

CITY PLANNING COMMISSION

-and-

METROPOLITAN TRANSPORTATION AUTHORITY

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Public Hearing :  
Re: :  
Hudson Yards DEIS :  
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Technology  
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New York, New York

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B e f o r e:

AMANDA M. BURDEN

Chair  
City Planning Commission

The Chair

-and-

WILLIAM WHEELER

Director of Special Project  
Development and Planning  
MTA

VOLUME I

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P R O C E E D I N G S

THE CHAIR: Good morning, everyone,  
and welcome.

My name is Amanda Burden and I am  
Chair of the New York City Planning Commission.

VOICES: Louder. Louder.

THE CHAIR: Let me try it again. We  
want to make sure everything goes really well. Okay.  
Can you hear me a little better?

A VOICE: Yes.

THE CHAIR: Okay.

My name is Amanda Burden and I am  
the Chair of the New York City Planning Commission.

And I want to first start this  
morning by thanking Lisa Wager, who is the Director of  
Government and Community Affairs here at FIT. And she  
is just going to say a few words before we actually  
begin the proceeding.

Ms. Wager.

MS. WAGER: Thank you.

Well, the thanks should really go to  
our President, Dr. Joyce F. Brown, who is the one who  
has opened up the college to host the many Hudson  
Yards hearings that many of you have come to.

So I just wanted to welcome most of you back yet again to FIT and say that we're really proud to be able to step up and serve as the town hall in our community and be able to provide the space for these important public functions.

Thank you. And good luck.

(Applause.)

THE CHAIR: Okay. Let's start.

I want to welcome you all here today to this public hearing on the Hudson Yards Redevelopment Program and No. 7 Subway Extension.

I want to speak for just a few moments about what will be happening here today.

What I am about to say is rather technical so bear with me, but it is important to set forth these issues for the record.

Today's hearing is being conducted for two purposes.

First, it is a public hearing conducted pursuant to the City's Uniform Land Use Review Procedure, or ULURP, to receive public comment with respect to several ULURP applications related to the redevelopment program.

These include:

Applications to amend the City Zoning Map and the Text of the City Zoning Resolution;

To amend the City Map with respect to the creation of new streets and parks;

To establish new City facilities consisting of a municipal public parking garage and a multi-agency garage facility;

And to authorize various acquisitions and dispositions of property related to implementation of the Hudson Yards Plan.

The applications being heard today include both those certified by City Planning on June 21, 2004, as well as those modified applications filed by the Department and calendared for hearing on September 8, 2004, what we call the ATEXT.

The ULURP applications and the Land Use and Urban Design Plan they are designed to implement have been the subject of over a hundred presentations and discussions with community groups, civic organizations, elected officials, professional societies of architects, planners and engineers, business groups and others over the past two-and-a-

half years.

I will not describe the applications or the plan again today because the purpose of the hearing is not for us to present but for you to comment.

I do want to way, however, how excited I am that we have reached this important milestone for this project that is so essential to the future of the City of New York.

I also want to thank all those who have contributed to the development of the plan through their comments, insights and other input.

Secondly, today's public hearing is being conducted pursuant to the requirements of the State Environmental Quality Review Act, or SEQRA, and the City Environmental Quality Review Act, or CQRA, in order to receive public comment with respect to the Draft Generic Environmental Impact Statement or DGEIS, prepared by the City Planning Commission and the MTA as co-lead agencies for the redevelopment program.

For that purpose the SEQRA/the CQRA hearing is being conducted jointly by the City Planning Commission and the MTA, which is represented

by William Wheeler, Director -- all the way down there -- of Special Project Development and Planning for the MTA.

As you may know, the DGEIS analyzes all aspects of the Hudson Yards Redevelopment Program including the zoning and other land use related actions subject to City approval, the No. 7 subway line extension and the proposed expansion of the Jacob K. Javits Convention Center and the proposed construction of the New York Sports and Convention Center.

As the name indicates, the Draft Generic Environmental Impact Statement is a draft.

The purpose of today's hearing as it relates to this draft is to hear your comments and concerns so that the co-lead agencies - the City Planning Commission and the MTA - can consider and respond to the comments in the preparation of a Final Generic Environmental Impact Statement.

Insofar as the Javits Center expansion and the New York Sports and Convention Center are concerned, it is important to keep in mind that today's hearing is focused on consideration of

the environmental issues.

The agencies responsible for those projects, including the Empire State Development Corporation and the Convention Center entities, will be holding separate hearings with regard to other aspects of these projects at a later date under the provisions of State law.

This hearing is, however, your opportunity to testify on the environmental issues related to these aspects of the Hudson Yards Redevelopment Program.

This public hearing is a very important part of the decisionmaking process. Both the City Planning Commission and the MTA value the input we receive at these hearings and everyone will get an opportunity to present their views.

While some of the views that may be expressed may differ from your own, I'd like to ask everyone hear to respect each of the speakers and permit them to finish their comments without interruption.

Also, we are well aware that members of the public have strongly-held views, both pro and

con, with respect to this proposal. We are hear to listen to what you have to say and not to which speaker gets the most applause or boo's. So please withhold applause or its opposite when a speaker is finished. It will only make the hearing much longer.

I also want to remind speakers, as many of you know, that you may speak for only three minutes. We ask you to respect the time limits in deference to the number of speakers who wish to testify today.

You must be registered to speak. The registration desk is out front. As you recall, please give your copy of the speaker registration form to the stenographer there so that your name and any affiliation can be properly entered into the record.

When you step up to the microphone, please also state your name and affiliation, if any.

Elected officials, if they are present here in person, will be given the courtesy of speaking first.

Written comments will also be accepted by us today. In addition, if you wish to supply written comments with regard to the DGEIS after

today's hearing, the record remains open for ten days in order to allow you to do so.

Please send any such written comments to the attention of both the City Planning Commission and the MTA. And the addresses of the City Planning Commission and the MTA are printed on flyers which are available at the registration desk outside of the auditorium.

You should also know at the registration desk or just right next to it, to the left, to my left, are copies of maps and other basic information about the zoning and land use actions that is available to any of you who don't already have it. It could be helpful.

Now, Bill Wheeler from the MTA will say a few words. And then Jim Brown of Parsons Brinckerhoff, the environmental consultant retained to assist with the environmental review, will provide just a brief description of the scope and content of the DGEIS.

And after that, we will start to hear comments.

Bill.

MR. WHEELER: Thank you, Amanda, and thank you to the many individuals and organizations for taking the time to provide their input today.

My name is William Wheeler. I'm the Director of Planning at MTA. And I wanted to take a minute to note something important with respect to the planning process that the MTA and the City Planning Commission have engaged in.

By serving as co-lead agencies, we presented a unique opportunity to the general public to participate in planning the City's future. We've done so by deciding that from the very beginning we would combine land use and transportation planning and do it interactively as one combined effort.

This is best practice planning. It's something that many of you who will speak today have urged us to do and we are pleased to give you a single, comprehensive picture of how land use and transportation will interact and be mutually supportive.

I thank the speakers in advance for their energy for the sake of this great City's future and I thank City Planning and the MTA team for their

hard work.

Sitting to my left is Mr. Emil Doole, one of the members of the MTA team. And in the audience are many members of the technical team who have worked so hard to get us to this point.

Speaking of hard work, it's time now for our consultant to provide a brief overview for you and then for the public to tell us what you think.

So at this point I would like to turn the proceeding over to Jim Brown from Parsons Brinckerhoff - Jim is going to be there at the podium - to deliver a short presentation on the Draft Generic Environmental Impact Statement.

Jim.

MR. JAMES BROWN: Thanks, Bill.

This will be brief.

Over the next few minutes I'll provide you with an overview of the contents and scope of the Draft Generic Environmental Impact Statement.

A VOICE: A little louder.

MR. JAMES BROWN: A little louder?

Over the next few minutes I'll provide a brief overview of the Draft Generic

Environmental Impact Statement for the No. 7 Subway Extension, Hudson Yards Rezoning and the Development Program.

Obviously I don't have enough time to go in depth on any particular issue. However, copies of the full document are available both on the MTA and Department of City Planning websites and also at a number of locations, the addresses of which are available on the flyer at the registration desk. I urge each of you to take a look at the document in its entirety.

As Ms. Burden indicated, the Draft Generic Environmental Impact Statement covered all aspects of the proposed action including:

The Hudson Yards rezoning;

The development of a new open space network in the Hudson Yards;

The extension of the No. 7 subway from its current terminus at Times Square through and into the Hudson Yards with stations both at Tenth Avenue and 41st Street and the terminal station at approximately 34th Street and Eleventh Avenue;

It also includes the development of

the expansion of the Jacob Javits Convention Center;

And also the development, as characterized in the Draft Generic Environmental Impact Statement, the multi-use facility, the New York Sports and Convention Center;

And also the potential relocation of two public facilities, a Department of Sanitation facility currently located at the Gaansevort facility in Manhattan, and the New York City Police Department tow pound which is currently located on Pier 76 in Manhattan.

The EIS includes, as required under SEQRA and CQRA, assessments of the impacts of the proposed action on something like twenty-eight impact categories. These are documented in a seven-volume Draft Generic Environmental Impact Statement.

Also included in the document are assessment of eighteen alternatives to the proposed action, including a no-action alternative, a number of transportation alternatives, a number of zoning alternatives, a number of planning alternatives and a number of development options.

In considering the impacts of the

proposed action, we looked at two analysis years in consideration of operational impacts:

2010, the first year of operation for the No. 7 line extension, the first year of completion of the Convention Center expansion and the multi-use facility, and it also considered the development allowed under the proposed rezoning that would occur by that year;

We also looked at the year 2025, is the assumed year that all development allowed under the proposed rezoning would be in place.

Regarding construction impacts, the analysis included two years also:

2006, the year in which the public facilities would be under construction, characterized by the peak level of construction activity;

And 2017, a more typical year of construction.

As required under SEQRA and under CQRA, the Impact Statement evaluated all impacts of the proposed action and identified measures to mitigate the impacts of the proposed action for those impacts that are considered significant and adverse.

As Ms. Burden mentioned, we welcome your comments here today. Based on those comments the document will be revised and a Final Generic Environmental Impact Statement will be prepared.

All comments, whether oral or written, whether received here or later during the review process, as late as October 4th, will be considered in preparing the Final Generic Environmental Impact Statement.

That concludes my presentation.

THE CHAIR: Thank you.

Now we will begin the public comment for the public hearing.

What we will do, we'll begin with speakers in favor for just thirty minutes, and then I will switch to speakers in opposition. And as elected officials arrive, whichever side they are on, they will be able to come to the podium in preference.

So the first speaker in favor is Michelle Adams.

MS. MICHELLE ADAMS: Thank you for giving me the opportunity to speak to you this morning.

My name is Michelle Adams and I'm  
the Executive Director of the Association --

THE CHAIR: Michelle, excuse me. We  
didn't call the roll.

If you could just hold your  
testimony, we'll start all over. Just wait one second.

Madame Secretary, would you call the  
roll.

MS. GRUEL: Okay. Roll Call.

Madame Chair?

THE CHAIR: Here.

MS. GRUEL: Vice Chair Knuckles.

VICE CHAIR KNUCKLES: Here.

MS. GRUEL: Commissioner Battaglia.

COMM. BATTAGLIA: Here.

MS. GRUEL: Commissioner Cantor.

COMM. CANTOR: Here.

MS. GRUEL: Commissioner Cavaluzzi.

COMM. CAVALUZZI: Here.

MS. GRUEL: Commissioner Eaddy.

COMM. EADDY: Here.

MS. GRUEL: Commissioner Gol.

COMM. GOL: Here.

MS. GRUEL: Commissioner Merolo.

COMM. MEROLO: Here.

MS. GRUEL: Commissioner Phillips.

COMM. PHILLIPS: Here.

MS. GRUEL: Commissioner Williams.

COMM. WILLIAMS: Here.

MS. GRUEL: A quorum is present.

As a courtesy during the proceedings we ask that you please turn off all cellphones and beepers. In addition, we ask that those providing testimony please speak clearly into the microphone.

Thank you.

Public hearing starts on page two, Borough of Manhattan, Calendar Nos. 1 through 12, CD 4 and 5, Public Hearing in the Matter of Applications for Amendments to the Zoning Map, City Map, the Zoning Resolutions, Site Selection and Acquisition of Property and for Disposition of City-owned Properties concerning Hudson Yards.

THE CHAIR: Madame Secretary, would you note for the record that Commissioner Christopher Coy is here as well.

MS. GRUEL: I'm sorry.

THE CHAIR: All right.

Michelle Adams. Excuse me.

MS. MICHELLE ADAMS: Thank you.

My name is Michelle Adams and I'm the Executive Director of the Association for a Better New York, a civic organization founded in the 1970s bringing together leaders from every sector in New York City to make the City a better place in which to live, work and visit.

ABNY is an enthusiastic supporter of the Hudson Yards Plan. The development of the far west side of Manhattan is a crucial step to ensure that New York City remains the capital of the world.

New Yorkers must now come together with innovation and vision, similar to the creation of Central Park, Lincoln Center and Times Square, to develop the Hudson Yards Plan.

We need that same ingenuity and ability to see beyond the immediate future in order to recognize the long-term benefits of this plan.

Through the creation of the New York Sports and Convention Center and the expansion of the Javits Center we will give a tremendous boost to

several of our City's most critical industries, in particular, tourism, hospitality and entertainment.

Today, however, I would like to focus my comments on the proposed rezoning of the area east of Eleventh Avenue.

City Planning and the MTA should be commended for the comprehensive plan they have put forth to create a vibrant, mixed-use district on Manhattan's far west side.

Through the implementation of the Hudson Yards Plan all New Yorkers have an opportunity to develop the last frontier of Manhattan creating much needed housing and jobs. Not only will this project forever change the landscape of our City, but it will yield substantial economic benefits.

This development is expected to spark:

Over \$13 billion in private investment;

Over \$2 billion in new revenue for the City and State annually;

Over 100,000 new private sector jobs in the Hudson Yards and over 90,000 indirect private

sector jobs elsewhere throughout the City;

And an additional 150,000 direct and indirect construction jobs for the City of New York and for the State.

It is also important to note that the development of the Hudson Yards provides the last opportunity this City has for the long-term expansion of the midtown commercial core.

As the Group Report of 35, commissioned by United States Senator Charles Schumer, pointed out a few years ago long-term trends clearly indicate that in order for New York City to retain and recruit our fair share of jobs, we must continue to redevelop Lower Manhattan, grow central business districts in areas like Downtown Brooklyn and Long Island City and the development of the Hudson Yards.

Finally, it is important to note that the growth of these business districts do not help a select few. They fuel our City's economy. For example, central business districts in Lower Manhattan and Midtown Manhattan account for forty-five percent of the total tax revenue generated by the City. It is this revenue that permits our City to maintain our

City services.

The Association for a Better New York hopes that the City Planning Commission will give the Hudson Yards Plan its full backing.

Thank you.

THE CHAIR: Thank you, Michelle.

The next speaker is Mark Ginsberg.

He will be followed by Mike McGuire.

MR. MARK GINSBERG: Good morning.

I'm Mark Ginsberg, President of the AIA New York Chapter, the founding Chapter of the American Institute of Architects, representing 3500 members.

We have reviewed and support the proposed zoning text and the plan for the development of Hudson Yards. This represents perhaps the most underutilized area of Manhattan and offers opportunities for the entire region, City and adjacent communities.

We would like to commend the Department of City Planning for looking beyond zoning to integrate mass transportation, open space and public investment into one plan.

It must be pointed out that this total plan is not being reviewed in its entirety. However, for us to comment on the zoning text, we need to review these other parts of the plan.

The current plan needs to integrate the following positive goals:

Expansion of Midtown Manhattan, the City's premier commercial center;

Expansion of the Convention Center;

Connections to mass transportation systems;

Creation of open space with provision for parking, particularly the introduction of the European model of building parking under urban open space;

Creation of a 24/7 community with significant residential development;

Plans for a multi-purpose facility that will double as a convention space and stadium.

However, there remains specific areas where we feel more work needs to be done in terms of both planning and zoning response.

Expansion of the Javits Center is

much needed, but as currently envisioned creates a nine-block wall between the City and the River. Development of a strong east/west connection through the Center, perhaps at 38th Street, would help mitigate this, but more creative measures are needed.

This is a sufficiently serious issue that we recommend initiating a joint city-state-civic effort to explore alternative expansion configurations, such as stacking the building or building over the highway.

This effort should also explore animating the blank wall along Eleventh Avenue with commercial and/or cultural activities.

Residential development: we would encourage more flexibility on this issue although we agree it makes sense to preserve certain sites for commercial office development. We support Citizens Housing Planning Council's proposal for a seven-year sunset of any such use restriction, making sure that if it prevents development, it is reviewed by the Commission.

Provision should be made to ensure that the residential development encourages a mixed-

income community.

Required retail: side street retail should be made optional, particularly one-sided. Emphasis should be placed on mandatory retail on avenues and on both sides of east/west through cross streets, such as 34th Street.

Additionally, there is no retail requirement for Eleventh Avenue which should be developed with retail on both sides, including the west convention side.

Massing controls: each of the subdistricts has a finely-grained set of bulk regulations with some design flexibility. Adding or substituting performance-based regulations would allow for more creativity and should be considered by the Commission.

Ninth Avenue and organic growth: Ninth Avenue has been essentially preserved in its current density and bulk. We understand the concerns of the neighborhood and community. However, the density of the zoning in this area may need to be reconsidered as larger scale development -- I'm just finishing up -- occurs on all sides.

While we recommend refinements on the plan and by implication the zoning needed to implement such refinements, the requested improvements will only strengthen what is an admirable piece of work.

The AIA New York Chapter offers its help in further developing these exciting plans for an underutilized area of Manhattan.

Thank you.

THE CHAIR: Thank you.

The next speaker is Mike McGuire.

He will be followed by Steven Spinola.

Steven Spinola will be followed by Dana Comfort.

MR. MICHAEL J. MCGUIRE: Good morning.

I want to thank the Commission for giving me this opportunity to speak.

My name is Michael McGuire. I'm the Director of Governmental and Legislative Affairs for the Mason Tenders' District Council of Greater New York.

The Mason Tenders' District Council of Greater New York is an umbrella representing six unions of the Laborers International Union of North America, representing 15,000 men and women employed in the construction trades as demolition workers, mason tenders, plasterer tenders, also representing recycling plant workers, office professional workers, high school teachers, among others.

One of the most important components of the Mason Tenders' District Council is the 9000 member strong Construction and General Building Laborers' Local 79.

While seemingly complicated, the Hudson Yards Rezoning Proposals are genius in their simplicity, providing for much needed housing and future commercial space while redeveloping a tremendously underutilized area, all the while keeping predominantly residential areas residential and predominantly commercial areas commercial.

Approaching from the east, the mixed-use residential and commercial districts that dominate Ninth Avenue would be zoned to encourage mixed-use development.

The Tenth Avenue corridor would be the transition area, with the east side of the avenue zoned to encourage residential development and slightly higher density and building height allowed on the west side of the avenue to transition into the new commercial district west of Tenth Avenue.

In the Hell's Kitchen South area, the proposal would permit medium density residential development with ground floor retail space. More importantly, it would encourage the development of open space through the creation of platforms above the Lincoln Tunnel access ramps that currently slice the neighborhood in two.

Along West 34th and West 42nd Streets the high-density, mixed-use character typical of major crosstown thoroughfares would be reinforced. Higher densities would be allowed adjacent to existing and newly-planned subway stops. And a grand boulevard, stretching from 41st Street to 32nd Street, akin to a Park Avenue for the west side, would be created.

This proposal is sensible, well thought out, and plans for New York City's future.

The Group of 35 recently concluded

that the City desperately needs to build office space in order to capture and retain our growing service-based economy. The natural extension of the midtown core to the west side provides opportunities for New York City that are unavailable anywhere else in the five boroughs.

It is an unfortunate reality that, except for a few select industries, most of America's corporations are now part of a service-based economy requiring office space, not manufacturing facilities.

Many of the structures in the Hudson Yards are former manufacturing facilities that now lie fallow because so many of these jobs were lost to other states or countries. We cannot allow further erosion of employment. Our unemployment rate is already two percent higher than the national average. The Hudson Yards rezoning would allow us to retain jobs in New York City.

To accommodate new residents and newly-employed workers, many of whom we hope to span both groups, dozens of acres of open space, a truly scarce commodity in New York City, will be created.

Let me just very briefly.

By 2025, the west side rezoning is projected to produce:

Over \$13 billion in private investment resulting in over \$2 billion in new revenue for the City and State annually;

More than 110,000 new direct permanent private sector jobs in the Hudson Yards;

More than 90,000 indirect private sector jobs elsewhere in New York City;

And 150,000 direct and indirect construction jobs for New York City and New York State.

When coupled with the income generated by the proposed expansion of the Javits Center, the numbers are even better, some \$67 billion in tax revenues for the City and the State over the next thirty years.

Because of its source, this is money that actually can go for new schools, firehouses, teachers and cops, unlike the funds discussed on extremely misleading billboards and in television ads being paid for by Jim And Charles Dolan, owners of Madison Square Garden.

THE CHAIR: If you could --

MR. MICHAEL J. MCGUIRE: And  
another proposed --

THE CHAIR: If you can close,  
please.

MR. MICHAEL J. MCGUIRE: In  
conclusion, the Mason Tenders' District Council  
supports wholly the ULURP applications.

THE CHAIR: Thank you.

(Applause.)

COMM. PHILLIPS: Madam Chair? Madam  
Chair?

THE CHAIR: Steven Spinola.

MR. STEVEN SPINOLA: Thank you.

Good morning. I'm Steven Spinola,  
President of the Real Estate Board of New York. REBNY  
is a broad-based trade association of 6,000 owners,  
builders, brokers and real estate professionals in New  
York City.

REBNY supports the Hudson Yards Plan  
that is the subject of this ULURP.

In addition, we support the  
expansion of the Javits Center and the development of

the multi-use facility that is part of the EIS for this proposal and a separate State action.

The City and State planning has been bold, thoughtful, comprehensive and right for this area.

I won't go into my speech in full. I'll hand it in.

The Real Estate Board has watched the construction of office buildings for over a hundred years, starting in Lower Manhattan, moving to Midtown, moving west to Sixth Avenue, moving to Eighth Avenue, and we watched a million manufacturing jobs drop to 200,000 and Midtown South basically converted and created 65,000,000 square feet.

I had the privilege of serving on the Group of 35 in 1999.

We need to prepare for the next two cycles, next three cycles, of the economic growth of this City. We are not capturing the growth that happens in the up cycles. We are losing too much of that to New Jersey and Connecticut and elsewhere.

And this bold plan is the kind of vision that offers that opportunity.

The residential development in this area will bring new homes and new people into the City and will expand on what is a terrific residential neighborhood in the adjacent areas.

I've been asked the question since the program began, will this stadium hinder or will it help development. The kind of stadium that is being proposed there in the location, it will clearly take away an eyesore and will be a very positive factor in bringing my members into this area to make that investment.

In conclusion, let me say that with our partners in organized labor we will bring the mortar and the bricks and the investment to create the office buildings and the residential towers that will bring thousands of jobs, thousands of homes and, more importantly, tremendous new tax revenue for the City of New York and wonderful new opportunities for the City of New York to continue to remain the number one city in the world.

This is the kind of vision that will permit New York to move forward. I congratulate the Department of City Planning for not only this plan,

the plan for Long Island City, for Downtown Brooklyn, which is recognizing that we need to offer the opportunities when they are in demand. We cannot sit here and say let's wait for new office development to be needed.

Let's prepare it and let the private sector, along with organized labor, build the City's future.

Thank you very much.

(Applause.)

THE CHAIR: The next speaker is Dana Comfort, who will be followed by John Turchiano.

MR. DANA COMFORT: Good morning, Commissioners.

My name is Dana Comfort. I'm the Executive Vice President at George Comfort & Sons, a commercial real estate firm.

My family has owned and operated property in the Garment District and the West Side since 1919.

I fully support the City's Hudson Yards plan, including the stadium, the expansion of the Javits Center and the No. 7 subway line.

This portion of the West Side has been struggling to improve itself for years. The huge exodus of the garment manufacturing jobs, the significant age of most of the buildings in the area, and the ineffective zoning have contributed to its dilapidated condition.

The formation of the Fashion Center Business Improvement District and vigilant police work have greatly improved the cleanliness and lowered the crime rate in the area, but this is not enough. Many buildings are still in very poor condition and require huge investments in electric, plumbing, fire safety, elevators and other basic infrastructure.

The Hudson Yards plan will make this area much more attractive, spur outside investment and we, the existing building owners, will make similar investments to improve our properties. There is a little incentive to do so now.

The City will benefit from the new residential units, the increased real estate taxes and other revenues from the increased economic activity.

The stadium and the enhanced convention center will be the anchor for the

development of this prime piece of real estate, which is now languishing unnecessarily. The present convention center is an island with very few amenities. The Hudson Yards plan can intelligently turn our area into a New York City showcase.

This neighborhood can be efficiently served by the prime transportation hubs in midtown - Penn Station, the Port Authority and Grand Central. The infrastructure investment will more than pay for itself with the many jobs and bring more private investment to this area.

The City needs to take bold steps to maintain itself as the capital city of the world. This is one of those steps.

Thank you.

(Applause.)

THE CHAIR: The next speaker will be John Turchiano, followed by Dick Anderson.

MR. JOHN TURCHIANO: Thank you for the opportunity to testify today. Thanks.

I'm here to speak on behalf of the New York Hotel Trades Council, AFL-CIO, the union that represents 26,000 hotel workers in New York City.

The Hotel Trades Council is a strong supporter of the Hudson Yards plan. We believe this plan will not only be a tremendous boost to our industry, but also for the City's economy.

It will address several issues that for far too long have hampered our City's growth.

First and foremost, it is critically important that we expand the Javits Convention Center. It is common knowledge that the size of the Javits Center is simply inadequate for this world city of ours. Despite its limited size, Javits is a great economic engine for the City. It attracts more convention attendees than any other convention center in the country and the second largest number of shows.

Bringing such shows and conventions to our City has a profound impact on our City's economy by providing the means to employ thousands of New Yorkers, many of whom are just starting their ascent up the economic ladder.

Another impact of an expanded Javits Center is that it would reduce and perhaps even eliminate seasonal layoffs in the hotel industry. Each year, especially in January and February, thousands of

members of our union find themselves laid off from their jobs for periods of two to three months because of seasonal downturns in tourism.

An expanded Javits Center would bring additional conventions and thus additional tourism business into New York during traditional slow periods.

It means a great deal to our members and their families.

Similarly, the construction of the New York Sports and Convention Center will be a terrific boost for our industry and to the employment of many New Yorkers. Through its ability to attract events and conventions that New York City has not been able to accommodate, the stadium will help our City attract more visitors and tourists, book more hotel rooms and provide more business to our restaurants, theaters and other attractions.

The Hudson Yards plan will be a benefit to our members and industry in several other ways.

One of the biggest challenges facing the Javits Center has been access. With the expansion

of the No. 7 subway line we will be making access to the Javits Center much easier.

Finally, the rezoning of the Hudson Yards will help our industry in several ways.

It will help with the marketing of the Javits Center by providing a more vibrant urban environment in the surrounding area.

Second, it is expected to lead to the creation of three new hotels.

Finally, it will enable the City to provide much needed affordable housing which is obviously a critical issue for our members and other service industry workers.

Again, thank you for allowing us to testify today on an issue that is critically important to our unions, members and their families and, equally important, to many, many other working families in our City.

(Applause.)

THE CHAIR: The next speaker is Dick Anderson, who will be followed by Ed Malloy.

MR. RICHARD T. ANDERSON: Members of the Commissioner:

I'm Richard T. Anderson, President, New York Building Congress.

Previously I've been President of Regional Plan Association, also the American Planning Association. And I've been chairman of the APA College of Fellows.

I think my planning credentials are fairly strong.

And in my judgment from a planning standpoint the Department of City Planning has served this Commission exceptionally well with this rezoning proposal.

It is well thought through. It is balanced. And it compliments so many other very important planning initiatives that you have before you in the City of New York right now.

In fact, I would call this the era of good planning in New York City.

From the standpoint of the members of the Building Congress, who consist of New York's largest and most diverse coalition of design, construction and real estate organizations, the rezoning plan put forth by the Planning Department is

smart urban planning.

New York City right now is at a defining moment. We have a critical need to expand and diversify our inventory of commercial office space as Senator Schumer's Group of 35 and many others have found. You've heard this this morning.

We need housing, we need mass transit, we need open space.

The rezoning proposal allows us the unique opportunity to fulfill all of these needs. And the Building Congress strongly supports this initiative.

The majority of the Hudson Yards district has remained derelict for more than forty years. It is zoned for manufacturing for a manufacturing-based economy that no longer exists. The lack of mass transit in the area has further inhibited development.

The City's proposal has foresight in allowing Midtown to expand into the area with 20,000,000 square feet of office space to accommodate our future needs.

The rezoning alone will lead to the

development of over 150,000 jobs over the course of the buildout.

In conjunction with an expanded Javits Center and the New York Sports and Convention Center, the rezoning will solidify Manhattan's unique one-of-a-kind role in the global economy.

The Building Congress commends the City and State of New York for launching the Hudson Yards planning process in a manner that has solicited and continues to solicit input from the full community.

This City/State partnership is far-reaching and deserves the full support of all New Yorkers.

Our membership continues to be involved with many of these steps. So we know firsthand how critically important they are.

We are confident that this rezoning plan will be one the most important and long-lasting public/private investments that New York can possibly make. And we encourage the Planning Commission to support it.

Thank you.

THE CHAIR: Thank you

(Applause.)

THE CHAIR: The next speaker is Ed Malloy, and then we will switch to speakers in opposition.

(Applause.)

MR. EDWARD J. MALLOY: Thank you, Madam Chairwoman and Members of the Committee:

My name is Edward J. Malloy. I'm President of the Building and Construction Trades Council of Greater New York representing about 125,000 members, both men and women.

I would like to deviate from my remarks and just make some comments about jobs and diversity.

Our union organization, its members, 76 percent reside in the five boroughs of New York City.

In our union organization we have a program named Construction Skills 2000. We have graduated from the vocational schools 450 minorities who have moved up the economic ladder and are the middle class of New York City.

Fifty-one percent of our apprentices are minorities. Thirty-eight percent of all of our members are both minorities and females.

We're also actively partnered with the Building Trades Employers Association on MBE and WBE programs.

Economic diversity is the future of New York City. Economic development will give New York City the opportunity to remain the premier city in the world.

Let's build the Hudson Yards. Thank you very much.

(Applause.)

THE CHAIR: Thank you.

The next speaker is the Public Advocate, Betsy Gotbaum, who will be followed by Assemblymember Richard Gottfried.

MS. BETSY GOTBAUM: Good morning, Members of the Commission.

At a City Council hearing this past summer, I said that the problem with the Bloomberg Administration's plan for the redevelopment of the west side is that it is the vision of only a handful

of men. New Yorkers have learned from the Robert Moses years that grandiose schemes are not the way to make this City a better place to live.

But I believe the Administration is trying to force a narrow vision for the west side on neighborhood residents and the City as a whole.

The purpose of today's hearing is to make the public's concerns and desires known to the Administration. It is their obligation under the Uniform Land Use Review Procedure, known as ULURP, to listen.

As recent votes of the community boards and the Borough Board make clear, it is not the land use change, which is to say the act of rezoning, that we find objectionable. Everyone concerned -- everyone concerned agrees that the redevelopment of the west side is an exciting opportunity to realize the development goals and ambitions of New York City. As is so often the case, the devil is in the details, which is to say in the text changes.

For example, the Administration put in a massive parking lot into this plan even though it is claimed from the beginning that seventy percent of

the people who will visit the Jets Stadium will take public transportation.

And even as the Administration assures residents that the neighborhood will not become one giant parking lot, the Deputy Mayor is asking for a higher maximum parking allowance on the west side than anywhere else in the City, welcoming a traffic nightmare into the neighborhood.

The Administration's plan ostensibly sets limits on the density of development, but looking closely at the text, you will find a so-called district improvement bonus, which allows developers to pay for the right to build at even higher densities. This zoning-for-sale provision will add to the already excessive density proposed for Tenth and Eleventh Avenues, especially the four corners of the Eastern railyards.

The Administration calls for the creation of the Hudson Yard Infrastructure Corporation, which will float the bonds to pay for this plan. The Independent Budget Office has concluded that the Deputy Mayor's house-of-cards financing plan will cost \$1.3 billion more than a standard, capital

budget-based plan and it will burden future administrations with enormous debt.

The Hell's Kitchen/Hudson Yard's Alliance has offered a plan that will develop the economy of the west side, spur job growth without sacrificing the entire neighborhood, not to mention hundreds of millions of dollars, tax dollars.

Let me make a quick comparison of the Doctoroff Plan and the Alliance Plan.

The Doctoroff Plan includes an artificial limit on residential development even though the market may ultimately call for residential development over commercial development and it squanders a golden opportunity to offer a creative and far-reaching program for affordable housing, affordable housing that the City desperately needs.

The Alliance Plan encourages residential over commercial development and includes a substantial --

THE CHAIR: Betsy, you might not have heard that we actually have a three-minute time limit.

MS. BETSY GOTBAUM: Okay. I'm

sorry.

THE CHAIR: If you could conclude,  
that would be fantastic.

MS. BETSY GOTBAUM: Okay. I will  
conclude.

THE CHAIR: Thank you.

MS. BETSY GOTBAUM: I will urge the  
Administration to heed the wishes of the community  
board which voted against the text changes and work  
with Hell's Kitchen and Hudson Yards Alliance and with  
all of us to fulfill a collective vision.

Thank you very much.

THE CHAIR: Please --

(Applause.)

THE CHAIR: The next speaker will  
be Assemblymember Richard Gottfried.

(Applause.)

THE CHAIR: And the Assemblymember  
will be followed by Carol Demech.

ASSEMBLYMAN RICHARD GOTTFRIED: Good  
morning.

I'm Assemblymember Richard  
Gottfried. I represent the 75th Assembly District

which includes the entire area that the Bloomberg Administration has proposed to rezone in the Hudson Yards Plan.

I thank the Commission and the MTA for the opportunity to testify at this public hearing. I have submitted my full written testimony. I will only present orally a very small portion of it.

The Governor and the Mayor stress that all the elements of the Hudson Yards Plan are an inseparable package. And it is a huge package, including the spending of \$4 billion by New York City.

Yet for major elements of this package - the West Side stadium, the Javits expansion, including street closings, the convention center hotels and the financing plans for the No. 7 train extension, the rail yards development and the new boulevard - the Governor and the Mayor are determined to cut the Borough President, the community, the City Planning Commission and the City Council and the State Legislature out of any meaningful review of the plan.

This is not acceptable. The City Planning Commission should demand to have a voice in this major planning and financing decision. Both the

West Side Stadium and the expansion of the Javits Center should be subject to the ULURP process as the Assembly has advocated.

I support reasonable development that will create jobs and promote economic development.

But the Administration's plan is not the answer. The Hudson Yards plan has serious problems.

The West Side Stadium proposal prevents sensible planning for the West Side Rail Yards site.

The excessive commercial density could threaten the rebuilding of downtown, wall off the waterfront and rob the City of an opportunity to plan for housing that is affordable to low and middle-income New Yorkers.

The development --

(Applause.)

ASSEMBLYMAN RICHARD GOTTFRIED: --  
would have a stunning harmful environmental impact on the Manhattan, including the unprecedented level of vehicle and pedestrian traffic congestion and noise

pollution.

Thriving businesses would be uprooted to build a new boulevard.

The proposed extension of the No. 7 train does not connect to Penn Station and will compete with much-needed transit infrastructure improvements such as the Second Avenue Subway.

Using the Rail Yards for a stadium, rather than for more productive development, would deprive the MTA of the opportunity to maximize its benefit from one of its most valuable assets, a loss that will have to be made up by taxpayers and transit riders.

And many important elements of the financing plan for the development and for the stadium remain unclear, but it is already clear that it will impose a huge cost on taxpayers and pose a tremendous risk to the City's long-term fiscal health.

I urge the Planning Commission to oppose the Hudson Yards Plan unless it is dramatically changed and these problems are solved.

The Commission should follow the recommendation of Community Board #4 and the Manhattan

Borough Board. Support a reasonable rezoning of the area by accepting the proposed Zoning Map changes, but deny the proposed changes in the Zoning Text.

Just a final point I want to stress, this plan should include an element of mandatory affordable inclusionary housing. I've been talking about that for a year now. I'm pleased that the Borough President has now come out for such a proposal for this special district.

I urge you, it is New York City's most pressing need. It must be included in this plan.

Thank you.

(Applause.)

MS. CAROL DEMECH: Madam Chair and Panel, thank you for the opportunity to --

THE CHAIR: You want to just state your name, Carol.

MS. CAROL DEMECH: I'm sorry. My name is Carol Demech.

THE CHAIR: And I just wanted to say, after you, Carol, the next speaker will be Mark Levine.

Okay. Please begin.

MS. CAROL DEMECH: Again, thank you for the opportunity to speak. I want to talk about affordable housing.

I'm going to tell my personal story. For one-and-a-half years I lived in homeless shelters because I couldn't afford affordable housing even though I had an income.

And I -- you know, I have advanced degrees. I've lived and worked in other countries. But I had three surgeries. I was confined to a wheelchair and this was while I was in the homeless shelter.

Now I didn't come from a privileged class, and even though I had money in the bank, I thought I was immune to problems that befall the less fortunate. And then I had a health problem and I couldn't afford an apartment.

Much to my amazement, living in the homeless shelter was:

A man who is now a Deputy Chancellor at the Department of Education;

Also a lawyer who had a major illness and lost everything;

A woman who had a serious accident

and had been in a nursing home for a year;

A Wharton graduate who had been Vice President of a firm;

A former nurse, a former teacher, a social worker, a scientist who had a Ph.D. from Cornell, and an actress who had a starring role in a soap opera for ten years;

Also two people who had thriving businesses at one time making six figures or more.

Each of them had some sort of income, small, but it wasn't enough to afford housing.

The shelter residents were not the type of people you would expect to find homeless, but yet there we were.

There are shelters in this City where all of the residents are employed, but they cannot find affordable housing.

A physical or mental health problem, unemployment or a serious challenge to a person's financial health would force most New Yorkers into homelessness if there was not affordable housing.

Please, I urge each one of you to include permanent affordable housing in your rezoning

and development plans. New permanent affordable housing would also compliment the Mayor's most recent initiative to prevent homelessness.

Thank you for letting me speak.

(Applause.)

THE CHAIR: The next speaker will be Mark Levine, who will be followed by Kitty Burke.

MR. MARK LEVINE: Madam Chair, good morning.

If it would be all right, I would like Ms. Burke to go first and then I'd like to follow her. Would you mind taking me out of --

THE CHAIR: You have to go in the order you signed up.

MR. MARK LEVINE: Then we will.

THE CHAIR: I'm sorry.

MR. MARK LEVINE: Thank you. Good morning, Madam Chair, Commissioners.

My name is Mark Levine. Richard Bass is assisting me as the holder-up of some plans.

I'm a partner in the law firm of Herrick Feinstein. I'm here representing the Bulwark Corporation, the owner of 524-6 West 34th Street and

528-56 West 34th Street.

As I mentioned, Kitty Burke, the President, will be following me.

The site has been denoted in the press as the Bulwark/FedEx site, and that's the site we are talking about.

The City proposes to condemn this site, the home of two businesses, FederalExpress and a growing catering company. The continued location of these businesses, specifically at this site, we believe is important to not only these businesses but to the City's economy.

The location of the FederalExpress and catering business is critical for them to continue to carry on their services. And we believe, most importantly, there is an alternative to the condemnation of this site that does not alter the basic goals and objective of the City's important redevelopment plan for the area.

And I'd like to show you the alternative.

First, I would like to show you the plan itself that was announced in February of 2003

known at a Preferred Direction.

It initially located the site for only open space as part of the mid-block park from 33rd Street to 42nd Street. When we saw this and saw that the effect of this was to condemn the site, we retained the firm of Fox and Fowle to see if there is an alternative that could be developed to this open space, which continued the concept of having pedestrian flow from the south to the north of 42nd Street.

And what Fox and Fowle described was a basically through-block passageway from 34th Street through to 33rd Street with a building over it.

Perhaps one of the analogous buildings we are familiar with is the SONY building at 56th Street and Madison Avenue.

The interior space would serve as a connector for part of the north to south space.

Now what does this design accomplish?

It accomplishes the goals of your open space plan, avoids the cost of condemnation and the relocation of these businesses, preserves the jobs

that are there, and these services that can't be very easily relocated.

Another speaker from FederalExpress I think later in the day will explain to you why this is such an important location.

In the interest of trying to resolve the taking issue prior to the ULURP certification, we presented this alternative to the Department of City Planning Commission staff. We only learned after the meeting that the response to our proposal was what's now before you.

Instead of just condemning the open space, this site is now proposed to be used for a roadway, subway station and open space.

We believe that requiring the condemnation of this site for this purpose is not sound planning.

Let me explain why.

The City's plan would create an unsafe and terribly circuitous access to the No. 7 line because of the location of the subway entrance in the middle of the site. It's a distance of about three hundred and fifty feet. We believe a better location

for this entrance is at the corner of West 34th Street and Eleventh Avenue.

THE CHAIR: Mark, you don't have enough time for your whole --

MR. MARK LEVINE: Okay. Let me --

THE CHAIR: -- presentation.

MR. MARK LEVINE: -- just be clear.

At the end of the day we believe that there are ways of planning for this project, supporting the overall development of the project and yet trying to preserve this building and the jobs that are integral to this City.

Thank you.

THE CHAIR: If you will submit testimony --

MR. MARK LEVINE: I will.

THE CHAIR: -- with the drawings and we will definitely be discussing it.

MR. MARK LEVINE: Yes. We'll submit this in smaller scale.

THE CHAIR: And, Mark, there is a question for you from Commissioner Phillips.

COMM. PHILLIPS: In submitting your

additional comments, can you estimate the cost of condemnation and how many jobs which you mentioned.

MR. MARK LEVINE: I did. You'll hear. But it's approximately 600 jobs between the two businesses.

I can -- I can tell you what we have been told that FederalExpress in their own testimony will tell you is they spent over \$52 million to renovate the space. It had previously been used as a post office. And as you'll hear, it's ideally suited for their kind of operation.

I don't know what the condemnation cost will be. Our attorney has estimated in excess of \$100 million but none of the appraisals have been done. It's a very expensive site to condemn when we think there's another way to do it.

COMM. PHILLIPS: Thank you.

MR. MARK LEVINE: Okay.

COMM. CANTOR: Madam Chair?

THE CHAIR: Irwin Cantor.

MR. MARK LEVINE: Yes,  
Commissioner. Good morning.

COMM. CANTOR: When you do that

submission, would you also indicate to us the current volume of traffic you generate at the UPS site --

MR. MARK LEVINE: Yes.

COMM. CANTOR: -- which presumably would be reduced had UPS been asked --

MR. MARK LEVINE: FederalExpress, Commissioner.

COMM. CANTOR: I'm sorry. Excuse me.

-- FederalExpress be asked to relocate somewhere else in the City of New York.

MR. MARK LEVINE: As I said, FederalExpress will make their own presentation and we will work with them in getting that information.

But I think the question might be deferred and asked a second time.

COMM. CANTOR: Thank you.

MR. MARK LEVINE: If I may.

Thank you.

THE CHAIR: Thank you.

Thank you, Mark.

The next speaker is Kitty Burke who will be followed by Sam Marks.

MS. KITTY BURKE: Good morning.

Thank you for this opportunity to share our major concerns regarding the City's proposed Hudson Yards Rezoning.

I am Kitty Burke, President of the Bulwark Corporation, granddaughter of Franklin Starr Jerome, who purchased 524-6 34th Street and 528-56 West 34th Street over seventy years ago.

This site is presently occupied by two separate and active businesses with over six hundred employees. The bulk of these jobs are entry-level positions.

The site is long-term leased to Federal Express Corporation and a growing catering company. Both businesses have spent substantial money, over \$60 million collectively, upgrading and outfitting the facilities over the last several years, planning on continuing operations in this site for many years to come. Both businesses are presently integral to New York City and will become even more important as the west side develops.

When New York City in February 2003 released a Master Plan - A Preferred Direction, we

found the Bulwark property was identified for potential condemnation only for open space, as part of a mid-block park system that stretched from West 33rd Street to West 42nd Street.

In response to the City's proposal, Bulwark proposed an alternative, prepared by the well-known architectural firm of Fox and Fowle, that satisfied the goals of the City's open space plan, reduced the cost of condemnation and relocation, and preserved the needed jobs and services that cannot be relocated.

After we submitted our alternative, the City now proposes for the Bulwark site a roadway, subway entrance and open space. We believe the City's revised justification for taking the Bulwark property is bad planning and bad urban design. The City plans also to create unsafe and convoluted access to the No. 7 subway. The proposed subway access also conflicts with the MTA's siting criteria used for the Second Avenue Subway.

A common sense alternative would be siting the transit easement at the corner of Eleventh Avenue and West 34th Street with a north/south

stair/escalator orientation that would provide access to the subway platform.

Such access would eliminate needless pedestrian passage through lengthy tunnels, shorten the distance for pedestrians coming from the Javits Center and whatever is ultimately built over the rail yards, and would result in a safer, more traditional and user-friendly subway access.

The local community board, the Manhattan Borough Board and Borough President Fields have recognized that the condemnation of my family's site and the relocation of the existing striving businesses is unnecessary.

As stated in the Borough Board Report, and I quote, The City's Plan to redevelop the Hudson Yards area would not be compromised by removing the Bulwark/FedEx site from the proposed condemnation. Public access to the No. 7 subway and the enclosed public open space can be accommodated on Lot 68 which fronts Eleventh Avenue between 33rd and 34th Street. There is no planning rationale for a northbound only roadway from --

THE CHAIR: If you can conclude.

MS. KITTY BURKE: -- 33rd to 34th Street.

THE CHAIR: But I assure you that we will actually review your proposal in detail at the Commission in a follow-up session.

MS. KITTY BURKE: Okay. Thank you very much then. We hope to hear from you.

(Applause.)

THE CHAIR: The next speaker is Sam Marks, who will be followed by Lew Gitlin.

So when I call the next speaker who is to come up after the -- where is the next speaker? The next speaker is Sam Marks.

So if Mr. Gitlin would just come up to the front row so that we can expedite speakers.

Okay.

Mr. Marks.

Mr. Marks didn't speak yet. Sam Marks?

(No response.)

THE CHAIR: He's not here.

Okay.

Mr. Gitlin, please.

And then after Mr. Gitlin will be Howard Hornstein. So if Mr. Hornstein would come to the front of the room.

Thanks

MR. LEWIS D. GITLIN: First, I wanted to thank the Department, particularly its chairperson, Amanda Burden, and its Director, Vishann Chakrabarti, for their efforts today on behalf of our community and for the opportunity to discuss here today the varying views on the Department of City Planning's proposal for our neighborhood.

My name is Lew Gitlin. We run a growing catering business on 34th Street between Tenth and Eleventh.

We oppose the Hudson Yards plans as currently drafted because we believe they will force the otherwise needless relocation of businesses like our own.

In our case we spent a number of years overflowing our original space here in the City until we could find a building with rent we could afford and a location that would grant ready access to our fresh food suppliers and our catering clientele.

After six years of looking and building out our premises and after the expenditure of significant funds on improvements, we still have over twelve years left on our long-term lease.

However, if the City and the MTA have their ways, we will not be around to reap any of the benefits of all of our benefits. Rather our businesses will be told to go find a new location. We will lose the benefit of a major crosstown thoroughfare at our front door. We will lose the benefit of easy up and downtown access via the Westside Highway.

This represents a great hardship to our clients, our suppliers and to our dedicated employees which, during the prime season, number approximately forty full-timers and three hundred part-timers. They, in turn, would lose access to the major transportation hub, that is, Penn Station.

All of this despite the fact that there are numerous acceptable alternatives including having the MTA relocate its planned subway station to the corner of 34rd and Eleventh.

Our views have been strengthened in

light of a recent decision by New York State not to pursue expansion north of the Jacob Javits Center. We believe such easterly expansion, when combined with the growing likelihood that no stadium will be constructed on the west side of Manhattan, would obviate the need for the contemplated pedestrian promenade south across 34th Street.

Accordingly, if the rezoning efforts are to continue, we believe there is no need to expand the pedestrian promenade beyond the north side of West 34rd. This, in turn, would permit the City to remove the premises from the list of properties subject to eminent domain.

We urge you at least to review closely the Bulwark proposal which you've seen already and the FedEx proposals. And we ask the City and MTA not to turn their backs on existing businesses like ours.

Thank you.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: The next speaker is Howard Hornstein, who will be followed by John Raskin.

MR. HOWARD HORNSTEIN: Madam  
Chair, Members of the Commission, good morning.

My name is Howard Hornstein. I'm a  
partner in the law firm of Fischbein Badillo Wagner  
Harding. I am testifying here today on behalf of our  
client, FedEx Express, a subsidiary of --

THE CHAIR: If you could speak into  
the microphone or a little louder, --

MR. HOWARD HORNSTEIN: Excuse me.

THE CHAIR: -- either one.

MR. HOWARD HORNSTEIN: I am  
testifying here today on behalf of our client, FedEx  
Express, a subsidiary of FedEx Express Corporation.

FedEx Express opposes the proposed  
Hudson Yards rezoning plan because it contemplates the  
condemnation of a major distribution facility the  
company operates on 34th Street between Tenth and  
Eleventh Avenue.

We will be making a submission  
during the comment period.

FedExpress has two primary  
objections to the City's proposal.

First, the Draft EIS is insufficient

in that it improperly glosses over the impacts of the condemnation of our 34th Street facility. With absolutely no reference to reality, the Draft EIS presumes that the 34rd Street facility can be easily relocated in Manhattan.

In fact, given the unique attributes of the facility, the scarcity of industrial zoned land and suitable existing buildings in Manhattan, there is significant doubt that the facility can be relocated in Manhattan.

FederalExpress is continuing to search, but at this point has been unable to find any available location in Manhattan that would be suitable for relocation. And even if a site is found, the occupancy cost of a replacement location may make the cost of relocating in Manhattan prohibitive.

The Draft EIS concludes there is no socioeconomic impact in eliminating a facility that is responsible for over one-third of FedEx's deliveries made each day in Manhattan. The Draft EIS did not believe FedEx plays a critical economic role in the community or that the hundreds of jobs that will be lost are significant, or the thousands of businesses,

individuals and institutions that rely on FederalExpress deserve consideration in the environmental review and planning process.

The EIS also fails to address the impacts if the 34th Street facility is relocated to New Jersey. In addition to lost jobs, there will be a significant and disruptive increase in truck traffic through the tunnels during the morning rush hour, exacerbating an already serious traffic impact.

These impacts are simply ignored on the unproven, irrational and wrongheaded assumption that FedEx can simply pick up and move a unique, state-of-the-art distribution center, which cost over \$50 million to develop, to some other unspecific Manhattan location.

To put it bluntly, is it necessary to take this facility? We believe it is not.

The Borough Board's Report succinctly states that by relocating to Lot 68 and relocating the subway to the avenue, you avoid the condemnation.

FedEx is a good corporate citizen and it wants to participate in the planning and

development of New York City. But it cannot support this proposal when you're taking away a significant facility that does not require condemnation.

We will be submitting in the comment period in a more detailed form.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: Before Mr. Raskin comes to testify, I'd like to call the Borough President of Manhattan, C. Virginia Fields.

Good morning, Madam Borough President, and thank you for coming at this time.

BORO PRES. C. VIRGINIA FIELDS: Good morning, Chairman Burden and all the Members of the City Planning Commission.

I know that you are going to be here for quite some time. But I did not want this opportunity to pass without making public comments with respect to a direction I believe based on votes taken by the Borough Board of Manhattan this past week in terms of setting forth very clearly the issues of this application, which we know speaks to rezoning the area primarily from manufacturing to commercial,

large-scale commercial, retail and residential.

So on Tuesday of this week members of the Borough Board, City Council Members of Manhattan and the two community boards in the immediate area, Community Boards #4 and #5, voted on three of what I think are the most critical aspects of this application:

The rezoning, which was a yes vote;

The extension of the No. 7, which was a yes vote, but recognizing the extension of the No. 7 alone will not be sufficient in terms of needed transportation on the far west side, so several other suggestions were made there;

But a no vote on the action with respect to the Text Amendment which addresses all of the things that I think I have certainly heard throughout this debate and I'm sure you will here today, and that is because the plan before us has absolutely no concrete affordable housing plan.

(Applause.)

BORO PRES. C. VIRGINIA FIELDS: And until -- and, of course, this is, you know, extremely important because we know here in Manhattan since 1998

over 9000 apartments have been lost through Mitchell-Lama buyouts by owners, high vacancy -- no vacancies exist so people simply cannot move, and other issues related to housing that makes it extremely difficult for affordable housing and for people who are working and making in the range of \$35,000/\$40,000, they make too much for subsidized housing but not enough for market rate housing so they too are caught in the bind.

So we are asking -- and some specific proposals and principles for affordable housing were included in that report and we are looking to work with the City's Administration in making sure that those principles are included before the final vote is taken on this important item.

The other issue is that of density. We are concerned about overdevelopment. And, therefore, the Borough Board's action was to cap the development at 25,000,000 as opposed to the 28,000,000 square feet that is called for. And that once the 25,000,000 is reached, that another public review session must be done in order to make sure that no further development is done in that immediate area.

The environment and transportation, again, due to the large-scale proposed development in this area, we are calling for the rules of the green buildings to also apply so that we can know that the buildings will be efficiently safe and environmentally sound a period of years.

So all of these recommendations are in the report. But speaking to that condemnation -- and I just happened to have heard the previous speaker -- we too agree that businesses like FedEx, Mercedes Benz, two of the larger ones in that area, employing a number of people, efforts must be made so that they can remain there as well as the smaller businesses.

And we believe that there is a way to work that out.

(Applause.)

BORO PRES. C. VIRGINIA FIELDS:

Lastly, the two other major concerns within the Borough Board and supported by the Borough President's Report speaks to the governance board, that there also must be a representative from the Borough President's Office as well as Community Board #4 and #5 sitting on the governance board because these are the groups who

have invested time, energy and input into shaping the final outcome of this, and that they cannot and must not be denied because of the plan to establish a public or private authority.

Lastly, our concerns center on jobs. Jobs are extremely important, and for any development of the magnitude that is planned for the west side of Manhattan, there must be a plan in there that speaks to minorities, women business enterprise as well as union jobs.

We cannot conceive moving forward without this being built in in a significant way, that it can be monitored and it can be shown that minorities and women are a part of these jobs in a way that we are not, quite frankly, in Lower Manhattan development.

So let's move forward and work together to ensure that the rezoning, as it relates to this application, takes into consideration and develops very concrete plans and proposals for affordable housing, dealing with density, environment, transportation, condemnation, jobs and WBE, unions and the governance board.

And we look forward to working with all of you in this effort because this is a major, major initiative. And I think that there is room enough - I think the person actually said it in the article on Sunday that I'm sure all of you read, that this is big enough for everybody to get something out of it.

(Applause.)

BORO PRES. C. VIRGINIA FIELDS: And I think we should do that.

Thank you.

(Applause.)

THE CHAIR: Madam Borough President, I want to take this opportunity to personally commend your leadership, the thoughtfulness and thoroughness of your report. I recommend everyone read it. It is substantive and the recommendations are significant and very thoughtful. And we will take them all into consideration.

And I want to thank you for the time and effort you and your staff, and especially your appointment to the Planning Commission, Commissioner Angela Cavaluzzi, put into this. It's very, very

helpful to us.

And I want to personally thank you.

BORO PRES. C. VIRGINIA FIELDS:

Thank you, Commissioner.

And I will conclude by saying too that Commissioner Cavaluzzi has been extremely helpful to the community boards in helping to digest what is obviously a very complex application, full of a lot of components and parts that, you know, at some point if everyone would go through them, we would see, again, the significance of this application and not marginalize it or minimize it in any way because of, you know, other concerns and so forth, because this is huge.

Thank you.

THE CHAIR: Thank you.

We have a question for you.

Commissioner Phillips has a question for you.

BORO PRES. C. VIRGINIA FIELDS:

Commissioner Phillips.

COMM. PHILLIPS: Thank you very much

We appreciate your coming today and

the report that the Borough Board gave us.

My question is, in the Draft Environmental Impact Statement there was a review of the proposal that you submitted for this site in 2001. And I think basically that alternative was not sought saying that it was financially not feasible in terms of the decking.

And I wanted to know if you felt that that was a thorough review or if there were parts of your plan that you would now recommend that would be included in the plan, particularly I think the Borough Board spoke here on the allowable square footage for office and the review is something that is an important component.

I don't know if that was a part of your review or if -- but basically this is a review of the EIS, if your plan received a thorough review as an alternative.

BORO PRES. C. VIRGINIA FIELDS:

Well, I think, of course, the major difference between our proposal and the one that is before us is that our proposal does not call for a stadium on the west side of Manhattan.

(Applause.)

BORO PRES. C. VIRGINIA FIELDS:

And, therefore, --

(Applause.)

BORO PRES. C. VIRGINIA FIELDS:

And, therefore, it allowed for residential development to be placed on the site where a proposed stadium is now thereby reducing the density of the commercial space on the other part of that -- within that redevelopment zone.

I believe that, given the work that went into that plan that with the support and the interest to develop housing there, it is clearly feasible and it could be financed in a way to make it happen.

But because that was not the plan put forth by the City Planning Commission, it was not, you know, approved or passed or supported I should say.

COMM. PHILLIPS: Thank you.

THE CHAIR: Thank you, Madam  
Borough President.

Any other questions?

(No response.)

THE CHAIR: Thank you for coming.  
Thank you for coming and testifying and thank you for  
such a thoughtful and significant contribution

BORO PRES. C. VIRGINIA FIELDS:

Thank you

(Applause.)

THE CHAIR: The next speaker, as I  
mentioned, is John Raskin, and then we will switch to  
speakers in favor, and the first of those is Cristyne  
Nicholas.

MR. HARVEY EPSTEIN: Good morning,  
Commissioners. My name is Harvey Epstein. John Raskin  
was unable to stay.

I'm the Associate Director of  
Housing Conservation Coordinators, a community-based  
legal services organization and housing  
organizing organization on the west side of Manhattan  
with a thirty year history in this community.

I want to thank the Commission for  
the opportunity to speak today to tell you why, even  
though the intentions are good, the plan is totally  
flawed as it is in its current state.

The Draft Environmental Impact Statement insufficiently studies the problems in relation to noise, traffic, pollution that's going to exist on the west side.

This Commission certified a plan that fails to address those concerns. So us as community and us as public we are unable to adequately comment on it and we're not given sufficient opportunity to review and make a final determination whether this plan was appropriate.

We believe if that were sufficiently studied, you would determine that there is no way to resolve the noise problem. There is no way to resolve the traffic problem and there is no way to resolve the pollution problem which makes this plan totally inappropriate for this community.

(Applause.)

MR. HARVEY EPSTEIN: In addition, this plan has failed totally to deal with the issue of permanent affordable housing.

(Applause.)

MR. HARVEY EPSTEIN: There is no plan for permanent affordable housing. Our community,

our City, is in desperate need of permanent affordable housing.

Mandatory inclusionary zoning is one vehicle that can be used to make sure that we have permanent affordable housing in our community, and permanent affordable housing for all income ranges, people who make below eighty percent of median income, people who make up to a hundred and twenty percent median income. There is a need for that housing. There is a need for that in our community.

And this plan and this Commission has the obligation to make sure that occurs.

There are other ways to make sure that there is affordable housing. There's City property that might be available. There's government money that can be used.

And if this plan should go forward, it must be a plan that has at least thirty percent of all the units set aside for permanent affordable housing.

(Applause.)

MR. HARVEY EPSTEIN: Now I would say that we don't need just mandatory inclusionary in the

residential portion of the rezoning. You could have mandatory inclusionary in the commercial portion of the rezoning too. This is an opportunity to say you can build affordable housing on site or off site. So if you have a developer who wants to develop a commercial building, that's fine, but make sure they put affordable housing in our community as well.

It has to be within Community Board #4. It doesn't have to be on site. And that's something that's fundamentally important for our neighborhood.

Finally, this plan is lopsided. The commercial FAR versus the residential FAR is out of whack with what our needs are in this City. We need much more residential housing. We need much more affordable housing. And I urge the Commissioners to make that plan a reality.

Thank you.

THE CHAIR: Thank you

(Applause.)

THE CHAIR: As I mentioned, we will now switch to speakers in favor. And the first of those is Cristyne Nicholas, who will be followed by

Kathy Wylde.

MS. CRISTYNE NICHOLAS: Good morning.

I'm Cristyne Nicholas, President & CEO of NYC & Company, the City's official tourism marketing organization. And thank you very much for the opportunity to address this Commission on the importance of the Hudson Yards plan, an initiative we believe is crucial to the City's ability to grow the multi-billion dollar convention and meetings industry.

Tourism is an important engine that powers New York City's economy. Last year we welcomed more than thirty-seven million visitors who generated more than \$23 billion in total economic impact and \$3 billion in City, State and Federal taxes. Tourism also supported 226,000 jobs throughout all five boroughs.

Each year New York City hosts nearly 3.5 million trade show and convention delegates. The economic impact of spending by this segment alone is worth at least \$3 billion annually.

Without the Hudson Yards Plan New York City will not be able to grow its meeting and convention business, currently stagnant at thirty-

seven percent of the business market, and is at risk to lose even more business as other cities invest in new, modernized convention facilities.

We cannot afford to lose these visitors to other destinations. If they go elsewhere, so do New York City jobs and additional tax revenue. And, unfortunately, we have been losing meeting and convention delegates by the thousands each year.

At the Javits Center under the leadership of Bob Boyle and Jerry McQueen, it is operating at capacity with the highest attendance number and the second highest number of shows in the country. Job well done.

But simply put, the demand for New York City has outgrown its supply. The current size and configuration of Javits puts New York City at a disadvantage. Ranking sixteenth in size in North America, we can no longer compete in the first tier for major meetings and trade shows.

Ten years ago, New York City held the number one share for the major trade show market, and since then we have slipped to fifth place behind Las Vegas, Chicago, Orlando and Atlanta, all cities

that have heavily invested in their convention facilities.

By expanding the Javits Center and building the New York Sports and Convention Center, New York City has an unbeatable opportunity to buck this trend.

NYC & Company estimates that the City loses nearly \$1 million every day in direct visitor spending because we do not have the convention facilities. Any delay of the Hudson Yards planning could cost New York City the price of the proposed expansion.

NYC & Company also advocates for the proposed rezoning. The immediate area does not currently provide visiting delegates with the kind of experience which reflects well on our City's image.

The Hudson Yards proposal will give New York a better advantage to attract new business and keep annual business in New York while building a great neighborhood with parks, hotels, businesses and residential housing alongside state-of-the-art convention facilities.

Industry studies also show that ease

of access and transportation is a key in the selection process. The combination of underdeveloped area and the lack of public transportation does not inspire additional spending.

Keep in mind that most delegates go from a midtown hotel onto a bus to the Javits Center. At the end of the day they get right back on that bus, back to the hotel, therefore not spending in restaurants, shopping, recreation or entertainment attractions in the neighborhood.

Through the extension of the No. 7 line -- I'm wrapping it up -- NYC & Company believes that the revitalization of the far west side is critical to the overall success of the tourism industry and the City's economic future.

And I thank you very much for allowing us to testify this morning.

(Applause.)

THE CHAIR: The next speaker will be Kathy Wylde, who will be followed by Henry Wollman.

MS. KATHRYN WYLDE: Thank you. And I'm pleased to be here today not only to support the proposed land use actions on the west side, but also

to thank the Commission. I think with the public attention surrounding the west side plan, the fact that you are doing equally bold and imaginative planning and zoning work throughout the five boroughs is overlooked. And I appreciate that as someone who has looked to City Planning to take this kind of initiative for many years. So it is welcomed.

The Partnership represents the major employers and business leaders in the City. We seek to promote public policies and public investments that support the economy of the City.

We have reviewed the West Side Hudson Yards plan and it believes it contributes substantially to that objective and will generate significant private investment in the redevelopment of the City and creation of new jobs.

The importance of the west side for redevelopment has been clear for a long time. We were part of the Group of 35, Senator Schuman's plan, that five years ago looked at this and came out with a need around the City for 60,000,000 square feet of new office space to be developed over the next few decades.

Hudson Yards contributes to that but I think it's important to point out it does not compete or conflict with development of secondary business districts throughout the City and certainly with our top priority which is the redevelopment of the World Trade Center in Lower Manhattan.

We think it is entirely compatible with those objectives in our plan for long-term economic growth.

The other major point I'd like to make is that I think that the financing plan and the zoning resolution that has been crafted with regard to the far west side is, in fact, a model for the next generation of planning, funding and development activity in this City.

Our capital budget is far too lean to be able to support the needed improvements that we have. And as we look at rezoning efforts throughout the City, the opportunity that we see to capitalize on the value of the up-zoning and to do it in a proactive, upfront way rather than the old way of individual site-by-site negotiations, where much of the value went into speculative land deals rather than

into the public improvements that are required.

This is a new model that we think can be applied with advanced planning through the Commission's efforts to communities throughout the City to capture the value of up-zoning, the rezoning of manufacturing areas, the redevelopment of our waterfront, to capture that value and to deploy it through district investment funds like the one proposed here for other activities.

One more point, the No. 7 line. We did a transportation study last year which pointed out the extension of No. 7 as being -- has five times the economic benefits of its capital cost. It is by far in the MTA Capital Plan, it's by far the most important investment we can make in the future of the economy of our City. So we strongly endorse that.

Thank you.

(Applause.)

THE CHAIR: Thank you, Kathryn.

I just want to remind folks in the audience, if you want to chat among you, to go outside and do so while you're waiting. Because it's really hard for the Commissioners to concentrate on the

testimony if there is a lot of noise going on in the audience.

So if you would do that, that would be fantastic.

The next speaker is Henry Wollman, who will be followed by Michael Gerrard.

MR. HENRY WOLLMAN: My name is Henry Wollman. I'm the Director of the Newman Real Estate Institute of the City University of New York.

It is not usually the position of the Institute, which is I guess somewhat more comfortable with its academic role in terms of creating context and opportunity for discussion and research, to take a position on a major public issue.

But the importance of what the Planning Commission, what the Department of City Planning and what the MTA have proposed here is such that there was almost no choice among the entire City but to really rally behind what the proposal is, at least in terms of its broad intentions for the future of New York.

The Institute is very much in support of the program, in support of the goals and in

support of the tremendous energy which the Chair, which the Department of City Planning and which the MTA has put in to the creation of this plan.

However, I think that we feel that there is one option which has been overlooked and an option which, if it is considered in the next phase of the planning for this, will significantly open some of the opportunities for development that have been talked about so eloquently today by a variety of people speaking on both sides of the plan, both for and against.

We have a few speakers today who will address these issues in detail. And the Institute has created for you today a precis, a summary, which you will be able to take back with you and will issue a full report on the 4th of October about its vision.

The basic point in the vision is really a simple one, that the Convention Center, a glorious building in many ways and planned by an exemplary architectural team and speaking of the best intentions of the City during the 1960s and the 1970s, is a building whose useful life perhaps has come to an end.

It is a building which we know some of the functional problems which it has. It's also a building which I think from the Institute's point of view is in the wrong place.

And the shift of that building within the context of a variety of other public infrastructure gestures, the shift of the building from its north/south access in terms of where it is, which would only be to some degree exacerbated by the extension of the Convention Center north and by the creation of the multi-purpose facility to the south, if it is shifted ninety degrees and a very interesting piece of infrastructure created, which would move from east/west, that is, from Penn Station and the Penn Station area directly across to Twelfth Avenue, in an infrastructure, combined infrastructure program, which can support the Convention Center, a tremendous amount of other kinds of development, including arenas and office space and even some housing, is an option which this Commission should consider in preparing the final recommendations.

Thank you.

THE CHAIR: Thank you very much. We

appreciate it.

The next speaker is Robert Gerard, who will be followed by Robert Geddes.

MR. ROBERT GERARD: Thank you very much, Madam Chairman.

I am part of the Newman Institute team and my responsibility is to deal with the financial feasibility of the alternative that Henry has presented and that Bob Geddes will discuss in even greater detail.

It is clear that the alternative that we are proposing is a project of enormous scope. It will require substantial financing.

But if we use the time-tested model that was employed to develop Battery Park City, the project that the Chair and I had something to do with in the distant past, securing long-term revenue bonds with the lease rental payments for the commercial and residential sites within the district, as well as air rights payments for the other sites within the district, the substantial cost of the project, which we will discuss in extensive detail in our written submission next week, but they will be roughly in the

range of \$7 plus billion, can easily be met by revenue bonds.

Now, our project doesn't include, as you'll see, the No. 7 line extension. We think that's an appropriate matter for the MTA's Capital Planning process to address.

But it does include - and I think Bob Geddes will discuss this and it's financially feasible to do so - an automated rapid transit route which will connect the facility we propose and basically connect the Convention Center, the River and all of the far west side to the transportation hubs on Eighth, Seventh and Sixth Avenue including Penn Station.

We are concerned -- one more comment about the City Plan. Frankly, we are concerned about the financial complexity of that plan. We believe the weaker credit that the City's proposed financing method would involve will increase the cost of financing the plan.

And as a matter of principle and policy we are deeply concerned about the possibility of introducing tax increment financing into New York

public finance.

It's been done elsewhere, but we feel that the risks of the balkanization of the tax base here in New York from the large scale introduction of tax increment financing is one that should be considered very carefully by every governmental unit concerned.

Thank you very much.

THE CHAIR: Thank you very much  
(Applause.)

THE CHAIR: The next speaker is  
Robert Geddes.

MR. ROBERT GEDDES: Thank you. And  
thank you for hearing us today.

I speak as an architect and urban  
designer. I'm past president of the New York Chapter  
of the AIA, for example. And when I was at NYU I was  
professor of architecture, urbanism and history. And  
in my opinion this is what history is about, the kinds  
of things you are dealing with today.

Thank you for considering this.

What we have to show you today is  
really not an end stake, not a plan in itself, but

options, a way of approaching the creation of the plan that so many of you have talked about.

There is no dispute, it seems to me when I listen today, as to the kinds of concerns that the community, the City have.

They're indispensable pieces. The expansion of the Convention Center needs to be number one; the expansion of the business district, more residential and affordable housing, open spaces that connect to the riverfront, a way of developing the office market for midtown which connects to midtown.

Now, for all of those reasons a plan for this district is needed. And I certainly applaud the interest that you all have shown and the Mayor has shown, the Deputy Mayor, in planning and design. It's really extraordinary.

Now, what we are proposing though is the change -- is the support of your development goals but the change of only one element, one element -- you know, in the DNA I'm told that makes a big difference -- the change of one element which is to flip the location of the Convention Center; move it from its north/south access so that in the future it is on an

east/west access so it doesn't impede the relationship between the neighborhood and the City and the riverfront.

There are really three elements involved: the neighborhood, the Convention Center and the riverfront.

By flipping the Convention Center, extending the neighborhood to the River, developing the riverfront, you have really a win/win situation.

And let me describe briefly. Could you --

In a sense it's all in the kind of stuff that you all do all the time, which is the land use concept, the transportation plan, concept and so forth.

But it's really also a matter of urban design. This is a proposal to have the east/west corridor here, the 34th Street commercial corridor high density here and the residential corridor here, and the 42nd Street corridor there.

Thanks, Peter.

In a sense it's a system of thinking about how the components should be put together. And

we are proposing four options, not one option, four options. Some of them include arenas and stadiums, some of them do not.

The basic option is to have the Convention Center in this axis with what would be the largest convention facility in the United States. You would move -- that's it?

THE CHAIR: You have to -- you do have to wind up. I'm sorry, Professor.

MR. ROBERT GEDDES: That's a very good ending line. You would flip from being eighteen to being number one and you would accommodate the office, the residential, the open space, the transportation, everything in this one fundamental move.

And we urge to consider it and take it seriously. We have lots of documents that we will present.

Thank you for this opportunity.

THE CHAIR: I know you've given this a lot of thought so I hope you will submit --

MR. ROBERT GEDDES: We will

THE CHAIR: -- some illustrations

and testimony so we can look at it in detail.

MR. ROBERT GEDDES: And I'll remember how short three minutes is.

THE CHAIR: Thank you so much.

MR. ROBERT GEDDES: Thank you.

(Applause.)

THE CHAIR: The next speaker is Howard Goldman, who will be followed by Dennis Ippolito.

MR. HOWARD GOLDMAN: Thank you, Madam Chair, Commissioners.

I'm the last speaker on behalf of the Newman Institute. And I think I'll just really sum up what's been said and finish up some of the points that Dean Geddes was not able to complete.

Dean Geddes, for those of you who don't know, was the first Dean of the Princeton University School of Architecture. He is the Henry Luce Professor of Architecture, Urbanism and History at New York University and he is currently a consultant to Harvard University regarding the expansion and relocation of that facility. And I'm very honored and delighted to be working with him on

this team.

The main points of the Newman Institute's proposal are as follows:

It is not an attack on the stadium. It is a scheme that works both with and without the stadium. And among the alternatives mentioned by the Dean are alternatives with and without.

The key, as mentioned by Dean Geddes, is the reorientation of the Convention Center in an east/west direction which would be over the MTA yards connecting midtown and the River. And the concept behind that would then be to really create east/west connections between midtown and the Hudson River and open up the River really to the public.

The plan creates a number of different corridors for development including the 34th Street commercial corridor, a Convention Center arena corridor that goes all the way to Seventh Avenue and encompasses Madison Square Garden, and west and east growth corridors between 35th and 41st Street on the west side which allow for large-scale new development, and then a mixed-use corridor that is north of 35th Street, that is, a moderate density district that

allows some new development and some preservation.

We have submitted today an eighty-page precis which is a summary of the plan. But within the next several days we will expect to submit a much more detailed version of the plan which we would like considered as an alternative to the Draft EIS.

Thank you very much.

THE CHAIR: Thank you.

(Applause.)

COMM. CANTOR: Madam Chair?

THE CHAIR: There is a question for you. Irwin Cantor has a question.

COMM. CANTOR: Howard, a question, please. I haven't seen your precis obviously.

Do you have any numbers to attach to the cost of tearing down the old facility and building a new one? I know here we are sitting with people being terribly concerned about the cost that is being proposed prior to your presentation. And we would like to know the overall cost of demolition, reconstruction and the economic benefit that would enure to the City in doing so.

MR. HOWARD GOLDMAN: I see our

boss, Mr. Wollman, over my right shoulder so let me let him.

THE CHAIR: You have to -- actually you have to answer it, Howard. We have to do it in -- whoever is signed up has to answer.

MR. HOWARD GOLDMAN: Very well.

THE CHAIR: So if you don't know the answer --

MR. HOWARD GOLDMAN: I actually -- the answer is yes. The complete cost is contained in the materials that are submitted to the Commission.

THE CHAIR: Good. We will look forward to reading that.

MR. HOWARD GOLDMAN: Thank you very much.

THE CHAIR: Thank you very much.  
Phyllis.

COMM. PHILLIPS: Yes.

Could you please just address the extension of the No. 7 train and is that a function of the orderly growth for the north/south area, please?

MR. HOWARD GOLDMAN: This plan calls for, and we did not have an opportunity really

to get into it in a lot of detail, but it calls for basically a people mover or a monorail system to move people throughout the west/midtown area and envisions the extension of the No. 7 line as a subsequent phase of the development but not one that is essential in order for the plan to go forward at this time.

COMM. PHILLIPS: Thank you.

THE CHAIR: Thank you very much.

The next speaker is Dennis Ippolito, who will be followed by Jeremy Soffin.

MR. DENNIS IPPOLITO: Thank you Chairperson Burden and the rest of the Commission for letting me address you this morning.

I'm Dennis Ippolito. I represent the Heat and Frost Insulators and Asbestos Workers Local 12 in New York City.

And I'm here to talk to you today about good paying jobs. Good paying jobs are definitely needed in this system and the City. And over the last five or six years we've been struggling with that.

Two hundred thousand construction jobs will be generated from this project over the next

thirty years and 100,000 permanent jobs. This is good for the economic development of New York City for the future.

Investing in the future is a prime decision that we should make and it's good for future generations. Future generations, we've got to think about what we are going to leave our kids and our grandkids. And we need economic development in this City of New York.

What would have happened if a hundred years ago our forefathers, when they decided to build over the train tracks at Grand Central, said, no, we are not going to develop that area?

Well, they developed that area and now look at it today. It brings billions and billions of dollars into the City of New York every year.

And what would have happened a hundred years ago if the New York Yankees, they didn't build Yankee Stadium up in the Bronx?

This is important. I could go on and on about development in this great City. And these are just two things that have been done a hundred years ago. And we should make that step in this generation

developing the west side of Manhattan.

The Javits Convention Center, our convention center, is the sixteenth largest in this country. We cannot get the big conventions into this City. We are losing a lot of money that will come into the City for economic development.

Once again, this is all about economic development. It's about the future of the City. The police department, the fire department, the teachers, they all need raises. Affordable housing is very important to the City. If you don't have economic development, how are you going to pay for all of this, this, you know, future investment in police, the fire and the teachers?

Mass transit; mass transit on the west side of Manhattan, there's no way of getting from midtown over there to the Convention Center. My sister came here a couple of years ago and she was staying around Times Square and she had a convention to go to. The only way to get there was in a taxicab or walk.

And it's important that when people come to this City and they come to our Convention Center that we have mass transit.

The west side development makes sense to me to do right now. The City's economy needs it.

Another important aspect of the west side development is the 2012 Olympics. I went to a City Council meeting a couple of months ago and everybody in that City Council, when Dan Doctoroff was speaking, was asking what are you bringing to my neighborhood. And Dan Doctoroff, you know, was trying to tell them we'll bring something but we need the west side stadium built.

It's important to this City. Everybody wants 2012. And it's important to my members as working people in this City and all working people in the great City of New York.

Thank you for your time. I appreciate it.

THE CHAIR: Thank you.

Mr. Ippolito, there is a question for you.

Karen Phillips.

COMM. PHILLIPS: Yes.

I just wanted to know within your

union what percentage of your workers live within New York City and what's the average wage for your workers in terms of being able to afford to live in this area. If you could just submit that, it would be fine if you don't have the answer.

MR. DENNIS IPPOLITO: We've got about sixty-five to seventy percent of our members live in New York City.

We are also involved with Construction Skills 2000 which Ed Malloy brought up. We bring in kids out of high school in New York City into our union every year.

Our wage rate for a full-time mechanic, the basic wage is about \$40 an hour and our benefits are about \$22 an hour. So our health plan, our welfare plan, an annuity plan, an educational apprenticeship plan, it's into that untaxed fund. So it's about \$62 an hour is our total wage scale.

And we've got a lot of people that live in this City that work in this City and we are happy to be here and we are going to stay around. We've been here a hundred years. We're going to be here a hundred more years.

Thank you.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: The next speaker is Jeremy Soffin, and then we will switch to speakers in opposition beginning with Walter Mankoff.

MR. JEREMY SOFFIN: Good morning.

My name is Jeremy Soffin. I'm the Director of Public Affairs for Regional Plan Association, a not-for-profit planning and advocacy organization that has served the tri-state region since the 1920s.

Thank you for this opportunity to share RPA's research and analysis on plans for the far west side.

RPA joins the Bloomberg Administration in promoting redevelopment of the far west side as the best opportunity for expanding the Midtown Central Business District. From a regional planning perspective, much of the region's new office growth should be directed into this urban core, where high density, high value development can be sustained by a robust infrastructure system.

And while office districts throughout the City and region can absorb some growth, over the long-term the far west side will be needed to meet growing demand.

While there is an urgency to get started, there is also a danger in rushing to force extensive development before the market develops.

Therefore, in a recently released position paper RPA calls for a phased implementation of most of the elements of the Hudson Yards Plan. We recommend moving forward immediately with the proposed rezoning, northern expansion of the Javits Convention Center and initial public space improvements. These actions would allow for immediate residential development to meet market demand, especially in the eastern portion of the district.

A second phase would begin in 2010 and include construction of the No. 7 subway extension, investments in preparing the rail yards for development and implementation of the City's open space network proposal, as well as completion of the second phase of the Javits expansion.

These investments would provide the

capacity for commercial growth as demand develops after much of the City's current inventory of vacant office space is occupied.

A final phase would commence about 2016 and include the second stop on the No. 7 extension and decking of the Lincoln Tunnel spaghetti infrastructure that blights part of the district. This would allow for development in the northern part of the district.

This phasing strategy will maximize the plan's benefits while limiting fiscal risks, allowing the region's transportation system to begin its expansion and assisting the recovery of Lower Manhattan.

Conspicuously absent is the proposed New York Sports and Convention Center. While this proposal is not officially part of the ULURP review, it would obviously impact those plans and it is worth briefly explaining our position.

There is no compelling need to place this facility in a part of the City that should be devoted to high density, high value office and residential development. Its construction is in

conflict with the district's overall goals. It would limit the area's long-term potential by restricting waterfront access, adding congestion and looming over the adjacent streets and Hudson River Park.

Fortunately, we believe there are viable alternatives that will provide better waterfront access and increase the likelihood of development in the rest of the district.

The Draft EIS document that you are reviewing includes no study of alternatives for the Western Yards in the context of the existing plan.

Further detail on the RPA position can be found online at [rpa.org](http://rpa.org) and we will be submitting more detailed comments as well.

Thank you for your time.

THE CHAIR: Thank you very much.

(Applause.)

THE CHAIR: Now, as I mentioned, we will switch to speakers in opposition beginning with the Chairman of Community Board #4, Walter Mankoff, who will be followed by Lee Compton.

MR. WALTER MANKOFF: Good morning, ladies and gentlemen.

My name is Walter Mankoff. I'm Chair of Community Board #4 and the area of Hudson Yards lies virtually entirely within our jurisdiction.

We've had many opportunities in the past two years to exchange views with the Department of City Planning. And I want to thank Chair Burden and her staff for the respectful manner with which we have been greeted. I only wish we had been more successful in changing their views.

Our detailed comments on Hudson Yards were previously submitted to the Commission. Our written comments on the Draft EIS will be filed within the allowable ten-day period. And I hope you'll read - - I know you've read some of our earlier comments. I hope you read the EIS comments as carefully.

We agree with the Administration that this area is in need of rezoning and major development. We diverge, however, in how we perceive the area and in our vision for the future.

And I'm sorry to say that those who want to do it right get listed as opposition rather than proponents. We think we are the proponents of a good plan for our area.

(Applause.)

MR. WALTER MANKOFF: We see the rail yards and the surrounding underutilized land as part of a much broader historic Hell's Kitchen area. We cherish its diversity. Its buildings are old and new, large and small. Its residents come from all walks of life and reflect many income levels and ethnic backgrounds. Its businesses, large and small, play an important part in our City's economy.

A rational Hudson Yards rezoning plan would build on the best of today while providing for the commercial and residential needs of the future. That's what we want our City to do.

The Administration, in contrast, has put on blinders to all alternatives and only sees the wasteland in our area. It's doubly unfortunate. The plan damages the present while offering a future that is so unsound that it has been widely criticized by some of the most respected planners and civic organizations of our day.

What's wrong with the City's plan?

Let me just outline very briefly the most egregious problems.

A stadium in the most valuable portion of the site will discourage nearby development. How in the name of heaven will Class A office buildings and Class A residences locate across the street from a 30-story monolith that's described alternatively as either desolate or is a three-way circus with everything from flea markets to sports bar?

There is an inadequate expansion of the Javits Convention Center provided for. We support a proper one.

Excessive density; the plan calls for a row of seventy and eighty-story buildings along Eleventh Avenue.

Most important, there is no meaningful plan for permanent affordable housing.

Tremendous risk to the City's finances.

Massive environmental problems.

Condemnation and eviction of businesses and residents.

And missing infrastructure: a bus facility and parks.

I'll close.

The City is rushing through this plan unnecessarily. As you've heard, it's a thirty/forty-year plan. Why not take the time to do it right? The EIS is incomplete, the financing is with gaps. Take the time to do it right and study it properly.

Thank you

(Applause.)

THE CHAIR: Thank you.

Walter, come back for a second.

Commissioner Cantor.

COMM. CANTOR: I've been waiting for you.

In the ten years that I've been on this Commission I don't believe I have ever seen a more comprehensive, a more well thought out, a better presented alternate to anything that this Commission has done.

(Applause.)

MR. WALTER MANKOFF: Well, we appreciate your comment.

COMM. CANTOR: That does not mean

that I buy into it.

(Laughter.)

COMM. CANTOR: But there is one aspect of it that not only I buy into, but as Madam Chair said earlier today the Commission is seriously looking into, and that's the aspect of affordable housing.

It is so frequent that we see people coming before the Commission with all the reasons in the world to change what we are trying to do in the interest of not allowing affordable housing.

It's delightful to see your organization, your board, and your people out here applauding whenever the word "affordable housing," --

(Applause.)

COMM. CANTOR: -- "permanent affordable housing" is referred to.

So on behalf of myself and other Commissioners, and certainly as the Chair has said, we thank you for your thoughts with regard to affordable housing and what really makes part of our City go and grow.

MR. WALTER MANKOFF: Okay.

I'm delighted with your remarks. Affordable housing is extremely important. And I just want to add one thought.

The change from manufacturing zone to upscale offers the opportunity for affordable housing that does not exist any other way in the City on the same scale. This is a one-time opportunity which must be taken advantage of otherwise it will be lost permanently.

Thank you.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: Before Lee Compton comes up, Anna Levin, did you want to speak after Lee? You signed up in favor, but I didn't know if the three of you wanted --

Okay. Great. I thought so.

Lee Compton, and then Anna Levin.

MR. LEE COMPTON: Good morning.

My name is Lee Compton. I am speaking this morning to you as a Vice Chair of Manhattan Community Board #4. I appreciate the opportunity.

I am going to address specifically the EIS which is the matter before you today.

Community Board #4 believes that the Hudson Yards Draft Environmental Impact Statement that you have before you is a deeply flawed document that should not be relied on to make the decisions you will be called on to make. It makes untenable assumptions, references problems in the appendices but not in the main document and, above all, is incomplete.

We have all seen the City's images of a completed Hudson Yards project that includes sweeping vistas from broad promenades and open plazas and parks, all lightly populated by people walking, sitting on the grass or eating in outdoor cafes.

In stark contrast, the text of the EIS talks of requiring sealed and double-glazed windows because of unacceptable noise levels, windows that can't be opened because of the air pollution outside, quote, unavoidable pedestrian contact, unquote, on overcrowded sidewalks, long lines at stair and elevator entrances to subways, and more than five minutes for a car to cross an intersection.

Instead of the idyllic outdoor

experience depicted by the City, the EIS calls up images of sidewalk skirmishes conducted with breathing masks and earplugs.

And the EIS says that this is the best case after everything possible has been done to mitigate these problems.

The appendices themselves are even more disturbing.

One says that the projected, unacceptable noise levels in the text are based on the unrealistic preliminary assumption that cars will travel at posted speed limits and are likely to be much worse when they are based on actual traffic speeds.

Another says that more than two-thirds of midtown crosswalks will have unacceptable levels of service on average middays.

Projected traffic does not include the one hundred and thirty new buses that will be needed, or the cars that already clog the West Side Highway on weekends when the passenger ship terminals are busy, or the 8,000 people who are expected to travel to football games on ferries.

There is no explanation of how a ferry system with a peak capacity of 4,300 people will be able to carry 8,000 additional people. Are there enough routes? Could there be enough ferries? Are the terminals large enough?

Where will the new school of five hundred students and sixty staff be sited, the new firehouse or the new day care centers, electrical substations and transmission facility, police and emergency medical facilities and services? These are all mentioned in the appendix but not in the text.

Where will these facilities be located? How will they affect traffic? How will they be paid for?

The Hudson Yards proposal is immense, both in scale and in importance. Community Board #4 believes that we, the public at large and, most importantly at this point, you deserve the best possible information in order to make an informed judgment.

The Draft EIS you have before you is incomplete and deeply flawed. We urge you to consider whether this is an appropriate basis for making a

decision of the magnitude of the Hudson Yards proposal, and then to postpone your decision until the Final EIS has been completed and the full extent of the problems has been disclosed.

Thank you.

(Applause.)

THE CHAIR: The next speaker is Anna Levin, to be followed by Gerry Schoenfeld.

MS. ANNA LEVIN: My name is Anna Levin. I'm the other Vice Chair of Community Board #4 and Chair of its Clinton/Hell's Kitchen Land Use Committee. Our ULURP response is what I did for my summer vacation.

Others are speaking today about broader aspects of the plan. I'm limiting my remarks to the financing plan, not the most important or snazzy or sizzly part of it, but it's a part that you all really need to understand.

The zoning you are being asked to approve is driven by the financial needs of the plan and those financial needs could spell disaster for the City's finances if the development that the City is counting on does not take place.

I want to focus on the District Improvement Fund to illustrate how this zoning is linked to the financing plan.

The proposed zoning includes a base rezoning, which the Community Board supports. But on top of that base developers will be able to obtain a substantial bonus by paying into the District Improvement Fund. These bonuses are much bigger than the bonuses we are familiar with: an 8 FAR on a base of 10, 5.5 FAR on a base of 7.5.

The revenues from the District Improvement Bonus, along with commercial and residential property taxes and revenues from the sale of development rights on the Eastern Rail Yards are being counted on to finance the \$3 billion in bonds we'll be floating to pay for the plan's infrastructure, which is the 7, the new road and the new parks.

We have three large concerns about this financing plan.

This is essentially tax increment financing about which many have expressed concern. If plan revenues fall short of expectations, your and my

income taxes may be used to fill the gap through what we believe is the inappropriate use of the transitional finance authority.

The financing plan takes substantial public works projects outside of the normal budget process. This is not right. We have a public budget process so that competing priorities can be publicly considered.

Finally, because tax revenues from the new development will be diverted to pay for the bonds, these revenues will not be available to pay for the other infrastructure needs associated with the development, some of which are identified in the Environmental Impact Statement: a new school, new police and fire facilities, new power stations, sewers and water mains.

There are extraordinary costs associated with this project that are not part of the plan and you are being asked to approve a mechanism that means that there will be no money to pay for them.

One last thought on the District Improvement Fund. There are many unanswered questions

about the fund and its oversight. We're told that the Hudson Yards Infrastructure Corporation will exist only on paper. But who decides what projects get built and in what order? You should not authorize the creation of this fund until you have those answers and those answers must include real public oversight.

We recognize that the City Planning Commission is supposed to consider land use matters only, but you must take capital needs and strategies into account in developing planning policies. You should not allow the review process designed for land use decisions to create an end run around the requirement for informed debate on capital projects and their financing.

Thank you.

(Applause.)

THE CHAIR: The next speaker is Gerry Schoenfeld, who will be followed by Dan Jacoby.

MR. GERALD SCHOENFELD:

Commissioners, Chairman:

My name is Gerald Schoenfeld. I'm the Chairman of The Shubert Organization. We own and operate 16.5 legitimate theaters in the Broadway

theater district, an off-Broadway theater on 42nd Street. We also produce plays.

And I've been involved personally in every major development project in this midtown area since the past thirty years.

The proposed Hudson Yards plan is an example of an attempt to put a square peg, a 75,000-seat, 300-foot high, four-block long stadium, into a round hole, the most valuable remaining undeveloped waterfront property in the City of New York.

It should be rejected out-of-hand for the following reasons.

There's no record of a stadium having a positive economic impact upon an urban center. The economic projections for the stadium are based upon speculations created and paid for by the intended user, the New York Jets, which are disputed by reputable organizations such as the Regional Plan Association, Citizens Union for the City of New York, Natural Resources Defense Council and New York Public Interest Research Group, among others.

The intended operation of a stadium is now projected to be 365 days a year and there is no

independent study as to its feasibility for such an operation and its environmental impact.

The Broadway theater attracts approximately two hundred and forty thousand people a year. It is the largest tourist attraction in New York City. It generates approximately 30,000 local jobs.

The Draft Environmental Impact Statement nevertheless fails to mention any impacts upon the theater district resulting from the development of the stadium on its patrons, the businesses or the theater business itself, New York's main tourist attraction and a generator of \$4.3 billion on New York City's economy.

The parking surveys used in the Draft Environmental Impact Statement were conducted during June, one of the slowest months of the theatrical season and therefore an absurd example.

Patrons coming to Jets football games and other events at the stadium and an enlarged convention center will be unable to find adequate parking spaces either within the redevelopment area or the theater district and will deprive patrons of the theater of their already limited parking spaces.

The Draft Environmental Impact Statement concedes that ninety-one percent of the parking would be utilized by Jets fans during a Sunday afternoon game, one of the Broadway theater's busiest matinee days in an area from the Village to 59th Street, from the Hudson to Fifth Avenue.

Evening and other daytime utilization of the stadium would create gridlock throughout midtown, Chelsea, the Upper West Side and block traffic into and out of the Lincoln Tunnel. Every 34th Street intersection from Eighth to Twelfth Avenues would be a level of service F, the worst, effectively creating a three-quarter mile long wall of traffic blocking north/south movement.

There is no consideration as to whether unlimited new garages in the redevelopment area, if they are constructed, would violate the Clean Air Act. There is no validity in making analogies to the past redevelopment of Times Square since the FAR bonus for new legitimate theaters and new office buildings was 3.6 and was limited to a five-year period commencing in 1982 and ending in 1987.

The sunset of the five-year period

was tied to a further downzoning of the entire theater district in Times Square than the zoning requirements that existed prior to the 1982 amendment to which they were supposed to revert, and public garages were not permitted as of right.

And there was no provision for a District Improvement Development Fund as a mechanism to generate additional FAR.

I just have a few more points.

There is no definition of a legitimate theater, its need in the affected area and the economic benefit, if any, that it may provide.

There is no consideration whether there are any prospective legitimate theater operators who can afford to operate a new, full-size presidium stage, Broadway-type legitimate theater.

THE CHAIR: Gerry, --

MR. GERALD SCHOENFELD: There is no consideration that there is an oversupply --

THE CHAIR: Gerry, you are going to have to wind up, but if you submit -- there may be a question for you --

MR. GERALD SCHOENFELD: All right.

THE CHAIR: -- so you can speak a little bit longer.

And you can be sure that we will read your testimony. I know how much thought you've given to this issue --

MR. GERALD SCHOENFELD: I just have a few more simple sentences --

THE CHAIR: -- and we respect that.

MR. GERALD SCHOENFELD: -- if I may.

THE CHAIR: No, you can't.

Just wind up and there may be a question for you.

MR. GERALD SCHOENFELD: All right.

There is no consideration of the cost of a new legitimate theater and whether Eleventh Avenue or any other location within the development area are suitable for these types of venues.

There is no consideration whether the Javits Center expansion will be better served by an extension south of 34th Street.

Now I just would like to say that the plan should be rejected. And I urge the City

Planning Commission to formulate a new plan without the albatross of a stadium around its neck.

(Applause.)

MR. GERALD SCHOENFELD: And lastly, and just as an aside, in view of my thirty or more years in connection with the Midtown Project, no beneficial action for the long-term preservation of New York's Broadway theater has been considered by either the City Planning Commission or any City administration for the last fifty years.

I urge you in your future deliberations to give thought to what's going to happen to theaters that are one hundred years old and cannot be replaced because of cost and the deprivation of their value due to downzoning that took place in 1987 and landmarking makes them unusable for any other purpose.

I hope --

THE CHAIR: Thank you, Gerry.

MR. GERALD SCHOENFELD: -- that you will give due consideration to that in the future.

THE CHAIR: Thank you.

MR. GERALD SCHOENFELD: Any

questions I'd be happy to answer.

(Applause.)

THE CHAIR: There are no questions.  
Thank you so much for your testimony.

MR. GERALD SCHOENFELD: Thank you  
very much, everyone.

(Applause.)

THE CHAIR: The next speaker is Dan  
Jacoby.

MR. DAN JACOBY: Correct. Yes.

Thank you.

My name is Dan Jacoby. I'm here to  
talk about one tiny little problem with the current  
plan.

Putting a football stadium over the  
Hudson Rail Yard site is a bad idea. Primarily at that  
location there is no way 75,000 people can arrive and  
leave in any kind of reasonable time period. Currently  
there is no mass transit, and even if the subway  
extension does get finished in time - and who wants to  
bet on that - it won't be nearly enough to handle the  
load.

There aren't enough roads for people

who want to drive and there is no place to park when they get there.

In short, the current transportation infrastructure simply doesn't exist and there is not enough room to build the infrastructure necessary to support a stadium.

(Applause.)

MR. DAN JACOBY: Moreover, the rezoning plan that accompanies the west side development scheme will force thousands of people, not hundreds, but thousands from their homes and jobs.

Furthermore, the parking problem will hurt the theater industry which brings far more money and jobs into the City than any stadium.

So what do we do?

Build the stadium over the Sunnyside Rail Yard in Queens.

(Applause.)

MR. DAN JACOBY: Building over the Sunnyside Rail Yard may initially cost more than the Hudson Rail Yard site but the advantages more than make up for the initial cost.

There are four subway lines that

service the Sunnyside area, the E, the R, the N and the 7. Additionally, the railroad tracks that already exist could be used to bring MetroNorth, Long Island Rail Road and New Jersey Transit trains right to the stadium. In theory, everybody could arrive by rail.

For those who feel they just have to drive, there is plenty of room to build new parking garages without paying the ten percent garage tax in Manhattan.

For the Olympics, building the stadium in Sunnyside brings it closer to the proposed location for the Olympic Village. It would be easier to get athletes to the stadium and improve security.

Much of the rezoning wouldn't be needed and thousands of people can keep their homes and their jobs.

The Hudson Rail Yard could then be developed as valuable commercial and residential real estate, creating those thousands of new jobs and homes without closing existing businesses and displacing people.

Finally, a Queens site for the stadium may even interest the New York Mets

organization which would save taxpayers hundreds of millions of dollars.

In short, the Sunnyside stadium site offers many advantages that far outweigh any possible extra initial cost.

My time is almost up so I'll conclude by saying move the stadium to Sunnyside. Business wins, residents win, sports wins, the City wins, everybody wins.

Thank you.

(Applause.)

THE CHAIR: Thank you.

COMM. PHILLIPS: I wanted to know, could you give your name again and your affiliation and where you live.

MR. DAN JACOBY: My name is Dan Jacoby, J-a-c-o-b-y. I have no actual affiliation other than myself. I live in Woodside, but that really has nothing to do with it.

I just -- because actually it's a friend of mine who lives in Chelsea who gave me the idea.

COMM. PHILLIPS: Thank you.

MR. DAN JACOBY: My pleasure.

THE CHAIR: Thank you very much.

(Applause.)

THE CHAIR: The next speaker is Jordan Auslander, who will be followed by Adam Honigman.

MR. JORDAN AUSLANDER: A tough act to follow.

Madam Chairperson, Commissioners:

If you build it, they will come, and if you listen to your transportation analysts, that means they will be driving in from New Jersey.

A stadium is a magnet. It focuses inward on itself. Why then squander waterfront property on such a use?

If you build it, as Dan Jacoby so wisely suggested, in the Sunnyside Yards where you have the existing transportation from subways, Jersey Transit, the northeast corridor, you open up yet another opportunity.

To straighten out the kink that the 7 train experiences between 33rd Rossen and Hunter's Point Avenue, if that is straightened out and run

directly through the Sunnyside Yards, you can actually run BMT/IND service on the 7 train, which will help the west side development because it will no longer -- extending the 7 train is a dead end plan. It stops. You have a terminal. It's impossible to reroute the trains.

The west side yard was built because the Long Island Rail Road had the same problems with peak hour reverse routing of the trains.

If you straighten out the 7 train, then you run IND service, why not connect it to the L train. Run a loop. The citywide ramifications would be profound. And the genius of New York City is its transit which puts New Yorkers rapidly between their affordable housing, be it the CBD or the five boroughs, and decent jobs.

(Applause.)

MR. JORDAN AUSLANDER: The standard applause for affordable housing, but don't worry.

(Laughter.)

MR. JORDAN AUSLANDER: The operational savings to the MTA speak for themselves. You wouldn't have to build as much of a yard facility

in Flushing. You could use the existing rolling stock. I think Mr. Wheeler can bear me out on this.

I can't -- this actually facilitates west side development. It brings people in not just from the 7 train but from the L and all the feeder lines. It speaks for itself.

I'm actually finished. But I would like to suggest that when you have the politicians here and you actually can't limit them to three minutes, turn the cameras off. I mean they're always running for something. But why do it on our time? We need to speak as well. And we only get our three minutes.

Thank you very much.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: Just to remind everybody, please make sure you state your name for the record so we get it on for the stenographer.

The next speaker, as I mentioned, is Adam Honigman. He'll be followed by Barbara Feldt.

MR. ADAM HONIGMAN: Thank you for this opportunity to speak.

My name is Adam Honigman. I am a member of Community Board #4, but today I am speaking on behalf of the residents of West 55th and its Block Association, 1500 souls.

Now, you are going to wonder why are people on 55th Street and Ninth Avenue caring about a stadium that's a mile away. But, quite frankly, if you have a heart attack on Ninth Avenue and 55th Street at five o'clock, you can kiss your "tukus" goodbye because an ambulance will not get there.

Literally, the traffic that we have over there is absolutely absurd. We're all taxpayers. And the idea at this point, we're all there for jobs. I have people who work in the convention center who live in my building. I have people who work, you know, in the theater, work in the neighborhood, you know, really love the business, people who are in the restaurant business.

But we all know that there is only so much mud that you can fit in a twenty pound bag.

We need sensible development, but the last thing we need is a stadium.

Now, of course, what we are here for

today in large part is housing. The money that would be coming from Battery Park City, that \$600 million, is supposed to, and according to its standard, is supposed to be used for affordable housing.

To take that \$600 million to put a platform over the yards and a roof on a private stadium is unconscionable and immoral.

(Applause.)

MR. ADAM HONIGMAN: Please do not do this.

I want to thank you all for listening to us, for reading because we worked -- I, you know, as others, worked very hard on that alternative from Manhattan Community Board #4. Please think of us. Please think of us, the poor sucker taxpayers who are going to be raped by this development cost, that \$600 million and the \$4 billion for the infrastructure.

Thank you very much for listening to me.

(Applause.)

THE CHAIR: Thank you.

The next speaker is Barbara Feldt,

and then we will switch back to speakers in favor. And the first of those will be Frank Ford.

Barbara.

MS. BARBARA FELDT: First of all, thank you very much for having the community here.

While everybody this summer was busy writing responses, I went to the United Kingdom and to Ireland. And I purchased something that the woman said to me if you wear this when power -- this is in Ireland -- when power is needed for your words to speak the truth and for truth to prevail, so here I am a fifty-year old community activist - my husband and I live on West 44th Street - I'm going to try it. It's worth trying it to fight for my neighborhood and not to have a stadium.

(Laughter and applause.)

MS. BARBARA FELDT: I am happy to see that the New York Sports and Convention Center is "the" name so the Jets will never benefit from its renaming.

Tour bus parking must be included. A state-of-the-art, fantastic, functional, expanded convention space to bring us to number one is

absolutely needed and desired by everyone I know wearing this T shirt, everyone I know. No one is against an expanded Javits and bringing in the best conventions and the most conventions in the whole country, but not for a football stadium.

A huge wall is now planned to not only be an eyesore on our gorgeous waterfront, but for so many in this room and the hundreds and thousands of hours for the Hudson River Park, to fight for it, it would be such a blight, an eyesore, on the Hudson River Park, on our lives and the skyline.

Traffic pollution and concern for our River is paramount. You can really swim in the Hudson River. You really can.

Sixty percent of Jet fans live in New Jersey, but I was amazed to hear that our Mayor was booed, absolute enormous booing when he was invited to the Jets opening game. Why is that? I don't understand why he was booed. Have the Jets apologized for such embarrassment to our City that our Mayor is booed for what he is trying to do for them? I don't understand the "dishing" of this.

I went to the Jets website to

research their latest stand since the Mayor did state you can have tailgating in New York, quote, we know how to eat outside.

Well, I checked it out. But we don't want it on our streets. I can see a grill on 42nd Street, 44th Street and Tenth Avenue. I can see it now. A propane thing pulls up, they all get out.

So they point to the Pittsburgh's Heinz Field. They have onsite parking and tailgating is permitted.

Seattle's Qwest, tailgating permitted.

Baltimore's M&T Bank Stadium, permitted.

Cincinnati Bengals, permitted to tailgate.

Chicago's Soldier Field, they have four stories underground and they're \$50 million over budget for their stadium.

In wrapping up, there's so many untruths on their website it scares me that they are so obvious.

The restaurant list is all fakes,

doubles, duplicates. If such little things as listing restaurants that will be available to the Jets, like the Cupcake Cafe, then -- and their corporate name is listed and the company, if such little things are so messed up, what do we have to look forward to and fear.

Thank you very much.

THE CHAIR: Thank you very much.

(Applause.)

THE CHAIR: Now, as I mentioned, we'll switch back to speakers in favor.

The first of those is Frank Ford, who will be followed by Thomas Doherty.

MR. FRANK FORD: Good morning.

My name is Frank Ford and thank you for letting me speak today.

For the last seven years I've been the manager of O'Farrell's. O'Farrell's is a pub located at 33rd Street and Tenth Avenue directly next to the Hudson Rail Yards and we've been a business on the west side for nine years. I'm also, as of September 1st, a brand new resident on the west side, West 36th Street. So I live and work in the area.

I know my business and just like any neighborhood small business the more accessible a neighborhood is, the greater the chances are that the business will grow. This is why I'm an ardent fan of the Hudson Rail Yards plan.

The 7 line, the New York Sports and Convention Center and the Javits expansion will help small businesses on the west side by bringing out-of-town conventioners and Jets fans to the neighborhood.

Currently, our number one customer base at O'Farrell's is comprised of conventioners and staff and employees of the Javits Center. I once heard Cristyne Nicholas of New York City & Company say that the convention and tourism industry brings in out-of-towners that spend close to \$300 a day in the local economy. My restaurant is living proof of that clientele.

My business, along with other west side establishments, is dependent on the convention and tourism industry and the Hudson Yards plan will only bring more customers to the west side businesses.

While I'm excited about my beloved Jets coming back and bringing excitement and pride

back to New York, as a small businessman, what I am most excited about is the convention aspect of the stadium. As a small businessman and a new resident, I am most excited about the new commercial buildings, more housing, more parks, the subway finally and hotels that will come because of this plan.

At the most local level, the Hudson Yards plan will no doubt help my small business on the west side and I firmly believe that that is what economic development is all about.

Thank you.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: The next speaker will be Thomas Doherty, who will be followed by Robin Delk.

MR. THOMAS DOHERTY: Good morning.

Thank you for this opportunity to address.

I'm Tom Doherty. I'm a native New Yorker. I'm also the Director of the Sheetmetal Industry Labor/Management Committee and Trust.

Let me first say that the Committee represents eighty contractors in the New York area,

about 4000 workers employed by those contractors.

The sheetmetal industry supports the Hudson Yards as proposed.

Secondly, I'm a New Yorker. And as a New Yorker, I support the Hudson Yards as proposed. That's for a number of reasons.

As New Yorkers, we're challenged with the development of the City, its current needs, its future needs, its financial needs. The process that we've entered into and that's set for us allows all to express their concerns and it's the correct process. And today we've listened to pros and cons.

If we would list the pros, I think we have an opportunity here to:

One, develop an area in midtown Manhattan that is prime space that can be turned into Class A space;

Two, that we may be able to provide immediately hundreds of thousands of jobs and some jobs that will continue into the future in large numbers;

And, three, we have an opportunity to set the foundation for the Olympics. Whether or not

they come is still a question, but at least we can set the foundation.

What are the cons?

We've listened clearly to affordable housing and the needs of New York City in affordable housing, and we all recognize that to be a need of New York City.

However, I think that we've heard stated revenues generated by this particular project may very well help those needs. There are many areas within New York City where we can provide affordable housing.

We've listened to relocations and I think relocations are a concern. But nonetheless think and weigh the merits of what we have and what would be the difficulties in the relocations.

And, third, interestingly enough, we heard on the cons the loss of jobs. I think it's the relocation of jobs that we really listened to. And if you look at the overall picture, we provide more jobs than we lose in the City of New York.

We have an opportunity. The opportunity has a time frame. I believe we need as New

Yorkers to seize that opportunity.

And, again, I support the proposal of the Hudson Yards.

Thank you.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: The next speaker is -- is that Mr. Delk? Yes. The next speaker after Mr. Delk will be Dan McGuire.

MR. ROBIN DELK: Thank you, Ms. Chairman and the Commissioners.

My name is Robin Delk and I represent the union of the Sheetmetal Workers Local Union 28 which Tom Doherty and his employers hire.

I would like to make two comments, basically, one, in terms of the Generic Environmental Impact Study, and the other in terms of the context that we find ourselves in as organized labor in New York City.

In the first instance, whether we like it or not, the marketplace governs what we do as union members. The marketplace has discovered the west side. Whether you like it or not, there will be

development on the west side.

The problem we'll have to face is whether or not that development will be orderly and whether or not the community will have some input.

As ironic as it might sound, the position held by the Planning Board represents the best option for affordable housing on the west side because it offers a growth and the economic platform where you can have a tax base that can afford affordable housing.

Whoever builds over the west side train tracks, whether it's an eclectic group of entrepreneurs, or whether it's the New York Jets, a single builder, it's going to cost some money, a tremendous amount of money.

In reference to the Generic Impact Study, Environmental Impact Study, particularly Chapter 21 concerning Clean Air, the two tiers that I looked at suggest there will be no adverse impact on the community as a result of the Jets stadium or the expansion of the Javits Center and the redevelopment of the plan as a whole.

My union needs this type of approach

to development, an orderly, systematic approach, in order to guarantee our membership an ability to plan for their economic future.

Unfortunately for us we have a, even though we've aggressively recruited minority members and citizens of New York City over the last three-to-five years, because of the ups and downs of the market and the imprecise ability to predict what's going on, we lose a tremendous amount of people who come into our local union.

In order to retain our minority base, in order to grow that minority base, we'll have to have an ability to tell new members they can look forward to X amount of years of continued employment.

This development project offers the best chance for the west side at least for that to happen.

Thank you very much.

THE CHAIR: Thank you.

The next speaker is Dan McGuire, to be followed by John Turchiano.

(No response.)

THE CHAIR: John Turchiano is not

here. Sorry.

And I believe Ed Malloy has already spoken.

And the next speaker will be Howard Babich. And after Mr. Babich will be Jeffrey Zupan.

MR. HOWARD BABICH: Good afternoon.

My name is Howard Babich. I'm a resident of Chelsea. I live on West 21st Street.

I feel before I speak I have to apologize. I don't have the -- I'm neither an urban designer, nor an architect, or union leader. So I don't feel I have the technical acumen to present as some of the other presenters on this side of the argument. I can only speak to you as a resident of the area who will be very impacted by this proposal and say that still I am very much in favor of the development and the rezoning of the Hudson Yards.

As a resident of this neighborhood, I feel we must support the rezoning of the Hudson Yards because it represents the only hope we have for development on the far west side. I want to stress that, although I am also a supporter of a West Side

Stadium, we cannot confuse these two different issues. The New York Sports and Convention Center does not affect approving this rezoning plan.

I am sure we can all agree, regardless of how you feel about the stadium, we need to make improvements to this area. We have been left behind. If you go a few blocks east, you can see what a vibrant New York City neighborhood looks like.

By voting to rezone the Hudson Yards we would be taking the first step in enabling future development and an overhaul to an almost forgotten section of the City.

I, as a resident of the area, I really have to admit that I'm tired of looking at rundown parking garages and empty rail yards. Twenty new acres of parkland, which is what the plan gives us, would make an unbelievable difference in our quality of life, not to mention help improve the exterior look of this community.

I know during the course of the past few months many examples of parallels have been drawn between this plan and Westway of many, many years ago. I remember Westway and the arguments about it.

And I look to see -- look back to think of the things Westway would have given us and where we are now. And so many of the benefits the community would have reaped from Westway we still are in need of. Easy access to the River, parklands, an environmentally friendly roadway, ability to get commercial traffic off our local streets, all are lost because we didn't proceed with Westway.

And here we are twenty some odd years later lamenting, oh, if we only had Westway, we would have all these benefits.

And I hate to think that twenty years from now, if this plan is not approved, we would be lamenting all the benefits we would have lost by not having this plan approved now.

Also I remember -- there are a number of organizations who talk about delaying the plan for future study, which is all well and good. But that troubles me because I know that the economic environment is ripe now. We don't know what two or three years hence is going to bring us in terms of the economy in the City.

I remember in the early 1970s I was

an undergraduate at Baruch College just down the road apiece. And Baruch was in terribly overcrowded facilities. And CUNY came to Baruch and offered to buy a vacant 40-story tower in Lower Manhattan, Four New York Plaza, that would be the new Baruch College. And it would take one or two years to develop.

The students said, no, we want a full campus. CUNY and Baruch, they gave in and said, yes, we will build you a full campus in Brooklyn over the railyards in Brooklyn, but it will take twelve years.

Unfortunately, the City's finances fell apart a couple of years later and for three decades Baruch remained in overcrowded facilities.

I hate to see that happen here. So I'm very much in support of this plan. I hope that you will not let this opportunity slip between your fingers.

Thank you very much.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: The next speaker is Jeffrey Zupan, who will be followed by Barbara Blair

Randall.

MR. JEFFREY ZUPAN: Hi!

My name is Jeffrey Zupan. I'm Senior Fellow for Transportation for Regional Plan Association, for whom I am speaking today.

Regional Plan Association supports the redevelopment of the far west side and the rezoning under discussion today, although we remain opposed to certain aspects of the development plan, most notably the stadium.

Another representative from RPA has provided an overview of our position, but I would like to focus on some of the transportation issues that are of concern to us.

First, the DGEIS leads us to believe that major traffic congestion could exist on the west side of midtown Manhattan during peak weekday hours, on football Sundays, and during special events, should the development plan proposed become reality.

The DGEIS indicates that during the special event days twenty-six intersections will be seriously affected and on football Sundays thirty-five intersections seriously affected.

Mitigation measures are identified for the majority of intersections, but the effectiveness of these proposed mitigation measures is in serious doubt. Moreover, their ability to work in concert with one another has not been tested or demonstrated, that is, can mitigation at one intersection negatively affect adjoining intersections. Worse still, at some intersections no mitigations capable of relieving traffic have been identified.

Further, the combined impact of traffic congestion on streets and vehicles entering and leaving parking facilities has not been evaluated. There will be a high potential level of frustration caused by such huge numbers of vehicles wishing to exit mostly structured parking facilities more or less simultaneously onto streets paralyzed with traffic.

Moving on to impacts on the transit system, the extension of the No. 7 line is expected to be the primary, but not the only, means of public transit to the project area.

The buildout of the project area will result in conditions on the subway extension that

will push up against the crowding standards established by the MTA and beyond the more humane standards set by RPA.

Even more critical will be the added pressure placed on the transit system by transferring passengers at the No. 7 stations in Manhattan - this is an issue that has been pretty much totally ignored - most particularly at Grand Central and Times Square.

At Grand Central, transferring with the No. 7 for the Lexington Avenue line and MetroNorth riders will create an especially serious problem not explicitly evaluated.

The DGEIS silently assumes that the Second Avenue Subway will be built to address the problem, but it would have been more helpful if the DGEIS explicitly acknowledged that without the Second Avenue Subway there will be a serious condition at Grand Central Terminal as a new reverse flow will interact with current major direction flows in narrow corridors and stairs.

As the DGEIS shows, the Second Avenue Subway is vital to the success of the No. 7 extension and the far west side, a fact that should be

acknowledged by City Planning and the City.

Commuter rail is expected to be another major source of travel to the subject area. The DGEIS indicates that the commuter rail system will have the capacity to handle the trips generated by the full buildout of the project.

This is not true for travel on New Jersey Transit under the Hudson on both demand and supply grounds.

First, the DGEIS bases its conclusions on a low estimate of the share of rail commuters who will travel to and from points west of the Hudson River.

I'm wrapping up.

The DGEIS assumes that the current share of commuters coming from west of the Hudson will remain despite evidence that the vast majority of commuting growth in the last twenty years has come from west of the Hudson.

The DGEIS should assume that a new rail tunnel is in place and support it unequivocally as a mitigation, a major mitigation measure.

Thank you for the opportunity to

express our position. Our website has more, including several reports on the topic.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: Sorry, Jeff. There is a question for you.

Commissioner Phillips.

COMM. PHILLIPS: Thank you.

You mentioned the commuter rail situation. Does your review or report have any comments on getting people from Penn Station in an east/west direction where you mention the commuters from, from Long Island and New Jersey?

MR. JEFFREY ZUPAN: Yes. We do believe that that's an issue, that because of the distance between Eighth Avenue and, let's say, Eleventh Avenue - those are long blocks - we think that the answer is probably on the surface with a combination of bus service. And we also have a light rail proposal that we developed in our third plan in 1996. There will be a new light rail loop on the surface of Manhattan that time doesn't permit me to go into in detail.

But in addition to doing many other things for the circulation pattern in midtown Manhattan, we can solve that problem.

COMM. PHILLIPS: Thank you.

THE CHAIR: Thank you very much.

The next speaker is Barbara Blair Randall, who will be followed by William Bryson.

Is Ms. Randall still here?

(No response.)

THE CHAIR: Then the next speaker will be William Bryson.

(No response.)

THE CHAIR: And if he's not here, then the next speaker will be Stuart Weiss.

(No response.)

THE CHAIR: Is Mr. Weiss here?

(No response.)

THE CHAIR: He's not here.

The next speaker will be Abraham Hirschfeld.

Can we bring Mr. Hirschfeld a mike, please?

MR. ABRAHAM HIRSCHFELD: I can get

up.

THE CHAIR: Okay.

MR. ABRAHAM HIRSCHFELD: Okay.

Good afternoon.

THE CHAIR: Good afternoon.

MR. ABRAHAM HIRSCHFELD: And thank you for the hearing.

I'm Abe Hirschfeld and I'm a master builder. I have built so many buildings here. I built Zuckendorf Towers and I built the 277 Park Avenue. I built the Drug Enforcement Administration agency. I built the Ellis Sports Stadium which is the stadium that we need behind the post office. It should bring up the convention center, which is in bad shape because there is no hotels and no parking. And if you build anything of this kind, you must see where all the people are coming from and how.

And sports stadium and conventions, they always at least thirty percent come with cars. And there isn't a single spot over there.

In my building it will be the same like the stadium that I built on 61st Street. And I have to thank the chairlady. She remembers when I

built it maybe twenty-six years ago.

But we're not allowed to publicize it because Jackie Kennedy, it was written in a book, that three times a week she's there and people don't want to be filmed. So I offered to build a stadium right behind the post office right next to the convention center with 15,000 car spaces, garages, because I built all the garages in the theater district. They are all built by Abe Hirschfeld. They aren't operated, I don't operate them, but I built everything.

And what taxes me most that I'm sitting here since morning and I didn't hear one builder is speaking here.

When you go to a doctor, you can't have a lawyer. And that's what we have here, lawyers and everybody, but not one builder. And New York was built all by builders.

And if you don't bring in some builders to plan with you, all you'll have is abortions. And there are many of them like this.

And the same thing like, for instance, the convention center. I was elected Deputy

Mayor in Miami Beach in 1988. And they wanted to tear down the convention center because they couldn't sell a spot over there.

So I tell them, let me stay two weeks, let's take the removal of the convention center, maybe we can revive it.

In two weeks we have a hearing. And I said this is going to be the number one convention center -- I just finish this sentence -- convention center in the country.

Why? Because the convention center was called the Maas Convention Center. Maas was a big builder. But nobody knew who Maas was. So I said all you have to do is change it to Miami Beach Convention Center. We have all the facilities that a convention visitor wants to be there. We have boats, we have games, we have sun, we have everything.

And I was four months ago in Miami Beach and you can't get in one car and the convention -- the car exposition that was supposed to be in New York was also moved to Miami Beach.

Thank you very much. It was a brilliant idea. And we have to bring some new life to

New York, like a convention center or the World Trade Center.

We are the entrance to the whole continent here. If the people don't come to New York, they don't go anywhere else.

Thank you for allowing me to come.

THE CHAIR: Thank you for coming to speak. We appreciate it.

(Applause.)

THE CHAIR: The next speaker will be Alan Mason, and then we will switch back to speakers in opposition beginning with Sheree Sano.

Is Mr. Mason here?

(No response.)

THE CHAIR: Mr. Mason isn't here. So one speaker in favor, Jim Mahoney.

Is Jim Mahoney here?

(No response.)

THE CHAIR: No.

Next speaker possibly is Orlando Ochoa. Is he here?

(No response.)

THE CHAIR: No.

Helen Woods.

(No response.)

THE CHAIR: No.

Gail Marquis.

She's here? Okay.

And then after Ms. Marquis,  
switching to speakers in opposition, Sheree Sano.

Okay.

MS. GAIL MARQUIS: Hi!

Madam Chair and Commissioners:

Thank you for your time. Thank you  
for allowing me to come and present before you.

My name again is Gail Marquis.

THE CHAIR: Marquis. Sorry.

MS. GAIL MARQUIS: Marquis, just  
like the Hotel Marriott Marquis.

I am a product of New York City, a  
proud product. I'm a product of the public school  
system here and a graduate of Queens College. And I am  
also an Olympian champion. I'm a silver medalist in  
women's basketball for the 1976 Olympic Games.

(Applause.)

MS. GAIL MARQUIS: Thank you.

And everybody, as evidence -- both sides applaud for me, which I am always happy to hear. And it is evidence that people love Olympian champions and I'm so glad there are so many here in New York City.

I regret strongly the fact that what we want to do and what we want to bring here is in conflict with what other people want to do and want to bring here.

I spoke to Madam President, the Borough President C. Virginia Fields. And if we could only come to terms in the middle because we both want it here for the City.

I want the Olympic games here. I'm a New York City product. I've been to the games. I was in Montreal, I was at the games in Athens. I just came back. I've been to Sydney. I've been to Atlanta. I looked at Atlanta and I saw what they did for Atlanta, what the games did. I know it was hard to pull off.

I just came back from Athens. And although there was a fight for the commissions and the public figures to come together around it, they did it. That city's got a brand new airport. They won't

even let us near the old airport.

I just took out my map when I got to the Athens games. I found my way all around town. The people were gracious. Brand new stadiums that they're afraid what they are going to use them for. There's so much talent out there.

And I just want that for the same city here.

I'm from Queens. And I represent the Circle of Olympians. That's 1700 Olympian champions. A hundred and twenty-three of us won Olympic medals in the past games. There's Olympian champions from five different continents.

And when I look at the teams that competed, the countries, two hundred and two countries competed in this past Olympic games. And of those two hundred and two, if you didn't know it, New York City public schools represent a hundred and ninety-nine of those countries.

And when those athletes come here to America, to New York City, everyone of them is going to have their own cheering section because they have their own people here as diverse as New York is. This

is something, a real project, that we can all get our hands around it.

And you got a tough decision. I just have to shoot hoops. I just have to bring people into the games. You have to balance the whole City and find some way, please, to make the two sides come together so we can get this done.

Our decision comes next year, 2005, and the International Olympic Committee looks at this project as a main project. And the last thing they want is to see any kind of adversary or upheaval within the City. We don't want something that will tear the City apart.

The IOC, the International Olympic Committee, does not want to be a front to something that would tear the City apart. But in the same token they want New York City to be here.

We just -- I'm going to wind down. We just had the Republic National Convention. I don't know why we couldn't have the convention at the Javits Center. I'm a woman basketball player, I'm a season ticketholder. I don't know why my New York Liberty had to be displaced, to go over to Radio City, why they

had to build a bridge from the post office over to Madison Square Garden, why, as much as I love the rockettes, did they perform at half-time of a basketball game.

The whole system was all turned all around just because we had one convention that couldn't go to the Convention Center.

So I just ask you to please look at the whole picture. Just set a vision not only for athletes but for coaches that are going to come out here from our New York City school system, the managers, and from financiers. That's the kind of legacy that we want to leave here.

So I do hope you'll support the Hudson Yards project and support our City.

Thank you so much, Madam Commissioner.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: Thank you so much.

Now, as I mentioned, we'll switch back to speakers in opposition beginning with Sheree Sano, who will be followed by Teresa Toro.

MS. SHEREE SANO: Hello!

My name is Sheree Sano. I'm a musician. I live on Tenth Avenue and 43rd.

I'm very pleased that you are having this discussion, this hearing, and especially pleased to hear Mr. Cantor say that affordable housing is a big issue with the Commission.

We are a City where we are losing thousands of affordable units every year. We are looking at over fifty square blocks of New York City prime real estate right in the middle of the City.

And the plan that I see offers maybe a few hundred apartments of affordable housing. And that's only if it's voluntary.

Now that's a drop in the bucket and it's an insult. I'm sure that we can do a lot better than that.

Fifty plus square City blocks and they can only come up with a few hundred units of affordable housing? Excuse me, that is not acceptable.

Second of all, stadiums are always money pits. Everyone really knows that. If I know that, I'm sure you know it. It always winds up being

expensive for the people who live in the City.

But the owners, of which the City will not be owners -- people don't realize that. We might be putting up all the money to support this, but we won't be getting any of the profits from the stadium. So we are going to have to try and get it like from tangential things.

We are talking about a 75,000 capacity stadium. Can you imagine 75,000 people all converging on one small area of Manhattan? And they are not going to be absorbed by this City. They are going to be double parking, triple parking. The limos are going to be wall-to-wall.

And people are going to be dining on the sidewalk. We are going to have prime -- we have congestion already. Several of our fire departments have had to call in and say don't call us if you have a problem because we cannot get out. We are locked in. That's just going to get worse.

The pollution is going to get worse. It's just -- you know, there is a reason why they don't really want us to look at this plan. And it's because it's a bad deal for people living here.

And one last thing I would say. It's just as many jobs if you build it in Queens if you build it here. It's the same thing.

Thank you very much. Please find a better way than this plan.

(Applause.)

THE CHAIR: Thank you.

The next speaker is Teresa Toro, who will be followed by Eric Schwartz.

MS. TERESA TORO: My name is Teresa Toro and I am the New York City Coordinator for the Tri-State Transportation Campaign, a transportation advocacy group that works to reduce car dependency in New York, New Jersey and Connecticut.

We worry that the congestion on our streets will be worse because of the unrealistic stadium transit ridership assumptions presented in the DEIS.

We also wonder if our transit system will be able to handle thousands of new riders per day without large capacity expansion projects and are concerned that the zoning would result in more parking than a transit-oriented district needs.

First, the west side DEIS predicts that around sixty-eight percent of Jets stadium attendees will use mass transit. But no sports venue in New York City or in the rest of the United States sees a mass transit travel rate close to this number.

For example, according to a study performed last year, Madison Square Garden sees at most fifty-two percent of patrons arrive at Knicks and Rangers games by mass transit. In other words, if the same percentage of sports fans travel by car to Jets games as to events at Madison Square Garden, forty-seven hundred more cars would be added to the local street network than the DEIS admits, a sixty-six percent increase over that presented in the DEIS.

Throughout the country other urban stadiums near transit service and close to highways see about fifty percent of attendees using local bus or train routes. Those farther from transit service see fewer attendees using transit.

For example, seventeen percent of Mets fans and thirty percent of Yankees fans use transit to get to New York City games.

A big problem for the City's transit

ridership estimate is the proposed stadium's lack of proximity to transit. Madison Square Garden is directly atop the busiest train station in the United States, served by two major commuter railroads and seven subway services. Another six subway services and the PATH train are just a block away in Herald Square.

The proposed stadium may be directly served by a single subway line, the proposed No. 7 extension, and will be a long walk from Penn Station. It will be directly adjacent to the Westside Highway and close to the Lincoln Tunnel and people will be tempted to drive.

Second, the parking requirements presented for the west side will further promote car use and discourage people from taking transit. The recommendations are .33 spaces per dwelling unit, yet the rest of midtown has no parking space requirement.

In fact, the City limits parking supply in order to promote transit use. Similarly, the proposed .35 parking spaces per thousand square feet of office space will discourage transit use. Most of Manhattan requires less, only .25 spaces per thousand square feet of floor area.

Third, the traffic and transit studies are inadequate. The Environmental Impact Statement looks only at specific intersections and fails to look at cumulative impacts.

Mitigation for traffic congestion is weak. Can restriping and new traffic signal timing really fix the one hundred to one hundred and fifty intersections, or more if we are right about how people will get to the stadium, that will see significant impacts?

The transit study fails to note that the New Jersey transit capacity into Penn Station will be full by 2009 and doesn't explain how the Grand Central will handle new riders if the Second Avenue Subway is not complete before development occurs.

Simply put, to conclude, the businesses will not be attracted to the west side if employees experience gridlock. New traffic studies that predict a variety of circumstances, not just one Disneyland condition where three-quarters of Jets fan jump on the trains or buses, must be completed before any approvals are given.

And in my printed testimony I've

included a few graphs for your review.

Thank you very much for allowing me to testify today.

(Applause.)

THE CHAIR: Thank you.

The next speaker is Eric Schwartz, who will be followed by Michael Gerrard.

MR. ERIC SCHWARTZ: I don't live in Manhattan, but I live in the Bronx. I watch the news all the time.

But I think the West Side Stadium is a big mistake. Education is very low. You got crowded students in every classroom in every school. Okay? Supporting housing is very important.

Many people can't afford to pay rent. Supporting housing is the most important thing of all. Okay?

I never spoken in front of other people before. So, you know, please understand.

All I'm trying to say is that all this money that is being put into this West Side Stadium is a big mistake. All of this money could be put in to something that we really need and everything

else we don't have.

So, please, you know, try to understand that all of us, that we, as millions of people live in Manhattan and the Bronx and the tri-state area, millions of people travel all around, but they don't have what it takes to have all this money to spend for nothing, and then all of a sudden you're going to wound up spending millions and billions of dollars for nothing.

Thank you.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: The next speaker is Michael Gerrard, who will be followed by Marnie McGregor.

MR. MICHAEL GERRARD: Thank you.

My name is Michael Gerrard. I'm an environmental lawyer and I am appearing on behalf of Madison Square Garden.

We have a team of experts who have studied the Draft EIS. You will hear from several of them today and we will submit written comments by the October 4th deadline.

In a word, the environmental impacts of this proposal are nothing less than stunning. When you read the fine print in the EIS, correct the mathematical errors, bring the assumptions back into line with accepted professional practice, and fill in some of the blanks, it becomes clear that on football games Manhattan will suffer delays on the roads of the sort only experienced during a combination of holiday shopping and a snow storm.

The congestion is so great that it defies the ability of standard traffic models to calculate.

Growing directly out of this traffic nightmare will be high levels of air pollution and noise pollution. All parking spaces for miles around will be occupied. Emergency vehicles will have dangerous delays.

The project would also have serious environmental impacts on other areas such as:

Overcrowding of the subways, buses and commuter railroads;

Release of raw sewage into the Hudson River during storms;

And disruption of the Hudson River Park.

None of these impacts are easy to find in the EIS. The Executive Summary paints a utopian picture, but when you drill down into the text and the appendices and study each of the 4300 pages, the environmental alarm siren becomes loud.

But it does not become clear because in so many ways the Draft EIS fails to deliver the information that the final scope promised, and also because many of the questions that we have would only be answered by documents that we requested under the Freedom of Information Law, only a fraction of which have been given to us.

Most of these shortcomings in the EIS stem from haste. The artificial deadlines imposed from the top precluded sufficient analysis. Just because the document is physically massive does not mean that it is complete.

Even more disturbing, at every turn the EIS manipulates the assumptions to avoid analyzing what SEQRA requires, the reasonable worst case. The modal splits, the car occupancies, the peak hours, the

simultaneous events, the feasibility of mitigation, all were selected to downplay the impacts.

A more accurate appraisal would make it even more clear that the environment and the infrastructure of Manhattan cannot, even with all of these promised improvements, tolerate this huge bag of projects.

Thank you.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: The next speaker is Marnie McGregor, to be followed by Robert M. Rodgers.

MS. MARNIE MCGREGOR: Marnie McGregor, Pratt Institute Center for Community and Environmental Development.

Thank you for the opportunity to provide testimony today.

Like many other groups here, we are enthusiastic about the future of the far west side of Manhattan, but have serious reservations about the current rezoning proposal.

A stadium in this location doesn't make sense for New York City and the current financing

proposal is risky with a very high level of public subsidy that gambles with the City's future.

We support the Hell's Kitchen Neighborhood Association's balanced plan for redevelopment which includes expanding the Javits Convention Center.

We also support Community Board #4's recommendation to provide an adequate amount of permanent affordable housing and our primary concern is the Hudson Yards rezoning lacks a real affordable housing plan.

The proposed Hudson Yards Plan provides a great opportunity to achieve affordable housing as the plan will make space for between 12,000 and 20,000 new units in the years to come.

We are concerned that the benefits of this growth will not be shared as there's reason to believe that few of the new units will be affordable. In addition, the redevelopment of the area will lead to displacement of existing residents.

In midtown, the City is proposing to extend the Manhattan Exclusion Zone of its 421-a Affordable Housing Program to cover the Hudson Yards

and West Chelsea rezoning areas. Developers building rental building within the zone only receive tax abatements if they include affordable housing.

Following an earlier rezoning in Chelsea, the City reports that approximately thirteen percent of total new units were affordable.

However, as market rate prices have risen, fewer developers appear to be using the 421-a program which was down twenty-four percent overall from the prior year in 2003. The Affordable Housing Certificate component of this program was down an alarming 80.8 percent from 2002 to 2003.

Developers are increasingly choosing to develop condominiums instead of rentals, from four percent of Manhattan construction in 1998, to forty-eight percent by mid-year 2004. And these units do not fall under the program.

As a result of these trends, we do not believe that even thirteen percent of the new units will be affordable as was the case after the Sixth Avenue rezoning. The percentage of new affordable units could well fall below ten percent.

Fortunately we believe there is a

viable way to guarantee that a reasonable percentage of new units in the Hudson Yards area will be affordable - mandatory inclusionary zoning.

The Hudson Yards rezoning should be amended to include mandatory inclusionary zoning. This would require developers to include affordable housing where they are receiving the right to build new residential units.

The Hudson Yards rezoning can either deepen the existing challenges of affordability or can ensure a diverse, stable housing stock that serves the needs of all New Yorkers.

Mandatory inclusionary zoning must be included as part of the Hudson Yards Plan.

Thank you very much.

(Applause.)

THE CHAIR: Thank you

The next speaker is Robert Rodgers, who will be followed by Carol Conway.

MR. ROBERT RODGERS: Good afternoon.

My name is Bob Rodgers, Professional Engineer. I'm President of the transportation and

engineering firm of Orth-Rodgers & Associates. I'm also past International President of the Institute of Transportation Engineers. I'm here on behalf of Madison Square Garden.

We have analyzed the transportation sections of the DEIS. In my limited time today, I will focus on some of the serious defects in the analysis of traffic conditions after a Jets game on a Sunday afternoon.

The document assumes that thirty percent of the 75,000 Jets fans will arrive by automobile with an average of three fans per car. This leads to a prediction that there will be 7,500 vehicle trips and that seventy percent of the fans come by mass transit.

No other NFL stadium in the country, or for that matter no other professional sports facility of any kind, comes close to having seventy percent of its fans come by public transportation.

The established practice of traffic engineers is to look at how people arrive at similar facilities. Rather than look at hard data from existing facilities, the document is based upon a

limited survey of Jets fans who were asked how they would travel to a new stadium and a new location five years in the future.

This season ninety-five percent of Jets fans will drive to the games as they have for forty years. The average number of fans in each car will be slightly more than two, not the three assumed in the document.

Driving to weekend football games and tailgating is a well-established tradition.

Now, the closest sports facility to the stadium site is, of course, Madison Square Garden, sitting atop Penn Station. Even with the best mass transit in the City, study after study has shown only an average of fifty percent of Knicks and Rangers fans take mass transit to the Garden.

A Jets game at the new West Side Stadium would draw many fans for mass transit, more than the Meadowlands. But it's inconceivable that this number could approach seventy percent.

We believe that the reasonable worst case scenario is forty percent of Jets fans would take mass transit and fifty percent would come by car. With

an average of 2.5 fans per vehicle we would assume 17,400 automobile trips. This is more than twice the number in the DGEIS.

These Jets fans driving cars will encounter massive pedestrian congestion as tens of thousands of Jets fans both arrive and leave the stadium on foot.

In conclusion, the gridlock will extend from Soho to 70th Street for two hours and congestion will extend on the west side from the Battery to the George Washington Bridge and from the East River crossings to the Hudson River.

Clearly, Level of Service F will not just be confined to the twenty-nine intersections that were flagged in the DGEIS.

The traffic mitigation plan is based on a flawed analysis and papers over the real traffic impacts of the stadium. The stadium is a nightmare on 34th Street.

Thank you for your time.

(Applause.)

THE CHAIR: Thank you.

The next speaker is Carol Conway,

who will be followed by Jeffrey L. Greene.

MS. CAROL CONWAY: My name is Carol Conway. I live on the corner of 34th Street and Tenth. I've been there for twenty-four years.

Some of my neighbors have been there even longer than me.

The City says that the Hudson Rail Yards are a hole in the ground. I say that building a stadium in that spot would merely be replacing one hole in the ground with another hole in the ground.

(Laughter and applause.)

MS. CAROL CONWAY: The only difference being that the second hole in the ground would be surrounded with seats.

The stadium would be used for perhaps thirty days per year by the Jets and possibly another few days by the Javits Center. That would still leave another three hundred days of non-use where the stadium would merely be an enormous monolith just sitting there costing the taxpayers money for every empty moment.

To build such an expensive structure with the hope of attracting the Olympics to New York

in 2012 is a pipe dream. Even if the games should come, there might not be enough audience members to fill a tent such as the games in Greece this year.

To promise that the stadium will bring additional dollars to the City is the same lunacy that had us support the lottery some thirty or forty years ago. We were told then that the lottery would bring in enough revenue to keep our schools out of financial difficulties forever.

The lottery is running strong today but for some reason our schools are still falling apart.

(Applause.)

MS. CAROL CONWAY: The City says that it only needs \$600 million taxpayer dollars for its share of building the stadium. That's \$600 million will be spent in the first six months and the City will have to come back for more.

Promises, promises, promises. The City always makes them and always remakes them.

The City wants to erect new office buildings and high-rise apartment buildings in the area. What with the number of empty office spaces

already existing in New York, the outsourcing of jobs, the relocation of industry out of the country and the trend towards working from home, I fail to see the need for such additional space.

The apartment buildings are supposed to house the secretaries and office workers from said office buildings. I have yet to meet a secretary who could afford a studio apartment that costs \$5000 a month.

(Applause.)

MS. CAROL CONWAY: I will concede on this one point though. If the City wants to build the new office towers and new luxury apartments in the area, let's do so with two major stipulations.

First, let's build those 80-story buildings right there in the Hudson Yards without elevation. Build them right down there on the level with the tracks. Surround them with parks and trees and benches and walkways so that the area is just as beautiful as Battery Park.

Build vehicle ramps and walkways and escalators and elevators leading down to the entrances. Build shopping malls and stores down there.

And then the 80-story penthouses will not soar so obscenely far above the tops of the existing buildings in the area.

What a beautifully different skyline that will make from the Jersey side.

Second, let's make at least thirty percent of those apartments available at affordable housing rates. And when I say affordable, I mean rents less than \$1000 a month.

Thank you so much.

(Applause.)

THE CHAIR: Thank you.

The next speaker will be Jeffrey L. Greene, who will be followed by Rich Kapuscinski.

MR. JEFFREY L. GREENE: Good afternoon.

My name is Jeff Greene. I'm Vice President of the transportation engineering and planning firm of Orth-Rodgers & Associates. I'm here on behalf of Madison Square Garden.

The focus of my testimony will be on parking for a Sunday Jets game. The assumptions used in the DEIS grossly understate the required parking.

As my colleague Bob Rodgers has indicated, we believe that a reasonable worst case scenario is the Jets fans will be driving some 17,400 cars to the game, more than twice what is assumed in the DEIS. These cars will need spaces to park.

The DEIS studies the parking demand on a day when there is a football game attracting 7,500 autos and an event at the Javits Center that attracts 36,000 people. This is a serious understatement of reality. Each year over a two weekend period in January, the Javits Center hosts the boat show. The boat show attracts upwards of 67,000 on a weekend day without the proposed Javits expansion. A reasonable worst case scenario for traffic and parking should assume the boat show would coincide with a Jets game.

The DEIS conducted its parking analysis based on June data even though the reasonable worst case combination of events is most likely to occur during football season. This is a serious flaw.

The Jets do not play in June, and June is a slow period for other venues in the area, such as Madison Square Garden and the Broadway

theaters. If December data is used, 2500 fewer parking spaces are available for Jets fans on a Sunday afternoon.

After making these adjustments, the surplus of spaces described in the DEIS becomes a shortfall of almost 8500 parking spaces, the equivalent area of fifty-two football fields. Even if an unprecedented seventy percent of Jets fans take mass transit, there is still a parking deficit, not the surplus claimed in the DEIS.

But seventy percent of the Jets fans will not take public transit. Jets fans have to go well beyond the DEIS study area in search of a place to park. We expanded the study area to one-and-a-half miles, which is one mile beyond a reasonable walking distance and there will still be a shortfall of 6000 spaces.

Jets fans will be parking in the theater district, in lots north of 60th Street, south of Twelfth Street and east of Park Avenue.

The shortage of parking will be a major problem for Jets fans, but it will also be a nightmare for people and businesses in the surrounding

area. If the Jets game is at 1:00 p.m., anyone looking to park after that to go to the theater, to the Garden, to the Javits Center or Times Square is simply going to be out of luck.

What's worse, many cars will be circulating on the streets trying to find a place to park adding to the gridlock.

In short, the parking plan in the DEIS is flawed, inadequate and shortsighted.

Thank you

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: Wait a second.

Mr. Greene, a question for you.

Karen Phillips.

COMM. PHILLIPS: Mr. Greene, it was mentioned that the parking that's proposed, and this plan does have parking underneath the green spaces and boulevard. But that parking, it was mentioned earlier that that may be against the Clean Water Act in terms of the current policy that does not add parking into Manhattan below I think it's 59th Street.

Do you have any information on that

in terms of the parking that is included in the plan currently?

MR. JEFFREY L. GREENE: The parking plan in the DEIS calls for some 7500 additional spaces, of which a part of it is parking that you just mentioned.

But when you look at the modal split and change from June to December data and the different sizes of events at the Convention Center, you begin to start seeing deficits in parking that need to be looked at.

COMM. PHILLIPS: But are you familiar with the Clean Air Act -- I'm sorry -- that, a standard for Manhattan and New York City and within the parking that's already existing, as one speaker said, that is, against the existing requirements or restrictions for Manhattan? Are you familiar with that at all?

MR. JEFFREY L. GREENE: I'm not.

COMM. PHILLIPS: Okay. Thank you.

THE CHAIR: The next speaker is Richard Kapuscinski, who will be followed by -- then we will have to switch to speakers in favor.

And the first one will be George Delis.

Mr. Kapuscinski.

MR. RICHARD KAPUSCINSKI: My name is Rich Kapuscinski. I'm an environmental engineer with ENVIRON International Corporation, a firm that consults on public health and environmental quality matters. I am appearing on behalf of Madison Square Garden. We will also be providing detailed written comments.

My ENVIRON colleagues and I have reviewed the Draft Generic Environmental Impact Statement in detail. We believe that adverse water and air quality impacts will be incurred as a result of implementing the Hudson Yards development plan. In addition, we have concerns about the rigor and completeness of the impact assessment.

The Impact Statement acknowledges that the proposed project will increase sewage flows from 1.1 million to 8.6 million gallons per day from the project area.

As a result, discharges of raw sewage into the Hudson River on rainy days will

increase in frequency and severity. Each sewage overflow event will leave a stinking trail of contaminants in the River at each location where the sewer system is designed to discharge its excess water.

The Impact Statement does not provide specific information regarding the greater number or greater severity of sewage overflow events that can be expected when the project is fully developed. Recent estimates of the number of annual sewage overflow events range between twelve and fifty. Whatever the number, the proposal will impair the quality of the Hudson River.

The proposed project will have adverse impacts on air quality in and around the west side. Air quality will be impaired due to construction-related activities that will generate additional dust and potentially toxic emissions.

These activities include removal, handling, staging and transporting substantial quantities of hazardous materials at many parcels in the project area.

Remediation of these hazardous

substances will generate potentially toxic emissions and could add tens of millions of dollars to the overall project cost.

Air quality will be impaired due to increased traffic. We are particularly concerned with the project's long-term impacts on the concentrations in air of fine particulate matter that has been linked to several adverse human health effects.

The air quality assessment that has been conducted to date is deficient.

One, the assessment does not reflect the full air quality impacts because it does not account for all project-related activities.

Two, the assessment does not evaluate the cumulative air quality impacts of all project-related activities. For example, mobile sources and stationary sources are not added up.

Three, the assessment is based on assumptions that greatly understate traffic and, therefore, emissions from motor vehicles.

Given these deficiencies, the Impact Statement cannot be regarded as a complete and accurate characterization of air quality impacts.

Thank you for your time and consideration.

THE CHAIR: There is a question from Commissioner Phillips.

COMM. PHILLIPS: Yes.

You mentioned that the sewer outflow -- I mean the discharges when there is a rain and this development is in place or where the sewer system currently is discharged, we've been told that the North River Treatment Facility can handle the regular impact of this development. Is that where the sewer, if there was rain and the current development, is that where the discharge would happen?

MR. RICHARD KAPUSCINSKI: No, ma'am.

The discharge to which I'm speaking refers to various locations throughout the City but here we are talking about along the Hudson River where the sewer system has just so much capacity to handle not only the sewage but the combined storm water inflow. And in heavy rain events at some point that capacity is exceeded. That's much more important than the capacity at the North River Treatment Plant. And that's where the system is just designed to discharge

into the Hudson River or elsewhere in the City to other bays this excess water during rain events.

And that's why I was speaking to somewhere between twelve and fifty events per year.

COMM. PHILLIPS: Can I just ask, have you also looked at the alternate plan that is being proposed by the Community Board?

MR. RICHARD KAPUSCINSKI: I have not specifically looked at that. Thank you.

COMM. PHILLIPS: Thank you

THE CHAIR: Thank you very much for your testimony and answering questions.

(Applause.)

THE CHAIR: As I say, we will switch now to speakers in favor.

And the first is George Delis.

Is he still here?

(No response.)

THE CHAIR: I guess he had to leave. Okay.

The next is Tom McMorrow. Is he here? No. There he is. Okay. Great.

And after Mr. McMorrow will be

Sophronia Scott.

MR. TOM McMORROW: Hi!

My name is Tom McMorrow. I want to thank the City Planning Commission for allowing me this time to speak.

I am the founder of a community group called WestSideStadium.org. We are made up of residents, workers and business owners of the west side who support the vision of expanding and revitalizing our neighborhood for the good of all City residents.

Throughout the day you've already heard from several of our members and you will be hearing from some more.

We are westsiders and New Yorkers who are not afraid of change. We are an organization passionately in support of the stadium - and I understand that today's hearing is not really about the stadium per se - but we are also in support of the rezoning of the entire Hudson Rail Yards as well.

I am a native of Manhattan and I've lived in Chelsea for the past thirty years. My father and his father were also Manhattan natives. My wife is

from Detroit but we let her into the family.

(Laughter.)

MR. TOM McMORROW: For over a hundred years my family has lived and worked next to the Hudson Rail Yards.

Sometimes at night in this area when you lie in bed, you can hear the train whistles blowing. And it's a very romantic sound. But when I walk around those train tracks, it's anything but romantic. Twenty-six acres of train tracks encased inside of huge, cold gray walls. It feels like living under the shadow of the Berlin Wall. That is the truth about life around the Hudson River Rail Yards, an area that is devoid of trees, devoid of parks, devoid of the sound of children playing, devoid of life.

It is time to tear down those walls.

The Hudson Yards plan does that. It brings us trees where today there are none, parks where today there are only train tracks, access to the Hudson River where today you need to cross a highway to get to it. It brings us mass transit, the key to development of any neighborhood in New York; in short, the stuff that makes neighborhoods neighborhoods.

There are those who say that this plan is too ambitious. Now there are aspects of this plan that I personally would quibble with, that I think can be improved. And without going into specifics, I am confident that you will do just that.

But we are the capital of the world because we are a city of dreams and ambitions. This plan matches who we are.

To close, I want to just say that, of course, the most controversial aspect of this plan is the stadium. Stadiums are, by definition, built for people. When you are in a stadium, you have to be able to see the field clearly. It's a building built to human scale. This is a design that is iconic in nature and will be one of our City's great landmarks for the next hundred years.

I thank you very much for your time.

(Applause.)

THE CHAIR: Thank you.

The next speaker will be Sophronia Scott.

Is she still here?

(No response.)

THE CHAIR: If not, George  
Stamatiades. Mr. Stamatiades? Had to go?

(No response.)

THE CHAIR: After him, Don Elliott.

(No response.)

THE CHAIR: No.

After Don is Daren Kingi.

(No response.)

THE CHAIR: After Mr. Kingi is Paul  
-- no. Yes. Paul Williams?

And after Mr. Williams is Michael  
Burke.

MR. PAUL WILLIAMS: Good afternoon.

Paul Williams.

I provide these remarks this  
afternoon as President of One Hundred Black Men, Inc.

One Hundred Black Men is an  
organization comprised of professional men throughout  
the metropolitan region. Founded in 1963 here in New  
York City, our members have proven over forty years  
their commitment to giving back to society and making  
a difference, particularly for youth of our great City  
by promoting programs in education, mentorship,

economic development and health and wellness.

The founding chapter of 100 Black Men of America, we are today part of a national organization comprising over one hundred chapters across America and abroad.

I also sit as a member of our National Executive Committee that operates out of Atlanta.

In New York during our forty year history we have also been steadfast in providing a voice on important issues facing New York City, particularly issues of critical importance to the African American community and other people of color.

First, I do want to disclose in the spirit of full disclosure that I want folks to know that I'm in fact a Jets fan and for the past several years I've watched them play over in the Meadowlands in my native state of New Jersey. And I am glad that there is an opportunity perhaps to bring them home.

But having said that, I also firmly believe that no one, including myself, should endorse any plan for the development of the west side that doesn't make sense.

Notwithstanding some of the criticisms leveled against the administration's plan for the west side, many of which have been constructive and instructive, I believe the plan does make sense and that its benefits for future generations of people who live, work and play in New York justify all New Yorkers pulling together to see that it is accomplished.

And I'd like to briefly address three complaints I've heard from my members and others throughout the City regarding this plan.

You hear often that the Westside Sports and Convention Center won't benefit the average citizen.

The West Side development project will be one of the largest and most significant public/private projects ever undertaken in New York City. Though the sports center and expanded convention center are certainly the projects most often discussed in public discourse, the critical element of the plan from our viewpoint is the platform that will be constructed over the Hudson Rail Yards.

It is the building of the platform

that will prepare the west side and all of New York for the future.

We think it's a gross misperception to suggest that the proposed west side development would benefit only a few Jets fans. Thousands of New Yorkers will benefit directly from the implementation of the plan. New parks, improved cultural and recreational resources, housing and economic development, these will benefit all of us and we must not minimize the value of the project from the perspective of job creation.

A recent Community Service Society study reported unemployment among black male adults in New York City is approaching forty-eight percent. Although there are other equally troubling circumstances facing our community, it is critically important for the entire body politic of this great City to take into recognition that this catastrophic condition exists today.

THE CHAIR: If you can conclude.

MR. PAUL WILLIAMS: All right.

I'll hand up what I have.

THE CHAIR: Okay.

MR. PAUL WILLIAMS: Basically we believe that this is a prudent and bold effort to use public and private dollars to benefit future generations of the City and we would urge that you take that into account.

And I'll hand up my written comments.

THE CHAIR: That will be great.

MR. PAUL WILLIAMS: Thank you.

THE CHAIR: Thank you.

(Applause.)

(Proceedings continued in Volume II)

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-and-

METROPOLITAN TRANSPORTATION AUTHORITY

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227 West 27th Street  
New York, New York

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Chair  
City Planning Commission

-and-

WILLIAM WHEELER  
Director of Special  
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MTA

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THE CHAIR: The next speaker  
is Michael Burke, who will be followed by, I  
think it's Dallwyn H. Merck.

Michael.

MR. MICHAEL BURKE: Good  
afternoon, Chair Burden, Members of the  
Commission.

I'm Michael Burke, Director of  
the Downtown Brooklyn Council.

As you remember, just a few  
months ago, I was here testifying on behalf of  
the Brooklyn Downtown Development Plan, which was  
crafted by the Downtown Council and the City  
Administration to insure that the City's third  
largest commercial district would continue to  
grow.

That plan received unanimous  
approval from this body and was approved by the  
City Council by an impressive forty-seven to zero  
vote.

So what is a guy from Brooklyn  
doing here today talking about the West Side of  
Manhattan.

One might think that, as

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1  
2 someone who is aggressively seeking to spur new  
3 development in Downtown Brooklyn, I would be  
4 against a plan that seeks to create development  
5 opportunities in man. After all, one could argue  
6 that if there were no options in Manhattan,  
7 Brooklyn would surely flourish.

8                                 Nothing could be further from  
9 the truth. Anyone who truly understands the  
10 dynamic of New York's economy understands that  
11 Manhattan is the economic powerhouse that drives  
12 the entire region.

13                                 Only by having a strong,  
14 vibrant, expandable base here in Manhattan will  
15 we be able to insure the growth of the commercial  
16 districts in the other boroughs.

17                                 However, if firms cannot find  
18 the right location here in Manhattan for their  
19 headquarters, if they are forced to relocate to  
20 New Jersey and North Carolina or Texas, then  
21 there is no hope of Downtown Brooklyn being  
22 selected for their ancillary facilities.

23                                 Moreover, if the City isn't  
24 able to expand its revenue base -- and the Hudson  
25 Yards plan will ultimately generate over

1  
2 \$2 billion dollars in annual revenues -- we can  
3 count on less municipal services in Brooklyn,  
4 less firemen and police officers, fewer teachers,  
5 fewer street sweepers, and no ability to fund  
6 important infrastructure improvements.

7                   So the Hudson Yard's plan is a  
8 plan that the entire City should support.

9                   The far West Side of Manhattan,  
10 the City's last great frontier, is the right  
11 place to develop some 28 million square feet of  
12 commercial space and more than 12,000 units of  
13 housing.

14                   On behalf of the Downtown  
15 Brooklyn leadership, I urge the City Planning  
16 Commission to approve this rezoning plan.

17                   Thank you.

18                   (Applause.)

19                   THE CHAIR: Thank you.

20                   The next speaker, as I  
21 mentioned, is Dallwyn Merck.

22                   Mr. Merck will be followed by  
23 Cornelius Byrne.

24                   Mr. Merck?

25                   (No response.)

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THE CHAIR: I guess not.

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Mr. Merck is not here.

4

Is Mr. Cornelius Byrne here?

5

MR. CORNELIUS BYRNE: Yes.

6

THE CHAIR: O.K.

7

And after Mr. Byrne will be

8

Ethel Sheffer.

9

MR. CORNELIUS BYRNE: Good day.

10

My name is Cornelius Byrne, and

11

I was born in Manhattan on 50th Street and Ninth

12

Avenue.

13

I have been a property owner on

14

37th Street and 38th Street, Tenth and Eleventh

15

Avenues for 30 years. And I can tell you that

16

everybody is talking about us as property owners,

17

but nobody is talking to us. We're really left

18

unspoken to.

19

I have a horse stable for the

20

carriages that are in Central Park. And the

21

people on this Commission really need to be

22

speaking to a guy like me who needs to relocate

23

these horses. I'm going to end up with homeless

24

horses. And I'm a part of New York, too, for

25

many, many years, and it's your obligation to be

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1  
2 in touch with me and to help me relocate.

3 Now the City plans, from what I  
4 see would be, the plans that are set forth,  
5 50-story office buildings in the area that we're  
6 in. And we understand, the property owners do,  
7 that we are going to have to make way for  
8 progress, I suppose, but progress has to make way  
9 for us, too.

10 There's a lot of people in this  
11 community that need to be looked after, and the  
12 horses are included in that, too. It's important  
13 to me.

14 There's been no communication  
15 from your group to the property owners that I  
16 know here. And yet we see that there's going to  
17 be 50-story buildings built on the property that  
18 we own.

19 The only communication that I  
20 received and my neighbors received was a letter  
21 with a possible, that we have E violations,  
22 environmental violations, on our property. And  
23 this serves to undermine us and make us very  
24 uncomfortable and put us in a poor position if we  
25 try to sell our properties.

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And people who are willing to sell their properties or who decide to sell their properties should be given true value with the idea that some day shortly those 50-story buildings are going to rise on the land that we own.

So that's -- you got to get on that a little bit. You got to talk to us guys.

Now, we don't want -- we want to sell those properties for true value, and we don't want to have to be afraid to own our own our properties, that there's violations existing on them. And the letter that we got, I'm sure you all know about with the E violation, quoted that our land is possibly contaminated.

That seems -- everybody in the neighborhood feels like that's a low blow, anybody who has these properties.

Now, as far as the Javits Center, I speak to all of the guys that work in the Javits Center, and they are all complaining that it doesn't work, that you need an expanded Javits Center. Things need to change or you are going to lose a lot of your business that you

1  
2 need to have in New York.

3                   But -- and I understand now  
4 that the unions need all the work that they can  
5 get, too. But it's your obligation, guys, to  
6 find a project that does work.

7                   And when you bring in the Jets,  
8 you got to realize you're bringing in a lower  
9 level team.

10                   (Laughter.)

11                   MR. CORNELIUS BYRNE: You're  
12 bringing in a lower level team. You're going in  
13 the wrong direction and you're going very  
14 strongly in that direction.

15                   A while ago you were talking to  
16 the New York Yankees; these are a team that would  
17 occupy the place. The Convention Center there  
18 will be competed with by a Javits Convention  
19 Center, by a Jets stadium. They will compete  
20 with them. They won't fill the seats and they  
21 will compete with your Javits Center. And the  
22 Yankees would serve to really create something  
23 that you're looking to do, with 80 games and an  
24 occupancy that would really make an economic  
25 boost to New York.

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1  
2 I know you're going in the  
3 right -- the wrong direction by talking to the  
4 Jets, you know. You even could talk to the  
5 Madison Square Garden people. They have a  
6 history here and they have a value here, and  
7 they'll occupy the place.

8 The Jets are going to play  
9 eight games there, and then it's going to be  
10 vacant after that.

11 THE CHAIR: Thank you.

12 MR. CORNELIUS BYRNE: All  
13 right.

14 THE CHAIR: Thank you,  
15 Mr. Byrne.

16 MR. CORNELIUS BYRNE: Thank you  
17 very much.

18 COMM. CANTOR: Amanda, may I  
19 ask a question?

20 THE CHAIR: Yes.

21 A question for you from  
22 Commissioner Cantor.

23 Mr. Byrne, a question for you.

24 Mr. Byrne?

25 MR. CORNELIUS BYRNE: Yes.

1

2                   COMM. CANTOR:  Sir, Where are  
3 your facilities?

4                   MR. CORNELIUS BYRNE:  I'm on  
5 37th Street between Tenth and Eleventh Avenue.

6                   COMM. CANTOR:  And this E  
7 designation letter that you got, did it say that  
8 you have an E designation or that the  
9 potential was possible?

10                  MR. BYRNE:  Possible.  But it  
11 wasn't a comforting letter.  You know, it said  
12 you possibly have it.  I guess whoever's  
13 obligation it is to find out that I don't have it  
14 probably will be mine as an expense.

15                  COMM. CANTOR:  Yes.

16                  MR. CORNELIUS BYRNE:  Yeah.

17                               And on that E violation, it's  
18 the same place that you see the 50-story  
19 buildings planned for.  So it's not a nice thing  
20 to do.  It's poor pool.

21                  THE CHAIR:  Thank you.

22                  MR. CORNELIUS BYRNE:  Thank  
23 you.

24                               And, by the way, keep the  
25 horses in a home.  Thank you.  Important things

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1

2 need to be said twice.

3

4 Ethel Sheffer.

5

(No response.)

6

SPEAKER: She left.

7

THE CHAIR: She left?

8

Who will followed by Lowell

9

Kern.

10

Mr. Kern?

11

SPEAKER: I have Lowell Kern's

12

remarks.

13

THE CHAIR: You can submit his

14

remarks for him. That will be fine.

15

(Testimony of Lowell D. Kern

16

was submitted.)

17

THE CHAIR: Who would be

18

followed by -- who would have been followed by

19

Louis Coletti.

20

Mr. Coletti?

21

Mr. Coletti will be followed by

22

Dan Elman.

23

MR. LOUIS COLETTI: Thank you,

24

Madam Chairman and Members of the Commission.

25

My name is Louis Coletti. I'm

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1  
2 President of the Buildings Trades Employers'  
3 Association, and I represent 1500 construction  
4 companies who are obvious -- would be obvious  
5 beneficiaries of this plan.

6 But I want to -- you've heard  
7 enough about the economic benefits not only to  
8 our industry but to a whole generation of new New  
9 Yorkers who will enter our ranks with business  
10 opportunities and employment on the labor side.

11 But I'd like to talk about a  
12 couple of other things.

13 I would really urge you to make  
14 your decision based on facts. And there seems to  
15 be a lot of disinformation out there.

16 People talk about using  
17 \$600 million of public investment and we can pay  
18 salaries for police and firemen and teachers.  
19 No, we can't. That's capital money, not  
20 operating money, O.K.? That's a good investment.  
21 And when you can invest that \$600 million and you  
22 can get a private entity, whether it be the Jets  
23 or anybody else, to put up another \$800 million  
24 in private equity investment that is going to  
25 generate, quote, profits--that's the term I heard

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1  
2 earlier this afternoon--that will come into the  
3 tax revenues, so we can pay the police and  
4 firemen and teachers more, the dollars they  
5 deserve. That's a significant reason to move  
6 forward with this project.

7                   This plan is one of the  
8 boldest, most exciting plans that I've seen in my  
9 lifetime. Does it need to be tweaked and  
10 changed? Sure, a little bit. Maybe we need some  
11 more housing. Maybe there's less -- there's more  
12 residential development than commercial  
13 development.

14                   But we live in the greatest  
15 city in the world that has absolutely the worst  
16 waterfront in the world. That can't be denied.  
17 It's an embarrassment.

18                   This plan -- the platform being  
19 built, it's not just for the stadium, it's for  
20 recreational opportunities. It for parks. It's  
21 for trees. It's going to provide a place to walk  
22 on a Sunday afternoon. It will create an  
23 environment for the residents of this City to  
24 enjoy seven days a week, whether the Jets are  
25 playing or not.

1

2                   Again, I want to get back to  
3 your decision on facts. I think it's wonderful  
4 of Cablevision to hire all the environmental  
5 experts and traffic experts to come and give you  
6 their advice. I think the more opinions we can  
7 hear about that, the better off we are.

8                   But make no mistake about it.  
9 They only have one concern, and that's that this  
10 venue will be a direct competitive operation to  
11 Madison Square Garden.

12                   And to the gentleman before me,  
13 if he thinks the Jets are on the low end, where  
14 are the Knicks and the Rangers?

15                   (Laughter.)

16                   MR. LOUIS COLETTI: I think  
17 this is a tremendously exciting opportunity that  
18 can be tweaked so that every New Yorker that  
19 lives in each one of the five boroughs will have  
20 a future venue that can be enjoyed, will create  
21 business opportunities, jobs, revenue for the  
22 City, and will put us in a position that over the  
23 next 25 or 30 years will sustain our position in  
24 the world as the greatest city in the world.

25                   Thank you.

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1

2

THE CHAIR: Thank you.

3

4

Any questions from -- yes. A  
question from Irwin Cantor.

5

COMM. CANTOR: Lou --

6

MR. LOUIS COLETTI: Yes.

7

8

COMM. CANTOR: -- good to see  
you.

9

10

MR. LOUIS COLETTI: Good to see  
you, Irwin.

11

12

13

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25

COMM. CANTOR: I liked your  
comments about affordable housing. And now I  
would hope that you and Steve Spinola and Richard  
Anderson can get together with REBNY and come up  
with a formula that will help us create more  
affordable housing opportunities.

(Applause.)

MR. LOUIS COLETTI: Irwin, I  
can tell you as we stand here not only have Steve  
and I met, but I've been in discussions with  
Mr. Edward Malloy from labor unions to talk about  
a residential agreement that can help achieve  
that.

COMM. CANTOR: Thank you.

MR. LOUIS COLETTI: O.K. Thank

1  
2 you.

3 THE CHAIR: Thank you.

4 The next speaker is -- I'm  
5 sorry. Was there a question?

6 Yes. Mr. Coletti?  
7 Mr. Coletti?

8 MR. LOUIS COLETTI: Oh, I'm  
9 sorry.

10 THE CHAIR: A question from  
11 Dolly Williams.

12 COMM. WILLIAMS: Hi. It's good  
13 to see you.

14 MR. COLETTI: Hi, Dolly.

15 COMM. WILLIAMS: What's the  
16 name of your trade association?

17 MR. LOUIS COLETTI: The  
18 Building Trades Employers' Association.

19 COMM. WILLIAMS: Right.

20 And also, how many members do  
21 you represent?

22 MR. LOUIS COLETTI: We  
23 represent 1500 construction companies that employ  
24 25,000 people in our corporate offices, and we  
25 also hire the 130,000 members of organized

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1  
2 labor.

3 COMM. WILLIAMS: Thank you.

4 THE CHAIR: Thank you.

5 MR. LOUIS COLETTI: Thank you.

6 THE CHAIR: The next speaker  
7 will be Dan Elman, who will be followed by David  
8 Adler.

9 MR. DAN ELMAN: My thanks to  
10 the Planning Commission for the honor of speaking  
11 today.

12 My name is Daniel Elman. I'm a  
13 born-and-bred third-generation New Yorker. I was  
14 born on the West Side, in fact, although I grew  
15 up in Sunnyside, Queens, I lived in Brooklyn for  
16 9 years in the 1980s, and I operate a small  
17 business in Manhattan.

18 So I believe it's fair to say I  
19 have a broad perspective of our City.

20 I'm also deeply interested in  
21 the economic development and prosperity of our  
22 City for all New Yorkers, especially generations  
23 to come.

24 I'm here to express my support  
25 for the Sports and Convention Center part of the

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1  
2 development plan. I support it because it will  
3 have long-term, permanent benefits for our City.

4                   The Convention corridor will  
5 turn the Hudson Yards District into a living,  
6 thriving, welcoming, 24-hour community, just the  
7 opposite of what many of the opponents predict.

8                   Look what Rockefeller Center  
9 did for our City in the 1930s, what Lincoln  
10 Center did in the 1960s. These are magnets for  
11 visitors and New Yorkers alike, and centers of  
12 culture and commerce.

13                   Look how the United Nations  
14 complex transformed the East Side stockyards and  
15 slaughterhouses--"Blood Alley," as it was  
16 called--into a thriving international community.

17                   Now, I'm not saying the Hudson  
18 Yards District is as bad as Blood Alley, but the  
19 difference is only in degree. The similarity is  
20 what's important.

21                   And the similarity is in the  
22 opportunity to shape the physical and economic  
23 future of New York on an order of magnitude we  
24 haven't seen in a generation. The Sports and  
25 Convention Center, as part of the overall plan,

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1  
2 would be the catalyst.

3 All big developments stirred up  
4 controversy in their day. But can you imagine  
5 our City without Rockefeller Center? Can you our  
6 city without Lincoln Center? Can you imagine our  
7 city skyline without the U.N. Building.

8 Now, imagine the underused,  
9 uninviting Hudson Yards District permanently  
10 transformed into a symbol of international  
11 trades, urban planning and design, and athletic  
12 achievement. That's the perspective I hope this  
13 body has when it decides on the future of our  
14 entire City.

15 And let me conclude with two  
16 more thoughts. One, it's important that everyone  
17 in the City understands that issuing public debt  
18 to invest in the future is not the same as using  
19 tax money, taxpayer money for the project.

20 The West Side politicians and  
21 The New York Times certainly deserve their say,  
22 but they're doing the people of New York a  
23 disservice by stoking this misconception.

24 It's important to remember this  
25 distinction as you make your recommendations.

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2                   Lastly, there are plenty of  
3 reasons not to build the Sports and Convention  
4 Center. Fear is one. Narrow self-interest is  
5 another. But these aren't good reasons.

6                   Fear and narrow self-interest  
7 aren't the things that built our great City. It  
8 was vision, confidence, smart investment and,  
9 most of all, a belief in a greater good. And  
10 that's what we need from all of you.

11                   Thank you, very much.

12                   THE CHAIR: Thank you very  
13 much.

14                   Its' time now to switch back to  
15 speakers in opposition.

16                   And the first will be Paul  
17 Sajovel. I hope that's correct.

18                   Mr. Sajovel will be followed by  
19 Debra Zichichi, I think, Debra Zichichi.

20                   O.K.

21                   MR. PAUL SAJOVEL: Thank you  
22 for the opportunity to testify here today.

23                   My name is Paul Sajovel, and  
24 I'm the Senior Vice President of HVS  
25 International, Convention and Sports &

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1  
2 Entertainment Facilities Consulting Group.

3 HVS is a leading hospitality  
4 consulting firm with an unmatched level of  
5 project experience.

6 Our division specializes in  
7 feasibility and planning projects for convention  
8 centers. And I am testifying on behalf of  
9 Madison Square Garden.

10 The development of a football  
11 stadium adjacent to the Javits Convention Center  
12 carries negative implications for not only  
13 traffic congestion but also overall Javits Center  
14 event activity.

15 Jets games at the proposed  
16 stadium and other sports and entertainment events  
17 would create conflicts with convention, trade  
18 show and consumer show activities at the Javits  
19 Center.

20 Each football game and other  
21 entertainment events present significant  
22 conflicts with the scheduling of large  
23 conventions, trade shows and consumer shows,  
24 particularly in a facility as busy as the Javits  
25 Center.

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2

Crowds of up to 70,000

3

attendees moving into and out of the stadium over

4

the span of four to five hours would create

5

immense traffic and other functional challenges

6

for event planners.

7

The negative implications for

8

the Javits Center demand are ignored in the Draft

9

Environmental Impact Statement. The negative

10

implications are apparent, not only from our

11

understanding of the convention center industry,

12

but also from a specific set of interviews we

13

conducted with event planners who have held

14

events in convention center complexes that

15

include indoor football stadiums.

16

HVS asked the event planners to

17

assess the effects of a stadium event occurring

18

concurrently with an event in the attached

19

convention center. Nearly all indicated that the

20

presence of an enclosed stadium would be a

21

liability to the Convention Center, given the

22

chance that their event would occur at the same

23

time as a major spectator event in the stadium.

24

Specifically, the potential

25

problems include the following:

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1  
2 Traffic congestion and parking  
3 problems;

4 Security concerns for shows  
5 that are close to the public;

6 Competition for limited event  
7 services;

8 Complications during move-in  
9 and move-out days;

10 And noise levels that can  
11 interfere with activities in the Convention  
12 Center.

13 Given these negative  
14 implications that an enclosed stadium introduces  
15 a level of uncertainty for event planners as they  
16 try to book events two or more years ahead of  
17 time, the NFL schedules games only a few months  
18 ahead of time, forcing event planners to avoid  
19 periods of several months to ensure that there's  
20 no potential conflict with football games.

21 Large consumer show events,  
22 like the annual Boat Show, have no date  
23 flexibility and must be held during the football  
24 season due to the geographic locations of the  
25 exhibitors around the U.S.

1

2                   In addition, since concerts can  
3 be scheduled year-round, there's no way for event  
4 planners to ensure that their events will not be  
5 faced with the negative effects of a concurrent  
6 major spectator event.

7                   In summary, the busiest season  
8 for conventions and trade shows, the fall,  
9 coincides with the football season. The NFL  
10 schedule will greatly decrease the attractiveness  
11 of the Javits Center for event planners of large  
12 event from September through December,  
13 compromising the most coveted dates in the  
14 calendar.

15                   Additional sports and  
16 entertainment events have the capacity to present  
17 similar scheduling conflicts throughout the  
18 year.

19                   There is no way to avoid the  
20 scheduling of concurrent larger events in the two  
21 facilities and the resulting traffic, parking and  
22 congestion problems without adversely affecting  
23 the event potential of one or both venues.

24                   This same type of proposal was  
25 considered in Chicago and rejected because of the

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1  
2 lack of perceived benefits to the convention  
3 business.

4                   None of the leading convention  
5 cities in the U.S. have stadiums adjacent to  
6 their convention centers.

7                   Thank you.

8                   THE CHAIR: Thank you.

9                   (Applause.)

10                  THE CHAIR: The next speaker is  
11 Debra Zichichi, who will be followed by Karen  
12 Baskett.

13                  MS. DEBRA ZICHICHI: Thank you  
14 for listening to my concerns.

15                  My name is Deborah Zichichi,  
16 and I'm speaking on behalf of the tenants in my  
17 building. I live at 544 West 35th Street between  
18 Tenth and Eleventh Avenues.

19                  The proposed boulevard would  
20 destroy our building and leave us all displaced,  
21 including my landlady, who's lived in the  
22 building, works in the neighborhood, is committed  
23 to providing affordable housing, and whose  
24 families has contributed to the community for  
25 over 60 years.

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1  
2                   The boulevard would not only  
3           displace us but also a large neighboring  
4           residential building which people seem to forget  
5           exists, a new digital photo studio, Fed Ex,  
6           Mercedes-Benz, a catering company, a pipe and  
7           plumbing business, a commercial building which  
8           houses at least 40, although my neighbor said 50,  
9           small businesses and recording studios, and most  
10          significantly an emergency family shelter which  
11          lies on 42nd between Tenth and Eleventh Avenue.

12                   I'm very much opposed to this  
13          plan and don't want to see the condemnation of  
14          property.

15                   On a more personal note, I  
16          guess, if you can get more personal, I am a  
17          teacher for a non-for-profit arts organization  
18          which services schools in need, social service  
19          agencies and at-risk youth.

20                   I've taught in Manhattan, upper  
21          Manhattan, the South Bronx, Brooklyn and Queens,  
22          as well as Staten Island. I make a teacher's  
23          salary, and that's fine with me as long as I have  
24          a place to live, but I think the City could  
25          better spend our dollars.

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1

2 I've seen school lists go out  
3 this year which include on them soap, tissues and  
4 paper towels for children to bring into  
5 class--forget about books--and I think that's  
6 really despicable.

7 Arts, music, dance programs  
8 have been cut and continue to be cut, and gym is  
9 often considered an extra. And if you don't  
10 promote athleticism and cultural breadth in  
11 five-year-old, I don't see why we're building an  
12 adult playground.

13 (Applause.)

14 MS. DEBRA ZICHICHI: In my  
15 experience teaching I've had a child sleep  
16 through my class because her previous night was  
17 spent in a shelter.

18 To improve school systems you  
19 need students who have homes, who have livable  
20 communities, trees and open space in the form of  
21 local playgrounds, not huge boulevards. You need  
22 teachers, nurses, police officers serving and  
23 living in their communities.

24 I believe that these are true  
25 priorities for the City and its development, and

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1  
2 I ask you to please keep affordable housing in  
3 our neighborhood, protect the shelter that  
4 already exists and recognize that the economy of  
5 the City is not always fueled alone by business  
6 by also by individuals.

7 Thank you very much.

8 (Applause.)

9 THE CHAIR: Thank you.

10 (Applause.)

11 THE CHAIR: The next speaker is  
12 Karen Baskett, who will be followed by Marilyn  
13 Sirasky.

14 MS. KAREN BASKETT: My name is  
15 Karen Baskett. I live four blocks from the  
16 proposed stadium and have done for over 35 years.  
17 I am also a football fan, a season ticket holder  
18 and a music fan.

19 So I did not come by my  
20 opposition lightly or quickly.

21 My testimony today is based on  
22 experience. Sports fans do not use public  
23 transportation in large numbers to get to games  
24 or events.

25 The fact is they arrive in SUVs

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1  
2 and buses, and no one has mentioned the buses  
3 yet, ladened with alcohol and uncooked food.  
4 This is fact.

5                   Expecting over 70 percent of  
6 attendees to use public transportation is pure  
7 fiction. Tailgating is a big part of the  
8 game-day experience. No one will be able to stop  
9 this. What many don't know is that it occurs  
10 after games as well as before games.

11                   I have also come out of  
12 concerts at the Meadowlands to find cars on fire,  
13 and I understand this also happens at football  
14 games.

15                   Games and events will require  
16 extra police, as the RNC did.

17                   During the RNC the City was  
18 unable or unwilling to require the police to take  
19 public transportation. As a result, personal  
20 cars owned by officers parked with immunity at  
21 every hydrant on my block. I have the pictures.

22                   It is fantasy to think that  
23 this would not happen regularly should the  
24 stadium go ahead. If the City can't get its  
25 employees to use public transportation, there is

1  
2 zero chance to get private citizens to.

3 My neighborhoods --

4 (Applause.)

5 MS. KAREN BASKETT: My  
6 neighbors are primarily elderly. They do not  
7 deserve being subjected to the steady streams of  
8 honking SUVs and Jet fans tailgating on our  
9 lawns.

10 As a resident, I beg you to not  
11 use our tax dollars, to require the Jets to pay  
12 for their own stadium, as New England did, and to  
13 build it where their fan base is, which is Queens  
14 and Long Island.

15 We do not need a new stadium  
16 20 minutes away from Giants Stadium.

17 Thank you.

18 (Applause.)

19 THE CHAIR: Thank you.

20 (Applause.)

21 THE CHAIR: The next speaker  
22 will be Marilyn Sirasky, who will be followed by  
23 Fredric Sirasky.

24 MS. MARILYN SIRASKY: Fred is  
25 not here.

1

2

THE CHAIR: O.K.

3

MS. MARILYN SIRASKY: I'm

4

Marilyn Sirasky. I live at 325 West 45th Street,

5

in Hell's Kitchen.

6

I discovered Hell's Kitchen

7

35 years ago. There are a lot of people that are

8

discovering our neighborhood now.

9

There are people discovering

10

Chelsea, Clinton, West Side, call it Far West

11

Side, whatever.

12

We discovered it years and

13

years ago, and we loved it. Why?

14

I'm a member of the theatrical

15

community. I'm an actor. I want to live near

16

where I work. Thirty-five years ago we could

17

all afford to live there.

18

We are a huge number of people

19

in the most important entertainment industry in

20

the City. And our young people can't live there

21

anywhere more because people are discovering us.

22

The marketplace is discovering us.

23

But the City is made up of more

24

than fancy buildings and big businesses.

25

Where are our young people

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1  
2 going to live? An apartment that we used to rent  
3 for \$450 so that we could afford to be a  
4 playwright and an actor is now renting in our  
5 building for \$2,000 a month. This is craziness.

6 City planning has to be more  
7 than about big development and big stadiums,  
8 where we know who's going to make the money. I'm  
9 sorry.

10 It is going to be construction  
11 workers who make \$69 an hour. It is going to be  
12 the three owners of the Jets. It is going to be  
13 Jet players. It is going to be the real estate  
14 department and the development department.

15 But I've been to eight of these  
16 meetings and nobody, nobody, until I heard Debra  
17 speak, is talking about people.

18 Where are the people in the  
19 process? Where are the children of the future in  
20 the process? What kind of City do we really  
21 want?

22 That is what we really have to  
23 analyze.

24 I did a lot of homework. I  
25 read and I have suggested to all of my friends

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1  
2 that they read a book or a review of a book  
3 called Field of Schemes.

4 Most of the people who have  
5 read that book have decided to vote against this  
6 stadium part of this project.

7 There are many other aspects of  
8 the project that could be developed and nurtured.

9 I'm proud of our Community  
10 Board 4. I'm proud of Hell's Kitchen Alliance.  
11 I am proud of the people that I work for who care  
12 about affordable housing.

13 We need you guys; we really  
14 need you. The developers don't need you as much  
15 as we do.

16 I got to tell you, we're  
17 counting on you. Please, don't let us down.

18 Do your homework and prepare  
19 for people, not just business.

20 There's got to be some kind of  
21 a combination effort, and if we all work  
22 together, I agree with the gentleman who spoke  
23 before, and with Barbara, I think, for the  
24 Olympics, a woman.

25 We have been put as

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1  
2 adversaries, and I'll tell you why we've been  
3 adversaries, because the plan has come from the  
4 top. The plan has come from back doors and  
5 closed doors.

6 We're only vaguely getting the  
7 kind of information that we need to make  
8 beautiful plans for a beautiful city that  
9 includes people and children of the future.

10 Thank you.

11 (Applause.)

12 THE CHAIR: I understand that  
13 Fred Sirasky left, right?

14 (No response.)

15 THE CHAIR: So the next  
16 speaker, will be Angel Nieves, who will be  
17 followed by Paige Sayle.

18 (No response.)

19 THE CHAIR: I'm sorry? Angel  
20 Nieves is not here?

21 Paige Sayle?

22 (No response.)

23 THE CHAIR: If not, Rose M.  
24 Torres.

25 Rose?

1

2

Is she here? O.K.

3

And after Rose Torres will be

4

Miriam Rabban.

5

And if Ms. Rabban is not

6

here --

7

SPEAKER: Yes, she is.

8

THE CHAIR: Great. O.K.,

9

perfect. Perfect. Perfect.

10

MS. ROSE TORRES: Hello.

11

THE CHAIR: Hi.

12

MS. TORRES: I had -- Hello. I

13

had the privilege of speaking to you before --

14

THE CHAIR: Yes, I remember.

15

MS. TORRES: -- previously.

16

My name is Rose Torres, and I

17

live at 306 West 30th Street, but I also lived in

18

Chelsea most of my life.

19

Affordable housing has always

20

been an issue because the City puts profits

21

before people.

22

The West Side Stadium would be

23

a huge waste of resources that could be used to

24

develop much needed permanent affordable housing

25

and education, health and jobs.

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1

2 I believe that is a much more  
3 lasting legacy than a West Side Stadium.

4 We need to look at the current  
5 reality of the housing crisis in New York City,  
6 and I believe that this is your job to do.

7 And I think that if you do  
8 that, you can make this City a much better place.  
9 And the stadium could be built in other areas of  
10 the five boroughs.

11 Thank you.

12 THE CHAIR: Thank you.

13 (Applause.)

14 THE CHAIR: The next speaker,  
15 Miriam Rabban, who will be followed by Eric  
16 Goldstein.

17 MS. MIRIAM RABBAN: Well, I'm  
18 going to be mercifully brief, you'll be glad to  
19 hear.

20 My name is Miriam Rabban, and  
21 I'm the Director of the Community Building at  
22 Hudson Guild, which is a nonprofit settlement  
23 house that served the Chelsea community for over  
24 a hundred years.

25 My brief comments focus on the

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1  
2 critical need for affordable housing and the  
3 importance of using the proposed rezoning of the  
4 Hudson Yards to create a significant amount of  
5 affordable housing.

6                   Since its founding, Hudson  
7 Guild has recognized the need for decent,  
8 affordable housing and has worked on ways to  
9 address contemporary needs, such as, developing a  
10 model tenement effort in the early Twentieth  
11 Century, participating in efforts to create  
12 public housing along with other settlement  
13 houses, and helping with the initiative that led  
14 to the creation of mutual redevelopment houses,  
15 know as Penn South.

16                   Our current work on decent,  
17 affordable housing for community residents makes  
18 us only too painfully aware of the scarcity of  
19 affordable housing our area.

20                   The City's proposals to rezone  
21 the Hudson Yards, as well as West Chelsea and  
22 other riverfront communities, will result in  
23 development that will transform the community  
24 across the City.

25                   Development should foster

1  
2 strong and diverse communities rather than only  
3 provide for commercial development and homes for  
4 the wealthy.

5                   The City's proposal to rezone  
6 Hudson Yards and the upcoming West Chelsea  
7 proposal should ensure that at least 30 percent  
8 of the housing developed is permanently  
9 affordable.

10                   We're very pleased that  
11 Community Board 4 has clearly and strongly stated  
12 that an overriding condition of its response to  
13 the City's proposal for Hudson Yards is that it  
14 must include a real plan for affordable housing  
15 that would provide that no less than 30 percent  
16 of all housing units constructed in a rezoned  
17 area must be permanently affordable.

18                   We urge the City Planning  
19 Commission to oppose any rezoning plan that does  
20 not ensure that at least 30 percent of the  
21 housing in the rezoned area will be permanently  
22 affordable.

23                   Hudson Guild has endorsed the  
24 City-Wide Campaign for Inclusionary Zoning and  
25 its call for a requirement for development of

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1  
2 affordable housing as part of rezoning proposals.

3                   We must ensure that the public  
4 action of rezoning results in the public benefit  
5 of affordable housing.

6                   Thank you very much.

7                   (Applause.)

8                   THE CHAIR: Thank you.

9                   (Applause.)

10                  THE CHAIR: The next speaker is  
11 Eric Goldstein, who will followed by Benjamin  
12 Ross.

13                  MR. ERIC GOLDSTEIN: Good  
14 Afternoon.

15                  My name is Eric Goldstein,  
16 Urban Program Co-Director at the Natural  
17 Resources Defense Council.

18                  NRDC strongly supports the  
19 drive for increased development on the far West  
20 Side. The City and the region's environment and  
21 its economy benefit in so many ways from a strong  
22 and Manhattan core, and public policymakers are  
23 right on target when working to support that  
24 objective.

25                  It's not easy to advance big

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1  
2 ideas in New York City, and we give the Bloomberg  
3 Administration and the Planning Commission credit  
4 for taking on the challenge.

5                   We support the concept of  
6 rezoning to increase far West Side development  
7 but have several concerns with the current  
8 proposal.

9                   One is density. To ensure a  
10 livable city at the end of the line, we share  
11 Community Board 4's call for lower total density  
12 along the lines of the Schumer plan, for a  
13 greater mix of residential versus commercial  
14 space, and for a fair just level of affordable  
15 housing.

16                   A second concern is transit  
17 financing. With the 17 billion dollar five-year  
18 capital plan just to meet exiting needs, with  
19 projected operating shortfalls, and with trouble  
20 finding funds at the City and State levels, it's  
21 imperative that the MTA receive full value  
22 compensation for its air rights at the Hudson  
23 River Yards; and that, two, ironclad assurances  
24 that funds for both construction and maintenance  
25 of the No. 7 line extension will not have to draw

1  
2 upon the MTA's already overextended capital and  
3 operating budgets.

4                   A third concern is parking.  
5 The current proposal would reverse long-standing  
6 City planning policies regarding off-street  
7 parking that were designed to discourage  
8 unnecessary motor vehicle traffic and to  
9 encourage public transit use.

10                   We support retaining the  
11 current zoning provisions for off-street parking  
12 which we believe would still allow about 7500 new  
13 parking spaces and not serve as an inducement to  
14 additional midtown traffic.

15                   The fourth concern is energy  
16 and green development. The far West Side  
17 presents a spectacular opportunity for  
18 development in New York to be a model for green  
19 building and development. But the final plan  
20 needs binding commitments on guidelines for green  
21 development, using the Battery Park City as a one  
22 good model. It needs goals for net zero carbon  
23 dioxide emissions that ought to be incorporated  
24 for each new building and lead standards also  
25 incorporated for each new residential and

1  
2 commercial building.

3                   We support an expanded Javits  
4 Center. It's critical to the City's long-term  
5 economic health. But we urge you to consider  
6 other configurations, including the southward  
7 expansion plan of the HKNA proposal, which, among  
8 other benefits, would make for a far more  
9 friendly waterfront access.

10                   As to the so-called multi-use  
11 facility, NRDC officially announces today its  
12 opposition to the Jets stadium on the far West  
13 Side.

14                   The stadium plan presents  
15 significant unanswered questions regarding public  
16 financing, it would lead to unparalleled traffic  
17 congestion on game and event days, tying up the  
18 movement of people and goods and services,  
19 hindering emergency vehicles, and exacerbating  
20 violations of national air quality standards.

21                   And among other concerns, it  
22 would place a hunking 30-story fortress along the  
23 Hudson overflowing on rare occasions, deserted  
24 from most of the year, and setting up an  
25 uninvited barrier for the spectacular Hudson

1  
2 River.

3                   Finally, as desirable as it  
4 might be to secure the Olympics, there are  
5 stadium sites available in other boroughs.

6                   And in any event we urge the  
7 commission not to go against your best judgment  
8 and make land-use decisions that will stand for  
9 perhaps 50 or a hundred years or so based on  
10 accommodating a two-week-long Olympic event.

11                   We'll be filing more detailed  
12 comments, and we thank you for your attention.

13                   (Applause.)

14                   THE CHAIR: Thank you.

15                   The next speaker is Benjamin  
16 Ross.

17                   And if Benjamin Ross is not  
18 here, the next speaker is Tony LaSpada.

19                   (No response.)

20                   THE CHAIR: Mr. LaSpada? O.K.  
21 Who will be followed by Joshua  
22 Spahn.

23                   Mr. LaSpada?

24                   MR. ANTHONY LaSPADA: Yes.

25                   THE CHAIR: O.K., great.

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1

2

Joshua Spahn is after

3

Mr. LaSpada.

4

And if Mr. Spahn isn't here,

5

Terry Grace would be the next speaker.

6

O.K., great.

7

MR. LaSPADA: Well, my remarks

8

say "Good Morning," but I'll say good afternoon.

9

I am Anthony LaSpada, Assistant

10

Secretary of Mercedes-Benz Manhattan, Inc.

11

I thank you for this

12

opportunity to share some continued concerns

13

regarding New York's proposed Hudson Yards

14

rezoning action.

15

We greatly appreciate the

16

City's August 30, 2004 proposed modifications to

17

the Hudson Yards Plan which addressed our ability

18

to expand our auto service component at our 41st

19

showroom and service facility.

20

The modification will permit

21

Mercedes-Benz to proceed with a planned expansion

22

at the site.

23

However, we have some

24

additional concerns with the proposed zoning

25

action that needlessly and negatively affects the

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1  
2 planned expansion and operation of 41st Street  
3 site. We believe that these concerns can be  
4 easily addressed.

5                   The proposed zoning prohibits  
6 our auto showroom on the ground floor. The  
7 Mercedes-Benz 41st Street facility currently has  
8 a ground floor showroom and a small on-grade  
9 sales lot. It is our intention to enclose the  
10 on-grade sales lot in the showroom area.

11                   The proposed zoning would  
12 therefore prohibit the expansion of the  
13 showroom. Therefore, we request that  
14 Mercedes-Benz be permitted to expand the Use  
15 Group 9 showroom use.

16                   The proposed transit easement  
17 for the eastern one hundred feet of the 41st  
18 Street facility will result, as presently  
19 proposed, in the demolition of our showroom and  
20 service facility.

21                   The proposed mapped transit  
22 easement, which would be triggered at the time of  
23 the auto service expansion, would result in the  
24 demolition of the entire 41st Street facility  
25 because the existing building's interior

1  
2 vehicular access ramp is located in the proposed  
3 required transit easement.

4                   A reasonable compromise would  
5 require a transit easement for any proposed  
6 building expansion or development greater than 5  
7 FAR.

8                   Our hope is that at sometime in  
9 the future the Mercedes-Benz showroom and service  
10 site at 41st Street will be redeveloped pursuant  
11 to the proposed rezoning.

12                   However, we have identified  
13 several issues that will make that redevelopment  
14 more problematic for us.

15                   Though The August 2004  
16 modifications permits up to 6 residential FAR, we  
17 believe that this level of residential use may be  
18 insufficient to permit the development of  
19 mixed-use building.

20                   We propose a maximum 10  
21 residential FAR.

22                   Due to the unique location of  
23 the MB site, adjacent to the Lincoln Tunnel  
24 entrance, we believe a mid-block driveway may be  
25 necessary. The proposed zoning text prohibits a

1  
2 mid-block driveway.

3                   Therefore, we would propose  
4 elimination of that prohibition.

5                   The proposed transit easement  
6 is mapped 100 feet deep. Our concern is that the  
7 100-foot deep easement will constrain the core of  
8 the future building.

9                   The proposed subway entrance  
10 does not require a hundred feet. Therefore, we  
11 propose a 30-foot subway easement.

12                   Mercedes-Benz, in conclusion,  
13 is very supportive of the City's efforts to  
14 revitalize the Hudson Yards/Hell's Kitchen South  
15 area of Manhattan. However, we believe the city  
16 can adopt the above suggested modifications  
17 without harming the City's basic goals and  
18 objectives for the area.

19                   Again, thank you for  
20 facilitating today's public hearing.

21                   THE CHAIR: Thank you.

22                   The next speaker is Joshua  
23 Spahn, who will be followed by Terry Grace.

24                   MR. JOSHUA SPAHN: Commissioner  
25 Burden and other Commissioners, I appreciate the

1  
2 opportunity to speak.

3                   It is a little daunting  
4 standing here. You guys are really attentive, so  
5 I want to really thank you for that. It's  
6 amazing to have so many eyes on you.

7                   So, I love my neighborhood, and  
8 when I moved to Hell's Kitchen 24 -- or 21 years  
9 ago, I thought I was doomed to a life of  
10 overpriced and soulless tourist traps.

11                   Instead, I found a wonderful  
12 and affordable family-owned businesses -- or, I  
13 found family-owned businesses: barber shops, a  
14 shoe repairman, butcher shops, a farmers' market,  
15 fish markets, spice shops, family-owned  
16 pharmacies, bodegas, bakeries and restaurants of  
17 all types.

18                   The families pharmacies are  
19 history now, and all the remaining families  
20 businesses here are already threatened, being  
21 replaced by banks, phone stores or yet another  
22 Starbucks.

23                   The West Side Stadium is a  
24 corporate-centric proposal and will clearly bring  
25 about the extinction of the rest of these

1  
2 one-of-a-kind businesses.

3 Manganaro's Hero Boy will fall  
4 to Subway; O'Farrell's Bar -- you heard about  
5 that -- is going to fall to TGI Friday's; styles  
6 in the Big Apple Market to the Food Emporium.

7 I invite you to take a walk  
8 down Ninth Avenue and see these wonderful stores  
9 that -- people don't come to New York to see  
10 Applebees. I mean, that's just the reality.

11 So the Mayor and the President  
12 continue to stress the importance of the small  
13 business in the strengthening of this economy.  
14 Yet it seems every political decision belies the  
15 American Dream in favor of corporate expansion.

16 I listened to the stadium  
17 proposal at the last public meeting here. It is  
18 a Gordian Knot of overdevelopment and  
19 overspending based on two major premises, that  
20 there will be almost a half a million new office  
21 jobs and that New York will be selected for the  
22 2012 Olympics.

23 What if these never come to  
24 pass? The damage to my community would be  
25 irreversible.

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1  
2                   Wouldn't a staggered proposal  
3 of development based on real needs be a better  
4 approach?

5                   I'm lucky. I wouldn't be  
6 living in Hell's Kitchen now if it wasn't for  
7 mandated affordable housing. A new one-bedroom  
8 apartment on my block is \$2500 a month.

9                   The stadium proposal estimates  
10 less than 2,000 new units of affordable housing.  
11 It seems to me there should be at least ten times  
12 that amount.

13                   You've heard much about the  
14 environment impact of the proposal.

15                   I'll make it personal. Ninth  
16 Avenue is already a home for road rage. It's  
17 going to get even worse.

18                   Thanks. I hope that -- we do  
19 need your help. The little guy needs your help.

20                   Please use that power to block  
21 this proposal.

22                   Thank you.

23                   THE CHAIR: Thank you.

24                   (Applause.)

25                   THE CHAIR: The next speaker is

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1  
2 Terry Grace.

3                   And then we will switch to  
4 speakers in favor, the first of which is David  
5 Adler.

6                   Ms. Grace.

7                   MS. TERRY GRACE: Good  
8 afternoon.

9                   Can you hear me all right?  
10 I've got a bad cold.

11                   My name is Terry Grace. I live  
12 at 530 East 76th, in one of those high-rises  
13 we've been talking about today, where I'm on the  
14 Board of Managers.

15                   My career has been basically in  
16 meeting planning, organization management, and  
17 exhibit management. So the Javits Center is of  
18 keen interest to me, and I'm very much in favor  
19 of seeing it expanded. I know how it can really  
20 add a lot to the City if we have an expanded  
21 Javits Center.

22                   However, as one gentleman said  
23 earlier, stadiums and convention centers do not  
24 go together. Most people who are the meeting and  
25 exhibit business know that. They just are

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1  
2 totally incompatible, so I am against the  
3 stadium.

4 I'm a member of St. James'  
5 Church, which has done a lot of building of  
6 affordable housing The South Bronx and has done  
7 supportive housing on the East Side and is very  
8 active with Habitat right now.

9 An extension of my time at  
10 St. James is that I am on the Steering Committee  
11 with East Side Congregations for Housing Justice.

12 That's a group of about a  
13 hundred and seventy-five people from 50  
14 congregations who are seeking ways where we can  
15 have just and sustainable, affordable housing  
16 throughout the City, not only just the location  
17 we're talking about today.

18 But here we are today, and it's  
19 an ideal opportunity to talk about affordable  
20 housing.

21 New York needs more housing, in  
22 particular, affordable housing for our  
23 middle-class workers, who now have to commute an  
24 average of four hours every day from housing they  
25 can afford outside our City.

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1

2                   In the early 80s, federal money  
3 to build housing stopped, absolutely stopped,  
4 came to a grinding halt. And New York's housing  
5 supply, particularly affordable housing, could  
6 not keep up with its household or family  
7 formation.

8                   The result is that we now have  
9 thousands of families with children, and also we  
10 have single people, who are doubled up in  
11 dangerously small apartments, living in shelters  
12 or, God forbid, on the street at a great  
13 financial and human expense for our citizens.

14                   I don't want this while I'm a  
15 citizen here. Do you?

16                   When Battery Park City was  
17 built, the revenue from the building rentals was  
18 earmarked for affordable housing. Recently, it  
19 has been used in the general City budget because  
20 of our problems since 9/11. And it may end up in  
21 the ill-conceived football stadium.

22                   We believe at East Side  
23 Congregations for Housing Justice that is now  
24 time to keep the original promise of Battery Park  
25 City and build affordable housing in Hudson Yards

1  
2 with or without a stadium.

3 I'll go further down.

4 The way to do this is mandatory  
5 inclusionary zoning. A developer can go up a few  
6 more floors if he puts inexpensive apartments on  
7 the lower floors. It can be on the same site.  
8 It can be nearby. It should be in the same  
9 community board area. We are very much in favor  
10 of seeing that happen.

11 Mandatory inclusionary zoning  
12 to create affordable housing in the Hudson Yards  
13 Development Plan is absolutely essential to the  
14 success of this entire development.

15 Thank you for listening.

16 THE CHAIR: Thank you.

17 (Applause.)

18 THE CHAIR: Now, as I  
19 mentioned, we'll switch back to speakers in  
20 favor, the first being David Adler, who will be  
21 followed by Gabrielle Kurlander.

22 MR. DAVID ADLER Good  
23 afternoon.

24 My name is David Adler. I'm  
25 the CEO and founder of a company called BizBash

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1  
2 Media here in New York City, and I'm also on the  
3 Board of NYC & Company and the International  
4 Association of Exhibition Managers.

5 My professional life is  
6 dedicated to promoting the New York meeting and  
7 event industry.

8 BizBash is a trade media, trade  
9 magazine, which I have an illustration of it  
10 here, covering the event industry. We have a  
11 trade show covering the event industry as well,  
12 and we have a website that focuses on resources  
13 and ideas for the event community.

14 In developing this business, I  
15 have really found that it is a huge niche in New  
16 York City. There's over 1500 venues catering to  
17 over a hundred thousand corporate and nonprofit  
18 events, not counting personal celebrations, from  
19 small cocktail parties, product launches, fund  
20 raisers, premieres and celebrations of every  
21 stripe, including things like the National --  
22 Republican National Convention. And some  
23 estimate the New York event industry to be  
24 \$4 billion.

25 This all happens with few

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1  
2 limitations.

3                   We all know that the space, the  
4 convention space is too small for some big shows,  
5 and that there also are awful conditions along  
6 the West Side for people who attend trade shows.

7                   I have had some of the world's  
8 largest event producers tell me that they would  
9 love to move their conventions or trade shows to  
10 New York, but the space is just too small.

11                   So the good news is that we can  
12 get them here if we want to, and they would love  
13 to come. But we want to make sure that they come  
14 back over and over again.

15                   There's one point that I don't  
16 know if other people have brought up, is that  
17 when I see people trekking back from the Javits  
18 Center, in the -- to their hotels and they're  
19 walking those six or seven blocks, it really  
20 makes me angry, because we're doing a great job  
21 of selling them but we're really not living up to  
22 the grand promise of New York.

23                   You know, it's kind of like one  
24 bad -- they get one bad can of Coca-Cola, they're  
25 going to switch to Pepsi immediately. And so,

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1  
2 that five-block area really has a big impact.

3 Another interesting point that  
4 supports the expansion of the No. 7 line is the  
5 huge potential of bringing events and festivals  
6 and community activities to the Hudson  
7 waterfront.

8 Just last week the Mark Jacobs  
9 Fashion Show was held at Pier 54, and they spent  
10 millions of dollars, brought millions of  
11 business -- brought millions of dollars of  
12 business into the City, and this area can also be  
13 used for lots of community activities.

14 If we had the No. 7 line in  
15 place, it would stimulate even more events along  
16 that corridor, not just for the Javits Center but  
17 all the way up and down.

18 I urge this Committee to  
19 recommend doing everything possible to complete  
20 all aspects of the new convention corridor. It  
21 will be the key that unlocks the potential to the  
22 West Side of Manhattan for the industry that I  
23 work for and also other several important sectors  
24 in the City as well.

25 Thank you.

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1

2

THE CHAIR: Thank you.

3

(Applause.)

4

THE CHAIR: The next speaker is

5

Gabrielle Kurlander, who will be followed by

6

Brenda Levin.

7

MS. GABRIELLE KURLANDER: Good

8

afternoon.

9

I want to thank the Chair and

10

the Commission for the opportunity to speak to

11

you this afternoon.

12

My name is Gabrielle Kurlander.

13

I'm an actress, and I am the President of the All

14

Stars Project, which is located on West 42nd

15

Street.

16

I am testifying today to

17

express my support for the Hudson Yards Plan,

18

including the plans for the West Side Stadium.

19

We come at this from a very

20

different perspective. Let me tell you what that

21

perspective is and why.

22

The presumption is that

23

community-based organizations are opposed to this

24

project on the grounds that it is importing a

25

big-business culture into the community, one that

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1  
2 is going to be unresponsive to ordinary New  
3 Yorkers and certainly to disadvantaged New  
4 Yorkers.

5                   The All Stars Project is a  
6 privately funded community-based organization  
7 that sponsors after-school performing arts and  
8 leadership training programs for over 11,000 poor  
9 and working class children and teenagers annually  
10 in Jamaica, Queens, Bed-Stuy, Brooklyn, Harlem,  
11 The South Bronx among other neighborhoods.

12                   Less than a year ago the All  
13 Stars Project moved into 543 West 42nd Street,  
14 between Tenth and Eleventh Avenues, opening a new  
15 31,000 square foot performing arts and education  
16 center which we own.

17                   Since the All Stars is about  
18 connecting inner-city young people and their  
19 families to the heart of the City and the wealth  
20 of resources it offers, we support the proposed  
21 development of the West Side as an opportunity to  
22 create new partnerships and a new culture that is  
23 in no way negating or exclusionary.

24                   For example, we work with  
25 thousands of African-American, Latino and

1  
2 immigrant young people between the ages of 5 and  
3 25. They are very, very sports-minded.

4                   A recent survey we conducted of  
5 over 300 inner-city youth showed that more than  
6 half were fans of the Olympics and two-thirds  
7 watched the Olympics on television.

8                   Therefore, as a member of the  
9 Youth, Sports and Education Committee of the 2012  
10 bid, I believe the Olympics will be of great  
11 interest to the inner-city young people.

12                   We would like to invite the New  
13 York Jets to get to know the All Stars and the  
14 other programs and institutions in the  
15 neighborhood so they can dialogue with those of  
16 us who are part of the community.

17                   The All Stars itself was an  
18 unusual entry into the West 42nd Street  
19 community.

20                   Our theatre is avante-guard.  
21 Our youth perform hip hop. We're not your  
22 typical youth recreation program.

23                   But just Monday night at  
24 Sardi's, we were welcomed to 42nd Street by  
25 representatives of the Times Square Alliance, The

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1  
2 Schubert Organization and Disney.

3                   One of the most important and  
4 positive features of the Far West Side is that  
5 there is a sense of creating new partnerships and  
6 enhancing the community.

7                   I believe that Mayor Bloomberg,  
8 who was an important enabler of our 42nd Street  
9 center when he authorized the IDA bond that  
10 financed it, has a good sense of bringing diverse  
11 elements together to help a community to grow.

12                   So in closing, I urge the  
13 planning commission to approve the Hudson Yards  
14 Plan because it is the interest of the many of  
15 the diverse citizens of our city.

16                   Thank you so much.

17                   (Applause.)

18                   THE CHAIR: Thank you.

19                   COMM. PHILLIPS: Madam Chair?

20 Madam Chair?

21                   THE CHAIR: Oh, I'm sorry. I  
22 think there's a question for you.

23                   MS. GABRIELLE KURLANDER: I'm  
24 sorry.

25                   THE CHAIR: To you it is.

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2                   COMM. PHILLIPS: I just had a  
3 question about your after-school program.

4                   Is this a program that was  
5 started by Dr. Fulani?

6                   MS. GABRIELLE KURLANDER: Yes.

7                   COMM. PHILLIPS: O.K., I just  
8 was .... I'm familiar.

9                   And your building now was  
10 funded by bonds, tax-exempt bonding; is that  
11 right?

12                   MS. KURLANDER: Well, we got  
13 tax-exempt financing.

14                   It was actually paid for not by  
15 the City but by our donors and other investors.

16                   There wasn't money given, but,  
17 yes, it was sponsored by the IDA financing.

18                   COMM. PHILLIPS: O.K., thank  
19 you very much.

20                   THE CHAIR: Thank you.

21                   MS. GABRIELLE KURLANDER: Sure.

22                   THE CHAIR: The next speaker is  
23 Brenda Levin, who will be followed by Rich  
24 Tucillo.

25                   MS. BRENDA LEVIN: Brenda

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1

2 Levin. Brenda, B-R-E-N-D-A, Levin, L-E-V-I-N.

3

4 Madam Chair and Commissioners,  
5 my name is Brenda Levin, and I'm representing NYC  
6 2012.

6

7 The Hudson Yards proposal is a  
8 well-considered plan in everything that term of  
9 art means. We want to commend the Chair and the  
10 department for this planning tour de force.

10

11 With a proposal this large, it  
12 is understandable that there are numerous  
13 concerns.

13

14 Community Boards 4 and 5, the  
15 Borough Board, including Council Members Quinn  
16 and Brewer and especially Borough President Field  
17 have put forward thoughtful and constructive  
18 comments.

18

19 I am here to address an  
20 integral aspect of the plan identified in the  
21 EIS, the New York Sports and Convention Center.  
22 I'm going to call it the stadium.

22

23 No one--no one--will build  
24 anything over the western railyards unless  
25 government finances the platform. This is a  
26 legitimate responsibility of government.

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2                   The Jets are willing to invest  
3 \$800 million to build the stadium. For a  
4 government investment of \$300 million, a  
5 retractable roof can be added and the stadium  
6 enclosed, creating a convertible facility that  
7 will be used all year by allowing us to  
8 accommodate convention business we now lose, as  
9 much as \$1.2 billion per year.

10                   Javits will get their southern  
11 expansion paid for with private dollars. And  
12 should New York host the Olympic Games, we will  
13 have a state-of-the-art, environmentally advanced  
14 Olympic Stadium.

15                   The Olympic Stadium is the  
16 centerpiece of any Olympic Games. 4 billion  
17 people watched the opening ceremonies of the  
18 Athens Games.

19                   New York is the only truly  
20 international city never to host the games. New  
21 York is the most diverse city in the world and  
22 therefore the most appropriate to host the games.

23                   We found in Athens that the  
24 athletes want to compete in New York; the world's  
25 greatest athletes competing in the world's

1  
2 greatest City.

3                   New York would be honored to  
4 host the Olympic and Paralympic Games, to have  
5 the eyes of the world watching us, and, yes, to  
6 benefit from the \$11.7 billion that would accrue  
7 to the metropolitan region.

8                   More than 20,000 journalists  
9 would cover a New York Olympic Games. Most will  
10 stay in midtown, close to the two media centers.  
11 25 percent are assigned to the Olympic Stadium.

12                   An efficient Olympic plan  
13 dictates that they stay in close proximity to the  
14 stadium and that the stadium be in close  
15 proximity to the media centers as it was in  
16 Athens.

17                   We will have many outstanding  
18 venues in each of the five boroughs, but the  
19 Olympic Stadium must be in midtown. It will be  
20 one of the compelling selling points for a New  
21 York Olympic Games.

22                   In conclusion, we have not seen  
23 planning of this magnitude in many years. Please  
24 embrace the entire Hudson Yards Plan. Please  
25 vote yes with the strongest possible resolution.

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2                   Send a signal that New York is  
3 strong and vibrant, that we still dream the big  
4 dreams. Our time is now. You're time in now.  
5 This moment will not come again anytime soon.

6                   Thank you.

7                   (Applause.)

8                   THE CHAIR: Thank you, Brenda.

9                   The next speaker is Rich  
10 Tucillo, who will be followed by John Greaney.

11                   MR. RICH TUCILLO: Good  
12 afternoon.

13                   My name is Rich Tucillo, and  
14 I'm a Trade Store Representative for The New York  
15 City District Council of Carpenters which  
16 includes The Javits Convention Center.

17                   I have been in employed on the  
18 West Side for 20 years, the first twelve as a  
19 worker and the past eight years as a  
20 representative.

21                   I am here today to show my  
22 support for the Hudson Yards Development Plan as  
23 a whole and the increased trade show floor space  
24 in particular.

25                   Since its opening, The Javits

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1  
2 Center has been outdated and undersized. Over  
3 the past ten years, city after city has surpassed  
4 New York in terms of amount and types of space.  
5 Clearly all parties agree the Javits northern  
6 expansion's time has come.

7                                 We are working hard to make  
8 sure this long overdue project becomes a reality  
9 this year.

10                                We also strongly support the  
11 building of the New York Sports and Convention  
12 Center. For decades New York City enjoyed a  
13 mid-sized convention and exhibition center, the  
14 New York Coliseum, which was demolished to make  
15 way for the new Time-Warner AOL complex.

16                                Similar in nature to Chicago's  
17 Navy Pier, the New York Sports and Convention  
18 Center will not only give New York additional  
19 space but a different type of trade show venue,  
20 which we have been lacking.

21                                The 40 -- the 40 shows  
22 initially projected for this space will keep our  
23 members working for at least 200 days a year,  
24 something that would be -- not be possible if  
25 this facility is built anywhere else but the far

1  
2 West Side.

3                   Simply put, the Javits Center  
4 is the single largest employer of the carpenters  
5 union and it would mean a lot to our members and  
6 our families if this plan were to go forward.

7                   The Hudson Yards plan offers an  
8 extraordinary opportunity to revitalize an  
9 underutilized section of the Far West Side of  
10 Manhattan.

11                   The plan will not only  
12 revitalize this area, but it will also create  
13 good jobs, provide the City with additional tax  
14 revenue and attract and retain business. These  
15 are good jobs that pay taxes and help boost the  
16 City's economy.

17                   Revenue taken in by the City  
18 and State will help enhance our City's priorities  
19 in education, public safety, and recreational  
20 space, as well as in other areas.

21                   The carpenters and our brothers  
22 and sisters in the rest of the building trades  
23 believe that this project will help all New  
24 Yorkers--from the West to the East Side, uptown  
25 and downtown, and from borough to borough. It's

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1  
2 a win-win for all New York.

3 Thank you very much for your  
4 time and attention.

5 (Applause.)

6 THE CHAIR: Thank you.

7 Mr. Tucillo? Mr. Tucillo.

8 Do you want to come back up  
9 again? Don't go away.

10 MR. RICH TUCILLO: Yes.

11 THE CHAIR: Commissioner  
12 Phillips has a question for you.

13 COMM. PHILLIPS: Just briefly,  
14 I wanted to know how many of your workers are  
15 employed there, how many live in Manhattan or the  
16 area and how many are minority or women -- or  
17 women.

18 MR. RICH TUCILLO: We probably  
19 have, just in Javits alone not in the outside  
20 convention areas, a steady 300 to 400 guys and  
21 women working in the area -- in Javits right now.

22 I can't really tell you exactly  
23 how many people live in that area. And we have  
24 quite a few minorities and women working there,  
25 more than the percentage we have in our

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1  
2 organization.

3 COMM. PHILLIPS: A rough  
4 percentage?

5 A rough percentage?

6 MR. RICH TUCILLO: Probably  
7 50 percent.

8 COMM. PHILLIPS: Thank you.

9 THE CHAIR: Thank you very  
10 much.

11 The next speaker is John  
12 Greaney, who will be followed by -- oops,  
13 sorry -- Richard Breslaw.

14 Is Mr. Greaney here?

15 (No response.)

16 THE CHAIR: Is Mr. Breslaw  
17 here?

18 MR. BRESLAW: Yes.

19 THE CHAIR: O.K.

20 Mr. Breslaw would be followed  
21 by Maurice Schnakenberg.

22 MR. RICHARD BRESLAW: Yes.  
23 Sorry.

24 I am a licensed plumbing  
25 contractor and my father started the plumbing

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1  
2 business in 1929.

3 My name is Richard Breslaw, and  
4 I'm the President and CEO of George Breslaw and  
5 Sons, a union plumbing shop located on the West  
6 Side at 45th Street and Eleventh Avenue. Today  
7 we are a third-generation business, operating at  
8 the same location on the West Side since 1953.

9 At the present time, my three  
10 children, Michael, Seth and Amy, are working with  
11 me in the same building that my father bought.  
12 In Yiddish, we call this feeling of pride and joy  
13 "kvell."

14 In the same way, I can honestly  
15 say that I love our neighborhood. I love the  
16 interaction with my neighbors, both residential  
17 and commercial.

18 As a business owner and a  
19 property owner, I feel a commitment to helping my  
20 neighborhood improve and support good  
21 development.

22 Up until now, I have personally  
23 been involved in getting rid of the prostitution  
24 business that plagued our neighborhood in  
25 previous years. I was involved in a CBS

1  
2 documentary called, "Belly in the Beast," that  
3 observed, filmed and ultimately rid the area of  
4 street-walkers on Eleventh Avenue.

5                   This rezoning plan by the City  
6 is the best revitalization plan that has come our  
7 way.

8                   I think we can all agree that  
9 we need development, and it's a debate over how  
10 much. I know that the City is proposing  
11 28 million square feet of development, and it  
12 scares some people. But you have to realize,  
13 we're talking about a long-term plan that is  
14 being projected for 2035. So if you do the math,  
15 that's less than a million square feet a year.

16                   Can our neighborhood handle  
17 it? Yes.

18                   Can our neighborhood handle the  
19 traffic that will come with that? Yes.

20                   ("Nos" from the audience.)

21                   MR. RICHARD BRESLAW: But, more  
22 importantly, does our neighborhood need the jobs?  
23 The 12,000 units of housing? The money to pay  
24 for the 7 line and the parks.

25                   The answer is yes.

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I know some people in our neighborhood have not been favorable toward the Jets stadium. But if we got the stadium and Javits expansion but nothing else, does that help our community? No.

I've watched the neighborhood fight the battles of Westway and other proposals that often came and went without a real community development or financial planning behind it.

Yet, I've watched the same people complain that the neighborhood needs attention from the City: parks, jobs, housing, a subway.

This rezoning is a no-brainer. I'm fully behind it.

Thank you for listening.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: The next speaker will be Maurice Schnakenberg, who will be followed by Donald Elliott.

MR. MAURICE SCHNAKENBERG: Good afternoon.

My name is Maurice

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1  
2 Schnakenberg. I'm a licensed master plumber and  
3 the President of a Local 1 plumbing company  
4 located in the West 40s.

5 More importantly, and the  
6 reason that I am here today, is that, first and  
7 foremost, I'm a New Yorker.

8 You have heard from more  
9 learned people than me just what the benefits of  
10 the entire Hudson Yards project will bring. They  
11 have discussed the number of jobs that will be  
12 created, the changes in transportation, number of  
13 parks created, and the new units of affordable  
14 housing.

15 I'm not an urban planner or a  
16 housing specialist. I am here today to speak to  
17 you as a West Side business manager.

18 I was born on the upper West  
19 Side. During The 40s and 50s, West 83rd Street  
20 was considered the worst block in New York.  
21 Drugs and prostitution were rampant, and the gang  
22 wars took place openly on the streets.

23 It was so bad that when the  
24 police department built the new 20th Precinct,  
25 they relocated it from West 68th Street to West

1  
2 82nd Street.

3 My father opened his business  
4 in 1926. In those days, plumbing shops were in  
5 the basement of buildings.

6 I remember more than once  
7 walking down the back stairs of our building to  
8 his shop only to find someone who was passed out  
9 on the floor or, as on two occasions, dead from  
10 an overdose.

11 I listened very carefully to  
12 the residents who spoke before me at the Borough  
13 President's public hearing the other night. They  
14 talked about losing a neighborhood, that they  
15 would not have housing or areas in which their  
16 children could play.

17 Since that night, I have driven  
18 all through the planned restoration area, and  
19 what I do not understand is that I do not see any  
20 residential buildings on Eleventh Avenue south of  
21 44th Street. I do not see people walking on the  
22 streets, nor do I see children playing outside.

23 What I do see are drug dealers  
24 and prostitutes selling their wares.

25 What did it take to change 83rd

1  
2 Street? They had to knock down tenement  
3 buildings, brownstones that were rooming houses,  
4 and commercial establishments in order to build a  
5 high school and grammar school.

6 People were angry. Why did the  
7 City choose my block to build schools? Local  
8 residents were in an uproar. But that's what it  
9 takes to turn things around.

10 The same thing happened when  
11 Lincoln Center was built, and it happens every  
12 time there was a change in the City's landscape.

13 This will require changes,  
14 sacrifices for some, and, yes, as is with  
15 anything new, there will be people who profit  
16 more than others. Don't discount that for one  
17 moment.

18 But the transformation of this  
19 area can only benefit the City as a whole. There  
20 will be new parks, more affordable residential  
21 units, the No. 7 subway, river walks, restaurants  
22 and gathering places for families; a safe and  
23 clean environment for all New Yorkers.

24 The Hudson River project is not  
25 just about a stadium. It's about creating a new

1  
2 way of life for the far West Side.

3 Thank you.

4 (Applause.)

5 THE CHAIR: Thank you.

6 The next speaker is Donald  
7 Elliott. And then we will switch back to  
8 speakers in opposition, and we will begin then  
9 with Mark Greenberg.

10 Don?

11 MR. DONALD ELLIOTT: Madam  
12 Chair, it is my honor to have been, as many of  
13 you know, a long-time-ago predecessor of yours.

14 My name is Donald Elliott, and  
15 I rise in support of the planning that is before  
16 you today.

17 It has been extremely useful to  
18 the City of New York to see the enormous change  
19 and increase in concern about planning and  
20 development which has occurred since the current  
21 administration took office. And I think this  
22 plan, broad in scale and massive in amount, is an  
23 extremely important part of the future planning  
24 of the City of New York.

25 As you well know, and have

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1  
2 heard many, many times, this is the last  
3 underdeveloped, underutilized area in Manhattan.  
4 Its future is integral and essential to the  
5 future growth and prosperity of the City. And  
6 the job that you all have done is really first  
7 rate.

8                   There will be many changes. It  
9 will evolve over time in ways not all of which we  
10 can predict at the moment. But what is before  
11 you is more than worthy of support.

12                   It will turn out to have been,  
13 and looked back upon, as an extraordinary act of  
14 sensible, careful planning, and it is my pleasure  
15 to be able to stand and say vote for it.

16                   I think you've done a great  
17 job.

18                   THE CHAIR: Thank you, Don.  
19 Thank you for coming. Appreciate it.

20                   (Applause.)

21                   THE CHAIR: Now, as I said,  
22 we'll switch to speakers in opposition.

23                   Mark Greenberg, who will be  
24 followed by Julie Miles.

25                   MR. MARK GREENBERG: Good

1  
2 afternoon. And thank you for your patience this  
3 afternoon. You've been very attentive, and I  
4 appreciate it.

5                   It's hard for us to be sitting  
6 there all day, and you had to sit there and not  
7 move, so I commend you for your effort.

8                   My name is Mark Greenberg. I'm  
9 the Chair -- sorry -- I'm the Executive Director  
10 of the Interfaith Assembly on Homelessness and  
11 Housing, based at the Cathedral of St. John the  
12 Divine.

13                   The Assembly is a coalition of  
14 over 60 religious organizations citywide,  
15 Christian, Jewish, Muslim and Buddhist.

16                   We work directly with those who  
17 have been homeless as they recover from the  
18 trauma associated with their homelessness and  
19 work to rebuild their lives.

20                   For the past 20 years, the  
21 Assembly has held an overnight vigil in City Hall  
22 Park on behalf of those in our City who are  
23 homeless or at risk of homelessness.

24                   This year our vigil cited  
25 inclusionary zoning as one the top priorities for

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1  
2 addressing homelessness and the shortage of  
3 affordable housing in New York City.

4                   The theme for our collective  
5 witness this year at City Hall was "Building the  
6 Blessed City Together."

7                   Religious leaders, including  
8 the President of New York Board of Rabbis,  
9 Executive Director of New York Catholic  
10 Charities, Executive Director of New York City  
11 Council of Churches, The Bishop of the Lutheran  
12 Church, a Bishop of the Episcopal Diocese,  
13 Executive Director of the Queen's Federation of  
14 Churches, and the Dean of Cathedral of St. John  
15 the Divine all strongly endorsed a comprehensive  
16 policy platform with inclusionary zoning in New  
17 York City as a top priority.

18                   On behalf of our all our  
19 religious partners, as well as those women and  
20 men who are rebuilding their lives after  
21 homelessness or struggling to maintain their  
22 housing, I'm here to urge you to honor the clear  
23 will of the community and the vast majority of  
24 New Yorkers and send to the City Council a Hudson  
25 Yards Plan that requires mandatory inclusion of

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1  
2 affordable housing.

3                                 At this moment in the  
4 development of our great City, this Commission  
5 has an opportunity to say something very profound  
6 to our citizens as well as to the rest of the  
7 country. While promoting the mixed income  
8 diversity and cultural richness that helps make  
9 New York City great, by mandating inclusion of  
10 affordable housing as part of the Hudson Yards  
11 Plan and the other proposals before you  
12 throughout the City, the New York City Planning  
13 Commission will be saying that New York City is  
14 committed to balancing the profits and benefits  
15 to the most powerful with the needs of the most  
16 vulnerable.

17                                 By seeing to it that New York  
18 City's public resources are dedicated in some  
19 reasonable measure to those who look to  
20 government for vital support as they strive to be  
21 full partners in the life of our City, you will  
22 be saying to all of us that New York is a city  
23 with a heart, a conscience and a soul.

24                                 Thank you.

25                                 THE CHAIR: Thank you.

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(Applause.)

3

4

5

THE CHAIR: The next speaker is Julie Miles, who will be followed by Gary Tarnoff.

6

7

MS. JULIE MILES: Thank you very much for the opportunity to testify.

8

9

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14

My name is Julie Miles, and I represent ACORN, the Coalition for the Homeless, the Association of Neighborhood and Housing Development, tenants and neighbors, the New York Immigration Coalition, and the 60 member groups that have come together to found the Campaign for Inclusionary Zoning.

15

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23

These groups, many of whom are long-term advocates for affordable housing in New York City, along with community groups, residents, and congregations from neighborhoods all over the City have come together to call for guaranteed, permanent affordable housing in Hudson Yards and all of the other upzonings in the City that will be before this body through mandatory inclusionary zoning.

24

25

New York City desperately needs more affordable housing. You certainly know

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1  
2 that.

3                   Yesterday's New York Times  
4 featured more front-page bad news about expected  
5 cuts to existing affordable housing subsidies.  
6 Currently, more than 500,000 renter households  
7 spend more than 50 percent of their income on  
8 rent.

9                   The City Planning Commission  
10 and other responsible bodies should not let this  
11 opportunity, the large scale rezoning of Hudson  
12 Yards, go by without including average-, low- and  
13 moderate-income New Yorkers in the plan.

14                   There's a tremendous amount of  
15 detail in this very ambitious plan, as you know.  
16 But at present there's no plan that requires  
17 affordable housing.

18                   Any resolu- -- any zoning  
19 resolution that relies on voluntary efforts by  
20 developers to produce affordable housing is  
21 doomed to fail. The only way to guarantee  
22 affordable housing is to mandate it.

23                   Mandatory inclusionary zoning  
24 works. Inclusionary zoning works in big cities  
25 all over the country, cities such as San Diego,

1  
2 Boston, San Francisco and others.

3                   With an inclusionary zoning  
4 policy, developers, in exchange for added density  
5 or use change, as is proposed in this rezoning,  
6 include affordable housing in their developments,  
7 on-site or nearby.

8                   Mandatory inclusionary zoning  
9 is a proven policy tool. It works to build  
10 affordable units, to preserve and strengthen  
11 diverse communities, and to encourage economic  
12 development.

13                   Mandatory inclusionary zoning  
14 is a tried and true method for creating thousands  
15 of units of desperately needed affordable  
16 housing.

17                   The Citywide Coalition cannot  
18 support the Hudson Yards rezoning as currently  
19 proposed, with no plan for guaranteeing  
20 affordable housing.

21                   This area needs a diverse,  
22 stable, affordable housing stock to serve all of  
23 New Yorkers, and the only way to make that happen  
24 is to include mandatory inclusionary zoning.

25                   Thank you very much.

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2

(Applause.)

3

THE CHAIR: Thank you.

4

I'm sorry. Julie? Julie?

5

COMM. KUI: Excuse me.

6

THE CHAIR: There's a question

7

for you. Julie?

8

COMM. KUI: Among the groups --

9

THE CHAIR: Commissioner Kui

10

has a question.

11

COMM. KUI: Among the groups

12

that you work with is there a target that you're

13

talking about or thinking about in terms of --

14

MS. JULIE MILES: I'm sorry,

15

the --

16

COMM. KUI: Is there a target?

17

MS. JULIE MILES: A target in

18

terms of the stadium?

19

COMM. KUI: No. In terms of

20

inclusionary zoning.

21

MS. MILES: A percentage?

22

COMM. KUI: Percentage or any

23

type of goals?

24

MS. JULIE MILES: As a

25

coalition, we're supporting the community to be

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1  
2 the lead on what they recommend. And I know that  
3 the Hell's Kitchen Alliance and Housing  
4 Conservation Coordinators are calling for  
5 30 percent guaranteed permanent affordable  
6 housing.

7 COMM. KUI: Thank you.

8 THE CHAIR: Thank you.

9 MS. JULIE MILES: Thank you.

10 THE CHAIR: The next speaker is  
11 Gary Tarnoff.

12 Gary still here?

13 (No response.)

14 THE CHAIR: No?

15 Who would have been followed by  
16 Jeff Spiritos?

17 (No response.)

18 SPEAKER: He left.

19 THE CHAIR: Jeff Spiritos has  
20 left? O.K.

21 Who would have been followed by  
22 William Henderson?

23 (No response.)

24 THE CHAIR: Who would been  
25 followed by Mac Senterfitt? Is that right,

1  
2 Senterfitt?

3 (No response.)

4 THE CHAIR: Who would have been  
5 followed by Kathleen Treat?

6 (No response.)

7 THE CHAIR: Who would have been  
8 followed by Howard Mendes?

9 Mr. Mendes?

10 And following Mr. Mendes will  
11 be Meta Brunzema.

12 MR. HOWARD MENDES: I'm Howard  
13 Mendes, and I live at 347 West 39th, between  
14 Eighth and Ninth Avenues. So I'm directly  
15 affected by the proposed rezoning.

16 The zoning proposal before you  
17 would encourage a huge number of parking spaces,  
18 somewhere between 13,000 and 30,000 spaces if the  
19 full densities are going to be built as  
20 contemplated. This is an enormous number,  
21 considering that there are about 140,000  
22 off-street spaces in all of Manhattan south of  
23 60th Street.

24 More parking means more  
25 commuter traffic entering and leaving the area.

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1  
2 And traffic in this area around the Lincoln  
3 Tunnel entrances is already at the breakdown  
4 point.

5 All you have to do is come to  
6 Ninth Avenue on any afternoon of the week and  
7 you'll see backups, gridlock going all the way up  
8 to the 50s. It's incredible.

9 And the air and noise pollution  
10 is horrible.

11 The proposed parking  
12 requirement, along with construction of new  
13 public garages would reverse 20-year zoning  
14 policy originally adopted for traffic control and  
15 environmental reasons.

16 Since 1982, the zoning  
17 ordinance manages parking and traffic by allowing  
18 a limited number of additional accessory spaces  
19 in the Central Business District south of 60th  
20 Street, with no minimum requirement.

21 The rationale for the current  
22 parking policy is the conviction that building  
23 more parking spaces would encourage more traffic  
24 to enter the Central Business District, which is  
25 totally undesirable.

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How undesirable is detailed in the current Environmental Impact Statement, which shows that the Hudson Yards Plan would result in significant adverse traffic impacts at numerous intersections and locations.

Mitigation measures consist of traffic engineering improvements, such as signal timing changes and adding traffic lanes by removing on-street parking, which -- both of which would make crossing the street more difficult and dangerous for pedestrians.

Many of the locations requiring mitigation already have a high accident rate. And this has been borne out by police studies and DOT studies.

For example, a total of 44 pedestrian and bicycle accidents, one of which was fatal, occurred on Ninth Avenue at the 41st and 42nd Street intersections. That's only two blocks from where I live. And I see that all the time; incredible traffic making it impossible for pedestrians to deal with it. And you have to dodge in between the cars in order to cross the street even if you have the light with you.

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These intersections are dangerous now, and with more traffic in the future, conditions for pedestrians will be frightening.

Programs for improving the efficiency of vehicular traffic, such as changes in signal timing and increasing the number of traffic lanes, should not be implemented at the cost of creating more hazards for pedestrians.

I'll conclude now.

We understand that the current rules would allow up to 7500 parking spaces, which is more than enough, especially given the 25,000 parking spaces already in the area.

We have enough traffic already. Please do not add to our problems.

THE CHAIR: Thank you.

(Applause.)

THE CHAIR: Meta Brunzema.

Who will be followed by Brian Uckert. Mister -- what's his first name?

Mr. Uckert.

And where's Meta?

MS. CHRISTINE BERTHET: I am in

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1

2 fact speaking for Meta Brunzema.

3

THE CHAIR: Excuse me?

4

MS. CHRISTINE BERTHET: I'm

5

Christine Berthet, and she asked me to speak for

6

her because she's not around.

7

THE CHAIR: Oh, I'm sorry, you

8

can't. You have to sign up and --

9

MS. CHRISTINE BERTHET: I did

10

sign up.

11

THE CHAIR: But I have -- you

12

have to -- when I call your name, then you can

13

speak.

14

MS. CHRISTINE BERTHET: O.K.

15

THE CHAIR: That's the only way

16

we can kind of keep order.

17

MS. CHRISTINE BERTHET: O.K.

18

THE CHAIR: So Mr. Uckert?

19

(No response.)

20

THE CHAIR: Who is that?

21

MR. DANIEL GUTMAN: She's

22

speaking -- Meta had to leave and she's speaking

23

for Meta, so ....

24

THE CHAIR: I understand, but

25

you can't change the order of.

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2                   If you sign up, you can only  
3 speak in the order in which you signed up.

4                   So if Meta had to leave, then  
5 the next speaker would be Mr. Uckert. Right?

6                   And then, Dan. You're next.

7                   I'm sure you can appreciate  
8 that if anybody could pop up and speak it would  
9 be a little chaotic. Sorry.

10                  MR. DANIEL GUTMAN: My name is  
11 Daniel Gutman.

12                  We'll submit Meta's testimony  
13 in writing, I guess.

14                  THE CHAIR: That would be  
15 great.

16                  MR. DANIEL GUTMAN: O.K.

17                  THE CHAIR: Sorry.

18                  MR. DANIEL GUTMAN: It mainly  
19 concerned the fact that the current plan is  
20 already entered on a north-south axis, and  
21 because of the stadium, which forces all the  
22 major development north on Eleventh -- between  
23 Eleventh and Tenth Avenues, it forces the  
24 Convention Center to expand north and that  
25 creates a wall of buildings and the Convention

1  
2 Center blocking the expansion of the residential  
3 neighborhood west and blocking access to the  
4 river from the residential neighborhood.

5                   And that means there are  
6 serious problems with the -- and that's a serious  
7 problem with the current plan. Because of the  
8 north-south orientation rather than an east-west  
9 orientation, there is no access to the river and  
10 limited expansion possibility for the residential  
11 neighborhood.

12                   Now, the Hell's Kitchen  
13 Neighborhood Association has proposed a plan, and  
14 I believe you all have copies of it -- and if you  
15 don't, let us know -- that we think resolves  
16 these problems by emphasizing and creating an  
17 east-west corridor from the -- from Penn Station  
18 to the river south of 35th Street, another  
19 east-west corridor on 39th Street to the river,  
20 and by allowing the -- and by removing the  
21 stadium and allowing the Convention Center to  
22 expand to the south.

23                   The Regional Plan Association  
24 has also suggested that the railyards ought to be  
25 replanned without the stadium to allow connection

1  
2 to the river.

3                   The American Planning  
4 Association also suggests that the railyards be  
5 replanned possibly without the stadium.

6                   The Newman Real Estate  
7 Institute, who you heard from this morning, has  
8 suggested the same thing. In fact, they  
9 suggested a plan which would actually move the  
10 convention center into an east-west corridor and  
11 allow complete access to the Hudson River.

12                   Previous plans for this area  
13 have all been based on putting major development  
14 on the railyards in an east-west axis from Penn  
15 Station to the Hudson River. Those plans started  
16 in the 1960s.

17                   They included a plan called  
18 Central City, because this -- we used to be New  
19 York Central Railyard, which was developed on  
20 both railyard sites. The Olympia & York plan of  
21 the 1980s did the same thing.

22                   There's really no way that the  
23 problems of this plan, mainly access to the  
24 Hudson River, can be resolved until the stadium  
25 issue is also resolved, because the stadium is --

1  
2 it preempts the possibility of solving the  
3 problem.

4                   Our proposal to you is this. The  
5 Community Board has recommended that you approve  
6 the base zoning only. The base zoning will allow  
7 30 million square feet, that's 30 million square  
8 feet out of the total of 43, or almost  
9 three-quarters of the total development desired  
10 for the area.

11                   Approve the base zoning, which  
12 is consistent with our plan and consistent with  
13 the City's plan. Let's see what happens to the  
14 stadium. Let's take this system by step; see  
15 what happens to the stadium.

16                   If the stadium is -- once the  
17 stadium issue is resolved, we can come back and  
  
18 decide what happens to those -- where do those  
19 other 13 million square feet go. Do they go on  
20 Eleventh Avenue or do they go on the western  
21 railyard site without the stadium?

22                   You'll have a chance -- you may  
23 have a chance, in fact, to have a hearing on the  
24 missing elements of this plan. The missing  
25 elements are the stadium and the convention

1  
2 center.

3                   The State Legislature, the  
4 Assembly has passed a bill that would require the  
5 Convention Center to come before the Commission.  
6 The Speaker of the Assembly has stated that there  
7 will be no funding for the stadium unless it  
8 comes before this Commission.

9                   The problem we have is that  
10 those decisions will be -- you know, they may  
11 come before you later. But they're not here now.

12                   Take it step by step. Approve  
13 only the base zoning. And let's take another  
14 look at those railyard sites and see if we can  
15 come up with a better plan without the stadium.

16                   THE CHAIR: Thank you, Dan.

17                   (Applause.)

18                   MR. DANIEL GUTMAN: O.K.

19                   THE CHAIR: And Karen Phillips  
20 has a question for you.

21                   COMM. PHILLIPS: Mr. Gutman, we  
22 do have the plan that was submitted.

23                   But can you explain your  
24 alternative for the open-space plan, particularly  
25 an alternative to the boulevard open space?

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And does your open-space plan maintain the site that we heard from earlier, the Fed Ex site?

MR. DANIEL GUTMAN: Yes.

COMM. PHILLIPS: And the other open space that you -- that is larger than what's proposed, can you just -- I don't know if you can just tell us how the two differ, basically, the two open-space plans, the alternatives.

MR. DANIEL GUTMAN: Yes.

The Hell's Kitchen Plan, which has also been supported by the Community Board, would not map a mid-block boulevard between Eleventh -- Tenth and Eleventh Avenues. It would not map the boulevard. It would not have the open spaces in the center of the block.

But it would have open spaces in each of those blocks in the location of the rail cut.

Each of those blocks has a rail cut that is now open. There are no buildings on those rail cuts now.

So our open-space plan would simply cover those rail cuts with parks, requires

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1  
2 no displacement, and it would provide almost as  
3 much green space as the current plan without  
4 displacement. It does not require displacement  
5 of Fed Ex. It does not require displacement of  
6 any other businesses.

7 COMM. PHILLIPS: And how would  
8 those be paid for?

9 MR. DANIEL GUTMAN: The same  
10 way that the Hudson --

11 COMM. PHILLIPS: Thank you.

12 MR. DANIEL GUTMAN: The  
13 boulevard would be paid for, it would be paid by  
14 the Hudson Yards Infrastructure Corporation, the  
15 City, or some City-established entity would build  
16 the deck over those rail cuts.

17 COMM. PHILLIPS: Thank you.

18 THE CHAIR: Thank you, Dan.

19 (Applause.)

20 THE CHAIR: The next speaker is  
21 Barbara Zucker, who will be followed by Paul  
22 Ames.

23 Is Barbara Zucker here?

24 Yes, O.K.

25 And Paul Ames is after

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1

2 Ms. Zucker.

3

MS. BARBARA ZUCKER: O.K.

4

I'm Barbara Zucker. I'm Chair

5

of Housing and Planning for the Women's City Club

6

of New York.

7

We are an 89-year old advocacy

8

organization trying to see what we can do to make

9

life better in the City.

10

As Chair of Housing and

11

Planning, of course, I'm very concerned about

12

housing.

13

We started a study a little

14

over two years ago, trying to see where is there

15

room for affordable housing in New York. And we

16

found there were a number of sites, so our study

17

ended up being more a survey and then some

18

suggestions for improvement.

19

We sent a copy of it to you

20

this summer. It was published this summer.

21

And one of the major

22

conclusions that we reached was that whenever a

23

developer receives a benefit from the government,

24

whether it be a tax abatement or maybe some brown

25

field clean-up or upzoning, to be able to do

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1  
2 something more densely, then the price for that  
3 ought to be a requirement that he include  
4 affordable housing in that development.

5                   And we looked at the Hudson  
6 Yards Plan and were really very disappointed  
7 because it forecasts 12,600 housing units, and I  
8 couldn't see any that were -- had to be  
9 affordable.

10                   I mean, you could build an  
11 80/20, you can get bonus for that, but it's  
12 entirely up to the builder. So there was really  
13 no requirement for any affordable housing  
14 whatsoever. And we think there ought to be some  
15 as a requirement, because, of course, it will be  
16 very dense.

17                   Also, we are concerned that  
18 maybe it needs to be a little more flexible on  
19 the zoning, because we've heard various different  
20 economists report on studies, and we can't begin  
21 to decide which study correct. But I guess  
22 people, experts aren't sure now what the proper  
23 relationship will be between commercial and  
24 residential.

25                   So we just hope there will be

1  
2 enough flexibility in the zoning in that  
3 allocation, so if it turns out we need a little  
4 more residential that would be possible some  
5 years down the road.

6                   The financing, well, there are  
7 many aspects of the financing that I'm worried  
8 about, but let me just mention one thing, which  
9 is that the original agreement between New York  
10 City and The Battery Park City Authority was that  
11 money from there should go for affordable  
12 housing. And most of that rev- -- most of that  
13 money from Battery Park City has just gone into  
14 the City's general revenue.

15                   And now, we're distressed to  
16 see that the City is proposing to take, I think  
17 it's 350 million--I forget--a very substantial  
18 amount and use to for the Hudson Yards Plan.

19                   On the football  
20 stadium/convention facility, we finally -- O.K.

21                   THE CHAIR: It's O.K. You can  
22 conclude.

23                   MS. ZUCKER: O.K.

24                   We just don't think that a  
25 stadium belongs in midtown Manhattan.

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2                   It will be traffic, noise, air  
3 pollution.

4                   Furthermore, it's a 30-story  
5 building. We had -- I mean, equivalent to and  
6 here is going to be this enormous wall, totally  
7 blocking visual and real physical access to the  
8 river.

9                   So we are not in favor of the  
10 stadium.

11                   We are in favor of the Javits  
12 expansion, extension.

13                   The concern that there's very  
14 little room for any public input. Public  
15 authorities are somehow not the public and we  
16 feel as if there's no room for real public  
17 participation in those decisions.

18                   On transportation, yes, we do  
19 think the No. 7 line should be extended. We hope  
20 until that can be done there will be something  
21 like extra buses, a bus-only lane, or some such  
22 thing, and more ferries.

23                   Thank you.

24                   THE CHAIR: Thank you, very  
25 much.

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(Applause.)

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THE CHAIR: The next speaker is Paul Ames, who will be followed by Jeffrey L. Otto and Frank Branconi.

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Both? Maybe -- I don't know how -- well, Jeffrey Otto.

8

This is Mr. Paul Ames?

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10

MR. PAUL AMES: Yes. Good afternoon.

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My name is Paul V. Ames, and I'm on the Council of Actors' Equity Association, the National Stage Actors' Union, some 15,000 of whose members live and vote in the five boroughs of New York City, nearly 11,000 in Manhattan alone.

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23

I also Chair Equity's Housing Committee, and today I'm submitting a resolution from our Eastern Regional Board stating that Actors' Equity cannot support any Hudson Yards Plan unless it includes permanent and mandatory affordable housing for an economically diverse population.

24

25

Hudson Yards, as you very well know, is a very complicated project, but,

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1  
2 unfortunately, for all it's complexity and sweep,  
3 it does not address the issue of affordable  
4 housing in any serious, permanent fashion.

5                   The plan's optional  
6 inclusionary housing bonus and the optional and  
7 temporary 421-a Program suggestions are just not  
8 acceptable solutions.

9                   And here's the specific reason  
10 why.

11                   From 1998 to 2004, while  
12 Equity's national membership grew by 21 percent,  
13 the number of our members living in the five  
14 boroughs of New York City rose by only  
15 12 percent, and the number living in Manhattan  
16 increased by an anemic two-tenths of one percent.

17                   So over six years, in the part  
18 of New York City that's closest to our best jobs,  
19 we had a net gain of 28 people. We don't think  
20 that's a good trend.

21                   (Laughter.)

22                   MR. PAUL AMES: What happens  
23 when the entertainment industry professionals  
24 can't afford to live here any more?

25                   Well, it's hard to imagine that

1

2 Broadway will continue to flourish as the number  
3 one reason tourists give for visiting New York  
4 City.

5                   So I stand here today on behalf  
6 of those professionals with a suggestion that I  
7 believe benefits both them and New York's  
8 economy. Zone us in.

9                   Actors' Equity supports the  
10 affordable housing recommendations proposed by  
11 Community Board 4 and endorsed by the Borough  
12 Board. They call for no less than 30 percent of  
13 the housing to be built as part of Hudson Yards  
14 to be permanently affordable and mandatory.

15                   We agree these goals are  
16 reasonable, real world and doable.

17                   Inclusionary zoning is an  
18 excellent instrument with which to start fixing  
19 what's wrong with Hudson Yards.

20                   Two weeks ago came the good  
21 news that negotiations to transfer ownership of  
22 Manhattan Plaza had been successfully concluded,  
23 and the new owners are committing to continue  
24 that experiment in affordable housing for at  
25 least another 20 years.

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2                   So, Manhattan Plaza's stature  
3 as of one of New York City's great win-win-win  
4 stories seems secure. Both government and the  
5 marketplace just said so, which, in turn,  
6 suggests the Manhattan Plaza experiment should be  
7 extended into Hudson Yards, not nec- -- I'll be  
8 fast -- not necessarily replicated but  
9 complemented by versions that makes sense for  
10 2004 and beyond.

11                   And Equity believes that if  
12 another Manhattan Plaza for performing artists is  
13 a good idea, then similar efforts for cops,  
14 fire-fighters, teachers, construction workers and  
15 other New Yorkers are also a good ideas.

16                   Ms. Burden and the Commission,  
17 Equity hopes you will agree with us and CB 4 and  
18 the Borough Board that fixing this flaw in the  
19 plan is a priority, and the final version that  
20 goes to City Council must include no less than  
21 the permanent mandatory affordable housing  
22 component we join those two groups in  
23 recommending.

24                   We hope you will also include  
25 Actors' Equity and the rest of the entertainment

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1  
2 industry in discussions to make those  
3 recommendations a reality.

4 Both for our members and for  
5 all low-, moderate- and middle-income New  
6 Yorkers, we are eager to bring our experience to  
7 that table. Once again, zone us in.

8 Thank you.

9 (Applause.)

10 THE CHAIR: Thank you.

11 MR. PAUL AMES: I'm sorry.

12 There's one other thing I have to mention.

13 I'm led to believe that our  
14 sister unions, Screen Actors' Guild and American  
15 Federation of Television and Radio Artists are  
16 considering the matter as well. I think Actors'  
17 Board is meeting tonight. And they asked me to  
18 make sure to tell you that they'll be submitting  
19 some testimony to make it part of the public  
20 record.

21 THE CHAIR: Terrific.

22 MR. PAUL AMES: I hope you  
23 won't be shocked to hear that it's probably about  
24 housing.

25 Thank you.

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(Laughter.)

3

THE CHAIR: Thank you.

4

The next speaker is Jeffrey

5

Otto?

6

(No response.)

7

THE CHAIR: And Jeffrey Otto's

8

not here?

9

Ellen Chrystal?

10

(No response.)

11

THE CHAIR: Ellen Chrystal

12

here?

13

(No response.)

14

THE CHAIR: Rose Aranoff?

15

(No response.)

16

THE CHAIR: Hortense Bermudez?

17

(No response.)

18

THE CHAIR: Edward Kurkland.

19

And Mr. Kurkland will be

20

followed by Stephen Haller if he's here.

21

MR. EDWARD KURKLAND: Madam

22

Chair, my name is Edward Kurkland, and I am not

23

speaking for the Community Board, I am speaking

24

for organizations in Chelsea, particularly the

25

West 300 Block Association.

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2                   We are speaking -- we are going  
3 to say things that are parallel to many other  
4 people, but we have particular thoughts.

5                   We do oppose the stadium. We  
6 do believe it is inappropriate to the -- it's a  
7 waste of precious waterfront space and we -- and  
8 we -- also, I know this personally, that when I  
9 see -- it's effect on The Hudson River Park is  
10 going to be very unhappy, especially if it is  
11 extended for the -- over the length you've come  
12 to. Because if you look at the people on that  
13 slope down from the stadium towards the park,  
14 you'll see they aren't resting. They're hanging  
15 on for dear life.

16                   Where we are concerned about  
17 traffic, everybody else is concerned about  
18 traffic. We are concerned about traffic because  
19 essentially all our traffic backs up from --  
20 backing up from 34th Street and there's a trail  
21 back on ... and every year that number of blocks  
22 that the blockage occurs in our avenues gets  
23 longer and longer and longer, and pretty soon it  
24 will be in Greenwich Village. In fact it already  
25 is there sometimes.

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2                   And no development has occurred  
3 on the West Side yet.

4                   So think what will happen if  
5 there is development on the West Side.

6                   Bad as the DGIS is, and it is  
7 incredibly bad, is they are right. Blockage,  
8 gridlock is definitely the result.

9                   Our third concern is affordable  
10 housing. Years ago, it's going on 20 years ago,  
11 the Chelsea Plan asked for two things;  
12 appropriate scale and affordable housing. And it  
13 proposed the kind of mandatory inclusionary  
14 housing at 30 percent, and we think that's where  
15 the 30 percent has come from to Community  
16 Board 4. We never got any of it.

17                   But -- although -- and we even  
18 got a letter from City Planning saying it was not  
19 within policy or feasible.

20                   I hope that the major policy  
21 change that will be required to make zoning  
22 include affordable housing will finally occur  
23 because so far it's only been jam tomorrow, jam  
24 tomorrow, but never jam today.

25                   We have one other concern in

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1  
2 Chelsea which hasn't been raised that we're aware  
3 of, and that is the extension of the No. 7 line  
4 does not stop at 33rd Street. It goes down  
5 almost to 24th Street, because that's where  
6 they're going to lay up the cars on the Eleventh  
7 avenue.

8                                 And that means construction,  
9 immense construction along Eleventh Avenue, which  
10 is in polluted muck. I assure you, it is  
11 polluted beyond belief, and not beyond belief,  
12 and flooded regularly.

13                                 This is going to happen right  
14 next to the new residential areas proposed in the  
15 West Chelsea Plan and next to important historic  
16 buildings. It is barely taken up.

17                                 And there are also -- and  
18 there's also the station at 23rd -- at 33rd  
19 Street is going to be well underground. In order  
20 to get to these layup tracks, they have to go  
21 under the railroad. So the station will have  
22 major security problems for the Olympics and be  
23 very much less, less, less useful.

24                                 And then, finally, is an  
25 implicit statement that eventually those tracks

1  
2 may be used for an extension into Chelsea. This  
3 has been almost explicitly said.

4                   This should be evaluated. All  
5 the No. 7 line needs to be evaluated, including  
6 this part, in the context of a real comprehensive  
7 plan because we are worried that -- we are very  
8 much worried that these things -- that the Second  
9 Avenue subway, which is also essential to the  
10 success of No. 7, will not happen. And we are  
11 concerned with its effects on downtown, which  
12 many of us love. The competition for this -- for  
13 the long term development is rare.

14                   There are many other things. I  
15 will submit a statement in writing.

16                   THE CHAIR: Thank you.

17                   MR. EDWARD KURKLAND: I've only  
18 expressed the concerns of Chelsea, not the other  
19 major concerns which I have.

20                   Thank you.

21                   THE CHAIR: Thank you, Ed. We  
22 appreciate it.

23                   (Applause.)

24                   THE CHAIR: The next speaker is  
25 Stephen Haller.

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2

Is Stephen Haller here?

3

(No response.)

4

THE CHAIR: Roberta Finke?

5

(No response.)

6

THE CHAIR: I think it's Eugene

7

Mandel.

8

MR. EUGENE MANDEL: Here.

9

THE CHAIR: And Mr. Mandel will

10

be followed by Renee Stanley, and after that Toni

11

Adletc -- Toni Adler, sorry.

12

Mr. Mandel.

13

MR. EUGENE MANDEL: Good

14

afternoon.

15

I am Eugene Mandel. I'm a

16

professional engineer on West 24th Street for the

17

last 32 years.

18

Of course, like almost

19

everybody else, I can't see the sports stadium.

20

Please remember, we had a

21

sports stadium. It was at 155th Street. It was

22

called the Polo Grounds. Some people called it

23

the Giants Stadium. If it's so urgent for us,

24

why did we destroy that one?

25

If we talk about the Olympics

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1  
2 in 2012, why must it be the Olympics in  
3 Manhattan, which is the smallest part of New York  
4 City?

5                   Why isn't it the Olympics for  
6 all of New York City or maybe, better, for the  
7 New York Metropolitan region where we have lots  
8 of sports stadiums, not only including Yankee  
9 Stadium, Shea Stadium, the proposed Brooklyn  
10 Stadium? We also have in metropolitan New York,  
11 the Meadowlands, that's part of this same  
12 complex. It is not very far away.

13                   Why are we going to build  
14 another very expensive stadium at our expense.

15                   This should not be coupled with  
16 expanding the convention center. We desperately  
17 need a new big convention center so that we can  
18 handle the biggest shows that come along.

19                   With reference to  
20 transportation, right now we have a terrible  
21 situation in transportation. Any of these  
22 proposals makes the transportation system much  
23 worse.

24                   Let's look at the best ways of  
25 solving it at the least expense. The No. 7 line

1  
2 being extended west should be done on an open-cut  
3 basis, not as a tunneling job; that costs much  
4 less.

5                   The high line which exists --  
6 that exists from the area you're talking about,  
7 around thirty -- in the 30s on down to 15th  
8 Street or 14th Street, it's real.

9                   Let's not destroy it. Let's  
10 not make it a park. Let's use it for what it is,  
11 a transportation hub. It will help the spread,  
12 the transportation concentration to a lower  
13 level, so that we can use more cross-town lines,  
14 like the 14th Street line.

15                   This will not cost hundreds of  
16 millions of dollars. This is an expenditure of  
17 just a few million bucks. It's there. Let's not  
18 destroy it.

19                   Thank you very much.

20                   (Applause.)

21                   THE CHAIR: Thank you.

22                   The next speaker is Renee  
23 Stanley.

24                   Renee Stanley?

25                   (No response.)

1

2

THE CHAIR: Toni Adler?

3

Mr. Adler?

4

(No response.)

5

THE CHAIR: Gustavo Ortez?

6

After Mr. Ortez will be

7

Virginia Malagon.

8

MR. GUSTAVO ORTEZ: Hello. My

9

name is Gustavo Ortez. I'm a lower East Side

10

resident and an advocate.

11

I think that this project is

12

the a pathetic throw-back to the days of Robert

13

Moses and the autonomous corporations, with the

14

added flavor of nepotism and knavery.

15

(Laughter.)

16

MR. GUSTAVO ORTEZ: The

17

economic motor of this 500 trillion dollar

18

economy, which is larger than Australia's, is its

19

people and immigrants. It was the immigrants

20

that put in their hard-earned money, pooled it

21

together, to build a lot of these buildings that

22

constitute the comeback that is now New York.

23

New York's Harbor is an

24

invaluable venue for exchange of ideas and

25

energy. It is intangible.

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1

2 Now you would put up a wall  
3 between the harbor and its precious citizen  
4 body. If this is not an ecological assault, I  
5 don't know what is.

6 If you proposed this in Vienna  
7 or Paris on La Plage or Prague, there would be a  
8 revolt.

9 (Laughter.)

10 MR. GUSTAVO ORTEZ: For what?  
11 To put a box in and to expand that?

12 I looked at the EIS, Chapter  
13 19, page 15 and 16, says that for 1999, it was  
14 closed for 129 days. There were days that it had  
15 a hundred people, five blocks blocking off for  
16 five -- for a hundred people. The average  
17 attendance was 14,321 persons.

18 Please look at the numbers.

19 I don't have any comps because  
20 they're not available to us.

21 And Mr. Hirschfeld was right,  
22 that builder? The other convention centers  
23 across the country have amenities such as  
24 parking, and that's why people go to them. That  
25 does not produce enough parking when you factor

1  
2 in the 600 trucks that are part of the plan.

3 O.K.

4 If this does not constitute a  
5 taking without due process of law, I don't know  
6 what is.

7 And you know something? I know  
8 the citizens can do something about it because we  
9 in the lower East Side, we stopped Robert Moses.

10 (Applause.)

11 MR. GUSTAVO ORTEZ: I don't see  
12 an integrated transport system, dedicated bicycle  
13 lanes or dog walks.

14 What I do see is a green belt  
15 that is cut off from the river that benefits --  
16 that forms an access through the new high-rise  
17 rich people.

18 (Applause.)

19 MR. GUSTAVO ORTEZ: If you look  
20 at the plan on Chapter 19 once more, I think it  
21 is--I don't remember this time--it says that it  
22 will add 1500 new affordable units.

23 I mean, new; they mean like in  
24 addition to the normal growth, for 2500  
25 citizens. 2500 new citizens for 360 square

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1  
2 miles -- uh, square acres. Am I correct?

3 Now, your going to zone in 20,  
4 20 acres of parks that represents 1/18th of the  
5 total area.

6 Please don't be so generous.

7 If you can't provide beautiful  
8 planning, then copy it. An example would be the  
9 Georgette Pompidou Center on that access, where  
10 you can use it as dual cultural center and  
11 convention center.

12 Give something back to the  
13 people. It is the people that make this city  
14 valuable.

15 And just one last thing. A  
16 great urbanist thinker taught us to see cities as  
17 habitats for people rather than simply as  
18 economic machines, transportation modes or  
19 grandiose architectural stage sets.

20 Do you know who that was,  
21 Ms. Burden?

22 THE CHAIR: I don't know.

23 MR. GUSTAVO ORTEZ: That was  
24 William H. White.

25 THE CHAIR: Oh.

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1

2 MR. ORTEZ: Thank you.

3 Bye-bye.

4 THE CHAIR: Thank you,

5 Mr. Ortez.

6 (Applause.)

7 MR. GUSTAVO ORTEZ: Can I lend  
8 you a book?

9 THE CHAIR: Thank you.

10 What's that?

11 MR. GUSTAVO ORTEZ: Can I lend  
12 you a book on planning? It's 50 years old.13 THE CHAIR: That would be  
14 wonder- --15 MR. GUSTAVO ORTEZ: It's useful  
16 and has a beautiful section on how to integrate  
17 the citizenship.18 THE CHAIR: Really? It would  
19 be wonderful if you'd loan it to me.20 Give it to the secretary here,  
21 Ms. Grohl (phonetically).

22 Thank you so much.

23 MR. GUSTAVO ORTEZ: You're  
24 welcome.

25 THE CHAIR: Thank you,

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1

2 Mr. Ortez.

3 (Applause.)

4 THE CHAIR: Thank you for your  
5 testimony.

6 Virginia Malagon?

7 (No response.)

8 THE CHAIR: All right.

9 Kevin Sullivan?

10 MR. KEVIN SULLIVAN: Here.

11 THE CHAIR: And Mr. Sullivan  
12 will be followed by Ada Yonenaka.

13 MR. KEVIN SULLIVAN: Thank you,  
14 Madam Chair and Members of the City Planning  
15 Commission.

16 My name is Kevin Sullivan. I  
17 am the Advocacy Director for Habitat for Humanity  
18 in New York City.

19 Habitat for Humanity is a  
20 faith-based housing organization that is  
21 committed to the elimination of substandard  
22 housing here in New York City and around the  
23 world.

24 Habitat is among the largest  
25 not-for-profit housing developers in the United

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1  
2 States, with affiliates in all 50 states and 100  
3 countries around the world.

4 I represent the more than  
5 10,000 volunteers who work on our construction  
6 sites.

7 Each year here in New York City  
8 the over 200 faith partners and institutions and  
9 hundreds of their congregants who share in our  
10 common moral vision of a City in which no one has  
11 to go to bed at night without a decent,  
12 affordable roof over their head.

13 Earlier this year, Habitat  
14 joined with over 70 other housing, public policy,  
15 faith and social service organizations to form  
16 the City-Wide Campaign for Inclusionary Zoning.  
17 We did so out of a firm conviction that mandatory  
18 zoning for affordable housing is an idea whose  
19 time has come for New York.

20 Today we are faced with both an  
21 historic challenge and an opportunity.

22 The proposed redevelopment  
23 plans for Hudson Yards and 19 other communities  
24 in all five boroughs offer a bold and ambitious  
25 vision for a new New York. Together, the

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1  
2 proposed zoning actions will create the potential  
3 for more than 75,000 new units of housing in the  
4 decades to come.

5                   However, evidence suggests that  
6 without a clear mandate for affordable housing  
7 for low- and moderate-income residents, the vast  
8 majority of this housing will be market rate and  
9 far out of reach of most New Yorkers.

10                   How do we know this?

11                   Look at the record thus far.  
12 In lower Manhattan, despite the Mayor's  
13 declaration that "we'll provide developers with a  
14 subsidy to make 20 percent of the new units  
15 downtown affordable," out of the 5,661 units  
16 approved so far by HDC or HFA, 99 percent are  
17 luxury households -- are for luxury households  
18 making more than \$200,000 per year, and a mere  
19 1 percent are reserved for affordable households  
20 making around 85,000 per year.

21                   In Greenpoint/Williamsburg, out  
22 of nearly 1,000 units developed over the past  
23 year, even prior to rezoning, not one development  
24 uses City affordable programs.

25                   In Park Slope, following

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1  
2 rezoning, not one affordable development has been  
3 started despite a commitment of over \$6 million.  
4 And the one affordable middle-income development  
5 that was in fact in place has been lost as a  
6 result of the rezoning.

7                   Let us be clear. We in the  
8 Campaign for Inclusionary Zoning are not  
9 antidevelopment or Chicken Little alarmists about  
10 a future of New York that includes luxury condos  
11 or high-rise buildings.

12                   New York needs to stay  
13 competitive in a global economy. We only ask  
14 whether this future New York will also include a  
15 place for the rest of us; the middle and working  
16 class New Yorkers who keep our streets clean and  
17 safe, our children cared for and educated and our  
18 neighborhoods vibrant and diverse.

19                   We urge you to approve  
20 30 percent mandatory inclusionary zoning in this  
21 plan.

22                   Thank you very much.

23                   (Applause.)

24                   THE CHAIR: Thank you.

25                   MR. CANTOR: Madam Chair?

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1

2 THE CHAIR: Irwin Cantor has a  
3 question for you.

4 COMM. CANTOR: Sir?

5 MR. KEVIN SULLIVAN: Yes.

6 COMM. CANTOR: Sir? Does your  
7 organization have any proposals to the  
8 administration in the way of funding for this  
9 type housing?

10 MR. KEVIN SULLIVAN: As part of  
11 the Campaign for Inclusionary Zoning, we await  
12 the report that will be released soon by the  
13 Pratt Institute, which contains a comprehensive  
14 study of the zonings in all five boroughs with a  
15 plan for financing.

16 But we as the Habitat for  
17 Humanity, no, we do not have a separate  
18 proposal.

19 COMM. CANTOR: Thank you.

20 MR. KEVIN SULLIVAN: Thank you.

21 COMM. BATTAGLIA: Madam Chair?

22 THE CHAIR: Yes.

23 And another question from  
24 Commissioner Battaglia.

25 MR. KEVIN SULLIVAN: Sure.

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1

2

COMM. BATTAGLIA: In

3

determining that in communities such as

4

Williamsburg and Greenpoint that not one

5

affordable housing unit has been developed, how

6

did you derive at that figure or where did you

7

get that information?

8

MR. KEVIN SULLIVAN: That is

9

also contained -- there is a draft report at The

10

Pratt Institute for -- Pratt Center for

11

Environmental Planning, which has a full report

12

on it.

13

It extrapolates out of what

14

would happen in the new proposed zoning for

15

Greenpoint/Williamsburg and also looks at what

16

programs, affordable housing programs have been

17

used to date in the last year in the developments

18

that have gone up in Greenpoint/Williamsburg.

19

And none thus far have used any of the voluntary

20

programs.

21

COMM. BATTAGLIA: So your range

22

is one year back.

23

It's one year that -- or Pratt

24

studies -- I'm just trying to get a sense of over

25

what period of time these figures were developed.

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1

2                   And over the past year, this  
3 report says that not one single affordable unit  
4 has been developed in either Williamsburg or  
5 Greenpoint.

6                   MR. KEVIN SULLIVAN: Yes, that  
7 is what the report says for the previous year,  
8 and then it extrapolates out of whether  
9 developers would take advantage of voluntary  
10 programs moving forward.

11                   COMM. BATTAGLIA: And let's  
12 just stay with this.

13                   So that report presumes to have  
14 analyzed every single development in those joint  
15 communities.

16                   Or are we -- obviously, we're  
17 only talking about for-profit developments; is  
18 that correct?

19                   MR. KEVIN SULLIVAN: I  
20 believe -- well, I believe it is -- um, it  
21 includes for-profit developments. And I'm not  
22 sure about the status of not-for-profit  
23 developers, if that's where you're going.

24                   COMM. BATTAGLIA: Well, I can  
25 tell you in terms of not-for-profit, there --

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1  
2 probably there hasn't been one unit that  
3 wasn't -- that wasn't not affordable. Two  
4 negatives make a positive.

5 MR. KEVIN SULLIVAN: Yes, I  
6 understand. For not-for-profit development.

7 COMM. BATTAGLIA: All the  
8 not-for-profit housing has been developed --

9 MR. KEVIN SULLIVAN: Sure.

10 COMM. BATTAGLIA: -- and there  
11 have been several hundred units, I believe, over  
12 the past year or so --

13 MR. KEVIN SULLIVAN: Yes.

14 COMM. BATTAGLIA: -- that have  
15 been affordable.

16 But going back to the main  
17 point, you're saying that private developers,  
18 that study says that private developers over the  
19 past year, that any housing that has been  
20 developed, there has not been one single unit of  
21 affordable housing.

22 MR. KEVIN SULLIVAN: Not among  
23 for-profit private developers, as I understand --

24 COMM. BATTAGLIA: O.K.

25 MR. SULLIVAN: -- the report.

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1

2

COMM. BATTAGLIA: O.K., O.K.

3

And I just have one more

4

question.

5

What is that based upon? What

6

percentage of median income? On what is

7

affordability based in that report?

8

MR. KEVIN SULLIVAN: I can't

9

give you the details on the affordability in that

10

report.

11

As I said, it will be issued

12

shortly, and the full version or the draft

13

version of it is online at the picced website.

14

COMM. BATTAGLIA: And I

15

certainly don't want to give you the impression

16

that I'm against affordable housing.

17

I think we all struggle with

18

that issue every single day that we sit here.

19

MR. KEVIN SULLIVAN: Yes, I

20

understand.

21

COMM. BATTAGLIA: I just want

22

to go on record with that.

23

MR. KEVIN SULLIVAN: Thank you.

24

COMM. BATTAGLIA: Thank you.

25

COMM. EADDY: Well, actually --

1

2

THE CHAIR: Richard Eaddy.

3

4

COMM. EADDY: -- one followup question, also.

5

6

7

8

9

The report as far as you understand it, does it include units in the pipeline that may be already under construction or is it just units that have already been completed?

10

11

12

MR. KEVIN SULLIVAN: Are you referring to one neighborhood in particular or the overall report?

13

14

15

16

COMM. EADDY: The Greenpoint/Williamsburg neighborhood that the report referred to, no private development has created affordable housing.

17

18

I was just curious whether that included units that --

19

20

21

22

23

MR. KEVIN SULLIVAN: I believe it tracks building permits polled in the last year. So insofar as some of those developments have not yet broken ground, it would probably include in the pipeline.

24

25

COMM EADDY: All right. I'd be interested in seeing the report.

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1

2

Thank you.

3

MR. KEVIN SULLIVAN: Yes.

4

O.K., thank you.

5

THE CHAIR: Yes, one more

6

question.

7

Angela Cavaluzzi.

8

MR. KEVIN SULLIVAN: Sure.

9

COMM. CAVALUZZI: I think that

10

the issue you're bringing up, though, is the

11

inclusionary housing has not generated enough

12

affordable housing, and that's the thing that we

13

are looking forward to the administration coming

14

forward and including in this plan as well as

15

citywide as a new adoption of those text

16

amendments; is that correct?

17

MR. KEVIN SULLIVAN: Yes, it

18

is.

19

COMM. CAVALUZZI: Thank you.

20

MR. KEVIN SULLIVAN: Thank you.

21

THE CHAIR: Thank you very

22

much.

23

The next speaker is Ada

24

Yonenaka. Ms. Yonenaka?

25

(No response.)

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1

2

THE CHAIR: Mario Williams?

3

(No response.)

4

THE CHAIR: Elvin Nunez?

5

(No response.)

6

THE CHAIR: Margaret Chin?

7

And then after Ms. Chin, Billie

8

June Ox.

9

10

(The hearing

11

continues in Volume

12

III.)

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C E R T I F I C A T E

STATE OF NEW YORK        )  
                                  )  ss.:  
COUNTY OF NEW YORK     )

I, KATHLEEN T. KEILTY, a Certified  
Shorthand Reporter and Notary Public  
within and for the State of New York, do  
hereby certify:

I reported the proceedings in the  
within-entitled matter, and that the within  
transcript is a true record of such proceedings.

I further certify that I am not  
related, by blood or marriage, to any of the  
parties in this matter and that I am in no way  
interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto  
set my hand this 26th day of September,  
2004.

\_\_\_\_\_  
KATHLEEN T. KEILTY, C.S.R.

□□

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CITY PLANNING COMMISSION

-and-

METROPOLITAN TRANSPORTATION AUTHORITY

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Public Hearing

Re:

Hudson Yards DEIS

- - - - - x

Haft Auditorium  
Fashion Institute of  
Technology  
227 West 27th Street  
New York, New York

September 23, 2004  
3:05 p.m.

B E F O R E :

AMANDA M. BURDEN  
City Planning Commission  
The Chair

-and-

WILLIAM WHEELER  
Director of Special Project  
Development and Planning  
MTA

**VOLUME III**

ROY ALLEN & ASSOCIATES, INC.  
521 FIFTH AVENUE - 17TH FLOOR  
NEW YORK, NEW YORK 10175  
(212) 840-1167

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A P P E A R A N C E S :

For City Planning Commission:

- Angela M. Battaglia
- Irwin G. Cantor
- Angela R. Cavaluzzi
- Richard W. Eaddy
- Jane Gol
- Kenneth Knuckles, Vice Chair
- Christopher Kui
- John Merolo
- Karen A. Phillips
- Dolly Williams

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MS. CHIN: Good afternoon.

Thank you for the opportunity to speak before you.

My name is Margaret Chin, I'm the Deputy Director of Asian Americans for Equality, a nonprofit community development organization that has advocated for housing rights for the last thirty years, and we're also a member of the citywide campaign for inclusionary zoning.

In the neighborhood that AAFE works in, we have witnessed the transformation of communities whereby once affordable housing is now market rates, with apartment renting for upward to \$3,000 for a two-bedroom apartment.

Fighting against market forces often seem insurmountable and the losers are the working families and immigrants who are pushed to the margins of the city.

So when the opportunity arise for the city to counter these forces, an opportunity for the city to create integrated neighborhood, an opportunity to provide

1  
2 housing for those who the market don't care  
3 about, that opportunity should not be wasted.  
4 It should be welcome and fully taken advantage  
5 of.

6           For the Hudson Yards redevelopment  
7 area, like other key areas around New York  
8 City that are undergoing rezoning,  
9 inclusionary zoning can be instituted that  
10 will lead to creation of affordable housing  
11 units.

12           More and more when groups like  
13 ours attempt to develop affordable housing,  
14 the argument we hear is that the cost to  
15 subsidize low and moderate income housing is  
16 too great, that the outlay of funds in these  
17 times of budget woes is too onerous.

18           Well, here is an opportunity to  
19 create substantial affordable housing that  
20 will not strain city finances.

21           I ask you today, a senior who  
22 lives in a five-story walkup who's waiting for  
23 a building with an elevator asks you today,  
24 parents with three daughter living in an  
25 overcrowded apartment with no room for the

1  
2 daughter to do her homework ask you today, a  
3 family living in an illegal basement apartment  
4 paying more than 50 percent of their income  
5 ask you today that you consider mandatory  
6 inclusionary zoning for Hudson Yard and other  
7 major residential upzoning areas.

8           The requirement that a sizable  
9 portion of units be affordable will serve as a  
10 model for citywide inclusionary zoning.

11           In closing, I want to share with  
12 you that many of the community groups that are  
13 here today were approached by the city over  
14 two decades ago to solve the housing problem  
15 in neighborhoods around New York.

16           When you talk about affordable  
17 housing that's being build, it's being built  
18 by nonprofit organizations throughout the  
19 city.

20           They asked us, the city asked us  
21 to partner with them to develop affordable  
22 housing to revitalize the streets, to offer a  
23 better vision of New York. We accepted that  
24 partnership and proudly usher a new New York.

25           Now we are asking the city to not

1  
2 turn its back on that vision and do not let  
3 the west side of Manhattan and other vital  
4 area of New York City become luxury only  
5 districts.

6                   Rather, this area should include  
7 all New Yorkers, new immigrants, old  
8 immigrants, poor working families, moderate  
9 and middle income families.

10                   Thank you.

11                   THE CHAIR: Thank you.

12                   The next speaker is Billie June  
13 Ox.

14                   (No response)

15                   THE CHAIR: Ronald Bleier, who  
16 will be followed by Julie Finch.

17                   No, not Ronald Bleier. No Ronald  
18 Bleier.

19                   Julie Finch, who will be followed  
20 by Marilyn Garfinkel, and if Miss Garfinkel  
21 is not here, Michael McKee.

22                   MS. FINCH: Hi.

23                   I'm Julie Finch, I live on 26th  
24 Street and I want to say to begin with that  
25 I'm against the stadium.

1

2 I've been learning a lot sitting  
3 here. I'm very proud of all the people, the  
4 woman Miss Chin and Habitat for Humanity.

5 I'm very amused that Don Elliott  
6 was speaking today because I'm always speaking  
7 in opposition to Mr. Elliott.

8 I helped organize Artists Against  
9 the Expressway and I'm a little aged now. I  
10 mean the Broome Street Expressway and we had  
11 many groups working on that all across the  
12 city.

13 And I remember the engineers and  
14 the scientists proving that when you have a  
15 two-lane tunnel, to have an expressway across  
16 the city with traffic sitting there because it  
17 has nowhere to go, it has only the original  
18 two lanes of the Holland Tunnel, I learned how  
19 simple things can be, how simple reality can  
20 be.

21 We do not need any more traffic.  
22 I could not get anywhere this past Sunday  
23 because there was so much traffic backed up on  
24 the west side.

25 I also want to say that I was very

1  
2 excited to hear somebody say that the stadium  
3 is thirty stories. Now I'm very upset.

4 I think that this city has been  
5 doing such wonderful things with the parks and  
6 the beautiful gardens from Battery Park City  
7 north. It would be a shame to have a stadium  
8 block that, the view of the river, and the  
9 access for all New Yorkers.

10 And we are having more ferries.  
11 We are having more boats being used on the  
12 Hudson River. The Hudson River is cleaner.

13 I do want to say since the  
14 environment is involved today that -- I can't  
15 look up because I have to speak down. The  
16 environmental problems and the pollution is a  
17 big problem with all that traffic from the  
18 stadium.

19 I am very much in favor of  
20 inclusionary, I can't remember the word,  
21 zoning. I think we have to -- we have luxury  
22 housing since Sixth Avenue has been rezoned  
23 and the Flower District is imperiled by that.

24 I spoke to a man in a wine store  
25 and he said that the concierge just told him

1  
2 that a lot of the people, his possible buyers  
3 of wine, are moving out of some of the luxury  
4 housing on Sixth Avenue.

5 So I'm cautioning all of us don't  
6 overbuild the city with luxury housing and  
7 don't put up more office buildings. We have  
8 enough.

9 Thank you very much. I'm glad  
10 there's a hearing today. Thank you.

11 THE CHAIR: Thank you.

12 The next speaker is Marilyn  
13 Garfinkel.

14 (No response)

15 THE CHAIR: Michael McKee.

16 (No response)

17 THE CHAIR: Thomas Buckner.

18 (No response)

19 THE CHAIR: Sherry Landsman.

20 (No response)

21 THE CHAIR: Marguerite Yaghvian.

22 Yes, Marguerite, you're on.

23 And after Miss Yaghvian, Dahlia --

24 MS. YAGHVIAN: Good afternoon.

25 It was morning when we started and

1  
2 I commend you, I salute you for your endurance  
3 and your openness to all the opinions that  
4 have come up.

5 I'm not going to reiterate what  
6 some of the previous speakers have said. I  
7 speak only for myself.

8 Did I say my name was Marguerite  
9 Yaghvian? It is.

10 I am a resident of the Chelsea  
11 area on the west side. I've been there for  
12 ten years. Before that I was a tourist.

13 I live at 24th Street and Tenth  
14 Avenue and I love New York. I came to New  
15 York because I love New York.

16 It is a special place. It does  
17 not need a football stadium to attract  
18 tourists. Football stadiums are for other  
19 places that don't have what we have.

20 What we have is something so  
21 special and so wonderful that a football  
22 stadium would simply destroy people's desire  
23 to come here.

24 Our Theater District, our museums,  
25 but most of all our parts of New York, the

1  
2 beautiful buildings downtown and throughout  
3 the city, the Metropolitan Museum, this is  
4 what I came to New York for as a tourist  
5 before I moved here and I think that's what a  
6 lot of people come for, the special aspects of  
7 this city, and I beg of you to protect those.

8           Yes, there is room for development  
9 on the west side but it must include the input  
10 from the community. It must include respect  
11 for the people who work here by giving them  
12 affordable housing, by seeing that they have  
13 the opportunity to be creative.

14           No place in the world has the  
15 creative people that we do here. Please, I  
16 beg of you support these people, support the  
17 quality of life here, that's the one thing we  
18 need to work on.

19           And I'm so happy that you are all  
20 seemingly so open and listening to what's  
21 happening. So sure, you've got to plan here  
22 but you need community input and you've got to  
23 change that plan, fix it up so that a quality  
24 of life here is also considered.

25           Thank you.

1

2 THE CHAIR: Thank you.

3 The next speaker is Dahlia -- I  
4 bet you're not Dahlia.

5 Did I call your name already?

6 MR. McKEE: Michael McKee.

7 THE CHAIR: Sorry, Michael?

8 MR. McKEE: McKee.

9 THE CHAIR: Yes, you know, then  
10 I'm sorry, you can come up. You can come up.  
11 I did call your name and somehow we missed it.  
12 Mr. McKee, come on up.

13 Michael McKee.

14 MR. McKEE: Thank you.

15 I don't know what the story is.  
16 Is it like that we don't get the money if we  
17 don't build a stadium, is that the if then? I  
18 don't know.19 But if it's not and we could get  
20 the money anyway, I suggest, you know,  
21 renovating already existing buildings that --  
22 I respect builders, I like builders, craftsmen  
23 like that, but they don't -- not everything  
24 has to be raised to the ground and built up in  
25 a gleaming, shiny form.

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You could guild up and  
restrengthen an already existing building and  
be even more respected as a builder by how you  
did that and there are, suffice to say, many  
buildings in the town that are empty and/or if  
they're not, there's a lot of office space.  
We don't have to draw new office space as an  
attraction for people who want to do business  
in the city. There's plenty of open office  
space as it is.

I see other cities in the world  
like Budapest, Paris, all kinds of old cities  
all over the world, they don't tear their  
cities down just to accommodate some sports,  
you know, team or, you know, Olympics. In  
Athens, let them do what they want but it's  
just it's not necessary.

We have so many things that draw  
attention to New York City, who needs to tell  
you. I mean what, U.S. Open and everything  
from soup to nuts, Broadway theaters, Lincoln  
Center, you know, come on. They say it will  
draw a spotlight on the city, it's not like  
it's not already.

1

2                   And I -- even in this auditorium  
3 that I'm speaking in I saw a great country  
4 western show that I was happy afterwards, I  
5 didn't need to go to a brand new spanking  
6 theater that might be built because of this.

7                   I'm just trying to make points  
8 here. I don't believe the claims that the  
9 convention center can't hold -- that we can't  
10 get conventions here. I know that argument's  
11 been made. You know, hogwash.

12                   I checked, every single weekend  
13 that convention over there is filled. You  
14 can't -- you have to make a reservation way in  
15 advance to get it.

16                   And by the way, what was the  
17 Republic National Convention, was that not  
18 like some sort of big convention here in the  
19 town?

20                   So I don't believe these things  
21 that people -- sometimes I just don't want  
22 something because it's based on lies. Even  
23 though I would -- if I were -- I mean I'm a  
24 football fan but if I were to want the  
25 stadium, I wouldn't want it because of how

1  
2 it's being build up to those -- to you guys as  
3 far as why, you know, because it's built on  
4 lies.

5 I'm quite familiar with the  
6 Broadway initiative that they tried to  
7 somewhat succeeded in midtown shoving down our  
8 throats.

9 So thank you for your time.

10 THE CHAIR: Thank you very much.

11 The next speaker is Dahlia  
12 Duperroir, is that correct, who will be  
13 followed by Theresa Culliniose I think.

14 MS. DUPERROIR: Good afternoon,  
15 Madam Chairman and Commissioners.

16 My name is Dahlia Duperroir, I'm a  
17 resident of Hell's Kitchen and also a member  
18 of Community Voices Heard, a nonprofit  
19 grassroots organization.

20 When I was born, my mother was  
21 living in Chelsea. I returned to Chelsea to  
22 attend high school and attend college in  
23 Chelsea in this very college. I started my  
24 first semester here. And as a resident of  
25 Hell's Kitchen, I worked in the community as a

1

2 community worker.

3

4 One of my children was born in  
5 Polyclinic Hospital, which no longer exists.  
6 It is now an apartment building and parking  
7 lot.

8

9 The tenants of this property and  
10 other properties owned by the same realty  
11 company are trying to fight for extension of  
12 subsidized housing. This is a case in this  
13 area of Chelsea/Hell's Kitchen.

14

15 We need jobs and affordable  
16 housing, not 80-story office buildings or a  
17 stadium in an already highly congested area.

18

19 Examples: The United Nation when  
20 the delegates are in town or the President, we  
21 have gridlock traffic which affects public  
22 transportation and anything that moves to  
23 transport people. The gridlock is --  
24 effects -- excuse me a minute, I lost my  
25 place.

26

27 The traffic which affects public  
28 transportation that anything that moves to  
29 transport people, the gridlock is unbearable.

30

31 It took me 45 minutes in a cab to

1  
2 reach my doctor's office that normally would  
3 have taken me about 15 minutes in traffic. It  
4 was backed up for a mile and a half, and on  
5 this particular day there wasn't anything  
6 going on in the city except some street  
7 paving.

8           We as a community cannot allow  
9 this travesty to take place. There are a lot  
10 of factors to consider. Parking in the city  
11 alone is at a premium. Anything in the street  
12 you can forget it.

13           Tax money, \$600 million plus a  
14 retractable roof \$245 million, an extension to  
15 the Seventh Avenue line at the tune of a  
16 billion dollars plus can do much more with  
17 this money.

18           We can invest it in the education  
19 of our children, restore the fire departments,  
20 better health care in New York City and -- I  
21 lost my place again, I'm sorry about that.  
22 I'm just very nervous and angry.

23           To look around, you would never  
24 have as many people homeless in New York City.  
25 We've never had this problem before.

1

2                   These are our tax dollars and the  
3 people of New York City have some say on how  
4 it should be spent. A stadium isn't it.

5                   These jobs numbers, one, aren't --  
6 these jobs, number one, aren't good paying  
7 jobs. If this project is pushed on us it  
8 would be as if we were back in 1776, taxation  
9 without representation.

10                   The Jets are getting a free ride.

11                   There aren't even any guarantees  
12 that New York City would be picked for the  
13 Olympics.

14                   The stadium would be better served  
15 elsewhere where ample parking facilities can  
16 be built with ample facilities for all, where  
17 the quality of life isn't interrupted. This  
18 is not where this belongs.

19                   Congestion, pollution, traffic,  
20 and most important, the humanity of the  
21 project, there isn't any. It is thoughtless,  
22 selfish, at the expense of taxpayer dollars.  
23 No more. We have to stop supporting the  
24 corporation, destruction and gentrification of  
25 our communities must stop.

1

2 Thank you for your time.

3 THE CHAIR: Thank you.

4 The next speaker is Theresa --

5 MS. CULLINIOSE: Culliniose.

6 THE CHAIR: Culliniose, thank you.

7 MS. CULLINIOSE: Hi.

8 My name is Theresa Culliniose.

9 THE CHAIR: I just want to say  
10 you'll be followed by Cynthia Doty.

11 Okay, go ahead.

12 MS. CULLINIOSE: And I'm happy to  
13 be here and I hate microphones and but I'm  
14 here because I'm compelled to be here.15 I'm taking the liberty of speaking  
16 for the children. Of course, they can't be  
17 here, they're in school and their parents are  
18 at work.19 Now, I walk up Ninth Avenue to  
20 Lincoln Center about three times a week at all  
21 different hours. I choke as I walk up but I  
22 walk, I have pretty good lungs.23 To build a monstrosity of a  
24 stadium that would bring in more pollution and  
25 the towers, these 80-story towers that I

1  
2 believe are in the plan, is detrimental to the  
3 health of children.

4           There was a study reported at I  
5 think the last council meeting here run by the  
6 city which said that the traffic problems  
7 would not really be much of a problem.

8           I have to tell you that the day  
9 that the study was done the clickers were out,  
10 you know, that they sit in a chair and they  
11 click the number of cars going by. Well, I  
12 just happened to be walking up Ninth Avenue  
13 when they were clicking and on 33rd Street and  
14 Ninth Avenue that guy was clicking away and I  
15 kept walking uptown to Lincoln Center and I  
16 want to tell you that the clicking was hardly  
17 clicking at all. They were sitting there,  
18 they were talking, they were very comfortable.  
19 So that report to me is very questionable.

20           I'm for affordable housing, I  
21 guess who isn't. When I think of all the  
22 great social workers and nurses and caretakers  
23 that I know in this great big, wonderful, rich  
24 city that cannot afford to live in the city, I  
25 think they are the backbone, the very backbone

1  
2 of this city and they cannot afford an  
3 apartment.

4                   So I appreciate that so many --  
5 that you've all listened to us because we are  
6 a community.

7                   I live on 27th Street and Ninth  
8 Avenue and I got to tell you that the dust  
9 that comes into my apartment from Ninth Avenue  
10 from the traffic, the trucks and the buses and  
11 everything else, I mean it's pretty, pretty  
12 big.

13                   So I really want you -- I'm  
14 thinking about the next generation. I would  
15 like them to grow up in good health.

16                   Thank you very much.

17                   THE CHAIR: Thank you.

18                   The next speaker is Cynthia Doty.

19                   (No response)

20                   THE CHAIR: Regina Bartley Cross.

21                   MS. CROSS: Yes, Regina.

22                   THE CHAIR: Miss Cross, okay.

23                   Will be followed by Ron Pichler.

24                   MS. CROSS: Good evening,

25 everyone.

1

2                   Thank you for your patience and I  
3                   hope you feel better than I do from sitting so  
4                   long.

5                   I'm a New Yorker by choice. I was  
6                   born and raised in Virginia. We had in our  
7                   hometown the worst Red Light District in the  
8                   world. It's a Navy town, Norfolk, Virginia,  
9                   and it was internationally famous. It was  
10                  also a place of commission merchants where  
11                  they sold chickens and so forth.

12                  The city got tired of it. The  
13                  citizens got together. We now have one of the  
14                  most beautiful democratic parks where the  
15                  citizens of the whole city can come, walk  
16                  along the riverside and enjoy each other.

17                  The buildings that were put up are  
18                  democratic. There are restaurants there from  
19                  the lowest income to the highest income, the  
20                  stores also. The whole project is for  
21                  everyone, it's democratic.

22                  I love New York. It's my adopted  
23                  city. And I would like to see what everyone  
24                  who objects to this project has spoken for and  
25                  that's affordable housing.

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I happen to be very fortunate because I live in Penslev and Penslev, they had a dream almost forty years ago now for affordable housing which enables me now to live here, otherwise I couldn't.

I have an apartment that's absolutely beautiful and I pay something like 400 and something a month. I am very grateful. Not only is that important, it's important for our health.

Our community of about 5,000 people is now called a NORC, a naturally occurring retirement community. We have many elderly, we have many children. We have beautiful playgrounds, intimate, beautiful playgrounds built for our children. There's a caring, there's a community.

We have an opportunity now on the west side to do something that could be wonderful. It would be written about in the whole world, look what New York did. Wouldn't that be wonderful if we could take pride in that, not look -- what do they say, follow the money, follow the money.

1

2                   Who's profiting from this?

3                   Who is making the money?

4                   Who is taking our city again and  
5 again and again and building astronomically  
6 expensive places?7                   My apartment would be about two or  
8 \$3,000 a month at least if I didn't have the  
9 luck of obtaining an apartment there.10                  Many people talked about the  
11 pollution. Can anybody imagine how hard it's  
12 going to be to breathe in that neighborhood?13                  Many people talk about the  
14 congestion. Right now it takes me sometimes  
15 thirty minutes to go around the corner in my  
16 car.17                  When I'm waiting for a bus, number  
18 20, sometimes it can be a half an hour to  
19 forty minutes until the bus comes.20                  What will it be if you build this  
21 incredible large development that brings in  
22 more traffic, more pollution?23                  I lived in Europe for seven years  
24 and every major city --

25                  THE CHAIR: Miss Cross, if this

1

2 is --

3 MS. CROSS: This is the last

4 sentence.

5 Every major city respected its  
6 waterfront. There was always beautiful parks,  
7 beautiful places for children to play, for  
8 lovers to stroll, for old people to go hand in  
9 hand, not a monstrous building that's blocking  
10 the view.

11 THE CHAIR: Thank you.

12 The next speaker is Ron Pichler I  
13 think the name is.

14 (No response)

15 THE CHAIR: Dan Steinberg.

16 (No response)

17 THE CHAIR: Bill Borock, who will  
18 be followed by Suzanne Lanier Philips.

19 MR. BOROCK: Good afternoon.

20 My name is Bill Borock. I've  
21 lived in Chelsea for thirty years and I'm  
22 President of the Council of Chelsea Block  
23 Associations, which is made up of most of the  
24 active block associations in Chelsea.

25 A little earlier there was a lot

1  
2 of noise outside. There was a press  
3 conference and some pro stadium proponents  
4 were upset and he's screaming about jobs and  
5 it made me think this isn't about us against  
6 them, this is about alternative choices.

7 Just because some people are  
8 against the stadium doesn't mean we're against  
9 jobs. So I'd like to state for the record  
10 that the Council of Chelsea Block Associations  
11 is for jobs.

12 We are for economic development.

13 We're for expanding the Javits  
14 Center. You don't need a stadium to expand  
15 the Javits Center. Expanding the Javits  
16 Center will provide jobs.

17 Better transportation facilities  
18 are needed. We're for that. We're not  
19 against that. We don't have to fight against  
20 that.

21 We're for affordable housing for  
22 all. Now, that's a very touchy subject  
23 because some people have definitions,  
24 different definitions of what's affordable  
25 housing but we're for affordable housing.

1

2           In an earlier hearing it was  
3           presented that why can't the developers be  
4           mandated when they get the opportunity to  
5           build in the city, don't give them the option  
6           of a choice but mandate, we'll give you  
7           permission to build but you'll be mandated to  
8           provide affordable permanent housing, that  
9           could be one way to get the builders.

10           A speaker earlier spoke about the  
11           nonprofits versus the profits and no  
12           affordable housing is being built by the  
13           profit builders. Well, mandate them, give  
14           them the right to build but mandate them to  
15           do.

16           Developing the waterfront, we're  
17           for that. We're not against that.

18           We're for parks.

19           So it's not an us against them  
20           that we don't want these things and you don't  
21           want them or you want them.

22           But what are we against?

23           We're concerned and against the  
24           building of a stadium and all the negative  
25           impact it will bring to the community.

1

2                   We're against the increased  
3                   traffic.

4

5                   We're against the increased  
6                   pollution, the environmental negative effect  
7                   in the neighborhood.

7

8                   We're against the increased noise.

8

9                   The Mayor talked a couple months  
10                  ago about doing something about the quality of  
11                  life and the noise level. Every neighborhood,  
12                  every area has problems with noise. That will  
13                  be increased.

13

14                  We're against the displacement of  
15                  residents and businesses who don't want to  
16                  move from the area who will be caused to move.

16

17                  We're against the blocking of the  
18                  neighborhood.

18

19                  So what's to be done?

19

20                  You have alternate choices to  
21                  make. The plan as presented does not have to  
22                  be accepted. So major obstacles, an albatross  
23                  that has to be dealt with is the stadium.

23

24                  You don't need a stadium on the  
25                  west side for the Olympics. People spoke  
26                  about the Olympics. We had some Olympic

1  
2 speakers here.

3                   A speaker earlier spoke about  
4 Sunnyside. I was at a previous hearing and  
5 City Council people from Queens said we would  
6 like the stadium in Queens.

7                   Well, what's wrong with Sunnyside  
8 if the community wants it?

9                   Don't put it on the west side with  
10 all the negative impact, and again, please  
11 provide the affordable housing needed.

12                   Thank you.

13                   THE CHAIR: Thank you.

14                   The next speaker is Suzanne Lanier  
15 Philips and following Miss Philips is Carl  
16 Sward.

17                   MS. PHILIPS: Hi.

18                   Well, there's not a whole lot I  
19 can say that hasn't been said in opposition to  
20 the stadium.

21                   And in support of expanding the  
22 Javits I think -- you know, I was asked on  
23 that little slip there to say if I was for or  
24 against and it was very confused because for  
25 or against what.

1

2           The one thing I'm against is the  
3 stadium. I think it's very, very wrong. It  
4 will bring more problems, more problems than  
5 you can even imagine.

6           I have a -- I used to walk my  
7 daughter home from preschool along Tenth  
8 Avenue from 20th Street to 24th Street. I  
9 live at 24th and Tenth Avenue and she's three  
10 years old but she knows there's a problem.

11           She clasps her hands over her  
12 little ears and says mommy, too noisy, too  
13 many cars. So we don't walk that way anymore.

14           We really need to get the public  
15 transportation straightened out. We need to  
16 get the traffic straightened out.

17           You can have the development and  
18 without creating a nightmare, and with a  
19 stadium, all I can see is a nightmare and I  
20 will leave what has been my city for 35 years  
21 if that stadium gets built and I'm taking my  
22 small business with me.

23           Thank you.

24           THE CHAIR: Thank you.

25           Carl Sward.

1

2 (No response)

3 THE CHAIR: Ron Glass.

4 (No response)

5 THE CHAIR: Arnold Frogel.

6 (No response)

7 THE CHAIR: Joe Restuccia and Joe

8 will be followed by Amos Hough or Hough.

9 MR. RESTUCCIA: Members of the

10 Commission, my name is Joe Restuccia. I have

11 lived and worked in Clinton and Hell's Kitchen

12 for the past 25 years. I'm the Executive

13 Director of Clinton Housing Development

14 Company, which has in the community that's

15 not-for-profit has developed over 100

16 buildings containing 1200 apartments and

17 housing choices for people.

18 I'm including Community Board 4's

19 testimony today on the specific item of

20 housing preservation. We spoke a lot about

21 inclusionary housing. Community Board 4 has

22 always sought to balance growth and

23 preservation and regional and community needs.

24 In 1973, the Community Board

25 working with the Department of City Planning

1  
2 was able to establish the Clinton Special  
3 Zoning District, which did exactly that,  
4 covering the area from 41st to 58th streets  
5 west of Eighth Avenue. It balanced  
6 development along Eighth Avenue and 42nd  
7 Street and preservation in the midblocks  
8 between Eighth and Tenth avenues.

9                   Specifically we seek to replicate  
10 part of that here in the Hudson Yards  
11 proposal.

12                   Community Board 4 has requested  
13 two provisions to be inserted in the Hudson  
14 Yards proposal for housing preservation, not  
15 just housing production.

16                   Specifically for the areas along  
17 Ninth Avenue in the Hell's Kitchen core we are  
18 seeking to have an anti-demolition provision  
19 coupled with a certificate of no harassment  
20 provision.

21                   These exist to the north in the  
22 Clinton Special Zoning District and have been  
23 exceptionally effective tools toward keeping  
24 people in place in buildings and toward  
25 keeping buildings in place and, therefore, the

1  
2 tenants who occupy them in place and  
3 preserving them.

4 We have made this request of the  
5 Department of City Planning consistently. We  
6 are making it again and we have been assured  
7 that it is within the scope. So I'm hoping  
8 today that the Commission recognizes that this  
9 is in scope and we're requesting it again.

10 And before you finally act, that  
11 the housing preservation tool, namely,  
12 anti-demolition and certificate of no  
13 harassment, be applied to the existing  
14 residential buildings within the area.

15 Thank you.

16 THE CHAIR: Thank you.

17 Amos Hough.

18 (No response)

19 THE CHAIR: James Pacheco, and  
20 after Mr. Pacheco, if I pronounced it right,  
21 is Shirley Fidel.

22 MR. PACHECO: I am not too sure  
23 where a lot of you come from and I was born  
24 and raised here and I found that there was the  
25 people in my community and there were

1  
2 outsiders who did wrong with the people of my  
3 community.

4 I'm from CVH, one of the  
5 organizations I belong to, and it's people  
6 like you that destroy communities in the city.

7 For the last thirty years I've  
8 spoken to other people who say that although  
9 my apartment doesn't expand, my rent should  
10 double and triple and quadruple.

11 And there's this idea that there's  
12 special people with pieces of paper that have  
13 Presidents on it, they count more than people  
14 that have less of those things, you know.

15 And I keep on seeing our  
16 communities devastated and I met one young  
17 woman, now, a lot of people would think this  
18 is not a woman, but when someone has suffered  
19 a certain amount you say well, they pass from  
20 being a child. She was nine years old.

21 And she says I need money to eat  
22 and I say no, there's great organizations to  
23 help you, the organizations that are -- that  
24 you are told exist, and she said you see this  
25 knife wound, this is from one of those places

1  
2 where I would be safe.

3                   And I keep on seeing people that  
4 stand above me like you deciding on destroying  
5 people's lives like the 21,000 people in that  
6 neighborhood and putting them in the homeless  
7 role like that nine year old.

8                   And another time like a four year  
9 old, you know, and oh, we're a great nation,  
10 we're a great city, you know, we do for  
11 people, it's written here, but that four year  
12 old whose mother wanted food for her was not  
13 in those papers.

14                   And when you go on the street and  
15 you tell a kid hey, there's a community  
16 organization for kids and he says well, I'm  
17 worried about a place to sleep, you know, and  
18 people like you decide.

19                   I heard a guy in Albany say oh, I  
20 created the budget and I'm throwing these  
21 people out and the budget is being balanced,  
22 we are busy spending money on stealing the  
23 Panama Canal and the Iraqi oil, we'll be  
24 wealthier, a lot more pieces of paper.

25                   But what's important is that four

1  
2 year old and that nine year old. What's  
3 important is New Yorkers.

4 We're giving a private company in  
5 New Jersey a piece of land, this is yours, you  
6 can become wealthy here, instead of putting it  
7 somewhere else where they can say okay, you're  
8 not bothering us and we're helping you.

9 We can give other people money and  
10 ways of creating wealth but not at the  
11 displacement of our own people.

12 THE CHAIR: Mr. Pacheco, thank you  
13 very much for coming to speak to us today.

14 MR. PACHECO: Okay. Have a good  
15 one.

16 THE CHAIR: The next speaker is  
17 Shirley Fidel, Miss Fidel.

18 (No response)

19 THE CHAIR: William Keiver.

20 (No response)

21 THE CHAIR: Sheila Robinson, and  
22 after Miss Robinson will be Berthet, Christine  
23 Berthet.

24 MS. ROBINSON: I'm Sheila Robinson  
25 and I'm against the elimination of the Garment

1

2 Center Special District.

3 I don't approve of corporate  
4 welfare.5 I don't think we should have a  
6 stadium.7 We should have permanent  
8 affordable housing, at least 30 percent of the  
9 proposed amount of housing that might be built

10 in this West Side Yards District.

11 No more extra traffic in an  
12 already choked district.13 No sticking citizens with the tax  
14 burden of an albatross of a stadium. Most  
15 stadiums visitors drive, further clogging  
16 traffic. No more parking spaces to further  
17 the traffic.18 It's nearly impossible to get into  
19 the Javits Center District in an emergency,  
20 let alone an even worse situation than an  
21 average emergency.22 The air, noise and water pollution  
23 is intolerable right now.24 Taking money away from needed  
25 schools and no displacement of businesses and

1  
2 current residents.

3           The current DEIS is flawed  
4 regarding transportation and estimated car  
5 traffic, allowing gridlock from SoHo to 72nd  
6 Street.

7           The proposed plan allows for  
8 cutting off the riverfront land, the land  
9 which the people could use and enjoy.

10           Most people come to New York for  
11 cultural events, not events at a sports  
12 stadium and a sports stadium which would  
13 compete with Javits Center businesses --  
14 business rather.

15           Stadiums don't improve  
16 neighborhoods.

17           Shows such as a major computer  
18 show now held in Las Vegas are getting  
19 smaller, not larger.

20           Please vote no for the stadium in  
21 thinking of how long Athens will be paying for  
22 their Olympic folly that they've just hosted.

23           A developer or developers should  
24 put -- should pay for all, you know, all the  
25 money for a ridiculous stadium and not in

1

2 Manhattan.

3 No tenant harassment, no  
4 displacement whatsoever.

5 THE CHAIR: Thank you.

6 Christine Berthet.

7 (No response)

8 THE CHAIR: T. Gorman Reilly.

9 (No response)

10 THE CHAIR: Marcy Benstock.

11 (No response)

12 THE CHAIR: Shirley Ann Davidson.

13 (No response)

14 THE CHAIR: Jeanne Isenstein.

15 After Miss Isenstein or Isenstein  
16 is Jene Toussaint.

17 MS. ISENSTEIN: Hello.

18 My name is Jeannie Isenstein.

19 I've lived in the same building in Hell's  
20 Kitchen for 28 years.21 To our friends and neighbors in  
22 the building trades, if any are still here, I  
23 would like to say, as I think that someone  
24 before me said, that the issue of jobs is a  
25 false one. We all want you and everyone else

1  
2 to have jobs.

3                   We are not against development.  
4 We're not opposed to expanding the Javits  
5 Center. Whatever is built on the far west  
6 side, if you know how to build anything  
7 besides a stadium, there will be plenty of  
8 jobs for you.

9                   I'm originally from the  
10 Boston/Cambridge area where people are able to  
11 enjoy the grassy banks of the Charles River,  
12 that's emblematic of the area. They wouldn't  
13 think of building a humungous hulking  
14 structure right on the river obstructing their  
15 ease of access and destroying the beautiful  
16 view and New York shouldn't either.

17                   I think we all agree that  
18 waterfront property is extremely precious.  
19 Planting a ribbon of grass alongside the  
20 stadium, even if there are parks at either  
21 end, doesn't negate the fact that our access  
22 to and view of the river will be obstructed  
23 for another three blocks in addition to the  
24 expansion of the Javits Center as the plan now  
25 allows.

1  
2           A stadium has nothing to do with  
3 the water. It squanders the opportunity to  
4 take advantage of the beautiful river.

5           I did an Internet search of the  
6 world's most livable cities. Among the top  
7 contenders were Vienna, Geneva, Montreal,  
8 Toronto, Sydney, Copenhagen, not necessary in  
9 that order. All of those cities are located  
10 on bodies of water and all are known for their  
11 beauty.

12           Among the criteria considered by  
13 the various study groups were human scale,  
14 density, affordability, traffic and  
15 congestion, natural beauty.

16           In these various studies New York  
17 was 40 to 50-something on the list.

18           I realize that you've worked long  
19 and hard on this plan and I think we all  
20 appreciate your persistence and the skills  
21 that you have brought to this task, but I am  
22 sorry to say that this version of the plan for  
23 the west side of Manhattan with its  
24 80-plus-story office towers, which will create  
25 terrible wind tunnels making it impossible I

1  
2 think for people to want to walk there, the  
3 ugly colossus of the stadium blocking river  
4 access, the crowds and the traffic and  
5 pollution caused by such density, the lack of  
6 affordable housing, which would be greatly  
7 exacerbated by proposed cuts in Section 8, all  
8 this will not send New York City skyrocketing  
9 to the top of the list of the world's most  
10 livable cities.

11 I read on your Website the plan  
12 was proposed by the Department of City  
13 Planning, Economic Development Corporation,  
14 Far West Midtown Framework for Development.

15 As someone said at a previous  
16 hearing, this represents planning from the top  
17 down, not from the bottom up.

18 We've been meeting with you and  
19 others for years and for years we've been  
20 telling you that we, the people, the majority  
21 of the people according to the polls don't  
22 want this stadium and we don't want this plan  
23 in its present form.

24 Thank you very much.

25 THE CHAIR: Thank you.

1

2                   The next speaker is Jene  
3   Toussaint, to be followed by Daren Kingi I  
4   believe.

5                   MS. TOUSSAINT: Hello.

6                   My name is Jene Toussaint. I'm  
7   here on behalf of the Partnership for the  
8   Homeless.

9                   The Partnership has provided a  
10   broad range of services to homeless New  
11   Yorkers for over twenty years.

12                   Today the Partnership's direct  
13   service programs and advocacy help families  
14   and individuals make the successful transition  
15   from New York City streets to permanent  
16   housing, skilled jobs and stable lives.

17                   One of our programs, Peter's  
18   Place, is located on 23rd Street below --  
19   sorry, between Sixth and Seventh Avenue.  
20   Peter's Place is a multi-service center for  
21   homeless seniors located in Chelsea.

22                   I'm here today because nearly  
23   38,000 men, women and children spent last  
24   night in a homeless shelter. This number does  
25   not include the thousands more still who sleep

1  
2 on the streets or are doubled and tripled up  
3 with friends and relatives.

4 Homelessness is dramatically  
5 rising not only in New York but across the  
6 nation, and sadly, the most significant  
7 increase is in families and children.

8 New York City's massive shelter  
9 system is the largest in the country and has  
10 expanded at a staggering rate, doubling in  
11 size over four years.

12 Why is this problem getting so out  
13 of hand?

14 The answer is simple, there's not  
15 enough affordable housing.

16 And when I say "affordable  
17 housing" for this group, I'm referring to  
18 housing that is affordable to the 1.5 million  
19 or 20 percent of all New York City residents  
20 that live at or below the poverty line, which  
21 is \$18,600 for a family of four.

22 Today the opportunity for this  
23 family to find housing and climb out of  
24 poverty is becoming more of a challenge.

25 In New York City a full-time

1  
2 worker must earn over \$20 an hour, almost four  
3 times the minimum wage, to afford a modest  
4 studio apartment in a non-gentrified  
5 community.

6           With the minimum wage still fixed  
7 at \$5.15 an hour and the looming threat of a  
8 drastic reduction to Section 8 housing voucher  
9 program, we are running out of options to  
10 house the homeless. We need help.

11           The Partnership for the Homeless  
12 endorses a wide range of efforts to expand the  
13 availability of affordable housing for people  
14 of all income levels.

15           But I'm here today to strongly  
16 support of use of inclusionary zoning to  
17 ensure the development of affordable housing  
18 for homeless New Yorkers who live on extremely  
19 low incomes.

20           The city has proposed new rezoning  
21 and development plans that will create housing  
22 that is far too expensive for most New  
23 Yorkers. The Hudson Yards/West Manhattan  
24 rezoning includes 20,000 new units of housing  
25 but none of these units are required to be

1  
2 affordable to extremely low income people.

3           The rezoning plan will only  
4 provide 450 units of permanent affordable  
5 housing, and "affordable" in this case means  
6 people making less than 80 percent of the area  
7 median income or around \$50,000 a year.

8           That clearly does not reflect the  
9 needs of the family living on \$18,600 a year  
10 as previously mentioned.

11           The Partnership for the Homeless  
12 supports a mandatory affordable housing  
13 requirement in the areas that are being  
14 rezoned to allow for a new housing  
15 development.

16           In these areas all development  
17 should be required to include affordable  
18 housing for extremely low and low income New  
19 Yorkers to help prevent the continuing  
20 increase of homelessness.

21           Thank you.

22           THE CHAIR: Thank you very much.

23           Yes, Miss Toussaint, a question  
24 for you by Commissioner Battaglia.

25           COMM. BATTAGLIA: The development

1  
2 you were talking about that gauges  
3 affordability at 80 percent of median or  
4 below, which project is that?

5 MS. TOUSSAINT: I'm sorry?

6 COMM. BATTAGLIA: You referred to  
7 450 units of housing that are targeted to  
8 families earning 80 percent of median.

9 Which development is that?

10 MS. TOUSSAINT: I couldn't say.  
11 I'd have to get back to you with that  
12 information. I'm not sure.

13 COMM. BATTAGLIA: The issue of low  
14 income families and their ability to access  
15 housing is, again, a struggle that we all  
16 struggle with on a daily basis.

17 If Partnership for the Homeless  
18 has a type of formula that they think we could  
19 look at and that they think would work, I  
20 would ask that you get that to us because it  
21 is our --

22 MS. TOUSSAINT: If I can get your  
23 card, I would love to speak with you any time  
24 and I'm sure that my, you know, supervisor and  
25 coworkers would love to talk to you.

1

2                   COMM. BATTAGLIA: I'm just saying  
3 if your agency can put a statement in  
4 writing --

5                   MS. TOUSSAINT: Sure.

6                   COMM. BATTAGLIA: -- just with  
7 some ideas that we could consider, that would  
8 be helpful.

9                   MS. TOUSSAINT: Okay. I will.  
10 Thank you.

11                   THE CHAIR: Thank you very much  
12 and thank you for coming to testify.

13                   The next speaker is Daren Kingi,  
14 if I've pronounced it right.

15                   MR. KINGI: That's correct.

16                   THE CHAIR: Okay. Who will be  
17 followed by Patti Hagan.

18                   MR. KINGI: Thank you for this  
19 opportunity to testify.

20                   My name is Daren Kingi and I am  
21 Market Director of Sales for Marriott  
22 International's New York City hotels.

23                   Marriott International is a large  
24 employer in New York City and the metropolitan  
25 area, with 13 hotels representing 6,000 hotel

1  
2 rooms and over 4,000 employees.

3           The health of the city's tourism  
4 and hospitality industries is obviously very  
5 important to the health of our hotels.

6           For that reason we are strong  
7 supporters of the Hudson Yards plan that will  
8 redevelop Manhattan's far west side, expand  
9 the Javits Convention Center and build a New  
10 York Sports and Convention Center.

11           The creation of the convention  
12 corridor through the expansion of the Javits  
13 Center and the construction of the New York  
14 Sports and Convention Center will be a great  
15 boon for the city's tourism and hospitality  
16 industries.

17           It will enable the city to bring  
18 more and larger conventions and trade shows to  
19 Manhattan's far west side and attract more  
20 visitors and convention goers.

21           It will also allow New York to  
22 recruit events like international soccer  
23 matches, the Super Bowl and the Final Four  
24 that today cannot come here.

25           Obviously hotels like ours benefit

1  
2 by attracting more tourists and visitors to  
3 our city, but more importantly, the entire  
4 city benefits.

5           For example, it's estimated that  
6 attendees at conventions typically spend \$300  
7 each day in our restaurants, hotels, taxis and  
8 attractions. Such spending not only generates  
9 jobs but tax revenue that helps pay for our  
10 city's services.

11           The final point I'd like to stress  
12 is that the planned extension of the No. 7  
13 subway line west beyond Times Square to  
14 Eleventh Avenue and 34th will greatly  
15 strengthen the tie between the Times  
16 Square-Broadway area and the Javits Center.

17           The subway extension will make it  
18 easier for people attending shows and  
19 conventions at Javits, to attend Broadway  
20 shows, visit the attractions in and around  
21 Times Square and quite possibly stay in one of  
22 our three hotels there, including the Marriott  
23 Marquis, which has close to 2,000 guest rooms,  
24 our Renaissance Times Square property or the  
25 Courtyard Times Square South.

1

2 In conclusion, we hope that you  
3 will look favorably on this exciting plan.

4 Thank you again for the  
5 opportunity to share my comments.

6 THE CHAIR: Thank you very much  
7 for your testimony.

8 Is there a question?

9 There may be a question.

10 Karen Phillips.

11 COMM. PHILLIPS: Just one quick  
12 question.

13 Do you know the average wages of  
14 your 4,000 employees?

15 MR. KINGI: The average wage?

16 COMM. PHILLIPS: Yes.

17 MR. KINGI: I know the minimum  
18 wage starts at over \$20 an hour.

19 COMM. PHILLIPS: The minimum wage?

20 MR. KINGI: At \$20 an hour. That  
21 would be our lowest wage.

22 COMM. PHILLIPS: For your  
23 employees or your contract employees?

24 MR. KINGI: Yes.

25 A VOICE: What about the cooks,

1  
2 the cooks?

3 COMM. PHILLIPS: Thank you.

4 THE CHAIR: Thank you.

5 The next speaker is Patti Hagan,  
6 who will be followed by Barbara Randall.

7 MS. HAGAN: Good afternoon,  
8 Commissioners, Miss Burden, Dolly Williams.

9 I've come over here from Brooklyn,  
10 from the Prospect Heights neighborhood in  
11 Brooklyn where we, too, are facing a monstrous  
12 overdevelopment project at the hands of one  
13 Bruce Ratner.

14 It is similar in many respects to  
15 what is being proposed here in that it  
16 involves MTA rail yards, platforming over them  
17 and it, too, involves the misuse of millions,  
18 if not billions, of dollars of public money  
19 being directed to another sports stadium.

20 And I have to say with all due  
21 respect to City Planning Commission, I have  
22 begun to think that we don't have a City  
23 Planning Commission anymore.

24 You don't ask questions. You  
25 don't seem to analyze the neighborhoods that

1  
2 exist right now, who lives there, who works  
3 there, why people have chosen to be there.

4           Instead we have a city department  
5 of rubber stamping and it is the developers  
6 who are buying up this city and controlling  
7 what happens and it is not, it is not the  
8 right way to develop. It is imperialistic,  
9 talk down development.

10           You are coming in and allowing  
11 these developers to just push monster  
12 developments onto existing neighborhoods,  
13 residential neighborhoods, small business  
14 neighborhoods, industrial neighborhoods and  
15 you're doing it with collusion of the Mayor,  
16 of the Governor, by skirting any kind of  
17 public review in general as much as you can  
18 and with no accountability to the human beings  
19 who live in this city.

20           And I just -- I don't know how to  
21 stop this but you cannot go around our elected  
22 officials at the City Council level or at the  
23 Senate or the legislative level and dispose of  
24 all this public money.

25           And you cannot allow the MTA to

1  
2 give away in sweetheart deals the development  
3 rights to these rail yards and do it without  
4 competitive bidding.

5           You're not allowing small  
6 developers, minority developers to even get  
7 into the game because parcels are so vast they  
8 have no chance to put up the money or get the  
9 money.

10           And the same people, the same big  
11 developers are being given vast quantities of  
12 Liberty bonds which were supposed to be for  
13 rebuilding Lower Manhattan and they're being  
14 given to people like Ratner who are already  
15 supposed to be wealthy enough to do what  
16 they're doing.

17           And I would just say vote against  
18 this. This is not good for New York City.  
19 It's not good for the human beings and the  
20 businesses that live here.

21           And I -- my last word is please  
22 read Neil deMause's book Field of Schemes. It  
23 is basically about this whole corporate  
24 enterprise of scheme that is going on here  
25 with regard to the stadiums.

1

2                   And our public elected officials  
3 are happy to hand over all this money for  
4 these stadiums and arenas and not to schools  
5 and not to seniors and not to the libraries.

6                   And, in fact, our public servants  
7 are not any longer public servants, they are  
8 corporate servants.

9                   And what we have here is a story  
10 of deception by politicians of taxpayer  
11 swindles, media slants, The New York Times  
12 won't even cover our problem in Brooklyn, the  
13 power of big money, and most of all, a  
14 political system that serves the rich and  
15 powerful at the expense of the average family,  
16 the average taxpayer and the average citizen.  
17 Stop it.

18                   THE CHAIR: Thank you.

19                   The next speaker is Barbara  
20 Randall, who will be followed by Martin Treat.

21                   MS. RANDALL: Good afternoon,  
22 Chairman, Commission.

23                   Thank you for the opportunity to  
24 discuss the future of Hudson Yards in the far  
25 west side of Manhattan.

1

2 My name is Barbara Blair Randall.

3 I'm the Executive Director of the Fashion

4 Center Business Improvement District, a

5 not-for-profit organization.

6 The Fashion Center BID was

7 established in 1993 to improve the quality of

8 life and economic vitality of the Garment

9 District.

10 Our mission is to promote the

11 district as a strategic midtown business

12 location and ensure New York's position as the

13 fashion capital of the world.

14 The Hudson Yards rezoning plan

15 before you today will greatly help the Fashion

16 Center to achieve this mission. We urge you

17 to support this plan.

18 The impact of the development of

19 millions of square feet of underutilized space

20 for commercial, residential and retail space

21 is both visionary and practical.

22 We applaud the city for taking

23 bold economic development steps and for their

24 willingness to rethink obsolete or undervalued

25 uses.

1

2           We believe that as a gateway to  
3 Hudson Yards, the opportunity exists for us to  
4 draw visitors to our vibrant off-Broadway  
5 productions and expanding artistic and  
6 cultural attractions.

7           Local businesses and merchants  
8 also stand to gain from greater pedestrian  
9 traffic and economic activity.

10           I am encouraged that the city is  
11 working with the Fashion Center BID and others  
12 to resolve longstanding issues such as  
13 traffic.

14           We also would encourage the city  
15 to consider appropriately blending both the  
16 Hudson Yards area and the Fashion District.  
17 The very unique aspects of the Fashion  
18 District can provide the new Hudson Yards with  
19 a gateway rather than a barrier to this  
20 existing new development.

21           The Hudson Yards plan is dramatic,  
22 visionary and important to long-term vitality  
23 of midtown and the city in general.

24           On behalf of 450 property owners  
25 and 5,000 small businesses that make up the

1  
2 BID, I respectfully urge you to support the  
3 rezoning plan and help jump start the rebirth  
4 of the entire west side of midtown Manhattan.

5 Thank you.

6 THE CHAIR: Thank you very much.

7 The next speaker is Martin Treat.

8 MR. TREAT: Thanks.

9 I'm Martin Treat, I live at 400  
10 West 43rd Street on the corner of 43rd and  
11 Ninth. I've been there for 16 years.

12 I'm a member of the Hell's Kitchen  
13 Neighborhood Association. I'm on its Board.

14 I'm also a member of the Traffic Committee.

15 I've become active in the last  
16 five years in this group because of the  
17 incredible traffic that exists on Ninth Avenue  
18 as a queue to the Lincoln Tunnel.

19 In all the years I've lived here,  
20 I can categorically say we do not need any  
21 stimulant for development. It seems to happen  
22 on its own.

23 On 42nd Street I've seen six  
24 towers go up in just the last five years,  
25 residential towers and business.

1

2                   We do hunger for transportation on  
3 42nd Street all the way to the river, but  
4 tying it together with this project,  
5 especially a stadium which I'm 15 blocks from  
6 and five blocks from the queue to the Lincoln  
7 Tunnel, I just can't see it happening.

8                   I'm already overwhelmed and fear  
9 for my own safety and the safety of my family  
10 and my neighbors.

11                   And I've been looking at the Draft  
12 Environmental Impact Statement and I have  
13 questions. I can't find 43rd and Ninth on it.  
14 I can't find Ninth Avenue in the forties.  
15 Finally we get a mention at Ninth and 57th  
16 Street and it puzzles me.

17                   Maybe I just haven't read it long  
18 enough. It's a big, big statement. It's got  
19 a lot of graphs on it and I'm not on any  
20 graph, 43rd and Ninth.

21                   Why isn't Ninth Avenue part of  
22 that report?

23                   Wouldn't we be affected even  
24 stronger on weekends now with the stadium and  
25 with events from the Javits Center even more

1

2 than before?

3                   Wouldn't the queue even be longer,  
4 far beyond 57th Street and above?5                   So I've got a real important  
6 question there. If you know the answer,  
7 please let me know.8                   The suggested mitigation on the  
9 Draft Environmental Impact Statement is  
10 pathetic.11                   Working for five years with other  
12 commissions in the city, graciously working  
13 with them, that's what they do recommend,  
14 let's change the lighting timing and things  
15 will be better.16                   If that's all you've got to offer  
17 on that Draft Environmental Impact Statement,  
18 I'm sorry, I can't be for this project.19                   Football is not an Olympic sport  
20 and yet has been used as an excuse to start  
21 things off to spoil my liking for football and  
22 my liking for the Olympics.23                   This plan, tying this sports  
24 complex to it and a stadium spoils the chances  
25 for Olympics, it doesn't increase them.

1

2                   We have a great town with a lot of  
3 auditoriums, a lot of tracks. We could use  
4 those spaces. You don't have to build a  
5 football stadium.

6                   Why isn't football an Olympic  
7 sport, because most of the world doesn't have  
8 cars, and you're going to bring those cars in  
9 across the Hudson River, down from Rockland  
10 County and you're going to spoil our weekends  
11 in our community.

12                   We're backed up from 4:00 to 7:00  
13 every p.m. rush hour and now you're going to  
14 take away the weekends, you're going to take  
15 away Monday nights, plus the extended events  
16 with the Javits Center without mitigation,  
17 real serious mitigation.

18                   New roads, how about that, another  
19 tunnel across, another bridge, another way to  
20 put away all that traffic while you build up  
21 all the money to build this vast complex that  
22 is going to destroy my life.

23                   The DEIS is flawed.

24                   In conclusion, the community input  
25 has not been enough even up to now. Please

1  
2 continue, though, to listen to HKNA plan about  
3 building towers east to west instead of north  
4 to south to cut off our river and please  
5 include more affordable housing.

6 Thank you.

7 THE CHAIR: Thank you.

8 Is there anyone in the room who  
9 would like to speak who has not signed up?

10 We'll tell you what we're going to  
11 do is that we're going to just like take a  
12 ten-minute break and see if anyone arrives who  
13 would like to testify.

14 We want to do that just to make  
15 sure everybody who wants to testify has the  
16 opportunity to do so.

17 So for about ten minutes,  
18 Commissioners, stretch your legs and we'll see  
19 if other people arrive to testify.

20 (A recess was taken)

21 THE CHAIR: We actually have two  
22 more speakers and the first is Amos Hough or  
23 Hough, I don't know, I'm not sure how to  
24 exactly pronounce your name.

25 And after Mr. Hough would be

1

2 Kathleen Treat.

3

MR. HOUGH: Good afternoon.

4

5 My name is Amos Hough, I'm a  
6 member of the New York City AIDS Housing  
7 Network.

8

9 The New York City AIDS Housing  
10 Network is a membership organization comprised  
11 and led by low income people living with HIV  
12 and AIDS, working in a unique coalition with  
13 nonprofit housing providers and AIDS service  
14 organizers -- organizations.

15

16 80 percent of the AIDS cases in  
17 New York State reside in New York City in a  
18 neighborhood affected by the Hudson Yards  
19 plan.

20

21 The rate of the AIDS cases is  
22 three times higher than any other neighborhood  
23 in New York City. In fact, this neighborhood  
24 has the second highest rate of HIV in  
25 Manhattan.

26

27 The proposed Hudson Yard plan is  
28 likely to produce as many as 20,000 new  
29 housing units. However, this is not  
30 guaranteed that any of these new housings will

1  
2 be affordable to low income and moderate  
3 income New Yorkers.

4           The benefit of growth in a Hudson  
5 Yards area must be shared. If they are not,  
6 then the enormous number of people living with  
7 HIV and AIDS residing in this community will  
8 not be able to remain in their communities,  
9 near the health care providers, near the  
10 services they need to save lives.

11           Over 50 percent of the New Yorkers  
12 living with AIDS experience a housing crisis  
13 at some point in their illness.

14           This large scale rezoning is a  
15 perfect opportunity to build desperate needed  
16 affordable housing in neighborhoods on the  
17 west side of Manhattan.

18           The Hudson Yard rezoning should be  
19 amended to include mandatory inclusionary  
20 zoning, include a mandatory amount set aside  
21 for people living with disabilities.

22           I understand that the city is  
23 considering expanding existing programs in  
24 Manhattan to include affordable housing in new  
25 developments. This is positive. However, I'm

1  
2 concerned that this will not create enough  
3 affordable housing units to meet even the  
4 current demand.

5           For New Yorkers living in this  
6 community living with AIDS, the lack of  
7 affordable housing is deadly. We must have  
8 mandatory inclusionary zoning in order to  
9 guarantee that affordable housing units are  
10 built.

11           Developers are required to set  
12 aside a percentage of units as affordable to  
13 low and moderate income households, including  
14 a mandatory amount set aside for people living  
15 with disabilities.

16           We know from other communities  
17 that inclusionary zoning results in more units  
18 of affordable housing. Inclusionary zoning  
19 creates mixed income communities. Affordable  
20 units are in most cases integrated with market  
21 rate development, which creates more units and  
22 ensure that they are not disrupted across the  
23 city.

24           This will address that the housing  
25 needs of a range of New Yorkers at different

1  
2 income levels by producing both affordable  
3 condominium and rental units.

4 This area needs a diverse, stable,  
5 medically appropriate, affordable housing  
6 stock to serve the needs of all New Yorkers,  
7 and the only way to make this happen is to  
8 include mandatory inclusionary zoning as part  
9 of the Hudson Yards plan.

10 Thank you for this opportunity to  
11 testify.

12 THE CHAIR: Thank you, Mr. Hough.  
13 The next speaker will be Kathleen  
14 Treat.

15 MS. TREAT: I'm Kathleen Treat,  
16 Chair of the Hell's Kitchen Neighborhood  
17 Association. We are a grassroots group, 400  
18 strong and our membership is growing every  
19 day.

20 The Hell's Kitchen Hudson Yards  
21 Alliance plan for the Hudson Yards includes  
22 much more green space, much more open space.  
23 It's a user friendly plan for rational growth  
24 with equal parts housing to commercial space.

25 Yorkville and Gramercy Park used

1  
2 to be considered real New York neighborhoods  
3 with their own distinctive characters.

4 Hell's Kitchen is still a real  
5 neighborhood. Hell's Kitchen is New York  
6 City's history.

7 Our Settlement House, Hartley  
8 House, just celebrated its 100th birthday.

9 We have at Holy Cross Church three  
10 and four generations of parishioners, same  
11 families.

12 We have a shoe repair on Ninth  
13 Avenue that's been there since the second  
14 world war.

15 We have Greek pastry shops, same  
16 thing, three, four generations.

17 For 15 years I've bought my fish  
18 from the same shop.

19 I have a favorite butcher.

20 This is my community.

21 And we don't reject growth, not at  
22 all. There's a great deal we would like in  
23 our community.

24 We want it to be on a human scale.

25 We want what all communities need,

1  
2 mixed use buildings, playgrounds, genuinely  
3 affordable housing.

4 We want good schools for our kids.

5 I'd like a soccer field.

6 Streets that are safe for  
7 pedestrians to walk on.

8 We want clean air, more trees.

9 We don't need a stadium.

10 THE CHAIR: Thank you, Miss Treat.

11 Are there any other speakers who  
12 haven't signed up who would like to speak?

13 MR. REILLY: I signed up but I was  
14 out, No. 151.

15 THE CHAIR: Did you sign up, I'm  
16 sorry?

17 MR. REILLY: I did sign up, yes.

18 THE CHAIR: What's your name  
19 again?

20 MR. REILLY: Gorman Reilly of  
21 CIVITAS.

22 THE CHAIR: I somehow don't have  
23 your -- Jackie, would you make sure --

24 MR. REILLY: No. 151.

25 THE CHAIR: We called you before

1  
2 and so it's fine for you to speak. Please  
3 come up to the microphone.

4 Mr. Gorman Reilly.

5 MR. REILLY: Good afternoon.

6 I'm Gorman Reilly, President of  
7 CIVITAS Citizens, Inc.

8 CIVITAS is a voluntary  
9 not-for-profit organization concerned with  
10 land use, planning and neighborhood issues  
11 principally on the east side and East Harlem.

12 However, we do feel compelled to  
13 speak out on the Hudson Yards proposal by  
14 reason of its importance to the future  
15 development of Manhattan and its implications  
16 for zoning change elsewhere in the city.

17 Although we see no immediate need  
18 for additional office and residential  
19 development that could not be met elsewhere in  
20 Manhattan, primarily in Lower Manhattan,

21 CIVITAS recognizes over the long-term there is  
22 likely to be demand for mixed use development  
23 on the far west side of Manhattan.

24 We oppose the building of a sports  
25 stadium and exhibition facility over the

1  
2 western rail yards.

3           The principal advantage of a  
4 sports stadium and exhibition facility is the  
5 prospect of providing the city with an early  
6 cash flow from anticipated lease payments.

7           However, this advantage is likely  
8 to be -- is far outweighed by the following  
9 consequences of building the proposed  
10 stadium/exhibition space:

11           A, it will cut off the area east  
12 of Eleventh Avenue from the waterfront.

13           B, it precludes development of  
14 this two-block area for high-value residential  
15 development.

16           And C, it will cause serious  
17 traffic congestion on event days and deadened  
18 street life on non-event days.

19           Further consideration needs to be  
20 given to the following important  
21 transportation issues:

22           One, creating an alternative  
23 north-south transit route along the existing  
24 Tenth Avenue railroad cut and the High Line  
25 structure for that matter.

1

2                   Secondly, extending the No. 7 line  
3 to Penn Station from Eleventh Avenue and 34th  
4 Street.

5                   And third, expanding transit  
6 capacity into mid-Manhattan especially from  
7 west of the Hudson River.

8                   CIVITAS is concerned by the  
9 dangerous precedent for other areas of the  
10 city that could result from the scheme for  
11 transferring development rights throughout the  
12 entire Hudson Yards Zoning District by  
13 purchase of district improvement bonuses or by  
14 other means.

15                   To the extent that such transfers  
16 are justified on economic grounds to defray  
17 the cost, and they are considerable, of  
18 infrastructure, the transfer should be  
19 strictly limited and not used to produce  
20 excessive building heights.

21                   Further, the transfer program  
22 aggravates a bias in favor of tall office  
23 buildings with floor area ratios as high as 24  
24 over residential buildings with lower  
25 permitted FAR.

1

2           The Department of City Planning we  
3 believe should have first developed a new  
4 citywide master plan before undertaking such a  
5 far-reaching zoning proposal for the Hudson  
6 Yards.

7           Specific provisions similar to  
8 those used at Battery Park City need to be  
9 built into the proposal to ensure the creation  
10 of affordable housing.

11           Also, incentives need to be  
12 provided for the building of moderate income  
13 housing within the rezoned district.

14           And finally, CIVITAS urges that  
15 adequate funding be provided for maintenance  
16 of any parkland or open space that is created.

17           Thank you for your consideration.

18           THE CHAIR: Thank you for your  
19 testimony.

20           Is there anyone else that hasn't  
21 spoken who would like to do so?

22           I want to remind everyone that the  
23 record for the DEIS will remain open for  
24 comments for ten days.

25           The hearing is now closed.

1

2

Thank you all.

3

(Time noted: 4:45 p.m.)

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C E R T I F I C A T E

STATE OF NEW YORK )

ss.

COUNTY OF NEW YORK )

I, Ann Brunetti, a shorthand  
reporter and notary public of the State  
of New York, do hereby certify:

That the foregoing, pages 361  
  
through 435, taken at the time and place  
aforesaid, is a true and correct  
transcription of my stenographic notes,  
to the best of my ability.

IN WITNESS WHEREOF, I have  
hereunto set my hand this 26th day of  
September 2004.

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Ann Brunetti

