
September 15, 2010



THE COMMITTEE TO PRESERVE THE UPPER WEST SIDE

**Testimony of LANDMARK WEST!  
Before the New York City Planning Commission  
Regarding the Riverside Center Development ULURP Application  
September 15, 2010**

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

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

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

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

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

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



## MEMORANDUM

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

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

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

Our critique focuses on 6 issues:

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

## **Adequacy of Traffic Analysis Approach**

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

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

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

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

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

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

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



Synchro/SimTraffic<sup>1</sup> is a widely-used software package that is based on the Highway Capacity Manual procedures. This software package also includes a vehicle simulation capability to understand intersection-to-intersection interactions.

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

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

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



The model shows several cases of adverse queuing:

<sup>1</sup> Developed by Trafficware, [www.trafficware.com](http://www.trafficware.com)





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

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

### **Impact of Converting 59<sup>th</sup> St. to One-Way Operation**

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

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

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



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

### **Failure to Meet CEQR Standards for Mitigation**

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

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

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

No feasible mitigation measures are proposed for these cases.

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

### **Narrow Analysis of Pedestrian Impacts**

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

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

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



## Groundtruthing Traffic Engineering Assumptions

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

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

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

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

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



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

### **Questions on the Proposed Auto Showroom/Service Use**

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

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

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

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

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

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



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

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

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



22060

**R | S | G** INC.  
TRANSPORTATION

## MEMORANDUM

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To: Batya Lewton, Coalition for a Livable West Side  
From: R. Chamberlin PE/PTOE  
Subject: Review of Riverside Center SEIS Transportation Issues  
Date: 21 July 2010

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

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

Our critique focuses on 6 issues:

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

## Adequacy of Traffic Analysis Approach

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

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

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

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

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

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

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



Synchro/SimTraffic<sup>1</sup> is a widely-used software package that is based on the Highway Capacity Manual procedures. This software package also includes a vehicle simulation capability to understand intersection-to-intersection interactions.

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

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

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



The model shows several cases of adverse queuing:

<sup>1</sup> Developed by Trafficware, [www.trafficware.com](http://www.trafficware.com)





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

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

### **Impact of Converting 59<sup>th</sup> St. to One-Way Operation**

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

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

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



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

### **Failure to Meet CEQR Standards for Mitigation**

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

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It is relevant if this trip generation source is based on an auto showroom only, or on some mix of showroom and service. The 2001 West 57<sup>th</sup> Street Rezoning FEIS sets forth an average weekday trip generation rate for an Auto Showroom of 2.63 vehicle trips per 1000 GSF. For the proposed 276,011 use within Riverside Center, this equates to 726 vehicle trips per day. Of this amount, 87 trips (12%) occur during the AM peak hour.

We understand the preference for local trip generation counts expressed within the CEQR Technical Manual. CEQR does allow for application of national data from the Institute of Transportation Engineer's (ITE) Trip Generation Manual (8<sup>th</sup> ed.) when there are insufficient local data. ITE does not provide a trip generation estimate for an “auto showroom” land use, but they do provide a trip generation estimate for an “automobile care center” (Land Use 942). This land use type describes the trip generation characteristics for “businesses that provide automobile-related services, such as repair and servicing; stereo installation; and seat cover upholstery.”

As a basis of comparison to the “auto showroom” trip generation based on the 2001 FEIS, ITE has an average trip generation rate of 2.94 vehicle trips per 1000 GSF for the AM peak hour. This rate for one hour of operation for an automotive service use is larger than the rate for 24 hours of operation based on the auto showroom use. This discrepancy focuses on the need to determine more precisely how the 276,011 GSF will be used. We understand the need of the Applicant to maintain flexibility since a tenant for this space may not yet have been identified. However, the enormous range of traffic that would result from different allocations of the 276,011 GSF needs to be narrowed in order to have a firmer grasp on the project's traffic impact.

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judgment, could exert the largest impacts to the local transportation system if they are inaccurately represented, analyzed, or modeled in the impact documentation.

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



22059

Coalition for a Livable West Side PO Box 230078 New York, New York 10023  
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212-580-9319

Follow-up Testimony of Batya Lewton, Vice-President

**ULURP: C 100296(A) ZSM and related applications and CEQR: 09DCP020M**  
Riverside Center Project

When I testified on September 15<sup>th</sup>, I was asked if I knew that the curb cut was for a street and not a garage. The Nelson/Nygaard Report focused on curb cuts not curb cuts to a garage.

And so I repeat from the report: "When pedestrians and motor vehicles share the same space the likelihood of injuries and fatalities increases. The potential for a crash between a motor vehicle and a child, senior citizen or person with a mobility or visual impairment at a driveway across a sidewalk is even higher than at an intersection for two reasons.

First, unlike crossing a street, pedestrians walking on sidewalks do not anticipate sharing this space with motor vehicles. A curb cut, on a sidewalk that is ADA compliant for wheelchair users requires specific grade and slope modifications. However for people with visual impairments, detecting this modification in slope is entirely dependent on their "tracking" path.

Second, children, the elderly and people in wheelchairs are at an extreme safety disadvantage when sharing a sidewalk with motor vehicles because of their height relative to the height of the standard bumper on a motor vehicle. Some developers of driveways across sidewalks remove parking on each side of the driveway to improve the conspicuity of sidewalk users. This has a marked added advantage to pedestrian safety when motorists enter driveways at 90 degree angles. However, by removing the parking spaces, the turning radius for vehicles approaching from the curb lane increases, allowing for faster turns which increase the severity of injury to pedestrians in their path. Thus, by designing a curb cut and driveway across a sidewalk, the designer is relying entirely on motorist skill and behavior.

Please be aware of the fact the Lincoln Towers is a NORC (seniors over 65) and that there is a senior citizen building located at West 61<sup>st</sup> Street and West End Avenue.

There should not be a curb cut on WEA. Drivers can enter Riverside Center at West 59<sup>th</sup> Street.

# United Brotherhood Of Carpenters and Joiners OF AMERICA

505 EIGHTH AVENUE  
NEW YORK, N.Y. 10018

INSTITUTED AUGUST 12, 1881



PHONE: (212) 643-1070  
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**MICHAEL MURPHY**  
President

ALWAYS DEMAND THE LABEL

**LOCAL UNION No. 608**

**THOMAS J. McKEON**  
Financial Secretary

OFFICE OF THE  
CHAIRPERSON

SEP 17 2010

22094

City Planning Commission  
22 Reade Street  
New York, NY 10007  
Amanda Burden, Chair

Re: Riverside Center

Dear Commissioner Burden,

This communication is to confirm the strong support of the 7000 members of Local Union 608, United Brotherhood of Carpenters for the approval of an application submitted by Extell Development referred to as **Riverside Center**.

On September 15<sup>th</sup> 2010, our members attended an open hearing to announce publicly our full support for the development of **Riverside Center**. The Executive Board of Local Union 608 urges the City Planning Commission to vote in favor of this much needed development.

The City of New York along with thousands of members of Local Union 608 have been devastated by this recession. NYC residents and our members need the work now. This project will provide hundreds of jobs for construction workers, architects and projects managers immediately and thousands of more job opportunities will be generate by this development project for years to come.

Our 7,000 member strong Union, along with our extended families, strongly support the application submitted by Extell Development for the proposed project, Riverside Center.

Sincerely,

Michael Murphy  
President  
Local Union 608

Testimony

Madeleine Polayes, President Coalition for a Livable West Side  
City Planning Commission Hearing  
Riverside Center – 9/15/10

**Position of the Coalition for a Livable West Side**

- The 1992 Riverside South Restrictive Declaration must be adhered to by the Extell Corporation: Density, Residential Units and Parking.
- All streets must be mapped and built by the developer before a certificate of occupancy is issued for a building.
- The developer must build a Public Park at the front end of construction, and be completed before a certificate of occupancy is issued for any building. Maintained through contributions from units surrounding it just like Riverside South Park. Extell's Private/Public space is really an eccentric private enclave.
- There should be no parking under the Public Park.
- The developer must build a new 150,000 sq ft. school, not merely the shell.
- There must be at least 30% affordable housing built on the site.
- The entire site must be brought to grade, eliminating the platform.
- There should be no curb cuts on West End Avenue.
- The auto showroom and repair center must be eliminated. DEIS analysis based on old, outdated and not relevant study.
- There must be a Restrictive Covenant that would govern this site not an amended Restrictive Declaration. Everyone know that Restrictive Declarations are like swiss cheese full of holes. It is difficult to amend a Restrictive Covenant.
- All buildings in Riverside Center must be built in compliance with the NYC Earthquake Code. The site is rated as an S4 - liquefaction in an earthquake.

Respectfully submitted  
Madeleine Polayes, President



Coalition for a Livable West Side  
PO Box 230078  
New York, New York 10023  
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212-580-9319

22118

Re: **ULURP: C 100296(A) ZSM and related applications and  
CEQR: 09DCP020M**  
Riverside Center Project  
Submitted by Madeleine Polayes, President

Re: Requiring developer to pay for the southbound "box".

The developer should not be required to build this portion of the southbound "box" for a relocated Miller Highway (West Side Highway).

1. No SAFETEA (federal) funds may be used to relocate the highway.

2. A relocated highway may not be moved to the "box" with its 2 curves, limited height, and need for ventilation (fans) which would cost the city more than \$850,000. annually.

3. The southbound portion of the "box" has not been built from West 72nd Street to West 65th Street. We believe that no portion of the southbound "box" has been built.

4. The southbound section cannot be built until the fill under Riverside Boulevard from West 66th - West 69th Street is removed by the city. Removal requires redirecting traffic from Riverside Boulevard while the fill is removed and Riverside Boulevard is rebuilt. The removal process would also limit access to Riverside South Park to West 59th Street.

5. On June 9 , 2004, the RSPC wrote the following to an elected official:  
"The concrete and steel piers (columns) and footings supporting the northbound elevated highway in this area, however, are located in the right-of-way for the boxes. In order to construct the W. 61st portal and any needed box structure to the north or portion of the open roadway to the south, the elevated highway must first be supported by a new system of piers and footings which are located where they may be worked around - possibly in the area of the southbound box - and then the existing piers and footings removed." ***The Coalition does not know the validity of this statement.***

6. In response to an inquiry from the Coalition for a Livable West Side letter dated August 23, 2005 from the NEW YORK METROPOLITAN TRANSPORTATION COUNCIL, Mr. Uchenna Madu Staff Director) wrote, "The tunnels in the southbound direction will be either constructed by **the city or state**. The city and state have not made a commitment for a construction date for the southbound tunnel.

7. A new EIS may be required. Under the National Environmental Policy Act (NEPA) there is a 3 year limitation on the validity of the FEIS Section 4(f)."

8. The Coalition for a Livable West Side has a lawsuit in Federal Court challenging the ROD (Record of Decision) approving the FEIS for the relocation of the Miller Highway. By mutual consent (the Coalition and the Court) any funds allocated for relocation of the highway triggers the lawsuit.

9. The cost of the rehabilitation of the Miller Highway totaled \$155,735,715.98. But we do not know if the cost of Maintenance of Traffic (MOT) during reconstruction has been included, as well as administrative and design costs and the cost of the easement.

Respectfully submitted,  
Madeleine Polayes, President  
Coalition for a Livable West Side

# AIA New York Chapter

The Founding Chapter of The American Institute of Architects

August 26, 2010

Hon. Amanda Burden  
Chair, City Planning Commission  
22 Reade Street  
New York, NY 10007



Dear Chair Burden:

On behalf of the AIA New York Chapter and its nearly 5,000 architect and affiliate members based in Manhattan, it is our pleasure to write in support of the Riverside Center project. We urge the City Planning Commission to approve the applications to permit the Riverside Center development to proceed.

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

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

While the AIA New York Chapter supports the project for the reasons listed above, we are concerned with the treatment of West 59<sup>th</sup> Street as presented. The location of the development's loading docks, garage and service entrances on this street without providing for features to activate the corridor will exacerbate the problems prevalent in relatively desolate areas of the city.

West 59<sup>th</sup> Street is an important westbound access point that could benefit from a different treatment and could correct an unsafe condition. The future of the Con Edison IRT Powerhouse to the south should be a critical element in thinking of this edge as more than just a service corridor -- the new development should complement the beauty and strength of this important piece of industrial architecture. We recommend, as did Community Board 7, that instead of relegating 59<sup>th</sup> Street to service corridor status, the developer should extend the same design-sensitive approach to the development's southern-most border.

In conclusion, we urge the City Planning Commission to approve these applications for this important and necessary project.

Sincerely,

*Anthony Schirripa*

Anthony Schirripa, FAIA  
2010 Chapter President

*Fredric Bell*

Fredric Bell, FAIA  
Executive Director

536 LaGuardia Place  
New York, New York 10012  
212.263.0023  
info@aiany.org www.aiany.org

Cc: Honorable Scott Stringer; Manhattan Borough President

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

September 15, 2010

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

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

It will include approximately 2,500 apartments, over 100,000 square feet of neighborhood retail and services, a 250-room hotel, and approximately 100,000 square feet of office space. It will also provide 2.75 acres of landscaped publicly accessible open space. The developer is arranging for affordable housing on the site, up to 20% of residential floor area pursuant to the Inclusionary Housing Program. The developer has an agreement with the Department of Education and School Construction Authority to provide—at its own expense—the core and shell for a 75,000 square foot elementary/middle school and to contribute, at no cost to the SCA, an additional 75,000 square feet of floor area up to a total of 150,000 square feet. This provision of school space meets the number of school seats needed for the students that Riverside Center is projected to generate and the project will not impact local schools.

In addition to the public benefits from the creation of affordable housing, public open space and a school, Riverside Center will have an enormous impact on the New York's

economy. The total effect, measured as economic output or demand, is estimated at \$3.1 billion in New York City and \$3.6 billion in New York State.

It is expected that construction of Riverside Center will provide 8,159 person years of employment, \$209 million in construction taxes and \$110 million in mortgage recording fees and taxes alone. Annual project tax revenues include: projected \$70 million in retail sales will lead to total tax revenue of \$4.34 million annually; \$3.4 million in hotel occupancy tax revenues to the City, State, and MTA, of which \$1.72 million will go to the City; and projected City tax revenue of \$454,000 from parking.

The variety of uses that will be located on Riverside Center will provide a wide range of employment opportunities to New Yorkers of all levels. Projected estimated construction employment of 8,159 person-years will generate direct construction wages and salaries of \$616 million. Upon full build-out (anticipated in 2018), Riverside Center is expected to provide 1,440 full and part-time jobs, including employment in: hotel, retail, restaurants, school, cinema, offices, parking, automotive showroom and service center, and operation and maintenance of residential units. Total direct and indirect New York State employment is expected to be approximately 2,549 jobs.

These benefits will be provided by a new mixed use community that is designed by an internationally acclaimed architect and site planner, Atelier Christian de Portzamparc, with landscape design by one of the City's finest landscape architects, Mathews Nielsen. It is important that the site enhance the surrounding Upper West Side community. To that end, the applicant has been responding to public comment and is making several modifications to the plan to ensure that the site will be accessible and welcoming.

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

22095-

Coalition for a Livable West Side PO Box 230078 New York, New York 10023  
[livablenewyork@erols.com](mailto:livablenewyork@erols.com)  
 212-580-9319

September 19, 2010

**RE: ULURP: C 100296(A) ZSM and related applications and CEQR:  
 09DCP020M - Riverside Center Project**

The Coalition for a Livable West Side **is opposed to requiring the developer of Riverside Center pay for the completion of the box.** The developer is only responsible for building Riverside Boulevard which is on top of a viaduct or box. He bears no responsibility to complete the outer portion.

Some facts:

1. Although there was a Record of Decision (ROD) from the FHWA, there is a lawsuit in Federal Court (on hold because no funds have been allocated) challenging the ROD.

2. The City would be responsible for digging out the fill under West 66<sup>th</sup> - West 69<sup>th</sup> Street and Riverside Boulevard; re-routing traffic and rebuilding that section of Riverside Boulevard.

3. Michael Bradley (who now works for the Parks Department) wrote the following in a memo (June 9, 2004) to one of our elected officials when he was the Director of the Riverside South Planning Corporation:

"The concrete and steel piers (columns) and footings supporting the northbound elevated highway in this area (West 61<sup>st</sup> Street), however, are located in the right-of-way for the boxes. In order to construct the portal and any needed box structure to the north or portion of the open roadway to the south, the elevated highway must first be supported by a new system of piers and footings which are located where they may be worked around - possibly in the area of the southbound box - and then the existing piers and footings removed." right-of-way for the boxes.

4. There will never be any Federal money to tear down the Rehabilitated Miller Highway (59<sup>th</sup>-72<sup>nd</sup> Street). It is not a priority given the greater infrastructure needs of NYC.

Respectfully,  
 Debbie Stevens  
 Vice-President

Craig Whitaker Architects 39 Fifth Avenue New York, New York 10003  
Tel 212/ 431-7717 [cwa\\_ny@yahoo.com](mailto:cwa_ny@yahoo.com)

September 20, 2010

To: Ms. Amanda Burden, Chair  
New York City Planning Commission

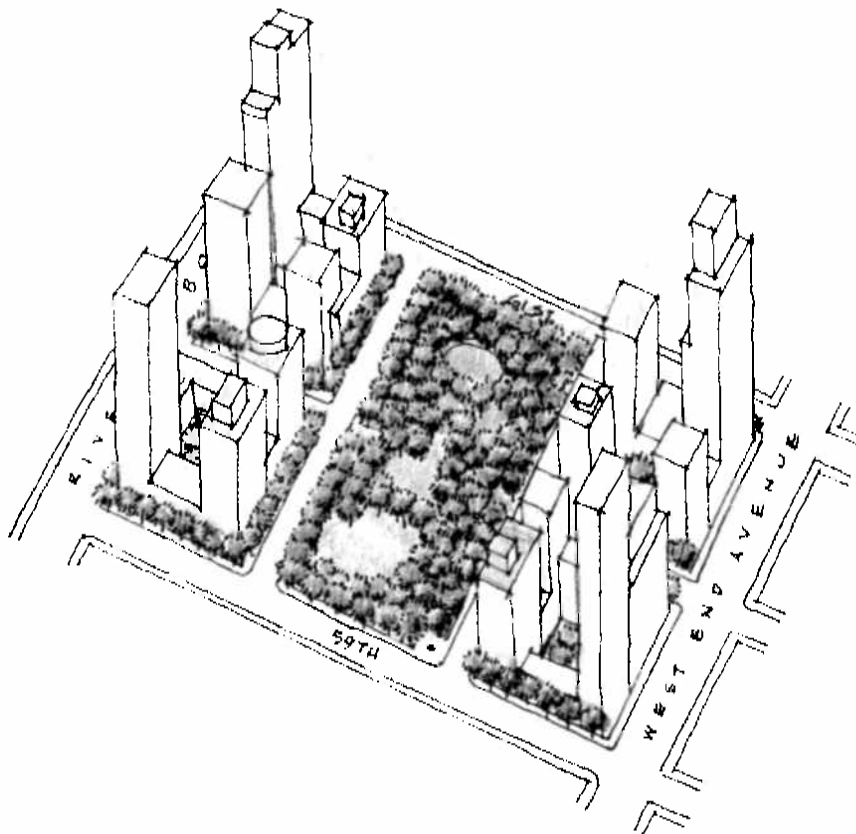
From: Craig Whitaker  
Craig Whitaker Architects  
39 Fifth Avenue, NY, NY 10003  
Representing the Coalition for a Livable West Side

Re: Question from the Chair regarding FAR of Coalition plan  
ULURP: C100296(A)ZSM and  
CEQR:09DCP020M

CO-CHAIR OF THE  
CHAIRPERSON

SEP 22 2010

22/20



The Riverside Center site is approximately 8.2 acres. The density in square feet has ranged from 2.4 million square feet advocated by Manhattan Community Board 7 and 3.1 million square feet initially proposed by the Extell Corporation. (continued next page)

Option One - Site is one zoning lot with private streets and park

2.4 million sf = **6.72 FAR**

3.1 million sf = **8.68 FAR**

Option Two – Site is one zoning lot with private streets and public park

2.4 million sf = **9.18 FAR**

3.1 million sf = **11.86 FAR**

Option Three – Site is many lots on four blocks with public streets and public park

2.4 million sf = **15.0 FAR**

3.1 million sf = **19.38 FAR**

The Coalition recommends that the park be public under an agreement with Extell for the park's construction and maintenance (see Bryant Park). The Coalition recommends that either the streets remain private (see Rockefeller Center), or that they be deeded to the City after project approval under an agreement with Extell for their construction and maintenance.



November 22, 2009

**To: Manhattan Community Board Seven**  
**From: Coalition for a Livable West Side**  
**Re: Riverside Center**

The recent presentation of the Coalition for a Livable West Side's proposal for Riverside Center (Fig. 1) has stimulated a number of questions from Board members and others. We thought it would be helpful to answer them.

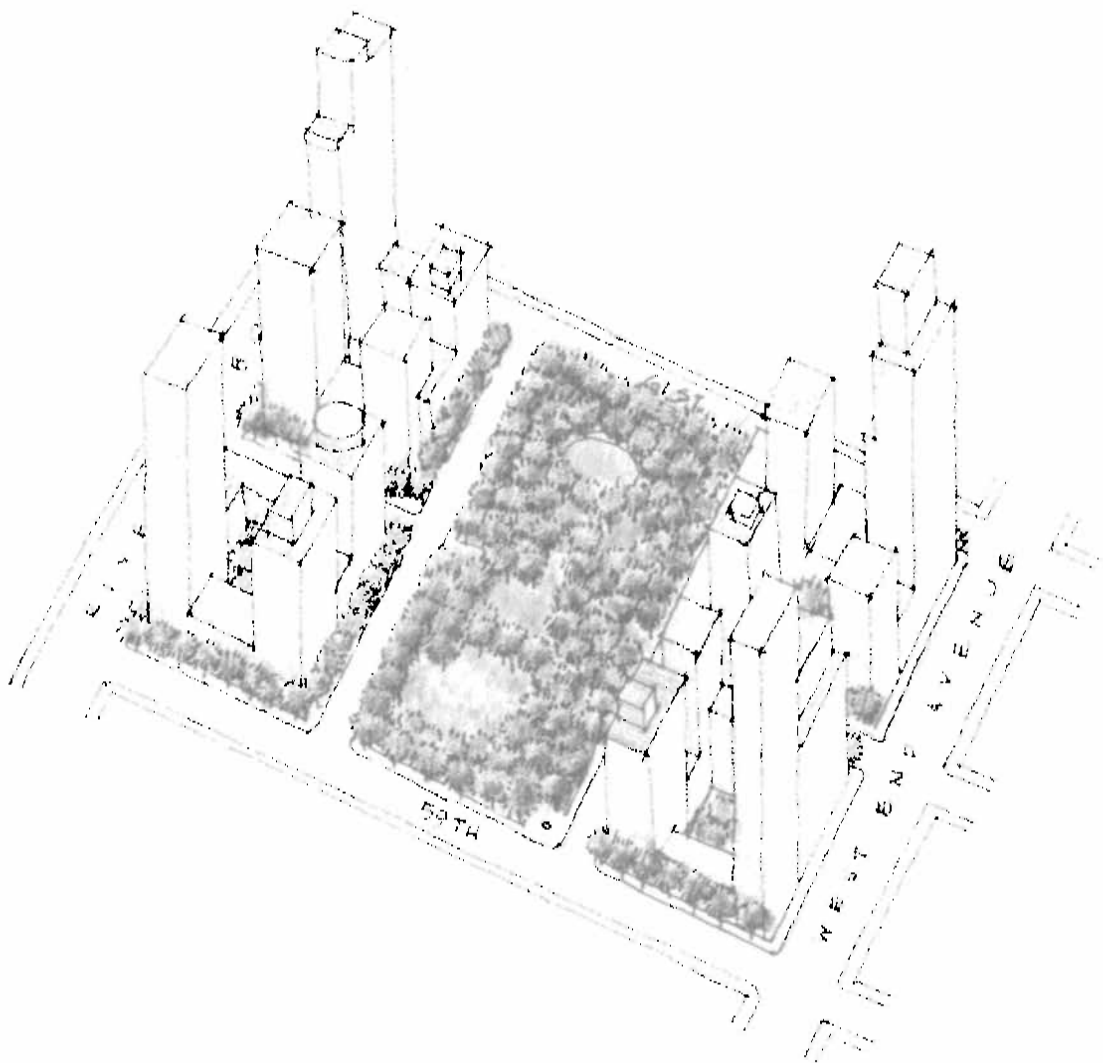


Fig. 1

**If the project's streets were mapped as public, would the allowable Floor Area be reduced?**

Yes. This is why the developer wants to keep streets and driveways private. If the site is one undivided parcel the developer can claim that the Floor Area should be determined based on the square footage of the entire lot. However, the discrepancy between what the developer wants and what he would get if the streets were public can be solved by building streets and then deeding them to the public upon completion of the project. The developer gets a greater number of square feet and the streets are public. With the public streets shown in the Coalition for a Livable West Side plan even 2.4 million square feet would be more Floor Area than the zoning regulations would allow. Therefore, some process for transferring the streets to the public is necessary.

**Why are all the buildings eccentrically shaped in the Extell plan?**

That's today's architecture (Fig. 2). However, one should not be overly confident that these shapes will remain as shown. If a school were to be built within the development officials would have their own ideas about the ideal layout and shape of the school. A hotel chain would have its own demands. The property may be "flipped" (sold) to another developer who might have his own architect. The developer may seek a more efficient layout or a cheaper product. The Atlantic Yards proposal by Forest City Ratner is a good example. Frank Gehry was the original architect. Some people who supported the project did so because of his design. After approvals the developer fired Gehry and retained another architect who produced a cheaper, more conventional arena. Making decisions based on the particulars of a design is poor policy planning.

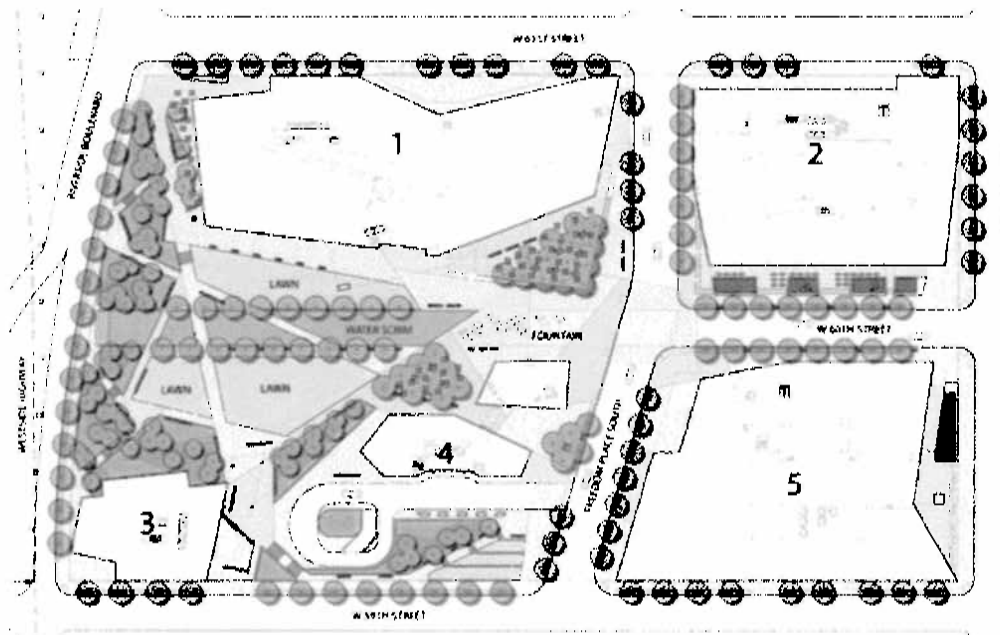


Fig. 2

### **Why is the Extell street curved?**

We don't know. Curved streets in America hark back to the 19<sup>th</sup> century, the work of Alexander Jackson Downing and early suburbs like Tuxedo Park. Curved streets symbolized nature and an escape from the dirty gridded streets of the city. Levittown, comprised of almost all curved streets, is an excellent example (Fig. 3). The iconography is quite strong. An artificially curved street in the city seems, therefore, somewhat suburban and ersatz to American eyes. Curved streets separate the project from the surrounding neighborhood. Penn South Houses on Eighth Avenue is another excellent example.



Fig. 3

### **If the park is public does the city have to maintain it?**

There are a number of parks, which are supported by funds from the surrounding neighborhood. Central Park, Prospect Park, and Madison Square Park are good examples. The City could require the developer to create a maintenance fund from his tenants.

A "public" park makes sense for the public because the rules, activities and design are the subject of public discussion. A public park also makes sense for the developer because his liabilities and insurance costs are eliminated.

### **Might one see the Hudson River from the east side of a new park?**

There is no reason that the park could not be open along the axis of 60<sup>th</sup> Street allowing a person to see through it to beyond. Perhaps the best example of a view through a park is at Union Square at 15<sup>th</sup> Street (Fig. 4). The long allees at Bryant Park are also precedents (Fig. 5). Trees planted along both sides of the sidewalks through these parks heighten the view by framing it. The park itself can be shaped to accommodate changes in grade (Fig. 6).



Fig. 4



Fig. 5



Fig. 6

The existing West Side Highway blocks a view of the river, but the Palisades would be clearly visible above the road if a view were opened through the park. However, the promise of a view, the perception that the route to the water is open is sometimes just as powerful. Many Upper East Side residents would swear that one can see the East River at the end of East 86<sup>th</sup> Street. They can't. The view is blocked by the covered FDR Drive, but a beautifully designed Carl Shurz Park creates a sense of openness, nevertheless.

### **Can the sidewalks leading to the park be widened?**

They can. We think it's more exciting to have normal width sidewalks on the streets leading to the park, but then widen and/or use different paving material for the sidewalks

around the park proper. There is more surprise! You've arrived, you're at the center. Grammercy Park is a good example (Fig. 7).



Fig 7.

#### **How high will the trees be if a facility is built beneath a park?**

Trees that grow to a height of 30-40 feet require at least five feet of soil. Smaller trees can grow in three feet of earth. The canopy above the park will be shaped by these variables.

Even light-weight soil adds weight to a roof. Added weight means more cost. Typically, a developer will seek to save costs, and therefore to use less soil and plant only smaller trees. Two examples in Manhattan are worth visiting. The first is the covered parking garages at Stuyvesant Town, which have only grass on the roof and ventilation ducts showing through. The second are the covered railroad tracks in Riverside Park. The design is ingenious, but close observation shows the bigger trees are not planted on the tunnel roof (Fig. 8).

Finally, roofs leak -- eventually. This means that at some point in the future parts of the park will be excavated for repairs of a roof beneath (Fig. 9).



Fig. 8



Fig. 9

**What is the essential difference between a public and private park?**

A private park, like Gramercy Park, can be closed to the public at the owner's discretion. An owner can oust people if he finds them undesirable. In a public park, the public sets the rules. There may be, for example, no bicycle riding, no dogs off-leash. The public sets the hours. A public park may be closed at certain hours as in Washington Square Park, or it may be open throughout the day as in Central Park.

\*\*\*

## Another Way – An Alternative Proposal for Riverside Center

Coalition for a Livable West Side  
Craig Whitaker Architects  
July 31, 2009

The proposed Riverside Center project between 59<sup>th</sup> and 61<sup>st</sup> Streets, West End Avenue and Riverside Drive consists of five tall, free-standing buildings as shown in (Figs. 1, 2).

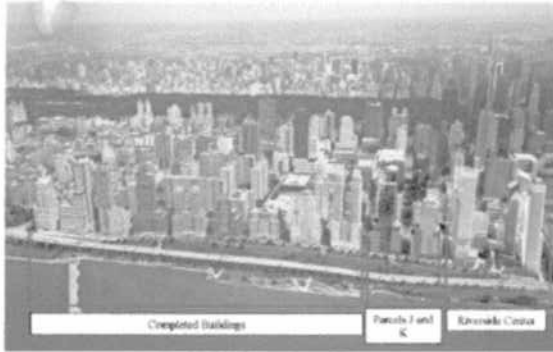


Fig. 1

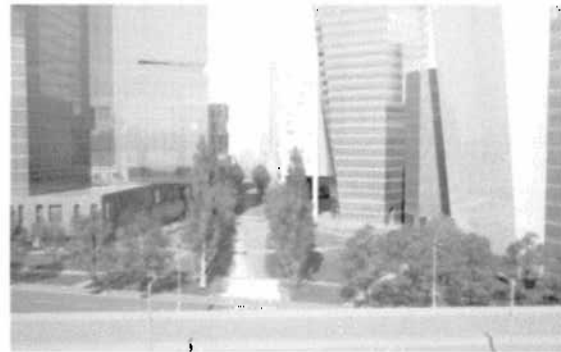


Fig. 2

The plan is the work of the Parisian architect Christian de Portzamparc, who is “noted for his bold designs and artistic touch” (Fig. 3).

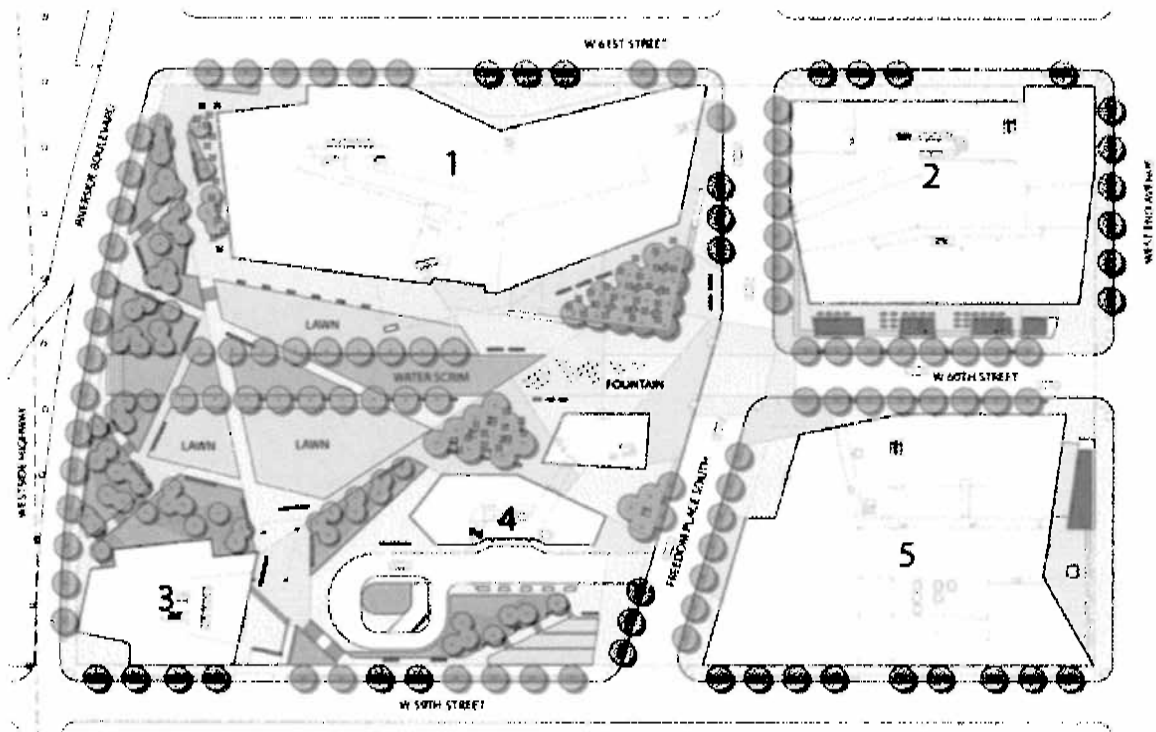


Fig. 3

The plan is derivative of the famed “tower in the park” plan for cities first proposed by the French architect Le Corbusier in the 1920’s. Corbusier envisioned replacing many of the five and six story buildings in Paris with tall towers leaving most of ground around them open for parks and recreation (Fig.4).



Fig. 4

The theory was that an equivalent density of people, working and living in these tall buildings, would lead healthier lives because of an abundance of park space, which would not otherwise be available. The ideas are best expressed in America by the many housing projects built in New York City in the three decades, which followed.

In the current proposal, the developers, Extell Development Company, have reserved 3.2 acres of a more than eight acre site as “open space.” Although this open space will remain private property the developers show paths that are open to the public (Fig. 5).

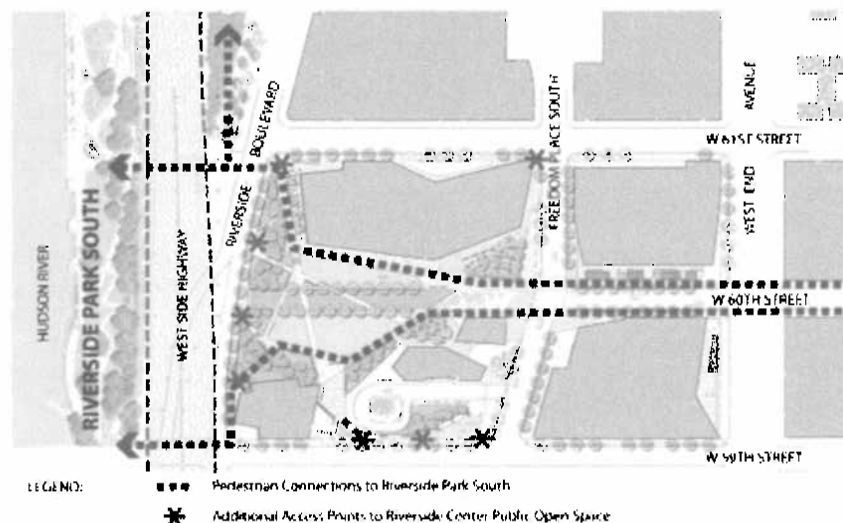


Fig. 5



The developers also show future retail establishments opening on to the green space (Fig. 6). However, retail uses in large projects are often difficult to effect. They are made more difficult by the lack of exposure to the buying public on a public street and the distance from other retail establishments. It is more likely that much of the ground floor of the Riverside Center project will have long stretches of blank walls punctuated occasionally by service doors and emergency exits as has happened in most large "tower in the park" projects (Fig. 7).



Fig. 6



Fig. 7

The Extell plan also shows grassy lawns with people walking on paths between (Fig. 8). This drawing is particularly instructive because it inadvertently also shows some of the unanimated walls in the distance. It is far more likely that the paths will eventually be fenced to keep people away from the rear doors and the backs of the buildings (Fig. 9).



Fig. 8



Fig. 9

Americans live in a front-door, back-door culture (Fig. 10). We greet the FedEx man at the front door. We sell merchandise and wait for the taxi. We use the front door to show off to the Joneses. Frank Lloyd Wright's Winslow House of 1893 in River Forest, Illinois is an excellent example. The front is formal and impressive (Fig. 11). The rear is far more relaxed and expressive (Fig. 12). In suburbia the back is where we put the barbeque equipment, the kitty litter and the above-ground swimming pool. The back yard is a private place.

However, in densely built cities when back door functions break through to the street they leave a discordant and often ugly mark. (Figs.13, 14) show back doors on 13<sup>th</sup> Street in Manhattan. Fourteenth Street is a major retail street. As businesses grew they pushed

through to 13<sup>th</sup> and 15<sup>th</sup> Streets. Consequently 12<sup>th</sup> Street, which has no back doors, will always be more valuable than 13<sup>th</sup> Street, which does.



Fig. 10



Fig. 11



Fig. 12

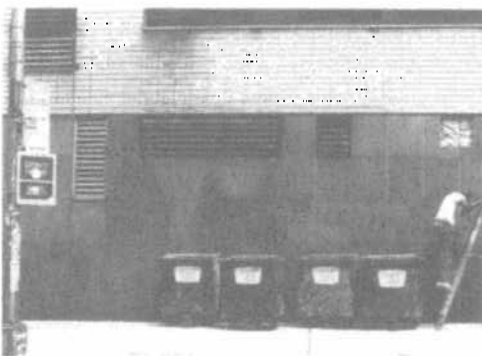


Fig. 13

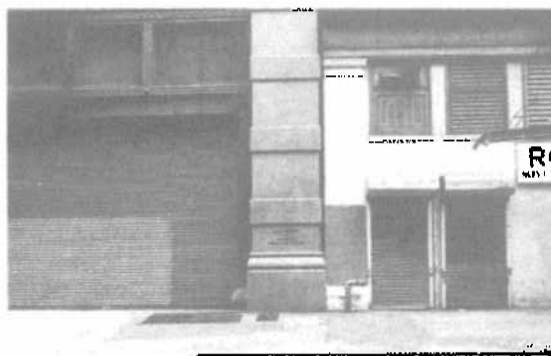


Fig. 14

Arranging front doors and back doors in a harmonious fashion is a delicate task. Even one of America's greatest gridded cities, Savannah, Georgia first platted in 1733 by James Oglethorpe has a small glitch. The city alternates through streets with streets interrupted by parks (Fig. 15, 16). The pattern creates a rhythm of street-alley-street-alley except at the parks. There the pattern creates blocks, which face streets on both sides (notice the pink blocks in Fig. 15). Some builders treat one street as the front side of their property, others face the opposite direction. Ambiguity is the result.

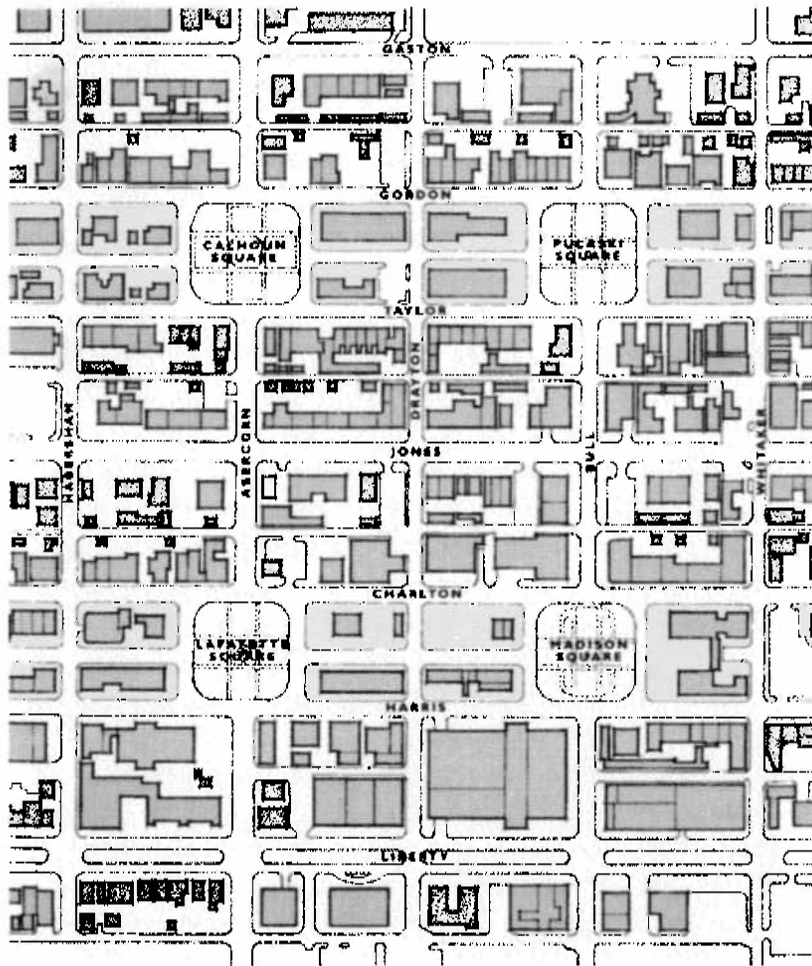


Fig. 15



Fig. 16

Gramercy Park, one of New York's loveliest parks, avoids this ambiguity (Fig. 17). Its size and the size of the blocks surrounding it make it a workable model for Riverside Center. The plan of these blocks shows that front doors, not back doors, abut the park on all four sides (Fig. 18). Even at 15 and 16 stories this residential neighborhood is one of the densest in the city (Fig. 19). Gramercy Park also adds a block long street to the grid. Lexington Avenue ends at the northern face of the park. The street is pushed aside to create two new streets, each a block long, and then picks up again south of the park as Irving Place.



Fig. 17

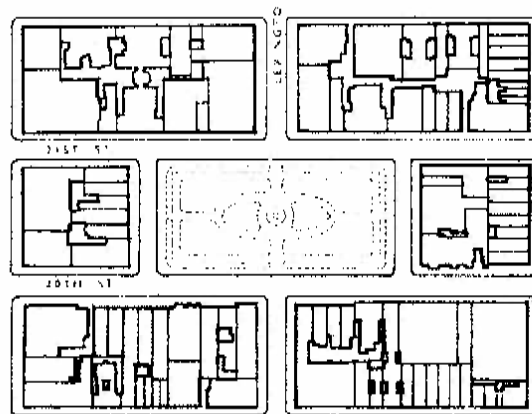


Fig. 18



Fig. 19

Adding streets to the existing Manhattan grid is an effective, but counter intuitive means for giving an area a safer, more pedestrian scale. (Fig. 20) shows the streets surrounding Herald Square. The circles mark vehicular and pedestrian accidents over 10 years. (Fig. 21) shows the same information for Greenwich Village. Notice the almost complete absence of pedestrian and vehicular accidents. Greenwich Village is a myriad of small streets. (Streets there are usually 50 feet wide, not the 60-foot width of most side streets north of Greenwich Village.) In fact it has almost 35% more asphalt than the Upper West Side, yet many New Yorkers would say it is the most pedestrian friendly area in Manhattan.

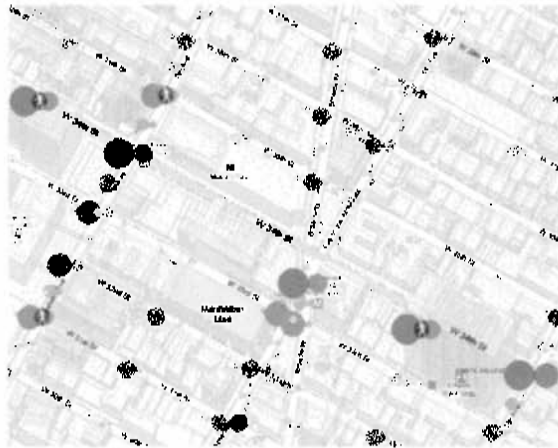


Fig. 20



Fig. 21

Riverside Center promises to add 3.2 acres of open space (Fig. 22). None of it feels public. Most of it abuts the backs of buildings or is between the buildings and the street making small “plaza-ettes” (Fig. 23).

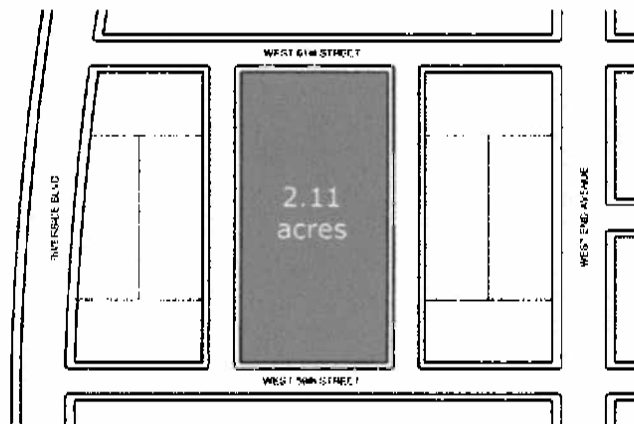


Fig. 22



Fig. 23

If, by contrast the streets were planned first delineating the park space, that space would seem really public rather than an adjunct to the buildings. It is worth noting that all of Manhattan’s best parks – Central Park, Riverside Park, Washington Square Park, Madison Park and Gramercy Park are bounded by streets. One could create a park the size of Gramercy Park, at the same time creating a bigger footprint for development than is now shown (Fig. 24).



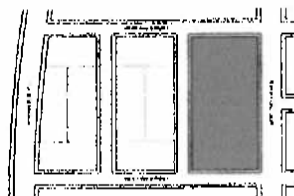
#### ALTERNATE PLAN # 1

APRIL 1, 2009

CRAIG WHITAKER ARCHITECTS  
93 FIFTH AVENUE, SUITE 1302 NEW YORK, NY 10016  
TEL: 212-431-7717 FAX: 212-431-7718

Fig. 24

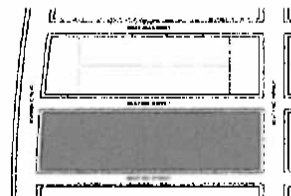
There are many options. The park could abut West End Avenue although a noisy congested avenue will diminish the park's tranquility (Fig. 25). The park could open across its breadth to the McKim Mead and White's power plant, but this diminishes the footprint for development. Small streets can be added (Fig. 26).



#### ALTERNATE PLAN # 2

APRIL 1, 2009

CRAIG WHITAKER ARCHITECTS  
93 FIFTH AVENUE, SUITE 1302 NEW YORK, NY 10016  
TEL: 212-431-7717 FAX: 212-431-7718



#### ALTERNATE PLAN # 3

APRIL 1, 2009

CRAIG WHITAKER ARCHITECTS  
93 FIFTH AVENUE, SUITE 1302 NEW YORK, NY 10016  
TEL: 212-431-7717 FAX: 212-431-7718

Fig. 25

Fig. 26

Regardless, when compared with the proposal now before the Department of City Planning, an option which begins with the streets rather than the buildings is one that

should be explored during the Environmental Review stage. Under the current option Westsiders would have to wait for the final park design until the shape of the buildings surrounding it has been decided. The current projected completion date is 2018 (Fig. 27).

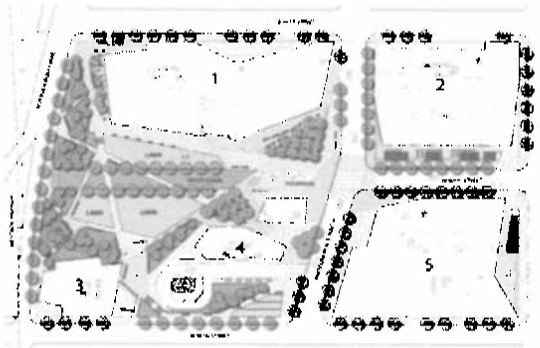


Fig. 27

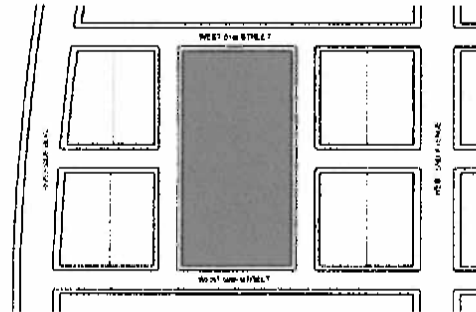


Fig. 28

Most importantly for the surrounding neighborhood, which must endure more traffic and congestion, an option which begins with streets, creates a park which can be built at the initial stages of the project rather than one which must wait until the project is almost complete seems an option worth studying (Fig. 28). Figure 29 is how it might look.

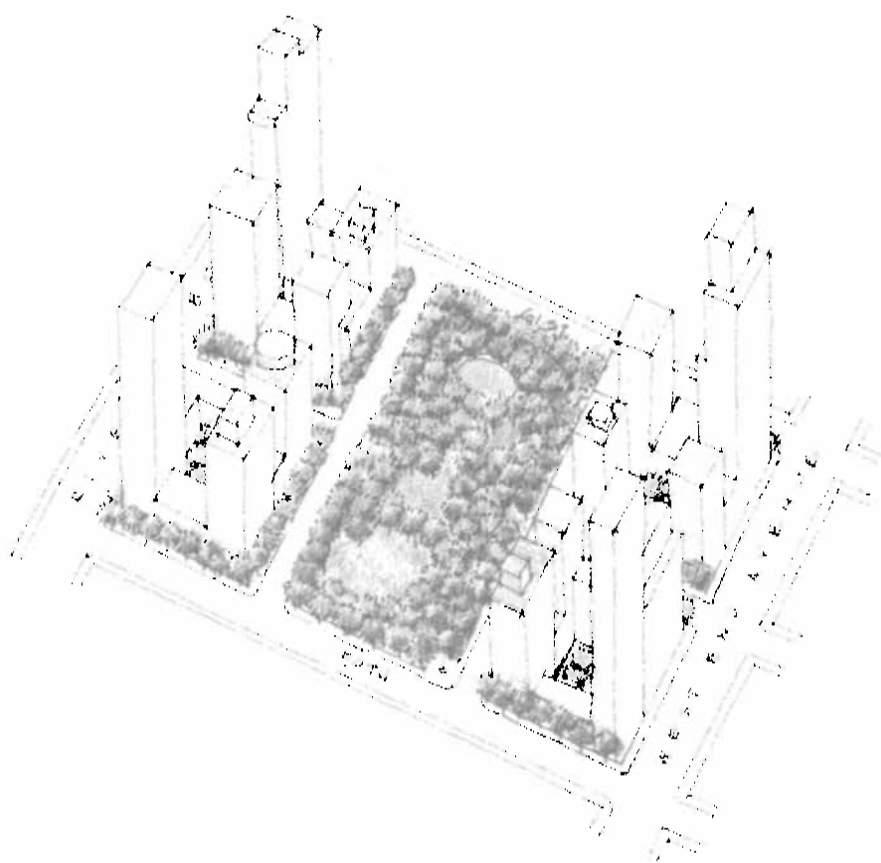


Fig. 29



Coalition for a Livable West Side  
PO Box 230078 New York, N.Y. 10023  
<http://www.livablenewyork.org> [livablenewyork@erols.com](mailto:livablenewyork@erols.com) 1-212-580-9319

July 18, 2010

To: Members of Community Board 7

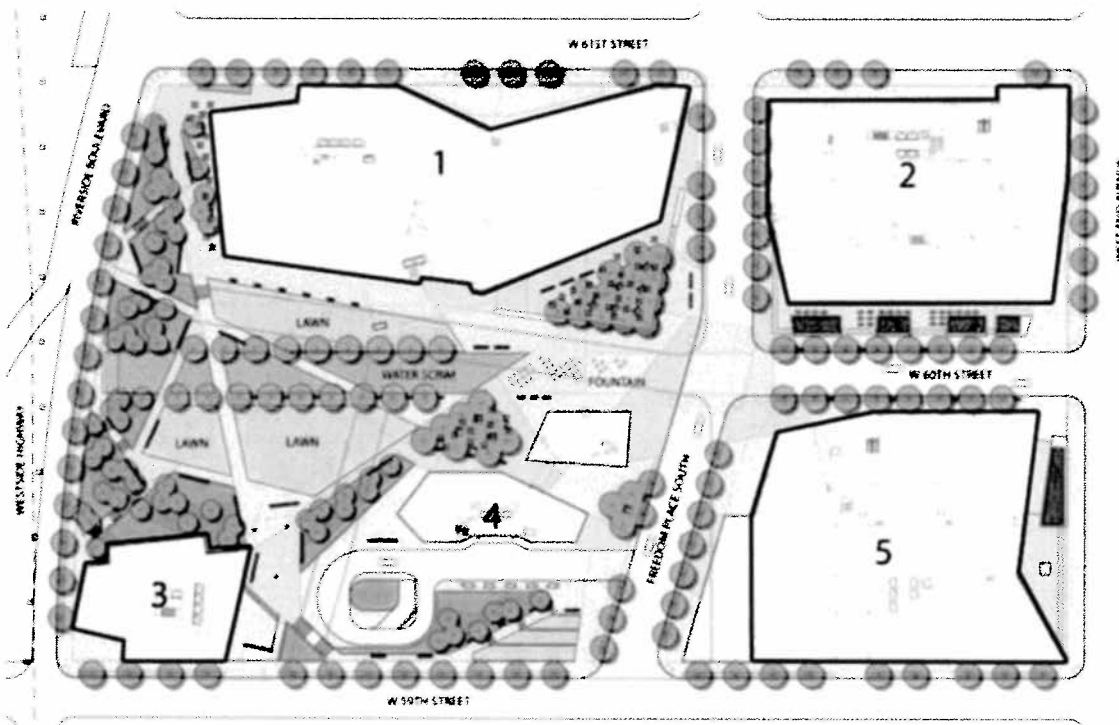
Mel Wymore, Chair of Community Board Seven, Ethel Sheffer, Chair of the Riverside Center Working Group and the members of the Working Group deserve considerable commendation for beginning to craft a community response to the Extell Corporation's proposal to redevelop more than eight acres of land between West End Avenue, Riverside Boulevard, 61st and 59th Streets. The goals enunciated and the proposals crafted by them and the CB7 consultants have resulted in a large number of improvements, which clearly mitigate the adverse impacts the Extell proposal would have on the Upper West Side.

Unfortunately when translated into drawings and sketches, the CB7 goals still need additional work to realize the site's potential. Specifically:

Strangely angled streets are prominent features

Jane Jacobs taught a generation of urban designers and planners that narrow streets and short blocks create a more neighborhood scale, as well increase vitality along the street. Christian de Portzemparc, the French architect hired by Extell conceived of the project in many ways similar to the "tower-in-the-park" model popular with so much public housing in New York City. These projects eliminated streets and set the tall towers in private enclaves of open space usable only by the tenants who lived in the buildings.

Extell Plan





CB7 has added some streets, but they are eccentrically angled, which set the site apart from the abutting community. An angled 60<sup>th</sup> Street is bent to the north purportedly to save some fifty feet of travel for those people walking through the Extell project on their way to an entrance to Riverside Park at 61<sup>st</sup> Street. As a consequence the street dead ends directly at the point where Riverside Boulevard splits into separate north-south lanes making a pedestrian crossing difficult and dangerous.

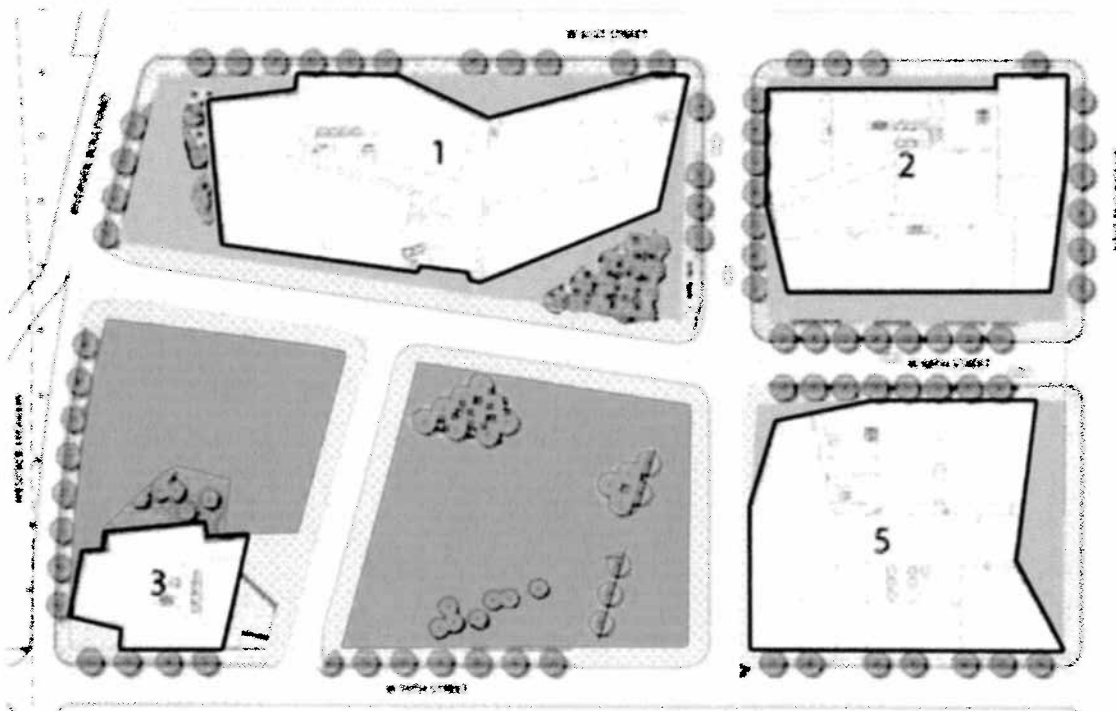
This street parallels the southern facade of an eccentrically shaped building at the northwest corner of the site. This creates a block, which is narrower than the typical city block. Given the restrictions of the New York City Zoning Resolution and the State Multiple Dwelling Law the narrower block makes it more difficult to create actual buildings that comply with the regulations and at the same time allow buildings with front doors facing both the park and 61<sup>st</sup> Street. Absent a good reason for bending or angling a street, such a change becomes an "architectural conceit" - shape making for the sake of shape making.

#### Wasted open space is the norm.

CB7 has created an acre plus sized park, which is surrounded by streets. This is appropriate and echoes most Manhattan parks large and small, which sit on their own piece of ground. However, the plan leaves all the shards of plazas, setbacks and unusable open space, which have no practical public use. The plan would be more effective had these unusable pieces of hardscape be aggregated into a larger parcel, useful for a variety of uses. Elimination of these small unusable setbacks has been City Planning policy for many years. Both CB7's plan and Extell's plan ignore that policy.

If the small shards of plaza are eliminated the amount of public park space doubles. The addition of more public space becomes a key element if a school were to be built on the site. As the CB7 plan stands a school playground could consume all of the public space leaving no land for park.

#### Community Board 7 Plan



Building Three remains from the de Portzemparc scheme.

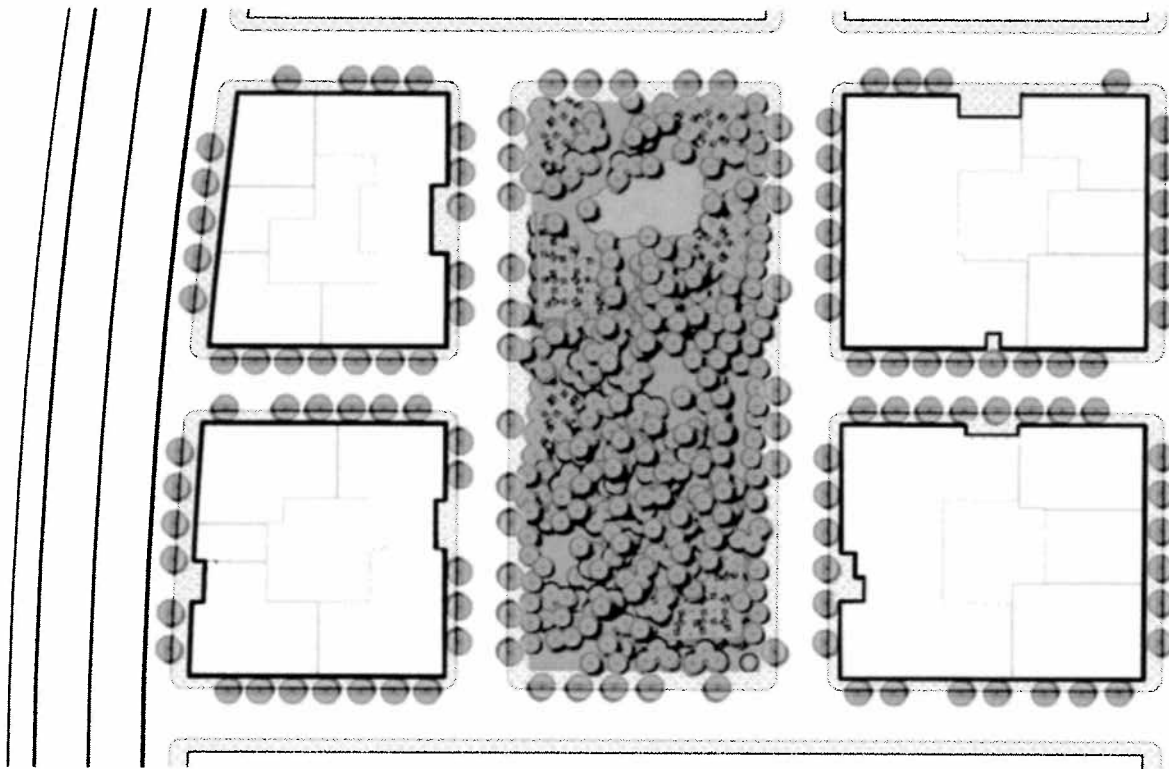
The building blocks the sun of the private open space abutting it to the north.

The eccentrically shaped buildings remain.

Developers have come more recently to believe that using internationally known architects will assist the difficult and expensive task of gaining public approval for controversial projects. In at least two instances recently star architects have also been fired after a project is assured of moving forward. The construction underway at Ground Zero bears little resemblance to Daniel Libeskind's winning design. The more famous example is the plan prepared for the Atlantic Yards and the new basketball arena above the Long Island Railroad tracks. The architect Frank Gehry designed the original plan, a design which created considerable media interest. After approval, and as costs rose, he was replaced and a far less costly design executed by the successor firm.

The plan developed by **Craig Whitaker**, architect and Urban Planner, for the Coalition for a Livable West Side, addresses the problems of Extell's eccentrically shaped buildings, the problem of Building Three, the wasted open space, and the strangely angled streets. A more complete rendition of this plan is on CB7 website.

Coalition for a Livable West Side Plan



Respectfully submitted,  
Madeleine Polayes  
Batya Lewton

Craig Whitaker Architects 39 Fifth Avenue New York, New York 10003  
Tel 212/ 431-7717 [cwa\\_ny@yahoo.com](mailto:cwa_ny@yahoo.com)

22118

September 20, 2010

Re: **ULURP: C 100296(A) ZSM and related applications and  
CEQR: 09DCP020M**  
Riverside Center Project

Submitted by Madeleine Polayes, President, Coalition for a Livable  
West Side

Memo from Craig Whitaker, Architect to CLW  
Re: **Connecting Riverside South Park to Riverside Center**

The Extell Corporation is seeking to develop the two blocks between 61<sup>st</sup> and 59<sup>th</sup> Streets as apartments. During the Extell ULURP review, a desire was expressed by CB7 to connect whatever park and open space Extell would provide, particularly at 60<sup>th</sup> Street, with a future extension of Riverside South Park. That physical and visual connection is impossible under the current conditions.

**If the highway were relocated in a tunnel**, Riverside Boulevard would be on the roof. But in order to connect to 59<sup>th</sup> Street at grade, Riverside Boulevard must begin transitioning to grade before 59<sup>th</sup> Street on either side of the highway. The south-bound lanes will be to the west and the north-bound lanes to the east.

At 59<sup>th</sup> Street the West Side Highway will cease being a limited access expressway. Instead, there will be a complex set of traffic signals. Presumably, local traffic from 59<sup>th</sup> Street will be able to turn north onto the West Side Highway or north onto Riverside Boulevard. South-bound traffic on the highway and Riverside Boulevard will be able to turn left onto 59<sup>th</sup> Street.

Some of the participants in the Extell review have suggested that the foregoing problems could all be solved if the West Side Highway were to be buried. To do so, however, has both adverse cost and traffic planning implications. *If the highway were to be lowered below grade it must be waterproofed, and it must be protected from flooding. The highway box must also be weighted to withstand the upward pressure of the water below the road. All of these changes raise the cost of construction dramatically. A depressed highway cannot rise steeply enough to meet the intersection at 59<sup>th</sup> Street, which would in turn disrupt easy on and off access to the road from the local streets.*

Whether the highway is in a tunnel or not, one block north at 60<sup>th</sup> Street, one must cross north-bound Riverside Boulevard, the highway, and south-bound Riverside Boulevard in order to get to the park. The right-of-way at this location- at 60<sup>th</sup> Street - is extremely narrow with park on one side and development on the other. Neither north-bound nor south-bound Riverside Boulevard has room for sidewalks.

Regardless of whether the highway is covered or uncovered, one would have to construct a bridge at 60<sup>th</sup> Street to cross over the service roads on either side of the roadway.

If the Westside Highway were covered at 60<sup>th</sup> Street, the highway would be approximately 11 feet lower than the intersection of 60<sup>th</sup> Street and Riverside Boulevard.

However, **if the highway were brought to grade in its present location**, and covered there would also need to be 16 feet of clearance above the roadway, one foot of roof structure above that, and four to five feet of earth above the roof. The roof, in simple terms would be ten feet higher than the intersection of 60<sup>th</sup> Street and Riverside Boulevard. Someone on the east side of 60th Street and Riverside Boulevard would be looking at a wall, not the Hudson River.

If, on the other hand, the highway were brought to grade, but left uncovered there would still need to be a bridge over the open roadway.

Finally, if the elevated highway remains as is today one would have to walk under it to the park. In all three options – the highway lowered and covered, the highway lowered and left uncovered, or the elevated highway left in its present location -- an easy, visual connection with Riverside South Park is impossible.

**Nelson | Nygaard**  
consulting associates  
Mobility | Accessibility | Sustainability

~~Debbie Stevens~~ KITTY WILLIAMS  
Coalition for a Livable West Side  
CPC Hearing, Sept. 15, 2010

Honorable Commissioners:

This document, concerning curb cuts, was first submitted for inclusion in the Draft Scope for the Riverside Center Proposal. It was not. We are re-submitting it because the developer is still asking for a curb cut on West End Avenue which we believe, based on research, will create a great danger to pedestrians.

**Riverside Center should be designed in a manner that improves access, encourages walking, and has a positive net benefit to the health of local residents. THERE SHOULD NOT BE A CURB CUT ON WEST END AVENUE.**

Thank you.

---

To: Mr. Robert Dobruskin, New York City Department of City Planning  
22 Reade Street, Room 4E, New York, NY 10017

From: Amy Pfeiffer Senior Associate, Nelson\Nygaard . 121 West 27<sup>th</sup> Street Suite 705  
New York, NY 10001

January 22, 2009

RE: Riverside Center- Application for Modification of Restrictive Declaration  
Reviewed on behalf of the Coalition for a Livable West Side

**In reviewing the application for a modification to the Restrictive Declaration to allow for the proposed Riverside Center multiple use development on West End Avenue between West 59<sup>th</sup> Street and West 61<sup>st</sup> Street, attention should be given to a proposed curb cut along West End Avenue. Allowing motor vehicle access from wide, busy streets, to cross a pedestrian path is a design that many cities are trying to avoid or fix. Why? Because driveways across heavily used sidewalks create conflicts between motor vehicles and pedestrians.**

While it is standard practice to consider the "worst case development scenarios" and how levels of service (LOS) may be influenced by this development using the calculations developed in the Highway Capacity Manual (HCM), these methods are considered outdated by transportation planners involved in the sustainable streets movement. Good neighborhood street design seeks to create streets for people that actually improve overall quality of life and public health.

**Why are curb cuts on sidewalks for driveways dangerous?**

Chapter 5 of the Federal Highway Administration's guidelines for driveway crossings states: "Minimizing the number of driveway crossings in a sidewalk significantly improves pedestrian safety".<sup>1</sup>

# **Nelson | Nygaard**

consulting associates

## **Mobility | Accessibility | Sustainability**

When pedestrians and motor vehicles share the same space the likelihood of injuries and fatalities increases. Almost all crashes between motor vehicles and pedestrians occur at intersections. The severity of crashes at intersections is generally higher than at driveways due to motor vehicle speed, however the *potential* of a crash is equal. The potential for a crash between a motor vehicle and a child, senior citizen or person with a mobility or visual impairment at a driveway across a sidewalk is even higher than at an intersection for two reasons.

First, unlike crossing a street, pedestrians walking on sidewalks do not anticipate sharing this space with motor vehicles. Under the Americans with Disabilities Act (ADA), curb cuts are designed with truncated domes to alert people with visual impairments that they are entering an area with motor vehicles. A curb cut, on a sidewalk that is ADA compliant for wheelchair users requires specific grade and slope modifications. However for people with visual impairments, detecting this modification in slope is entirely dependent on their "tracking" path. In the past, designers of driveways across sidewalks have used audio cues to alert people that cars are entering and exiting the driveway. This method is entirely lost on people who can't hear, and is often lost on others due to general street noise.

Second, children, the elderly and people in wheelchairs are at an extreme safety disadvantage when sharing a sidewalk with motor vehicles because of their height relative to the height of the standard bumper on a motor vehicle. Some developers of driveways across sidewalks remove parking on each side of the driveway to improve the conspicuity of sidewalk users. This has a marked added advantage to pedestrian safety when motorists enter driveways at 90 degree angles. However, by removing the parking spaces, the turning radius for vehicles approaching from the curb lane increases, allowing for faster turns which increase the severity of injury to pedestrians in their path. Thus, by designing a curb cut and driveway across a sidewalk, the designer is relying entirely on motorist skill and behavior.

### Safe Street Design

An analysis of crash statistics in New York City from 1995-2005<sup>ii</sup> indicates that certain streets and intersections are markedly more dangerous to use and cross for pedestrians and bicyclists. In turn, there are streets and intersections in the City that are easier and more enjoyable to use and cross for pedestrians and bicyclists. These safer places have two things in common: they are almost always at T-intersections and near parks, which are also T-intersections as they disallow through traffic.

As examples, at 5<sup>th</sup> Avenue and West 8<sup>th</sup> Street, one block north of Washington Square Park, there were 21 crashes between 1995-2005; but where 5<sup>th</sup> Avenue reaches the park, there were four.

At Stuyvesant Square, there were 19 crashes north of the park, and only one at the park. Gramercy Park is the same, with 20 crashes on Lexington Avenue north of the park, and five at the park. On the Upper West Side, the numerous super blocks are also good examples of this. At West 66<sup>th</sup> Street and Amsterdam, a wide, through street, there were 34 crashes, whereas just two blocks north at West 68<sup>th</sup> Street (with Amsterdam remaining at the same width) there were just four.

Crash statistics, though only one aspect of understanding how an urban street functions, are important indicators of the influence of street design on public health. Given identical sidewalk

# **Nelson | Nygaard**

consulting associates

**Mobility | Accessibility | Sustainability**

widths, certain places are simply more dangerous than others because they allow motor vehicles to cross them.

**Riverside Center should be designed in a manner that improves access, encourages walking, and has a positive net benefit to the health of local residents. A “Build Alternative” without a curb cut on West End Avenue is a feasible alternative and should be studied in the SEIS.**

Sincerely,  
Amy Pfeiffer

**Testimony for the New York City Planning Commission  
Riverside Center Rezoning Hearing**

**by**

**Thomas K. Wright, Regional Plan Association  
September 15, 2010**

My name is Tom Wright and I'm Executive Director of Regional Plan Association (RPA), a private, nonprofit research and planning organization serving the greater New York metropolitan region. RPA is a member of the Board of the Riverside South Planning Corporation (RSPC), the non profit collaborative that sponsored the original Civic Alternative in 1990 and was specifically recognized by the Commission when it approved Riverside South's original Special Permit and Restrictive Declaration in 1992.

The intention of the applicant's proposal is to apply for a major modification of the Special Permit. The original Restrictive Declaration states that any such major modification of the Special Permit will require a new review under Section 197-c of the City Charter.

In essence, the rezoning proposal looks to change the restrictive declaration limitation of the site from broadcasting studio space to residential uses and to increase the size of the project.

Conservative calculations by RPA estimate that the developer is poised to create \$578 million in net revenue from this project as proposed. Specifically, the change in use from broadcasting studio to residential and the increase in density create an additional project profit of \$341 million. However, we calculate that the developer is providing only \$73 million in benefits to the community through affordable housing and provision of a public school, leaving a net windfall of \$268 million.

RPA supports the proposed change in use from studio to residential, but believes that the additional density requested by the applicant should be denied. Approving the additional density requested by the applicant will create a dangerous precedent for other large-scale development applications, and does not allow for the creation of truly open and accessible open space which connects to the waterfront park.

If the application is approved, RPA believes that a portion of the \$268 million windfall profit created by the rezoning should be redirected to relocating Miller Highway and ensuring that the new park space enhances the waterfront park. Completion of Riverside Park South was a central element of the bargain made with the developer in 1992. While the optimal use and size of the development has changed over 20 years, the community's need for a world-class park has not.

Thank you.



## Riverside Center: What the Community Must Have

1. Stick to the 1992 Restrictive Declaration. We need quality <sup>apparently</sup> over quantity. "The bus has left the station": the site was advertised as it would appear with 2.37 million square feet.
2. Extell has not compromised with the community over the last 1.5 years of conversation: they initially asked for 3.1 million sq. ft. They still are. They have shifted the volume around, but it remains the same.
3. Extell is required to keep approximately 1/3 of the land as open space. They are counting Freedom Pl., the private road that will bifurcate the project as open space. Sidewalks, ramps into parking garages, and paved (water-scrimmed) plazas are called open space. They are proposing a rooftop playground on the school, which they would also claim as open space, allowing them to build out closer to sidewalks. **The community wants a park with lawns, trees and shrubs as open space.**
4. Extell is balking at building a school. Their developments have already pored hundreds of children into the school system, creating waiting lists 100s long. A complete, finished out school should be mandatory, with an outside, ground level playground.
5. We must have affordable housing so that the teachers and cops, as well as the artists who work in Lincoln Center and Broadway – dancers, actors, singers, set designers – have a chance to live where they work.
6. **We can't eat cars!** No hotels or car dealerships should be permitted. This is now an intensely residential neighborhood. New buildings include: 10 West End Ave. the Helena, the Element, the Adagio, the Sessanta, to name a few. Schools adjacent to the site include the soon to be extended John Jay College, the Heschel School, the Lander College for Women, and 2 public schools on both 60<sup>th</sup> and 61<sup>st</sup> street. We can't eat cars! We need a grocery store, restaurants, kids' clothing stores, shoe stores, newspaper/magazine shops, a haircutters, etc. Please – no more car rental shops or dealerships!
- 7.

Maeta H. Black



2007 - Has we thought it would look, based on advertisements.



# Riverside South: At a Glance

From strolls along the Hudson to visits to world-class museums, there's always something fun to do on the Upper West Side.

- 1 Children's Museum of Manhattan**  
Got a little one at home? Sign up for one of the museum's early childhood or enrichment classes, which incorporate some of your child's favorite cartoon and movie characters. Check out "Gods, Myths & Mortals: Discover Ancient Greece" or the summer-only "City Splash" exhibit. 212 W. 83rd St., [www.cmom.org](http://www.cmom.org)
- 2 New York Historical Society**  
More than 60,000 objects and works of art are housed in this museum, covering topics such as the founding of the United States and the development of New York City and its people. Don't miss the exhibits "A New Light on Tiffany: Clara Driscoll and the Tiffany Girls" or "The World of Asher B. Durand: The Artist in Antebellum New York." 170 Central Park West, [www.nyhistory.org](http://www.nyhistory.org)
- 3 American Museum of Natural History**  
Make sure to visit the undersea oasis, dinosaur remains, and the Butterfly Conservatory. If you're an astronomy buff, check out the Rose Center for Earth and Space and the Hayden Planetarium. Central Park West at 79th Street, [www.amnh.org](http://www.amnh.org)
- 4 B-S&B Field**  
These brand-new fields are perfect for any baseball or softball enthusiast—be sure to bring your bat and glove!
- 5 72nd St. Dog Run**  
Your dog will bark for joy at the Friends and Lovers of Riverside Area Life (FROLAL) support group's dog run.
- 6 Riverfront**  
Stroll along the boardwalks, esplanades, and piers at the edge of the Hudson River and admire breathtaking views.
- 7 Avey**  
One of many exciting residential developments shaping the Riverside South community, Avey will feature an exclusive partnership with nearby Lincoln Center for the Performing Arts. This new construction condominium will be ready for residents to move in fall 2007.
- 8 The Rushmore**  
Two 43-story towers with 289 residences and views of the Hudson River will make The Rushmore stand out as a landmark on the West side. Luxury amenities include an indoor pool, screening theater, and an exclusive partnership with La Palette and Kiviele, NY.
- 9 On Its Way**  
Several additional developments from Extell will follow in the footsteps of Avey and The Rushmore and are poised to change the landscape of Manhattan's West side. Three new residential buildings will break ground later this year.
- 10 Running/Bike Trail**  
Walk, race, or ride along the bike path that stretches nearly one mile, linking Hudson River Park to the historic Riverside Park.
- 11 Water Activities**  
Enjoy the summer weather as you kayak or catch some fish along the water.
- 12 Gantry on Ferry Landing**  
Listed on the National Register of Historic Places in June 2003, this iconic part of the old 60th street rail yard is currently being restored to its former glory.
- 13 Shuttle Service**  
Private shuttle service to and from the 72nd Street Subway Station will be available for Avey and The Rushmore residents. The shuttle will run weekly mornings and evenings, providing residents with the utmost in convenience and service.

## How Well Do You Know Your Upper West Side History?

- 1) The Conville School**, founded in 1828 at West End Avenue and West 72nd Street, is the oldest school in America.
- 2) In 1864**, the Upper West Side of Manhattan was called the "Respectable District," with some of the most beautiful homes.
- 3) Charles Church** made his first U.S. appearance at the Central Theater, at Broadway and 83rd Street, in 1902. Twelve years later, the "Boogie Woogie" was born.
- 4) The opening dance** at the "The New York Side Show" was held at the "The New York Side Show" in 1902.
- 5) The opening dance** at the "The New York Side Show" was held at the "The New York Side Show" in 1902.



*Kuentzler alteration*

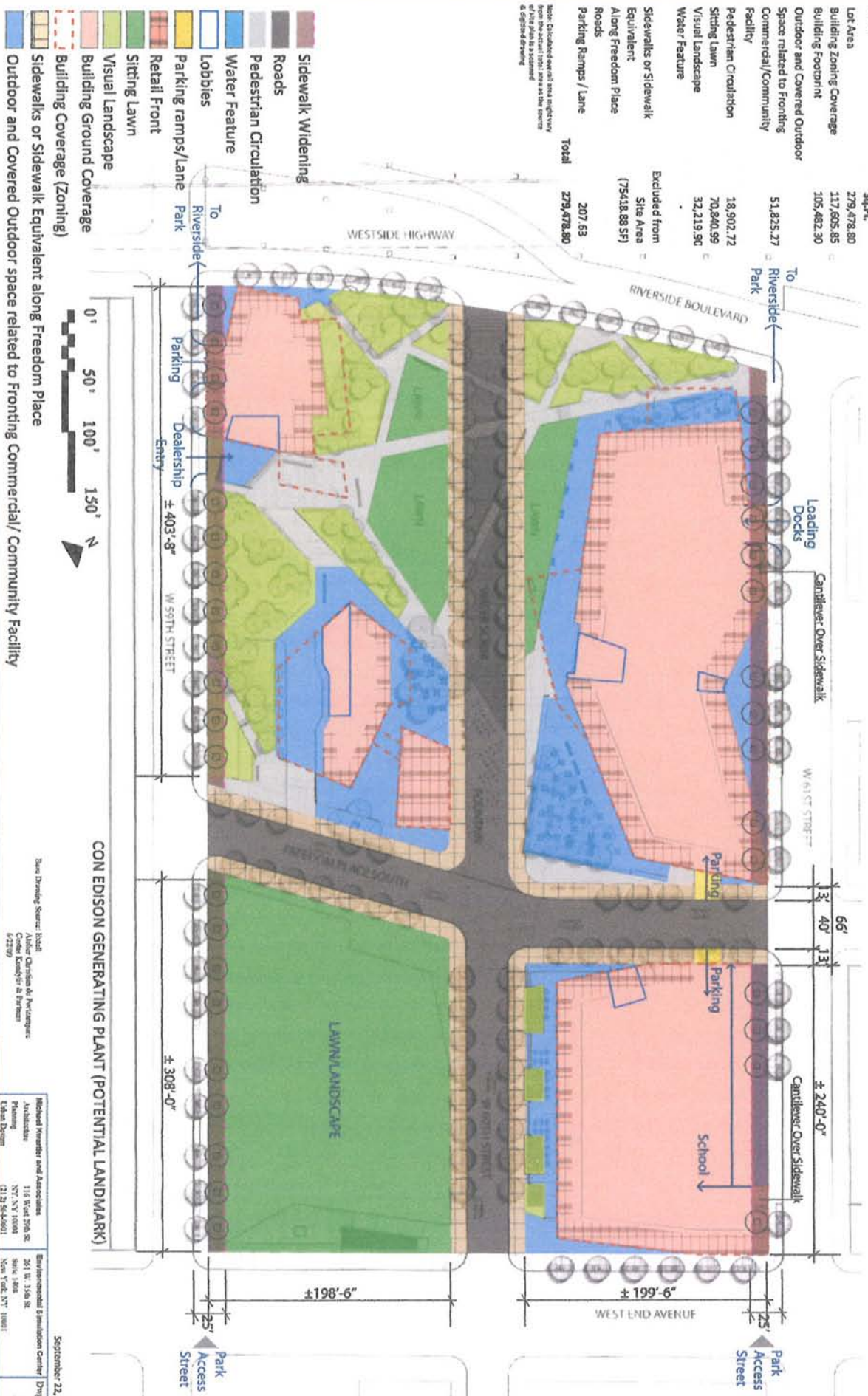
Riverside Center Site Plan 7/28/2009

# SCENARIO D. RIVERSIDE CENTER GROUND PLAN : AREA CALCULATION AND ANALYSIS

LMN Block Riverside Center Scenario D: With Park and Mapped Streets (4 Blocks / 4 Buildings)

Items	Area Sq. Ft.
Lot Area	279,478.80
Building Zoning Coverage	117,605.85
Building Footprint	105,482.30
Outdoor and Covered Outdoor Space related to Fronting Commercial/Community Facility	51,825.27
Pedestrian Circulation	18,902.72
Sitting Lawn	70,840.99
Visual Landscape	32,219.90
Water Feature	-
Sidewalks or Sidewalk Equivalent	Excluded from Site Area (75418.88 SF)
Along Freedom Place	-
Roads	-
Parking Ramps / Lane	207.63
<b>Total</b>	<b>279,478.80</b>

Note: Double-lined area and highway right-of-way are shown as the center of the road is indicated by a dashed line.



- Sidewalk Widening
- Roads
- Pedestrian Circulation
- Water Feature
- Lobbies
- Parking Ramps/Lane
- Retail Front
- Sitting Lawn
- Visual Landscape
- Building Ground Coverage
- Building Coverage (Zoning)
- Sidewalks or Sidewalk Equivalent along Freedom Place
- Outdoor and Covered Outdoor space related to Fronting Commercial/Community Facility

Base Drawing Source: Initial  
Author: Christina de Perazian  
Checked: Kuentzler & Partners  
6/22/09

Michael Kuentzler and Associates  
Architects  
Planning  
Urban Design  
116 West 20th St.  
NY, NY 10011  
(212) 564-0011

Environmental Simulation Center / Dring  
201 W. 34th St.  
New York, NY 10001

**BOARD OF MANAGERS  
THE 10 WEST END AVENUE CONDOMINIUM  
10 WEST END AVENUE, NY, NY 10023**

September 15, 2010

Honorable Amanda M. Burden, FAICP  
Chair, NYC City Planning Commission  
Director, NYC Department of City Planning  
22 Reade Street  
New York, New York 10007

Endorsement of CB7 Report on Extell Riverside Center Proposal

Dear Commissioner Burden,

As members of the Board of Managers of The 10 West End Avenue Condominium, located on West End Avenue between 59<sup>th</sup> and 60<sup>th</sup> Streets and directly across the street from Extell's proposed Riverside Center development, we are submitting this letter on behalf of all of our residents--over 400 people who are building families and working in this City--in support of Manhattan Community Board 7's Report on the Extell Riverside Center proposal (CB7 Report). We do so with the understanding that the decisions made regarding this development will impact not just us, but the entire Upper West Side for many years to come.

When we first learned of Extell's proposal, we set up a committee headed up by Anne Weisberg, one of our residents, and have worked hard to survey our residents and meet with our neighbors and other members of the community to see how they all felt. In July 2009 we sent out our first survey and found that over three-quarters of our unit owners (76%) were not in favor of Extell's proposal, with the strongest objections being to the height (88%), bulk (78%) and size (68%) of the proposal. Representative of the comments we received are:

- *"The height and density are excessive and detrimental to the overall quality of life and feel of our neighborhood."*
- *"I don't see any benefits to us. We will lose sunlight and gain traffic and congestion."*
- *"I bought relying on the plans that were approved by the City, and would not have made the same decision if I had known about this proposal."*

Given this and other feedback from both our residents and neighbors, in the winter of 2009 we distributed a petition and collected over 230 signatures, which is enclosed with this statement. This petition calls for a school, neighborhood retail rather than the proposed convention center/hotel and car dealership, limitations on the size and density of the project to the currently allowed square footage, and a true public park that would be built at the front end. We have held two community meetings which have been well attended by both our residents and others from the area. Most recently, we asked our residents about access to the River, and two-thirds said that they get to the River via 59<sup>th</sup> Street. They expressed serious concern about the fact that the Extell plan would reduce 59<sup>th</sup> street to a huge loading area, thereby compromising this important pedestrian access to the River.

Put together, our residents and neighbors have spoken loudly and clearly, and what they have told us is consistent with the modifications recommended by CB7 in its report. In particular, our residents support:

- **Removing Building 4** to reduce density and create attractive and useful public open space
- **Bringing the site to sidewalk grade** to improve visibility and accessibility to public open space
- **Enhancing 59<sup>th</sup> Street** to encourage pedestrian access to the park, respect the historic powerhouse, and integrate with the city grid
- **Eliminating or replacing auto showroom and repair** with a diversity of retail and other uses that attract local customers
- **Placing retail along West End Avenue** to serve the entire community
- **Minimizing environmental impacts** using available green technologies

Extell boasts about the financial benefits to the City of their proposal, but these claims are hollow. The issue is not what the few will make today, but what the many will gain over the next hundred years. The only way to ensure that the City sees its fair share of financial benefits over the long run is to require that a true neighborhood be created, in the best tradition of this great City and the surrounding community.

Sincerely,  
The 10 West End Avenue Condominium Board of Managers

  
\_\_\_\_\_  
Vejay Lalla

  
\_\_\_\_\_  
Steven Gavios                      Elliot Bogod

Encl.

## Ann Galloway

---

**From:** CECILIA KUSHNER [CKUSHNE@planning.nyc.gov]  
**Sent:** Wednesday, September 29, 2010 10:25 AM  
**To:** ADAM MEAGHER; DIANE MCCARTHY  
**Subject:** FW: City of New York - Correspondence #1-1-595449283 Message to Agency Head, DCP - Other

-----Original Message-----

From: [outgoingagency@customerservice.nyc.gov](mailto:outgoingagency@customerservice.nyc.gov) [<mailto:outgoingagency@customerservice.nyc.gov>]

Sent: Monday, September 20, 2010 2:55 PM

To: CECILIA KUSHNER; QUEMUEL ARROYO

Subject: City of New York - Correspondence #1-1-595449283 Message to Agency Head, DCP - Other

Your City of New York - CRM Correspondence Number is 1-1-595449283

DATE RECEIVED: 09/20/2010 14:53:42

DATE DUE: 10/04/2010 14:54:26

SOURCE: eSRM

RELATED SR# OR CASE#: N/A

EMPLOYEE NAME OR ID#: N/A

DATE/TIME OF INCIDENT:

LANGUAGE NEED:

The e-mail message below was submitted to the City of New York via NYC.gov or the 311 Call Center. It is forwarded to your agency by the 311 Customer Service Center. In accordance with the Citywide Customer Service standard, your response is due in 14 calendar days.

\*\*\*\*\*

If this message is to a Commissioner / Agency Head and needs to be re-routed to another agency or cc to another agency, forward the email to [outgoingagency@customerservice.nyc.gov](mailto:outgoingagency@customerservice.nyc.gov). Do not make any changes to the subject line. Include any comments and it will be processed by the 311 Customer Service Center.

All other web forms are to be handled by the receiving agency.

\*\*\*\*\*

-----Original Message-----

From: PortalAdmin@doitt.nyc.gov  
Sent: 09/20/2010 14:53:08  
To: sbladmp@customerservice.nyc.gov  
Subject: < No Subject >

From: email5.txt (Nancy Deutsch)  
Subject: Message to Director, DCP

Below is the result of your feedback form. It was submitted by  
Nancy Deutsch (email5.txt) on Monday, September 20, 2010 at 14:53:08

-----

This form resides at  
<http://www.nyc.gov/html/mail/html/maildcp.html>

-----

Message Type: Misc. Comments

Topic: Other

Contact Info: Yes

M/M: Ms

First Name: Nancy

Middle Name: R

Last Name: Deutsch

Street Address: 525 West End Avenue

City: New York

State: NY

Postal Code: 10024

Country: United States

Work Phone #: 2127690493

Email Address: email5.txt

Message: The Riverside Center proposal consists of 5 buildings on top of a huge parking garage, largest in Manhattan. We hope youll: Integrate Riverside Center with the surrounding neighborhood and streetscape. Reduce the parking spaces to 768 spaces or less. No parking under the park. Bring the entire site to grade. Eliminate the platform. Eliminate the auto showroom. Limit the size of the development to the density in the 1992 Riverside South Restrictive Declaration. Have no curb cut on West End Avenue. Build a real

Public park at the front end of the project. Have developer build and map all streets and build the entire 150,000 square foot school, not just the shell.

One of the goals of the City Planning Commission for Hudson Yards was to limit the amount of off-street parking consistent with the objective of creating an area with a transit- and pedestrian-oriented neighborhood character.

-----  
REMOTE\_HOST: 69.22.225.187  
HTTP\_ADDR: 69.22.225.187  
HTTP\_USER\_AGENT: Mozilla/5.0 (Windows; U; Windows NT 6.1; en-US) AppleWebKit/534.3 (KHTML, like Gecko)  
Chrome/6.0.472.55 Safari/534.3

\*\*\*\*\*



9-15-10

My name is Mara Gavios. I am a member of the 10 West End Avenue Riverside Center Committee. Today I represent my Committee, Board Members, our residents and neighboring buildings. My Committee conducted many meetings to gather the following information. We also worked hard to survey our 400 residents and meet with our neighbors and other members of the community to see how they all felt. We found that over three-quarters of our unit owners (76%) were not in favor of Extell's proposal, with the strongest objections being to the height (88%), bulk (78%) and size (68%) of the proposal. Representative of the comments we received are:

- *The height and density are excessive and detrimental to the overall quality of life and feel of our neighborhood."*
- *"I don't see any benefits to us. We will lose sunlight and gain traffic and congestion."*
- *"I bought relying on the plans that were approved by the City, and would not have made the same decision if I had known about this proposal"*

The 10 West End Riverside Center Committee, our residents and neighboring buildings strongly agree with Community Board 7 proposal to:

- **Removing Building 4** to reduce density and create attractive and useful public open space.
- **Bringing the site to sidewalk grade** to improve visibility and accessibility to public open space.
- **Enhancing 59<sup>th</sup> Street** to encourage pedestrian access to the park, respect the historic powerhouse, and integrate with the city grid.
- **Eliminating or replacing auto showroom and repair** with a diversity of retail and other uses that attract local customers.
- **Placing retail along West End Avenue** to serve the entire community.
- **Minimizing environmental impacts** using available green technologies.

Extell boasts about the financial benefits to the City of their proposal, but these claims are hollow. The issue is not what the few will make today, but what the many will gain over the next hundred years. The only way to ensure that the City sees its fair share of financial benefits over the long run is to require that a true neighborhood be created, in the best tradition of this great City and the surrounding community.

I will be submitting a formal statement today and over 230 signed petitions against Extell's proposal.

City Planning Commission

Calendar Information Office 2E

22 Reade Street NYC, NY 10007

22096

Chair Burden,

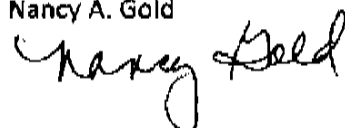
I am very concerned about the Riverside Center proposal that consist of 5 buildings on top of a huge parking garage. These changes need to be made to integrate Riverside Center with the surrounding neighborhood and streetscape.

The parking spaces need to be 760 spaces or less. There should be no parking under the park. Bring the entire site to grade and eliminate the platform. Eliminate the auto show room There is too much density.

The developer must build and map all streets and must build the entire 150,000 square foot school, not just the shell.

Extell's demands are inflated and are going to hurt the neighborhood.

Nancy A. Gold



**Daniel Gutman**  
**407 West 44<sup>th</sup> Street**  
**New York, N.Y. 10036**  
**212-586-3888**

September 22, 2010

Amanda Burden, Chair  
City Planning Commission  
22 Reade Street  
New York, NY 10007

Re: Riverside Center, C 100287 ZSM, et. seq.

Dear Ms. Burden,

I apologize for my disjointed presentation at the recent hearing. This is what I should have said:

As you know, a new highway is one of the essential elements of the Riverside South agreement reached in March, 1991, among the City, the State, the developer, and a consortium of civic groups. The agreement (enclosed) contemplates that a new highway would be built concurrently with the park and the development. Thus the highway relocation should be completed over the next eight to ten years while Riverside Center is being constructed. However, the 1991 agreement did not say who would pay for the new highway proposed by the developer, and the highway relocation project is now at a standstill.

Normally, as a condition for approval, a developer is required to complete the public amenities that he proposes at the same time as he completes his development. In this case, however, the development was allowed to proceed in 1992, without the developer committing to pay for the highway. That happened because the development simply couldn't support the cost of a highway in addition to the cost of other large infrastructure requirements, including the park, streets, subway improvements, etc.

Although the new highway alignment was approved by the Federal Highway Administration (FHWA) in 2001, there is still no resolution to the funding issue. It is clear to me that if the 1991 agreement is to be fulfilled, the main parties to the 1991 agreement — the City, the State, and the developer — will all have to contribute to funding the new highway. The current ULURP approval process is the only opportunity to require the developer to contribute. If this moment is not seized — if it is left to the State to pay for the highway on its own — I'm afraid that the new highway will probably not be built for another 20 to 30 years when the deck on the existing elevated highway finally wears out. Or the new highway may not be built at all because it will always be cheaper for the State to replace the deck rather than build a new highway.

On the other hand, a developer contribution to the new highway could be the centerpiece of a viable financing plan. Covering the cost of the new roadway itself, about 38% of the total cost, would leverage additional contributions from the State and City for the highway tunnels and other elements. State DOT has already promised to design and build the southbound highway tunnel, but FHWA will not let it use federal funds unless some entity commits to pay for the roadway that would go through the tunnels. Developer financing of the roadway would solve that problem.

I would urge that the Commission reassess whether the developer is now reasonably able to contribute more toward completion of the public amenities that it proposed.<sup>1</sup> The change in use of Parcel N from studio to residential will greatly increase the value of the developer's property. The increase in value makes it possible for the development to support more of the cost of a new highway. It is time for the Commission to act. Indeed it would seem highly unusual, if not unprecedented, for the Commission to allow a developer to complete his buildings without doing everything it reasonably can to complete the public amenities at the same time.

I discuss a suggested mechanism for a developer contribution in the attached appendix.

Sincerely,

A handwritten signature in cursive script that reads "Daniel Gutman".

Daniel Gutman

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<sup>1</sup> Extell bought the property in 2005, acquiring all the rights and obligations of the original developer.

## **APPENDIX**

### **Step 1**

The mechanism for a developer contribution is simple. Currently, as each building is completed, the developer makes a contribution toward the park construction budget at the rate of about \$12–\$14 per square foot. However these payments end after 5.9 million square feet have been constructed, which will occur with the first Riverside Center building.

Payments stop after 5.9 million square feet because a studio building, the only use for almost all of the remaining floor area, was a dubious venture and because, unlike residential buildings, a studio building might not have been able to support the charge. A switch from studio to residential or hotel use changes the calculus. Residential buildings on this site have absorbed payments to the park construction budget, which have proved not to be a deterrent to development. There is no reason to think that extending the park construction charge to all Riverside Center buildings would have any different impact on development.

The restrictive declaration could easily be amended by changing the text in §4.02(a) and the floor area allocation schedule in Exhibit G to extend the park construction payments to all Riverside Center buildings. At the same time, construction of the new highway and the highway tunnels should be added to the description of the park phasing in Exhibit F to the restrictive declaration.

Second, to meet current park needs described in the Parks Department's July 22, 2010, letter to the Community Board (enclosed), the definition of "Non-capital Replacement or Repairs" in the Maintenance and Operation Agreement (Exhibit I to the restrictive declaration) should be changed to include the type of remedial work in the existing park that is currently unfunded.

### **Step 2**

In addition to the steps above, the Commission should increase the payments to a level that would cover the cost of the new roadway itself. Doing so would still be within the ability of the development to support.

The new roadway was estimated by State DOT to cost \$119 million in 2007 dollars. With the same 5% per year escalation rate used by State DOT (see attached spreadsheet), the cost in 2011 dollars would be \$145 million. Adding the remaining park payment of \$5.6 million (\$14 x 400,000 sq. ft.), the minimum contribution needed from the Riverside Center development is about \$150 million, or about \$52 per square foot.<sup>1</sup>

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<sup>1</sup> For comparison, condominiums will probably sell for about \$1,500 per square foot.

Considering the increase in land value from changing the use of Parcel N from studio to residential, the Riverside Center development should be able to afford a charge of at least \$52 per square foot. The developer bought the property (Parcel L/M/N), which is restricted to primarily studio use, for about \$100 per square foot at the same time as he paid about \$300 per square foot for adjacent Parcel K, which allowed entirely residential uses. The difference, \$200 per square foot, is a rough estimate of the increase in land value attributable to the requested change from studio to residential use. This increase in value is about four times a \$52 per square foot charge.

But there are additional costs and benefits, including the time between purchase and development, more affordable housing than would apply to Parcel K, and the benefits of 421-a tax abatement, an on-site school, and a famous architect. The Department could analyze the Riverside Center project using the same technique that it and HPD applied to the design of affordable housing programs for the Hudson Yards and Greenpoint-Williamsburg rezonings. This technique, embodied in HPD's spreadsheet, takes into account costs, revenues, affordable housing, tax abatement, and a reasonable rate of return on cash flow.

My own calculation using this technique shows that Riverside Center could probably support an infrastructure charge of about \$75 per square foot. A charge at this level could provide some insurance against possible underestimation of highway construction costs or could also pay for construction of the northbound tunnel between 65th and 70th streets, which was originally the developer's responsibility.

Municipal Reference  
Research Center  
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TEL. (212) 566-5090

96-91

For Immediate Release:  
Tuesday March 5, 1991

APR 8 1991

CHAMBERS STREET  
NEW YORK CITYRemarks by Mayor Dinkins at  
Press Conference to announce  
Penn Yards Agreement  
Blue Room, City Hall  
Tuesday, March 5, 1991 1:30 p.m.

Good Afternoon.

Today I have good news regarding the future of our city. An agreement has been reached among the City of New York, New York State, real estate developer Donald Trump and a consortium of civic organizations that will serve as the basis of a new plan for the Penn Yards site on the West Side of Manhattan. The concept agreed upon today will lead to the creation of a new 23-acre waterfront park that will provide expanded public access to the Hudson River shoreline.

The plan also proposes that:

\* The new 23-acre waterfront public park will extend Riverside Park south from 72nd Street to 59th Street and will be built at the developer's expense, concurrent with the development of the site and a new highway.

\* The plan allows for a project of 8.3 million square feet of space, including 6.2 million square feet of residential space, 1.8 million square feet of studio space and .3 million square feet of office and street-level retail space. The project will

(more)



be built subject to design guidelines and a site plan which will ensure that the buildings are in harmony with the character of the Upper West Side.

\* Mr. Trump will withdraw his current proposal to build more than 14 million square feet of new space on the site, which he owns.

\* The land for a right-of-way for a future inboard highway will be provided to the City at no cost. It will be located east of the existing elevated highway that is now being rehabilitated. This routing will insure that the new 23-acre park provides direct access to the waterfront.

\* The new plan will undergo a full planning and review process and be subject to all applicable environmental and land-use review procedures. The planning process will be coordinated by our Department of City Planning and will include the participation of the State of New York, Manhattan Community Board #7, the Manhattan Borough President, other elected officials and neighborhood and civic groups.

\* All participating parties recognize that each of the components I have just outlined are necessary to the realization of the plan.

\* The rehabilitation of the Miller Highway will proceed immediately to provide safe and uninterrupted travel for the 90,000 vehicles that use this road each day.

This agreement is the start of a cooperative planning

(more)

process that will lead to the creation of a new open space along our shores for all New Yorkers to enjoy. The City of New York, the State, Mr. Trump and the civic organizations which have offered their valued insight and expertise, have together forged a compromise which provides significant public benefit.

In addition to the new public waterfront, it will bring hundreds of construction jobs to the city and extend this vibrant West Side community to the river. I thank all who have worked so tirelessly to achieve this agreement and look forward to the full public and environmental review procedures that will translate this consensus into a specific site plan.

This agreement is based on sound, thoughtful development. It will at last unlock the potential of the largest undeveloped property in Manhattan and turn it into apartments, television studios and a park with magnificent waterfront access.

The agreement also responds to the public support that has been generated for a future roadway at an inland location that will not obstruct views to the Hudson River. The relocation of the highway has been urged by a number of community groups and West Side legislators as part of the new plan for the development of Mr. Trump's Penn Yards site. However, to ensure continuity of travel and public safety, the State Department of Transportation will proceed with the much needed rehabilitation of the Miller Highway.

There are many contributors to thank for this planning

(more)

effort. The enormously creative role of the Municipal Art Society, Natural Resources Defense Council, Parks Council, Regional Plan Association, Riverside Park Fund and WestPride must be recognized, as should the advisory assistance of Richard Kahan and Kent Barwick, Linda Davidoff and Mitchell Bernard who have worked on this project for much of the past year.

I also want to express my appreciation for the hands-on participation of Donald Trump, my successor as Manhattan Borough President, Ruth Messinger, and State Senator Manfred Ohrenstein, who has been a powerful advocate for his constituents.

The agreement reflects the vision of each and every one of these distinguished people and organizations. Before I take your questions let me ask them to make comments.

# # #

j1/3-5-91



City of New York  
Parks & Recreation

The Arsenal  
Central Park  
New York, New York 10065

Adrian Benepe  
Commissioner

July 22, 2010

Mr. Mel Wymore  
Chair  
Manhattan Community Board 7  
250 West 87<sup>th</sup> Street  
New York, NY 10024-2706

Re: Riverside Center & Riverside Park South

Dear Mr. Wymore

Thank you for your letter of July 9 detailing Community Board 7's concerns and questions about the open spaces required by the City's 1992 approval of Riverside South and about the need for active open space mitigation measures for the proposed Riverside Center development, as identified in the DSEIS for that project. The Parks Department is also concerned that the addition of new residents at Riverside Center not over-stress the area's already heavily used parks, especially our active recreation fields. Working with the Department of City Planning, as lead agency for the project, we will seek to identify measures that will create more and/or better play areas to address the potential effects of the Riverside Center project. As you recognize in your letter, these could include improvements to or enhanced maintenance for Riverside Park South and/or enhancements to the proposed open space plan for Riverside Center itself.

Parks remains committed to the original vision for Riverside South, which promised a magnificent open greensward serving the recreational needs of a new and rejuvenated area of the Upper West Side and connecting it to the Hudson River. The completed sections of Riverside Park South along the river, built by the Riverside South developers at their expense, are a wonderful start on that vision. However, we note that the potential for more ballfields or other sports facilities in the rest of the park is severely limited by the highway viaduct and the hill sloping from Riverside Boulevard down to it. For example, under the current approved park design, the expansive private baseball and soccer fields that the Riverside South/Center developer has recently completed south of 65<sup>th</sup> Street cannot be retained in the permanent public park and must be displaced by a continuation of this slope.

As you know, there is no reasonable expectation that the elevated highway will be relocated into a tunnel under the park until the viaduct next needs a major reconstruction. The Parks Department has therefore engaged in discussions with the developer over the



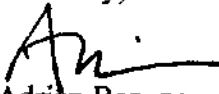
past several years about constructing the shell of a future tunnel as a means to eliminate the need for the sloping hill and thereby minimize future disruption of the park if/when the highway is relocated. We remain ready to work with the community and Riverside South/Center developer to develop a workable framework to advance construction of as much of the tunnel box as possible as part of the park's infrastructure and identify areas where more parkland, including active play fields, can thereby be created. To assist this effort, Parks is ready to spend \$22 million in dedicated Federal and City funds to supplement the developer's remaining required contribution for Riverside Park South. A series of approvals and agreements would be necessary in order to implement a plan for further construction of the shell; should those approvals and agreements come to fruition, opportunities for active open space mitigation would become available.

In the absence of an agreed upon framework for further construction of the tunnel box, the feasibility of implementing a plan for the creation of new open spaces in Riverside South as a mitigation measure for Riverside Center will need to be considered. Other measures will be considered as well. We will be working closely with the Department of City Planning to consider a range of options, including enhancements to existing spaces in Riverside Park South, as well as possible enhancements to the proposed open space plan for Riverside Center.

Attached is the list of questions regarding possible Riverside Center mitigation that you had attached to your letter, with our answers or explanations spliced in as much as our current information allows. Please contact DPR Assistant Commissioner Joshua Laird at [joshua.laird@parks.nyc.gov](mailto:joshua.laird@parks.nyc.gov) or his staff if you have follow-up questions.

We look forward to working with Community Board 7, elected officials, and the lead City agency for the proposal, the Department of City Planning, as the Riverside Center ULURP advances, in order to create the best possible public open spaces for the residents of this community and the city.

Sincerely,

  
Adrian Benepe

cc: Manhattan Borough President Scott Stringer  
Councilmember Gale Brewer  
Robert Gottheim, Office of Congressman Jerrold Nadler  
Jard Chausow, Office of State Senator Tom Duane  
Lindsey Allison, Office of Assembly Member Linda Rosenthal  
Amanda Burden, Chair, City Planning Commission  
Joshua Laird, Assistant Commissioner, Parks Department  
William B. Castro, Manhattan Borough Commissioner, Parks Department



**Commissioner Adrian Benepe**

**Re: DPR Mitigation Issues With Regard To Riverside Center**

**July 9, 2010**

## **MCB7 Questions**

### **1. Remaining Riverside Park South Construction.**

We understand that Phases 5, 6 and 7 of Riverside Park South are still to be constructed, pursuant to the 1992 Restrictive Declaration (though some construction has taken place on Phase 5).

- How much money is reasonably needed to complete each such phase of the park, assuming that the Miller Highway remains in place?

- What is the Developer's financial requirement under the 1992 Restrictive Declaration to complete each such phase?

- What are the committed and/or contractually or legally required sources of funding that may or must be used to complete each such phase, over and above what the Developer is required to spend under the 1992 Restrictive Declaration?

- What additional sources of funding are there for completion of Phases 5-7, with the highway remaining in place?

*The Developer's remaining financial obligation to complete Riverside Park South under the current Riverside South Restrictive Declaration was estimated at \$20.3 million in 2008; this figure is linked to the Consumer Price Index. Budgets for park phases were originally developed based on the conceptual park design approved in 1992. As you are probably aware, construction costs, especially for marine construction, increased far above the broader CPI in the last decade, although they have stabilized recently. In addition, the cost of a concrete relieving platform required to protect the highway viaduct from destabilizing pressure from park fill was unanticipated. Value engineering was used to reduce some of these extra costs, but the overrun in the park budget for Phases I-IV along the river was about \$4 million, and the relieving platform cost to date is approximately \$5 million; these funds would otherwise have been available for Phase V-VII construction in addition to the remaining \$20 million to be contributed.*

*We do not have developed designs or cost estimates for Phases V (minus the playground) - VII, but we are confident that elements of these phases, such as a park maintenance facility or a comfort station/concession building, would be unaffordable on a \$20 million budget. There is, however, \$21.8 million in federal (\$15.3 million) and City (\$6.5 million) funds originally earmarked for Miller Highway work and now dedicated to Riverside Park South work.*

*Final design work has recently begun for 68<sup>th</sup>-65<sup>th</sup> Street, the remainder of Phase V and half of Phase VI. Parks intends to bid out and construct the design completed by the Developer's consultants, using some of these public funds. Upon completion of Riverside Center's land use review, we will be able to reevaluate with all concerned the options for completing the remainder of Riverside Park South using the available funds.*

### **2. Remedial Work In Existing Park.**

We understand that the Park Maintenance Agreement incorporated in the 1992 Restrictive Declaration mandates that the Developer (and/or successors) provide funds to maintain those sections of Riverside Park South that have been completed and deeded over to New York City based on a performance-based budget negotiated annually with DPR. However, we also understand – and have been concerned – that the park maintenance budget does not include repairs or replacements that are defined neither as “park construction” nor as “park maintenance”, and that numerous deteriorated or defective conditions have already been identified in Riverside Park South as to which the Restrictive Declaration provides no financial vehicle for remediation. We also understand that it is unlikely that DPR will have normal budgetary resources available to remediate these conditions in the foreseeable future. Some examples that we have been concerned about over the years (and that are still not satisfactorily resolved and may never be, even with repeated remedial work) include:

- The stairs at 72<sup>nd</sup> Street, which the Developer was required to build, but which have repeatedly settled. We know that DPR has reset the masonry at the top of these stairs on more than one occasion, and are concerned that the current partial reconstruction may not be satisfactory or long-lasting.

- The esplanade between 72<sup>nd</sup> Street and about 69<sup>th</sup> Street, where the hex block paving has settled longitudinally along the middle because, we were told, of differing substructure elements underneath it. We understand that after Phase I of the park was deeded to the city this condition was remedied, but it continues to settle, and we believe that it may need substantial, repeated remedial work in the future.

- The benches, tables and other “street furniture” at various locations, including most notably those on Pier I at 70<sup>th</sup> Street (which have been in place the longest), which have deteriorated noticeably in their marine environment. We would anticipate that – no matter how carefully chosen the street furniture in the park – there will be continuing remediation/replacement issues into the indefinite future.

- The “fish cleaning table” on the pier, which we understand has not functioned for years (if it ever did) because a broken pipe was never repaired.

We would appreciate your responses to the following questions regarding this subject:

- What additional structures, features, etc. in Riverside Park South (or otherwise provided by the Developer pursuant to the Restrictive Declaration, such as the stairs at 72<sup>nd</sup> Street) now need or can be expected to need remedial work in the future, either on a one-time basis or on a continuing basis?

- How much money (in current dollars) would reasonably secure the anticipated remediation (including repeated remediation as necessary) in the future of the types of conditions addressed in this section? If possible, please break this down by item, but, if that is not possible, please tell us an approximate total. Note that we fear that Phases 5, 6 and 7, as they start to age, may also develop similar (but as yet unidentified) problems that will need remediation in the future -- similarly not financed under the terms of the existing Restrictive Declaration.

*A number of elements in the existing phases of Riverside Park South, including a portion of Phase V, have experienced significant structural or mechanical deterioration. In addition, shortcomings in the original design have come to light as have unanticipated needs that have become apparent in the course of normal park use. Regular wear and tear affects all parks and is normally addressed through the budget process; there is no independent funding stream for recurrent capital maintenance and repair of Riverside Park South.*

Items that may be classified as structural include differential settlement throughout the park – on paths, staircases, and plazas. In some cases this settlement has caused other problems, such as the broken water line to Pier I. Aspects of the original electrical service have made it difficult for Parks and DOT to share maintenance of the various park lights as anticipated. Mechanical deterioration includes some of the park lighting, the irrigation systems, and the furniture on the Pier. The grass soccer field has been resurfaced once and will soon need a more extensive restoration. The new fields planned for future park phases, whether natural or synthetic turf, will also need to be reconstructed on a periodic basis, even under the best of conditions.

Unanticipated new needs include enhanced lighting along the Greenway beneath the elevated highway. Temporary lighting installed under the viaduct south of 62<sup>nd</sup> Street should be extended to 72<sup>nd</sup> Street and made permanent with provision for its ongoing maintenance. With the work on the 72<sup>nd</sup> Street highway bridge complete, we need to finish the park area just south of the basketball courts and bring it into the fabric of the park.

A rough estimate for the necessary structural repair work is \$850,000 but could be much higher depending on the underlying conditions. This problem is likely to recur over time. Mechanical repairs are estimated at roughly \$350,000 and reflect normal recurring wear and the normal useful life of such systems. Immediately apparent “new needs” requirements are roughly \$350,000.

As with any park of this size and complexity, including Phases V, VI, and VII, there will be ongoing capital needs of the sort identified above. For long term planning purposes, a capital allocation of \$500,000 every three years on average should be anticipated.

### **3. Additional Work In Existing Park.**

We understand that there are certain projects that could improve the usefulness of the open space in Riverside Park South and the attractiveness of the park for all user groups, but for which Developer funding was not required by the Restrictive Declaration. We understand those projects to include the restoration of the 69<sup>th</sup> Street transfer bridge in the river (the “gantry”) – possibly for use as a ferry landing, but in any event as an important feature illustrating the Penn Yards’ industrial transportation history -- and the removal of the now-abandoned highway northbound off-ramp at 72<sup>nd</sup> Street.

- Are there other projects (other than steps toward burying the highway below grade, including the construction of tunnel sections as discussed below) that could similarly enhance the usefulness and/or attractiveness of the open space?

- How much money (in current dollars) would be reasonably necessary to accomplish each project in this category (including projects that you identify in response to this letter that are not listed above)?

The original Riverside South plan for the historic West 69th Street Transfer Bridge required its stabilization as an historic ruin. With CB 7 support, additional federal and state funding was secured to fully reconstruct the pier's structure so that it could be restored as a public pier and possibly a ferry landing. Parks expects to award a \$1.6 million contract this summer for this first stage of work. We estimate that the second phase, to restore public access and the structure's architectural details, will cost about \$1.5 million, and that a ferry landing, which is one of the possible sites being considered in the ongoing Citywide Ferry Landing study, would cost another \$1 million.



There are three sections of the Miller Highway viaduct that are not needed for the current highway. One, the former southbound exit ramp at 72<sup>nd</sup> Street, is the sole remaining historic section of the highway (including two original light poles) and could be improved with architectural lighting and removal of the remainder of the concrete deck. We have not considered or estimated what such a treatment might involve but it would likely not be a substantial cost. The former northbound 72<sup>nd</sup> Street exit structure, consisting of 8-12 large concrete columns in the park and a concrete deck above supported by steel beams, can be removed to bring light into the dark area below and create an unobstructed space, possibly for active recreation, in the park below. NY State DOT's consultant gave a preliminary estimate of \$2-3 million for this work. Lastly, the roadway over the eastern edge of the viaduct from 61<sup>st</sup>-62<sup>nd</sup> Street was relocated to the west in the 1992-94 rehabilitation and the deck, steel support, and columns in this area can be removed after the remaining viaduct is structurally resupported. The removal of this structure would both create more open area and also allow for the southbound Miller Highway tunnel structure to be completed to its portal at 61<sup>st</sup> Street (see discussion below). NYSDOT has estimated this work to cost \$5 million but further design investigation would be needed to get a firmer estimate.

#### **4. Southbound Tunnel Construction South Of 65<sup>th</sup> Street.**

We understand that if the southbound tunnel ("cavity") were constructed for the highway to be moved below grade between 61<sup>st</sup> and 65<sup>th</sup> Streets, even if the highway were not buried at this time, the parkland could be graded and configured above that section of the tunnel to provide a significant amount of active recreation space otherwise not currently planned for, as well as potentially a small but badly needed park maintenance facility.

- How much money (in current dollars) is needed to construct the southbound tunnel for each block between 61<sup>st</sup> Street and 65<sup>th</sup> Street? (Please explain if the amount varies from block to block, and why.)

- What would be the benefits in terms of useful open space (for both passive and active recreation) from building the tunnel in connection with completion of the remaining phases of the park (Phases 5-7)? In responding to this question, please explain how the grades would be different from those anticipated by the current park plan, and how those grade changes would accommodate recreational and other uses not provided for by the existing park plans.

- Also, how much additional acreage would be available for active recreation, as well as for the park maintenance structure, with these sections of the southbound tunnel put in place?

The southbound tunnel shell from 65<sup>th</sup>-62<sup>nd</sup> Street, adjacent to where the Developer has already constructed the northbound shell, is estimated to cost \$33 million, or \$11 million per block, based on the Developer's costs for the northbound shell. The block between 62<sup>nd</sup>-61<sup>st</sup> Street, which is the last block of covered roadway in the approved Miller Highway Project design, is estimated to cost an additional \$5 million, or \$16 million total, because part of the existing but unneeded highway viaduct encroaches on the tunnel alignment and must be removed first. It should be noted that without tunnel shell construction, a concrete relieving platform at the lower park grade will likely be needed to support the sloped fill otherwise needed. This cost, up to \$3 million per block north of 65<sup>th</sup> Street, is paid by the Developer out of the park budget.

The major immediate advantage to the park of construction of this tunnel shell would be to create a much larger, more useful flat area for a ballfield or other play areas at the lower park level than would be possible if the slope is constructed, while retaining a useful flat

area atop the shell at the Riverside Boulevard level. The temporary private ballfields south of 65<sup>th</sup> Street provide a sense of what would be possible, minus some 35'-40' of width for the upper park area. The current park plan with the slope includes a flat "multipurpose lawn area" about 120' wide by 190' long south of 64<sup>th</sup> Street; this space is only large enough for casual, unorganized play by teenagers and adults. Since a park with a tunnel shell option has not been designed and access from the north and east must be accommodated, we cannot yet determine the maximum optimal dimensions possible, but a preliminary study shows that we can easily accommodate a space 140' by 350', which is nearly FIFA soccer regulation-sized (minimum 150' x 300'), and quite likely be able to make it wider and longer. Alternately, this area could accommodate a little league baseball or softball field, or these could be laid out in the same shared space.

The future advantage of having the tunnel shell constructed as a component of the park now is that doing so will both increase the likelihood that the highway will be relocated in the future, since a much larger portion of the work will already have been completed and the relocation cost will be more competitive with the cost of rehabilitating the viaduct, and will also allow the park in this area to remain undisturbed by the highway construction.

## **5. Relocating The Highway Below Grade.**

We note that the Developer, at Pages 5-30 to 5-31 of the draft SEIS, discusses the positive impact on Riverside Park South of relocating the Miller Highway below grade in accordance with the Preferred Alternative Scenario identified in an EIS finalized by the New York State Department of Transportation in 2000. And "burying" the highway was one consideration in the Restrictive Declaration and park plans mandated by it.

- Do you have a firm estimate of how much money (in current dollars) would be needed to "bury" the highway in that "preferred" configuration as determined by NYS DOT?

- To what extent do currently committed resources for cavity construction, etc., or already completed cavities or other construction, reduce the amount of money needed under the full burial scenario? To state the question in the reverse, how many incremental (current) dollars would be needed to complete the burial of the highway over and above the work already completed toward that end and the dollars already committed to it?

- How would Riverside Park South be improved for the long term by burying the highway under the Preferred Alternative Scenario and completing the "permanent" park above it? What would be the amount and nature of additional usable passive and active recreational spaces, and how would the park experience in general be changed by burial of the highway?

The most recent estimate, prepared by NY State DOT in 2008, is \$290 million to complete the highway relocation now. This did not anticipate any southbound tunnel shell work or demolition of unneeded viaduct sections done by others in advance of the relocation work; we are unclear if it incorporated the savings from the construction of the northbound tunnel shell from 61<sup>st</sup>-65<sup>th</sup> Street being done by the Developer. It should also be noted that this figure includes work on the Henry Hudson Parkway viaduct north of 72<sup>nd</sup> Street, estimated to cost \$20 million, which would otherwise be needed to be performed separately as part of the future Henry Hudson viaduct reconstruction. NYSDOT has an engineering consultant under contract to support design review of tunnel shell construction and project coordination, and may be able to update this estimate if needed.

The advantages of relocating the viaduct under Riverside Boulevard and Riverside Park South have been analyzed and described in great depth in the Riverside South FEIS and

*Miller Highway Project FEIS, and are also discussed in the Riverside Center SDEIS. They include more park space, more useful and attractive park space for both active areas and for landscaping, open views of the river, relief from highway noise, no need to close off sections of the park for viaduct maintenance or repair, and no potential danger to the public from objects falling or thrown from the highway.*

We look forward to continuing to work with DPR (and our elected officials) on efforts to mitigate the open space effects of Riverside Center, whatever form that development may eventually take following the completion of the ULURP. In light of the very tight time frame we are working under, we would appreciate your very prompt responses to these questions.

**Study and Analysis of Miller Highway Relocation  
Life Cycle Cost Benefit Analysis  
Alternative Number 4**

**Construct SB Boxes 62nd St. - 67th St. at Year 0, Construct Remaining SB & NB Boxes**

	1	2	3	4	5	6	7	8
Year	Construct Boxes - 3 Blocks (62 St - 65 St, SB)	Construct Boxes - 2 Blocks (65 St - 67 St, NB & SB)	Maintain Non-Functional Boxes	Viaduct Maintenance & Capital Costs - 12 Blocks	Bulkhead Maintenance/Repair & Overall Maintenance	Construct Miller Hwy in Box	Demolish Existing Viaduct	Construct Remaining SB & NB Boxes - 6 Blocks
<b>2006</b>	\$2,641,271	\$3,757,805	\$3,241	\$764,033	\$8,103	\$28,311,740	\$37,231,877	\$14,091,770
escalation:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
<b>Projected</b>								
0 0 2007	2,773,334	3,945,696	0	802,234	0	0	0	0
1 1 2008	2,912,001	4,142,980	0	842,346	0	0	0	0
2 2 2009	3,057,601	4,350,129	0	884,463	0	0	0	0
3 3 2010	3,210,481	4,567,636	0	928,686	0	0	0	0
4 4 2011	3,371,005	4,796,018	0	975,121	0	0	0	0
5 5 2012	0	0	4,344	1,023,877	0	0	0	0
6 6 2013	0	0	4,561	1,075,070	0	0	0	0
7 7 2014	0	0	4,789	1,128,824	0	0	0	0
8 8 2015	0	0	5,028	1,185,265	0	0	0	0
9 9 2016	0	0	5,280	1,244,528	0	0	0	0
10 10 2017	0	0	5,544	1,306,755	0	0	0	0
11 11 2018	0	0	5,821	1,372,093	0	0	0	0
12 12 2019	0	0	6,112	1,440,697	0	0	0	0
13 13 2020	0	0	6,418	1,512,732	0	0	0	0
14 14 2021	0	0	6,739	1,588,369	0	0	0	0
15 15 2022	0	0	7,075	1,667,787	17,689	0	0	0
16 16 2023	0	0	7,429	1,751,176	0	0	0	0
17 17 2024	0	0	7,801	1,838,735	0	0	0	0
18 18 2025	0	0	8,191	1,930,672	0	0	0	0
19 19 2026	0	0	8,600	2,027,206	0	0	0	0
20 20 2027	0	0	9,030	2,128,566	0	0	0	0
21 21 2028	0	0	9,482	2,234,994	0	0	0	0
22 22 2029	0	0	9,956	2,346,744	0	0	0	0
23 23 2030	0	0	10,454	2,464,081	0	0	0	0
24 24 2031	0	0	10,976	2,587,285	0	0	0	0
25 25 2032	0	0	11,525	2,716,649	0	0	0	0
26 26 2033	0	0	12,101	2,852,482	0	0	0	0
27 27 2034	0	0	12,707	2,995,106	0	0	0	0
28 28 2035	0	0	13,342	3,144,861	0	0	0	0
29 29 2036	0	0	14,009	3,302,104	0	0	0	0
30 30 2037	0	0	14,709	3,467,210	36,773	0	0	0
31 31 2038	0	0	15,445	3,640,570	0	0	0	0
32 32 2039	0	0	16,217	3,822,599	0	0	0	0
33 33 2040	0	0	17,028	4,013,729	0	0	0	0
34 34 2041	0	0	0	4,214,415	0	156,167,993	0	77,730,418
35 35 2042	0	0	0	4,425,136	0	163,976,392	0	81,616,939
36 36 2043	0	0	0	4,646,393	0	172,175,212	0	85,697,786
37 37 2044	0	0	0	4,878,712	0	180,783,972	0	89,982,675
38 38 2045	0	0	0	0	0	0	249,630,472	0
<b>TOTAL COST</b>	<b>\$15,324,422</b>	<b>\$21,802,458</b>	<b>\$270,712</b>	<b>\$86,408,273</b>	<b>\$54,462</b>	<b>\$673,103,569</b>	<b>\$249,630,472</b>	<b>\$335,027,819</b>
<b>NPV*</b>	13,866,671	19,728,478	98,699	30,484,897	17,017	118,909,308	39,093,471	59,185,433

\* Net Present Value of 38-Year Life Cycle Costs

Construct SB Boxes 62nd St. - 67th St. at Year	NPV		COST	
		PER BLOCK (12 BLOCKS)		PER BLOCK (12 BLOCKS)
BOX CONSTRUCTION	283,602,028	23,633,502	1,480,663,625	123,388,635
VIADUCT MAINTENANCE	30,484,897	2,540,408	86,408,273	7,200,689
TUNNEL MAINTENANCE	115,716	9,643	325,174	27,098
<b>TOTAL COST</b>	<b>314,202,641</b>	<b>26,183,553</b>	<b>1,567,397,073</b>	<b>130,616,423</b>

**Rebuild and Relocate Miller Highway at Year 2045**

9	10	11	12	13	
Rebuild Park and Street - 66th-72nd	Operate and Maintain Functional Boxes	Equipment Maintain Functional Boxes Every 5 Years	Maintain Access to Building - 66th-72nd	Exist. Viaduct Deck Replacement & Seismic Retrofit	Net Annual Cost
\$6,945,750	\$0	-	\$868,219	\$0	NA
1.05	1.05	1.05	1.05	1.05	
0	0	0	0	0	7,521,264
0	0	0	0	0	7,897,327
0	0	0	0	0	8,292,193
0	0	0	0	0	8,706,803
0	0	0	0	0	9,142,143
0	0	0	0	0	1,028,220
0	0	0	0	0	1,079,631
0	0	0	0	0	1,133,613
0	0	0	0	0	1,190,294
0	0	0	0	0	1,249,808
0	0	0	0	0	1,312,299
0	0	0	0	0	1,377,914
0	0	0	0	0	1,446,809
0	0	0	0	0	1,519,150
0	0	0	0	0	1,595,107
0	0	0	0	0	1,692,551
0	0	0	0	0	1,758,606
0	0	0	0	0	1,846,536
0	0	0	0	0	1,938,863
0	0	0	0	0	2,035,806
0	0	0	0	0	2,137,596
0	0	0	0	0	2,244,476
0	0	0	0	0	2,356,700
0	0	0	0	0	2,474,535
0	0	0	0	0	2,598,262
0	0	0	0	0	2,728,175
0	0	0	0	0	2,864,583
0	0	0	0	0	3,007,813
0	0	0	0	0	3,158,203
0	0	0	0	0	3,316,113
0	0	0	0	0	3,518,692
0	0	0	0	0	3,656,015
0	0	0	0	0	3,838,816
0	0	0	0	0	4,030,757
38,312,864	0	0	4,789,108	0	281,214,798
40,228,507	0	0	5,028,563	0	295,275,537
42,239,932	0	0	5,279,992	0	310,039,314
44,351,929	0	0	5,543,991	0	325,541,280
0	0	0	0	0	249,630,472
<b>\$165,133,232</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,641,654</b>	<b>\$0</b>	<b>\$1,567,397,073</b>
29,172,150	0	0	3,646,519	0	<b>314,202,641</b>

Study and Analysis of Miller High  
Life Cycle Cost Benefit A  
Alternative Number

**Construct SB Boxes 62nd St. - 67th St. at Year 0, Construct Remaining 5**

	1	2	3	4	5	6	7
Year	Construct Boxes - 3 Blocks (62 St - 65 St, SB)	Construct Boxes - 2 Blocks (65 St - 67 St, SB & NB)	Maintain Non- Functional Boxes	Viaduct Maintenance & Capital Costs - 12 Blocks	Bulkhead Maintenance/Repair & Overall Maintenance	Construct Miller Hwy in Box	Demolish Existing Viaduct
<b>2006</b>	\$2,641,271	\$3,757,805	\$3,241	\$764,033	\$0	\$28,311,740	\$37,231,877
escalation:	1.05	1.05	1.05	1.05	1.05	1.05	1.05
<b>Projected</b>							
2007	2,773,334	3,945,696	0	802,234	0	0	0
2008	2,912,001	4,142,980	0	842,346	0	0	0
2009	3,057,601	4,350,129	0	884,463	0	0	0
2010	3,210,481	4,567,636	0	928,686	0	0	0
2011	3,371,005	4,796,018	0	975,121	0	0	0
2012	0	0	4,344	1,023,877	0	0	0
2013	0	0	4,561	1,075,070	0	0	0
2014	0	0	4,789	1,128,824	0	0	0
2015	0	0	5,028	1,185,265	0	0	0
2016	0	0	5,280	1,244,528	0	0	0
2017	0	0	5,544	1,306,755	0	0	0
2018	0	0	5,821	1,372,093	0	0	0
2019	0	0	6,112	1,440,697	0	0	0
2020	0	0	6,418	1,512,732	0	0	0
2021	0	0	0	1,588,369	0	58,858,074	0
2022	0	0	0	1,667,787	0	61,800,978	0
2023	0	0	0	1,751,176	0	64,891,027	0
2024	0	0	0	1,838,735	0	68,135,578	0
2025	0	0	0	0	0	0	94,083,099
2026	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0
2029	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0
2031	0	0	0	0	0	0	0
2032	0	0	0	0	0	0	0
2033	0	0	0	0	0	0	0
2034	0	0	0	0	0	0	0
2035	0	0	0	0	0	0	0
2036	0	0	0	0	0	0	0
2037	0	0	0	0	0	0	0
2038	0	0	0	0	0	0	0
2039	0	0	0	0	0	0	0
2040	0	0	0	0	0	0	0
2041	0	0	0	0	0	0	0
2042	0	0	0	0	0	0	0
2043	0	0	0	0	0	0	0
2044	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0
<b>TOTAL COST</b>	<b>\$15,324,422</b>	<b>\$21,802,458</b>	<b>\$47,896</b>	<b>\$22,568,759</b>	<b>\$0</b>	<b>\$253,685,656</b>	<b>\$94,083,099</b>
<b>NPV*</b>	13866670.6	19728477.58	30630.7575	14,440,214	0	118,909,308	39,093,471

\* Net Present Value of 38-Year Life Cycle Costs

Construct SB Boxes 62nd St. - 67th St. at Year 0,	NPV		COST	
		PER BLOCK (12 BLOCKS)		PER BLOCK (12 BLOCKS)
BOX CONSTRUCTION	283602028.5	23633502.37	581,180,698	48,431,725
VIADUCT MAINTENANCE	14440214.25	1203351.188	22,568,759	1,880,730
TUNNEL MAINTENANCE	14252225.8	1187685.483	59,304,819	4,942,068
<b>TOTAL COST</b>	<b>312294468.5</b>	<b>26024539.04</b>	<b>663,054,276</b>	<b>55,254,523</b>

way Relocation  
analysis  
5

**SB & NB Boxes and Relocate Miller Highway at Year 2025**

8	9	10	11	12	13	
Construct SB and Remaining NB Boxes - 6 Blocks	Rebuild Park and Street - 66th-72nd	Operate and Maintain Functional Boxes	Equipment Maintain Functional Boxes Every 5 Years	Maintain Access to Building - 66th-72nd	Exist. Viaduct Deck Replacement	Net Annual Cost
\$14,091,770	\$6,945,750	\$550,817	\$494,306	\$868,219	\$0	NA
1.05	1.05	1.05	1.05	1.05	1.05	
0	0	0	0	0	0	7,521,264
0	0	0	0	0	0	7,897,327
0	0	0	0	0	0	8,292,193
0	0	0	0	0	0	8,706,803
0	0	0	0	0	0	9,142,143
0	0	0	0	0	0	1,028,220
0	0	0	0	0	0	1,079,631
0	0	0	0	0	0	1,133,613
0	0	0	0	0	0	1,190,294
0	0	0	0	0	0	1,249,808
0	0	0	0	0	0	1,312,299
0	0	0	0	0	0	1,377,914
0	0	0	0	0	0	1,446,809
0	0	0	0	0	0	1,519,150
29,295,777	14,439,715	0	0	1,804,964	0	105,986,900
30,760,566	15,161,701	0	0	1,895,213	0	111,286,245
32,298,594	15,919,786	0	0	1,989,973	0	116,850,557
33,913,524	16,715,776	0	0	2,089,472	0	122,693,085
0	0	1,391,887	0	0	0	95,474,986
0	0	1,461,481	0	0	0	1,461,481
0	0	1,534,555	0	0	0	1,534,555
0	0	1,611,283	0	0	0	1,611,283
0	0	1,691,847	0	0	0	1,691,847
0	0	1,776,439	1,594,186	0	0	3,370,625
0	0	1,865,261	0	0	0	1,865,261
0	0	1,958,524	0	0	0	1,958,524
0	0	2,056,450	0	0	0	2,056,450
0	0	2,159,273	0	0	0	2,159,273
0	0	2,267,237	2,034,630	0	0	4,301,867
0	0	2,380,598	0	0	0	2,380,598
0	0	2,499,628	0	0	0	2,499,628
0	0	2,624,610	0	0	0	2,624,610
0	0	2,755,840	0	0	0	2,755,840
0	0	2,893,632	2,596,761	0	0	5,490,393
0	0	3,038,314	0	0	0	3,038,314
0	0	3,190,230	0	0	0	3,190,230
0	0	3,349,741	0	0	0	3,349,741
0	0	3,517,228	0	0	0	3,517,228
0	0	3,693,090	3,314,198	0	0	7,007,287
<b>\$126,268,461</b>	<b>\$62,236,978</b>	<b>\$49,717,148</b>	<b>\$9,539,775</b>	<b>\$7,779,622</b>	<b>\$0</b>	<b>\$663,054,276</b>
59,185,433	29,172,150	12,145,510	2,076,085	3646518.75	0	<b>312294468.5</b>

Study and Analysis of Miller High  
Life Cycle Cost Benefit A  
Alternative Number  
**Construct SB Boxes 62nd St - 67th St at Yea**

	1	2	3	4	5	6	7
Year	Construct Boxes - 3 Blocks (62 St - 65 St, SB)	Construct Boxes - 2 Blocks (65 St - 67 St, SB)	Maintain Non- Functional Boxes	Viaduct Maintenance & Capital Costs - 12 Blocks	Bulkhead Maintenance/Repair & Overall Maintenance	Construct Miller Hwy in Box	Demolish Existing Viaduct
2006	\$2,641,271	\$3,757,805	\$3,241	\$764,033	\$8,103	\$0	\$0
escalation:	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Projected							
2007	2,773,334	3,945,696	0	802,234	0	0	0
2008	2,912,001	4,142,980	0	842,346	0	0	0
2009	3,057,601	4,350,129	0	884,463	0	0	0
2010	3,210,481	4,567,636	0	928,686	0	0	0
2011	3,371,005	4,796,018	0	975,121	0	0	0
2012	0	0	4,344	1,023,877	0	0	0
2013	0	0	4,561	1,075,070	0	0	0
2014	0	0	4,789	1,128,824	0	0	0
2015	0	0	5,028	1,185,265	0	0	0
2016	0	0	5,280	1,244,528	0	0	0
2017	0	0	5,544	1,306,755	0	0	0
2018	0	0	5,821	1,372,093	0	0	0
2019	0	0	6,112	1,440,697	0	0	0
2020	0	0	6,418	1,512,732	0	0	0
2021	0	0	6,739	1,588,369	0	0	0
2022	0	0	7,075	1,667,787	17,689	0	0
2023	0	0	7,429	1,751,176	0	0	0
2024	0	0	7,801	1,838,735	0	0	0
2025	0	0	8,191	1,930,672	0	0	0
2026	0	0	8,600	2,027,206	0	0	0
2027	0	0	9,030	2,128,566	0	0	0
2028	0	0	9,482	2,234,994	0	0	0
2029	0	0	9,956	2,346,744	0	0	0
2030	0	0	10,454	2,464,081	0	0	0
2031	0	0	10,976	2,587,285	0	0	0
2032	0	0	11,525	2,716,649	0	0	0
2033	0	0	12,101	2,852,482	0	0	0
2034	0	0	12,707	2,995,106	0	0	0
2035	0	0	13,342	3,144,861	0	0	0
2036	0	0	14,009	3,302,104	0	0	0
2037	0	0	14,709	3,467,210	36,773	0	0
2038	0	0	15,445	3,640,570	0	0	0
2039	0	0	16,217	3,822,599	0	0	0
2040	0	0	17,028	4,013,729	0	0	0
2041	0	0	17,879	4,214,415	0	0	0
2042	0	0	18,773	4,425,136	0	0	0
2043	0	0	19,712	4,646,393	0	0	0
2044	0	0	20,698	4,878,712	0	0	0
2045	0	0	21,732	5,122,648	0	0	0
<b>TOTAL COST</b>	<b>\$15,324,422</b>	<b>\$21,802,458</b>	<b>\$369,507</b>	<b>\$91,530,921</b>	<b>\$54,462</b>	<b>\$0</b>	<b>\$0</b>
<b>NPV*</b>	13866670.6	19728477.58	115716.195	31287130.88	17017.0875	0	0

\* Net Present Value of 38-Year Life Cycle Costs

Construct SB Boxes 62nd St - 67th St at Year 0 -	NPV		COST	
		PER BLOCK (12 BLOCKS)		PER BLOCK (12 BLOCKS)
BOX CONSTRUCTION	33595148.19	2799595.682	37126880.13	3093906.678
VIADUCT MAINTENANCE	131047303.2	10920608.6	289049238.5	24087436.54
TUNNEL MAINTENANCE	132733.2825	11061.10688	423969.0553	35330.75461
<b>TOTAL COST</b>	<b>164775184.6</b>	<b>13731265.39</b>	<b>326600087.7</b>	<b>27216673.97</b>



way Relocation  
analysis  
6

**ur 0 - Miller Highway Remains**

8	9	10	11	12	13	
Construct Remaining SB & NB Boxes - 6 Blocks	Rebuild Park and Street - 6 Blocks	Operate and Maintain Functional Boxes	Equipment Maintain Functional Boxes Every 5 Years	Maintain Access to Building - 6 Blocks	Exist. Viaduct Deck Replacement & Seismic Retrofit	Net Annual Cost
\$0	\$0	\$0	\$0	\$0	\$95,009,688	NA
1.05	1.05	1.05	1.05	1.05	1.05	
0	0	0	0	0	0	7,521,264
0	0	0	0	0	0	7,897,327
0	0	0	0	0	0	8,292,193
0	0	0	0	0	0	8,706,803
0	0	0	0	0	0	9,142,143
0	0	0	0	0	0	1,028,220
0	0	0	0	0	0	1,079,631
0	0	0	0	0	0	1,133,613
0	0	0	0	0	0	1,190,294
0	0	0	0	0	0	1,249,808
0	0	0	0	0	0	1,312,299
0	0	0	0	0	0	1,377,914
0	0	0	0	0	0	1,446,809
0	0	0	0	0	0	1,519,150
0	0	0	0	0	197,518,317	199,113,425
0	0	0	0	0	0	1,692,551
0	0	0	0	0	0	1,758,606
0	0	0	0	0	0	1,846,536
0	0	0	0	0	0	1,938,863
0	0	0	0	0	0	2,035,806
0	0	0	0	0	0	2,137,596
0	0	0	0	0	0	2,244,476
0	0	0	0	0	0	2,356,700
0	0	0	0	0	0	2,474,535
0	0	0	0	0	0	2,598,262
0	0	0	0	0	0	2,728,175
0	0	0	0	0	0	2,864,583
0	0	0	0	0	0	3,007,813
0	0	0	0	0	0	3,158,203
0	0	0	0	0	0	3,316,113
0	0	0	0	0	0	3,518,692
0	0	0	0	0	0	3,656,015
0	0	0	0	0	0	3,838,816
0	0	0	0	0	0	4,030,757
0	0	0	0	0	0	4,232,294
0	0	0	0	0	0	4,443,909
0	0	0	0	0	0	4,666,105
0	0	0	0	0	0	4,899,410
0	0	0	0	0	0	5,144,380
<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$197,518,317</b>	<b>\$326,600,088</b>
0	0	0	0	0	99760172.29	164775184.6

Study and Analysis of Miller High  
Life Cycle Cost Benefit A  
Alternative Number  
**No Build - Miller Highway**

	1	2	3	4	5	6	7
Year	Construct Boxes - 3 Blocks (62 St - 65 St, SB)	Construct Boxes - 2 Blocks (65 St - 67 St, NB & SB)	Maintain Non- Functional Boxes	Viaduct Maintenance & Capital Costs - 12 Blocks	Bulkhead Maintenance/Repair & Overall Maintenance	Construct Miller Hwy in Box	Demolish Existing Viaduct
2006	\$0	\$0	\$0	\$764,033	\$0	\$0	\$0
escalation:	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Projected							
2007	0	0	0	802,234	0	0	0
2008	0	0	0	842,346	0	0	0
2009	0	0	0	884,463	0	0	0
2010	0	0	0	928,686	0	0	0
2011	0	0	0	975,121	0	0	0
2012	0	0	0	1,023,877	0	0	0
2013	0	0	0	1,075,070	0	0	0
2014	0	0	0	1,128,824	0	0	0
2015	0	0	0	1,185,265	0	0	0
2016	0	0	0	1,244,528	0	0	0
2017	0	0	0	1,306,755	0	0	0
2018	0	0	0	1,372,093	0	0	0
2019	0	0	0	1,440,697	0	0	0
2020	0	0	0	1,512,732	0	0	0
2021	0	0	0	1,588,369	0	0	0
2022	0	0	0	1,667,787	0	0	0
2023	0	0	0	1,751,176	0	0	0
2024	0	0	0	1,838,735	0	0	0
2025	0	0	0	1,930,672	0	0	0
2026	0	0	0	2,027,206	0	0	0
2027	0	0	0	2,128,566	0	0	0
2028	0	0	0	2,234,994	0	0	0
2029	0	0	0	2,346,744	0	0	0
2030	0	0	0	2,464,081	0	0	0
2031	0	0	0	2,587,285	0	0	0
2032	0	0	0	2,716,649	0	0	0
2033	0	0	0	2,852,482	0	0	0
2034	0	0	0	2,995,106	0	0	0
2035	0	0	0	3,144,861	0	0	0
2036	0	0	0	3,302,104	0	0	0
2037	0	0	0	3,467,210	0	0	0
2038	0	0	0	3,640,570	0	0	0
2039	0	0	0	3,822,599	0	0	0
2040	0	0	0	4,013,729	0	0	0
2041	0	0	0	4,214,415	0	0	0
2042	0	0	0	4,425,136	0	0	0
2043	0	0	0	4,646,393	0	0	0
2044	0	0	0	4,878,712	0	0	0
2045	0	0	0	5,122,648	0	0	0
<b>TOTAL COST</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$91,530,921</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>NPV*</b>	0	0	0	31287130.88	0	0	0

\* Net Present Value of 38-Year Life Cycle Costs

No Build - Miller Highway Remains	NPV		COST	
		PER BLOCK (12 BLOCKS)		PER BLOCK (12 BLOCKS)
BOX CONSTRUCTION	0	0	0	0
VIADUCT MAINTENANCE	131047303.2	10920608.6	289049238.5	24087436.54
TUNNEL MAINTENANCE	0	0	0	0
<b>TOTAL COST</b>	<b>131047303.2</b>	<b>10920608.6</b>	<b>289049238.5</b>	<b>24087436.54</b>

way Relocation  
analysis

7

**Remains**

8	9	10	11	12	13	
Construct Remaining SB & NB Boxes - 6 Blocks	Rebuild Park and Street - 6 Blocks	Operate and Maintain Functional Boxes	Equipment Maintain Functional Boxes Every 5 Years	Maintain Access to Building - 6 Blocks	Exist. Viaduct Deck Replacement & Seismic Retrofit	Net Annual Cost
\$0	\$0	\$0	\$0	\$0	\$95,009,688	NA
1.05	1.05	1.05	1.05	1.05	1.05	
0	0	0	0	0	0	802,234
0	0	0	0	0	0	842,346
0	0	0	0	0	0	884,463
0	0	0	0	0	0	928,686
0	0	0	0	0	0	975,121
0	0	0	0	0	0	1,023,877
0	0	0	0	0	0	1,075,070
0	0	0	0	0	0	1,128,824
0	0	0	0	0	0	1,185,265
0	0	0	0	0	0	1,244,528
0	0	0	0	0	0	1,306,755
0	0	0	0	0	0	1,372,093
0	0	0	0	0	0	1,440,697
0	0	0	0	0	0	1,512,732
0	0	0	0	0	197,518,317	199,106,686
0	0	0	0	0	0	1,667,787
0	0	0	0	0	0	1,751,176
0	0	0	0	0	0	1,838,735
0	0	0	0	0	0	1,930,672
0	0	0	0	0	0	2,027,206
0	0	0	0	0	0	2,128,566
0	0	0	0	0	0	2,234,994
0	0	0	0	0	0	2,346,744
0	0	0	0	0	0	2,464,081
0	0	0	0	0	0	2,587,285
0	0	0	0	0	0	2,716,649
0	0	0	0	0	0	2,852,482
0	0	0	0	0	0	2,995,106
0	0	0	0	0	0	3,144,861
0	0	0	0	0	0	3,302,104
0	0	0	0	0	0	3,467,210
0	0	0	0	0	0	3,640,570
0	0	0	0	0	0	3,822,599
0	0	0	0	0	0	4,013,729
0	0	0	0	0	0	4,214,415
0	0	0	0	0	0	4,425,136
0	0	0	0	0	0	4,646,393
0	0	0	0	0	0	4,878,712
0	0	0	0	0	0	5,122,648
<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$197,518,317</b>	<b>\$289,049,238</b>
0	0	0	0	0	99760172.29	131047303.2

Study and Analysis of Miller High  
Life Cycle Cost Benefit A  
Alternative Number

**Construct SB and Remaining NB Boxes and Rel**

	1	2	3	4	5	6	7
Year	Construct Boxes - 3 Blocks (62 St - 65 St, SB)	Construct Boxes - 2 Blocks (65 St - 67 St, SB & NB)	Maintain Non- Functional Boxes	Viaduct Maintenance & Capital Costs - 12 Blocks	Bulkhead Maintenance/Repair & Overall Maintenance	Construct Miller Hwy in Box	Demolish Existing Viaduct
2006	\$0	\$0	\$0	\$764,033	\$0	\$28,311,740	\$37,231,877
escalation:	1.05		1.05	1.05	1.05	1.05	1.05
Projected							
2007	0	0	0	802,234	0	0	0
2008	0	0	0	842,346	0	0	0
2009	0	0	0	884,463	0	0	0
2010	0	0	0	928,686	0	0	0
2011	0	0	0	975,121	0	0	0
2012	0	0	0	1,023,877	0	0	0
2013	0	0	0	1,075,070	0	0	0
2014	0	0	0	1,128,824	0	0	0
2015	0	0	0	1,185,265	0	0	0
2016	0	0	0	1,244,528	0	0	0
2017	0	0	0	1,306,755	0	0	0
2018	0	0	0	1,372,093	0	0	0
2019	0	0	0	1,440,697	0	0	0
2020	0	0	0	1,512,732	0	0	0
2021	0	0	0	1,588,369	0	58,858,074	0
2022	0	0	0	1,667,787	0	61,800,978	0
2023	0	0	0	1,751,176	0	64,891,027	0
2024	0	0	0	1,838,735	0	68,135,578	0
2025	0	0	0	0	0	0	94,083,099
2026	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0
2029	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0
2031	0	0	0	0	0	0	0
2032	0	0	0	0	0	0	0
2033	0	0	0	0	0	0	0
2034	0	0	0	0	0	0	0
2035	0	0	0	0	0	0	0
2036	0	0	0	0	0	0	0
2037	0	0	0	0	0	0	0
2038	0	0	0	0	0	0	0
2039	0	0	0	0	0	0	0
2040	0	0	0	0	0	0	0
2041	0	0	0	0	0	0	0
2042	0	0	0	0	0	0	0
2043	0	0	0	0	0	0	0
2044	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0
<b>TOTAL COST</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,568,759</b>	<b>\$0</b>	<b>\$253,685,656</b>	<b>\$94,083,099</b>
<b>NPV*</b>	0	0	0	14,440,214	0	118,909,308	39,093,471

\* Net Present Value of 38-Year Life Cycle Costs

Construct SB and Remaining NB Boxes and	NPV		COST	
		PER BLOCK (12 BLOCKS)		PER BLOCK (12 BLOCKS)
BOX CONSTRUCTION	311828799.2	25985733.27	675,947,059	56,328,922
VIADUCT MAINTENANCE	14440214.25	1203351.188	22,568,759	1,880,730
TUNNEL MAINTENANCE	14221595.04	1185132.92	59,256,923	4,938,077
<b>TOTAL COST</b>	<b>340490608.5</b>	<b>28374217.38</b>	<b>757,772,741</b>	<b>63,147,728</b>

way Relocation  
analysis  
8

**ocate Miller Highway at Year 2025**

8	9	10	11	12	13	
Construct SB and Remaining NB Boxes - 11 Blocks	Rebuild Park and Street - 11 Blocks	Operate and Maintain Functional Boxes	Equipment Maintain Functional Boxes Every 5 Years	Maintain Access to Building - 11 Blocks	Exist. Viaduct Deck Replacement	Net Annual Cost
\$22,299,634	\$12,733,875	\$550,817	\$494,306	\$1,591,734	\$0	NA
1.05	1.05	1.05	1.05	1.05	1.05	
0	0	0	0	0	0	802,234
0	0	0	0	0	0	842,346
0	0	0	0	0	0	884,463
0	0	0	0	0	0	928,686
0	0	0	0	0	0	975,121
0	0	0	0	0	0	1,023,877
0	0	0	0	0	0	1,075,070
0	0	0	0	0	0	1,128,824
0	0	0	0	0	0	1,185,265
0	0	0	0	0	0	1,244,528
0	0	0	0	0	0	1,306,755
0	0	0	0	0	0	1,372,093
0	0	0	0	0	0	1,440,697
0	0	0	0	0	0	1,512,732
46,359,337	26,472,812	0	0	3,309,101	0	136,587,692
48,677,303	27,796,452	0	0	3,474,557	0	143,417,077
51,111,169	29,186,275	0	0	3,648,284	0	150,587,931
53,666,727	30,645,588	0	0	3,830,699	0	158,117,327
0	0	1,391,887	0	0	0	95,474,986
0	0	1,461,481	0	0	0	1,461,481
0	0	1,534,555	0	0	0	1,534,555
0	0	1,611,283	0	0	0	1,611,283
0	0	1,691,847	0	0	0	1,691,847
0	0	1,776,439	1,594,186	0	0	3,370,625
0	0	1,865,261	0	0	0	1,865,261
0	0	1,958,524	0	0	0	1,958,524
0	0	2,056,450	0	0	0	2,056,450
0	0	2,159,273	0	0	0	2,159,273
0	0	2,267,237	2,034,630	0	0	4,301,867
0	0	2,380,598	0	0	0	2,380,598
0	0	2,499,628	0	0	0	2,499,628
0	0	2,624,610	0	0	0	2,624,610
0	0	2,755,840	0	0	0	2,755,840
0	0	2,893,632	2,596,761	0	0	5,490,393
0	0	3,038,314	0	0	0	3,038,314
0	0	3,190,230	0	0	0	3,190,230
0	0	3,349,741	0	0	0	3,349,741
0	0	3,517,228	0	0	0	3,517,228
0	0	3,693,090	3,314,198	0	0	7,007,287
<b>\$199,814,536</b>	<b>\$114,101,127</b>	<b>\$49,717,148</b>	<b>\$9,539,775</b>	<b>\$14,262,641</b>	<b>\$0</b>	<b>\$757,772,741</b>
93,658,461	53,482,275	12,145,510	2,076,085	6685284.375	0	<b>340490608.5</b>

Study and Analysis of Miller High  
Life Cycle Cost Benefit A  
Alternative Number  
**Construct SB and Remaining NB Boxes and**

	1	2	3	4	5	6	7
Year	Construct Boxes - 3 Blocks (62 St - 65 St, SB)	Construct Boxes - 2 Blocks (65 St - 67 St, SB & NB)	Maintain Non- Functional Boxes	Viaduct Maintenance & Capital Costs - 12 Blocks	Bulkhead Maintenance/Repair & Overall Maintenance	Construct Miller Hwy in Box	Demolish Existing Viaduct
2006	\$0	\$0	\$0	\$764,033	\$0	\$22,649,392	\$37,231,877
escalation:	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Projected							
2007	0	0	0	802,234	0	23,781,862	0
2008	0	0	0	842,346	0	24,970,955	0
2009	0	0	0	884,463	0	26,219,502	0
2010	0	0	0	928,686	0	27,530,477	0
2011	0	0	0	975,121	0	28,907,001	0
2012	0	0	0	0	0	0	49,894,276
2013	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0
2024	0	0	0	0	0	0	0
2025	0	0	0	0	0	0	0
2026	0	0	0	0	0	0	0
2027	0	0	0	0	0	0	0
2028	0	0	0	0	0	0	0
2029	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0
2031	0	0	0	0	0	0	0
2032	0	0	0	0	0	0	0
2033	0	0	0	0	0	0	0
2034	0	0	0	0	0	0	0
2035	0	0	0	0	0	0	0
2036	0	0	0	0	0	0	0
2037	0	0	0	0	0	0	0
2038	0	0	0	0	0	0	0
2039	0	0	0	0	0	0	0
2040	0	0	0	0	0	0	0
2041	0	0	0	0	0	0	0
2042	0	0	0	0	0	0	0
2043	0	0	0	0	0	0	0
2044	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0
<b>TOTAL COST</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,432,850</b>	<b>\$0</b>	<b>\$131,409,797</b>	<b>\$49,894,276</b>
<b>NPV*</b>	0	0	0	4,011,171	0	118,909,308	39,093,471

\* Net Present Value of 38-Year Life Cycle Costs

Construct SB and Remaining NB Boxes and	NPV		COST	
		PER BLOCK (12 BLOCKS)		PER BLOCK (12 BLOCKS)
BOX CONSTRUCTION	284479908.6	23706659.05	321,077,270	26,756,439
VIADUCT MAINTENANCE	4011170.625	334264.2188	4,432,850	369,404
TUNNEL MAINTENANCE	22778286.66	1898190.555	72,957,191	6,079,766
<b>TOTAL COST</b>	<b>311269365.9</b>	<b>25939113.82</b>	<b>398,467,311</b>	<b>33,205,609</b>

way Relocation  
analysis  
9

**Relocate Miller Highway Now**

8	9	10	11	12	13	
Construct SB and Remaining NB Boxes - 11 Blocks	Rebuild Park and Street - 66th-72nd	Operate and Maintain Functional Boxes	Equipment Maintain Functional Boxes Every 5 Years	Maintain Access to Building - 66th-72nd Blocks	Exist. Viaduct Deck Replacement	Net Annual Cost
\$17,839,707	\$5,556,600	\$550,817	\$494,306	\$694,575	\$0	NA
1.05	1.05	1.05	1.05	1.05	1.05	
18,731,692	5,834,430	0	0	729,304	0	49,879,522
19,668,277	6,126,152	0	0	765,769	0	52,373,498
20,651,691	6,432,459	0	0	804,057	0	54,992,173
21,684,275	6,754,082	0	0	844,260	0	57,741,781
22,768,489	7,091,786	0	0	886,473	0	60,628,870
0	0	738,147	0	0	0	50,632,423
0	0	775,055	0	0	0	775,055
0	0	813,807	0	0	0	813,807
0	0	854,498	0	0	0	854,498
0	0	897,223	0	0	0	897,223
0	0	942,084	845,431	0	0	1,787,514
0	0	989,188	0	0	0	989,188
0	0	1,038,647	0	0	0	1,038,647
0	0	1,090,580	0	0	0	1,090,580
0	0	1,145,109	0	0	0	1,145,109
0	0	1,202,364	1,079,008	0	0	2,281,372
0	0	1,262,482	0	0	0	1,262,482
0	0	1,325,606	0	0	0	1,325,606
0	0	1,391,887	0	0	0	1,391,887
0	0	1,461,481	0	0	0	1,461,481
0	0	1,534,555	1,377,118	0	0	2,911,673
0	0	1,611,283	0	0	0	1,611,283
0	0	1,691,847	0	0	0	1,691,847
0	0	1,776,439	0	0	0	1,776,439
0	0	1,865,261	0	0	0	1,865,261
0	0	1,958,524	1,757,590	0	0	3,716,114
0	0	2,056,450	0	0	0	2,056,450
0	0	2,159,273	0	0	0	2,159,273
0	0	2,267,237	0	0	0	2,267,237
0	0	2,380,598	0	0	0	2,380,598
0	0	2,499,628	2,243,180	0	0	4,742,808
0	0	2,624,610	0	0	0	2,624,610
0	0	2,755,840	0	0	0	2,755,840
0	0	2,893,632	0	0	0	2,893,632
0	0	3,038,314	0	0	0	3,038,314
0	0	3,190,230	2,862,929	0	0	6,053,158
0	0	3,349,741	0	0	0	3,349,741
0	0	3,517,228	0	0	0	3,517,228
0	0	3,693,090	0	0	0	3,693,090
<b>\$103,504,424</b>	<b>\$32,238,909</b>	<b>\$62,791,937</b>	<b>\$10,165,254</b>	<b>\$4,029,864</b>	<b>\$0</b>	<b>\$398,467,311</b>
93,658,461	29,172,150	19,664,160	3,114,127	3646518.75	0	311269365.9

Good morning. My name is Susan Gwertzman. I am a long time Upper West Side resident. I have been an observer of all the changes in the neighborhood. Change is inevitable and I feel that most of the new developments have been to our benefit.

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

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

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

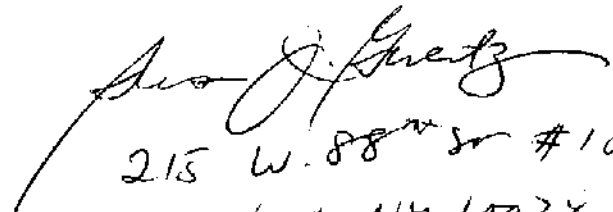
Another major issue and probably the one that is most important to the families that are moving into Riverside South and the adjoining neighborhoods is the lack of school space. I



hear from my neighbors about the problems of District 3 overcrowding. The inclusion of a school makes this project all the more desirable. I understand that the size of the school and who is going to pay is at issue. Extell should not be on the hook for a bulk of the cost of a large new school.

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

I urge you to approve this project.

  
215 W. 88<sup>th</sup> St #10E  
New York, NY 10024  
212 595-1255  
Susan.guertzman@gmail.com

## Ann Galloway

---

**From:** CECILIA KUSHNER [CKUSHNE@planning.nyc.gov]  
**Sent:** Wednesday, September 29, 2010 10:26 AM  
**To:** ADAM MEAGHER; DIANE MCCARTHY  
**Subject:** FW: City of New York - Correspondence #1-1-595202457 Message to Agency Head, DCP - Zoning and Land Use Questions/Information

-----Original Message-----

From: [outgoingagency@customerservice.nyc.gov](mailto:outgoingagency@customerservice.nyc.gov) [<mailto:outgoingagency@customerservice.nyc.gov>]  
Sent: Sunday, September 19, 2010 11:30 PM  
To: CECILIA KUSHNER; QUEMUEL ARROYO  
Subject: City of New York - Correspondence #1-1-595202457 Message to Agency Head, DCP - Zoning and Land Use Questions/Information

Your City of New York - CRM Correspondence Number is 1-1-595202457

DATE RECEIVED: 09/19/2010 23:29:16

DATE DUE: 10/03/2010 23:29:49

SOURCE: eSRM

RELATED SR# OR CASE#: N/A

EMPLOYEE NAME OR ID#: N/A

DATE/TIME OF INCIDENT:

LANGUAGE NEED:

The e-mail message below was submitted to the City of New York via NYC.gov or the 311 Call Center. It is forwarded to your agency by the 311 Customer Service Center. In accordance with the Citywide Customer Service standard, your response is due in 14 calendar days.

\*\*\*\*\*

If this message is to a Commissioner / Agency Head and needs to be re-routed to another agency or cc to another agency, forward the email to [outgoingagency@customerservice.nyc.gov](mailto:outgoingagency@customerservice.nyc.gov). Do not make any changes to the subject line. Include any comments and it will be processed by the 311 Customer Service Center.

All other web forms are to be handled by the receiving agency.

\*\*\*\*\*

-----Original Message-----

From: PortalAdmin@doitt.nyc.gov  
Sent: 09/19/2010 23:28:53  
To: sbladmp@customerservice.nyc.gov  
Subject: < No Subject >

From: phynes@fordham.edu (patrick hynes)  
Subject: Message to Director, DCP

Below is the result of your feedback form. It was submitted by  
patrick hynes ([phynes@fordham.edu](mailto:phynes@fordham.edu)) on Sunday, September 19, 2010 at 23:28:53

-----

This form resides at  
<http://www.nyc.gov/html/mail/html/maildcp.html>

-----

Message Type: Complaint

Topic: Zoning and Land Use Questions/Information

Contact Info: Yes

M/M: Dr.

First Name: patrick

Last Name: hynes

Street Address: 160 west end ave

Address Number: 18d

City: ny

State: NY

Postal Code: 10023

Country: United States

Work Phone #: 2125807947

Email Address: [phynes@fordham.edu](mailto:phynes@fordham.edu)

Message: The Extell project is an over bulk of the remaining river side property which remains for the citizens to enjoy.

I realize that the real estate interests rule the city, but some consideration must be given to the river ambiance which remains. Have mercy!

-----  
REMOTE\_HOST: 207.237.223.75  
HTTP\_ADDR: 207.237.223.75  
HTTP\_USER\_AGENT: Mozilla/5.0 (Windows; U; Windows NT 5.1; en-US; rv:1.9.2.10) Gecko/20100914 Firefox/3.6.10 ( .NET CLR 3.5.30729)

\*\*\*\*\*

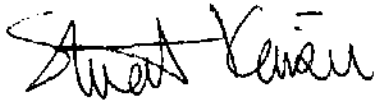
**Kaiser, Stuart [GIR]**

---

Good afternoon. My name is Stuart Kaiser and I am a resident of Riverside South in favor of the Riverside Center. Since 1993, when I moved to NY, two things have greatly improved the quality of life in the city: (1) more green space and park development and (2) a stronger economy. Completing this new project will create more open and green spaces for my family to enjoy, create jobs in the city, and add business and retail options that the neighborhood currently lacks.

We've seen how responsible development can lift a neighborhood in the East Village, many areas of Brooklyn and in the completed areas of Riverside South. I hope you will approve the Riverside Center project to allow that development to continue and our neighborhood to be completed and improved.

Thanks very much.

A handwritten signature in black ink, appearing to read "Stuart Kaiser". The signature is written in a cursive, flowing style with a horizontal line crossing through the middle of the name.

## Ann Galloway

---

**From:** CECILIA KUSHNER [CKUSHNE@planning.nyc.gov]  
**Sent:** Wednesday, September 29, 2010 10:26 AM  
**To:** DIANE MCCARTHY; ADAM MEAGHER  
**Subject:** FW: City of New York - Correspondence #1-1-595339407 Message to Agency Head, DCP - Zoning and Land Use Questions/Information

-----Original Message-----

From: [outgoingagency@customerservice.nyc.gov](mailto:outgoingagency@customerservice.nyc.gov) [<mailto:outgoingagency@customerservice.nyc.gov>]  
Sent: Monday, September 20, 2010 11:20 AM  
To: CECILIA KUSHNER; QUEMUEL ARROYO  
Subject: City of New York - Correspondence #1-1-595339407 Message to Agency Head, DCP - Zoning and Land Use Questions/Information

Your City of New York - CRM Correspondence Number is 1-1-595339407

DATE RECEIVED: 09/20/2010 11:18:33

DATE DUE: 10/04/2010 11:19:35

SOURCE: eSRM

RELATED SR# OR CASE#: N/A

EMPLOYEE NAME OR ID#: N/A

DATE/TIME OF INCIDENT:

LANGUAGE NEED:

The e-mail message below was submitted to the City of New York via NYC.gov or the 311 Call Center. It is forwarded to your agency by the 311 Customer Service Center. In accordance with the Citywide Customer Service standard, your response is due in 14 calendar days.

\*\*\*\*\*

If this message is to a Commissioner / Agency Head and needs to be re-routed to another agency or cc to another agency, forward the email to [outgoingagency@customerservice.nyc.gov](mailto:outgoingagency@customerservice.nyc.gov). Do not make any changes to the subject line. Include any comments and it will be processed by the 311 Customer Service Center.

All other web forms are to be handled by the receiving agency.

\*\*\*\*\*

-----Original Message-----

From: PortalAdmin@doitt.nyc.gov  
Sent: 09/20/2010 11:18:23  
To: sbladmp@customerservice.nyc.gov  
Subject: < No Subject >

From: mkass4@nyc.rr.com (Judith and Milt Kass)  
Subject: Message to Director, DCP

Below is the result of your feedback form. It was submitted by  
Judith and Milt Kass ([mkass4@nyc.rr.com](mailto:mkass4@nyc.rr.com)) on Monday, September 20, 2010 at 11:18:23

-----

This form resides at  
<http://www.nyc.gov/html/mail/html/maildcp.html>

-----

Message Type: Misc. Comments

Topic: Zoning and Land Use Questions/Information

Contact Info: Yes

First Name: Judith and Milt

Middle Name: M

Last Name: Kass

Street Address: 473 West End Ave

Address Number: 473 West E

City: NY

State: NY

Postal Code: 10024

Country: United States

Work Phone #: 212-724-6936

Email Address: [mkass4@nyc.rr.com](mailto:mkass4@nyc.rr.com)

Message: ULURP: C 100296(A) ZSM and related applications and CEQR: 09DCP020M Extells Riverside Center would rest on a parking garage would be the largest in Manhattan. Reduce the parking spaces to 750 to reduce traffic. No parking under the park. Eliminate the platform and the auto showroom. Limit the size of the development to the density in the 1992 Riverside South

Restrictive Declaration. No curb cut on West 60th Street and West End Avenue. It is dangerous to cross West End Avenue now without the addition of a curb cut.

We should not be creating additional incentives to drive in an already congested and polluted urban environment!

To show how auto/pollution-friendly Extell's plan is, they want auto showroom/repair center. There is no need. The Riverside Center DEIS analysis was based on an old, outdated and not relevant study.

-----  
REMOTE\_HOST: 67.244.23.48

HTTP\_ADDR: 67.244.23.48

HTTP\_USER\_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10\_5\_8; en-us) AppleWebKit/531.22.7 (KHTML, like Gecko) Version/4.0.5 Safari/531.22.7

\*\*\*\*\*



## Ann Galloway

---

**From:** CECILIA KUSHNER [CKUSHNE@planning.nyc.gov]  
**Sent:** Wednesday, September 29, 2010 10:25 AM  
**To:** ADAM MEAGHER; DIANE MCCARTHY  
**Subject:** FW: City of New York - Correspondence #1-1-595350503 Message to Agency Head, DCP - Zoning and Land Use Questions/Information

-----Original Message-----

From: [outgoingagency@customerservice.nyc.gov](mailto:outgoingagency@customerservice.nyc.gov) [<mailto:outgoingagency@customerservice.nyc.gov>]  
Sent: Monday, September 20, 2010 11:41 AM  
To: CECILIA KUSHNER; QUEMUEL ARROYO  
Subject: City of New York - Correspondence #1-1-595350503 Message to Agency Head, DCP - Zoning and Land Use Questions/Information

Your City of New York - CRM Correspondence Number is 1-1-595350503

DATE RECEIVED: 09/20/2010 11:39:41

DATE DUE: 10/04/2010 11:41:11

SOURCE: eSRM

RELATED SR# OR CASE#: N/A

EMPLOYEE NAME OR ID#: N/A

DATE/TIME OF INCIDENT:

LANGUAGE NEED:

The e-mail message below was submitted to the City of New York via NYC.gov or the 311 Call Center. It is forwarded to your agency by the 311 Customer Service Center. In accordance with the Citywide Customer Service standard, your response is due in 14 calendar days.

\*\*\*\*\*

If this message is to a Commissioner / Agency Head and needs to be re-routed to another agency or cc to another agency, forward the email to [outgoingagency@customerservice.nyc.gov](mailto:outgoingagency@customerservice.nyc.gov). Do not make any changes to the subject line. Include any comments and it will be processed by the 311 Customer Service Center.

All other web forms are to be handled by the receiving agency.

\*\*\*\*\*

-----Original Message-----

From: PortalAdmin@doitt.nyc.gov  
Sent: 09/20/2010 11:39:12  
To: sbladmp@customerservice.nyc.gov  
Subject: < No Subject >

From: mkass4@nyc.rr.com (Judith and Milt Kass)  
Subject: Message to Director, DCP

Below is the result of your feedback form. It was submitted by  
Judith and Milt Kass ([mkass4@nyc.rr.com](mailto:mkass4@nyc.rr.com)) on Monday, September 20, 2010 at 11:39:12

-----

This form resides at  
<http://www.nyc.gov/html/mail/html/maildcp.html>

-----

Message Type: Misc. Comments

Topic: Zoning and Land Use Questions/Information

Contact Info: Yes

First Name: Judith and Milt

Middle Name: M

Last Name: Kass

Street Address: 473 West End Ave

Address Number: 473 West E

City: NY

State: NY

Postal Code: 10024

Country: United States

Work Phone #: 212-724-6936

Email Address: [mkass4@nyc.rr.com](mailto:mkass4@nyc.rr.com)

Message: ULURP: C 100296(A) ZSM and related applications and CEQR: 09DCP020M Extells Riverside Center Project

We are opposed to the project as now submitted. Too big, too close to other huge buildings, too auto/pollution friendly. Park exclusively for residents; school a shell only.

-----  
REMOTE\_HOST: 67.244.23.48  
HTTP\_ADDR: 67.244.23.48  
HTTP\_USER\_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10\_5\_8; en-us) AppleWebKit/531.22.7 (KHTML, like Gecko)  
Version/4.0.5 Safari/531.22.7

\*\*\*\*\*

Fax (212)720-3219

22099.

Judith and Milt Kass  
473 West End Avenue  
New York NY 10024

City Planning Commission  
Calendar Information Office  
Room 2 E  
22 Reade Street  
New York NY 10007

September 20, 2010

Re: **ULURP: C 100296(A) ZSM and related applications and CEQR: 09DCP020M**  
\* Extell Riverside Center Project

The Riverside Center proposal consists of 5 buildings on top of a huge parking garage, that would be the largest in Manhattan. Reduce the parking spaces to 750 or less to reduce project-generated traffic. No parking under the park. Eliminate the platform and the auto showroom. Limit the size of the development to the density in the 1992 Riverside South Restrictive Declaration. No curb cut on West 60th Street and West End Avenue. It is dangerous to cross West End Avenue now without the addition of a curb cut.

\*We should not be creating additional incentives to drive in an already congested and polluted urban environment!

\* To show how auto/pollution-friendly **Extell's** plan is, they want auto showroom/repair center. There is no need. The Riverside Center DEIS analysis was based on an old, outdated and not relevant study.

\*Build a **real Public park** (open to all the public, but locked at night) at the front end of the project. The park construction (and see below, the school) must be completed before a certificate of occupancy is issued for any building. Maintained through contributions from units surrounding it just like Riverside South Park. Extell's Private/Public space is really an eccentric private enclave.

\*Developer must build and map all streets. Developer must build the entire 150,000 square foot **school**, not just the shell, before a certificate of occupancy is issued for a building.

\*Changes should be made to integrate Riverside Center with the surrounding neighborhood and streetscape.

\*One of the goals of the City Planning Commission for Hudson Yards was to "limit the amount of off-street parking... consistent with the objective of creating an area with a transit- and pedestrian-oriented neighborhood character." Riverside Center could be the first large-scale development near Hudson Yards where the commission proves it is truly committed to that goal. Please limit parking to 75 spaces or less.

\* I agree with Community Board 7 member Ken Coughlin who laid out just how inflated **Extell's** demands are. If the commission simply used the same calculations in effect at the

nearby Hudson Yards project, he said, only 768 spaces would be built.

There must be at least 30% affordable housing built on the site.

Sincerely,

Judith M. Kass

[mkass4@nyc.rr.com](mailto:mkass4@nyc.rr.com)

cc: Chair Amanda M. Burden

# ENDORISING A GREENER, GREATER WEST SIDE

## Siting a DSNY CB7 District Garage underneath Riverside Center

The Community Sanitation Steering Committee which I represent, and which is composed of Downtown community residents, business and property owners, wishes to submit written testimony for the Riverside Center FEIS Hearing at the NYC Department of City Planning today, asking that a CB7 Sanitation Garage be part of the EXTELL plan. The idea was for a "stand-alone" garage to be sited underground in place of the proposed automobile showroom. This would provide room for the CB7 District Garage to "grow" in order to meet increased demand and deliver better services. Locating over an active rail yard might take advantage of an environmentally friendly method of transport to move trash out of the district by rail car without increasing "dirty" truck mileage as is done in the outer boroughs.

DSNY had discussed the possibility of designating basement space with EXTELL back in 2008. They were told by the Developer "that the planned ceiling heights for the basement areas and column spacing would prevent the use of this area for a trucking operation" **and did not pursue the matter any further.** We feel that this should be re-considered by EXTELL, as this would probably be the tenant with the "highest and best use" for their problematic basement because the City pays "top dollar" for the rights to build their garages.

In 1999, a design was approved for a West 57<sup>th</sup> Street Department of Sanitation ("DSNY") garage at 12<sup>th</sup> Avenue serving CB's 4 and 7 so as to relocate their current facilities out of the Hudson River Park. This building is already "functionally obsolete"... and now almost three years overdue. In 1999 only 31 large sanitation trucks serviced CB7. Today, that number is up to 59 large sanitation trucks. Just as the need for more public school seats dramatizes the rapid residential population growth in the past decade on the Upper West Side, more sanitation trucks are needed to pickup more residential garbage.

Under the NYC Charter, "Fair Share" and "Co-Terminality" are well-defined concepts. **At this time CB7 has no DSNY facilities in its district, CB4 and CB2 each have six.** If CB7 were to relocate to West 57<sup>th</sup> Street and out of the Hudson River Park on an interim basis, until it had its own district garage at the EXTELL site, CB5 could then move into the West 57<sup>th</sup> Street Garage instead of moving 4 miles further downtown to Spring Street becoming more efficient and saving an estimated 16,000 truck miles annually. A new DSNY garage underneath Riverside Center housing CB7 might save many more thousands of truck miles in substituting trash by rail for trash by diesel truck trips through the Lincoln Tunnel and the George Washington Bridge.

CB7 is considering its consultant recommendation to replace a tower with a park at Riverside Center as there is much interest in enforcing the Restrictive Covenant. Everybody wins if there is a park instead of a tower with an underground tenant providing essential sanitation services and a financially viable anchor tenant. DSNY had previously stated their willingness to "green" their district garage facilities to LEED certified standards with a rooftop park with funding by the City in 2005 at West 30<sup>th</sup> Street Block 675 in CB4.

On April 3, 2008, members of the Community Sanitation Steering Committee met with DSNY Commissioner Doherty who "challenged" them to come up with a better alternative to house their facilities... **The result was a community-initiated Hudson Rise plan that was endorsed by CB1 & CB2, downtown residents, business & property owners after having won an AIA design award.** Friends of the Hudson River Park have indicated publicly that they will give the City the timetable relief that it needs to implement this plan, since it would result in as much as 11.5 acres of new parkland and a more community-friendly plan inboard.

Over the 2009 summer, Deputy Mayor Skyler and DSNY Commissioner Doherty met frequently with the Community Sanitation Steering Committee to discuss Hudson Rise at Spring Street and asked specifically that we do the legwork needed to find a site for CB5 garage serving midtown by staying in midtown.

**We are asking that the City site a CB7 Sanitation district garage under the proposed Riverside Center to better serve the requirements of its Upper West Side residents and their downtown neighbors.**

**FOR MORE INFORMATION: Michael Kramer [DSNYgarage@earthlink.net](mailto:DSNYgarage@earthlink.net) mobile. 917.622.5154**

## Ann Galloway

---

**From:** CECILIA KUSHNER [CKUSHNE@planning.nyc.gov]  
**Sent:** Wednesday, September 29, 2010 10:27 AM  
**To:** DIANE MCCARTHY; ADAM MEAGHER  
**Subject:** FW: City of New York - Correspondence #1-1-595197830 Message to Agency Head, DCP - Zoning and Land Use Questions/Information

-----Original Message-----

From: [outgoingagency@customerservice.nyc.gov](mailto:outgoingagency@customerservice.nyc.gov) [<mailto:outgoingagency@customerservice.nyc.gov>]  
Sent: Sunday, September 19, 2010 10:25 PM  
To: CECILIA KUSHNER; QUEMUEL ARROYO  
Subject: City of New York - Correspondence #1-1-595197830 Message to Agency Head, DCP - Zoning and Land Use Questions/Information

Your City of New York - CRM Correspondence Number is 1-1-595197830

DATE RECEIVED: 09/19/2010 22:23:12

DATE DUE: 10/03/2010 22:24:26

SOURCE: eSRM

RELATED SR# OR CASE#: N/A

EMPLOYEE NAME OR ID#: N/A

DATE/TIME OF INCIDENT:

LANGUAGE NEED:

The e-mail message below was submitted to the City of New York via NYC.gov or the 311 Call Center. It is forwarded to your agency by the 311 Customer Service Center. In accordance with the Citywide Customer Service standard, your response is due in 14 calendar days.

\*\*\*\*\*

If this message is to a Commissioner / Agency Head and needs to be re-routed to another agency or cc to another agency, forward the email to [outgoingagency@customerservice.nyc.gov](mailto:outgoingagency@customerservice.nyc.gov). Do not make any changes to the subject line. Include any comments and it will be processed by the 311 Customer Service Center.

All other web forms are to be handled by the receiving agency.

\*\*\*\*\*

-----Original Message-----

From: PortalAdmin@doitt.nyc.gov  
Sent: 09/19/2010 22:22:30  
To: sbladmp@customerservice.nyc.gov  
Subject: < No Subject >

From: bassocantante@earthlink.net (Jan Opalach)  
Subject: Message to Director, DCP

Below is the result of your feedback form. It was submitted by  
Jan Opalach ([bassocantante@earthlink.net](mailto:bassocantante@earthlink.net)) on Sunday, September 19, 2010 at 22:22:30

-----

This form resides at  
<http://www.nyc.gov/html/mail/html/maildcp.html>

-----

Message Type: Misc. Comments

Topic: Zoning and Land Use Questions/Information

Contact Info: Yes

M/M: Mr.

First Name: Jan

Last Name: Opalach

Street Address: 209 West 97th Street

Address Number: Apt 7A

City: New York City

State: NY

Postal Code: 10025-5604

Country: United States

Work Phone #: 212-222-3742

Email Address: [bassocantante@earthlink.net](mailto:bassocantante@earthlink.net)

Message: Dear Ms. Burden, As a 50 year resident of the West Side, May I respectfully ask you to consider these requirements of the developer Extell, in order to maintain our ever diminishing quality of life.



The Riverside Center proposal consists of 5 buildings on top of a huge parking garage, that would be the largest in Manhattan. Demand that changes be made to integrate Riverside Center with the surrounding neighborhood and streetscape. Reduce the parking spaces to 768 spaces or less. No parking under the park. Bring the entire site to grade. Eliminate the platform. Eliminate the auto showroom. Limit the size of the development to the density in the 1992 Riverside South Restrictive Declaration. No curb cut on West End Avenue. Build a real Public park at the front end of the project. Developer must build and map all streets. Developer must build the entire 150,000 square foot school, not just the shell.

-----  
REMOTE\_HOST: 74.69.35.53  
HTTP\_ADDR: 74.69.35.53  
HTTP\_USER\_AGENT: Mozilla/5.0 (Macintosh; U; Intel Mac OS X 10.6; en-US; rv:1.9.2) Gecko/20100115 Firefox/3.6

\*\*\*\*\*

The Department of City Planning's analysis in the Riverside Center DSEIS projects that in 2018, with the project, including the 75,000 square foot school built on-site; shows the schools within the ½ mile Study Area at 140% capacity.

*- which means kids will have classes in hallways + closets, again. [On a side-note, the DSEIS did not include 2 major residential developments (PWR + Ariels) - which will add 120 elementary students to demand].*

Remarkably, we have a second bite at the public school apple. Extell plans to build the core and shell of a 75,000 square foot school to meet the demand from their new residents. Extell is proposing to give the City an option to pay for a school that would bring utilization rates down closer to 100%.

Over 1,000 local residents signed a petition calling on Extell to build and pay for a 150,000 square foot school. We urge you to find a creative way for Extell to fulfill their responsibility to Riverside South and Riverside Center residents who want to attend their local public school.

- [Design](#)
- [Dance](#)
- [Books](#)
- [Dining](#)
  - [Dining Reviews](#)
  - [Snack Attack](#)
  - [The Penniless Epicure](#)
- [Sports](#)
- [Op-ed](#)
  - [Editorial](#)
  - [Open Forum](#)
  - [Letters to the Editor](#)
  - [Columns](#)
    - [Capitol Connection](#)
    - [Manhattan Memoir](#)
    - [According to Ben](#)
    - [Dewing Things Better](#)
    - [Guest Columnist](#)
    - [New York Gal](#)
    - [Sez I To Myself](#)
    - [Susan Brady's Diary](#)

## Numbers Don't Lie

**When it comes to classroom crowding, parents are proven right**

**By Rachel Laiserin and Helen Rosenthal**

Posted by [West Side Spirit](#) on January 28, 2010 · [View Comments](#)

- Kindergarteners denied gym time.
- Kids getting speech therapy in a former closet.
- Gym locker and shower rooms now used for administration.
- Some kids getting lunch at 10:30 a.m., some at 1 p.m., because 1,000 students must share common space built for 700.
- Indoor recess held in the auditorium, at the same time as music or science classes in the same auditorium.

This is just a sample of complaints reported by parents at an October 2009 Community Education Council public hearing focused on crowding in District 3 elementary schools. At that meeting, the Department of Education assured parents that despite widespread complaints, there was in fact plenty of capacity. According to the department, roughly 1,500 seats were empty and available to accommodate new students.

The parent council disputed the department's conclusions and appointed a fact-finding team to quantify these gut feelings. The team included representatives from the most overcrowded schools.

We reviewed relevant department data reports, toured schools with an eye toward classroom use and collaborated with PTA and other parent representatives from each school. We reviewed historical enrollment to project one-, two- and three-year demand; analyzed the impact of new residential development on student enrollment; analyzed all enrollment by district and zone residency; identified enrollment details of choice schools; and analyzed the impact of projected sibling enrollment.

The data team found that the parents were right. Each of the schools in the study area, from West 70th to 97th streets, were at or above capacity. The most crowded was P.S. 87, at 121 percent capacity. For three schools in close proximity to one another (P.S. 199, P.S. 87 and P.S. 9), the annual growth rate of students living in the catchment area was in the double digits for the past three years. We looked at projected enrollment for these three schools and found that they could not accommodate the 100 to 150 extra students projected to enter the public school system next year. And they certainly could not accommodate the many more children expected in 2011 and 2012.

By mid-December, the department reviewed our numbers and, using its own methodology, projected capacity in these schools of 200 to 300 seats for next year. It was great that they had come down from 1,500 seats, but we challenged their methodology again. According to our methodology, and assuming a kindergarten classroom size of 20 to 25 students, four to six additional kindergarten classrooms are required for the 2010-2011 school year.

Just recently, the department pulled a 180 and agreed that there is demand for classroom seats. Officials have announced a plan for a new K-5 school that will have three classes ("sections") of 25 kindergarteners each, for a total of 75 new students in 2010. The school will add a new grade each year. The department plans to locate this new school in the O'Shea building on West 77th Street, right in the heart of the most overcrowded schools.

The parent council was pleased to vindicate concerns in the southern part of the district using hard facts. It's also critical that we continue to get agreement on hard facts in the northern part of the district. We believe the deleterious impact of overcrowding cannot be overestimated and we're glad that parents listened to their guts, and that we were able to back them up. The data proved that parents were right all along.

—  
*Rachel Laiserin is a P.S. 87 parent and Helen Rosenthal is the former Chair of Community Board 7.*

**Share and Enjoy:**

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Filed under [Op-ed](#), [Open Forum](#) · Tagged with [classroom](#), [Crowding](#), [Education](#), [Open Forum](#), [parents](#)

**Good morning. My name is Elaine Shulman.**

**Until recently I lived for many years at Lincoln Towers. In the early nineties I watched the debate among my neighbors about the proposed Riverside South development. That development has added a new neighborhood just to the west of Lincoln Towers with lovely streetscapes and buildings of quality materials - they are actually quite nice up close - much better than seeing them from the highway.**

**Many people objected to the development because they would lose their views. But we all know that views are not a planning consideration. The alternative was to leave the defunct railyard, which was of no practical use and had no value to the neighborhood.**

**As I understand it, the intent in 1992, when Riverside South was approved, was that it would be completed all the way to 59<sup>th</sup> Street. Now there is an enormous parking lot, which is slightly less awful than the railyard.**

**I hope that you will approve the Extell proposal so Riverside South can finally be completed. Thank you.**

*Elaine Shulman*  
334 E 92<sup>nd</sup> St  
NYC 10128

## Ann Galloway

---

**From:** CECILIA KUSHNER [CKUSHNE@planning.nyc.gov]  
**Sent:** Wednesday, September 29, 2010 10:25 AM  
**To:** ADAM MEAGHER; DIANE MCCARTHY  
**Subject:** FW: City of New York - Correspondence #1-1-595584800 Message to Agency Head, DCP - ULURP Project Status Questions

-----Original Message-----

From: [outgoingagency@customerservice.nyc.gov](mailto:outgoingagency@customerservice.nyc.gov) [<mailto:outgoingagency@customerservice.nyc.gov>]  
Sent: Monday, September 20, 2010 10:58 PM  
To: CECILIA KUSHNER; QUEMUEL ARROYO  
Subject: City of New York - Correspondence #1-1-595584800 Message to Agency Head, DCP - ULURP Project Status Questions

Your City of New York - CRM Correspondence Number is 1-1-595584800

DATE RECEIVED: 09/20/2010 22:57:06

DATE DUE: 10/04/2010 22:57:33

SOURCE: eSRM

RELATED SR# OR CASE#: N/A

EMPLOYEE NAME OR ID#: N/A

DATE/TIME OF INCIDENT:

LANGUAGE NEED:

The e-mail message below was submitted to the City of New York via NYC.gov or the 311 Call Center. It is forwarded to your agency by the 311 Customer Service Center. In accordance with the Citywide Customer Service standard, your response is due in 14 calendar days.

\*\*\*\*\*

If this message is to a Commissioner / Agency Head and needs to be re-routed to another agency or cc to another agency, forward the email to [outgoingagency@customerservice.nyc.gov](mailto:outgoingagency@customerservice.nyc.gov). Do not make any changes to the subject line. Include any comments and it will be processed by the 311 Customer Service Center.

All other web forms are to be handled by the receiving agency.

\*\*\*\*\*

-----Original Message-----

From: PortalAdmin@doitt.nyc.gov  
Sent: 09/20/2010 22:56:56  
To: sbladmp@customerservice.nyc.gov  
Subject: < No Subject >

From: ntoder@aol.com (Naomi Toder)  
Subject: Message to Director, DCP

Below is the result of your feedback form. It was submitted by  
Naomi Toder ([ntoder@aol.com](mailto:ntoder@aol.com)) on Monday, September 20, 2010 at 22:56:56

-----

This form resides at  
<http://www.nyc.gov/html/mail/html/maildcp.html>

-----

Message Type: Misc. Comments

Topic: ULURP Project Status Questions

Contact Info: Yes

M/M: Ms

First Name: Naomi

Last Name: Toder

Street Address: 302 West 86th St

Address Number: 3A

City: NEW YORK NY

State: NY

Postal Code: 10024

Country: United States

Email Address: [ntoder@aol.com](mailto:ntoder@aol.com)

Message: I strongly object to the Extell Westside Mega Development Project and can see it happening only if the limitations proposed by the Coalition for a Livable West Side are observed. The density must be reduced as well as the parking and a public park is a must. Also, Extell makes promises they dont keep. If they are allowed to go ahead with limitations then the conditions they agree to must be enforced.

-----

REMOTE\_HOST: 67.244.30.152

HTTP\_ADDR: 67.244.30.152

HTTP\_USER\_AGENT: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; InfoPath.1)

\*\*\*\*\*





138 Web  
94 Paper  

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232 Total

## Riverside Center Needs Schools, Neighborhood Retail Center, a

**Target:** Michael R. Bloomberg, Mayor, NYC; Gale A. Brewer, NYC Council Member, 6th District, Manhattan; Amar

**Sponsored by:** The 10 WEA Riverside Center Committee and Concerned Upper West Siders

We, the undersigned, urge you to:

**Please stop Extell from building the massive residential development as it is currently proposed**  
Riverside Center (West End Avenue to Riverside Boulevard, 59th to 61st Streets). It will only add to even  
**overcrowding in our schools** and will take away the last chance we have to build a neighborhood. We  
modest residential development on the site that incorporates schools, a neighborhood retail center, and a  
park, and are **against** the massive hotel/convention center and car dealership that Extell proposes.

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**We signed the "Riverside Center Needs Schools, Neighborhood Retail Center, and petition!**

# 138: Apr 25, 2010, Ifzabtq Ifzabtq, Chad  
NRf6x9 zuoofxdlvkd. Iurl=http://vqeuengnuddl.com/vqeuengnuddl[url], [link=http://oxeolrhyjssy.com/]oxeolrhyjssy.com/

- # 137: Apr 24, 2010, Christopher Moody, New York
- # 136: Apr 17, 2010, Mike Moore, United Kingdom
- # 135: Apr 7, 2010, Sam Schwab, New York  
Riverside Center will make this area even more overcrowded.
- # 134: Mar 26, 2010, Anonymous, New York  
Our parks, schools, subways, food markets & streets are dangerously overcrowded now. Adding more than 5,000 individual giant buildings going up on the West Side - is outright ludicrous. (2500 apartments x 2 people per apt) these people going to fit in the neighborhood? How will our infrastructure support all this? We need more & better infrastructure.
- # 133: Mar 2, 2010, Valeria Bonfiglio, United Kingdom
- # 132: Feb 28, 2010, Thomas Moore, New York  
They should build large apartment buildings with stores and movie theatre that bring tax revenue to the city. No revenue. This is a very isolated neighborhood that needs life. If you want schools and parks and small quiet buildings not be in the city of NY.
- # 130: Feb 20, 2010, Richard Hollister, Arizona
- # 129: Feb 7, 2010, Joseph Licata, New Jersey  
Business, shops, retail, restaurants, a movie theater.. is what is needed to make this area a community, a neighborhood something beautiful and desirable. It would make their residences even more desirable. Massive buildings, close dealerships and a convention center will not allow this area to develop into a neighborhood.
- # 128: Feb 6, 2010, Jimmy Huang, New York
- # 127: Jan 14, 2010, Shusaku Takahashi, New York  
The area is currently very desolate and depressing. With few central gathering points, the neighborhood feels like a term, the city is made whole by the communities which inhabit it, not by the developers who build it.
- # 126: Jan 14, 2010, Anonymous, New York  
This area has the potential to become a neighborhood like the Upper West and East Sides with the many families, car dealerships and convention centers in the area before and it did not really improve the neighborhood. Please developed into a community with parks, schools, shopping, and restaurants. There really is no reason why this location.
- # 125: Jan 14, 2010, Anonymous, New York  
This neighborhood needs a focus on schools, parks and retail. It can already feel like a barren windtunnel up 11th Ave.
- # 124: Jan 13, 2010, Monica Reyes, New York
- # 123: Jan 12, 2010, Anonymous, New York
- # 122: Jan 12, 2010, Eric Stillwachs, New York
- # 121: Jan 12, 2010, Bruce Maged, New York

- # 120: Jan 11, 2010, Anonymous, New York  
Please support a more balanced development plan. As proposed, the increased congestion and lack of support for residents.
- # 119: Jan 11, 2010, Roger Nelson, New York
- # 118: Jan 11, 2010, Anonymous, New York
- # 117: Jan 11, 2010, Robert Bernstein, New York  
The area needs to feel more like community. There is no local retail. The development should be scaled down to great.
- # 116: Jan 11, 2010, Anonymous, New York  
We definitely need more schools and retail in the neighborhood. Right now, it looks so desolate. Not even a Starbucks.
- # 115: Jan 11, 2010, Susanna Phillips, New York
- # 114: Jan 11, 2010, Debra Malloy, New York
- # 113: Jan 11, 2010, Alan Johnson, New York  
Please reconsider the needs of the existing and future community in your decision. Creating a better living environment, resale value and quality of life for all. Best, aj
- # 112: Jan 11, 2010, Matthew Kaitz, New York
- # 111: Jan 3, 2010, Anonymous, New York
- # 110: Dec 29, 2009, Jamie Scott, Texas
- # 109: Dec 23, 2009, Kim Griffiths, New York
- # 108: Dec 17, 2009, Shaun Hong, New York
- # 107: Dec 17, 2009, Ubong Edemeka, New York
- # 106: Dec 17, 2009, Brannon Cook, New York
- # 105: Dec 17, 2009, Anonymous, New York
- # 104: Dec 16, 2009, Teresa Kim, New York
- # 103: Dec 13, 2009, Gregory Lee, Florida
- # 102: Dec 10, 2009, Anonymous, New York  
Car dealership has got to go. Must add retail conducive to residential not Big Box. Convention center does not p

**# 101:**      **Dec 7, 2009, Anonymous, New York**

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## Riverside Center Needs Schools, Neighborhood Retail Center, and a Public Park

signature  
goal: 5,000

**Target:** Michael R. Bloomberg, Mayor, NYC; Gale A. Brewer, NYC Council Member, 6th District, Manhattan; Amanda M. Burder  
**Sponsored by:** The 10 WEA Riverside Center Committee and Concerned Upper West Siders  
**We, the undersigned, urge you to:**

**Please stop Extell from building the massive residential development as it is currently proposing** called Riverside Center (West End Avenue to Riverside Boulevard, 59th to 61st Streets). It will only add to even more **overcrowding in our schools** and will take away the last chance we have to build a neighborhood. We are **for** more modest residential development on the site that incorporates schools, a neighborhood retail center, and a public park, and are **against** the massive hotel/convention center and car dealership that Extell proposes.

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### We signed the "Riverside Center Needs Schools, Neighborhood Retail Center, and a Public Park, Not More Residential" petition!

- # 100: Dec 2, 2009, Angel Naranjo, New York
- # 99: Dec 2, 2009, Anonymous, New York  
The Extell project is too large and commercial for our neighborhood, which needs development that incorporates a combination of schools, retail businesses and a public park.
- # 98: Dec 1, 2009, Elpidio Villarreal, New York
- # 97: Dec 1, 2009, Anne Weisberg, New York
- # 96: Dec 1, 2009, Carlinda Swann, New York
- # 95: Nov 30, 2009, Anonymous, New York
- # 94: Nov 29, 2009, Carol Novak, CSW, New York  
Stay the course with original zoning and project understanding
- # 93: Nov 27, 2009, Anonymous, New York
- # 92: Nov 24, 2009, Victor Otto, New York  
Mr. Bloomberg, please show concern for the middle class and poor. Your actions to date indicate a predominant favoritism for the rich and powerful.
- # 91: Nov 23, 2009, Anonymous, New York

# 61: Nov 17, 2009, Jennifer Kwon, New York

# 60: Nov 17, 2009, Davy Kim, New York  
By building a massive hotel/convention center and huge tower residential buildings without putting in more of supplemental sites such as schools, retail and parks will be a terrible idea. Will you not only have people hesitant to purchase in such an area with overcrowding schools and no neighborhood feel, it will also make current residents leave who have purchased on the fact that this area was going to be developed more to be family friendly, as opposed to commercial friendly. There are already plenty of residential nearby and residential opportunities close by, there is no reason to make this location commercial. No Reason at all except for greed by Extell. I am not saying let's not build residential but let's do it properly. We have only one chance

# 59: Nov 17, 2009, Iddo Arad, New York

# 58: Nov 17, 2009, Anonymous, New York

# 57: Nov 17, 2009, Terry Young, New York  
This is a chance for us to build a progressive, balanced neighborhood. This new proposal from Extell is step in the wrong direction. Extell MUST modify their proposal to support the best interests of the neighborhood and for NYC as a city of the future.

# 56: Nov 17, 2009, Brian Doyle, New York

# 55: Nov 17, 2009, Amnon Gitelson, New York

# 54: Nov 17, 2009, Anne Cotton, New York

# 53: Nov 17, 2009, David Macey, New York  
If Extell is allowed to move forward with this project as currently proposed it will redefine what NYC considers a neighborhood. This part of Manhattan should be developed but in a way that enhances the quality of life. The key is to take a balanced approach.

# 52: Nov 17, 2009, Vejay Lalla, New York

# 51: Nov 17, 2009, Elian Cohen, New York  
Please stop this monstrous development offer. It will destroy the neighborhood.

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signature  
goal: 5,000

**Target:** Michael R. Bloomberg, Mayor, NYC; Gale A. Brewer, NYC Council Member, 6th District, Manhattan; Amanda M. Burder

Please stop Extell from building the massive residential development as it is currently proposing called Riverside Center (West End Avenue to Riverside Boulevard, 59th to 61st Streets). It will only add to even more overcrowding in our schools and will take away the last chance we have to build a neighborhood. We are for more modest residential development on the site that incorporates schools, a neighborhood retail center, and a public park, and are *against* the massive hotel/convention center and car dealership that Extell proposes.

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**We signed the "Riverside Center Needs Schools, Neighborhood Retail Center, and a Public Park, Not More Residential!" petition!**

- |       |   |
|-------|---|
| # 50: | Nov 17, 2009, Jasmine Swann, New York   |
| # 49: | Nov 17, 2009, SungHwan Cho, New York  |
| # 48: | Nov 17, 2009, Michael McBride, New York<br>Extell's revised plans are completely outrageous with little consideration of the impact on the neighborhood or the city. While they should have the right to develop the property, Extell's revised plan has significantly increased the density and minimized green space. Also, the need for such things as another automobile dealership is unfathomable. Clearly, Extell doesn't care |
| # 47: | Nov 17, 2009, Harvard Investments, Inc., Arizona  |
| # 46: | Nov 17, 2009, Leonard Cotton, New York<br>I purchased a condo on the 25th floor because we researched the approval for the block on WEA between 59-61st streets. The proposal is so far off the in place approval that it is hard to understand how it could be approved. Please stay with the in place approval; after all a deal is a deal and the master deal maker fir. Trump made the deal! Thank you.                           |
| # 45: | Nov 17, 2009, Stuart Leyton, New York   |
| # 44: | Nov 17, 2009, Quan Zhang, New Jersey<br>A development plan should maintain and promote, instead of disrupting ecological balance, population health and community well being.   |
| # 43: | Nov 17, 2009, Matthew Hanson, New York  |

# 40: Nov 17, 2009, Anonymous, New York

# 39: Nov 17, 2009, Anonymous, New York

# 38: Nov 17, 2009, Anonymous, New York

# 37: Nov 17, 2009, Anonymous, New York

# 36: Nov 17, 2009, Bradley Ballyn, New York

# 35: Nov 16, 2009, Anonymous, New York

# 34: Nov 16, 2009, Peter Braun, New York

# 33: Nov 16, 2009, Kim Griffiths, New York  
Kim Griffiths

# 32: Nov 15, 2009, Gwen Gavius, New York  
We should have schools and parks not more development

# 31: Nov 15, 2009, David Upson, Connecticut

# 30: Nov 14, 2009, Andreas Neumeier, New York

# 29: Nov 13, 2009, Bernardo Muricy, New York

# 28: Nov 13, 2009, Esther Hong, New York

# 27: Nov 13, 2009, Glenn Schorr, New York

# 26: Nov 13, 2009, Marc Deversetz, New York

# 25: Nov 13, 2009, Jason McManus, New York

# 24: Nov 13, 2009, Ken Brause, New York

# 23: Nov 13, 2009, Alyse Vishnick, New York

# 22: Nov 13, 2009, Andrew Kirwan, New York

# 21: Nov 13, 2009, Anonymous, New York  
One of our children is in a new school on W. 61 St. It is clear that a healthy, balanced development plan, not oversized residential projects, is needed for this part of NYC to realize its wonderful potential.

# 20: Nov 13, 2009, Nad Roseberry, New York

# 19: Nov 13, 2009, Matthew Helmermann, New York  
For more impact, add a personal comment here

# 18: Nov 13, 2009, Barbara Steiner, New York

# 17: Nov 13, 2009, Guy Hoszkowski, New York

# 16: Nov 13, 2009, Anonymous, New York

# 15: Nov 13, 2009, Neil Brown, New York

# 14: Nov 13, 2009, Avi Berg, New York  
To build so many residential units, Exetel should also be required to have plans for parks and schools for all those people!

# 13: Nov 13, 2009, Anonymous, New York

# 12: Nov 13, 2009, Michael DeBaiso DeBaiso, New York



- # 10: Nov 13, 2009, Aaron Gavlos, New York  
We need schools not more apartments!
- # 9: Nov 12, 2009, Abigail Falls, New York
- # 8: Nov 12, 2009, Noelle Shoemate, New York
- # 7: Nov 12, 2009, Jillian McIntyre de Macias, New York
- # 6: Nov 12, 2009, Nestor Macias, New York
- # 3: Nov 10, 2009, Pam Boland, Georgia
- # 2: Nov 9, 2009, Mara Gavlos, New York
- # 1: Nov 9, 2009, Steven Gavlos, New York

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122

**Petition:**  
**Riverside Center Needs Schools, Neighborhood Retail Center,**  
**and a Public Park, Not More Residential Development**

10 WEA

Name:	Navin Varshney	Email:	SEVAP@hotmail.com	Phone:	908-473-78
Signature:		Address:	10 West End Ave	Apt 10E	
Name:		Email:		Phone:	
Signature:		Address:	9E		
Name:		Email:		Phone:	
Signature:		Address:	19A		917 353 4590
Name:		Email:		Phone:	
Signature:		Address:	9C		
Name:		Email:		Phone:	
Signature:		Address:	3B		
Name:		Email:		Phone:	
Signature:		Address:	21A		
Name:	John Murphy	Email:	10 West End Ave. 6th	Phone:	
Signature:		Address:	NY NY 10023		
Name:		Email:		Phone:	
Signature:	JUAN PUINTANA	Address:			917-696-3641
Name:	TOM CHA	Email:	10 West End, 6C	Phone:	
Signature:		Address:	NY NY 10023		
Name:		Email:		Phone:	
Signature:		Address:	6C		
Name:		Email:	10 West End Ave	Phone:	
Signature:		Address:	7A		
Name:	Ivy Cohen	Email:	10 West End Ave	Phone:	
Signature:		Address:	7A		
Name:	Ami Maheshwari	Email:		Phone:	
Signature:		Address:			
Name:		Email:		Phone:	
Signature:		Address:			
Name:		Email:		Phone:	
Signature:		Address:			
Name:		Email:		Phone:	
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Name:		Email:		Phone:	
Signature:		Address:			

142

**Petition:**  
**Riverside Center Needs Schools, Neighborhood Retail Center,**  
**and a Public Park, Not More Residential Development**

10WEA

Name: Arsene LAHOUD	Email: arsenelahoud@hotmail.com	Phone: 646-454-9183
Signature:	Address: 10 WEST END AVE, 15A	
Name: Yu Jin Lee	Email: yjlee_315@hotmail.com	Phone: 917-858-9396
Signature:	Address: 10 WEST ENAVE, 7E	
Name: VINCENT DELEO	Email: VDELEO@CAPNET.ORG	Phone: 212-586-9085
Signature:	Address: 10 WEST END AVE, 19C	
Name: TIGER STADING	Email: tstadning@comcast.net	Phone: 646-429-9192
Signature:	Address: 10 WEA, #30C	
Name:	Email:	Phone:
Signature:	Address: 10 WEA #8D	
Name: VISHAL K GUPTA	Email: VISHAL.K.GUPTA@GS.com	Phone: 318-331-3500
Signature:	Address: 10 West End Ave - 6C	
Name: Mary LeDonne Beryl	Email: mryl.leddonne@gs.com	Phone: 212 315 4847
Signature:	Address: 10 WEA, #6A	
Name: Rachel Lovejoy	Email: rachellovejoy@hotmail.com	Phone: 917-637-3143
Signature:	Address:	
Name: Kevin O'Connor	Email:	Phone: 732-718-1539
Signature:	Address: 10 WEA #10G	
Name: KAREN BELLANTON	Email: kb@rkt.com	Phone: 212-247-0767
Signature:	Address: 10 WEA	
Name:	Email: 5D	Phone:
Signature:	Address:	
Name:	Email:	Phone:
Signature:	Address: 1613	917-301-7243
Name: JACQUELINE STONE	Email:	Phone:
Signature:	Address:	
Name: Adelberto Taveras	Email: ataveras@gmail.com	Phone: 917-669-9990
Signature:	Address: 10 WEA, Apt 4H	
Name: Ross Fieldston	Email: ross@fieldston.net	Phone:
Signature:	Address: 10 WEA, Apt 10K	
Name: Evan Bailyn	Email: 10 West End Ave, #3F	Phone: 516 707 7708
Signature:	Address: evan.bailyn@gmail.com	

17 ✓

**Petition:**

**Riverside Center Needs Schools, Neighborhood Retail Center,  
and a Public Park, Not More Residential Development**

10 WEA		
K. Bhuvaneshwari Bhagat      bhurana.bhagat@gmail.com		
Name:	Email:	Phone:
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Signature: RAG f      3H	Address: rael.bhagat@gmail.com	646.594.1581
Name: R. BHAGAT	Email:	Phone:
Signature:	Address:	
Name: Zachitilly Jwan	Email: Z. Corson @smail.co	Phone: (046) 647-505
Signature: Zhe	Address: 10 WEA	
Name: John Niu	Email: JN1A@aol.com	Phone:
Signature: John Niu	Address: 65	
Name: Marlene Aguilar	Email: MarleneAGUILAR.S@gmail.com	Phone: 347-601-7614
Signature: M.A.      5G	Address: 10 West End Ave #54 NYC 10023	
Name: Day Kim	Email: Dory Kim@gmail.com	Phone:
Signature: D.K.	Address: 10 WEA	
Name: Jennifer Kwon	Email: jennifer.kwon@gmail.com	Phone:
Signature: J.K.	Address: 10 WEA 6B	
Name:	Email:	Phone:
Signature: Jordan McAfee	Address: 10 WEA #13C	
Name: Jordan McAfee	Email: jordanmcafee@gmail.com	Phone: a
Signature:	Address:	
Name: David Polman	Email: dpolman@gmail.com	Phone:
Signature:	Address: 10 W End Ave #11A	
Name: Abel Federico	Email: ab-federico@yahoo.com	Phone: (212) 347-755-0012
Signature: Abel Federico	Address: 290 9th Ave 7A	
Name: C.O. Rademacher	Email: Cinkire@aol.com	Phone:
Signature: C.O. Rademacher	Address: 370 West Riverside Drive	
Name: Tushar Kirtane	Email: tushar.kirtane@gmail.com	Phone:
Signature: T.K.	Address: 6E	
Name: MADISON TSE	Email:	Phone:
Signature: M.T.	Address: 10 WEA 9C	
Name: DAVID COSTA	Email:	Phone:
Signature: David Costa	Address: 10 WEA 29A	DN COSTA@GRODS.CO

## 14

[illegible]

1 ✓

## Petition:

# Riverside Center Needs Schools, Neighborhood Retail Center, and a Public Park, Not More Residential Development

To: Michael R. Bloomberg, Mayor, NYC;  
Gale A. Brewer, NYC Council Member, 8<sup>th</sup> District, Manhattan;  
Amanda M. Burden, Chair, NYC Planning Commission, and Director, NYC Department of City Planning;  
Christine C. Quinn, Speaker, NYC Council, and Member, 3<sup>rd</sup> District, Manhattan

We, the undersigned, urge you to:

**Please stop Extell from building the massive residential development as it is currently proposing** called Riverside Center (West End Avenue to Riverside Boulevard, 59<sup>th</sup> to 61<sup>st</sup> Streets). It will only add to even more **overcrowding in our schools** and will take away the last chance we have to build a neighborhood. We are for more modest residential development on the site that incorporates schools, a neighborhood retail center, and a public park, and are against the massive hotel/convention center and car dealership that Extell proposes.

- **Enforce the existing height and density restrictions** that limit the site to two residential buildings (577 residential units), not the five residential buildings and a hotel/convention center (2,750 residential units including hotel) that are in Extell's proposal.
- **Build new schools for the benefit of all Upper West Side residents**, in order to relieve the burden of the already significantly overcrowded School District 3.
- **Not allow Extell to rezone the front half of the site for more unneeded residential development**. This area should be developed as a neighborhood retail center and public park only.
- **Require Extell to incentivise neighborhood retail**, in order to ensure that much needed neighborhood services are provided such as restaurants, supermarkets, clothing stores, a day care center, and a movie theater. Ensure that "mom & pop shops" get the opportunity to prosper.
- **Eliminate the convention center and car dealership from the plan** – they are completely incompatible with a residential neighborhood, and would cause a significant increase in traffic.
- **Build a public park first for the benefit of the entire Upper West Side community**, not just disparate grassy areas in front of Extell's buildings. An undivided park would create a great accessible public green space for the neighborhood and a proper backdrop for the likely-to-be-landmarked IRT Powerhouse across the street from the site.
- **Map and build the public streets on the site first**, with 60<sup>th</sup> St. connecting through to Riverside Boulevard, and broad sidewalks on 59<sup>th</sup> and 61<sup>st</sup> Streets.

We, the voters listed below, deeply appreciate your support in this matter.

ELLIOT BOGOD ebogod@aol.com

212 577-2270

Name:

Email:

Phone:

Signature:

*Elliott Bogod*

Address: 170 Broadway, #411 N.Y.N.Y. 10038

You can return your signed petition by mail by sending it to: The 10 WEA Riverside Center Committee, Attn: Anne Weisberg, 10 West End Avenue, NY NY 10023, or you can scan and email it to [10weariversideproject@gmail.com](mailto:10weariversideproject@gmail.com).

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13 ✓

**Petition:**  
**Riverside Center Needs Schools, Neighborhood Retail Center,  
and a Public Park, Not More Residential Development**

Name: Amy DeGiulia	Email: amy@sugarflowershop.com	Phone: 917/639-3901
Signature: Amy DeGiulia	Address: #7F	
Name: Sophia Delano	Email:	Phone:
Signature: Sophia Delano	Address: #23C	
Name: Sophia Delano	Email: Sophia@nutrition4life.org	Phone: 646-344-9841
Signature: W R Kenji	Address: Robert Banerjee #116	212-735-376
Name: Shalom Mch	Email: 29D	Phone: brel@shalom.org
Signature: Rosalind Rodharg	Address: 10 West End Ave #21B	212 757-7098
Name: Rosalind Rodharg	Email:	Phone:
Signature: Milycen N. Hopkins	Address: 10 West End Ave #15C	212 315 2805
Name: Milycen Hopkins	Email:	Phone:
Signature:	Address:	
Name: Anna A. Collins	Email:	Phone: 212-713-062
Signature: Anna A. Collins	Address: 10 West End Ave 10D	NY, NY 10023
Name: SUSAN L. MORRISON	Email:	Phone: 212-713-0628
Signature: Susan L. Morrison	Address: 10 West End Ave 10D	NEW YORK, N.Y. 10023
Name: Marc Gold	Email:	Phone: 917-611-2530
Signature: Marc Gold	Address: 10 West End Ave 20A	NY, NY 10023
Name: GARY VILLANI	Email: VILLANI1921@AOL	Phone:
Signature: Gary Villani	Address: 10 West End #12E	917-593-8057
Name: CRISTINA SARDINHA	Email: cussari@optonline.net	Phone:
Signature: Cristina Sardinha	Address: 10 West End apt 27A	
Name: NAME SKEN	Email:	Phone:
Signature: NAME SKEN	Address: 10 West End Apt 27A	
Name: Roman Kuba	Email:	Phone:
Signature: Roman Kuba	Address: 119 Chambers St Mr. Smith	
Name: Roman Kuba	Email:	Phone:
Signature: Roman Kuba	Address: 10 West End apt 30A	
Name: Tatiya Bravtchenko	Email:	Phone: 332
Signature: R. Vavouas	Address: 10 West End Apt. 30A	
Name: Roman Vavouas	Email:	





12

## Petition:

# Riverside Center Needs Schools, Neighborhood Retail Center, and a Public Park, Not More Residential Development

To: Michael R. Bloomberg, Mayor, NYC;  
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Amanda M. Burden, Chair, NYC Planning Commission, and Director, NYC Department of City Planning;  
Christine C. Quinn, Speaker, NYC Council, and Member, 3<sup>rd</sup> District, Manhattan

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We, the voters listed below, deeply appreciate your support in this matter.

Name: Patrick Regley Email: preidy@nyc.m.com Phone: (212) 508-0044  
Signature: [Signature] Address: 10 West End Ave

You can return your signed petition by mail by sending it to: The 10 WEA Riverside Center Committee, Attn: Anne Weisberg, 10 West End Avenue, NY NY 10023, or you can scan and email it to [10weariversideproject@gmail.com](mailto:10weariversideproject@gmail.com).

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We, the voters listed below, deeply appreciate your support in this matter.

Name: Nanci Allen Email: nanciallen2@gmail.com Phone: 5163763991  
Signature: [Signature] Address: 10 West End Ave

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We, the voters listed below, deeply appreciate your support in this matter.

Name: Andy Petranker Email: Apetranker@aol.com Phone: 646-772-3215

Signature: Andy Petranker Address: 10 West End Ave, Apt 7J, NY, NY 10023

You can return your signed petition by mail by sending it to: The 10 WEA Riverside Center Committee, Attn: Anne Weisberg, 10 West End Avenue, NY NY 10023, or you can scan and email it to 10weariversideproject@gmail.com.

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X Dup

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212 757 7098

We, the voters listed below, deeply appreciate your support in this matter.

Name: Rosalind Rodburg Email: rosalindrodburg@yahoo.com Phone: \_\_\_\_\_

Signature: Rosalind Rodburg Address: 10 West End Ave apt 21B

You can return your signed petition by mail by sending it to: The 10 WEA Riverside Center Committee, Attn: Anne Weisberg, 10 West End Avenue, NY NY 10023, or you can scan and email it to [10weariversideproject@gmail.com](mailto:10weariversideproject@gmail.com).

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12

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We, the voters listed below, deeply appreciate your support in this matter.

Name: ARADHANA GARIN Email: aradhana@ hotmail .com Phone: 212 8212356

Signature:  Address: 10 WEA, 11-H, NY, NY

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We, the voters listed below, deeply appreciate your support in this matter.

Name: Berki Greedinger Email: bgreedinger@yahoo.com Phone: 646-539-843

Signature: Berki Greedinger Address: 10 West End Ave. Apt. 20D NY, N  
10023

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We, the voters listed below, deeply appreciate your support in this matter.

Name: ROY KLABIN Email: ROYKLABIN@GMAIL.COM Phone: 646 284 1104  
Signature:  Address: 10 West end ave (32C)

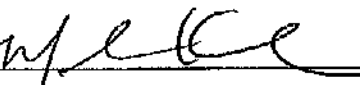
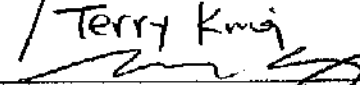

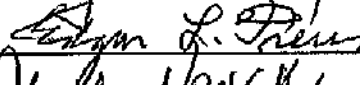
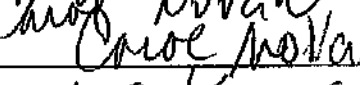


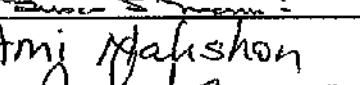
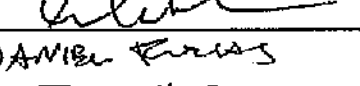
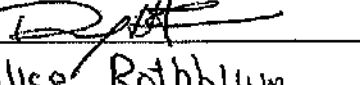
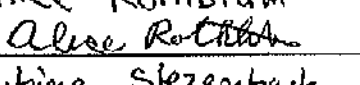
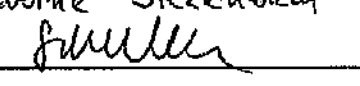

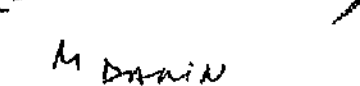
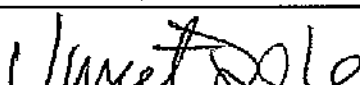
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Riverside Center Needs Schools, Neighborhood Retail Center,  
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Name: MARTINE KLEIN	Email: MKlein94b10@yahoo.com	Phone: 212 749 6416
Signature: 	Address: 315 W. 102nd St. NY NY 10025	
Name: Terry Krug	Email: creativemars@gmail.com	Phone: 918-802-0759
Signature: 	Address: 312 Water St, 4B, Brooklyn, N.Y. 11201	
Name: 	Email: chriso@uolvy.com	Phone: 212 956 2040
Signature: CHRIS O'NEIL	Address: 10 WEST END AVE SC	
Name: Edgar Freund	Email: Elfrend@aol.com	Phone:
Signature: 	Address: 305 W. 172 St BBNY NY 10023	
Name: Chris Novak	Email:	Phone:
Signature: 	Address: 10 WEA	516 6411440
Name: B.L. Feiniller	Email:	Phone:
Signature: 	Address: 315 W 61st St. #11R	
Name: Susan L. Morzellan	Email: 100semolav@usn.com	Phone: 516 829-411
Signature: 	Address: 10 West End Ave NYC	
Name: SUSAN L. MORZELLAN	Email:	Phone: 212-713-0628
Signature: 	Address: 10 WEST END AVE apt 10D NY, NY 10023	
Name: Ami Maheshon	Email: ami@abrahamfund.org	Phone:
Signature: 	Address: 10 WEA	
Name: DANIEL KURIS	Email: nekull@earthlink.net	Phone:
Signature: 	Address:	
Name: Alice Rothblum	Email: 44 W 62nd St	Phone:
Signature: 	Address:	
Name: Sabine Skzenbach	Email:	Phone:
Signature: 	Address: 3176 Decatur Ave Bronx NY 10462	
Name:	Email:	Phone:
Signature: 	Address: 230 W 79th St	212-724-9894
Name: Perina Welnitzky	Email: mark	Phone:
Signature: 	Address:	Phone: DRG
Name: M. Danin	Email: UDELED@CHAUNET	Phone:
Signature: 	Address: 10 WEA 19C	212 586 9005

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## NEW SCHOOL ON THE UPPER WEST SIDE BUILD IT FIRST; BUILD IT BIG

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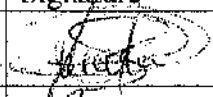
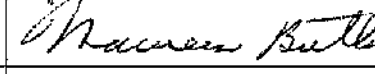
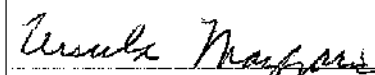
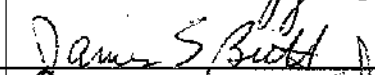
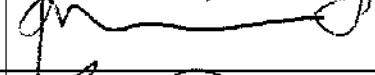



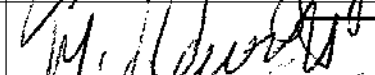
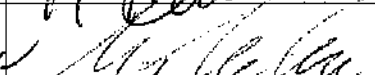
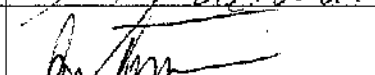
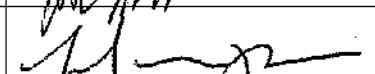
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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Josie Ureco		P.S. 84
Maureen Butler		P.S. 84
Lesula Mazzarino		P.S. 84
Jim Butler		PS 84
ANGELU MAZZARINO		PS 84
Michael Solomon		PS 84
Jean Moreland		PS 84
Leslie Asako GLADSON		PS 84
M. Hewitt		U. W. S. Dis-3
Hannah Helm		PS 84
Jon Turner		PS 84
Marisa Wagner		PS 84

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Name	Signature	Affiliation or Neighborhood
Dan Elitz	<i>Dan Elitz</i>	PS 84
Amy Mervish	<i>Amy Mervish</i>	PS 84
CHRISTINA MAGARDINO	<i>Christina Magardino</i>	PS 84
Charles Pouchet	<i>Charles Pouchet</i>	PS 84
Hector Rios	<i>Hector Rios</i>	PS-84
Fernanda Gamar	<i>Fernanda Gamar</i>	PS. 84
Alexandra Atkin	<i>Alexandra Atkin</i>	PS. 84 / <i>Spice Legacy</i>
Regla Figueroa	<i>Regla Figueroa</i>	PS 84
Manuel Torres	<i>Manuel Torres</i>	PS 84
Francisco Rodriguez	<i>Francisco Rodriguez</i>	PS. 84
Shuigen Chan	<i>Shuigen Chan</i>	PS. 84.
Kinya Trotman	<i>Kinya Trotman</i>	Empire Children's Programs

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Name	Signature	Affiliation or Neighborhood
Mad Chapman	Matthew Chapman	Jackson Heights, Queens
Myrta Cruz	Myrta Cruz	P.S. 84
Melissa Dennis	Melissa Dennis	PS 84
Pierre L. Llanes	Pierre L. Llanes	PS 84
Jackie Buzalaz	Jackie Buzalaz	PS 84
KDavin-Browne	KDavin-Browne	PS 84
Patricia Fajfuchio	Patricia Fajfuchio	PS 87
Derck Utter	Derck Utter	PS 84
Bindu Raveendra	Bindu Raveendra	District 3
MOINS	MOINS	PS 84
Ingrid more	Ingrid more	PS 84
Arthur	Arthur	W. Side

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Name	Signature	Affiliation or Neighborhood
G. Ayala	G. Ayala	PS 87
Carolina Sanchez	Carolina Sanchez	PS 84
Y BEDOUET	Y. Bedouet	CLAREMONT
A. Yoon	A. Yoon	Mandell
V. Jimenez	V. Jimenez	PS 84
F. Roche	F. Roche	PS 84
MB Trommelen	MB Trommelen	UWS 108 CFW
Keith Menchus	Keith Menchus	P.S. 84
D. Semon	D. Semon	P.S. 84
G. Gonzalez	G. Gonzalez	Mandell
Jonathan Rosenberg	Jonathan Rosenberg	PS 84
Tania Hedlund	Tania Hedlund	PS 84



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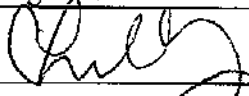
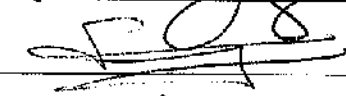
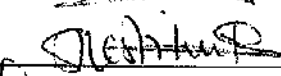
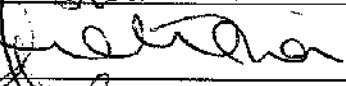
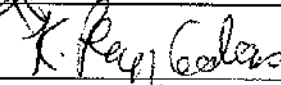
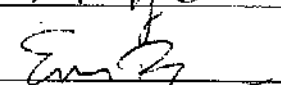
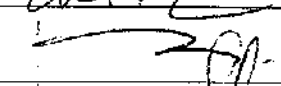
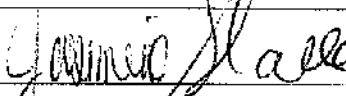
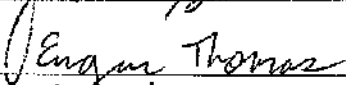

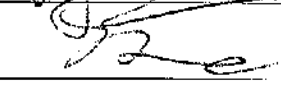
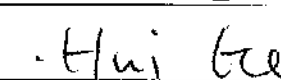
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Name	Signature	Affiliation or Neighborhood
Christy Young		PS 84
Seb Thrautt		UPPER WEST SIDE
Sophie RESTUCCI		upper west side
Jacqueline Moran		PS 84
Kelly Reyes Cedeno		PS 84
Eve Boia		PS 84 / zoned for 75
Stephane Bois		" "
Jasmine Slade		jazzjazz1980@yahoo.com.
Engene Thomas		P.S. 84
Valerie GERARD		Upper West Side
Flying M/ten		:
Hui		PS 84.

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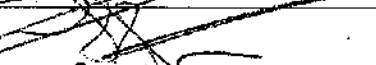
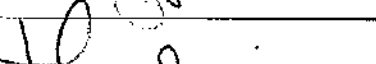
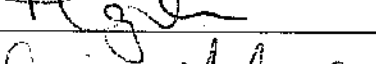
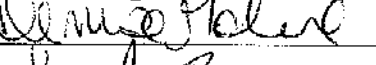
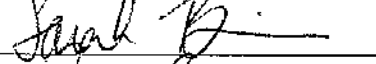

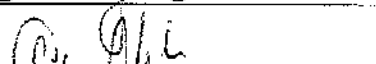

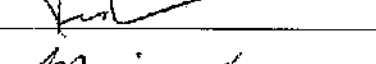
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Name	Signature	Affiliation or Neighborhood
Wailin Li		PS 84
Michelle Barrow		UPPER WEST SIDE
Jacqueline Shuman		UWS
Lois Jacob		P.S. 9
Haupte Espinoza		PS 89
Denise Molina		PS 84
Sarah Birnbaum		UWS
Amy Brown		P.S. 84
Arturo Halc		PS 84
Hua-Li		PS 84
Melissa Levy		PS 84
Erica Diminich		PS 84

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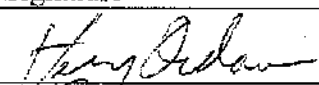
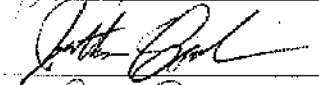
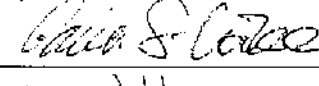
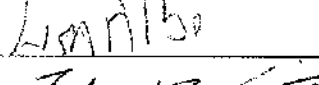
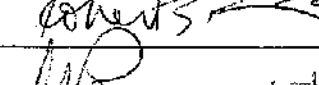
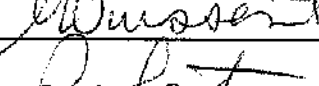

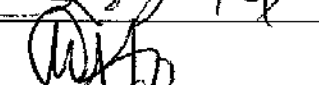
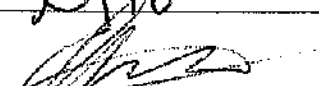
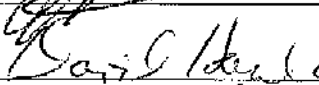
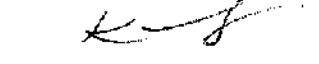

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HENRY ORODOWSKI		UWS
JONATHAN COMBES		UWS
CARINA S. COOKE		PS 84
L. Albano		UWS
Robert Kuo		PS 84
Michelle Puissant		neighbor PS 84
Robert Hendley		neighbor PS 84
Roscoe FOX		PS 84
Angela Soto		PS 84
SUANSEL N. color		PS 84
David Hanley		UWS
KRISTINA THING		UWS

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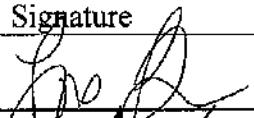
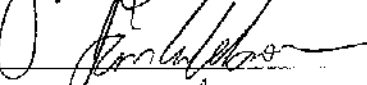
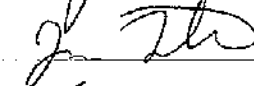
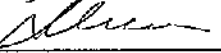
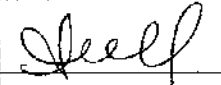
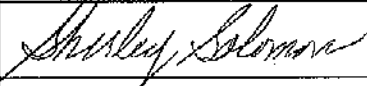

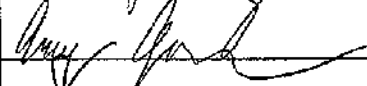
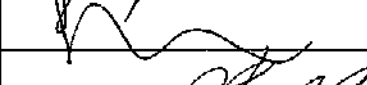
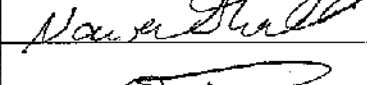
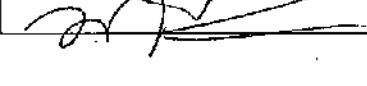
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Name	Signature	Affiliation or Neighborhood
Lois Braslow		150 WEA
Jan Labelson		150 WEA
Jon Forstall		150 WEA
Diana Krupar		150 West End Ave
Amy Wigler		150 West End Ave
Amy.Wigler.@	Logostaff.com	2yr old, 2-3 families on her floor were wait listed.
Shirley Solomon		150 W End Ave.
Caren Goldberg		150 WEA 24A
A. Goldberg		150 WEA
S. Goldberg		150 WEA
Nawal Shalabi		150 WEA
Mark Dombi		150 WEA

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Name	Signature	Affiliation or Neighborhood
Miriam Baslin	Miriam Baslin	150 WEA
Judith Budish	Judith Budish	
Kara Marks	Kara Marks	150 WEA
Annette Stern	Annette Stern	150 WEA
Mel Alboum	Mel Alboum	150 WEA
Lesley Heller	Lesley Heller	150 WEA
Delbert Thompson	Delbert Thompson	150 WEA
CONSTANCE FROST	150 WEA	150 WEA
Kelanyra Dible	Kelanyra Dible	150 WEA
Aaron Silberman	Aaron Silberman	150 WEA
Heiron Morton	Heiron Morton	150 WEA
Jacob Messing	Jacob Messing	150 WEA

## NEW SCHOOL ON THE UPPER WEST SIDE BUILD IT FIRST; BUILD IT BIG

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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Gloria Hagg	Gloria Hagg	150 WEA
Hymene Thorpe	Hymene Thorpe	150 WEA
Walter Thayer	Walter Thayer	150 WEA
Mark Hellm	Mark Hellm	150 WEA
Richard Linn	Richard Linn	150 WEA
HERMAN BOMZE	Herman Bomze	150 WEA # 30-S
Judy Greene	Judy Greene	277 WEA
LAUREN KNECHT	Lauren Knecht	150 WEA
Bonnie Eissler	Bonnie E. Eissler	150 WEA
W. N. LESSARD	W. N. Lessard	150 WEA
J. Kolo	J. Kolo	150 WEA
Gary Mindlin	GARY MINDLIN	150 WEA

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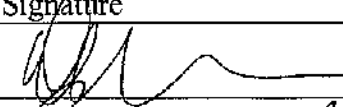



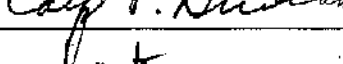

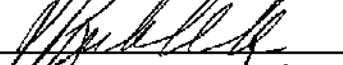
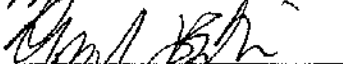

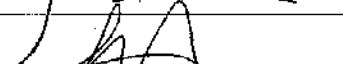

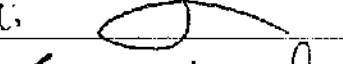
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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Deborah Damesek		150 WEA
Randi Mustello		150 WEA
Gutfeld		150 WEA
Caryl P. Dreiblat		150 WEA
DAVID DREIBLAT		150 WEA
Pat Rublik		165 W 66 St #12A
Dorel Baldwin		150 WEA & 150W
JACK Aronson		150 WEA
Sean Agoliat		150 WEA
BRIAN Esker		150 WEA
Eric Sand		410 W 51st St #203
M. Elagor		150 W #130F

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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Maureen Keegan	M Keegan	UWS
Paul de Antoni	[Signature]	UWS
Janet Allon	J. Allon	UWS.
Randi Wood	Randi Wood	UWS
Erin Sauter	[Signature]	UWS
One Epstein	[Signature]	UWS
PM Khil	PM Khil	NWS.
Stetler	[Signature]	UWS
Corinne Bortol	[Signature]	UWS
Erica Phipps	Erica Phipps	PS 9
Alex Bulunov	[Signature]	PS 9
RA Walby	RA Walby	PS 9



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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Ros Strout	[Signature]	Center School parent
Jared Turkman	[Signature]	"
Marni Shapiro	[Signature]	center school parent
Meredith Madsen	[Signature]	center school
Kathleen Kleck	[Signature]	Center School
MANDEKSEN	[Signature]	CENTER SCHOOL
Leslie Liss	[Signature]	Center School
Russell Regan	[Signature]	center school
Gerhard Schlaatzky	[Signature]	" "
Judith Baum	[Signature]	Center School
Annette Berk	[Signature]	Center School
Katja Strober-Adolph	[Signature]	Center School

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Name	Signature	Affiliation or Neighborhood
Marci Roth	<i>Marci Roth</i>	UWS
TAKEO SUGA	<i>Takeo Suga</i>	UWS
Lori Levine	<i>Lori Levine</i>	UWS
Elizabeth Schorn	<i>Elizabeth Schorn</i>	UWS
Rodney Jones	<i>Rodney Jones</i>	
Larissa Meyerhoff	<i>Larissa Meyerhoff</i>	UWS
Jeff Abramson	<i>Jeff Abramson</i>	UWS/Center Isd
BRYAN WALTERS	<i>Bryan Walters</i>	WASH HE'6 HAZ
Emma Gerstein	<i>Emma Gerstein</i>	"
Jennifer Elling	<i>Jennifer Elling</i>	UWS
Nayla Deda Penna	<i>Nayla Deda Penna</i>	UWS
Jane Lene Jones	<i>Jane Lene Jones</i>	UWS

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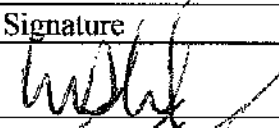


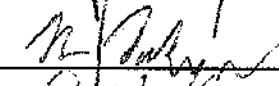
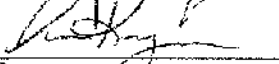


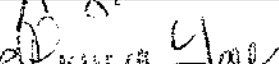
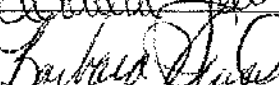

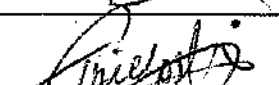
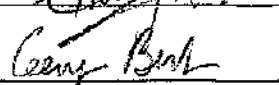
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Name	Signature	Affiliation or Neighborhood
BIBBONS		PS 166
Nick Corrao		PS 166
PASCAL JERMBON		PS 166
MARC FILIPPELLI		PS 166
JANA KEMM		PS 166
Alissa Torre		PS 166
Andrew Sun		
Shirley Levy		
Barbara Anselmi		UWS
Jing Neri		UWS
Emmanuel Triepshi		P.S. 166
Georga Bernstein		Manhattan School for Children

NAME

SIGNATURE

ADDRESS/AFFILIATION

PS9

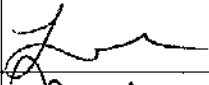
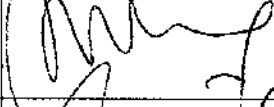




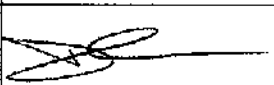
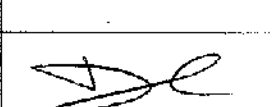



SARI ECKLER	Sari Eckler	239 CBW #5D
Wendy Butler	Wendy Butler	41 West 82 <sup>nd</sup> #4A
Andrew Jacobs	Andrew Jacobs	711 Amsterdam Ave 12H
Scott Chambers	Scott Chambers	317 W. 83 <sup>rd</sup> #6E
Douglas		77 W 85 <sup>th</sup> St.
JERELLE MEY		161 W 61 <sup>st</sup>
Hyang Ja Chung		101 W. 81 <sup>st</sup> 3 NY 10024
Irina Porkein		141 W 85 <sup>th</sup> St NY 10024
Pati & Pechino	Pati & Pechino	101 West 81 <sup>st</sup> St NY NY 10024
Maralbeg		752 W 86 <sup>th</sup> NY 10024
Hannah Low		321 W 90 10024
DIANA LEDDY	Diana Leddy	221 W. 82 <sup>nd</sup> St
SERINAM FLENDER	Serinam Flender	142 W 83 <sup>rd</sup> St
Glenn Zagoren		342 W. 85 <sup>th</sup> St
Klondia Juncos	Klondia Juncos	424 UEA
Vijay B Gupta	Vijay B Gupta	225 W 71 <sup>st</sup>


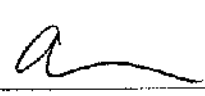
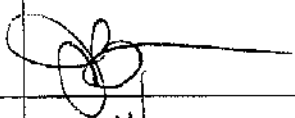
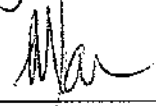

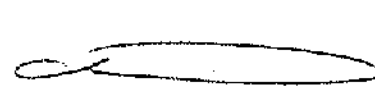


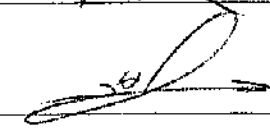
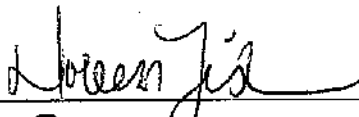
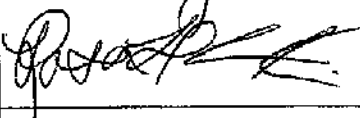
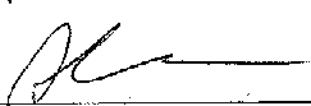

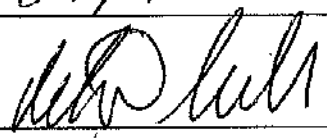
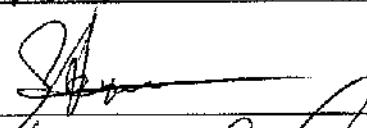
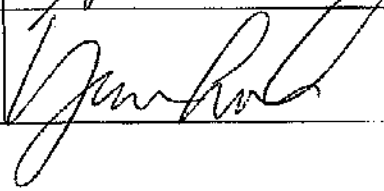
NAME

SIGNATURE

ADDRESS/AFFILIATION

P59

Peter Cannon	Peter Cannon	252 W 85th St #52D NY, NY 10024
LISA GROSS ZEW		UWS
Marina Vukobratovic		UWS
Ralph Brunswick		UWS
Michael Goldstein		UWS
Stan Kloner		120 W 72nd St #40
Fay Beepat		BX, NY
Sarah Gardner	S Gardner	UWS
Dawn Moore		UWS
Gus Moore		UWS
Nancy Buchna		UWS 102 W 95
Elizabeth Koenigsberg	Elizabeth K	UWS
Maria Anne Mastrototaro	Maria Anne Mastrototaro	UWS 225 W 71st St
Joe Buchna		UWS
Anne Kirkellin		194 ASD UWS
Suzanne Syrak	Suzanne Syrak	488 Amsterdam St

NAME	SIGNATURE	ADDRESS/AFFILIATION
Hichin Chung		10023 33 RSD NY
Andy Stott		33 RSD 10020 <del>30 RSD</del> NY
Jennifer Buckner		300 63rd St #3H
Mariae Lawrie		101 West End Ave #310
Ivan Echeverria		101 West End Ave
Christine Todd		324 W. 83rd St #3W NY, NY 10024
Kim Johnson		324 W. 83rd #12 NY NY 10024
Philippa Kola		324 W 83rd St #12W NY NY 10024
Osniel BAE		203 W 84th St APT-413 NY NY 10024
Noreen Fishman		111 W. 82nd St #3C NY NY 10024
Rosa Kim		392 CPW #7W NY, 10025
S Padman		792 C. 10025
Melissa Johnson		501 W 83rd
MICHAEL SINDER		254 W. 82nd ST 10024
Stacey Arenas		50 W. 97th St 10025
Yvonne Look		213 W 95 St 10025

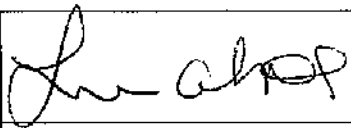
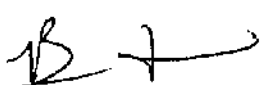

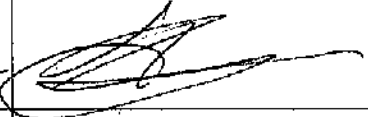
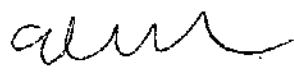

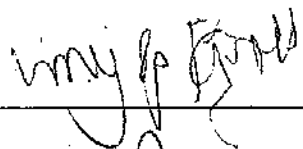

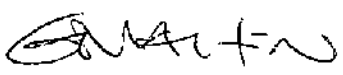



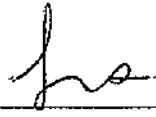
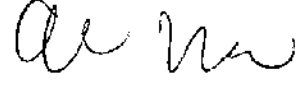
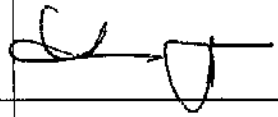

NAME

SIGNATURE

ADDRESS/AFFILIATION

PS9

Jacqueline Munte	Jhe	UWS
Beth Berns	Beth Berns	PS9 - UWS
Ying Zhai	Ying Zhai	PS9 - UWS
Peggy Eng	Peggy Eng	PS9 - UWS
Maren Waxenberg	Maren Waxenberg	PS9 - UWS
Michael A. Waxenberg	Michael A. Waxenberg	PS9 - UWS
Nerysabel Timenel	Nerysabel Timenel	126 W 83 St #4H PS9 n.y.n.y 10024
William de la Cruz Lambert	William de la Cruz Lambert	West 123rd St. P.S. 99 10024
Manoel Cedeño	Manoel Cedeño	252 W 85 St apt 1 n.y.n.y 10024
YAZA MOUSTAFID	YAZA MOUSTAFID	462 Amsterdam AV #3 n.y.n.y 10024
Valbone Ramadani	Valbone Ramadani	328 W 83rd #B 10024
Peter Kler	P. Nichols	UWS
Ning Hnang	Ning Hnang	219 W 81 St BQ
Gina Jackson	Gina Jackson	202 W 81 St
Carissa Warr	Carissa Warr	316 W 82 PS9
James Maxwell	James Maxwell	470 W EA #11F NYC 10024

NAME	SIGNATURE	ADDRESS/AFFILIATION
Lirie Ahmetaj		127 W 82nd #5C
Benna Holden		137 Riverside #1B
Mark Neschio		137 Riverside #1B
DORI GURWITZ		372 CPL
Elise Newman		495 WEA
<del>Stacy</del> Noah Morgan		495 WEA
Immy B. Koon		451 WEA
Dore Feibich		15 W 72 St.
Klaudia		201 E 43 ST
Phant Ann		730 Columbus Ave.
Mi Helmer		321 W 90 St #25
Meredith Roth		424 WEA
Lisa Stimp		24 C. P. W.
Elizabeth Brooks		215 W. 88th # PH
ENA FINEVES		1 LINCOLN PLAZA 2B
Ellen Reid		495 WEA

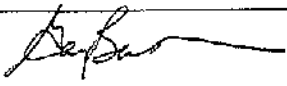
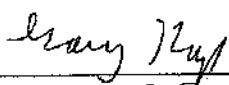

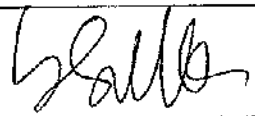

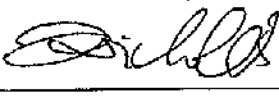

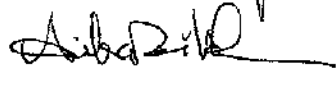
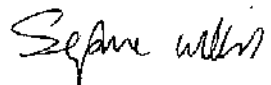
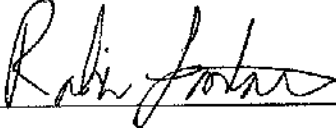
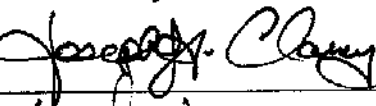

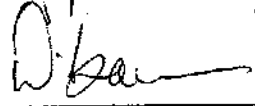
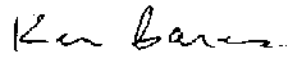
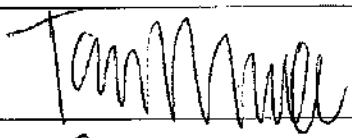
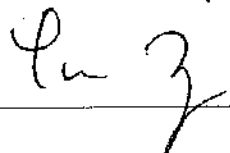


NAME

SIGNATURE

ADDRESS/AFFILIATION

PS 9

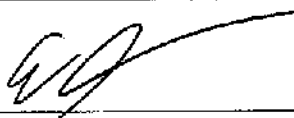
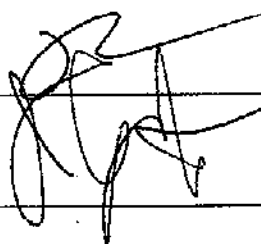
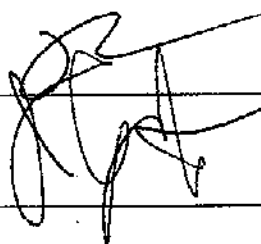
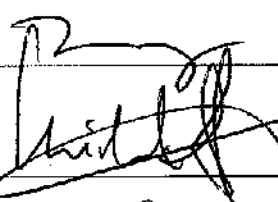
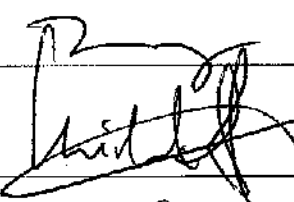
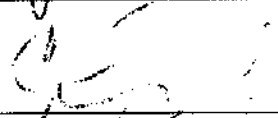
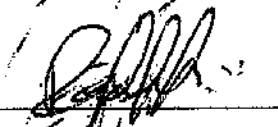



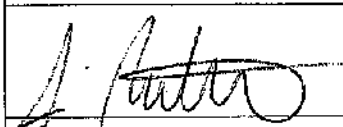

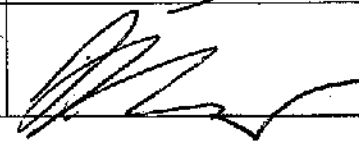
Gary Barrow		57 W 93 <sup>rd</sup> ST APT 4C
GARY KAIP		35 W 81 10E
Kowalski Lukasz		500 W. End Av.
Diana Sullivan		334 W. 55 <sup>th</sup> 10024
Wanda Pham		320 W ADAMS ST. 40
Jane Nicholls		323 W 84 <sup>th</sup> ST Apt 3 NY NY 10024.
Nancy Hensley		252 W. 85 <sup>th</sup> St. #5B NY, NY 10024
Amika Billah		484 Amsterdam Av. #4C NY, NY - 10024
Sophie Villcock		165 W 91 #11E NY NY 10024
Robin Fontaine		175 W 92 4G NY NY 10025
Joseph H. Clancy		107 W. 82 <sup>nd</sup> St. 1A NY NY 10024 5535
Jeff Fontaine		175 W 92 <sup>nd</sup> ST 4G NY NY 10025
Debbie Baron		139 W. 82 <sup>nd</sup> New York, NY 10024
Ken Baron		137 W. 82 <sup>nd</sup> New York, NY 10024
Tara Maurice		165 W. 82 <sup>ND</sup> NYC 10024
Tam Zerlka		609 Columbus Av. #18S NYC, NY 10024

NAME

SIGNATURE

ADDRESS/AFFILIATION

ps 9

Eric Schmitt		227 CPW #116
Dan Kaplan		324 W. 83 2W NY, NY 10024
JEFF EISEN		425 WEA 70 NY NY 10024
Tara Fray		16 W 95th, Apt A13 NY NY 10025
John SADERAN		446 CPW 10025
Jill Sharkey	Jill Sharkey	33 Riverside Dr Apt 116 N.Y. N.Y.
Josie Harris	Josie Harris	465 West End Ave NY NY 10024
CHARLES LEAR		1 W 85 10024
RAFAEL GARCIA		491 Columbus Ave
ENIKO HORVATH		167 W 76 #12 NY, NY 10023
Laurent Landau		139 W 82 NYC NY 10024
Lisa Dabne		139 W 82 NYC 10024
		164 W 79th St NY 10024
Fredrick Halpern	N. Halpern	204 W. 85th St. NY, NY 10024
Karina Mercado	Karina Mercado	601 W 136 St. NY, NY 10031
Irene Krump		UWS

NAME	SIGNATURE	ADDRESS/AFFILIATION
Maria Gonzalez	Maria Gonzalez	New York, NY 10032 536 W 158 <sup>th</sup> St Apt #33
Jody K. Tarden	Jody K. Tarden	46 W. 83 <sup>rd</sup> St #1E Kew-Forest, NY 10024
Shelley Young	Shelley Young	215 W 84 <sup>th</sup> St. Apt 227 NY, NY 10024
Kevin Young	Kevin Young	215 W 84 <sup>th</sup> St Apt 227 NY NY 10024
Amanda Dohig	Amanda Dohig	215 W 84 <sup>th</sup> St. Apt 227 NY, NY 10024
James Winter	James Winter	212 West 85 <sup>th</sup> St Apt 3E
Rachel Ward	Rachel Ward	City 10024
Dyan Simmons	Dyan Simmons	41 W 83 <sup>rd</sup> St 7C NY 10024
Mary Leuche	Mary Leuche	146 W 83 <sup>rd</sup> St #6 NY NY 10024
Jasmina Hor	Jasmina Hor	1763 2nd Ave Apt 20G NY, NY 10128
Sonia Colon	Sonia Colon	462 Amsterdam Av #30 NY 10024
SAID LAAOUID	SAID LAAOUID	215 W. 84 <sup>th</sup> St. #221 NY, NY 10024
Alissa Sherwin	Alissa Sherwin	747 10th Ave Apt #11-D NY, NY 10019
Samirou Kham	Samirou Kham	380 CPL New York 10025
D. GUR	D. GUR	230 CPW NY NY 10024
Eliza Pomeroy	Eliza Pomeroy	20 W. 84 <sup>th</sup> St 10024
Lisa Goun	Lisa Goun	342 W. 85 <sup>th</sup> St
Beth Wolman	Beth Wolman	

P59

PS 9

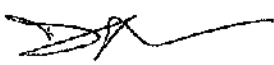

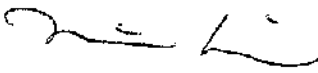




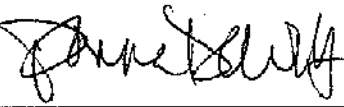
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NAME

SIGNATURE

ADDRESS/AFFILIATION

PS9

John Roanthal		UWS
Robert Synak	Robert Synak	488 Amsterdam 3N
Kate Jeffers		UWS
Reina Kim		UWS
Izabela Niemalski	Izabela Niemalski	33 WEST END AVE APT 4H NY NY 10023
Arthur Claret		UWS
Julio Diaz		68 Grandfield Ave.
Lujeta Behrami		255 W. 84th St 10024 # 7D New York N.Y.
Leina Damm		165 W 82 NYC
Dina Kull		74 W 85th St. #10
Steven Beede	S Beede	98 RSD NYC.

PS 9

[illegible]

NAME \_\_\_\_\_

**SIGNATURE**

### ADDRESS/AFFILIATION

PS 9

[illegible]

NAME

SIGNATURE

ADDRESS/AFFILIATION

PS9

Angela Willey	Angela Willey	PS9 / Upper West Side
Henry Chin	Henry Chin	160 W 85 St #3C NYC 10024
Tamar Kotz	Tamar Kotz	300 W. 109th St P.S. 9 Parent
Alex Edelman	Alex Edelman	300 W. 109th St P.S. 9 Parent
Marc Oshima	Marc Oshima	215 W 95th St APT 14 J NYC 10025
Nick Sheares	Nick Sheares	230 W 99 St #5N 10025
Stona Kritei	Stona Kritei	46 W 83rd St #4B 10024
Ruby Malik	Ruby Malik	801 WFA 10e NY 10025
Vutria Lawlinson	Vutria Lawlinson	PS9 / 202 Riverside Dr 3C
Janet Garate	Janet Garate	221 W 82 St NYC 10024
Isabela Santos	Isabela Santos	400 CPW APT 14d NY 10025
Lisa Fleish	Lisa Fleish	306 W 109th / PS9
Kent Kase	Kent Kase	306 W 109th / PS9



PS 9

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Public Schools on the Upper West Side of Manhattan are overcrowded, with many families placed on waiting lists for their neighborhood school.

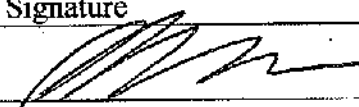
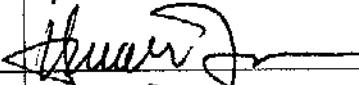


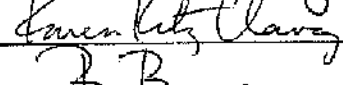


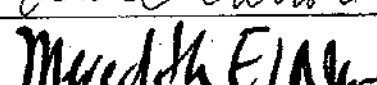
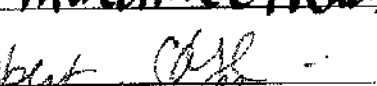
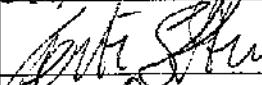


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The community needs that school:

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- to include adequate space for science, art and music, as well as a gym and cafeteria;
- to provide outdoor play and recreation space appropriate for all ages served.

Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Brad Abrams		PS9 / UWS
HOWARD FREEMAN		PS9 / UWS
HILARY DANZIGER		PS9 / UWS
ROB DANZIGER		PS9 / UWS
Karen Kitz-Clancy		PS9 / UWS
Bryan Babski		PS9 / Upper West Side
Dan Schieritz		PS9 / UWS
Alena Carroll		PS9 / UWS
Meredith Elkins		PS9 / UWS
Cheryl deFambert		PS9 / UWS
PHIL ETTINGER		PS9 / UWS
ANGELA ZAGOREN		PS9 UWS

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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Helen Smith	<i>Helen Smith</i>	P.S. 9
<i>Elia Velez</i>	Elia Velez	P.S. 9
Krista Blanton	Krista Blanton	PS 9
Sandy Burnett G	<i>Sandy Burnett</i>	PS 9.
MICHAEL WAXENBERG	<i>Michael Waxenberg</i>	PS 9
MARGARITA SMITH	<i>Margarita Smith</i>	P.S. 9
Kate Quinn	<i>Kate Quinn</i>	PS 9
Cathy Chuang	<i>Cathy Chuang</i>	PS 9
Terrence Pong	<i>Terrence Pong</i>	PS 9
Lisa Rosario	<i>Lisa Rosario</i>	PS. 9
FRANCISCA BROWN	<i>Francisca Brown</i>	PS 9
<i>William Monahan</i>	William Monahan	PS 9 PS 334

## NEW SCHOOL ON THE UPPER WEST SIDE BUILD IT FIRST; BUILD IT BIG

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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Vanessa Perez	Vanessa Perez	PS 9
DWIGHT KWA	DWIGHT KWA	PS 9
Noreen Ann	Noreen Ann	PS 9
Serwige Yojh	Serwige Yojh	PS 9
Violica Kumbi	Violica Kumbi	PS 9
Kiki Moser	Kiki Moser	PS 9
CHRISTOPHER STANLEY	CHRISTOPHER STANLEY	PS 9
Isabelle Riviere	Isabelle Riviere	PS 9
Angela Mercedes	Angela Mercedes	PS 9
Bernadette Ginley	Bernadette Ginley	PS 9
Cynthia Valet	Cynthia Valet	PS 9
Anthony Tricarico	Anthony Tricarico	PS 9

## NEW SCHOOL ON THE UPPER WEST SIDE BUILD IT FIRST; BUILD IT BIG

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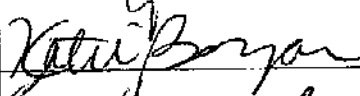
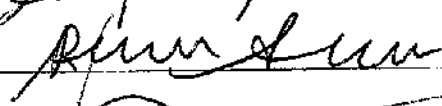
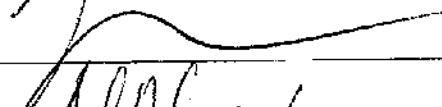
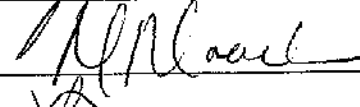
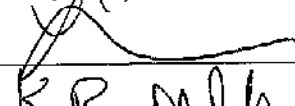
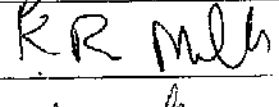
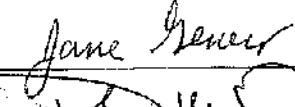
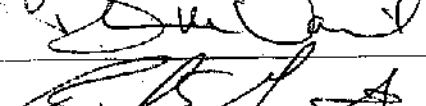

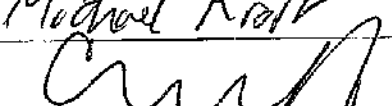
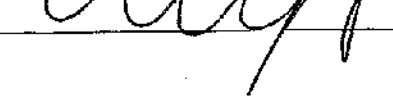
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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
<del>Rizabert Servera</del>		PS 87
Katie Bryan		PS 87
Rena Shapiro		PS 87
Jessica Teatz		PS 87
Marisa Maach		PS 87 CB7
Ann Binstock		PS 87
Katie Miller		PS 87
Jane Gerver		PS 87
Debra Vail		PS 87
Paul GARTZITY		PS 87
Michael Kratt		PS 87
Caitlin McNiff		PS 87

## NEW SCHOOL ON THE UPPER WEST SIDE

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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Stacy Rodkin	Stacy Rodkin	Center School
Sean Dunnshe	Sean Dunnshe	Computer School
Kathy Dunn	Kathy Dunn	Computer School
Bruce Adolphe	Bruce Adolphe	Center School
Justin A. Hart	Justin A. Hart	Center School.
Dorcas Wilson-Williamson	Dorcas Wilson-Williamson	- Center School
Betsy Newberry	Betsy Newberry	Center School
Christina Spink	Christina Spink	Center School
Ralph Corsiglia	Ralph Corsiglia	Center School
Gail May	Gail May	Center School
Christopher Mossey	Christopher Mossey	Center School
Angele Davis	Angele Davis	Center School
Jessica Weigmann	Jessica Weigmann	Center School
Andrea Cassan	Andrea Cassan	Center School
Frank Adams	Frank Adams	Center School (over)

## NEW SCHOOL ON THE UPPER WEST SIDE BUILD IT FIRST; BUILD IT BIG

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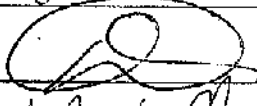
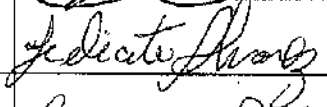
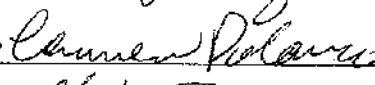
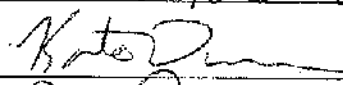
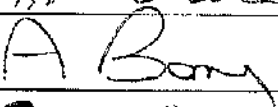

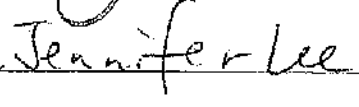
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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
D. Mercado		Center School
Helicater		Center School
Carmen Polanco		Center School
Kate Dunn		Center School
ANDY BARRY		CENTER SCHOOL
Chai Spindell		Center School
Jennifer Lee		Center School

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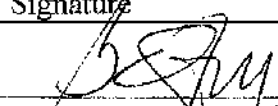

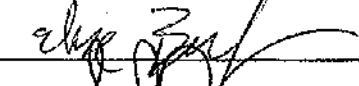
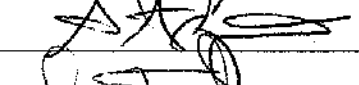

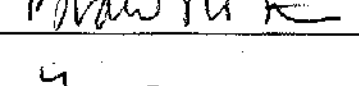

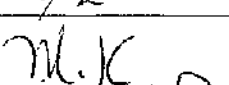
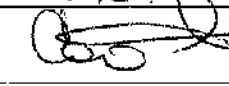
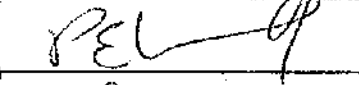
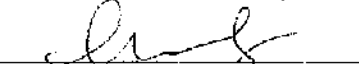

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Name	Signature	Affiliation or Neighborhood
GEORGE OBERG-FON		WSMS
Marisol Morales		WSMS
Elise Berkman		WSMS
Alex ESPINA		WSMS
Jon SUNDERRAND		UWS
Brandi Norton		WSMS teacher
Lisa Danner		WSMS
Amy Tarr		WSMS
MARTA KOHN		WSMS
Cono D. Leo		WSMS
Patricia Edwards		WSMS
WEINING LU		WSMS



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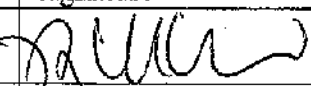


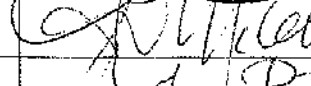
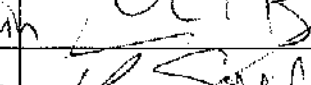



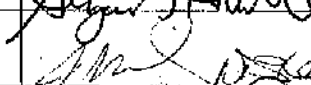
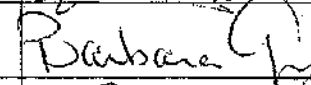
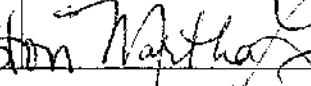

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Name	Signature	Affiliation or Neighborhood
Mike Moran		WSMS GO + W69 <sup>th</sup> St parent.
Amy Gorkin		WSMS parent + W67 parent
JAE Lee		WSMS Parent
Alicia McCall		WSMS Parent
Marsha Bernstein		WSMS PARENT
Leisa Smith Kundy		WSMS Parent
Alexis Kagan		WSMS SEIT
Nicole Peller		WSMS SEIT
Suzanne Hutton		WSMS Teacher
Jean M. Shisker		WSMS Teacher
Barbara Grant		WSMS
Martha Livingston		WSMS Parent

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Name	Signature	Affiliation or Neighborhood
Margaret	[Signature]	WSMS
Alison Schwartz	Alison M. Schwartz	WSMS
Andrew Haddock	Andrew Haddock	WSMS
Hichelle Baber	[Signature]	WSMS
[Signature]	Helena Love	WSMS
K. Wilbur	[Signature]	WSMS
m. Hilfers	[Signature]	WSMS
K. Tregea	[Signature]	WSMS
D. Chandra	[Signature]	WSMS
K. Brooks	[Signature]	WSMS
J. Leung	[Signature]	WSMS
K. Arabadjian	[Signature]	WSMS

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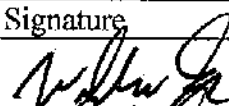
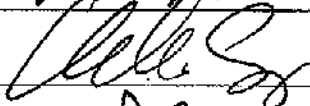


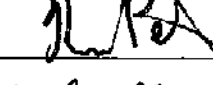

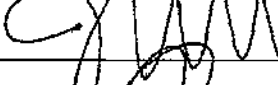
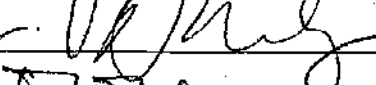
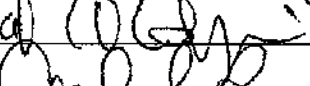
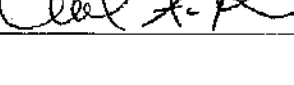
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Name	Signature	Affiliation or Neighborhood
William Fogel		PS 199
Marcello Liguori		1SD West End Ave.
Michael James		PS 199
Sal Salvaggio		PS 199
Karen Petty		PS 199
Michael Birman		PS 199
Joefioraliso		PS 199
Anne Rosenfeld		PS 87
Marianna Malaspina		PS 87
Carol Ross		PS 87

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Name	Signature	Affiliation or Neighborhood
Jonice Kaelin Kee	Jonice Kaelin Kee	PS199
Haley Fox	[Signature]	PS87
Maria Daou	Maria Daou	Neighborhood
Laura Dodson	[Signature]	PS 199
Albert	[Signature]	PS 199
Jenny Feing	[Signature]	PSDD - UWS
STEVEN FEING	[Signature]	NEIGHBOR
Andrea Kann	Andrea Kann	PS199
John Gassner	John Gassner	PS199
Faye Lebow	Faye Lebow	CLC
Richard Feing	[Signature]	PS99
Guy De Baere	[Signature]	LaGuardia H.S. <sup>neighbor</sup> parent

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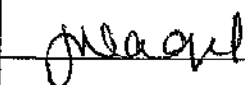
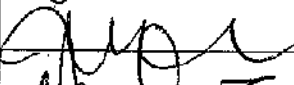
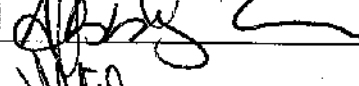



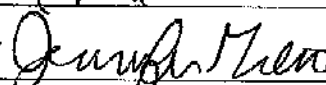
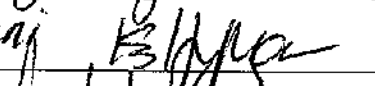
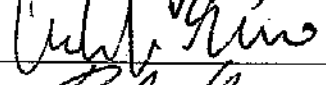



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Name	Signature	Affiliation or Neighborhood
J Nagel		80 <sup>th</sup> + B'way
J Silbert		67 + B'way
A Tolon		60 <sup>th</sup> + W. End
M Remhid		78 <sup>th</sup> Columbus
A. Kunder		72 <sup>nd</sup> / Amsterdam
<del>ED. HAN</del>		70 <sup>th</sup> + B'way
M - Gold		73 <sup>rd</sup> / Columbus
Jennifer Grenert		69 <sup>th</sup> + WEA
Kristen Taggart		70 + PSB
Mark Enano		235 WEA
Brian Hyde		PS 199
Ruth Bieker		200 W. 79 <sup>th</sup>

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Name	Signature	Affiliation or Neighborhood
Barbara Hochstadter	<i>Barbara Hochstadter</i>	UWS - 102
Greg Wilmore	<i>Greg Wilmore</i>	UWS - 102
Alison Rogee	<i>[Signature]</i>	UWS
Torie Lamm	<i>T. Lamm</i>	PS 87 - UWS -
Arif. Khan	<i>Arif. Khan</i>	PS 87
Nancy Binn - Newman	<i>[Signature]</i>	PS 199
John David	<i>[Signature]</i>	MS 54
ANDREW TESORO	<i>[Signature]</i>	PS 87
B. Becker	<i>B. Becker</i>	PS 87
Laura Lang	<i>[Signature]</i>	PS 199
Tina Calleja	<i>[Signature]</i>	PS 199
STEVEN VERDE	<i>[Signature]</i>	PS 87



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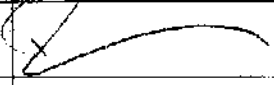
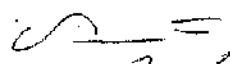
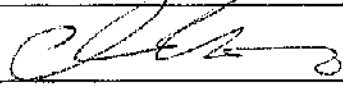

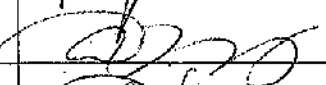
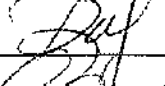
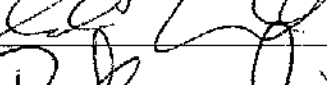

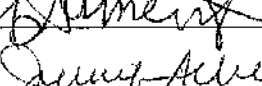
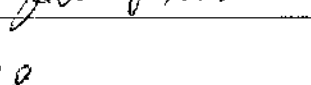
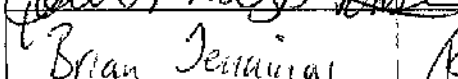

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DONNA MORAN		WSM S
Joe - Tubert		WSM S
C. Ciano		WSM S
Mili Johnson		WSM S
Alex Javitslawsky		WSM S
Rochelle Yu		WSM S
Sarah Kimball		WSM S
Paul Molokides		WSM S
NANCY HANCOCK		WSM S
Jennifer Anselmi		WSM S
<del>John P. ...</del>		WSM S
Brian Jennings		WSM S

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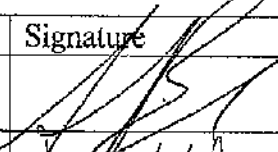
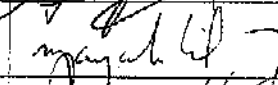
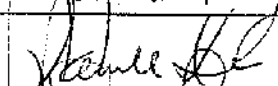
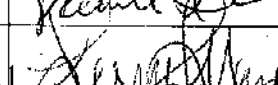

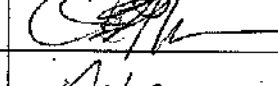
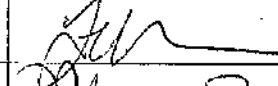
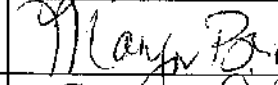
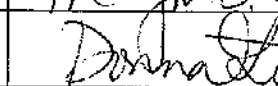
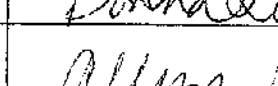
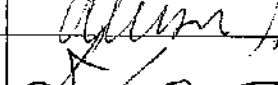
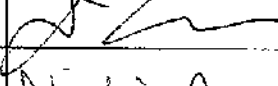
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Name	Signature	Affiliation or Neighborhood
Steven Bonnarito		UWS
Mauplen Uribe		UWS
Amelia Insua		UWS
KERRY L MENDELSON		UWS
C. Stotha		UWS
P. Kewfi		UWS
MAR GOT BRIDGER		WSMS
Donna Gitter		UWS
Allan Aron		UWS
Don Giron		UWS
Nissa Boxer		WSMS
Anuradha Giddig		UWS/WSMS

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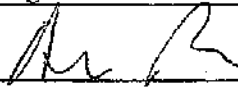

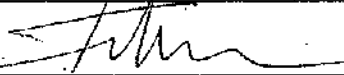
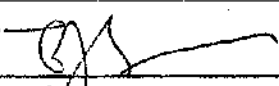

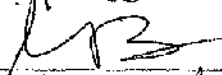
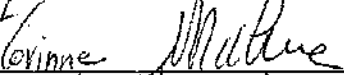
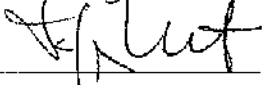

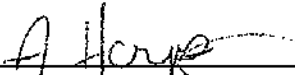

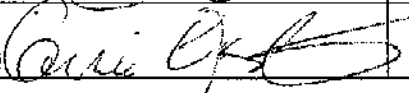
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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Andrea Pi-Sunyer		UWS/Morningside Heights
Marc Thomas		WSMS
INA RABINOVICH		WSM/resident UWS
Ted Stachian		WSMS/UWS
Paulina Arredondo		WSMS/UWS
Marina Bonanno		WSMS
Corinne McClure		WSMS
Jennifer East		WSMS
Thomas Hurl		WSMS
Ayokari Hayes		WSMS
BERIT BLOCK		WSMS
Corrie Epstein		WSMS/UWS

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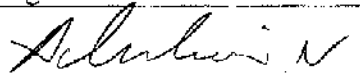
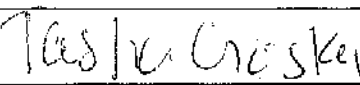
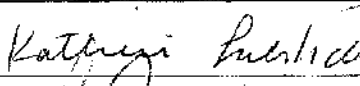
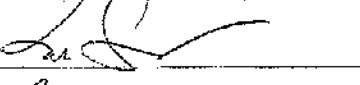
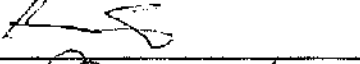

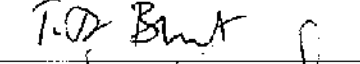
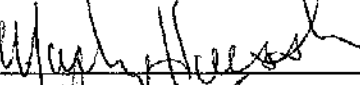
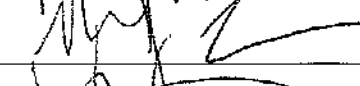
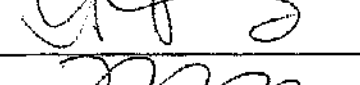
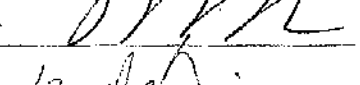

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Name	Signature	Affiliation or Neighborhood
Andrei Maslennikov		WSMS
Tasha Cioskey		WSMS
Katherine Labastida		WSMS
Laura L. Soares		WSMS / PS 199
Ricki Stein		WSMS
Veronique Baroud		WSMS
TIMOTHY BENT		WSMS
Marty Haessler		WSMS
Rocky Citron		"
Joe Wang		WSMS
Frances Morrison		WSMS UWS
Sean Morrison		WSMS

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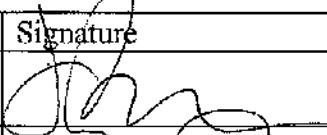
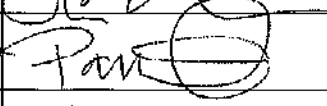

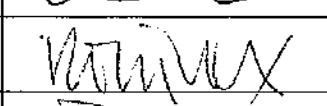
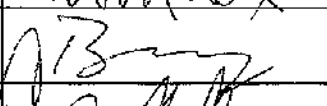
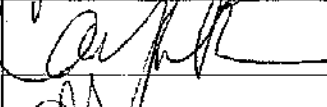

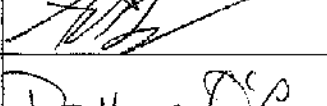
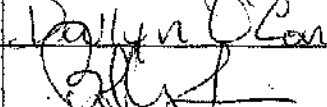
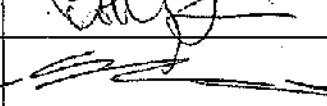

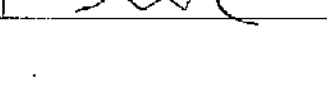
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Name	Signature	Affiliation or Neighborhood
Jennifer Bowles		WSMS
Pamela Gorf		WSMS
Christian Wen		WSMS
Robin Wilcox		WSMS
Bryce Wolkowitz		WSMS
Carol Dilke		WSMS
Dore Clouchane		WSMS -
Alexander Southwell		WSMS
Daphne O'Connell		WSMS
Bobby Liu		WSMS
Fleamork Wadsworth		WSMS
Steve Tan		WSMS

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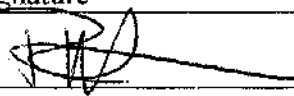
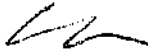

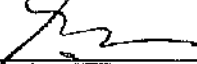

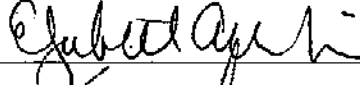




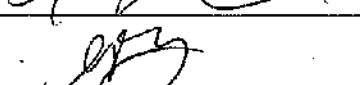
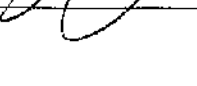
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Name	Signature	Affiliation or Neighborhood
Robert Shynker		WSMS
ALAN SCHUCHER		WSMS
ADIL BADROUS		WSMS
AILEEN HEFFEREN		WSMS
Venice Witter		WSMS
Elizabeth Karden		WSMS
Lisa Hovav		WSMS
Mark Young		WSMS
Aaron Sack		WSMS
Matthew Karchner		WSMS
Maria Gotsdiner		WSMS
Melanie Rosenberg		WSMS

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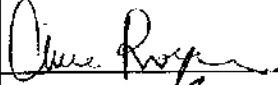
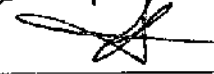
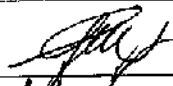
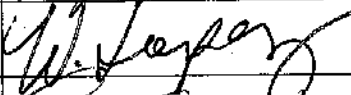
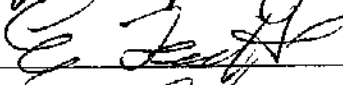
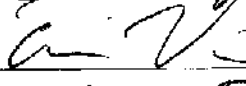
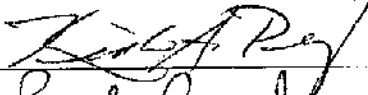

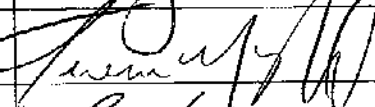
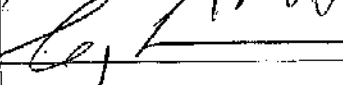


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Name	Signature	Affiliation or Neighborhood
Angela P. Rodriguez		P.S. 163 parent
Lourdes Deun		PS 163 parent
Asuncion Gonzalez		PS 163 parent
Wilma Lopez		PS 163 PARENT
Emeyou Teshneh		PS 163 parent
Andi Velasquez		PS 163
Kristin Penegar		PS 163 parent
Becky Bonelli		140 RSB 528
Terry McNulty		WSMS
CHRIS FORBES		WSMS
Thierry Manager		WSMS
Robert Olin		WSMS

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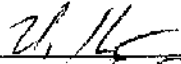
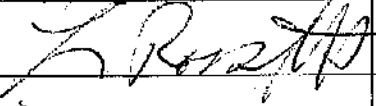
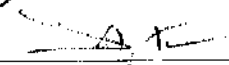

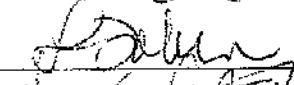
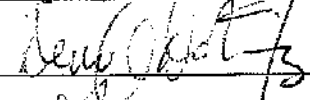
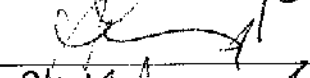
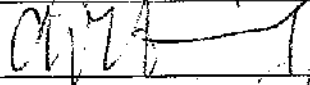
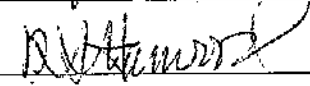
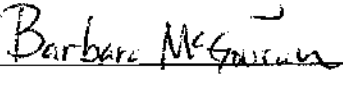
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Name	Signature	Affiliation or Neighborhood
DEAN KRATSIOS		PS 9
Lauren Rosenthal		PS 9
Jing Fairbank		PS 9
Galia Goe		PS 9
LEIS TOBIN		PS 9
Denise DeRosa-Forgy		PS 9
Katerina Harwood		PS 9
Gina Harwood		PS 9
Katherine Harwood		PS 9
Barbara McGowan		PS 154



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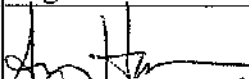
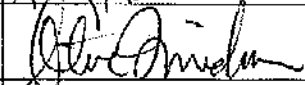
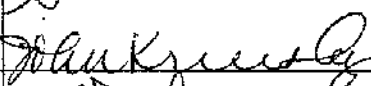
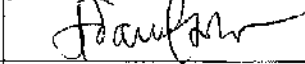
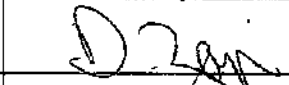


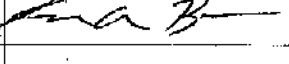
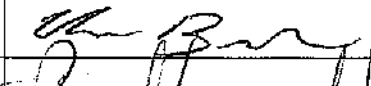
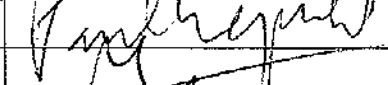
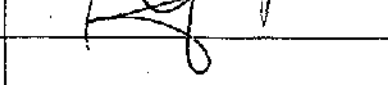
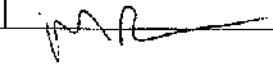
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Name	Signature	Affiliation or Neighborhood
Amy Harrison		PS 163
Steve Friedman		PS 163
John Krinsky		PS 163
Adam Isler		PS 163
Donna Zapor		UWS
Nancy Cope		PS 163
Deanna Duque		PS 163
Karen Brush		PS 6
CHARLES BRUSH		PS 199
PAUL REYNOLDS		PS 163
R. G. Lewis		PS 163
Michael Berry		CLAREMONT

Manhattan  
Valley  
JKrinsky@  
ccny.ccny.edu

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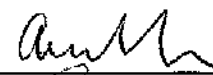

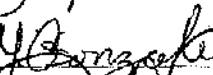




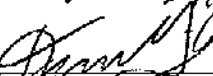
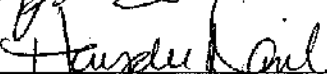
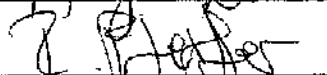


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The developer is proposing to include a new public school in the project.

The community needs that school:

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– big enough to serve the whole District's needs;
- to include adequate space for science, art and music, as well as a gym and cafeteria;
- to provide outdoor play and recreation space appropriate for all ages served.

Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
A. Sabellum		Gateway School
L. Haughman		Gateway School
H. Gonzales		PS 191
PROF. SMITH/MAN		PS 191
Garrett Long		Upper West Side
Jane Brady		PS 191
Rahima & Abdis-Sahir		PS 191
Owen Gibbs		PS 191
Haydee Davila		PS 191
Robert Pfeiffer		PS 191
SASUMAR Romay		P.S 191
Amanda Ortiz		P.S 191

## NEW SCHOOL ON THE UPPER WEST SIDE BUILD IT FIRST; BUILD IT BIG

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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Paul Gil	<i>Paul Gil</i>	PS 163
Adalgis <del>Richard</del>	<i>Adalgis Richard</i>	PS 163
Ross <del>Martinez</del>	<i>Ross Martinez</i>	PS 163
Juventina	<i>Juventina</i>	P.S. 163
Indalecio	<i>Indalecio T</i>	P.S. 163
Alicia	<i>Alicia</i>	P.S. 163
Russell Miller	<i>Russell Miller</i>	P.S. 163
Susan Graff	<i>Susan Graff</i>	PS. 163
MARK Schulte	<i>Mark Schulte</i>	PS. 163
Victoria Ferrera	<i>Victoria Ferrera</i>	Upper West Side
Carolyn Weinberg	<i>Carolyn Weinberg</i>	PS 163
Julie Siegmund	<i>Julie Siegmund</i>	PS 163

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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
MICHAEL GRESH	<i>M. Gresh</i>	PS 163 / 444 PW
Nina Rosenblatt	<i>N. Rosenblatt</i>	P.S. 163 444 CPW
Chris Fritton	<i>Chris Fritton</i>	P.S. 163/800 Col.
Suzanne Fritton	<i>S. Fritton</i>	PS 163
ELSA MYRTIL	<i>Elsa Myrtil</i>	PS-163
ELSA CREO	<i>Elsa D. Creo</i>	PS 163
Wendy H. Chapp-Shapiro	<i>Wendy H. Chapp-Shapiro</i>	PS 163
Jetty Shapiro	<i>Jetty Shapiro</i>	PS-163
Carol Baer	<i>Carol Baer</i>	PS 163
LYDIA SIGELAKIS	<i>Lydia Sigelakis</i>	PS 163
Julia Heathkil	<i>Julia Heathkil</i>	PS 163
Carrie Reynolds	<i>Carrie Reynolds</i>	P.S. 163

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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Vivian Gill	<i>Vivian Gill</i>	PS 163
RICHARD ROBIN	<i>Richard Robin</i>	PS 163
MICHELE PARRELLA	<i>Michele Parrella</i>	PS 163
RUDIE HURWITZ	<i>Rudie Hurwitz</i>	PS 163
VERNA JEROME	<i>Verna Jerome</i>	PS 163
STEVE COWIE	<i>Steve Cowie</i>	PS 163
ELIZABETH GAZDA	<i>Elizabeth Gazda</i>	PS 163
Craig Bacon	<i>Craig Bacon</i>	Upper West (3)
George Melas	<i>George Melas</i>	PS 163
Jon Spitz	<i>Jon Spitz</i>	PS 163
<i>J. Weisman</i>	<i>J. Weisman</i>	PS 163
Vincent Hickox	<i>Hickox</i>	PS 166 ~ St. Gregory's

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Please join us in calling for the school that the community needs by signing below.

Name	Signature	Affiliation or Neighborhood
Erik Freeland	Erik Freeland	PS 87
Tara Fulgham	Tara H. Fulgham	P.S. 87
Nathan Turetzky	[Signature]	PS 87
Maddalena Loeb	Maddalena Loeb	PS 87
Miranda Barker	Miranda Barker	PS 87
Alex DiNero	Alex DiNero	PS 87
Monica Espadero	[Signature]	P.S. 87
Karen Kitzner	[Signature]	P.S. 87
Maiya Spital	[Signature]	PS 87
Martha Fisher	Martha Fisher	PS 87
Christine Fournier	Christine Fournier	PS 87
Coral Dylan Witten	[Signature]	PS 87

G. Wiche!  
@MSN

Uchua Borker V. Borker P.S. 87

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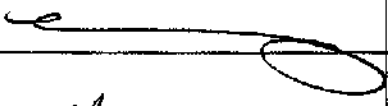
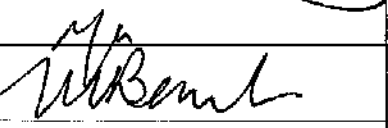
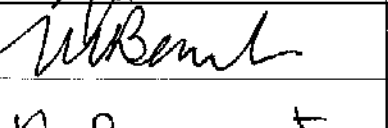
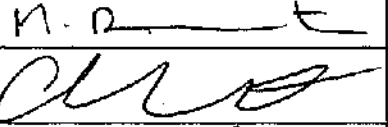
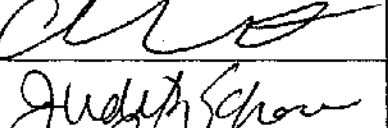
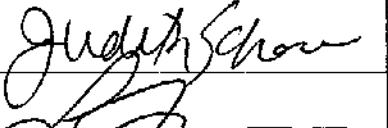
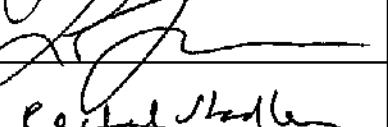
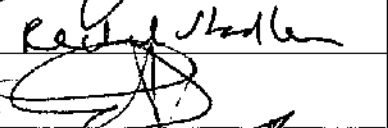

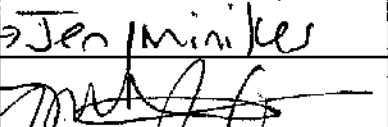
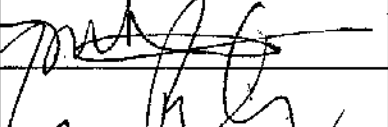

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Name	Signature	Affiliation or Neighborhood
Louisa Pious		PS. 87
Maya Margalit		PS 87
Mance Baruch		PS 87
MARCEA DARTRE		PS 87
Emanuel Pape		PS. 87
Heidi Schönm		PS 87
Lena Jakobsson		PS 87
Rachel Stadler		PS 87
Euphyn Loh		PS 87
Jan Mikes		PS 87
Meilan Smith		PS 87
Nina Burkett		PS 87