

COMMUNITY BOARD 9 MANHATTAN 197-a PLAN

Hamilton Heights

Manhattanville

Morningside Heights

September 24, 2007
New York, NY



ACKNOWLEDGEMENTS

The plan presented herein builds on and incorporates many of the recommendations included in the CB 9M 197-a Plan entitled *Sharing Diversity Through Community Action* submitted to the Department of City Planning in December 1998 and March 2001. That plan version was made possible through the financial and cooperative efforts of the Office of the Manhattan Borough President, along with Columbia University Planning Studio and numerous consultants.

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INTRODUCTION

Manhattan Community Board 9 (CB 9) is pleased to present a 197-a plan to address the future of this community district, to build on its strengths, and to encourage the growth of a healthy, viable, diverse and sustainable community. In part, the 197-a plan reflects the Community Board's intent to develop a framework to guide decisions concerning a spate of anticipated public and private sector land use initiatives which will inevitably alter the community's demographic profile and shape its future growth.

The plan represents the result of a planning process in which CB 9 residents expressed a vision for the future development of their community. Its recommendations consider the entire community district with a particular focus on Manhattanville, as it is the most likely area for intensive future development. The underlying goals of this 197-a plan are to:

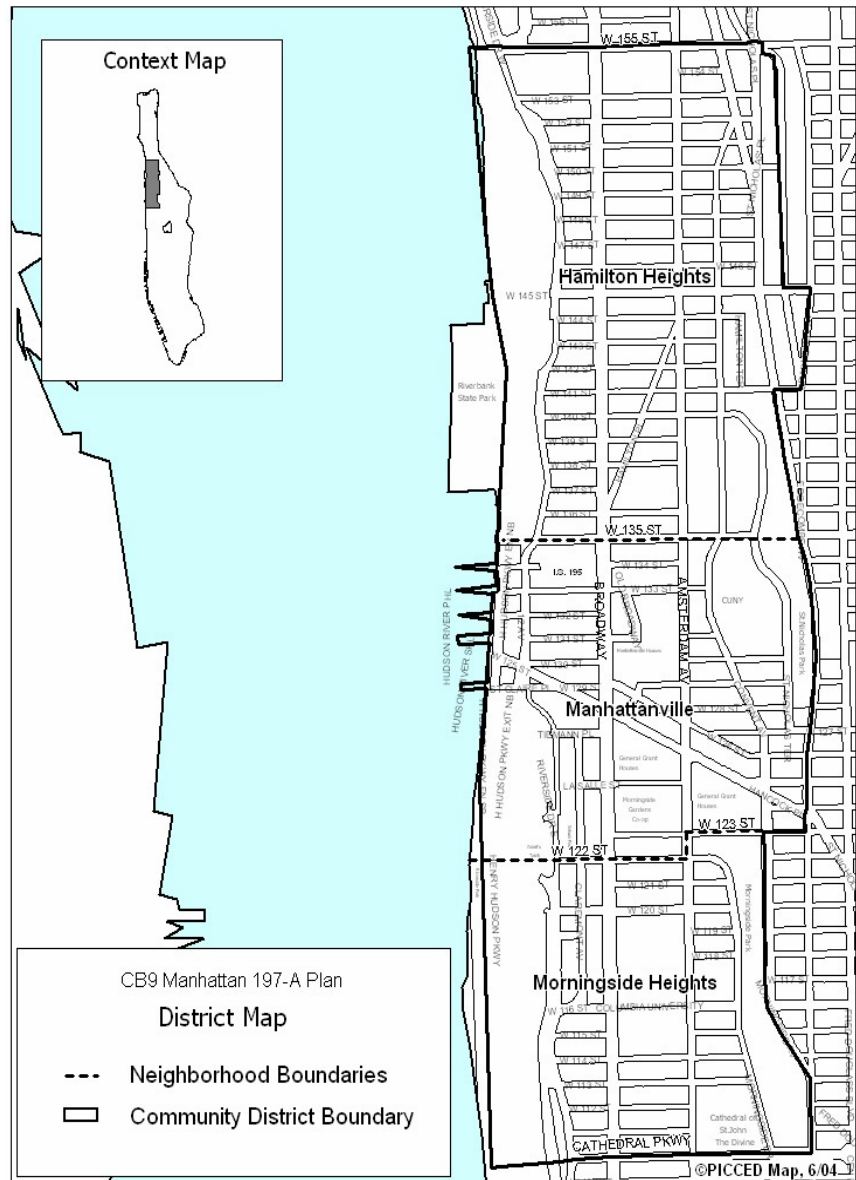
- ❖ Build on the strong social, economic, and cultural base of the district through a sustainable agenda that would recognize, reinforce and reinvigorate this ethnically and culturally diverse community;
- ❖ Ensure that development in the district is compatible with the existing and historic urban fabric and keeps with the neighborhood's character;
- ❖ Create the conditions to generate good jobs for its residents;
- ❖ Provide housing and services that are affordable to the community;
- ❖ Provide for future growth while preserving the district's physical and demographic character without displacement of existing residents.

In addition, the 197-a plan proposes a range of actions that would help assure that the environment is protected, that housing opportunities for low, moderate and middle income CD 9 residents are protected and expanded, and that the creation of stable jobs with opportunities for advancement and of new, locally owned businesses, as well as the protection of existing businesses would be undertaken in concert with but independent of the proposed zoning and land use recommendations contained in the Plan. One method proposed by CD 9 to achieve these goals is to enter into a community benefits agreement with public, private, or not-for profit developers engaged in any large scale development in the district.

STUDY AREA

The designation of Community District 9 (CD 9) in 1967 brought together three neighborhoods that had commonly been known as Morningside Heights, Manhattanville and Hamilton Heights. The district is defined in part by Manhattan's gridded street system and in part by Upper Manhattan's natural topography. W. 110th and W. 155th Streets mark its southern and northern borders, while the Hudson River is the western boundary, and a linear park system along the Fordham Cliffs (comprised of Morningside Park, St. Nicholas Park, and Jackie Robinson Park) generally makes up its eastern boundary. The district's eastern boundary is more definitively defined by Manhattan and Morningside Avenues, from W. 110th to 123rd Streets; St. Nicholas Avenue, from W. 123rd to W. 141st Streets; Bradhurst Avenue, from W. 141st to W. 145th Streets; and Edgecombe Avenue, from W. 145th to W. 155th Streets. [See Map 1: Community District].

Map 1: Community District



HISTORY AND COMMUNITY CHARACTER

The rise and fall of the long schist ridge with the valley between the district's north and south stretches helped define some of our nation's crucial historic events, including the Battle of Harlem Heights which was the Americans' first victory of the Revolutionary War. The topography also defined the early development pattern of the district: a valley with factories and a ferry-landing bordered by high quality residential buildings as well as educational and religious institutions in the northern and southern heights, all with unencumbered Hudson River views and access. Large parks, such as Riverside, Morningside, and St. Nicholas, were designed to make dramatic use of the steeply rising rock formations. The 1904 opening of the first official Manhattan subway system, the Broadway IRT line running from City Hall to 145th Street, provided access and further encouraged migration to the area.

The district today remains largely typical of this mid- to late-nineteenth century development pattern. Notwithstanding property deterioration in some pockets, the architectural legacy of the district is clearly evident.

CD 9 hosts two designated historic districts and is the only district in Manhattan with two National Historic Landmarks, Grant's Tomb and Alexander Hamilton's summer estate, Hamilton Grange.

In the southern portion of the district, Morningside Heights is home to several major academic and religious institutions, including Columbia University, Barnard College, and the nation's largest gothic cathedral, the Cathedral of St. John the Divine. This area has strong commercial corridors along Broadway and Amsterdam Avenue, and has a strong housing stock, primarily apartment buildings. Manhattanville, the oldest town in the district, contains an industrial area, world-renowned viaducts, two of the New York City Housing Authority's most successful post-war developments, and a commercial strip along 125th Street. Hamilton Heights, the northernmost section of the district, is primarily a residential area that contains the Hamilton Heights and Sugar Hill Historic Districts, as well as the City College campus and Riverbank State Park.

In addition to the above mentioned, a portion of the waterfront north of 125th Street is unfortunately home to several environmentally burdensome facilities: a marine waste transfer station (now closed), Metropolitan Transit Authority bus depots, and the North River Pollution Control Plant.

CD 9 remains an increasingly attractive destination for persons of all backgrounds and aspirations. The district's population represents 7.3% of Manhattan's population and 9.6% of Manhattan's population growth between 1990 and 2000. However, the median household income in CD 9 (\$29,743) is only 63% of the median income for Manhattan (\$47,030), and 78% of the median income for the City overall (\$38,293). In addition, unemployment, at 18%, is almost double the Manhattan rate. Community residents are committed to encouraging economic development while meeting the district's need for affordable housing, good jobs, and preserving the ethnically and economically diverse character which has characterized this district for decades.

PLANNING PROCESS

Community Board 9 officially started its 197-a planning process in 1991 when it solicited technical assistance from a number of consultative sources. In January 1991, Elliott Sclar, professor of urban planning at Columbia University, was contracted by CB 9 to develop the framework for the 197-a plan. In June 1991, Sclar submitted a report to CB 9 that outlined key recommendations that CD 9 should pursue as part of its 197-a plan. In 1992, Harry Schwartz, a private planning consultant took the 197-a planning process further using Sclar's recommendations and research as the foundation for his work. Through a series of public forums, Schwartz helped the Board crystallize a vision for the plan. In 1993, Rex Curry, a consultant with the Pratt Institute for Community and Environmental Development (PICCED), advanced the 197-a plan by producing a draft in June 1994 that addressed youth issues and opportunities. In 1994, the Manhattan Borough President's Office assumed a formal technical assistance role and worked with the Board to produce a comprehensive draft plan that synthesized the work produced by previous consultants.

After a draft plan was produced in 1997, it was further revised and supplemented through a collaborative process between the Board and a Columbia University graduate urban planning studio. A draft plan entitled *Sharing Diversity through Community Action* was passed onto the Board to be modified and prepared for submission to the Department of City Planning. The Board submitted the plan to the City in December 1998; it was subsequently returned for reconsideration of various aspects of the plan and completion.

In early 2003, Community Board 9 began working with a team of planners from PICCED to revise the plan for resubmission and to reflect new conditions.

Picture 1: Community Forum at CUNY, July 2004



A committee comprised of Community Board members, a planner at the Harlem Community Development Corporation, and PICCED planners met regularly for over 20 months and held monthly public meetings to get community input on the plan's recommendations as they were being formulated [See Appendix I: Meetings Log]

Three community-wide forums to solicit feedback on the draft recommendations were held throughout the summer and early fall 2004. Drafts of the recommendations have been shared with the public at large and with affected agencies and elected officials.

As a result of the series of meetings and forums described above, a Community Feedback table was created to address each issue and set out an action. These valuable concerns have guided the plan recommendations from the beginning of the process. [See Appendix II: Community Feedback].

On October 21, 2005 Community Board 9 held a full board session to vote on the submission of this plan and it was unanimously approved.

CONSISTENCY WITH CITY POLICIES

This plan is consistent with a number of City and borough policy documents including the ten-year Capital Strategy, Fiscal Years 2000-2009; the Manhattan Borough President's Strategic Policy Statement (2002); the Comprehensive Manhattan Waterfront 197-a Plan (1997); and the New York City Waterfront Revitalization Program (1999) [See Appendix III: Relationship with Applicable Policy Documents].

A draft of the 197-a Plan Recommendations was sent to relevant city agencies seeking their input on the plan. [See Appendix IV: Letters to Agencies and Elected Officials].

Recent Initiatives

For a variety of reasons, CB 9 is a community on the cusp of major change. During the last five years, numerous initiatives have been introduced in the district. In 2000, West Harlem Environmental Action (WE ACT) and Community Board 9 prepared a draft of a community-based plan for the Manhattanville Piers called *Harlem on the River*. This plan provided recommendations to improve the environment and promote sustainable economic and community growth.

In 2002, the New York City Economic Development Corporation (EDC), using some elements of the *Harlem on the River* plan, completed the *West Harlem Master Plan* (hereafter referred to as the "Master Plan"). A major objective of the Master Plan was to develop a critical path for the economic development of Manhattanville, primarily the redevelopment of the Hudson River piers that enhances the character of the neighborhood and fulfills the visions of the community. The Master Plan included the following recommendations:

Waterfront Improvements:

- New piers at the foot of 125th Street that will provide for water-related activities, including fishing, kayaking/small boats, ecological education, historic vessels, and an excursion boat or ferry service.
- The creation of a two-acre waterfront park, with seating, landscaping, and passive recreation. A promenade and bike trail will be parallel to the water's edge, providing a link to the waterfront greenway that lines the circumference of Manhattan. It was also proposed that a small building might include a café, park maintenance, future ticketing for excursion/water taxi service, and/or community/not-for-profit space.

Current Status:

In June 2003, Community Board 9 approved a resolution supporting most of the material elements of the Master Plan as it relates to the waterfront design. Concurrent with the release of the Master Plan, the City, State, and Upper Manhattan Empowerment Zone committed over \$12 million to implement all aspects of the waterfront improvements, with the exception of the small building. Construction is underway and according to EDC, the plan completion date is April 2008..

Transportation Improvements:

- Streetscape improvements along 12th Avenue and 125th Street
- Improved bus service and development of an appropriate bus terminus/stop
- Potential Metro North commuter rail stop at 125th Street and 12th Avenue
- Reconfiguration of the Henry Hudson ramps and partial closing of Marginal Street

Current Status:

In summer 2004, EDC--with input from Community Board 9 and Columbia University—began the first concrete step toward implementing the Master Plan’s transportation recommendations by selecting a design consultant to develop conceptual and final designs of streetscape and intermodal improvements generally along West 125th Street between Old Broadway and the Hudson River. The stated goal of this streetscape improvement project is to contribute to the revitalization of Manhattanville by:

- Establishing a better connection between the upland community and the waterfront
- Creating an attractive and lively street environment along West 125th Street
- Connecting the streetscape with the surrounding environment
- Developing a viable transportation network that effectively links Manhattanville to adjacent neighborhoods and the wider region
- Encouraging use of existing and future mass transit

It is anticipated that the conceptual and final design of streetscape improvements may include, but not be limited to, widened sidewalks, bicycle lanes, new street lighting and furniture, plantings and way-finding. The streetscape improvements are also intended to facilitate intermodal connections, creating a connection between the subway, bus, bikeway, ferry/water taxi, and possibly commuter rail service. As such, the scope of the project will entail the planning and design of a street-level bus staging at 12th Avenue and 125th Street, as well as design solutions for connections to both a future MTA Metro North stop at 125th Street, and planned ferry service at the waterfront.

Funding for this design project will come from Columbia University. Funding for construction has been secured through the reauthorization of the Federal “TEA-21” transportation bill, known as “T-3.” The total construction budget is estimated to be \$12 million. Federal construction dollars for the streetscape project have been secured. A 20% local match is needed to spend the federal dollars. EDC reports that the local match is in the final budget.

Upland Development:

Improvements to the waterfront and transportation networks are intended to encourage new private development. The Master Plan also recommended changes in zoning in order to allow for a greater mix of uses and an increase in allowable bulk in Manhattanville, currently zoned for low density manufacturing.

Current Status:

During the last few years, Columbia University has begun to acquire a series of sites in Manhattanville with a stated intent to build another campus. Columbia University is currently expected to submit a Uniform Land Use Review Procedure (ULURP) application to change the

current low density manufacturing zoning in Manhattanville to a high-density designation in order to accommodate institutional and commercial uses.

In addition, other rezoning and transportation studies within the area are currently underway. In early 2004, DCP in coordination with EDC convened a multi-disciplinary interagency working group to engage in the 125th Street “River-to-River” Study. This group will formulate a comprehensive planning development framework for transforming 125th Street into a premiere 24-hour, commercial and cultural destination corridor. Its recommendations are expected to include zoning changes, targeted public investments (with an emphasis on transportation and infrastructure), and streetscape and urban design guidelines. Additionally, a Harlem/Morningside Heights Transportation Study was initiated by the Department of Transportation in cooperation with numerous City and State agencies, elected officials, civic and community organizations and the Manhattan Borough President’s Office to assess existing and future traffic and transportation needs and to generate recommendations to safely accommodate future transportation needs.

All these plans and land use initiatives present an opportunity to create changes that have the potential to generate needed jobs and services; encourage the development of housing that is affordable to community residents; improve transportation, infrastructure and the quality of life in general; mitigate environmental burdens; and preserve the architectural heritage of the district.

The 197-a plan also provides a framework to guide near term decisions within the context of the community’s vision for the entire district. In particular, five issues drive the plan:

- A need to improve the quality of life of its residents.
- A need to preserve historical building patterns and neighborhood scale
- A need to encourage the creation and development of job-intensive businesses to benefit local residents.
- A need to allow for population growth in a manner that promotes diversity of incomes without displacement of existing residents
- The need to significantly improve the social, cultural and economic opportunities for residents by encouraging the qualitative development of the area while preserving and enhancing the built and natural environment for present and future generations.

The plan will be resubmitted as part of the official 197-a process and is intended to be a guideline for future development and a tool to monitor change. An adopted plan serves as a policy to guide subsequent actions by city agencies, and city agencies are urged to consider adopted 197-a plan recommendations as guidance for pertinent actions. The community board intends to monitor the implementation of the adopted 197-a plan recommendations in a number of ways. As part of the budget consultation process, the community board plans to work with the affected agencies toward the goal of implementing the capital budget recommendations of the plan. The community board will also promote service-related recommendations in the community board’s monthly district cabinet meetings with City agency representatives. Important recommendations will be highlighted in the community board’s annual District Needs Statement which is distributed to City agencies and elected officials.

SUMMARY OF ISSUES AND RECOMMENDATIONS

Land Use and Zoning

Issues

Current zoning in CD 9 is for the most part residential, zoned R7-2 and R8. The major streets and avenues have a commercial overlay (C1-2 and C2-4). Buildings in the district were constructed mainly during the late 19th and early 20th centuries.

There are also two small industrial areas in CD 9 zoned for manufacturing uses (M1-1, M1-2, M2-3 and M3-1). Several manufacturing firms, distribution warehouses, and auto-related establishments are among the industrial uses located here.

There are several competing needs of paramount importance within CD 9. Employment and training opportunities are limited, exasperating the critically high unemployment rate. New York City is at risk of losing viable industrial employers, a sector that employs 15% of district residents.

With the lack of sizable vacant sites and the desire of the community to maintain its existing historic community scale and character, development must be well thought out, deliberate and directly benefit district residents and businesses.

Recommendations

- ❖ Establish a special purpose zoning district in Manhattanville that will balance the mixed use needs of the district
- ❖ Pursue public and private efforts to implement the non-land use recommendations contained in the 197a Plan in CD9
- ❖ Proscribe Eminent Domain for conveyance to private parties
- ❖ Study and adopt contextual zoning
- ❖ Utilize inclusionary zoning to create affordable housing
- ❖ Explore development of underbuilt sites

Urban Design, Open Space and Historic Preservation

Issues

While home to many large, well-known parks (Morningside Park, Riverside Park, Riverbank State Park and St. Nicholas Park), busy streets and a rugged topography present challenges regarding access, particularly for young children, the elderly, and the physically challenged. In addition to a new waterfront park on the Hudson, a greater diversity of green and open spaces—via tree-planting, greenways, linear and pocket parks – is needed throughout the area to reduce the urban heat island effect, reduce particulate matter in the air, and to provide recreational and overall health benefits and aesthetic amenities in the district.

The building stock in CD 9 is rich in architectural diversity and quality. While there are many designated landmarks and a few historic districts, many buildings of architectural and historical significance remain unprotected by landmark status. Particularly in light of future development, the inventory of historic districts and landmarked buildings should be expanded to preserve, protect and enhance the community's aesthetic, cultural and historic character.

Recommendations

- ❖ Support development of the Manhattanville Piers on the Hudson River
- ❖ Provide trees, greenways and parks
- ❖ Expand landmarks and historic district designations

Transportation and Transit

Issues

CD 9 is generally well served by local subway lines (running north to south) however the area is underserved by express lines, with only two express subway stops. The physical layout and topography of CD 9 limits where bus service can occur. On the streets where there is bus service, the lines are inadequate to meet the needs of district residents and other riders.

Disproportionately high amounts of vehicular traffic, including trucks, with through traffic to and from the Henry Hudson Parkway, creates congestion. The physical layout of CD 9 makes walking a practical and efficient way of traveling, provided there are safe, well-lit and well-paved walking paths and sidewalks. However, the volume of vehicular traffic makes it difficult for pedestrians to move around safely and efficiently.

Parking is inadequate throughout the district, especially near the various academic institutions and public facilities such as police precincts. Car ownership has increased significantly, while on-street parking has remained in very short supply. Due to the scarcity, illegal and double-parking are common occurrences on local streets and vacant lots. The lack of parking is not only a nuisance for car owners, but also for those who live near honking from parked cars attempting to vacate their spaces and from cars trying to slip through the narrowed streets.

Recommendations

- ❖ Improve transportation in the district
- ❖ Consider providing affordable municipal parking
- ❖ Develop a street management plan for the district
- ❖ Establish a network of bike paths throughout the district, with municipally constructed / sponsored bicycle parking areas
- ❖ Restrict development of pedestrian bridges in CD 9

Economic Development

Issues

The district is home to a variety of businesses ranging from local retail stores to industrial uses; a portion of CD 9 is located within the Upper Manhattan Empowerment Zone. However, given the 18% unemployment rate in the area, more needs to be done to encourage economic development that benefits community residents.

If well-crafted, the potential rezoning of Manhattanville can accommodate the expansion of existing businesses and commercial opportunities which are critical to the development of the district and to attaining high levels of local job creation. Allowing for a mixture of production/light manufacturing, commercial, retail, cultural, and residential uses within the community is one of a number of the recommended strategies to achieve these economic development objectives.

Recommendations

- ❖ Identify or create an entity or organization to undertake economic development activities
- ❖ Support local business development and improvements
- ❖ Study the expansion of commercial development along 125th Street from Morningside Avenue to the Hudson River
- ❖ Study replacement of the closed Amsterdam Avenue municipal diesel bus depot in proposed Special Purpose Sub-district 3
- ❖ Study partnership with any significant developer, CB 9 and businesses to identify economic development opportunities

Environmental Protection and Sustainability

Issues

Local residents and environmental groups have expressed their objections to an over concentration of environmentally threatening facilities in the district: two municipal diesel bus depots (one used for daily storage), a closed marine transfer station, and a pollution control/sewage treatment plant. These burdensome land uses (and their associated activities, such as idling trucks and buses) compounded with vehicular traffic on the major roads and highways that cut through CD 9 are together responsible for the vast majority of pollution and poor air quality in the district.

Any potential large-scale development within the district will require strategic and careful attention during the consideration of potential uses, and planning and construction of new buildings for such uses: all efforts should be made to not only build “green,” but to mitigate the inevitable negative consequences of construction (noise, pollution, street closings/re-routings, and more), as well as mitigate any potential health, environmental and safety risks to the community.

Recommendations

- ❖ Furthering the Mayor's PlaNYC, establish strategies for waste prevention and the creation in CB 9 of the City's first Zero Waste zone
- ❖ Accelerate the conversion of the MTA diesel bus depot on 12th Avenue to compressed natural gas facility as promised by the MTA years ago
- ❖ Establish safety and pollution prevention strategies
- ❖ In accordance with PlaNYC, establish high performance (green) building design standards for large-scale new construction or rehabilitation within CD 9
- ❖ In accordance with PlaNYC, establish planting / green roofing strategy where appropriate within CD 9

Housing

Issues

There is a citywide shortage of affordable housing, which is also reflected in this district. For example, 41% of the households in CD 9 are rent-burdened, paying more than 30% of gross income in rent. Furthermore, 23% of CD 9 households are paying more than 50% of their income in rent. Any major development will inevitably create even greater demand for housing for all income groups and will therefore intensify the need for housing units that are affordable to low, moderate and middle income families and individuals.

In conjunction with any rezoning and development plans, measures must be taken to ensure that new and existing housing stock is economically accessible to the district's diverse population. Without such measures, primary and secondary displacement of existing residents will occur.

Recommendations

- ❖ Increase the number of housing opportunities for low, moderate- and middle income residents, including seniors
- ❖ Study Underbuilt sites for development of affordable housing
- ❖ Encourage the development of a Community Land Trust
- ❖ Retain and improve large scale housing sites
- ❖ Preserve existing affordable housing

Community Facilities

Issues

Students in the CD 9 public schools suffer from many of the same negative conditions as students around the city: overcrowding; shoddy conditions and maintenance. Also, CD 9 and upper Manhattan in general face a shortage of high schools. CD 9's only high school, A. Philip Randolph High School, is a magnet school and therefore does not serve the local community exclusively.

In addition, when compared to other Manhattan community districts, CD 9 is in short supply of public head start day care centers, private group day care, senior centers, nursing homes, libraries and hospitals.

Throughout the 197-a planning process, a number of community members have expressed frustration over a critical shortage of after-school-type recreational facilities. Children from 5 to 11 years increased 16.6% in the past decade and children 12 to 17 years increased 11.4%, underscoring the critical need for these facilities in CD 9.

Recommendations

- ❖ Work with the School Construction Authority and the Department of Education to identify potential sites (such as former PS 186) for the creation of new public schools to help alleviate overcrowding in the existing schools
- ❖ Explore ways to improve the availability of needed services for the aged and young people such as senior citizen centers, youth recreation centers and head start programs
- ❖ Study feasibility of providing multi-generational arts and cultural facilities

EXISTING CONDITIONS

A. POPULATION CHARACTERISTICS

(Please see Appendix A for tables and graphs with Census data that helped generate the narrative below.)

Total population and age

According to the 2000 Census, there were 112,057 people living in CD 9. This is a 4.2% increase from 1990, a growth rate that was slightly higher than Manhattan's for the same period (3.3%) but less than half the 9.4% growth rate that New York City as a whole experienced [See Table A-1: Total Population]. Two notable areas of growth have been children 5 to 11 years (+16.6%) and 12-17 years (+11.4%). Two age cohorts that shrank during the decade were children under 5 (-11.2%) and people 65 and over (-8.8%) [See Table A-2: Population by Age, Figure A-1: Change in Age Groups, 1990-2000].

Race and ethnicity

CD 9 is a racially diverse area, particularly when compared to the whole borough of Manhattan. The 2000 Census showed that it is about 17.6% Non-Hispanic White, 30.9% Non-Hispanic Black, 8.3% Non-Hispanic Asian and other races and 43.2% Hispanics/Latinos. Manhattan's population is 45.8% Non-Hispanic White, 15.3% Non-Hispanic Black, 8.3% Non-Hispanic Asian and other races and 27.2% Hispanics/Latinos [See Table A-3: Race & Ethnicity and Map A-1: Population by Race].

Community District 9 became more Hispanic/Latino between 1990 and 2000 and did so at a higher rate than Manhattan and New York City overall; in fact, Hispanic/Latinos grew as a percentage of the CD 9 population from 35.4% to 43.2% whereas they only grew by less than 2 percentage points in Manhattan and by little over 3% in New York City. Therefore, Community Board 9 has a higher proportion of its population listing themselves as Hispanic/Latinos (43.2%) than Manhattan (27.2%) and the city (27%) [See Figure A-2: Hispanic/Latinos as Part of the Population].

Immigration

As an indicator of immigration, many people who live in CD 9 speak languages other than English, and among those people, they have varying degrees of English-speaking ability. Almost 50% of people who live in CD 9 speak English only, a drop from 56.8% a decade earlier. Sixteen percent (16%) of CD 9 residents don't speak English well, if at all, representing a 30% increase over the past decade.

Another statistic shows that 40% of all CD 9 residents speak Spanish and a bit over 11% speak Asian-Pacific and/or other languages [See Table A-4: Ability to Speak English and Figure A- 3: Spoken Languages in 1990 & 2000].

B. LAND USE AND ZONING

(Please see Appendix B for tables and graphs with property data that helped generate some of the narrative below.)

Overview

The land use and zoning vision that this 197-a plan puts forth is one that strives to preserve the character of CD 9 while also enhancing its potential for the type of development that could benefit the surrounding community. In Manhattanville, the plan proposes the creation of a customized zoning district that guides the real estate market to create a balance of production/light manufacturing, retail, and community facilities while ensuring that certain physical elements (i.e., height limits, consistent street walls and visual corridors) are in place. A “special purpose” zoning district could do this and should be carefully crafted to: 1) build on the economic/business viability of Manhattanville by creating a stable climate for business investment (in other words, accommodating current businesses and new ones who may want to move there); 2) allow for the broadest possible mix of uses; 3) maintain the predominant existing building height pattern and visual corridors; 4) provide visual transparency for pedestrians; and 5) protect the Broadway-IRT and Riverside Drive (12th Avenue) viaducts from new encroaching structures; and 6) preserving and enhancing the built and natural environment.

In addition, in order to preserve the aesthetic quality and historic character across the district, the plan proposes the study and adoption of contextual zoning. Contextual districts were developed in the 1980’s mainly because new residential development was often incompatible with the preexisting character and configuration of older neighborhoods. These zones, which have expanded to include commercial and mixed use (residential/manufacturing) districts, are generally identified with the suffix A, B and X, and are termed contextual because they maintain the preexisting built form and character of the community while providing appropriately scaled new development opportunities.¹

The Recommendations section spells out this land use and zoning vision in much more detail. What follows below is a description of the current conditions related to zoning and land use.

Existing zoning

CD 9 is mostly a residential area, and unsurprisingly, most of the zoning is residential. This limits the diversity and amount of job-intensive activity within CD 9, because there is only a limited number of areas within the district that are zoned for commercial and manufacturing development. The residential zoning allows the development of community facilities, such as educational and health-related uses, which significantly impact employment and economic activity in CD 9.

R8 zoning covers vast portions of the western part of the community district while R7-2 is the predominant residential zone in the eastern part. These zoning designations permit a variety of residential building types and a mix of bulk, height and setback, including “Tower-in-the-Park” development [See Map B-1: Zoning]. R8 and R7-2 districts allow residential development up to 6.02 FAR and 3.44 FAR, respectively. Both zoning districts also allow community facility uses, such as schools, churches and day care centers up to 6.5 FAR.

C1-2 and C2-4 commercial districts are mapped along Broadway, Amsterdam Avenue, W. 125th Street and W. 145th Street. They do not stand alone, but are mapped as overlays in residential zones to allow for the provision of local services. C1 districts accommodate the retail and personal service shops needed in residential neighborhoods. Typical uses include grocery stores, small dry cleaning establishments and

¹ See Zoning Handbook by New York City Department of City Planning; July 1990

barber shops. Regulations limit commercial use to one or two floors. C2 districts permit a wider range of local retail and service establishments than C1 districts and are intended to serve a larger geographic area. Additional uses permitted in C2 districts include funeral homes, business and trade schools and small bowling alleys. Regulations in C2 districts also limit commercial use to one or two floors.

The industrial/manufacturing area along the Hudson River is zoned M1-2, M2-3 and M3-1. Generally, M1 districts are an industrial front yard or a buffer to adjacent residential or commercial districts. Light industries and wholesale service facilities are typically found in M1 areas. Retail, commercial and office uses are also permitted; however, food stores over 10,000 square feet are allowed by special permit. Community facilities, such as religious buildings, clubs, community centers, medical offices are permitted only by special permit. Only houses of worship in Use Group 4A are as-of-right. Use Group 4B is also permitted as-of-right in M1 zones, and schools (Use Group 3) are allowed by special permit.

East of Broadway, a M1-1 district is mapped on portions of three blocks generally bounded by West 126th and West 130th Streets and Amsterdam and Convent Avenues. Typical uses include warehouse storage and MTA-related uses. A large number of warehouses and industrial buildings in this area provide opportunities for increased economic activity.

Residential development is not allowed in manufacturing districts. It is allowed, however, in mixed residential/manufacturing districts such as the MX and other special mixed use districts (which aren't currently mapped in CD 9).

Finally, a zoning tool called contextual zoning was created in the 1980s to protect neighborhoods with a strong building height context. Contextual zones were initially applied in several Manhattan neighborhoods such as the Upper East Side and Upper West Side. Specifically, West End Avenue, Broadway (below W. 110th Street) and major cross streets such as 72nd Street were some of the streets that were mapped with contextual zones. Contextual zoning reinforces the historic development patterns of older neighborhoods, such as CD 9, and would establish predictable building forms that are compatible with the area's built character. Further, under contextual zoning, the differential between residential and community facility uses is greatly reduced or eliminated. Contextual zoning also mandates maximum street wall and overall height limits for all buildings. Above street walls, contextual zoning requires that buildings be set back (10 feet from the street line on wide streets, 15 feet on narrow streets) to reduce their visual impact from the street level.

In 2003, a contextual rezoning was approved for a 48-block area bounded by West 110th and West 124th streets, Adam Clayton Powell Boulevard and Morningside Avenue. The rezoning area included one block within CD 9, bounded by Hancock Place, West 123rd Street, Morningside Avenue and Manhattan Avenue. Along Morningside Avenue and West 123rd Street, the block was rezoned from R8 and R7-2 to R8A and R7B, to preserve the block's existing built context. R8A and R7B districts allow residential development up to 6.02 FAR and 3.0 FAR, respectively. Along Hancock Place, the block was rezoned from R7-2 to C4-4D (6.02 residential FAR, 3.4 commercial FAR), to enhance development opportunity, while ensuring that future development will be architecturally sympathetic to the area's built character.

While many portions of CD 9 have similar contextual *neighborhoods*, particularly Morningside Heights and Hamilton Heights, these areas are not protected by contextual *zones* [See Map B-4: Building Height, 2003]. The lack of contextual zoning has resulted in the construction of out-of-scale buildings that tower over their neighbors; these are often "community facilities" such as dormitories [See Photo B-1: "Out-of-context" building in Morningside Heights]. Currently, the New York City zoning resolution allows for community facilities (a broad category) to be built in residential neighborhoods in proportions that are much bigger than pre-existing neighboring buildings.

Recent changes in the Community Facilities Zoning Text of the Zoning Resolution² address the bulk of community facilities mainly in low-density residential district, but remain unchanged for medium-density residential districts, such as the R7-2 and R8 districts of CD 9. The changes prohibited rear yard obstructions beyond 100 feet of a wide street for certain types of community facilities in R7-2 and R8 districts, as for other residence districts. The bulk differential for community facilities vs. residential in low-density residential districts was not changed.

Contextual rezoning should respond to the diverse architecture styles and scale that abound throughout the different neighborhood blocks in CD 9. It should be fine grained as to provide height and setback limits to protect largely intact mid-block areas of row houses that are often framed by taller apartment buildings on the avenues.

Existing Floor Area Ratio³ (FAR)

The predominant Floor Area Ratio in CD 9 is 4.99 or less; however, existing zoning in certain neighborhoods permits a greater density. Translated into building heights, the majority of the district contains residential structures less than 10 stories high. Exceptions to this general height pattern are found in the large multi-family housing sites that include NYCHA and Mitchell-Lama housing sites, where the provision of open space allows for buildings that are much taller (20 stories and more) but still have a low FAR, namely below 3.45 [See Map B-5: Floor Area Ratio].

While there are buildings with a FAR higher than 5.00 found in all three neighborhoods of CD 9, they are few and far between (representing only 8% of all CD 9 structures). They are generally found in Morningside Heights and to a lesser extent Hamilton Heights and Manhattanville.

Contextual districts (which currently do not exist in CD 9) allow for higher FAR than standard districts. For example, there is a FAR of 4.00 for R7-A districts and a FAR of 6.02 for R8-A and R8-X districts, all of which are generally located along wide avenues. On narrower streets, contextual districts allow a FAR of 3.00 for R7-B and a FAR of 4.00 for R8-B. However, despite a higher allowable FAR than in standard districts, contextual zoning includes height limits and thus would have prevented many of the out-of-scale community facility buildings that have recently been constructed around CD 9.

A potential contextual rezoning of CD 9, while providing a needed tool for preventing out-of-scale development, should take into account the existing diverse architectures and heights and building configuration of the mostly historic buildings in the three neighborhoods.

Existing land uses

While the official zoning map reflects the established legal uses for an area, a land use map and tables indicate how the land is actually being used [See Map B-2: Land Use, 2003, Table B-1: Land Use, 2003, and Figure B-1: Land Use, 2003]. Land use data (which is compiled by the Department of Finance in order to conduct property tax assessments) indicates that CD 9 is 26% residential-only, 6% mixed residential/ commercial, 28% institutional/community facilities, 19% recreational open space, and 3% manufacturing/industrial. Educational uses (included in institutional/ community facilities above) are a large portion of the land use, taking up almost 14% of all CD 9.

Below is a list of some of the largest institutional/community facilities uses in CD 9:

² See <http://www.ci.nyc.ny.us/html/dcp/html/cfzp/commfac1.html>

³ Floor Area Ratio is the total floor area (i.e., total square footage) of a building divided by the area of the zoning lot it occupies. It is a measure of a building's bulk.

Bank Street College
Barnard College
City College (CUNY)
Columbia University
Columbia University Union Theological Seminary
Convent Avenue Baptist Church
Dance Theater of Harlem
Grotto of Notre Dame
Jewish Theological Seminary
Manhattan School of Music
National Council of Churches
Our Lady of Lourdes Church
Riverside Church
Trinity Cemetery/ Church of the Intercession
St. Luke's-Roosevelt Hospital Center
Teachers College
The Cathedral Church of St. John the Divine

Many of these institutions, especially the universities, own residential and commercial properties in addition to academic buildings.

At 3% of its total land use, CD 9 has only a limited amount of industrial uses within its boundaries, restricting the amount and diversity of business activity. This is problematic given the demographic and socioeconomic profile of the district. Among the industrial uses in the district, there are several manufacturing firms, distribution warehouses, and auto-related establishments.

It is noteworthy that there are large industrial facilities, such as the North River Pollution Control Plant, two MTA bus depots, and a Department of Sanitation marine transfer station, taking up a large proportion of CD 9 industrially zoned land (8% of the land area). This land could be better used to create economic development opportunities for district's residents.

Summary of land use changes, 1989-2002

Given the age and established built-up nature of CD 9, major shifts in land use are not typically expected. During the thirteen-year period between 1989 and 2003, there were, however, some changes worth noting [See Table B- 2: Land use in acres, 2003, 2000, and 1989]. Mixed residential/commercial use increased by almost 11 acres (30% increase) to 47 acres out of the district's 733. Most other land use categories decreased slightly in acreage.

Property ownership

City, State and Federal governments own over 46% of the land (excluding streets) in CD 9. Some of this public land is comprised of large-scale housing complexes, CUNY, open space and infrastructure facilities, such as two bus depots, rail tracks [See Map B-5: Land Ownership, 2004]. The remaining 54% is privately owned, including 19% owned by Columbia University – although that figure is likely to be higher today due to its recent acquisition of more property in and around Manhattanville. Therefore, with over 3 million square feet, Columbia University owns 10% of CD 9 land. [See Table B-3: Land & Use 2004 by Ownership and Table B-4: Privately-Owned Land Use, 2004].

Recent land use initiatives

Columbia's expansion plan

Columbia University has stated its intent to develop a new 17-acre campus (about half the size of its Morningside Heights campus) in Manhattanville between Broadway and 12th Avenue over a 30-year period. The project also includes several sites to the east, bounded by Broadway and Old Broadway. The university has hired the Renzo Piano Building Workshop and Skidmore Owings and Merrill to design the new project. Columbia has stated that if it goes ahead, the first phase would include a academic and academic research facilities, university housing, recreation and retail space on 125th Street, Broadway and 12th Avenue.

Rezoning of Manhattanville

In order to achieve the above mentioned expansion plan, the current zoning of Manhattanville would need to be changed.

Reuse of former Marine Transfer Station

As a result of a mayoral plan released in October 2004 the Marine Transfer Station at West 135th Street, on the Hudson River is closed with no plans for reopening. This is an opportunity for the community to plan for reuse of this location.

Spotlight on Community Benefits Agreements

A Community Benefits Agreement (CBA) is a legally binding contract between a developer and community organizations, generally representing a neighborhood which has been sited for redevelopment. The developer may be a for-profit entity, a non-profit corporation or even a local, city, state or federal governmental agency. In each instance the developer is called on by the community organizations to compensate the receiving community for its new burden.

CBA contracts provide assurance that local residents will share in the benefits of any major redevelopment in their neighborhood. This is accomplished by provisions in the contract that allow the opportunity for community groups to have a voice in developing the new project; by provisions which provide benefits for the community; and by provisions which provide a means to enforce any commitments made by the developer.

There are several examples of CBA's throughout the country. Among them:

The Staples II CBA in Los Angeles

One of the earliest and best-known examples of a CBA was established in 2001 around the Staples Center Phase II, a major development project in Los Angeles which includes a 1,200 room hotel, a 7,000 seat theater, a 250,000 square foot expansion of the Los Angeles Convention Center, two apartment towers, and a second, smaller hotel. With a price tag around \$1 billion, the city's subsidy for the development was a generous \$75 million.

Phase I of the Staples project (completed in 1999) negatively impacted the surrounding neighborhood of Pico-Union, particularly through the loss of hundreds of units of affordable housing. Advocates and those directly affected by development had been working on tenant displacement and improving job quality when the Staples Phase II was announced. Understanding the importance of acting

quickly once a major development project is announced, organizers held a series of community meetings that focused on accountability so that not only problems with the development but potential solutions and benefits could be identified.

In 2000, the Figueroa Corridor Coalition for Economic Justice, a broad coalition of community groups, labor unions, churches, and environmental groups, began meeting with L.A. Arena Land, the developer. After a rough start, progress was made, and the two parties ultimately signed a legally binding agreement to codify commitments that L.A. Arena Land was to make. The contract called for the developer to:

- invest \$1 million in parks
- help create a residential permit parking program
- broadly comply with Los Angeles' living wage policy (70% of all jobs created, even those with service contractors and tenants, had to pay a living wage)
- use and support of local hiring and job training programs
- implement a job retention program for service workers to protect them when contracts change hands
- make 20% of the proposed 500 to 800 apartment units affordable for low-income households
- finance additional housing development by community-based organizations
- help dislocated families from Staples Phase I find new housing

In the end, the Staples CBA was incorporated into the development plan for the project area, an important way to ensure that the developer's commitments are made to the local government as well. Although this CBA was signed by two non-government entities—a coalition of those affected by the development and a private developer—the city of Los Angeles is an important player when it comes to enforcing the agreement.

The Harvard-Riverside CBA

In August of 2002, Harvard University and the town of Watertown reached an agreement by which Harvard acquired the land known as the Arsenal on the Charles River, for academic, research, and support uses. This agreement entails a commitment of over 50 years, during which Watertown will receive a combination of commercial taxes and payment in lieu of taxes (PILOT) to offer a certain revenue flow for the land. This property will then be available for Harvard to develop "as of right" for institutional uses in the long-term future. Harvard's investment in the community ultimately gives them the freedom to develop their own institution.

The agreement outlines new zoning for several Harvard-owned properties in Riverside that will allow the University to build new housing for graduate students. As a part of the agreement, Harvard will build approximately 34 units of affordable housing for city residents on the sites and provide nearly an acre of new open space along the river. The agreement establishes a shared future for the University, the city of Cambridge, and the neighborhood along the Charles River.

The financial obligation is \$3.8 million per year from 2002-2054, which will grow at a rate of 3% per year to include the combination of taxes and PILOT. The agreement states that if Harvard is to purchase additional land in the town of Watertown, the same guidelines will follow.

The plan introduces a relationship that reaches far beyond fiscal certainty. Harvard and Watertown have also agreed upon several programs that will benefit the host community directly. Among these are:

- \$100,000 of support per year for community improvement – the Harvard/Watertown Community Enrichment Fund. This will be presented in the form of grants for educational enrichment, improvement of library facilities, tutoring services, adult education, and other community programs. These activities will be decided by the Watertown Town Council and presented at a community awards ceremony.
- \$500,000 contribution over three years to develop and support educational technology. Harvard and Watertown’s public schools will work together to develop a program of improved technological resources for students and teachers, to bring the learning process up to the standards of the technology-based culture.

This mutually beneficial agreement is one that forges a road for Community Benefits Agreements to come across the country.

C. URBAN DESIGN, OPEN SPACE AND HISTORIC PRESERVATION

(Please see Appendix C for illustrations that helped generate some of the narrative below.)

Parks and open space

Parks and open space cover approximately 6 million square feet or about 20% of the total land area in CD 9. Morningside Park, Riverside Park, Riverbank State Park and St. Nicholas Park account for a large majority of this open space. While generally speaking, these are CD 9's open space amenities, they present challenges regarding access, particularly for young children, the elderly, and physically challenged people. Busy streets and a relatively rugged topography account for many of these challenges [See Map C- 1: Parks and Open Space, 2003].

As being overweight and obese become growing public health problems (the Surgeon General has noted that obesity may soon cause as much preventable disease and death as cigarette smoking), open space and access to usable, safe recreational facilities are increasingly recognized as fundamental necessities for community health, not merely environmental and aesthetic amenities.

Recent open space initiatives

EDC's West Harlem Master Plan for the Manhattanville Piers

In June 2003, Community Board 9 approved a resolution supporting most of the material elements of the Master Plan as it relates to the waterfront design. Concurrent with the release of the Master Plan, the City, State, and Upper Manhattan Empowerment Zone committed over \$12 million to implement all aspects of the waterfront improvements between St. Clair Place and 133rd Street for recreational and transportation use, with the exception of a proposed small building. EDC is completing the final design of the waterfront improvements, and construction is expected to begin in fall 2005, pending a permit from the Army Corps of Engineers (ACOE).

Department of Parks and Recreation plans

The Hudson River Greenway, a plan to create a continuous pedestrian and bicycle path along the Hudson River, was proposed a decade and a half ago from Battery Park City to Albany (150 miles) connecting it to another greenway following the Erie Canal, creating a total 350 mile route for walkers and bikers.

This plan was inspired by the proposed East Coast Greenway, a continuous bicycle trail from Maine to Florida. Connecting this greenway to the Hudson River Greenway and other New York City Greenways, is a process that is still underway.

In CD 9, a new bikeway/walkway along the Hudson River waterfront from Cherry Walk at St. Clair Place to West 145th Street will contribute to the completion of this greenway. It has been funded and the design has been approved. Construction is pending.

Another initiative, *Greenstreets*, is a citywide program to convert paved, vacant traffic islands and medians into green spaces filled with shade trees, flowering trees, shrubs, and groundcover.

Existing landmarks and historic districts

Community District 9 is mostly comprised of historic buildings. The majority of the structures in the district (89%), including residential and institutional, were built before 1940 [See Map C- 2: Year Structures were Built]. However, despite the high percentage of historic structures in CD9, the Landmarks Preservation Commission has designated relatively few historic districts and individual landmarks in the area. According to historian Michael Henry Adams, “only 7 ½ percent of the 12,000 protected landmarks of Manhattan are north of 96th Street . . .” (*Harlem Lost and Found by Michael Henry Adams, 2002*). CD 9 believes that more landmarks should be designated and historic districts should be expanded in the future. The following is a list of existing designations in CD 9: [See also Map C- 3: Historic Districts and Map C- 4: Landmarks]

- ❖ Bailey Residence, 10 St. Nicholas Place
- ❖ Broadway IRT Viaduct above Broadway from 122nd to 135th Sts.
- ❖ Brown Memorial Tower and James Tower, Union Theological Seminary at Broadway and 120th St., Claremont Ave, and W. 121st St.
- ❖ Casa Italiana, 1151-1161 Amsterdam Avenue
- ❖ Church of the Intercession on Broadway at 550 W. 155th St.
- ❖ Church of Notre Dame and Rectory, 40 Morningside Drive at 114th St.
- ❖ City College of New York North Campus at W. 140th and Convent Avenue
- ❖ Colonial Park way Apartments, 409 Edgecombe Avenue at 155th St.
- ❖ Croton Aqueduct Gatehouse at Convent Avenue and W. 135th St.
- ❖ Croton Aqueduct Gatehouse, SE corner, 119th St. and Amsterdam Avenue
- ❖ Engine Co. 47, 500 W. 113th St.
- ❖ Former Police Station, 1854 Amsterdam Ave., SW corner of W. 152nd St.
- ❖ Hamilton Grange Branch Library, 503 W. 145th St.
- ❖ Hamilton Theatre, Lobby Building, NE corner W. 146th St. and Broadway
- ❖ IRT 110th St. Subway Station on Broadway
- ❖ IRT 116th St. Subway Station on Broadway
- ❖ Johnny Hartman Plaza Lamppost at W. 141st St. and Hamilton Place
- ❖ Joseph Loth & Co. Silk Ribbon Factory, 491-497 W. 150th St.
- ❖ Low Memorial Library at W. 116th St. bet. Amsterdam Ave. and Broadway
- ❖ Philip Randolph Campus High School, 443-464 W. 135th St.
- ❖ Plant and Scrymser Pavilions, bet. 113th – 114th Sts. on Morningside Drive
- ❖ Riverside Church, 490 Riverside Drive, SE corner of 122nd St.
- ❖ St. Paul’s Chapel at W. 117th St. and Amsterdam Avenue
- ❖ St. Mary’s Protestant Episcopal Church and Rectory, 517-523 W. 126th St.
- ❖ Hamilton Heights/Sugar Hill Historic District

D. TRANSPORTATION AND TRANSIT

(Please see Appendix D for illustrations that helped generate some of the narrative below.)

Existing truck routes, major roads, and highways

The Henry Hudson Parkway provides CD 9 with direct regional access to New Jersey and New England. Riverside Drive at 125th Street, in particular, is used as an exit route from the Parkway directing through traffic onto residential streets such as Tiemann, LaSalle and Claremont.

Broadway and Amsterdam are major north/south truck routes through CD 9. Cross-town routes are limited due to the physical terrain of the district. The routes along 125th, 145th and 155th streets serve district residents and businesses and link the district to the other boroughs of the City by way of the Harlem River bridges. They also serve as important cross-town links to the FDR Drive, Harlem River Drive, and the major north/south avenues of Manhattan [See Map D-1: Truck Routes and Major Highways].

There is a disproportionate and unacceptably high amount of vehicular traffic congestion on cross-town and residential streets.

Existing public transportation network

Six subway lines running north/south serve Community District 9, however there are no cross-town subway links. In addition, the district is served by twelve MTA bus routes. Some areas of the district are not served by bus service, such as the 12th Avenue corridor.

Due to vehicular congestion on the avenues and cross-town streets, bus service is inefficient and pollution is high [See Map D-2: Bus Routes and Subway Lines].

Bus and subway ridership

There has been an overall increase in bus ridership in CD 9 between September 1997 and September 2003; this growth has not been met by a comparable increase in bus service. During this period, three bus routes had increases in ridership while service remained the same or declined. Increases in service on three other bus routes were more than outpaced by increases in ridership [See Table D-2: Bus Ridership and Service Change 1997-2003]. The M60, which connects the district to La Guardia Airport, appears to have the fastest growing bus ridership in the City.

Subway stations most used are 110th, 116th, and 137th Streets (IRT 1/9) and 125th and 145th Streets (IND A/B/C/D). It is noted that Columbia University, City College, and several other academic institutions are major destination points adjacent to many of these stations [See Map D-3: Subway Ridership]. The landmarked stations: 110th, 116th and 125th streets on the IRT 1/9 have been recently renovated, while the other stations in the district have been neglected. In addition, while their landmark status is much appreciated it also limits the number of people that can be safely and effectively served and as a result additional mass transit options should be considered.

Residents' commute to work

About 94% of employed residents in CD 9 work in New York City, and they depend on the subway as the major means for commuting to work: 48% of workers ride the subway to work compared to 43% in Manhattan overall. Public bus use is only slightly higher in CD 9 (11%) than in Manhattan (10%). About 12% of CD 9 workers drive cars to work: a figure similar to that for Manhattan as a whole. Finally,

approximately 18% of CD 9 residents walk to work compared to 21% of Manhattan residents [See Table D-1: Means of Transportation to Work].

Pedestrians

As in other areas of Manhattan and the City, pedestrian traffic in CD 9 is high. Broadway, Amsterdam Avenue, St. Nicholas Avenue and Convent Avenue collect much of the pedestrian flow moving north and south. W. 110th, W. 125th, W. 135th, W. 137th, W. 145th and W. 155th streets are major cross-town pedestrian corridors. High pedestrian counts on these streets are attributable, at least in part, to traffic generated by subway stations and bus stops. Students, faculty and staff also use the streets heavily close to the area's academic institutions. Staircases and other walkways throughout the district are used to access parks along the Hudson River and to enter Central Harlem through steeply sloped parkland along the district's eastern boundary.

Pedestrian safety, especially for children and seniors is critical at many major street intersections, such as Cathedral Parkway with Broadway and Amsterdam; W. 116th Street and Broadway; W. 124th Street and Broadway; W. 125th Street with 12th Avenue, Broadway, Amsterdam Avenue, and Hancock Place; all intersections along Broadway north of W.135th Street; and Amsterdam Avenue with W.145th and W.155th.

Parking

Car ownership in CD 9 has increased significantly, while on-street parking has remained in very short supply. Consequently, double-parking has become a way of life for CD 9 residents. This is not only a nuisance for car owners, but also for those who must live with the incessant honking from parked cars attempting to get out and from cars trying to slip through the narrowed streets. There have been numerous complaints of unwarranted traffic tickets issued because of DOT's failure to install parking signs at correct locations. Parking is inadequate throughout CD 9, especially near the various academic institutions and public facilities, such as police precincts and large scale housing complexes. Illegal parking is a common occurrence on local streets and vacant lots.

Existing bike paths

A joint program between City Planning, the Department of Transportation, and the Parks Department recently created an on-street bike lane in Riverside Park between St. Claire Place and W. 145th Street. While a viable non-polluting transportation mode and healthy recreational outlet for people who work and live in CD 9, this existing network of bike paths is not adequate [See Map D-4: Existing Bike Paths].

Spotlight on New York City initiative⁴

Rebuild Downtown Our Town (R.Dot) is a community based coalition coming together to express a collective vision of the new downtown community. The street management plan is one that reflects the intermodal nature of transportation in a city. R.Dot's position paper entitled *Managed Streets: Streetlife is Crucial to the Revitalization of Lower Manhattan* sets forth street usage as a defining characteristic.

In effect, a hierarchy of road classes would reflect each street's usage. This vision includes a value pricing system to calm traffic on certain streets during peak times. Delivery will be coordinated and make

⁴ Source: <http://www.rebuilddowntownourtown.org/mapstreet.html>

use of alternative means of transportation. These alternate means would also transport drivers entering the city from an access point with parking to mass transit headed to points downtown. The rules for each street are to be decided by the street's classification [See Appendix D, Attachment I: RDOT Street Management Plan for Lower Manhattan].

R.Dot draws on the influence of many European cities, where pedestrian traffic overrides the flow of vehicular traffic. Pedestrian movement accounts for a majority of trips in Midtown and Lower Manhattan. A street management system is the key; and R.Dot has proposed one that caters to the street user.

Spotlight on initiatives abroad⁵

Berlin – Transportation Solutions and Sustainability

Berlin is investing in redevelopment of their passenger and freight rail to promote environmental, cultural and economic sustainability and link centers of activity with each other. Open space and alternative energy sources are being added to improve the environment and create sustainability. In a major effort to reduce truck traffic Berlin introduced the use of Geographic Positioning Systems (GPS) technology coupled with tolls that established financial incentives for trucks to operate at full capacity within the core areas of the city thereby dramatically reducing the number of trucks serving Berlin with a commensurate reduction in congestion and a dramatic increase in the efficiency of the movement of goods to and from the city.

Munich – Managing Streets in Commercial Centers

Commercial centers here are mixed-use districts, where a variety of business, cultural, residential and recreational activities are located.

The streets have been adapted to be more walkable by eliminating curbs, adding seating areas, and improving lighting to cater to pedestrians. The management plan in some districts excludes vehicular traffic without exception after morning delivery periods.

Copenhagen – Bicycle Accommodations for Efficiency and Sustainability

With a third of downtown visits taking place by cyclists, Copenhagen has adapted a citywide system to provide safe routes to these riders. There are clear and safe lanes around the city, and plenty of parking stations, especially at transit nodes, which promotes intermodal transportation. A public bike can be used free of charge, with only a deposit necessary. To ensure safety, bike lanes are at a level between the streets and the sidewalks, and traffic signals at major intersections have been altered to allow cyclists to begin moving before the heavy traffic.

Barcelona – Catering to Pedestrian Primacy

Green space, *ramblas* (pedestrian concourses) and plazas are integrated with the bustling street life of Barcelona. In many of the mixed-use areas, pedestrians are the primary users of the streets, and this is reflected in the street management plan. Moving bollards, limit through traffic, allowing only emergency vehicles, delivery trucks, and some resident vehicles to pass through. Parking garages are often underground with narrow access points to conserve space. In residential areas, sidewalks are wider and neckdowns calm traffic while protecting pedestrians. Parking is often limited to one side of the street.

⁵ Source: New York to Europe Planning Delegation Preliminary Report of Findings, Pratt Institute Center for Community and Environmental Development. Winter 2002-2003. <http://www.picced.org/pubs/europedelegation.pdf>

E. ECONOMIC DEVELOPMENT

(Please see Appendix E for tables and graphs with Census and market data that helped generate some of the narrative below.)

Overview

CD 9 is home to a variety of business establishments that range from local retail stores to industrial uses. The majority of the retail uses are located along the major streets and avenues. Industrial uses are concentrated in the Manhattanville Piers area from W. 125th to W. 135th Street West of Broadway and in the Amsterdam to Convent Avenue area north of 125th Street. Much of the industrial/commercial area adjoining 125th Street is located within the Upper Manhattan Empowerment Zone.

CD 9, generally speaking, has a “socio-economic deficit” where residents tend to have lower levels of formal education (approximately one-third of CD 9 residents have not had the opportunity to complete high school), limited access to job training and employment opportunities, and limited English language skills (16%). This partially explains the relatively low incomes, high poverty and very high unemployment rates.

Educational attainment

Manhattan residents tend to have higher educational attainment than those in CD 9 (and New York City overall). While 32% of CD 9 residents have less than a high school education, 21% of overall Manhattan residents have less than a high school education. CD 9 residents are also less likely to have gone to college and graduate school than overall Manhattan residents (24.6% compared to 46.8%, respectively) [See Table E-1: Educational Attainment 1990-2000 and Figure E-1: Educational attainment, 1990-2000].

Income and Poverty

Poverty is a significant issue in CD 9. The 2000 Census found that 32% of its residents live below the poverty level while this figure is only 20% in Manhattan and 21% in the city overall [See Table E-2: Poverty Level, 1989-1999]. This percentage has increased by 1% in CD 9 and almost 2% in New York City between 1990 and 2000, however, it has declined in Manhattan by 0.5% [See Figure E-2: Percent of Persons below Poverty Level, 1989-1999].

While median household income rose very slightly in CD 9, from \$27,181 in 1990 (adjusted to 1999 dollars) to \$27,392 in 2000, it continued to lag well behind Manhattan and New York City [See Figure E-3: Median Household Income, 1990 and 2000 (1989 dollars converted to 1999 dollars)]. In stark comparison, Manhattan’s median household income rose substantially, from \$42,091 in 1990 to \$47,031, an 11.7% increase; median household income in New York City, on the other hand, declined 1.6%, from \$38,909 in 1990 to \$38,293 in 2000.

Unemployment

At 18%, unemployment in CD 9 was double that of Manhattan (8.5%) and New York City (9.6%) in 2000. Furthermore, the rate of unemployment increased alarmingly in CD 9 (11.6% to 18%) more so than in Manhattan (8% to 8.5%) or New York City overall (9% to 9.6%) between 1990 and 2000 [See Figure E-4: Unemployment Rate, 1990-2000].

Unemployment in New York City is more critical among Black and Latino males. A recent study by the Community Service Society concluded that while the citywide unemployment rate stood at 8.5% in 2003, it was considerably higher for Blacks (12.9%) and Latinos (9.6%)⁶.

The study also stated that the rates of unemployment grew more rapidly among Blacks and especially younger Black and Latino males. In addition, almost 50% of Black men were not in the Labor Force. Given the demographics of CD 9, where Blacks account for 31% and Latinos for 43% of the population, this study suggests that CD 9 residents are disproportionately represented by New York City unemployment statistics.

Residents' occupation by industry

For the most part, residents in CD 9 who are employed work in the same business sectors at comparable percentages to that of Manhattan residents. There is a slight divergence in certain sectors, in particular FIRE (finance, insurance, and real estate), where Manhattan residents are employed at a rate almost double that of CD 9 (14.9% vs. 7.7%) [See Table E-3: Residents Employed by Industry, 2000]. In addition, more CD 9 residents are employed in the Service sector than Manhattan and New York City residents (60.8% vs. 53.1% and 49.3%). Of the residents employed in the service sector (60.8%), almost one half (32.4%) are employed in Educational, Health and Social services [See Table E-4: Residents Employed in Service Sector, 2000]. This is likely due to the presence of several large educational and health-related institutions in the district, such as Columbia University, City College of New York and St. Luke's-Roosevelt Hospital Center.

However, more CD 9 residents are employed in industrial occupations than Manhattan residents overall (14.7% vs. 12.4%). Within this sector, Manufacturing, Transportation, Warehousing and Utilities employ the majority of residents [See Table E-5: Residents Employed in Industrial Sector, 2000].

According to the New York City Industrial Policy: Protecting and Growing New York City's Industrial Job Base, January 2005, "although most of New York City residents work outside the industrial sector, the sector provides employment to a significant number of residents with lower skill levels.... The industrial sector is also an important source of employment for those with limited English proficiency.... While all major ethnic groups have a large presence in the industrial sector, Hispanic and 'other' ethnic identifications rely heaviest on industrial sector employment." CD 9 residents employed in industrial occupations live primarily in Manhattanville and Hamilton Heights, especially between 134th and 146th Streets, west of Amsterdam Avenue, where there is also a high concentration of persons of Hispanic origin [See Map E-1: Industrial Related Employment Population].

Given the combined factors of race, ethnicity, unemployment, limited educational attainment and concentration of such persons within specific areas of CD9, it is important to note that industrial employment is an important economic sector to strengthen in order to elevate the socioeconomic well being of these residents and the city as a whole.

⁶ A Crisis of Black Male Employment: Unemployment and Joblessness in New York City, 2003. Community Service Society Annual Report by Mark Levitan, Senior Policy Analyst. February 2004.

Businesses and jobs located in CD 9

The Service sector generates the largest number of jobs in CD 9, representing 85% of the jobs [See Table E-6: Community District 9 Jobs, 2002]. The greatest concentration of Service sector jobs is in Educational Services (62.4%) and Health / Social Services (14.8%). Retail provides 8% of the jobs and the industrial sector 3.7%.

Between 1991 and 2002, there was an overall increase of 9,565 jobs in CD 9, an increase of 37% [See Table E-7: Community District 9 Jobs Change, 1991, 2000 and 2002]. Educational services dominated the increase providing 9,115 jobs, an increase of 70%. In the last two years for which data is available (between 2000 and 2002), the increase in Educational Services jobs, at approximately 4,000, was comparable to the number of jobs created in this sector between 1991 and 2000. Overall, Retail jobs increased by 1,077 between 1991 and 2002. Although the Health and Social Services sector in the second largest employer in the district, this sector lost 11% of its jobs between 1991 and 2002.

Total industrial jobs – which include the “construction”, “manufacturing”, “TCPU” (transportation, communications, and public utilities), “wholesale”, and the “other industrial” sectors – increased between 1991 and 2000 by 403 jobs [See Table E-7: Community District 9 Jobs Change, 1991, 2000 and 2002]. Industrial jobs then decreased by 372 jobs between 2000 and 2002, representing a net gain of 31 jobs between 1991 and 2002. The gains in jobs between 1991 and 2002 were in construction (106 jobs), TCPU (443 jobs), and other industrial (10 jobs). In 2002 there were 1,302 total industrial jobs, 3.7 percent of all jobs in CD9. Manufacturing jobs in CD9 decreased between 1991 and 2000 and between 2000 and 2002. In 2002 there were 220 manufacturing jobs in CD9, 0.6 percent of all jobs

Manufacturing activity in CD 9

Data from the Department of Labor on manufacturing sub-sectors was not available for this study. In order to look at trends in this sector, we looked into a different source of data by zip code, especially at zip code 10027. The boundaries of this zip code extend beyond the boundaries of CD 9 [See Map E-2: Zip Code Boundaries]. However, the manufacturing districts within this zip code are located in CD 9. Businesses and jobs in manufacturing⁷ excluding related fields, such as construction, transportation, and wholesale trade, increased from 2001 to 2003, according to Dun and Bradstreet⁸. The number of businesses in zip code 10027, which includes Manhattanville’s industrial area, grew by 17%, while jobs increased 8%. This area experienced an increase in manufacturing firms (from 30 to 35) and jobs (from 688 to 744) between 2001 and 2003 [See Table E-8: Manufacturing Businesses & Jobs Change, 2001 – 2003, Zip Code 10027 and Manhattan]. It is noteworthy that this rise in manufacturing activity contrasts with manufacturing in Manhattan overall, which during this time period lost 288 businesses and 2,990 jobs.

Profile of Manhattanville Businesses

Manhattanville is home to a wide array of businesses, many of whom have been there for several generations. Ranging from industrial to retail to service-oriented, these firms play an important role in shaping the economy of the neighborhood due to the high proportions of employees and customers who reside in CD 9. Also, community organizations work with local businesses to promote a mutually beneficial relationship between them and the community at large. For example, the Harlem

⁷ Section D of SIC (Standard Industrial Classification)

⁸ It should be noted that Dun and Bradstreet data is deemed not as reliable as the Department of Labor ES 202 data. Dun and Bradstreet data is a record of companies that have applied for credit, and it is typically sold for profit as a select direct-mail database for private companies. Thus, it does not capture those firms that have not applied for credit. In addition, many times firms that have gone out of business are not removed from the database. However, as mentioned earlier, ES 202 data provides information on major sectors but because of a confidentially agreement for this file, ES 202 data does not always give job counts for specific types of firms (sub-sectors) for every geographic area. Thus, in order to illustrate trends at the sub-sector level, this report made use of Dun and Bradstreet.

Valley Heights Community Development Corporation sponsors the Manhattanville Area Consortium of Businesses (commonly known as “The Mac”) which is composed of over 50 businesses and community organizations which operate between 125th and 135th Streets and between St. Nicholas Terrace and the Hudson River.

In the process of preparing this plan, several efforts were undertaken to supplement secondary (and limited) business data with interviews and site visits to Manhattanville’s various businesses. In June 2004, a delegation of community leaders, planners, and representatives of elected officials conducted a tour of several businesses [See Appendix E, Attachment 1: Manhattanville Business Tour, 2004], and in Spring of 2005 a survey was conducted of 32 businesses. [See Appendix E, Table E-9: Manhattanville Businesses Survey, 2005 and Map E-3: Manhattanville Business Survey, 2005]

Although these businesses make up only a fraction of the total number of businesses in Manhattanville and CD 9 as a whole, they are considered representative of the entire business climate in the area. Many of the businesses surveyed—which collectively employ over 800 people—have been in Manhattanville for generations; in fact, almost half of the survey respondents have been in the community for over 20 years. At the same time, Manhattanville has been the locale of choice for many new and relocating businesses; almost one-third of the respondents opened up shop in the area in the last five years. This healthy mix of long-established and new businesses is an indicator of Manhattanville’s contribution to the local and broader economy. In fact, the average proportion of employees and customers of these 32 firms who live in CD 9 is close to 50%.

About two-thirds of the surveyed businesses lease their spaces and more than half of them originally chose their location due to real estate costs. Almost one-third of the businesses indicated that they need more space, and the vast majority of those firms lease their space. Hence, it appears that future development in Manhattanville needs to accommodate the needs of both existing thriving businesses and those who are planning future expansion.

Spotlight on economic development initiatives abroad⁹

Munich – Supporting Small and Medium Businesses

In order to sustain small and medium-sized service, artisan, and craft businesses in the core business districts and to maintain diversity in areas of high demand and growing real estate values, local government offers them financial subsidies. This adds to the desirability and vibrancy of these mixed-use areas.

Bologna and Emilia-Romagna Region – Supporting Local Manufacturing

Bologna is within the Emilia-Romagna Region of Italy. The regional government has identified the need to support local business in the development of new products. To do so, they have created a business support center called the Modena Demo Center. It is a joint venture between many sectors, government, universities, banks, and private industry to provide training, research, and resources to small manufacturing businesses. The process is simple: a new product idea begins in the mind of the small business owner or affiliate. This idea requires technical understanding of the materials, which is provided by research departments of local universities. Once a viable product plan is developed, it moves to the production of a prototype. The Demo Center has equipment that is otherwise unavailable to these small businesses, and the product is materialized there for an affordable fee. Through this collaboration, the small business now has an original product to sell. The Demo Center offers discounted services to the local businesses in this network, building the much needed product-base for an economy that is redeveloping.

⁹ Source: New York to Europe Planning Delegation Preliminary Report of Findings, Pratt Institute Center for Community and Environmental Development. Winter 2002-2003. <http://www.picced.org/pubs/europedelegation.pdf>

F. ENVIRONMENTAL PROTECTION AND SUSTAINABILITY

(Please see Appendix F for graphs that helped generate some of the narrative below.)

Overview

The vast majority of pollution and poor air quality in CD 9 are attributable to environmentally threatening facilities and associated transportation activities, such as trucks and buses on major roads and highways that cut through the district. The sections below describe these burdensome uses in more detail.

Burdensome land uses and conditions

Residents in the community maintain that the district is over-saturated with certain types of infrastructure services and public facilities and that some have had adverse effects on surrounding neighborhoods. The reality of over-saturation is clear in the area West of Convent Avenue. In this relatively compact area, there are MTA bus depots (one active and one used for daily storage), a sewage treatment plant, and a marine transfer station - now closed and not expected to reopen. [See Map F- 1: Environmental Burdens].

North River Sewage Treatment Plant

This sewage treatment plant provides service to all of western Manhattan and is the only plant on the island. Engineers insist that a properly designed and operated sewage treatment plant should not release strong odors. Continuous complaints by residents about noxious odors negate this claim.

MTA Diesel Bus Depots

The MTA bus depots in CD 9 have been major contributors to the poor air quality. Any buses entering and leaving these depots contribute to the air quality problems in CD 9, and many residents believe they have contributed to the high incidents of asthma. Buses that occupy these facilities should be converted from diesel fuel to compressed natural gas.

The reuse of the municipal diesel bus depot at W. 129th Street and Amsterdam Avenue, which is currently used for daily storage, as a site for a new high school, other community facility or job-generating activity, would eliminate one problematic environmental concern. Naturally, any possible environmental hazards due to its current use must be remediated prior to reuse.

Heavy Automobile and Truck Traffic

Traffic contributes to the high concentration of particulates in the air. Due in part to increased car ownership among CD 9 residents, there has been an increase in automobile traffic in the area. Along with heavy commercial and truck traffic along the main thoroughfares, greater use of cars by residents has contributed to the deterioration of the overall air quality. Furthermore, the consequences of limited parking cause drivers to circle blocks looking for on-street parking. The extra time spent with engines running causes extra exhaust and in turn, pollution.

Closed Marine Transfer Station

Community District 9 has been home to several environmentally burdensome facilities, including two diesel bus depots (one active and one now used for daily bus storage), a sewage treatment plant and the now closed marine transfer station. While the most recent mayoral plan released in October 2004 does not call for the reopening of this station, plans have not yet been announced for its reuse.

Spotlight on a potential solution: zero waste initiatives

Zero waste is a paradigm shift for how to deal with garbage that, while recognizing the benefits of strategies such as recycling, tries to move beyond what can now be considered “traditional” modes of waste reduction. In other words, recycling deals with waste at the back-end, i.e., waste that already exists or has already been produced. Zero waste, on the other hand, strives to look at the front-end of waste, or how things are made (and packaged) in the first place. Only by changing the way things are produced can the by-product of waste (whether it is product packaging or debris from new construction) truly be eliminated.

Because front-end reduction of waste cannot take place without the cooperation of industry, zero waste initiatives must link community responsibility (to demand a major reduction in discarded materials that they cannot reuse, recycle, or compost) with industry responsibility (to reduce front-end waste). While the notion of communities making industry change its ways may seem daunting, there are several communities across the U.S. and internationally who have used policy and legislation to implement local zero-waste initiatives.¹⁰

In implementing a zero waste initiative, there are several important concepts to consider. Designating a target year by which no waste will be delivered to an interim landfill-type facility (a waste transfer station in the case of CD 9) allows for a change in mind set and practices by residents and businesses. Also, undertaking a zero waste initiative should be a broad, community-based process to ensure the greatest cooperation and buy-in by the greatest amount of stakeholders. Waste audits, incentives for recycling, and take-back programs (i.e., deposits on food/beverage containers to encourage retailers to take back their products and packaging after use) are other components of many zero-waste initiatives.¹¹

Other ways to reduce waste include the *West Harlem Sanitation Coalition's* proposed Pay-to-Throw program in which whoever produces a product has to bear the cost of its disposal; a waste diversion program striving toward zero waste; an aggressive reuse program; a comprehensive recycling program.

¹⁰ i.e., Seattle, Washington; Santa Cruz and Del Norte counties in California; Canberra, Australia

¹¹ For more information on zero-waste initiatives, please download *A Citizen's Agenda for Zero Waste: A strategy that avoids incinerators and eventually eliminates landfills*. From www.grn.org/zerowaste/community.

Spotlight on Green Technology

Chicago – A Progressively Green Municipality¹²

Chicago's Mayor, Richard Daley, is responsible for the Chicago Center for Green Technology (CCGT) – a multi-use facility with office space, educational facilities, and manufacturing. This is the only municipal building to be recognized as a LEED (Leadership in Energy and Environmental Design) Platinum-certified building¹³. There are only five buildings in this country and one abroad that have received this honor. Daley is extremely popular in Chicago, winning the last election with 79% of the vote. His goal, among middle-American citizens, is to make Chicago the greenest city in the United States.

To do this, Daley will not stop with the CCGT. He has mandated that all new buildings meet standards based on LEED, using green technologies. Considerable funding has also been set aside to retrofit existing buildings to these standards. Daley acknowledges energy efficiency as an important factor in making a city competitive.

Another key to success that Daley has stumbled upon is urban revitalization through enhanced green space. Urban boulevards with tree-lined streets have been planted in declining areas, followed by swift economic revitalization. 400,000 trees have been planted since Daley has begun this campaign to make Chicago greener. Sixty-three miles of medians have been planted. Meigs Field is an airport that was converted to a park in the spring of 2003. These are all based on Daley's vision of preserving the environment in cities across the country.

Green Roofing – Energy Management and Beyond¹⁴

Plant life on the roof of a building has several positive effects. Successful practice in Europe has spawned an increase in the use of green roofs in North America. The primary benefit is a reduction of thermal radiation, which is otherwise common for buildings with black rooftops. The heat is absorbed by the rooftop and thus, raises the temperature inside. A green roof can reduce energy usage by 35 to 50% in urban areas; and that means energy cost as well. In some cases, the term "green roof" refers broadly to environmentally sound approaches to reducing this consumption and cost, such as treating the roof with reflective paint or paneling to avoid the build up of heat.

But in addition to the primary benefit, there are many other perks. Having potted plants serves as a means of controlling rainwater runoff. The soil absorbs significant amounts of rainwater, avoiding an overload on the runoff and storm water infrastructure. In addition, catching rainwater lengthens the life of the waterproofing material on the roof. Plant life also absorbs dust and emissions, which improves air quality. And of course, there is the aesthetic value of green roofs. Plant life absorbs sound and creates an atmosphere that many people find soothing – a touch any community would welcome.

¹² Source: Metropolis Magazine, July 2004, http://metropolis.com/html/content_0704/chi

¹³ The LEED (Leadership in Energy and Environmental Design) Green Building Rating System is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. Members of the U.S. Green Building Council representing all segments of the building industry developed LEED and continue to contribute to its evolution.

¹⁴ Source: *The Manufacturing and Land Use Zoning Initiative*, Pratt Institute Center for Community and Environmental Development, 2001

G. HOUSING

(Please see Appendix G for tables and graphs with Census and the State of New York City Housing and Neighborhoods data that helped generate some of the narrative below.)

Overview

Four residential building types prevail in CD 9: brownstones or rowhouses, tenements, “tower-in-the-park”-style elevator apartment buildings, and pre-World War II elevator apartment buildings built to the street wall.

Brownstones and rowhouses are prevalent throughout Hamilton Heights and are clustered between W. 139th and W. 154th Streets, from Riverside Drive to St. Nicholas Avenue. These buildings, usually three to five stories, were often developed as a continuous row of buildings with uniform street walls and cornice lines.

Tenements are found throughout CD 9. These buildings are generally five-story walk-ups or six-story elevator buildings that are built to the front and side property lines.

Many large apartment buildings ranging in height from ten to twelve stories are found throughout the district, primarily on the major avenues. Storefronts often occupy ground floors of these apartment buildings, providing continuous retail frontage.

High-rise elevator apartment houses were built in areas targeted by public housing programs after World War II. These super-block complexes consist of several buildings, usually 20-30 stories, in a landscaped setting. They include the New York City Housing Authority’s General Grant Houses and Manhattanville Houses, and the Title 1 (Mitchell-Lama) properties, such as Morningside Gardens cooperative and 3333 Broadway.

Housing units

The US Census 2000 report states that there were just over 43,000 units of housing in CD 9. This was a 1.1% *drop* from 1990, a contrast to Manhattan’s *gain* of 1.7%. All of New York City’s housing stock increased by 7% during the same period [Table G-1: Housing Units, 1990-2000 and Figure G-1: Manhattan CD 9 Housing units, 1990-2000].

Over the last decade (1991-2001) according to data from New York City Department of City Planning, 94,275 new housing units received final certificates of occupancy in New York City. CD 9 was one of the community districts with the smallest number of new housing units built during this period at 195. In 2001, CD 9 had the lowest number of certificates of occupancy in the city – zero. “Although certificates of occupancy provide a good indication of the number of new housing units built, they do not capture all of the housing-related construction activity that has occurred. For example, certificates of occupancy are typically not issued for housing rehabilitation projects, even those where vacant buildings are converted to occupied homes.

Since the late 1980’s, New York City through its Department of Housing Preservation and Development has supported the construction and rehabilitation of more than 200,000 housing units. Over 100 separate programs have been created; many of which used combinations of City capital funds, federal rent subsidies, low-income housing tax credits and City-owned land.”¹⁵

¹⁵ *State of New York City’s Housing and Neighborhoods 2003*, Denise Previti and Michael H. Schill, pages 26-27.

During the period 1987 to 2002, the fifth largest number of total housing units assisted by NYC capital programs occurred in CD 9 (8,513). These housing units represented 19.9% of the district's housing units.

NYC Capital Program 1987 to 2002	No. of Units	% of Existing Units
Rehabilitated Occupied In Rem Units	3,222	7.50%
Rehabilitated Privately Owned Units	2,764	6.50%
Rehabilitated Vacant In Rem Units	1,630	3.80%
Rehabilitated Vacant Privately Owned Units	506	1.20%
New Construction of Rental Units	391	0.90%
Total Units Assisted Through NYC Capital Programs	8,513	19.90%

Data Source: Denise Previti, Michael H. Schill, "State of New York City's Housing and Neighborhoods 2003"

Tenure and Vacancy Rate

Overwhelmingly, CD 9 is a rental community. Nearly 90% of CD 9's housing units are rentals. Average length of tenure (years in current unit) decreased from 12.1 years in 1999 to 10.8 years in 2002, according to the New York City Housing and Vacancy Survey. Manhattan tenure decreased during the same period from 11.0 to 9.2 years, and New York City tenure decreased from 11.6 to 9.3 years.

In 1999, the rental vacancy rate in CD 9 was 1.1% (compared with 3.2% in 1991), the second lowest vacancy rate for Manhattan's community districts. In 2002, the rental vacancy rate edged up slightly to 1.7%. This compares with Manhattan's overall rental vacancy rate of 3.9%, and New York City's rate of 2.9% [See Table G-2: Home Ownership Rate in New York City Sub-borough areas, 1999 and 2002; Table G-3: Rental Vacancy Rate in New York City Sub-borough areas, 1999 and 2002, and Map G-1: Renter-occupied Housing Units].

Housing affordability/Rent-burdened households

A significant proportion of CD 9 renter households are under financial burden to pay rent. Technically, this includes households who have to use 30% or more of their income towards rent. There are concentrations of such households where almost half the households are "rent-burdened." CD 9 also has 23% of its residents paying more than 50% of their income in rent, the highest percentage in Manhattan [See Map G-2: Renters Spending More than 30% of Income on Rent and Table G-4: Gross Rent as a Percentage of Household Income In 1989 and 1999].

Existing affordable housing stock

In 2002, approximately 90% of rental units in CD 9 fell under some form of rent regulation, as follows:

Rent-controlled	5.8%
Rent-stabilized	64.0%
Other rent-regulated*	19.8%

*Includes public housing, city-owned buildings, Section 8 units, Loft-Board-regulated units, and housing units constructed under various tax abatement programs [See Table G-5: Rent Regulation Status in New York City Sub-borough areas, 2002].

Notwithstanding such regulations, the median monthly rental in CD 9 was \$660 in 2002. Forty (40) percent of CD 9 households make \$20,000 or less per year. Based on the definition of affordability, as no more than 30% of income, the most that these households can afford in monthly rental is \$470.

Risks to existing affordable housing stock

There are several state and federally subsidized developments in Community District 9 providing affordable housing units for low-income and moderate-income residents, including River View Towers and Riverside Park Community [See Map G- 3: Public and Subsidized Housing]. These developments were created through the Mitchell-Lama, Project Based Section 8, FHA 221 and 236, and other programs. Many of these units are currently at-risk of being lost – either as owners “opt out” of affordability requirements as subsidy contracts expire, or as the subsidy contracts are put at risk by landlord neglect.

In the City Council Districts that intersect with Community District 9 (Council Districts 7 and 9), there are over 4,500 units with Project Based Section 8 contracts which expire in 2004 or 2005 (1,452 in District 7 and 3,342 in District 9).

An added special feature of CD9 is the dominant presence of local educational, health, and other not for profit institutions. Given their large real estate holdings, they have had a decisive impact on the housing landscape, playing a predominant role in exacerbating the lack of affordable housing for CD9 residents not affiliated with these institutions. This trend of deregulating regulated housing stock has been a major factor responsible for the housing shortage in CD9 particularly at low income and moderate rates.

Community Board 9’s position and support for affordable housing

In 1987, Community Board 9 passed a resolution supporting the development of housing in an equitable manner and with due concern for the district’s low income residents [See Appendix G-a: Community Board 9 Housing Distribution Policy]. The resolution states that City housing programs reflect the income distribution in the neighborhood. CB 9 establishes five income levels according to the district’s median household income: Very Low (50% of the median), Low (80%), Moderate (100%), Middle (150%) and Upper (more than 150%) [See Table G-6: Number of Households by Income Level, 2000 and Table G- 8: Inclusionary Housing in Manhattan CD 9].

Home Ownership

There is a low homeownership pattern in CD 9 at 10%, compared with Manhattan’s 20% and New York City’s 30% [See Table G-7: Housing Ownership, 1990-2000]. The most common form of home ownership is the cooperative apartment at 79.4%, compared with Manhattan’s 70.4% and New York City’s 23.9%. The second most common form of home ownership is Mitchell-Lama cooperatives at 13.6%, compared with Manhattan’s 8.9% and New York City’s 5.2% (refer to *Risks to existing affordable housing stock*, above). Condominium ownership is 3.1%, compared with Manhattan’s 18% and New York City’s 6.5%. Conventional home ownership is 4%, compared with Manhattan’s 2.6% and New York City’s 64.4% [See Table G-2 Home Ownership Rate in New York City Sub-borough areas, 1999 and 2002].

Existing Affordable Housing Programs

New York City provides different kinds of financial subsidy and incentive programs for affordable housing development and rehabilitation. The subsidies fall into several categories, which are often used in tandem. Mayor Bloomberg's New Housing Marketplace proposal includes all of these categories [See Appendix G-b: Affordable Housing Programs].

City Capital Programs:

The City uses its own tax levy funds for the renovation of distressed buildings, homeless housing, homeownership assistance, and some new construction. These are projected at \$3.2 billion over the next 10 years.

NYC Housing Development Corporation:

Utilizes tax exempt bonds and its own reserve funds for new construction of middle-income (NewHOP), low-income (LAMP), and mixed-income housing (80/20), and for the renovation of distressed buildings. Funding is projected to be \$500 million over the next 10 years.

Federal subsidies:

The city also makes extensive use of federal HOME funds, housing cost vouchers, public housing, community development block grants, and low-income housing tax credits. These funds are projected to be slightly over \$1 billion over the next 10 years.

Tax abatements:

Housing development (both affordable and market rate) is eligible for a wide range of tax abatements. The largest two programs are the J-51 program (for rehabs) and the 421-a program (for new construction). With the Manhattan Exclusion Zone (in areas between 14th and 96th Streets), developers must include affordable units to receive a 421-a tax abatement. It is difficult to estimate the total value of these abatements.

The New Housing Marketplace program launched in December 2002 and updated in 2005 makes an important contribution toward addressing the city's housing need through the creation of 92,000 new units and the preservation of over 73,000 existing units of affordable housing for a total of 165,000 by 2013. This plan however would meet less than 10 percent of the city's estimated need, while targeting most new local financial resources to middle- rather than low-income families¹⁶. Income thresholds for the New Housing Marketplace initiative are based on HUD's NYC (Bronx, Kings, New York, Queens and Richmond Counties) Area Median Income (AMI) of \$62,800. For a family of four in HUD's very low income range of 50% AMI, the income limit would be \$31,400. Over half of the households in CD 9 are at or below HUD's 50% AMI [See Appendix E, Figure E-3: Median Household Income, 1990 and 2000]. In fact, at least 60% of the households in CD 9 are below 60% AMI (\$37,680 for a family of four), and would not qualify for most of the housing programs that are the cornerstone of The New Housing Marketplace initiative.

Spotlight on a potential solution: Inclusionary Zoning¹⁷

The "Campaign for Inclusionary Zoning" was formed by a new citywide coalition of housing and social justice groups to ensure affordable housing is included in the massive redevelopment plans for New York City. Members of the coalition include: Habitat for Humanity NYC, Community Service Society,

¹⁶ See *Increasing Housing Opportunity in New York City The Case for Inclusionary Zoning*. A Report by PolicyLink and Pratt Institute Center for Community and Environmental Development. Fall 2004. <http://www.picced.org/pubs/izreport.pdf>

¹⁷ Ibid

Hudson Guild, Churches United for Fair Housing, and many others. The campaign's strategy is to organize the City Council to first pass a resolution calling for inclusionary zoning, and then demand implementation of inclusionary zoning in future neighborhood rezoning. In addition, the coalition will work closely with community groups in neighborhoods that are being rezoned to build support for inclusionary zoning.

Inclusionary Zoning - setting aside affordable units in new housing developments – is an appropriate tool for meeting the housing needs of CD 9's diverse residents. As demonstrated in numerous cities across the country, inclusionary zoning can be used to produce affordable housing linked to new development to meet the specific needs of a community.

The mix of inclusionary zoning program elements for a particular jurisdiction depends on the development patterns of the community, the (affordable) housing needs of its residents and political feasibility. But almost all inclusionary zoning policies include set aside requirements (percentage of units that a developer is required to price as affordable for low- and moderate-income people); income targets (income levels at which inclusionary units are targeted); project triggers (the number of units at which the inclusionary requirement will apply); and developer compensation/cost-offsets.

The hallmark of an effective inclusionary zoning policy is the extent to which it is able to meet local needs.

Given proposed land use and economic development plans for CD 9, an appropriate inclusionary zoning policy for the area should include the following:

- Sets income levels for affordable housing eligibility to reflect community housing needs and broaden eligibility by connecting inclusionary zoning to other housing resources in order to be economically feasible.
- Mandate inclusionary zoning in specific areas within CD 9.
- Maintain permanent affordability of inclusionary units.
- Prioritize on-site development of inclusionary units to encourage mixed-income communities.
- Design an economically feasible program that allows developers to create affordable housing and make a profit by utilizing appropriate cost-offsets such as density bonuses.
- Support drafting of legislation that authorizes consistent administrative oversight to manage an inclusionary zoning program.
- Continue to advocate for public financing and subsidization of housing at the city, state and federal level, particularly for low and moderate and middle income residents, recognizing that that the private and not-for-profit sectors can't fully address the need for affordable housing without additional financial support from the public sector

Spotlight on a potential solution: Community land trusts

A community land trust is a non-profit corporation designed to hold title to land that is being or has been made available for development in accord with a community plan. The purpose of the trust is to ensure the long-term affordability of the land and its improvements for low- and moderate-income users by capturing the appreciated value of the property and using it to subsidize successive users. The land trust would manage ownership of land and properties in perpetuity to maintain long-term affordability for low and moderate-income occupancy. The trust would also serve as a short-term land bank, holding title to properties until a deal can be made for their development in keeping with a community plan.

Tools to facilitate the creation of a community land trust include a revolving property acquisition and seed development fund to provide a pool of capital and enable community development organizations to respond to the changing real estate environment while providing affordable housing and preserving community character. The fund would be used to acquire options on, enter into partnership agreements with, or purchase outright, privately or publicly-owned properties deemed suitable for development and to make appropriate property acquisitions.

Spotlight on a potential solution: Citywide Initiatives

New York City Council Intro 186

The City Council is currently considering Intro. 186, the “Tenant Empowerment Act.” This legislation would offer tenants in some affordable housing development facing expiring public subsidies the right to purchase their homes, should an owner opt to terminate (or not to renew) an existing contract for affordable housing.

The right to purchase would be triggered by termination of a contract for a rental affordability program (such as Project-Based Section 8 or Mitchell-Lama Rental, Article 4 Limited Dividend, FHA 236 and 221, HUD 202 and 811). Tenants would have the right to partner with a qualified not-for-profit to facilitate the purchase and management of their development.

If the owner of a subsidized development opts to terminate an affordable housing contract, the owner would be required to submit the development to an appraisal process. The tenants’ association would then have the “right of first refusal” to purchase the development at the “highest and best” appraised price, with the express purpose of maintaining the development of affordable housing. The legislation would then enable tenants to preempt other potential buyers, whose intention might be to convert the development to market prices. In addition, the legislation would create a “hierarchy of refusal” – placing the tenants first in line to purchase their development, then a not-for-profit group that would maintain the development as affordable housing, then New York City, and last for-profit purchasers.

NYC Department of HPD Efforts to Purchase Failing HUD Developments

The Department of Housing Preservation and Development (HPD) is currently discussing the possibility of purchasing the mortgages on distressed subsidized properties which are currently in the portfolio of the U.S. Department of Housing and Urban Development (HUD). At present, HUD will often choose not to renew contracts in distressed buildings. In some cases, HUD forecloses on the property as a result of landlord neglect and distress. In these instances, it may sell the property to the highest bidder, which often leads to ongoing neglect, and/or to loss of the units as affordable housing.

If HPD is successful in purchasing these mortgages, it could then work closely with tenants and not-for-profit organizations to insure that the buildings are both preserved as affordable housing, brought up to adequate housing quality standards, and maintained for the long term.

H. COMMUNITY FACILITIES

(Please see Appendix H for graphs that helped generate some of the narrative below.)

Public schools

Community District 9 is a part of three Community School Districts, 3, 5 and 6 [See Map H-1: Community District 9 Public Schools]. There are 10 public elementary and intermediate school buildings located within the boundaries of CD 9. Some of these buildings house more than one school organization [See Table H-1: Public Elementary and Intermediate Schools in Community District 9 and Table H-2: Public Elementary and Intermediate Schools in Manhattan CSDs]. There are two public high schools within CD 9: A. Philip Randolph HS and HS for Mathematics, Science and Engineering at City College. In addition, several high school programs are located just outside CD 9 at 6 Edgecombe Avenue [See Table H-3: Public High Schools in or Near Community District 9].

Students in the local public schools suffer from many of the same negative conditions as students around the city: overcrowding; shoddy conditions and maintenance.

Schools are not evenly distributed throughout CD 9 but instead are clustered in the middle portion of the district. Most of the ten public schools in CD 9 fall under the jurisdiction of School District 5; the rest are within School District 6.

School overcrowding

Apart from anecdotes, of which there are many, it is challenging to portray school overcrowding quantitatively and accurately. At 197-a plan-related community forums held in summer 2004, many CD 9 residents voiced concern about this issue.

The Department of Education methodology for calculating utilization is included in the Utilization Profiles: Enrollment/Capacity/Utilization, 2003-2004. For the 2003-2004 Utilization Profiles, the DOE provided two sets of utilization figures. The Historical Method presents actual utilization, based on their methodology; the Target Method presents what school utilization would be if Early Class-Size Reduction (K-3) of 20 children per class were implemented. A comparison of Manhattan school districts is shown in Table H-2.

Data from DOE's Utilization Profiles for CD 9 indicates the following:

- ❖ There is a large utilization gap between Hamilton Heights and Manhattanville. In Hamilton Heights, public schools are obviously overcrowded, but in Manhattanville, the total enrollment is much lower than capacity [See Tables H-1 and H-2 and Map H- 2: Public Elementary and Intermediate Schools Utilization Percent, 2003-2004].
- ❖ All public elementary & intermediate schools in Hamilton Heights are overcrowded, since the utilization percent is beyond 110.
- ❖ Three public schools in Hamilton Heights have transportable classroom units (TCUs) to provide immediate relief to the most overcrowded schools, however, according to the 2005 – 2009 Five – Year Capital Plan, the intent is to replace the existing TCUs with permanent solutions wherever possible and to phase out the program altogether by 2012. (See “Children First 2005 – 2009 Five – Year Capital Plan Proposed 2005 Amendment School-Based Edition By Region”, pp48).

- ❖ One new school (capacity 503 seats) is planned in Hamilton Heights. However, this will not meet the current shortage of 646 seats. Therefore, even if the new school is established, overcrowding will still exist.
- ❖ In contrast to Hamilton Heights, in Manhattanville student enrollment is smaller than capacity in seven of its nine schools. In four schools (not including one charter school) the utilization rate is less than 70%.

This utilization rate, however, is questionable. According to Insideschool.org, the independent guide to New York City public schools, those schools in Manhattanville suffer severe problems. For example: “(At IS 195,) Almost 90 percent of its students who took city and state tests in 2002 did not meet standards (Helen Chernikoff, November 2003).” “In District 5, students choose where they want to go to middle school, but IS 172 is not a popular choice because of the bad reputation it earned years ago. That means that many of its students didn’t get accepted elsewhere (Helen Chernikoff, January 2004)” (see <http://www.insideschools.org>).

The DOE’s *Five-Year Capital Plan for FY 2005-2009*, as adopted by the City Council in June, 2004, included three new school facilities for Community School District 6, with a total of 1,700 school seats. Under the proposed *Five-Year Capital Plan Amendment*, published in November 2004 an additional 500 seats were added for the Gregorio Luperon Prep School, for a total of 2,201 new school seats for CSD 6. The final proposed amendments are scheduled to be adopted by the City Council in June 2005. The site for the proposed 503-seat PS/IS 93, located in CD 9 has been approved by the City Council. Two other sites for new school facilities have been proposed, and are currently in the public review process prior to being submitted to the City Council for approval.

DOE claims that if Community School Board 6 locates sites, they could be built quicker. For this and other reasons, it is especially critical to identify the remaining vacant and underbuilt sites in CD 9 for their appropriateness for new schools.

Other community facilities

A quantitative comparison reveals that, generally speaking, CD 9 has relatively few community facilities such nursing homes, day care and Headstart facilities, senior centers and libraries when compared to other community districts in Manhattan [See Table H-4: Day Care & Head Start Facilities: Capacity per Population Under 5 Years, Table H-5: Nursing Homes: Capacity Per 1,000 Population, Table H-6: Senior Centers Average Meals Served or Average Visits Per Month By Population 65 and over and Table H-7: Public Libraries: Population per Branch. A ranking of the twelve community districts by existing capacity of community facilities versus current population shows that overall CD 9 is not home to a particularly large number of such facilities. However, the facilities CD 9 does have are large in capacity and concentrated north of 125th Street in the Amsterdam Avenue corridor, creating a sense of overburden.

Throughout the 197-a planning process, a number of community members have expressed frustration over a critical shortage of after-school-type recreational facilities. Children from 5 to 11 years increased 16.6% in the past decade and children 12 to 17 years increased 11.4%, underscoring the critical need for these facilities in CD 9.

As discussed in a previous section on open space, while home to various parks, many of them are difficult to reach due to topography and busy streets. Furthermore, while offering important opportunities for active and passive recreation, these parks cannot substitute for supervised, structured activities designed for youth. Particularly in an economy where most parents cannot afford to not work outside the home, summer, after-school, and even weekend youth activities are sorely needed.

RECOMMENDATIONS

INTRODUCTION

The 197-a plan is a tool to address the community's vision for the entire district and be a catalyst in implementing this vision. In particular, besides providing a framework for collaborative community and property-owner development, five issues drive the plan:

- ❖ A need to improve the quality of life of its residents.
- ❖ A need to preserve historical building patterns and neighborhood scale.
- ❖ A need to encourage the creation and development of job-intensive businesses to benefit local residents.
- ❖ A need to allow for population growth in a manner that promotes diversity of incomes and ethnicity without displacement of existing residents.
- ❖ The need to significantly improve the social, cultural and economic opportunities for residents by encouraging the qualitative development of the area while preserving and enhancing the built and natural environment for present and future generations

The 197-a Plan Recommendations reflect Community Board 9's intent to develop a framework to guide near term decisions concerning a spate of anticipated public and private sector land use initiatives which will inevitably alter the community's demographic profile and shape its future growth.

The goals are to: promote the interests of longtime area residents, provide for new affordable housing, preserve the existing supply of public and affordable housing, create the conditions to generate and protect good jobs, assure that primary and secondary displacement will not occur as a result of any public or private action, and to improve and enhance the environment and architecture of the area

The recommendations are summarized into seven areas:

- ❖ Land Use and Zoning
- ❖ Urban Design, Open Space and Historic Preservation
- ❖ Transportation and Transit
- ❖ Economic Development
- ❖ Environmental Protection and Sustainability
- ❖ Housing
- ❖ Community Facilities

LAND USE AND ZONING

The land use recommendations are the result of the community's vision for the development of Community District 9 [Hamilton Heights, Manhattanville and Morningside Heights] in a manner that preserves its character and enhances its potential for development.

Most of CD 9 is built up with many high quality pre-war brownstones, townhouses, apartment buildings, religious and educational structures, warehouses, garages, and other historical buildings. Vacant lots and "underbuilt sites" are limited in size and in number thereby limiting the number of areas suitable for new development. In order to achieve the district's goals of job creation (economic development) while maintaining affordable rents for existing residents and businesses, consideration must be given to qualitative, as opposed to quantitative development and to those areas of the district which can absorb increased building density for production/light manufacturing, commercial, cultural, education and residential developments.

In addition to addressing land use issues, the following recommendations propose urban design, or physical, solutions to enhance visual corridors and create a sense of permeability so that people can access the waterfront from upland areas.

1. Establish a Special Purpose District in Manhattanville

Area Border:

135th Street to the north; Convent/Morningside Avenues to the East; 123rd St, Amsterdam Avenue and 122nd Street to the south; and the Hudson River to the west [See Map R-1: Manhattanville Special Purpose District].

In New York City, there are currently no standard zoning districts with tools to address the needs of this area and achieve the vision of the Community Board that has emerged after consultation with many area residents.

However, a "special purpose" zoning district is a customized district with specially crafted requirements that can be a viable alternative to the existing generic types of zoning districts. In Manhattanville, this means crafting a zoning district that guides the real estate market to create a healthy balance of production/light manufacturing, retail, and community facilities while ensuring that certain physical elements [such as height limits, maintaining the character of existing street walls and visual corridors] are in place. The subsequent sub-recommendations will further describe aspects of this proposed special purpose district.

The proposed special purpose district boundaries have been selected in order to address potential development opportunities in the neighborhood from a broad perspective, one that recognizes the rich cultural, historic and economic contribution that this area has made and can make to benefit the residents of CD 9.

The proposed Special Purpose District includes:

- All the manufacturing zoning districts located in Manhattanville area of Community District 9.
- The 125th Street corridor from Convent Avenue to the Hudson River
- The rich inventory of public housing and other large housing developments such as Manhattanville Houses, General Grant Houses, Morningside Gardens and 3333 Broadway

The proposed Manhattanville Special Purpose District is a relatively large area composed of many smaller sub-districts. The proposed district contains three sub-districts each with distinct zoning regulations designed to reflect the idiosyncratic nature of each of those areas and to enhance and build upon their distinctive assets and character.

In order to maintain the vitality and diversity of the community, this plan supports and encourages a broad base of property ownership within Manhattanville. This special purpose zoning district would include the following elements and provisions:

1A. Sub-district 1: New Consolidated Manufacturing District

Rezone the Manufacturing Districts at the Waterfront to a Single Low-Density Light Manufacturing District

This new district should support existing light manufacturing and commercial businesses and encourage new flexible light manufacturing / retail establishments [See Map R-1: Manhattanville Special Purpose District].

This rezoning is proposed in order to:

- Create a stable climate for investment, employment retention and new job creation
- Maintain the existing height and visual corridors. Heights would be limited to a scale that would not have a detrimental impact on the Riverside Drive Viaduct and 12th Avenue. A maximum building height of 45 feet west of 12th Avenue is envisioned.
- Allow a mix of uses, such as retail and production/light manufacturing.
- Encourage a diversity of ownership and local entrepreneurship.

The district should allow flexible production/light manufacturing related uses with a retail frontage, where feasible.

Area:

This district includes part of a large M1-1 district along the waterfront, the adjacent M2-3 district and part of the central M1-2 district, and excludes the smaller M1-2 and M3-1 districts. The eastern end, this new M district borders the smaller M1-2 and the M3-1 districts. The western edge of the latter is extended south reaching the southern end of the central M1-2 district at St. Clair Place. On the northern edge, the new M district is aligned with the northern edge of the smaller M1-2 district at 134th Street, and this line is extended to the Hudson River.

Requirements:

These requirements are intended to support and encourage the development of locally owned business establishments, and limit the ability of big box operations or chain stores with large floor plates to operate in the area.

- Allow an FAR bonus for the development of Super specialty businesses in Sub-district 1. Super specialty stores are businesses that combine retail and production / light manufacturing or wholesale functions
- Limit the Floor Area of the retail component of the super specialty business. This would discourage big box stores but encourage larger production spaces.

- Commercial and retail facilities larger than 10,000 square feet should require a special permit
- Waive parking and loading requirements within proposed consolidated M1-1 district
- Support the implementation of the adopted Local Law 31 of 2005 (formerly called Intro 423A) to amend the regulations of billboards. Billboards that currently abut the Henry Hudson Parkway and Riverside Drive Viaduct appear not to conform to existing regulations posing a traffic hazard and an aesthetic affront to many residing in the area. This Intro is an important first step in achieving the goals of limiting the height, number, size and location of billboards within Sub-district 1 would be met by the changes introduced in a bill by New York City Council Members Katz, Liu, and Nelson to amend the administrative code of the City of New York, in relation to the regulation of billboards [See Attachment 1: Intro No. 423-A Highlights in Appendix B]

The area (zip code 10027) experienced an employment growth in Food and Kindred products in the last 3 years¹. In addition, the area will be the beneficiary of a major capital investment in a waterfront park that will provide access to the Hudson River. This public infrastructure investment will both provide recreational opportunities and be a catalyst for further business development of the area.

The new special district should be a catalyst for:

- The expansion and creation of production/light manufacturing-related uses with a retail frontage
- Creating the conditions for a hub of local businesses to support the new waterfront park and activities and encouraging public access to it and its use by local residents.
- The generation of employment for local residents.
- Promoting a pedestrian friendly environment with visual transparency that provides “eyes on the street” to enhance security.
- Development that minimizes the impacts of sound and vibration on its neighbors: all new developments would be required to do an impact analysis associated with these factors and implement appropriate mitigation measures.

1B. Sub-district 2: New Broadway Mixed Use District

Rezone part of the M1-2 District to a Special Broadway Mixed Use District.

The new district should allow and establish a balance of multiple uses, such as flexible Light Manufacturing / Commercial / Community Facilities / Residential. Together, these activities will create a 24/7 live and work community, a sense of place, retention of the existing low and moderate income rental housing stock, and the continuation of current uses in the area [See Map R-1: Manhattanville Special Purpose District].

In the New Broadway Mixed Use District, light manufacturing uses should be allowed as of right. This responds to the desire to support locally owned business establishments.

Area:

¹ Data Source: Dun & Bradstreet MarketPlace, Jul-Sep 2003

On its north, east and south border, Sub-district 2 is coterminous with the central M1-2 district. On the western end, this new district is coterminous with the western edge of the M3-1 district, and that line is extended to its southern end.

Requirements:

- Business activity (commercial, retail, production/light manufacturing) and/or community facilities on at least the first two floors would be required to provide visual transparency to enliven the streetscape. This would include uses allowed in M1 and C zones. No residential uses would be allowed on the first two floors.
- Existing residential uses on lower floors of buildings will be grandfathered.

Bulk regulations should consider the following:

- ❖ An FAR range of 4.0 to 6.0 for all uses: manufacturing, commercial, community facility and residential in order to maintain the commercial, institutional and light industrial character of the district while recognizing the need for affordable housing and other amenities in the area.
- ❖ A bonus of FAR 0.5 for manufacturing uses if one of the two floors should be provided for manufacturing/production activity (including arts and crafts) in Subdistrict 2, and a bonus of FAR 1.0 if the two floors should be provided for manufacturing uses. This would allow a maximum FAR of 7 if this tool is used, thus encouraging the development of light industrial uses and keeping with the neighborhood character.
- The bulk and height regulations governing the development of buildings along the Broadway-IRT viaduct should be developed based on criteria that would protect the historic nature and aesthetic integrity of the historic viaduct structure and allow light and air to flow above and below the viaduct structure. The regulations should also consider the historic quality of existing buildings along Broadway and should be developed in such a way as to protect the unique interplay of light and shadow on the west façade of buildings abutting the viaduct on the eastern side of Broadway. A shadow study should be prepared as a prerequisite to the establishment of new bulk and height regulations along Broadway [See Photos 1 and 2: Under the Broadway Viaduct].
- Permit flexibility of streetwalls on side streets while maintaining view corridors and existing streetwall character
- In addition to the retention of the existing residential buildings any new residential development should include affordable housing, which at a minimum should meet customized numerical goals established by CB 9.
- New high-rise buildings along the West Side of Broadway must be designed to deflect and minimize noise and vibrations from the Broadway-IRT viaduct away from Manhattanville Houses to the maximum extent possible.
- All new developments would be required to undertake an impact analysis of sound and vibrations on existing buildings and would be required to make design modifications to reduce adverse impacts and implement mitigation measures such as wall and window treatments, where appropriate.

1C. Sub-district 3: New Amsterdam Mixed Use District

Rezone the Amsterdam Avenue M1-1 District to a Special Amsterdam Avenue Mixed Use District

This new district is envisioned as a haven for the arts, culture and entertainment. This district should support existing light manufacturing businesses and encourage the development of cultural and entertainment uses, especially production/light manufacturing related, such as arts and crafts, and movie and video production facilities [See Map R-1: Manhattanville Special Purpose District].

Some residential uses, especially housing for artists and live/work spaces should be permitted.

In the New Amsterdam Mixed Use District, businesses that combine production/light manufacturing and retail uses should be allowed as of right and special permits should be required for larger retail facilities. This responds to the desire to support locally owned business establishments, and limit the ability of big box operations or chain stores with large floor plates.

This rezoning is proposed in order to:

- Create a stable climate for investment, employment retention and new job creation
- Encourage the development of a mix of commercial and production/light manufacturing activities
- Become an anchor for arts-related commercial and production/light manufacturing activities (galleries, workshops for artists, etc.)
- Address CD 9 housing shortage by permitting housing development in mixed-use buildings.

Requirements:

- Light Manufacturing uses would be rezoned to a higher density in order to allow the development of loft buildings for such uses.
- Change parking and loading requirements to encourage development of traditional light manufacturing loft buildings that do not require large loading bays and parking lots.
- Permit flexible production/light manufacturing / retail/ arts facilities.
- Business activity (commercial, retail, production/light manufacturing) and/or community facilities on at least the first two floors would be required to provide visual transparency to enliven the streetscape. This would include uses allowed in M1 and C zones. No residential uses would be allowed on the first two floors.
- Existing residential uses on lower floors of buildings will be grandfathered.

Bulk regulations should consider the following:

- An FAR range of 4.0 to 6.0 for all uses: manufacturing, commercial, community facility and residential in order to maintain the commercial, institutional and light industrial character of the district while recognizing the need for affordable housing in the area.
- A bonus of FAR 0.5 for manufacturing uses if one of the two floors should be provided for manufacturing/production activity (including arts and crafts) in Subdistrict 2, and a bonus of FAR 1.0 if the two floors should be provided for manufacturing uses. This would allow a maximum FAR of 7 if this tool is used, thus encouraging the development of light industrial uses and keeping with the neighborhood character.
- The bulk for new development should relate to the existing neighborhood fabric and respect the scale and the historic and aesthetic quality of housing along Convent Avenue.
- In order to maintain a balanced mixed use district, Residential and Community Facility uses would occupy no more than a pre-established percent of the total floor area of the district. This percentage is to be determined.
- Develop a vertical mixed-use zoning strategy with light manufacturing / commercial / community facility uses on lower floors and institutional/residential/live-work uses above. The topography of the area would allow for this vertical mix to be seamlessly integrated with the existing adjoining uses [See Photos 3 and 4: Amsterdam Avenue M District].
- Lower floor activity would be restricted to business uses (light manufacturing, community facility, commercial, offices, and retail) and would provide visual transparency to enliven the streetscape and put “eyes on the street” to promote security. This would include uses allowed in M1 and C zones. The design of the lower floors would be similar to those in loft buildings (i.e., high floor to ceiling heights).
- Any residential development should include affordable housing that meets goals established by CB 9.

Opportunity:

- Community District 9 has a very high rate of unemployment at 18%, compared to 9% in Manhattan and 10% in New York City.
- During the last three years, CD 9 has experienced a slight growth in light manufacturing employment and sales.
- Approximately 15% of Community District 9 residents are employed in industrial jobs (i.e., manufacturing, transportation, wholesale and warehousing). Approximately 18% of upper Manhattan residents (Community Districts 9-12) are employed in such jobs.

There is an opportunity to nurture the conditions for certain types of businesses--such as specialty foods, arts and arts-related production/light manufacturing, and clean

environmentally sustainable remanufacturing processes to take root in the district and provide increased employment opportunities to local residents.

1D. Establish Height limits² at the Waterfront

In order to protect view corridors, the 12th Avenue Viaduct and the waterfront from overdevelopment at the waterfront, height limits should be established along the east side of 12th Avenue , and from its west side to the Hudson River:

- New buildings along the east side of Twelfth Avenue would have a maximum base height of approximately 45 feet
- Allow a sky exposure plane from the base height of 45 feet that would permit light and air under the 12th Avenue Viaduct.

Establish approximately 45-foot³ height limit from 12th Avenue to the Hudson River. [See Map R-2: Manhattanville Special Purpose District Height Limits].

Generally speaking, height restrictions are needed to protect the Riverside Drive Viaduct from encroaching structures, keep low-rise structures at the waterfront, and allow light to filter into the area below the Viaduct, thereby encouraging pedestrian traffic and promoting public safety. In addition this would preserve the visually spectacular “viaduct space or viaduct room” which is enhanced by natural light filtering through the structure of the viaduct to the street below throughout the day [See Photos 5 and 6: “Interior” Views of the 12th Avenue Viaduct].

1E. Rezone Commercial Overlays within the Manhattanville Special Purpose District to Allow a Wide Diversity of Commercial Uses

- Allow a greater mix of retail and commercial uses, including environmentally friendly small scale production/light manufacturing
- Where appropriate, allow the location of movie theaters and other cultural assembly places
- Explore creating new commercial overlay along the south side of Tiemann Place between Broadway and Riverside Drive in order to legalize those businesses that have been in neighborhood for a long time.

Current commercial overlay zoning is highly restrictive in the types of uses allowed (i.e., doesn’t allow bakeries larger than 750 sq. ft.) These regulations limit business flexibility and job creation. Changing these outdated (40+ year old) commercial overlays would permit a wider variety of establishments to locate in the Manhattanville Special Purpose District to meet the needs of business owners, residents and job seekers. Environmentally friendly production/light manufacturing uses with a small retail frontage could provide needed space for such businesses looking to employ local residents. [See Map R-3: Existing Commercial Overlays in Manhattanville Special Purpose District]

² This proposed height limit is tentative until analysis of natural light is provided.

³ Although their sizes differ, a typical building story is between 10 and 15 feet in height.

1F. Preserve and enhance visual corridors along 125th Street and all the East-West Streets in the Manhattanville Special Purpose District by developing street wall requirements that reflect the existing built character.

Allow the community to continue to enjoy views of the waterfront along East-West streets [See MAP R-4: Manhattanville Special Purpose District Corridors, and Photos 7 and 8: View Corridors at 125th and 131st Streets].

- Maintain maximum view corridor from the Manhattanville Houses.
- No existing East-West Street, at, above and/or below grade, within the Manhattanville Special Purpose District, should be demapped.
- Consistent with the Plan's recommendations for the entire district, development of pedestrian bridges should be restricted. [See Recommendation 18].

1G. Proscribe Use of Eminent Domain in Manhattanville Special Purpose District

Consistent with the Plan's recommendations for the entire district, the plan recommends that eminent domain to facilitate the acquisition of private property for the subsequent conveyance to another private owner in the Manhattanville Special Purpose District be proscribed. [See Recommendation 3]

1H. Mandate the Use of Inclusionary Zoning to Create Affordable Housing within the Manhattanville Special Purpose District [see Recommendation 5]

1I. Create an Anti-Harassment and Cure Provision in the Manhattanville Special Purpose District to Prevent Displacement of Existing Residents.

In order to address any harassment of existing tenants in rent regulated apartments with a view toward their displacement, a provision like Special Clinton District Section 96-110 of the NYC Zoning Resolution must be created for the Manhattanville Special Purpose District.

1J. Explore the Creation of a Program that Links Development of New Workspace to the Development of Affordable Housing.

In 1985, the City and County of San Francisco established the Office of Affordable Housing Production Program. This program linked office development to the demand for affordable housing by requiring developers to either build affordable housing or pay an in-lieu fee. While still in effect, the program has been amended and updated to include additional building types, along with other adjustments. Explore creating a similar program for the Manhattanville Special Purpose District.⁴

⁴ *Jobs Housing Nexus Analysis*, City of San Francisco, July 1997

2. Pursue public and private efforts to implement the non-land use recommendations contained in the 197a Plan in CD9

The 197-a plan proposes a range of actions that would help assure that the environment is protected, that housing opportunities for low, moderate and middle income CD 9 residents are protected and expanded, and that the creation of stable jobs with opportunities for advancement and of new, locally owned businesses, as well as the protection of existing businesses would be undertaken in concert with but independent of the proposed zoning and land use recommendations contained in the 197a Plan.

One method proposed by CD 9 to achieve these goals is for an entity representative of community interests to enter into a community benefits agreement with public, private, or not-for profit developers engaged in any large scale development in the district. To the extent possible under law, the City should use its good offices to help facilitate the negotiation that could lead to such arrangements. In essence such an agreement would encourage the developer to set aside a percentage of the value added by City and community approvals of any rezoning and/or infrastructure improvements for direct investment in the community via a mechanism such as a Community Trust Fund or other similar mechanism that would be funded to pay for the proposed community benefits such as:

- Affordable Housing
- Local skill development, job creation and business development
- Social services
- Neighborhood amenities and improvements
- Cultural development
- Environmental benefits
- Educational, Cultural and Recreational facilities

Community Board 9 would help to establish a legal entity to administer the funds received by the Community Trust Fund or another similar mechanism.

This fund would then be used to further the goals outlined in the community benefits agreement and/or for investment in other community infrastructure needs as outlined in the 197-a Plan. This is necessary since many of the institutional expansion activities planned are sponsored by tax exempt entities and would otherwise not generate the financial resources necessary to pay for needed services and infrastructure investments and to pay, over time, for the programmatic commitments made by the institutions. However, the principle that the increase in the value of property resulting from a public action should be captured for the community's benefit should apply whether or not the owner/developer is a for-profit or not-for-profit entity.

3. Proscribe Eminent Domain for Conveyance to a Private Party

On September 23, 2004, Community Board 9 unanimously adopted a resolution formally requesting that no government agency utilize eminent domain to convey property to any private party seeking development in the Board 9 Manhattan district [See Appendix B, Attachment 2: CB 9M Resolution on Eminent Domain, 2004].

4. Study and Adopt Contextual Zoning throughout the District

[Except as noted in the Proposed Manhattanville Special Purpose District]

In order to:

- Preserve the aesthetic quality and historic character of the district and respect its various architecture styles, by preserving street walls, setback and stoop lines.
- Eliminate the loophole in standard [non-contextual] zoning that allows community facilities to be built out of scale with neighboring buildings.

Explore a joint application with CB 7 to extend the contextual district south of Cathedral Parkway

Requirements:

- Contextual rezoning should be tailored according to the diverse architecture styles and scale that abound throughout the different neighborhood blocks. It should be fine grained as to provide height and setback limits to protect largely intact mid-block areas of row houses that are often surrounded with taller tenement buildings.
- Contextual rezoning should establish floor to ceiling height minimums that are comparable to the older housing stock for new developments and major alterations to create roomier apartments and allow for greater flexibility within those apartments. This may require a new type of contextual zoning. The goal is to create a disincentive for developers to lower floor to ceiling heights in order to allow an extra floor to be built under the height cap.

4A. Study and adopt Contextual Zoning for all predominantly Residential Districts

There are two residential districts in Community District 9: R7-2 and R8.

Excluding the proposed Special Purpose District in Manhattanville, these residential districts should be rezoned to contextual districts in order to preserve the physical character of the area.

- Maintain the area's present bulk, which differs according to the different historic architecture styles, and encourage any new developments to be similar in size and shape to existing blocks [See MAP R-5: Contextual Zoning in Residential Districts --Building Heights and MAP B-3: Floor Area Ratio].
- Eliminate development of out-of-scale buildings.

After adoption, any owner seeking a modification would need to obtain a special permit from the City Planning Commission, which would be granted only after consultation with and concurrence by the community board.

4B. Provide Urban Design Guidelines within the Manhattanville Special Purpose District

- Preserve the historic character of the district and its different architectural styles
- Eliminate the loophole in standard [non-contextual] zoning that allows community facilities to be built out of scale with neighboring buildings [i.e., overly tall or buildings with large footprints that remove rear yard continuity]. Study applying the reduced FAR requirements for community facilities of contextual district to the existing standard residential districts located in the proposed Manhattanville Special Purpose District
- Maintain the traditional street wall character of the blocks.
- Initiate a study in conjunction with tenants and owners of how the “Tower in the Park” large-scale housing concept could be better integrated into the surrounding urban fabric. Such housing would be General Grant Houses, Manhattanville Houses, Morningside Gardens and 3333 Broadway.

5. Utilize Inclusionary Zoning to Create Affordable Housing

- Market rents and housing costs are unaffordable to most area residents.
- New development will increase the pressure on the existing supply of affordable housing.
- Affordable housing should be one of the benefits accruing to the community as a result of any rezoning from light manufacturing to a higher density and higher valued set of mixed uses.

The proposed Manhattanville Special Purpose District would impose mandatory Inclusionary Zoning in areas rezoned from light manufacturing to mixed use or upzoned from a lower to a higher residential density. In addition, any area outside of the proposed Manhattanville Special Purpose District that is rezoned (changed from light manufacturing to mixed use or rezoned to a higher residential density) would be required to have Inclusionary Zoning..

Even where there are no new residential uses being planned, if the scale of development being proposed is large, it will likely increase pressure on the existing supply of low- and moderate-income housing and it is incumbent upon the developer to mitigate that adverse impact by building affordable housing to offset that increased demand. As stated in Recommendation 1J, San Francisco has shown there to be a linkage between the development of new workspace and the increased demand for affordable housing.⁵

Under a mandatory Inclusionary Zoning program, income levels for affording housing eligibility should be set to reflect the community housing needs of CD 9. The percentage of units that a developer will be required to set aside for low- and moderate-income households will depend on the income-mix within the specific jurisdiction. For example, in Greenpoint-Williamsburg, community concerns over affordability have led to a call by neighborhood groups to guarantee that 40 percent of new units be affordable.

⁵ *Jobs Housing Nexus Analysis*, City of San Francisco, July 1997

In making this recommendation, CD 9 acknowledges that to date the City has not made any determinations concerning the legal authority to adopt mandatory, as opposed to voluntary, inclusionary housing provisions in the Zoning Resolution.

Developers would be allowed to utilize established government subsidies, tax-exempt bond financing, tax credits, or tax abatement incentives to create affordable units.

A voluntary Inclusionary Zoning program would apply to areas that are not being rezoned or upzoned. Consideration would need to be given to incentives for housing developers to encourage use of this program, such as more density [i.e., the ability to build more units] than the existing zoning allows [See Table G- 8: Inclusionary Housing in Manhattan CD 9].

Based upon 2000 Census, the income categories for this affordable housing in CB9 would be:

- I. 10-24% AMI 34% of affordable units
- II. 24-48% AMI 33% of affordable units
- III. 48%-80% AMI 33% of affordable units

6. Explore Development of Underbuilt⁶ Sites

Vacant lots available for development in CD 9 are scarce, representing only 14.4 acres. As such, it is critical that significantly under developed city and privately owned properties, i.e. abandoned and/or under built properties, be seriously examined for community benefit and utilization [See MAP R-6: Underbuilt Sites for Exploration – Ownership Type].

One such property, while presently privately owned, was obtained from the city subject to reuse restrictions including requirements that the site be developed in a timely manner. These restrictions have not been enforced by the city. We urge that the city explore creating new enforcement procedures on this and other comparable properties, when appropriate and where possible, within CD 9.

The former P.S. 186 building located in Hamilton Heights (517-527 West 145th Street and 526-538 West 146th Street), was sold to a New York City Local Development Corp. (ML Wilson Boys Club) in April 1986, for the purpose of developing community facilities. The building itself is one of the few remaining examples of early 20th century school architecture; unfortunately, the property has been allowed to deteriorate over this eighteen-year period. To date, no development has begun and it does not appear that plans for development are forthcoming. This abandoned, dilapidated property continues to represent a significant disappointment to the community, as well as a safety hazard. [See Photos 9 and 10: Views of the former P.S. 186 building].

Community members –organized or otherwise- would like this space to be developed as a community facility, including space for cultural and civic activities. The City should facilitate the redevelopment of the former P.S. 186 site for uses beneficial to the community, generally consistent with the intent of the prior disposition. The community has few public institutions (in

⁶ Underbuilt sites are defined as lots over 5,000 square feet and developed with less than 50% of maximum allowable floor area ratio; vacant lots (including two or more adjacent lots totaling over 5,000 square feet); gas stations, and parking lots. In addition, Underbuilt sites do not include churches, schools, city facilities, historic landmarks and lots in historic districts. Furthermore, Underbuilt sites with the above mentioned characteristics located within the proposed rezoning sub-districts (Recommendation 1) were excluded in order to avoid encouraging piecemeal development in this area, whose buildable requirements would change as a result of such proposed rezoning.

particular an adequately sized post office), and is underserved by active recreation and youth facilities, senior centers, art and cultural establishments and schools [See Recommendation 34].

Opportunity

Several civic and community groups and other institutions have explored for several years the feasibility of acquiring the site for the purposes of converting this currently abandoned facility into a community hub with proposed uses including, but not limited to, a post office, youth recreational facilities, a day care center, affordable housing, as well as community board and other community group offices and meeting space.

The development of the former P.S. 186 into a civic institution would compliment the Bridge Group's planned acquisition and renovation of the landmarked Hamilton Theatre and Lobby Building at West 146th Street and development of a cultural center.

Other underbuilt sites as identified on Map R-6: Underbuilt Sites for Exploration should be further studied for potential development of housing, community facilities or mixed residential / commercial buildings. In addition, other types of public facilities should be developed in some of these sites to improve the quality of life of the residents, such as amusement, cultural, bowling alleys, comic book museum, toy museum, technology center and production centers⁷.

There are approximately 65 potential underbuilt sites throughout the district, 13 of them (20%) are vacant lots, and the remainders are various underutilized buildings that could be studied for this purpose. Most of those underbuilt sites (92% or 60 sites) are private property, and 5 of them are public property. A concerted effort between community organizations, the private and public sector should be undertaken to study the feasibility of developing these sites [See also Appendix B, Table B-5: Underbuilt Sites Land Use and Ownership and Table B-6: List of Underbuilt Sites].

⁷ Exploration of these Underbuilt sites for development must be consistent with and refer to the Housing Recommendations No. 29 to 33 (pages 80 to 83), and Community Facilities Recommendation No. 34 (page 84).

URBAN DESIGN, OPEN SPACE AND HISTORIC PRESERVATION

7. Support Development of the Manhattanville Piers

Recommendations set forth in the *West Harlem Master Plan* developed by the Economic Development Corporation (EDC), with reference given to the *Harlem on the River* Plan prepared by West Harlem Environmental Action Inc (WEACT) and Community Board 9 are summarized in the Introduction of this document (see pages 6-7).

In June 2003, Community Board 9 approved a resolution supporting material elements of the *West Harlem Master Plan* as it relates to the waterfront design; waterfront development is scheduled to begin in the spring/summer of 2005, pending a permit from the Army Corps of Engineers.

Recommendations:

CD 9 supports the recommendation set forth in the *West Harlem Master Plan* relating to open space and waterfront improvements, except as noted below:

- CD 9 does not support a building in the waterfront park. Consistent with the vision of the *Harlem on the River* plan, a goal of CD 9 is to maximize open space along the waterfront. There is concern that the park is too small to accommodate structures and still be of adequate size to meet the open space needs of the community. Minor facilities, such as kiosks or rest stations should be allowed after careful consideration by the Board. CD 9 recommends that the City work with the community in regards to any plan for potential structures on or near the park.
- CD 9 proposes the complete closure of Marginal Street, as opposed to keeping a portion open, in order to increase the width of the park and reduce pedestrian/vehicular conflict.⁸
- As opposed to the *West Harlem Master Plan*, which recommends 131st Street remaining closed but available as a view corridor with pedestrian access, CD 9 recommends the complete remapping and reopening of 131st Street from 12th Avenue to Marginal Street, where it shall dead end. It was demapped and sold to a private interest. This will permit unobstructed views and direct access to the Waterfront. [See Recommendation # 10B].

CD 9 also supports the recommended bike routes documented in the New York Cycling map designed by inter-agency staff of NYC Department of Planning and Department of Transportation Bicycle Program, for the creation of a bike path from Cherry Walk at St. Clair Place along the waterfront area to 145th Street. It should be noted that the Greenway section of St. Clair Pl. and West 135th Street is now under construction as part of the new waterfront park, and that the Greenway between W. 135th Street and West 145th Street has been completed and is open to the public.

⁸ The *West Harlem Master Plan* recommends that Marginal Street be narrowed to a one-lane southbound, low-speed road with parking allowed on one side. Subject to further review by Fairway, EDC recommends restricting use of Marginal Street between West 133rd and West 132nd Streets to "Loading and Unloading Only."

8. Provide Trees, Greenways and Parks

In addition to the projects spawned by the *West Harlem Master Plan*, the Manhattan Borough President's Office has commissioned a feasibility study known as *Take Me to the River* to complete a community-based plan to improve access to and recreational opportunities in the northern portion of Riverside Park between 143rd and 155th Streets from Broadway to the Hudson River.

The 197-a Plan calls for the intensive planting of trees, the design and development of greenways and linear and pocket parks throughout the area. This recommendation is precursor to and supports the Mayor's PlaNYC's "Open Space" Initiative 7, Green the cityscape - "We will beautify our public realm to improve the experience of every pedestrian". This initiative proposes aggressive tree planting and expanding the GreenStreets program. One such appropriate place for tree planting will be Marginal Street once it is closed and parkland created.

The Plan also supports Initiative 11, Capture the benefits of our open space plan - "We will rely on accelerated tree plantings to help remove harmful emissions as we improve the public realm" and Initiative 13, Increase tree plantings on lots - We will clean our air while we safeguard our water quality".

Coupled with the development of this extensive green network we propose that private property owners request assistance by the Parks Department in the greening of their property including the installation of shrubbery, vines and planted roofs and back yards. The purpose of this concerted effort is to reduce the heat island effect, reduce particulate matter in the air and to generally beautify the area [See MAP R-7: Trees, Greenways, Parks and Open Space].

In addition, this initiative will

- Improve the natural environment, especially along streets, avenues and highways
- Provide open space-related amenities to the community in underserved areas of Community Board 9.
- Visually identify pedestrian connections to the waterfront and emphasize the pedestrian quality of area streets
- Establish "green environmental sinks" that enhance the quality of the area and reduce air borne particulate matter

8A. Develop Land Adjacent to Sewage Treatment Plant to Recreational and Related Uses

This underutilized strip north of 135th Street between Riverside Drive and the Henry Hudson Parkway is being used by various city and state agencies. This strip east of the highway could become a greenway to connect Riverside and Riverbank State Parks to the new waterfront park and thus provide additional open space and potential development of cultural, educational, recreational and amusement venues.

The Department of Parks and Recreation has approved the funding and design of a bike path from Cherry Walk at St. Clair Place to 155th Street between the water's edge and the railroad right of way. The remaining portion of this area should be studied for possible connection to Riverside Park north with the southern portion. This would include studying lighting, recreational activity, such as miniature golf course, cultural activity such as a toy

museum, and municipal parking to ensure and/or enhance public access and safety [See Photos 11 and 12: Open Space along Riverside Drive. See also Recommendation 11].

8B. Establish Farmers' Markets in the District.

A study should be undertaken to determine the most feasible and appropriate location for one or two additional Farmers' Markets to better serve the residents of CD 9. While one has already been established in Morningside Heights, other potential locations that should be considered are:

- A site on 12th Avenue between 125th and 133rd Streets. Certain types of production/light manufacturing and retail activity in the proposed Manhattanville Special Purpose District could be enhanced by a Farmers' Market that could help encourage the creation of local food-related businesses and contribute to the pedestrianization of the area.
- A site somewhere north of 135th Street, to serve the Hamilton Heights area.

8C. Complete Improvements of Streetscape at Broadway Malls from 135th to 155th Streets

The Department of Parks and Recreation recently completed the reconstruction of the Broadway Malls between W. 140th and 145th streets, and is seeking funding to continue improving the Broadway Malls between W. 145th and 155th streets. Reconstruction of malls combined with new plantings, art installations and new street furniture will enhance Broadway corridor and encourage more neighborhood usage. [See MAP R-7: Trees, Greenways, Parks and Open Space].

8D. Protect Community Gardens and Expand *Greenstreets* and Street Greening throughout the District

The preservation of community gardens for environmental purposes, educational/cultural activities (supplementing the public schools after-school programming), general adult populations, contact points for Health and Hospitals, as well as tourists is of utmost importance to CD 9. These spaces add to the character of historic village districts.

The New York State Attorney's Office established a Community Gardens Agreement in 2002 [See Appendix C, Table C-1: Community Gardens in CD 9]. Six out of the existing seven CD 9 gardens will continue as gardens under this agreement. The seventh garden, currently under the jurisdiction of DEP (Senior Citizen's Sculpture Garden at West 153rd Street and St. Nicholas Avenue) is subject to development, however no such development is currently planned. It is a goal of CD 9 to retain all community gardens in the district and to work with the City to either ensure preservation or replacement if development plans are ever initiated. In addition to the 7 gardens covered by the Attorney General's agreement, there are 9 gardens in CD 9, four of them on publicly-owned land. They are mostly owned by HPD and DPR and because they were not covered by the three-year old agreement, gardeners in those particular gardens should engage with the lot owners on a case-by-case basis in order to preserve them from development.

Green Guerillas, New York Trust for Public Land, New York Restoration Project, and Greenthumb, only to mention a few are longstanding advocates for preservation and are promoting the sale of these parcels.

Greenthumb, (previously HPD) now a city division of Parks and Recreation and functioning environmental organizations should prepare an assessment of all remaining open spaces and protect those areas from development for the benefit of the entire district.

It should be noted that not all district open spaces are under Parks Department jurisdiction or Park land.

Therefore, it is critical to create innovative collaborations to strengthen needed research and greening project sustainability in CD 9 (e.g.; Senior Citizen Sculpture Garden Park 152nd to 153rd Streets between Amsterdam and St. Nicholas Avenues.)

Further in support of expansion of the city's Greenthumb and *Greenstreets* programs:

- Consider greening programs for major east-west streets: 110th, 135th, 145th and 155th.
- Provide greening and trees on 125th Street and 12th Avenue

[See MAP R-7: Trees, Greenways, Parks and Open Space].

8E. Study Creating Additional Open Space and Playing Fields for Recreational Activities

This recommendation is also in compliance with the Mayor's PlaNYC's "Open Space" Initiatives 2 and 6, which call for increasing options for competitive athletics and creating plazas in every community⁹.

- Study the need for active versus passive open recreational space throughout the district, including high quality basketball courts with appropriate hard surfacing.¹⁰
- Study relocating the existing parking lot currently located in the vicinity of 150th and 151st Street in Riverside Park to the area under the Westside Highway (in front of Riverbank State Park), and using this parking lot for additional recreational activities.
- Study providing a continuous jogging path within Riverside Park. The path currently used in the Park has uneven pavement treatment, resulting in conflicts between joggers and other users in some locations, as well as offering a poor running surface for much of its length.
- Because of the dearth of vacant land in the district and the increasing value of property in NYC study the development of state of the art underground parking facilities and the reuse of areas presently devoted to parking for other purposes such as open space.

8F. Study Redesigning 125th Street, 130th Street and 12th Avenue as Landscaped Boulevards

Study 125th Street, 130th Street and 12th Avenue to see if they could accommodate a central pedestrian walkway like "Ramblas" or widen and landscaped sidewalks, with trees and street furniture that would run from Broadway to the waterfront on 125th Street, Broadway

⁹ PlaNYC "Open Space Initiative 2: Increase options for competitive athletics – "We will make high-quality competition fields available to teams across the city". Initiative 6: Create a new public plaza in every community – "We will create a new or enhance an existing public plaza in every community".

¹⁰ This recommendation slightly disagrees with PlaNYC "Open Space" Initiative 4: Provide more multi-purpose fields – "We will convert asphalt sites into multi-use turf fields." Although providing more fields is desirable, in the case of basketball courts, hard surfaces are more appropriate than turf fields.

to the waterfront on 130th Street, and on 12th Avenue under the Riverside Viaduct. This would create additional passive open space and enhance the access to the new waterfront park. [See MAP R-7: Trees, Greenways, Parks and Open Space].

- 125th and 130th Streets intersect at 12th Avenue, providing a unique opportunity to celebrate the intersection of several streets with an outdoor plaza.
- Traffic along these streets would still be allowed, but would be calmed with the introduction of open space.
- Business pick-ups and deliveries would be allowed during off-peak hours.
- Mass transit would be encouraged.
- These streets would become the new pedestrian access points to the waterfront park from the surrounding community.
- Study traffic patterns in the immediate area to determine where rerouting would occur.

8G. Study Creating a Park on the Triangle bounded by 125th and 129th Streets and Broadway

- This block is centrally located within Manhattanville, adjacent to the elevated subway station at 125th Street and Broadway, affords excellent vistas of the elevated Broadway and Riverside Drive Viaducts, and the Hudson River.
- Having a park in this location would provide continuous light and air under and around the Broadway Viaduct at 125th Street, and maintain views from the elevated subway station.
- This would strengthen the pedestrian gateway to the Hudson River waterfront and provide an alternative open space in the community when the waterfront is unseasonable.

[See MAP R-7: Trees, Greenways, Parks and Open Space].

8H. Initiate Planning for Re-use of Marine Transfer Station

CD 9 has been home to numerous burdensome facilities for many years, including a marine transfer station at W. 135th Street near the Hudson River.¹¹ The most recent mayoral plan released in October 2004 does not call for the reopening of this station. As such, it is imperative that CB 9 immediately initiate planning with relevant city agencies for a water-related high quality community-based re-use of this location.

¹¹ Operated by the Department of Sanitation

9. Expand Landmarks and Historic District Designations / Recognize Buildings of Cultural and Historic Distinction

We recommend that buildings of cultural and historic character be protected from demolition and development that might have a negative impact on their character. Preservation of the area's significant buildings will serve to protect and preserve the historic integrity of the entire district and will help to sustain the existing qualities of the community and where applicable to protect the job base of the community that its residents value. In addition, we believe preservation can be a helpful tool in protecting the job base of the community and that it can also serve as a catalyst for new and continued development of the highest architectural and construction quality in the area [See MAP R- 8: Historic Districts and MAP R- 9: Landmarks].

Proposed Scenic Landmarks

To extend same protection afforded to historic landmarks and help ensure that integrity and quality of design and materials used in city-owned parks is high:

- Extend Riverside Park's 1979 scenic landmark designation from St. Claire Place to 155th Street.
- Designate Morningside Park--Olmstead's small jewel among Riverside, Central, and Prospect Parks—as a scenic landmark
- Designate St. Nicholas Park as a scenic landmark. It is Samuel Parson's (former Parks Commissioner) only naturalistic design and was a Revolutionary War campground.
- Designate the narrow strip forming the crest of Jackie Robinson Park (along Edgecombe Avenue between W. 145th and 155th Streets) as a scenic landmark in order to extend the Hamilton Heights/Sugar Hill Historic District standards to its eastern topographical boundary.

Proposed Consolidation of Existing Historic Districts:

- Consolidate the four sections of the Hamilton Heights/Sugar Hill Historic District into a single entity.
- Protect what remains of the pre-Civil War village of Carmenville, either by adding it to the Hamilton Heights/Sugar Hill Historic District or by designating it a district in its own right.

Proposed for Study toward Historic District Designation:

- Hamilton Heights Historic District extension [W. 141st and W. 142nd Street between Broadway and Hamilton Place]
- A comprehensive Morningside Heights Historic District (W. 110th to W. 123rd Streets between Riverside and Morningside Drives)
- Upper Riverside Drive Apartments Historic District (W. 135th to W. 153rd Streets)
- Riverside Drive Row Houses Historic District (W.145th to W. 148th Streets between Riverside Drive and Broadway)
- Broadway-IRT Apartments Historic District (W. 135th to W. 138th Streets between Broadway and Riverside Drive)

Proposed for Designation as Historic Landmarks:

- Cathedral of St. John the Divine and its entire Close, 1047 Amsterdam Avenue
- Britannia Apartment House (1909), 527 Cathedral Parkway
- Croton Watergate (1879), SW corner of 113th Street and Amsterdam Avenue
- Phaeton Apartment House (1905), 537 W. 112th Street
- Apartment House (1929), 501 W. 113th Street
- Alpha Club (1903), 432 Riverside Drive
- Coliseum and Paterno Apartments (1910), 435, 440 Riverside Drive
- Bancroft Hall (1910), 509 W. 121st Street
- Corpus Christi Roman Catholic Church (1935), 533 W. 121st Street
- P.S. 186, 521 W. 145th Street
- Beaumont Apartment House (1910), 730 Riverside Drive
- Halidon Court, 3679 Broadway Trinity Studio (1910), 3696 Broadway
- St. Catherine's Church (1902), 506 W. 153rd Street
- Trinity Cemetery (1843), W. 153rd to W. 155th Street, Amsterdam to Riverside Drive
- St. Walburgas Academy (1911), 630 Riverside Drive

Proposed for Study toward Designation as Historic Landmarks:

The properties listed below are within or adjacent to the proposed Special Purpose District. This district includes rezoning of two manufacturing zones [see Recommendation 1] that may put these sites at risk in the near term. The Landmarks Preservation Commission should give highest priority to designation of these sites [See Map R-9: Landmarks].

- Turnaround site, 12th Avenue/St. Clair Place, Third Avenue Railway Company, ca. 1885 (included in proposed Sub-district 1, New Consolidated Manufacturing District)
- Roman Catholic Church of the Annunciation, 80 Convent Avenue, Lynch and Orchard, 1907
- St. Joseph's Roman Catholic Church and Rectory, 401 W. 125th Street, Herter Brothers, 1860
- Templo Biblico (Engine Company 37), 503 W. 126th Street, Napoleon LeBrun, 1881
- Old Broadway Synagogue, 15 Old Broadway, Architect Unknown, 1923
- Meeting with God Church, 601 W. 130th Street, Architect Unknown, ca. 1905 (included in proposed Sub-district 2, New Broadway Mixed Use District; owned by Columbia University)
- Service Station, 3300-3318 Broadway, Architect Unknown, no date (included in proposed Sub-district 2, New Broadway Mixed Use District)
- Warren Nash Service Center, 3280-3290 Broadway, Frank Parker, 1927 (included in proposed Sub-district 2, New Broadway Mixed Use District; owned by Columbia University)

- Glidden Buick Company Service Station, 3261 Broadway, Dodge and Morrison, 1920 (included in proposed Sub-district 2, New Broadway Mixed Use District)
- Studebaker Building, 615 W. 131st Street, W.S. Ferguson, 1923 (included in proposed Sub-district 2, New Broadway Mixed Use District; owned by Columbia University)
- Lee Brothers Storage Building, 571 Riverside Drive, George Kingsley, 1927 (included in proposed Sub-district 2, New Broadway Mixed Use District; owned by Columbia University)
- Hudson Moving and Storage, 3229 Broadway, Frank Rooke (?), ca. 1905+ (included in proposed Sub-district 2, New Broadway Mixed Use District)
- Despatch Moving and Storage, 3247 Broadway, Thomas McGuire – Builder, 1910+ (included in proposed Sub-district 2, New Broadway Mixed Use District; owned by Columbia University)
- Metropolitan Opera Storage (3rd Avenue RR Trolley Garage), 495 W. 129th Street, Architect Unknown, 1895
- McDermott-Bunger Dairy, 527-535 W. 125th Street, Joseph McGuire, 1904 (owned by Columbia University)
- Prentis [Sheffield Farms Dairy], 632 W. 125th Street, Frank Rooke, 1907 (owned by Columbia University)
- Whitestone Apartment House, 41-45 Tiemann Place, Emery Roth, 1909
- West Market Diner, 659 W. 131st Street, P.J. Tierney Company, 1921 and 1948 (included in proposed Sub-district 2, New Broadway Mixed Use District; owned by Columbia University)
- Claremont Theatre, 3338 Broadway, Gaetan Ajello, 1914 (included in proposed Sub-district 2, New Broadway Mixed Use District). Note:
- DG Yuengling, Jr/Bernheim and Schwartz Pilsener Brewery Complex, 126th to 128th Street and Amsterdam Avenue, Anthony Pfuend/Louis Oberlein, ca. 1885 and 1908
- Speyer School, 514 W. 126th Street, Edgar H. Josselyn, 1902
- Covent Garden Apartments, Convent Avenue to St. Nicholas Terrace, W. 129th to W. 130th Streets, William Rouse and Henri Fouchaux, 1908-10+
- Riverside Drive Viaduct, Tiemann Place to West 135th Street, F. Stewart Williamson, ca. 1900 (rebuilt 1987) (included in proposed Sub-districts 1 and 2, New Broadway Mixed Use District)
- Distribution Building, 701 W. 135th Street, Architect unknown, ca. 1850
- Former Knickerbocker Hospital, Convent Avenue at W. 131st Street, John Oakman (?), ca. 1918
- Skyline Windows, 625 W. 130th Street, Architect Unknown, ca. 1906 (included in proposed Sub-district 2, New Broadway Mixed Use District; owned by Columbia University)
- B.J. Harrison Chair Factory, 632 W. 130th Street, Architect Unknown, ca. 1880 (included in proposed Sub-district 2, New Broadway Mixed Use District; owned by Columbia University)
- George Bruce Branch Library, 518 W. 125th Street, Carrere and Hastings, 1915
- Tenement row, 401 W. 127th Street and 4-14 Convent Avenue, A. Spencer, 1895

- Vernacular antebellum house, 425 W. 126th Street, Architect Unknown, no date
- Vernacular saloon, 427 W. 126th Street, Architect Unknown, ca. 1910

+ Property already requested by owner to be landmarked

Other Issues

- CB 9, the National Park Service, and the Landmarks Preservation Commission should work with local preservation groups to select an appropriate design for the space that will be vacated by the Hamilton Grange (located at 141st Street and Convent Avenue in the Hamilton Heights Historic District) when it is relocated to St. Nicholas Park in 2005-06.
- The Landmarks Preservation Commission should give highest priority to the Covent Gardens Apartments, which it is currently considering for designation as a historic district. These properties have been found eligible for listing on the State/National Registers of Historic Places. LPC began its review of 41 Convent Avenue as a result of CB 9's nomination in 1991 and subsequently expanded its scope to the entire Covent Gardens Apartments in 2001.
- In 1996, the Landmarks Preservation Commission initiated work towards a Historic District designation within the residential portion of Morningside Heights along Riverside Drive from W. 110th to W. 119th Streets, toward Broadway from W. 110th to W. 116th Streets and Claremont Avenue from W. 116th to W. 119th Streets. This designation should be returned to the Commission's active agenda. It has earned strong support from private property owners, including Columbia University.
- The lobby building and exterior of the Hamilton Theater at 146th Street and Broadway is a designated a NYC landmark and the NY State Office of Historic Preservation finds these eligible for State/National Registers of Historic Places. The Bridge – Stage of the Arts non-profit theater production company with full support from the community and elected officials is working toward the theater's architectural restoration as well as re-establishment as pre-eminent Vaudeville Palace and we ask LPC to protect this work by an interior designation.
- The DG Yuengling, Jr. /Bernheim and Schwartz Pilsener Brewery Complex (126th to 128th Streets along Amsterdam Avenue) included on the Landmarks Preservation Commission's 1991 "List of 25 Harlem Landmarks," should be designated.

TRANSPORTATION AND TRANSIT

10. Improve Transportation in the District

CD 9 is generally well served by local subway lines (running north to south) however the area is underserved by express lines, with only two express subway stops. The physical layout and topography of CD 9 limits where bus service can occur. On the streets where there is bus service, the lines are inadequate to meet the needs of district residents and others.

Furthermore, the physical layout of CD 9 limits cross-town transportation options and routes and some of these are in need improvement. In particular, a new higher speed, high capacity, barrier free mass transit vehicle for the 125th St. Corridor should be identified and developed.

Planned and potential new developments in Manhattanville will exacerbate these conditions and place increasing pressure on the community's infrastructure. These issues require multiple transportation strategies [See MAP R-10: Transportation Improvements Recommendations].

10A. Improve Transportation Routes Consistent with the EDC *West Harlem Master Plan*

10A1. Eliminate through traffic to and from the Henry Hudson Parkway from local streets

Currently northbound drivers on the Henry Hudson Parkway exit at 125th Street and travel south on Riverside Drive through residential neighborhoods to avoid the congestion on the parkway. Similarly, southbound Henry Hudson Parkway drivers exit onto Riverside Drive to achieve the same goal. In addition, 12th Avenue and Marginal Street currently are being used for through-traffic on and off the Henry Hudson Parkway.

Study with DOT potential solutions to eliminate and/or mitigate this excessive traffic flowing from the Henry Hudson Parkway to local streets.

In addition, a DOT study to determine an effective means to channel cross-town traffic coming from and to the Henry Hudson Parkway away from 125th Street onto other eastbound and westbound streets should be performed (in coordination with CB 10 and 11)

10A2. Improve Truck Traffic in the District

In addition to the EDC recommendations, explore strategies for restricting and regulating truck traffic on Broadway, a designated DOT truck route, to balance truck traffic in the district and alleviate congestion on Broadway as a result of access to the Henry Hudson Parkway.

Make sure restrictions and regulations do not hinder the activity of businesses lining Broadway in the Manhattanville Special Purpose District. Many of these firms are storage or light manufacturing companies that require truck service in front of their establishments.

10B. Support West Harlem Master Plan's Transportation Recommendations

This support is contingent upon it not conflicting with the goals of creating a more pedestrian friendly environment along 125th and 130th Streets. [Refer to Recommendation 8F]

10B1. Create Intermodal Hub with Transit Stop and Waterborne Landing

A study would be required to ensure that waterfront uses are balanced, environmental problems are not created, and public enjoyment and access to the waterfront not hindered.

10B2. Support Construction of New Ramps to the Henry Hudson Parkway

NYC DOT should work with NYS DOT to study the potential for relocating and realigning the parkway on- and off-ramps at 133rd Street to facilitate the closure of Marginal Street. Limited loading and unloading for businesses facing Marginal Street should be allowed according to the proposed Street Management Plan [See Recommendations 7 and 13]

10B3. Reopen 131st Street

Map and open 131st Street from 12th Avenue to Marginal Street, where it shall dead end. It was demapped and sold to a private interest. This will permit unobstructed views and direct access to the Waterfront [Refer to Recommendation 7].

10C. Improve Bus Service

Study express or dedicated bus lines for service along Amsterdam Avenue, Broadway and the major crosstown streets, such as 110th, 145th and 155th Streets.

11. Consider Providing Affordable Municipal Parking

In the spirit of PlaNYC initiatives to address congested areas and pilot congestion pricing, the City should consider developing a policy around municipal parking for local residents.

Existing parking is insufficient throughout the district. There is a pent up demand for on-street and off-street parking for local residents and businesses [See MAP R-11: Transportation Recommendations].

Study the feasibility of parking garages across the district, in particular:

The proposed Intermodal Center: 125th Street/Clair Place

133rd Street and 12th Avenue – to support business development

- Under the Henry Hudson Parkway, adjacent to the Sewage Treatment Plant, between 135th and 155th Streets, is an underutilized area; some portion of this land could provide parking

for Riverbank State Park and, consistent with Recommendation 8A, the remainder could be redeveloped into park, recreational and other related uses.

Because of the dearth of vacant land in the district and the increasing value of property in NYC study the development of state of the art underground parking facilities and the reuse of areas presently devoted to parking for other purposes such as open space.

Explore new technology associated with Mechanical Parking Systems such as in Hoboken, New Jersey.

12. Reuse the Amsterdam Avenue Municipal Diesel Bus Depot

CD 9 presently has two bus depots adding to the district's large number of polluting and burdensome facilities. Few community boards in the city have two such facilities, and many have none. The Amsterdam Avenue bus depot is no longer used as an active bus depot; rather it is being used by the MTA for daily bus storage. The 197-a Plan therefore recommends that this bus terminal be converted to mixed-use facility that allows for the creation of housing and jobs (See Recommendation 21 for details) An environmental review of the depot site should be undertaken to determine the best mixture of uses [See Photo 13: Amsterdam Avenue Bus Depot]. This entire site must be cleaned by the MTA to the highest attainable environmental standards for residential use.

13. Develop a Street Management Plan for the District

The purpose of the street management plan would be to give priority to the pedestrian and to reduce traffic by improving public transit and better managing the flow of cars and truck through the streets of the district. Efforts should be made over time to dramatically reduce dependency on the automobile, urge better utilization of trucks and restrict truck and through access on certain streets within the district [See Recommendations Illustrations, Photo 14: Neck down corners in Europe, and Appendix D, Attachment I: RDOT Street Management Plan for Lower Manhattan].

The purpose of the plan would be to:

- Reduce congestion and regulate flow of traffic
- Limit through traffic of trucks
- Increase pedestrian safety
- Increase quality and frequency and modes of public transit
- Promote the increase and safety of bicycle usage

13A. Increase Pedestrian Safety and Encourage Walking

To considerably increase pedestrian safety, adjust timing of lights to allow children and the elderly enough time to cross, provide pedestrian crossing buttons at busy intersections and neck down street corners at the following intersections among others. In addition, establishing pedestrian-friendly streets will encourage walking and lead to greater public health and improved air quality. [See MAP R-11: Transportation Recommendations]:

- Cathedral Parkway and Broadway
- Cathedral Parkway and Amsterdam Avenue
- W. 116th Street and Broadway
- W. 124th Street (Tiemann Place) and Broadway
- Riverside Drive and Tiemann Place
- W. 125th Street and 12th Avenue
- W. 125th Street and Broadway
- W. 125th Street and Amsterdam Avenue
- W. 125th Street and Hancock Place
- All intersections along Broadway from W. 135th Street to 155th Street
- W. 145th Street and Amsterdam Avenue
- W. 155th Street and Amsterdam Avenue

Additional pedestrian-related recommendations include:

- Americans with Disabilities Act (ADA) compliant curbs at all intersections and particularly along the malls north of 122nd Street in Morningside Heights should be installed.
- Restore and reopen the pedestrian paths in the north section of Riverside Park

14. Establish a Network of Bike Paths throughout the District

This should be as planned and proposed by the Department of City Planning after consultation with CB 9 and cycling advocates that reside in the district.

Bikes are an alternative non-polluting mode of transportation as well as a recreational benefit.

- Establish bike paths on the current City bike map.
- Study additional paths, especially East-West to facilitate access to waterfront parks.
- Study the creation of a bike path on 125th Street between Broadway and the new waterfront park.
- Create municipally sponsored / constructed bike parking areas throughout the district.

[See MAP R-12: Bike Paths]

15. Study 125th Street and Broadway Subway Station

In order to meet some of the growing concerns about the adequacy of the 125th Street Station to serve increased ridership there needs to be a study that would address improving access to the platforms, addressing safety issues concerning the narrow platforms, and developing plans for increased ridership [See MAP R-11: Transportation Recommendations].

- Provide easier access and accommodate increased utilization due to institutional expansion and other proposed developments
- Provide express subway service

16. Study Extending 2nd Avenue Subway to the 125th Station of the 1 Line

Ideally the proposed Second Avenue subway line should connect to the 1 line on Broadway at 125th Street. If this isn't feasible, an alternative East-West low floor bus or trolley with dedicated service lanes should be studied to bring needed public transit to reduce congested roadways [See MAP R-11: Transportation Recommendations].

17. Study Creation of a Cultural Bus Loop to Link Historic and Other Cultural Facilities within Northern Manhattan

A cultural bus loop serviced by non-polluting buses would provide easy local and tourist accesses to northern Manhattan's historic landmarks and cultural facilities and to the new Manhattanville Piers waterfront park [See MAP R-11: Transportation Recommendations].

18. Restrict Development of Pedestrian Bridges in CD 9

Existing regulations appear to ensure sufficient public review of proposed development of private pedestrian bridges, including those associated with large-scale development plans. Pedestrian bridges have a tendency to isolate the interaction between a building's occupants and the community at large. They also can create a visual blight and darken the streets, making them unfriendly to pedestrians. CD 9 would like to restrict the number of new pedestrian bridges in the district and have the City study the removal of the existing ones with the exception of those that provide access to parks or other public facilities.

ECONOMIC DEVELOPMENT

Improving economic development opportunities while enhancing the quality of the environment in CD 9 are of paramount importance to the community. In the economic development of CD 9, rezoning if crafted well can create conditions that support the expansion of business and commercial opportunities which are critical to the development of the district and to attaining high levels of local job creation, as discussed under Land Use and Zoning. However, Community Board 9 has unanimously adopted a resolution formally requesting that no government agency utilize eminent domain to convey property to any private party seeking development in the Board 9 Manhattan district¹² [see Recommendation 3]

Allowing for a mixture of production/light manufacturing, commercial, retail, cultural, and residential uses within the community, and in some cases within the same building within the Manhattanville Special Purpose District is one of a number of recommended strategies to achieve these economic development objectives.

About Manufacturing

- The average annual salary in the manufacturing sector is \$28,561.51, compared to an average salary of \$18,976.33 in retail and an average wage of \$20,810 for food preparation jobs.
- More than 50% of manufacturing jobs provide health insurance, whereas only 18% of eating and drinking establishment workers and 38% of miscellaneous retail receive health benefits.

Facts:

- The Industrial sector gained 403 jobs in CD 9 between 1991 and 2000, an increase of 31.7%. Such growth was followed by a sharp loss of 372 industrial jobs between 2000 and 2002, resulting in a net increase of 31 industrial jobs between 1991 and 2002. This sharp loss coincided with the acquisition through lease, contract or purchase of Manhattanville property by a single institutional investor.
- Within the Manufacturing sector, Food was the subsector showing the highest employment growth (73 jobs)¹³.
- 15% of Community District 9 residents are employed in light manufacturing jobs (i.e., manufacturing, transportation, wholesale and warehousing).
- Unemployment in the district is very high at 18%, compared with Manhattan (8.5%) NYC (9.6%).

At a citywide level, the unemployment status is more critical, especially among Black and Latino males. A recent study by the Community Service Society concluded that while the citywide unemployment rate stood at 8.5% in 2003, it was considerably higher for Blacks (12.9%) and Latinos (9.6%)¹⁴.

¹² APPENDIX B, Attachment 2: CB 9M Resolution on Eminent Domain, 2004 [to Mayor Michael Bloomberg]

¹³ Dun & Bradstreet Market Place, April-Jun 2001 & Jul-Sep 2003 for Zip Code 10027. See Appendix E, Table E-8. It should be noted that Dun and Bradstreet data is deemed not as reliable as the Department of Labor ES202 data. Dun and Bradstreet data is a record of companies that have applied for credit, and it is typically sold for profit as a select direct-mail database for private companies. Thus, it does not capture those firms that have not applied for credit. In addition, many times firms that have gone out of business are not removed from the database. However, as mentioned earlier, ES202 data provides information on major sectors but because of a confidentiality agreement for this file, ES 202 data does not always give job counts for specific types of firms (sub-sectors) for every geographic area. Thus, in order to illustrate trends at the sub-sector level, this report made use of Dun and Bradstreet..

¹⁴ A Crisis of Black Male Employment: Unemployment and Joblessness in New York City, 2003; Community Service Society Annual Report by Mark Levitan, Senior Policy Analyst. February 2004.

The study also stated that almost 50% of Black men were unemployed, and the rates of unemployment grew more rapidly among Blacks and Latinos. In addition, the drop of job holding rate had declined more drastically among younger Black and Latino males. This situation directly affects CD 9 where Blacks account for 35% and Latinos for 43% of the population. All these numbers speak loudly to the need for jobs for community residents.

19. Identify or Create an Entity or Organization to undertake Economic Development Activities

This entity or organization would establish working relationships between the community and City, State and Federal agencies and other resource providers to promote the development of job opportunities for CD 9 residents and local entrepreneurs in the areas of production/light manufacturing and other industries.

- Utilize tax incentives available from UMEZ, the State and the City to target specific industries.
- Expand current economic development benefit packages to include leaseholders / renters in addition to owners. Such programs include the Industrial and Commercial Incentive Program (ICIP), the NYC Relocation and Employment Assistance Program (REAP), and others.
- Utilize zoning mechanisms and other program incentives that provide the kind of space that encourages local small businesses to emerge particularly 24/7 businesses.
- Explore the development and creation of a Trust for Industrial Space in CD 9 that would be enabled to buy property that will be reserved for environmentally clean, production/light manufacturing uses.

20. Support Local Business Development and Improvements

20A. Create and expand opportunities for small business development and local small business ownership

- Efforts should be made to identify business activities that meet the goals and vision of area residents. Any new development should be planned to reinforce existing businesses and meet market gaps and residential needs and desires and not duplicate existing functions.
- Conduct a marketing study to identify business and consumer needs throughout the district, especially north of 125th Street, and provide recommendations to support local ownership and employment. The study should be undertaken by the Department of Small Business Services and a local development organization
- Community Board 9 working closely with the local business community and potential developers should be empowered to assess the existing business climate in order to set a baseline of current consumer needs and how these needs are met in the marketplace; such assessment can be used to identify strengths and weaknesses that encourage or prevent business expansion. This may require economic and sectoral analysis (i.e., what is the existing and potential business to business relationships within Community Board 9 and upper Manhattan).

- As the home to several significant institutions, CD 9 businesses should be positioned to successfully vie for contracts that provide goods and services to them. Particular attention should be paid to these untapped markets and opportunities.

Special attention should be placed on the impact of rezoning actions citywide on manufacturing and industrial jobs at how they impact the local level, since a significant percentage of the labor force in Community District 9 (29% - 35% in upper Manhattan) are employed in manufacturing and industrial jobs.

Rezoning proposals to encourage, commercial, community facilities, housing, and production/light manufacturing development in Manhattanville present an opportunity to generate businesses and jobs for Community District 9 residents in diverse sectors of the economy.

20B. Encourage the Creation and Development of Merchants Associations and/or Business Improvement Districts (BID) on Amsterdam Avenue and Broadway

- Proper studies should be undertaken by the Department of Small Business Services and a local development organization to protect local merchants and to enable them to benefit from any new large-scale development.

20C. Encourage the Creation of sidewalk cafes and restaurants along Amsterdam Avenue between 125th and 155th Streets

- Destination point sidewalk cafes and restaurants would contribute to and maximize the neighborhood's character. There is already a commercial overlay that permits this kind of retail on Amsterdam Avenue, thus efforts should be made to encourage the creation of cafes and restaurants on the sidewalk.

21. Study the Expansion of Commercial Development along 125th Street from Morningside Avenue to the Hudson River

- Maintain the character of this active commercial strip
- Encourage the creation of new local business and the development of new job opportunities linked to the proposed development of Manhattanville and building upon infrastructure development that the city has pledged to undertake in the area.
- Study area zoning to determine what would work best to achieve the above stated goals without creating negative impacts on the community.

22. Study Replacement of the Amsterdam Avenue Municipal Diesel Bus Depot in Proposed Special Purpose Sub-district 3

As discussed in Recommendation #12, a mixed use facility in place of the bus depot could include a public high school, or housing, a job training center, production/light manufacturing/commercial space, and would contribute to:

- Reducing emissions
- Reducing traffic congestion
- Providing a job training and employment center for the local community.
- Providing needed affordable housing

23. Study Partnership with any Significant Developer, CB 9 and Businesses to Identify Economic Development Opportunities

The plethora of proposed rezoning initiatives in manufacturing districts citywide leading to changes from manufacturing to residential and commercial uses are likely to have a serious impact on residents of Community Board 9. This is of particular interest since the area's labor force is highly engaged in industrial jobs, and unemployment continues to be very high in this community.

Therefore, it is crucial to identify economic development activities that are feasible and appropriate to the skills of its residents. An economic development analysis and a sectoral analysis would allow us to identify jobs, businesses, trends and development options. These findings should in turn lead to a number of specific recommendations that should be part of any community benefits agreement.

ENVIRONMENTAL PROTECTION AND SUSTAINABILITY

Local residents and environmental groups have expressed their objections to an overabundance of environmentally threatening facilities, and the absence of a citywide strategy to address pollution prevention and waste reduction and prevention

24. Furthering the Mayor's PlaNYC, Establish Strategies for Waste Prevention and the Creation in CD 9 of the City's First Zero Waste Zone¹⁵

The exclusion of the Marine Transfer Station at 135th Street from the Mayor's Solid Waste Management Plan, and more recently, the release of the PlaNYC report have been encouraging news to CD 9 residents. However, the future of waste disposal is still an issue of major concern in the community.

At present the City plans to expand the footprint of all of the MTS facilities being retrofitted. However, very little attention is being placed on waste prevention. CB 9 believes that the current plan should address waste in a comprehensive manner and proposes the following alternative waste prevention demonstration initiative for the district.

Each community board in the City should participate in the development of a citywide waste strategy that addresses waste prevention, reuse and recycling in a proactive manner.

Therefore, we propose a demonstration project where CB 9 would designate the entire CD as a Zero Waste district. In order to achieve that goal we propose:

1. That all-new development is required to attain the goal of Zero Waste by 2008.
2. That all businesses in CB 9 are assisted in achieving zero waste by 2015.
3. That Columbia University, CCNY and other research/educational institutions [the "consortium"] working with the private and not-for profit sectors could establish a Center for Zero Waste Studies in conjunction with the City of New York and local and citywide environmental and other community-based groups.
4. That the zero waste consortium described above will, as part of its first phase development, set aside space for the incubation of a closed loop high performance light manufacturing enterprises committed to zero waste production [including anaerobic digesters as proposed by the Earth Pledge Foundation and local community based organizations].
5. That the "Consortium" working with Columbia University's Office of Faculty Business Research Development and/or other appropriate bodies could establish a research center for the closed-loop production process [i.e., eco-industrial environmentally clean manufacturing].
6. That the "Consortium" incorporates pay-as-you-throw, more recycling centers, composting sites and educational programs encouraging waste reduction and waste prevention in housing developments, institutions and schools.

¹⁵ Zero waste suggests that the entire concept of garbage should be eliminated. Instead of our basic acceptance that waste is produced by a normal course of events, zero waste says that garbage should be thought of as a "residual product" or simply a "potential resource." Adopting zero waste practices can reduce costs, increase profits, and reduce environmental impacts by returning these "residual products" or "resources" as food to natural and industrial systems.

7. Explore working with Community Board 4 to study the feasibility of using rail to remove waste from both areas by integrating the functions of the proposed Marine Waste Transfer Station into the proposed West Side Development Plan and using the Penn Yard rail tunnels to ship solid waste westward.
8. Explore working with the City to implement a community-based pilot program that would incorporate the following:
 - Expansion of NYS Bottle Bill to also reclaim money from recycling.
 - Creation of incentives that would encourage small businesses in the district to recycle.
 - Require companies to reinvest recycling resources back into the community
 - Increase in public awareness around recycling, waste prevention, and waste reduction.
 - Identification and/or creation of resources that support paper, metal, glass and plastic recycling in CD 9.
 - Allocation of open spaces for composting within CD 9; this could be a potential partnership with the Department of Parks.
 - Creation of incentives that would assure that the City and State agencies, including MTA would operate vehicles on compressed natural gas or electricity.

25. Accelerate the Conversion of the MTA Bus Depot on 12th Avenue to Compressed Natural Gas Facility

In 1998, the Governor of the State of New York promised the conversion of this 340,000 square foot depot to natural gas by 2004. The reduction of gases and soot that cause asthma and other respiratory problems as well as smog-producing hydrocarbons and nitrogen oxide is severely needed in CD 9. This plan should be accelerated using state of the art technology.

26. Establish Safety and Pollution Prevention Strategies

Work in conjunction with environmental justice groups, experts and other resources to develop a high threshold of review for any new use that may pose a health and/or safety threat to local residents, employees and the natural environment, as well as strategies to reduce pollution and develop a resource recovery based economy.

27. In accordance with PlaNYC, Establish High Performance (Green) Building Design Standards for Large Scale New Construction or Rehabilitation in CD 9

This recommendation supports PlaNYC “Energy” Initiatives 3 and 5, strengthen energy and building codes and prioritize areas for targeted incentives¹⁶.

It is recommended that for large new developments in CD 9 requiring zoning changes that trigger Environmental Impact Statements (EIS’), if the EIS for such a development reveals significant impacts related to air quality, noise, natural resources, solid waste, energy and the like, to the extent feasible and if appropriate, high performance (green) building design should be utilized to mitigate such impacts.

As a result of the anticipated volume of development that is likely to occur because of rezoning actions in the proposed Manhattanville Special Purpose District, the City should encourage the use of high performance standards for all new construction. These include:

- State of the art standards for energy conservation equivalent to or exceeding LEED silver standards.
- Achieve Zero Waste, minimum pollution of all kinds during all phases of construction and operation
- Indoor air quality
- Recycling systems
- Use of sustainable manufacturing processes

28. In accordance with PlaNYC, Establish Planting/Green Roofing Strategy Where Appropriate throughout CD 9

This recommendation supports PlaNYC “Water Quality” Initiative 9, provide incentives for green roofs¹⁷.

The development of green, vegetated rooftops would contribute to lower urban temperatures, improve air quality, and prevent storm water runoff pollution. Extensive green roof development would also provide an array of economic, aesthetic, and other benefits to area residents and businesses.

Such strategies would:

- Reduce energy costs,
- Lower ambient temperatures

Reduce air pollution through natural photo-remediation processes.

¹⁶ PlaNYC “Energy” Initiatives 3 reads: Strengthen energy and building codes for New York City - "We will strengthen energy and building codes to support our energy efficiency strategies and other environmental goals". Initiative 5: Prioritize five key areas for targeted incentives - "We will use a series of mandates, challenges, and incentives to reduce demand among the city's largest energy consumers."

¹⁷ PlaNYC “Water Quality” Initiative 9 reads: Provide incentives for green roofs - "We will encourage the installation of green roofs through a new incentive program.... The City is developing four residential and two commercial pilots to analyze the potential cumulative benefits of green roofs on the city's combined sewer system."

HOUSING

Recent population growth in Community District 9 (which is partially due to the influx of people relocating to the district in recent years) has created an increased demand for affordable housing. This is particularly true for growing families who need larger housing units. We anticipate that any major new development particularly in Manhattanville would create even greater demand for housing for all income groups and would therefore intensify the need for housing affordable to low, moderate and middle income families and individuals, and seniors. [See Recommendation 1J]

Current housing conditions in CD 9 have already reached critical levels: 41% of the households are rent-burdened - paying over 30% of their income in rent. This is comparable to Manhattan as a whole, which has 37% of its households paying over 30% of their income in rent. In conjunction with any rezoning and development plans, measures must be taken to ensure that new and existing housing stock is economically accessible to the district's diverse population; every building that competes for housing stock should result in the development of affordable housing in the district. Without such measures, increases in market rate housing will raise the median rates in the district, further displacing existing residents.

29. Increase the Number of Housing Opportunities for Low, Moderate- and Middle Income Residents, including seniors

Encourage the Neighborhood Investment Advisory Panel to work with HPD and community-based organizations to aggressively and creatively identify and implement housing plans for CD 9 seniors and low, moderate, and middle income residents.

Recognizing the profound housing shortages in New York City, Mayor Bloomberg announced "The New Housing Marketplace: Creating Housing for the Next Generation" with stated goals of constructing and rehabilitating 165,000 homes and apartments from FY 2003 to 2013. This construction and rehabs are to maximize affordability where ever possible, with goals of 46% low income households, 38% moderate income households and 16% middle income households.

The Neighborhood Investment Advisory Panel was created under this initiative/program with a broad range of expertise to implement and monitor housing plans.

Home ownership is very low in the district compared to Manhattan and NYC. Home ownership at all income levels encourages community stability and participation.

In cases of owners terminating their Section 8 contracts, or mortgage prepayment, emphasis must be placed on low-income tenant ownership to preserve long- term affordability of the housing stock and to prevent wide spread displacement

Existing programs that can facilitate home ownership – New Housing Opportunities Program (New HOP), New York State HOME Program (HOME), Housing Trust Fund Program [HTF], TIL – for low and moderate income households limits ownership opportunities to low-income working families in the district. These programs should be expanded to provide sufficient subsidies to assure that low income families can avail themselves of these programs without facing the threat of foreclosure. Furthermore, such programs should give priority to existing CD 9 residents.

30. Study Underbuilt Sites for Development of Affordable Housing

Study vacant residential units and underutilized potential above commercial space throughout the district.

While vacant lots in the district are limited, there are some underbuilt sites [identified in Recommendation 6], which should be studied for development.

Vacant residential units and underutilized potential above commercial space along our main corridors should be examined for possible housing development. Such development, however, will require the full support of HPD to include these property owners in its New Partners Program, along with other tools to develop affordable housing.

As mentioned earlier, there are approximately 65 potential underbuilt sites throughout the district, 13 of them (20%) are vacant lots, and the remainders are various underutilized buildings that could be studied for this purpose. Most of those underbuilt sites (92% or 60 sites) are private property, and 5 of them are public property. A concerted effort between community organizations, the private and public sector should be undertaken to study the feasibility of developing these sites [See MAP R-6: Underbuilt Sites for Exploration – Ownership Type. See also Appendix B, Table B-5: Underbuilt Sites Land Use and Ownership and Table B-6: List of Underbuilt Sites].

31. Encourage the Development of a Community Land Trust

A community plan needs to be created with input from CB 9, elected officials and relevant City agencies to establish the framework for a Community Land Trust, which is a not-for-profit corporation designed to hold title to sites to ensure the long-term affordability of the land and its improvements for low- and moderate-income users. It is envisioned that the City would facilitate and/or assist in land acquisition, provide financial incentives and technical support [See Recommendation #2].

32. Retain and Improve Large Scale Housing Sites

In conjunction with tenant associations, the New York City Housing Authority [NYCHA] and Mitchell-Lama cooperative owners, study ways to improve on-site open space and:

- Protect NYCHA, HPD, and Mitchell-Lama properties from privatization
- Enhance amenities to existing housing residents and neighbors
- Provide parking below grade or in other suitable areas within the site
- Work with New York City Housing Authority and other federally subsidized properties to ensure the adherence to city, state and federally mandated environmental standards.

33. Preserve Existing Affordable Housing

As a result of the expiration of public subsidy contracts for affordable housing, and of rapid private development, long-term residents of public and rent-regulated and subsidized housing face the threat of displacement. This gentrification is likely to change the fundamental cultural and demographic fabric of the community

The properties noted herein are within the proposed Special District. Notwithstanding the fact that this district includes rezoning of two manufacturing zones (see Recommendation 1), these properties must be protected: TIL buildings located at 602 W. 132nd Street and 3289 Broadway; buildings under HPD control located at 3285 Broadway, 3287 Broadway, 600 W. 132nd Street and 600 W, 133rd Street.

33A. Support and Utilize Efforts by the City Council and the Department of Housing Preservation and Development to Address the Potential Loss of Affordable Housing Units in Privately-Owned Publicly Subsidized Developments as Subsidy Contracts Expire

There are several state and federally subsidized developments in Community District 9 providing affordable housing units for low-income and moderate-income residents (including River View Towers and Riverside Park Community). These developments were created through the Mitchell-Lama, Project Based Section 8, FHA 221 and 236, and other programs. Many of these units are currently at-risk of being lost – either as owners “opt out” of affordability requirements as subsidy contracts expire, or as the subsidy contracts are put at risk by landlord neglect.

Two citywide initiatives are currently underway which could help address this issue in general, and which would be important tools for preserving affordable housing in Community Board 9. These efforts should be supported, and utilized by the Department of Housing Preservation and Development and other agencies to preserve this critical housing resource:

- **New York City Council Intro 186**

The City Council is currently considering Intro. 186, the “Tenant Empowerment Act.” This legislation would offer tenants in some affordable housing development facing expiring public subsidies the right to purchase their homes, should an owner opt to terminate (or not to renew) an existing contract for affordable housing.

- **NYC Department of HPD Efforts to Purchase Failing HUD Developments**

The Department of Housing Preservation and Development (HPD) is currently discussing the possibility of purchasing the mortgages on distressed subsidized properties which are currently in the portfolio of the U.S. Department of Housing and Urban Development (HUD). If HPD is successful in purchasing these mortgages, it could then work closely with tenants and not-for-profit organizations to insure that the buildings are both preserved as affordable housing, brought up to adequate housing quality standards, and maintained for the long term.

33B. Maintain Rent-Regulation in Institutionally-Owned Housing Stock

An added special feature of CD9 is the dominant presence of local educational, health, and other not for profit institutions. Given their large real estate holdings, they have had a decisive impact on the housing landscape, playing a predominant role in exacerbating the lack of affordable housing for CD9 residents not affiliated with these institutions. This trend of deregulating regulated housing stock has been a major factor responsible for the housing shortage in CD9 particularly at low income and moderate rates. For example, “Since the 1960s, Columbia University has acquired roughly 6,000 residential units in 168 buildings immediately surrounding the Morningside Heights campus, most of which were then occupied by non-affiliates of the University. Of those units, only 750 are still occupied by non-affiliated tenants.”¹⁸. Because these institutions own and control by far the largest proportion of private residential housing in the CD 9 area, CB 9 unanimously passed a resolution at its January 22, 2004 General Board meeting calling for these institutions as good citizens and responsible members of the community to do their share in alleviating the housing crisis by ceasing any further conversion of community housing stock by keeping them on the market available to the general public with a rental policy that preserves the existing diversity of CD 9, including affordable housing.

- New York City should use its influence with New York State to maintain existing rent regulations, and if possible, strengthen them.
- HPD should coordinate this effort with New York City housing activists and civic organizations

33C. Increase Funding for existing Home Maintenance and Repair Programs

The vast majority of the housing stock in CD 9 is old and falling into disrepair. Close to 75% of the total housing units were built prior to 1930¹⁹. Compared to the city overall, a larger portion of the housing stock in CD 9 is falling into disrepair at a growing rate. Housing maintenance deficiencies in the district in 1999 remained among the highest in the city²⁰.

Hence, there is a compelling need to identify ways to help homeowners and landlords make repairs and reduce maintenance deficiencies. The following are proposed strategies:

- Increase funding for existing home repair programs serving the community.
- Community-based development organizations could establish programs to supervise home maintenance repair technicians in order to ensure honest quality work at reasonable prices. In addition, such programs should encourage the establishment of home maintenance repair teams under supervision of the community-based organizations.

¹⁸ "Heights Residents Aim to Fight Conversion of Apartments Into CU Housing" by Jimmy Vielkind *Columbia Spectator*, Oct. 8, 2003, p.1

¹⁹ *State of New York City's Housing and Neighborhoods 2003*, Denise Previti and Michael H. Schill, Table 8-1

²⁰ *Ibid.* Table and Map 8-3

COMMUNITY FACILITIES

Preliminary data analyses indicate that Community District 9 tends to rank behind other community districts in Manhattan in terms of capacity with regards to social, cultural and educational facilities – in particular, Group Day Care Centers, Head Start and Senior Centers. Also, public schools are overcrowded and tend to cluster around the center of the district

Unavailability of data on arts and cultural facilities prevented us from examining closely the needs of the community. However, numerous residents and concerned members of the district have repeatedly voiced the need for more arts and culture centers for residents of all ages, especially those that are open to the public and affordable to the community's residents.

34. Study and Develop Needed Community Facilities in the District

Prepare a feasibility study to retain and improve existing and develop new community facilities including daycare centers for children and seniors, schools, and other educational and cultural institutions that respond to the needs of Community District 9 diverse and growing population.

34A. Identify Potential Sites for the Creation of New Public Schools

Work with the School Construction Authority and the Department of Education to identify potential sites for the creation of new public schools. According to DOE's five-year capital plan, only one new school is planned for Hamilton Heights. However, current enrollment in this area exceeds the planned number of seats in the new school. Thus, even if the new school is established, overcrowding will still exist

34B. Explore ways to improve the availability of needed services for aged and young people such as senior citizen centers, youth recreation centers, and head start programs

The lack of day care centers as well as the growth in the children population over 5 during the last decade, indicate that there is a need to provide day care centers for children over 5.

In conjunction with tenant associations, the New York City Housing Authority (NYCHA) and Mitchell-Lama cooperative owners, study ways of providing day care and youth recreation centers on these sites. [See to Recommendation 32]

34C. Study the feasibility of providing multi-generational arts and cultural facilities

Arts and culture have been an intrinsic part of this community for a long time, and today the increased diversity calls for the creation of places for all generations and ethnicities.

While vacant lots in the district are limited, there are some underbuilt sites [identified in Recommendation 6], which should be studied for development of cultural facilities.

RECOMMENDATIONS ILLUSTRATIONS

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Photo 1: Under the Broadway Viaduct looking West



Photo 2: Under the Broadway Viaduct looking Southwest



MAP R-1: Manhattanville Special Purpose District

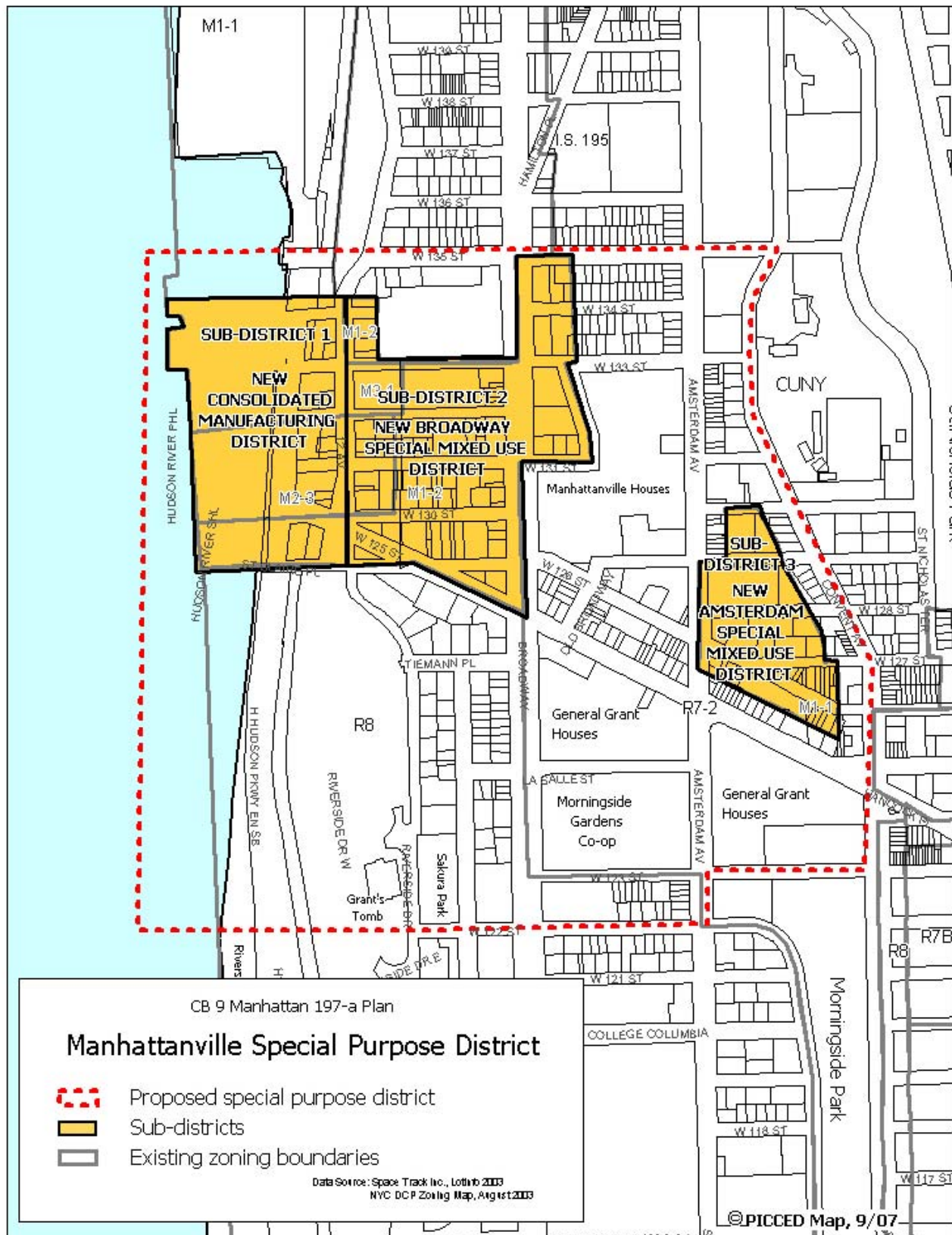


Photo 3: Amsterdam Ave M district looking East



Photo 4: Amsterdam Avenue M district looking West



MAP R-2: Manhattanville Special Purpose District Height Limits

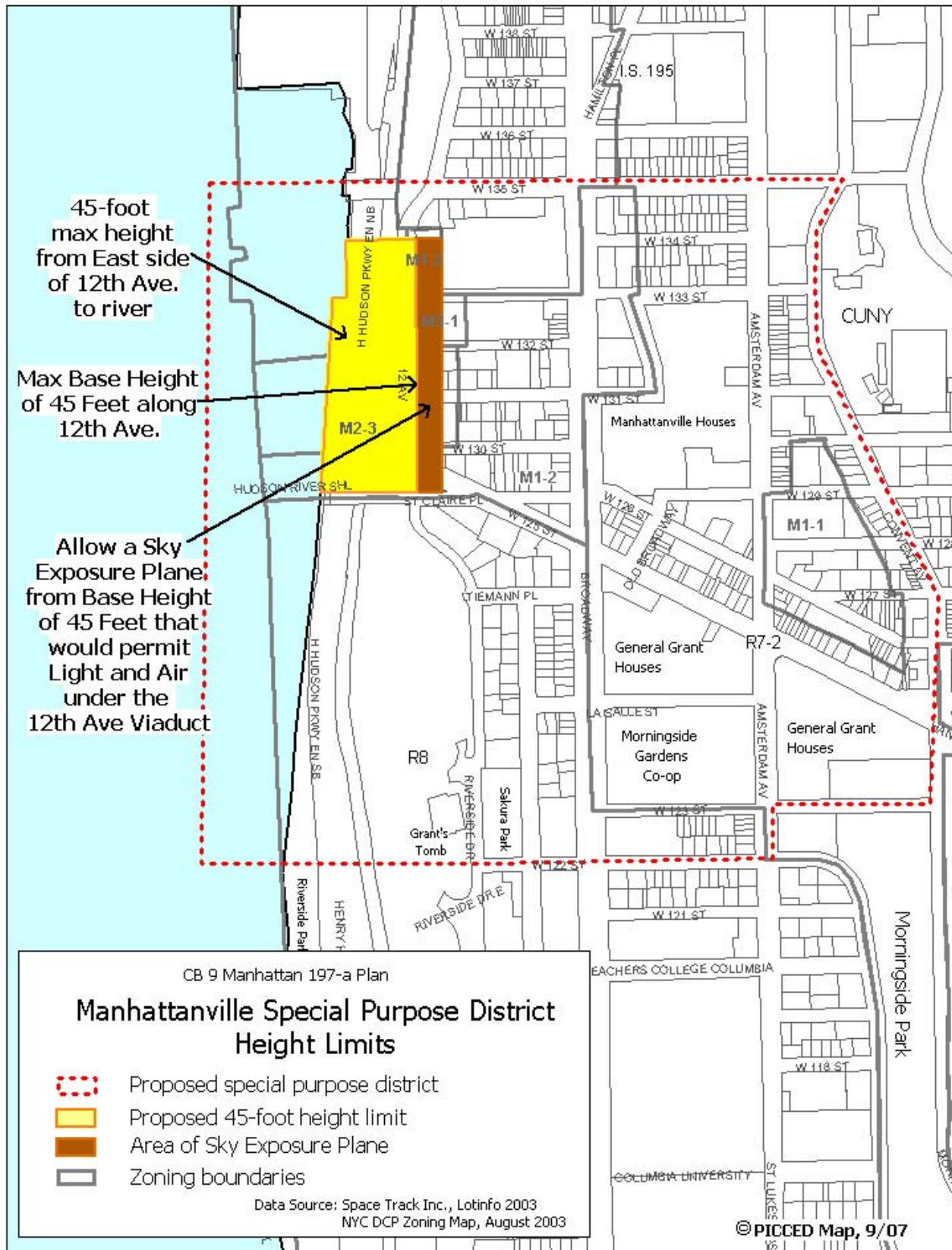


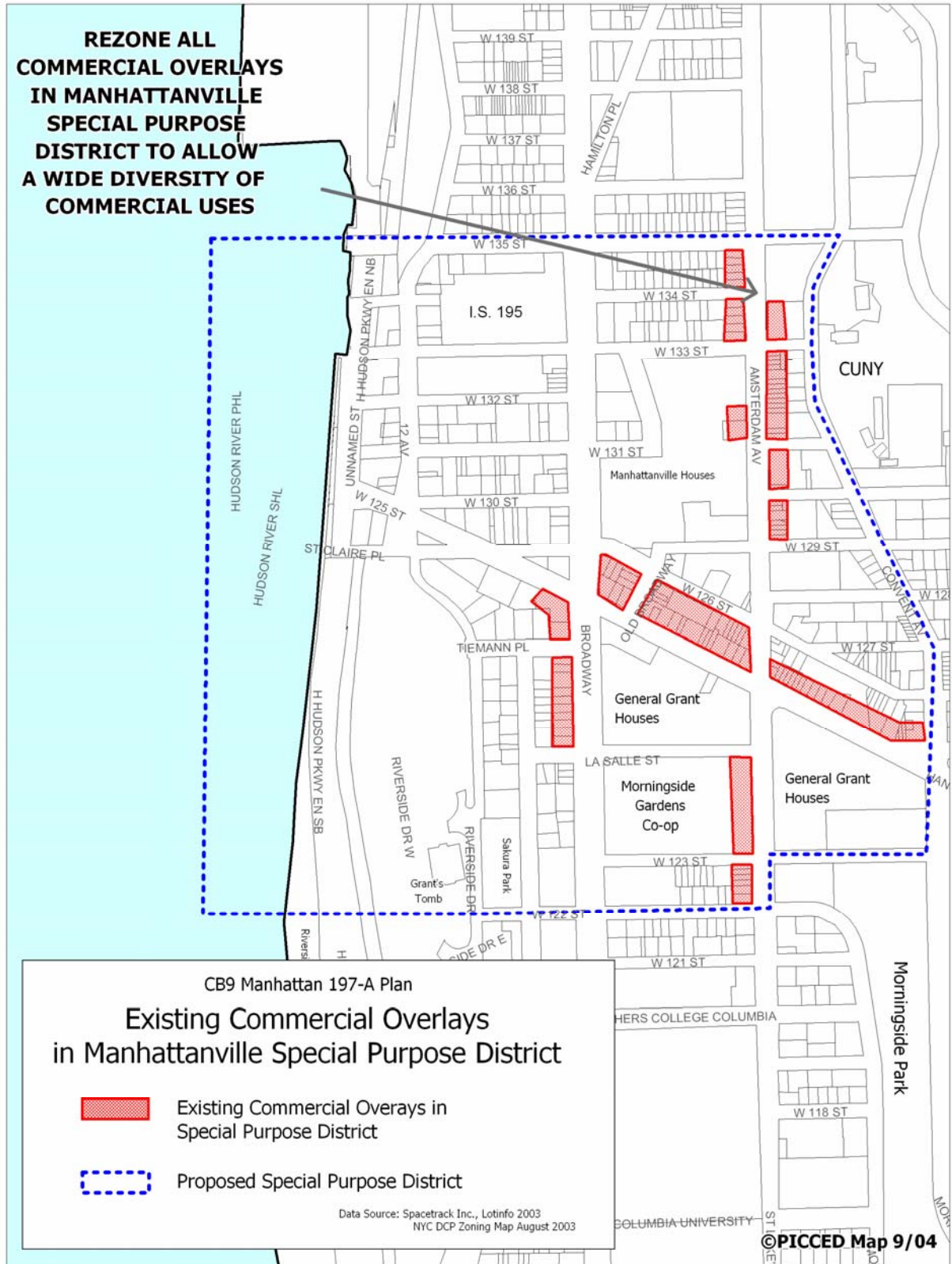
Photo 5: "Interior" View of the 12th Avenue Viaduct



Photo 6: Existing Building Heights along the 12th Avenue Viaduct



MAP R-3: Existing Commercial Overlays in Manhattanville Special Purpose District



MAP R-4: Manhattanville Special Purpose District Corridors

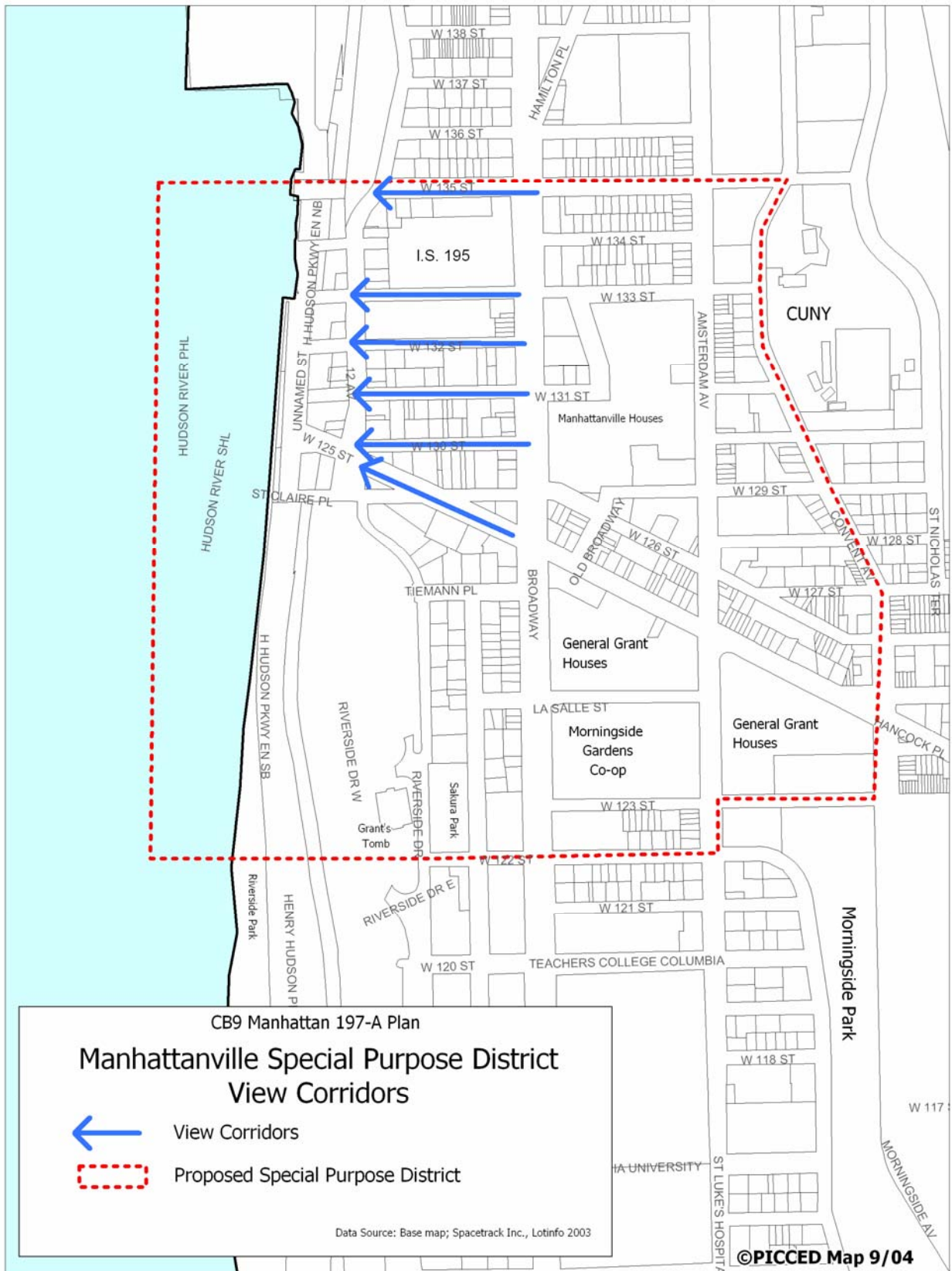


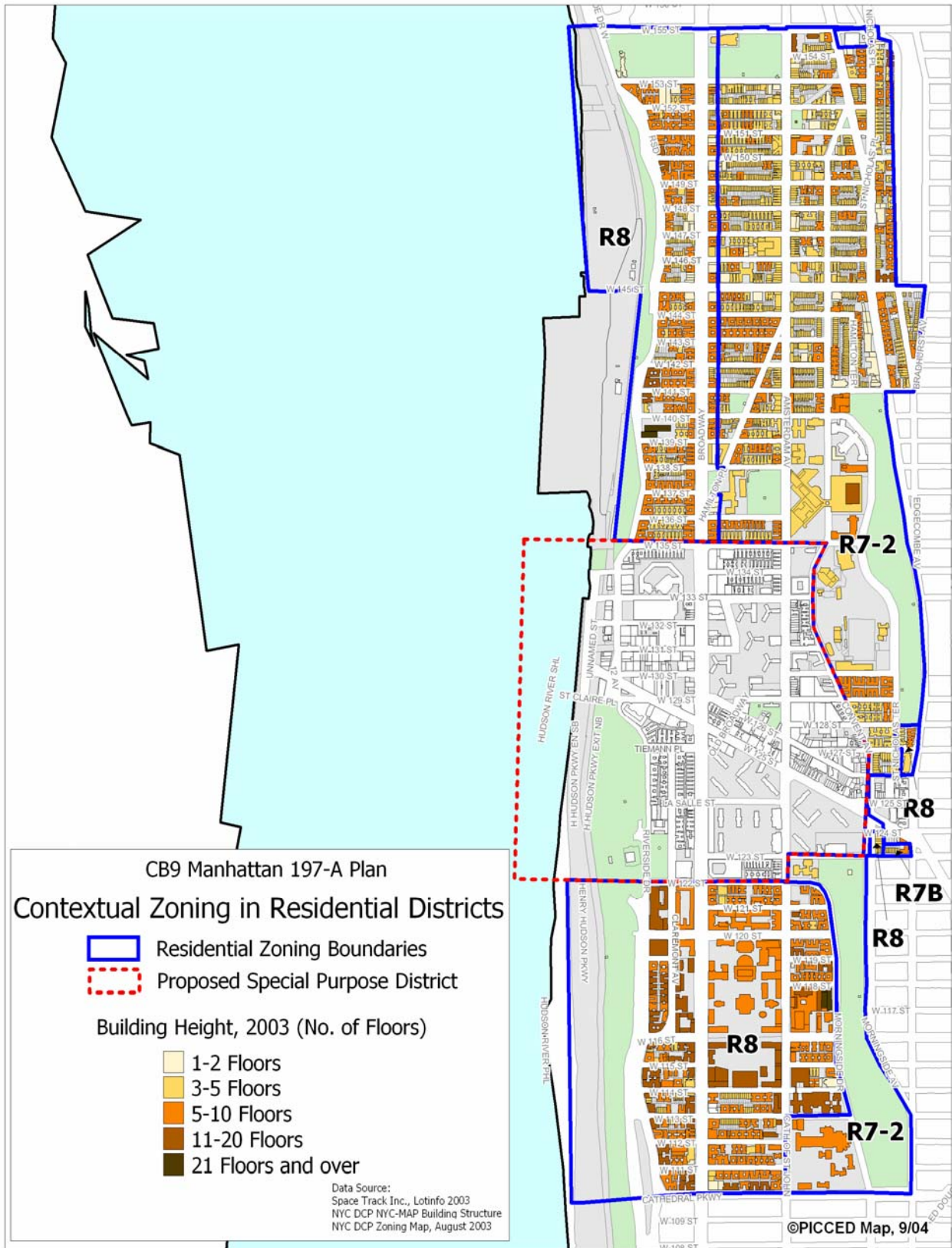
Photo 7: View Corridor at 125th Street



Photo 8: View Corridor at 131st Street



MAP R-5: Contextual Zoning in Residential Districts --Building Heights



MAP R-6: Underbuilt Sites for Exploration – Ownership Type

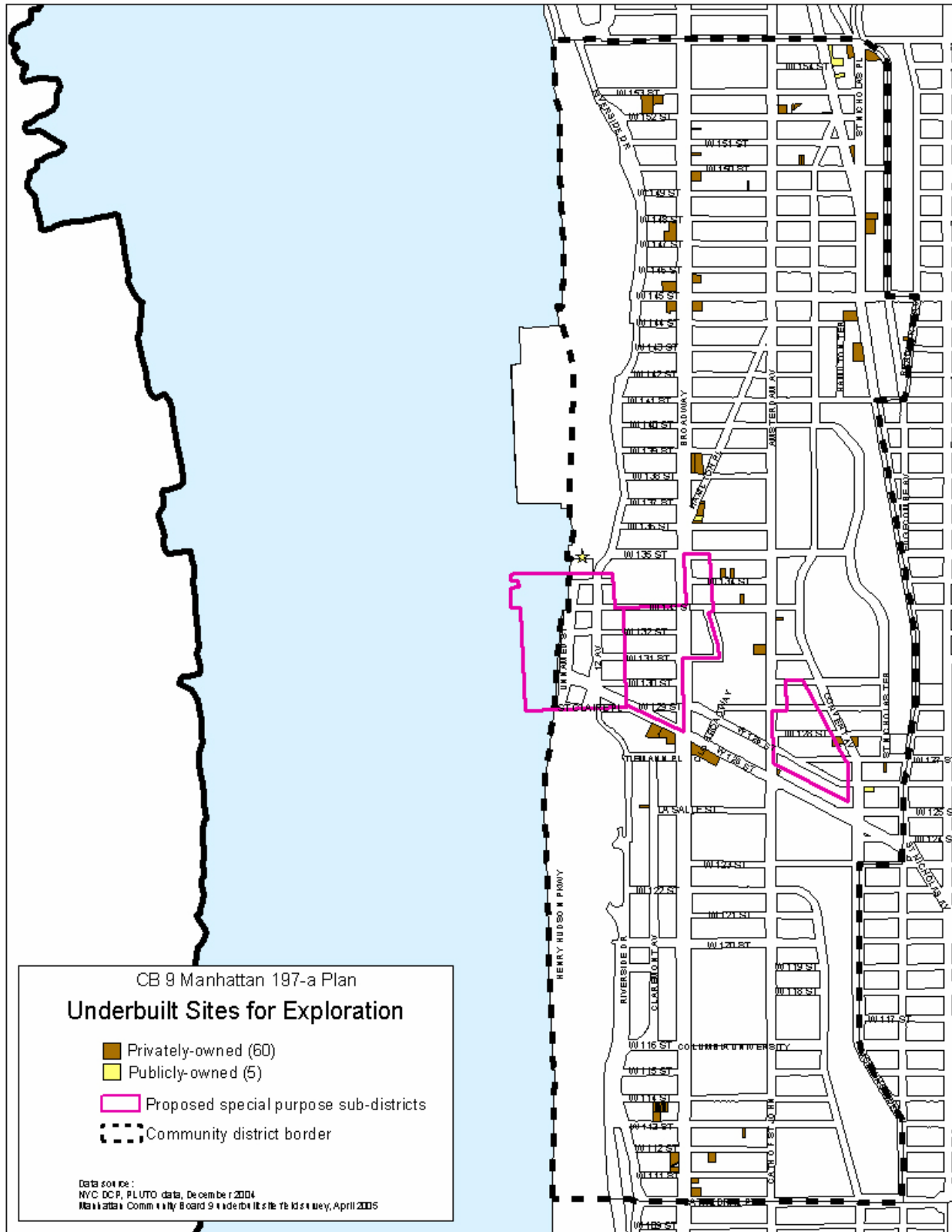


Photo 9: Former P.S. 186



Photo 10: Former P.S. 186



MAP R-7: Trees, Greenways, Parks and Open Space

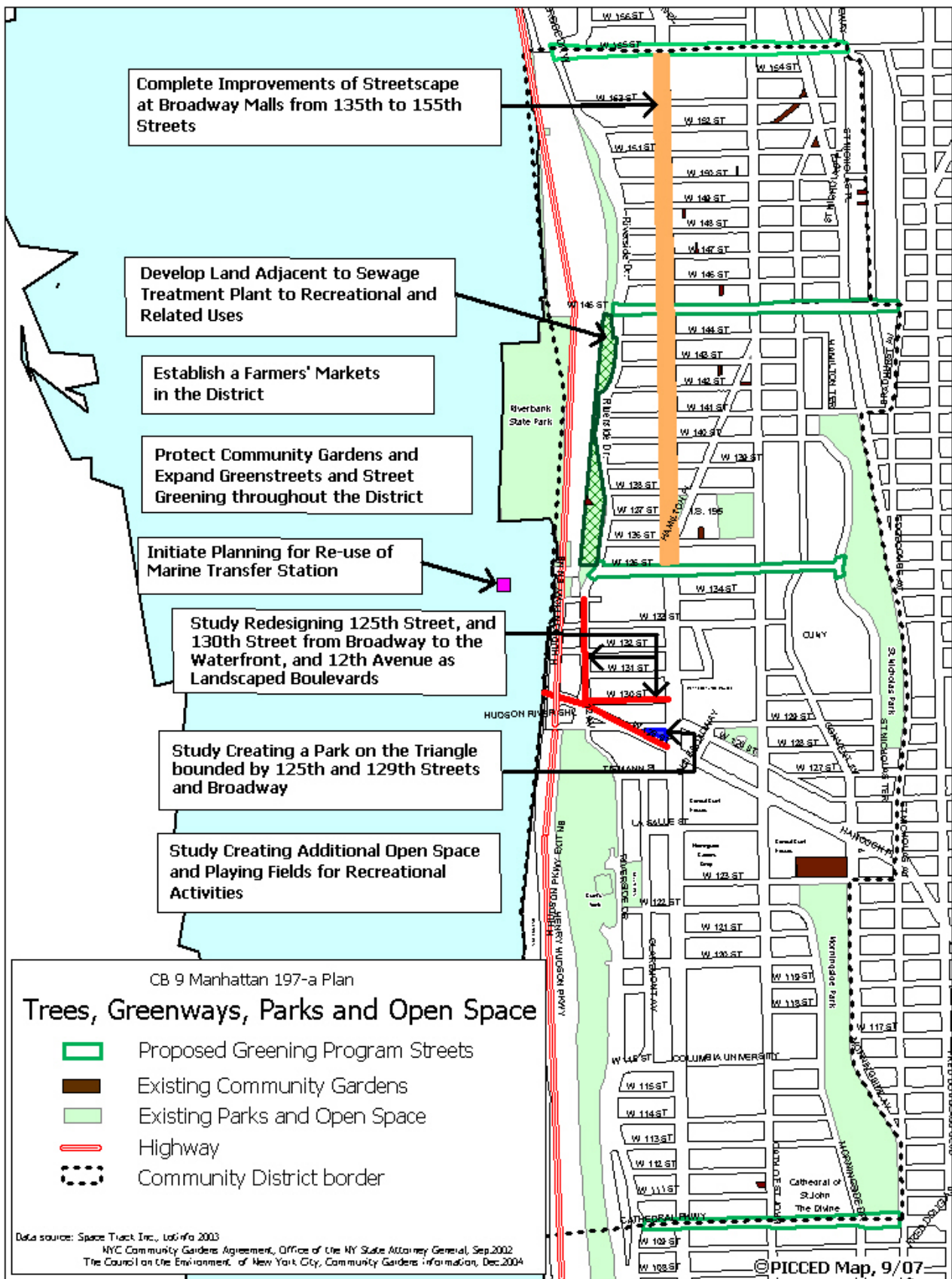


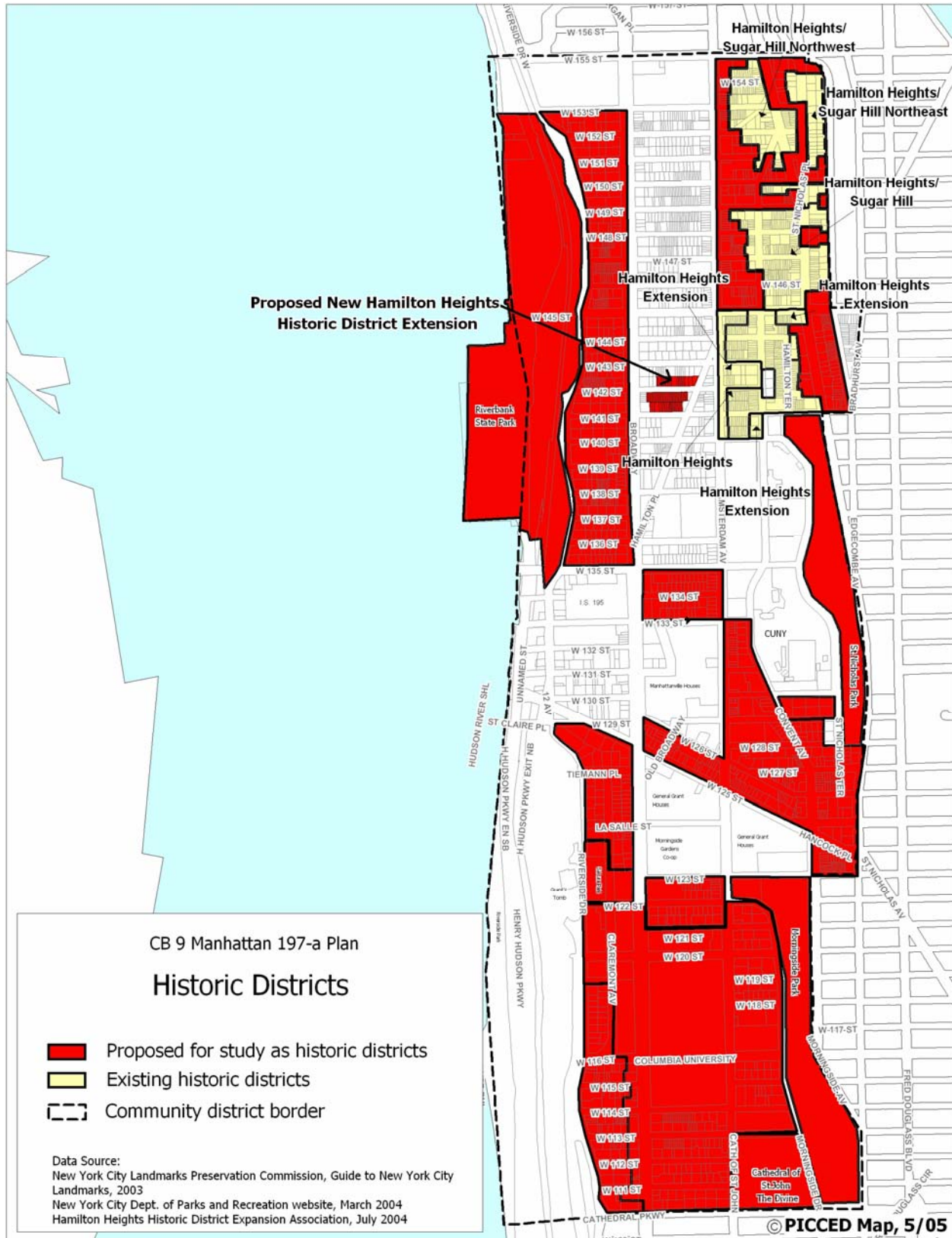
Photo 11: Open Space along Riverside Drive



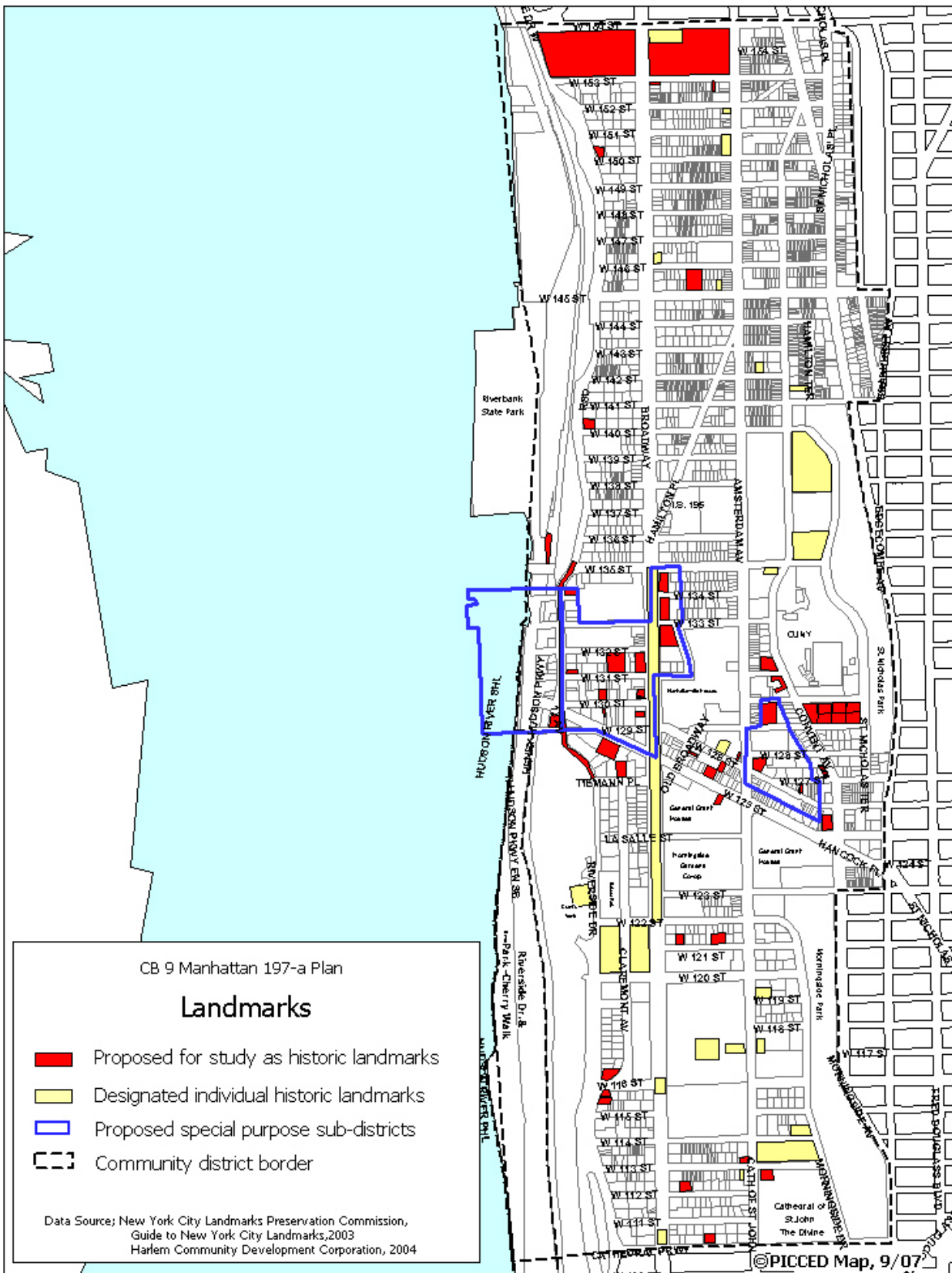
Photo 12: Open Space along Riverside Drive



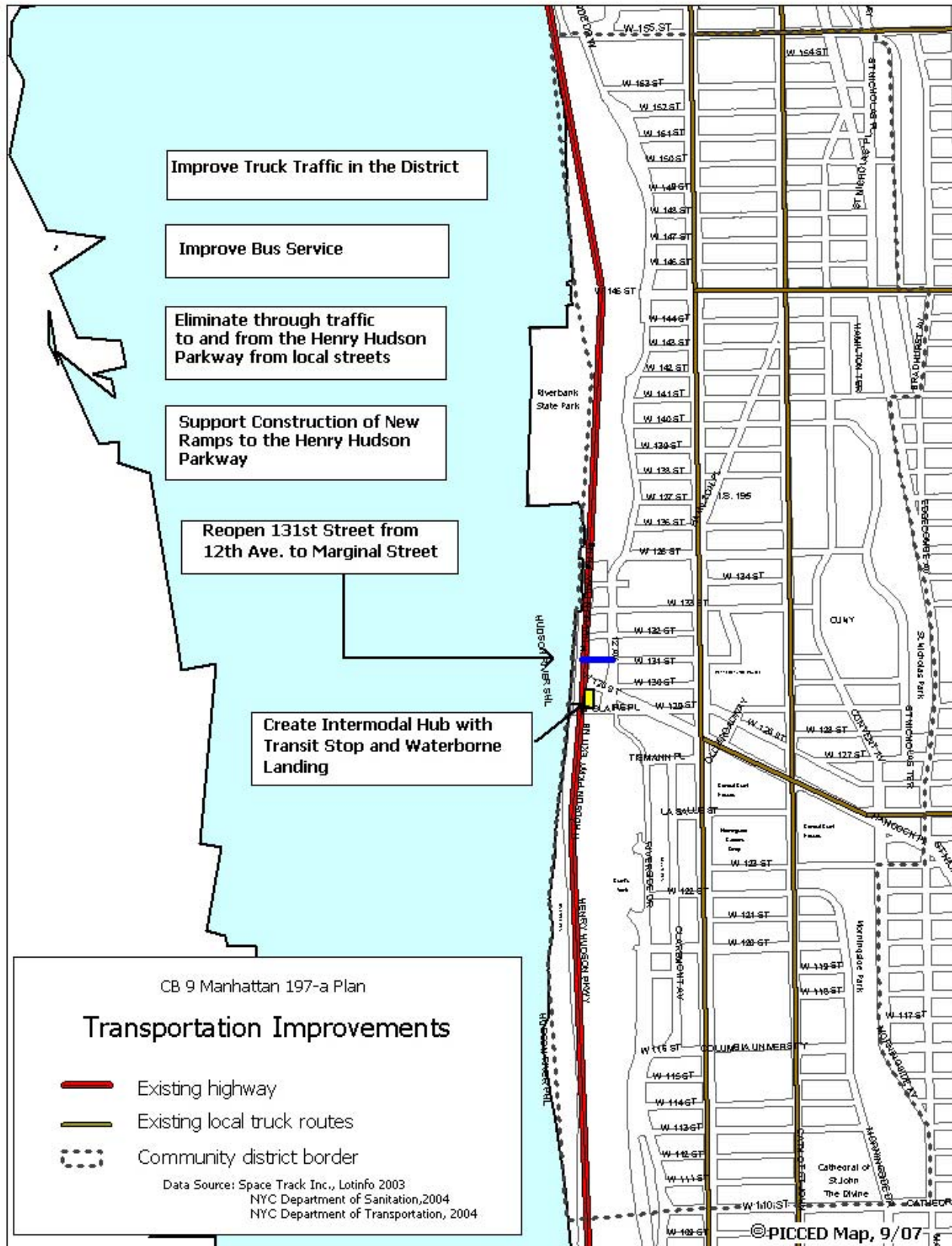
MAP R-8: Historic Districts



MAP R-9: Landmarks



MAP R-10: Transportation Improvements Recommendations



MAP R-11: Transportation Recommendations

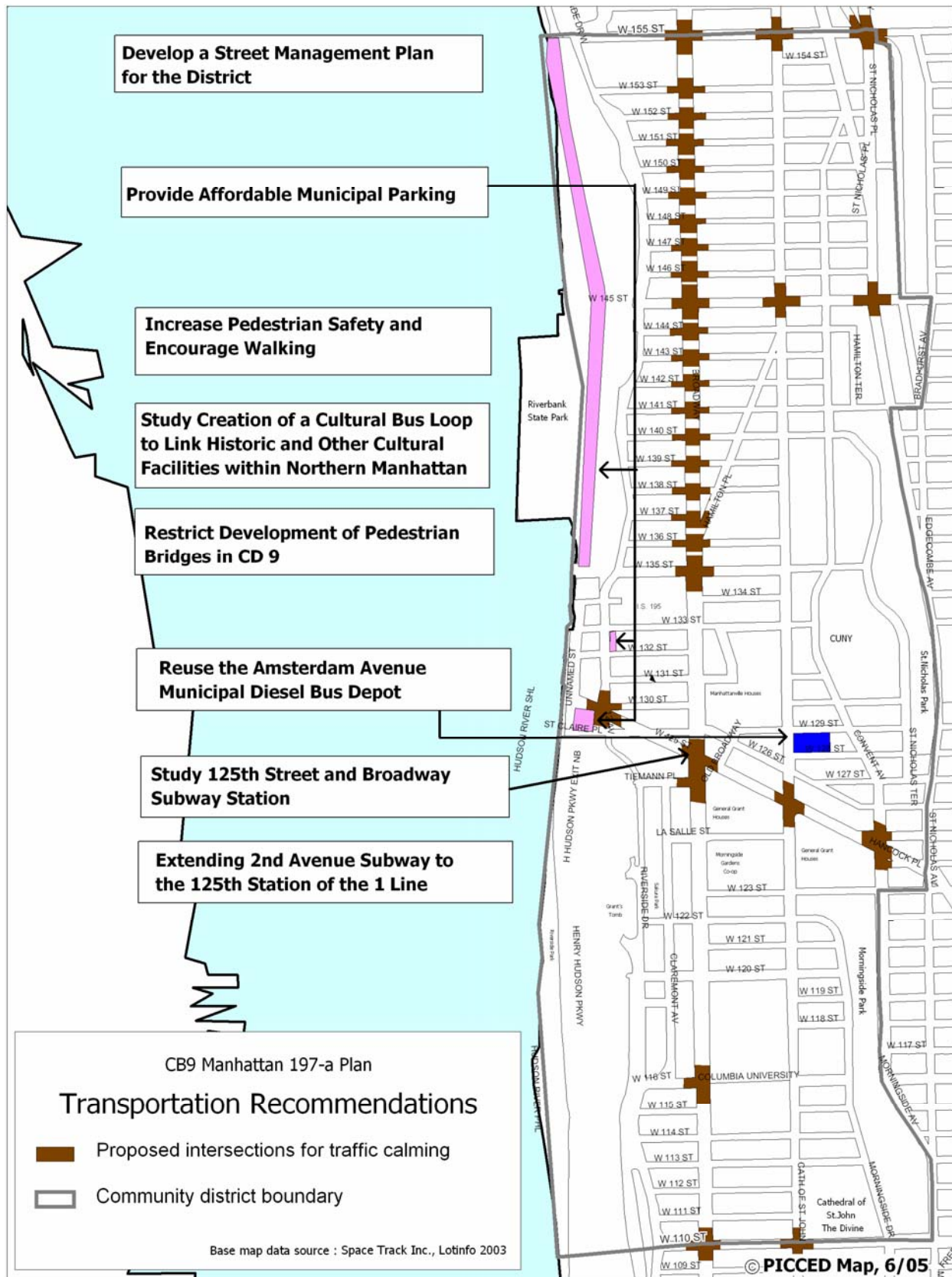


Photo 13: Amsterdam Avenue Bus Depot



Photo 14: Neck down Corners in Europe



MAP R-12: Bike Paths



GLOSSARY OF TERMS

Affordability

Across federal, state and local agencies and programs, housing cost affordability is commonly determined as 30% of gross income. In other words, if a household is spending more than 30% of its income on rent or mortgage payments, its housing costs are considered unaffordable.

Affordable housing

Because the private housing marketplace falls extremely short of accommodating every household's ability to pay for housing, city, state, and federal governments have programs to facilitate the construction and renovation of housing for a wide variety of households. These programs are often targeted to low- and moderate-income households and through a variety of mechanisms, (i.e., tax abatements and/or subsidies for landlords and housing developers) they reduce the cost of developing and maintaining housing and in turn, pass the savings on to the tenant.

In Community District 9, a remarkable 40% of households make \$20,000 a year or less. Based on the definition of affordability as no more than 30% of income, the most that these households can afford to pay is about \$470 per month in rent.

Area Median Income (AMI)

Area Median Income is a figure put forth by HUD (U.S. Department of Housing and Urban Development) for the New York City metropolitan area which includes the five boroughs, Putnam and Westchester counties. The current median household income for this area is \$62,800 for a family of four.

Balanced Mixed Use Zone

Balanced Mixed Use Zones would maintain the mixed use character of many NYC neighborhoods through mechanisms that permit some conversion from one use to another but would ultimately preserve a balance of industrial and non-industrial uses. They would also include "good neighbor" mechanisms to ensure environmental compatibility over such issues as noise, odor and parking. Over the past few years, the City has proposed and mapped "MX" zones that are mixed use in name only. MX districts allow residential development without any government approvals or mechanisms to maintain a balance of uses. Housing, retailing and office uses can generally afford to pay higher rents than manufacturing and other industrial uses. Over time, blue-collar businesses and jobs are pushed out and the mix that originally made the neighborhood attractive would be lost.

Business Improvement District (BID)

A BID delivers supplemental services such as sanitation and maintenance, public safety and visitor services, marketing and promotional programs, capital improvements and beautification in a designated area. BIDs are funded by a special assessment paid by property owners within the district. Any commercial, retail or industrial area in New York City may apply for BID status through a local sponsor. BIDs must be approved by the local Community Board, the City Planning Commission, the City Council and the Mayor.

Commercial Overlay

A zoning designation that “overlays” a commercial district onto a residential one to allow for retail or other commercial uses on the first floor. Since they are intended for businesses that cater to local, not citywide or regional markets, commercial overlays have size and density restrictions.

Contextual Zoning

Contextual Zoning regulates height, placement and scale of new buildings so that they fit the character of the neighborhoods in which they are located. Also, contextual zoning districts do not contain the loophole that standard zoning districts have that allows a community facility to be built at a much larger scale than its existing neighbors.

Community Benefits Agreement (CBA)

The CBA process begins with interested members of a community who identify how a proposed development project can benefit residents and workers. Once a list of potential benefits is determined, community members meet with the developer and representatives of the city to negotiate a CBA. The CBA is a legal document that becomes part of the city's agreement with the developer. It contains numerous provisions stipulating exactly how the development will benefit the community. Each CBA is unique, reflecting the needs of particular communities.

Community Facilities

A wide range of public and private social, educational, cultural, and religious facilities that serve the non-housing and non-employment needs of city residents. They include, but are not limited to: hospitals, libraries, schools, senior centers, day care, in-patient and out-patient health care centers, recreational centers, and museums.

Community Land Trust

Community Land Trusts are nonprofit, community-based organizations that hold land for the benefit of the localities they serve. They often provide permanent affordable housing to a segment of their constituents. The modern community land trust model was developed in the 1960s by community activists who conceived a democratically controlled institution that would hold land for the common good and make it available to individuals through long-term land leases.

Typically, a community land trust rents or sells the home to a buyer who fits criteria set by its community-based board. The homeowner--usually a low- to moderate-income family--leases the land from the trust for a period determined by the board, usually 99 years. The trust retains ownership of the land, thus lowering the initial home price for buyers, as well as the subsequent purchase prices. The lease is the key to keeping the property permanently affordable by including a resale formula that limits leaseholders to a share of the increase in the home's value when they sell. (While specifics vary with each agreement, profits from the sale are shared between the seller and the trust.)

Eminent domain

In theory, eminent domain is the government's right to take title to private property for a public use upon the payment of just compensation to the landowner. While eminent domain has indeed been historically used for public works projects that provide an overall benefit to an area's residents (such as highways), there have also been examples of its being used for projects that are of questionable benefit to the "public good."

"Eyes on the street"

A term popularized by urbanist Jane Jacobs who wrote that urban streets are safest when neighbors keep many "eyes on the street" because locals are always in the best position to spot and report unusual activity. For example, street-level windows enable people to keep tabs on what is happening on the street with regard to pedestrians, business activities, etc. Also, businesses that stay open late such as galleries and bars can provide "eyes on the street."

Flexible Production/Manufacturing

Generally speaking, flexible production processes strive for the highly efficient use of materials, space and workers to achieve value maximization and product differentiation. Small and medium-size firms engage in flexible production by performing highly specialized activities. The "Just-in-time" system of using a minimum of inventory to deliver products on a short-term basis is an important aspect of flexible manufacturing. The adoption of new technologies that facilitate faster product design and an ability to quickly switch from one product type to another is another key facet of flexible production. Also, a flexible approach recognizes that networking among firms in terms of subcontracting, design collaboration and strategic alliances is an important way of realizing economies of scale.

FAR (Floor Area Ratio)

Floor Area Ratio is the ratio of the floor area of a building to the area of the lot on which the building is located. The zoning code dictates a lot's maximum allowable FAR. For example, for a lot with a maximum FAR of 1, a one-story building could cover the entire lot, a two-story building could cover half the lot, or a four-story building could cover a quarter of the lot.

Greenway

Greenways are corridors of various widths, linked together in a network in much the same way as networks of highways and railroads have been linked. They are typically used by walkers, bikers and in-line skaters.

Green Streets

Launched in 1996, Greenstreets is a citywide program to convert paved, vacant traffic islands and medians into green spaces filled with shade trees, flowering trees, shrubs, and groundcover.

High road (to economic development)

A strategy for economic development that does not just promote business; it works to eradicate poverty and create a society that is economically, socially and environmentally sustainable. High road strategies value the worker by promoting high-quality, high-wage, and high-productivity jobs. It includes public policies that benefit workers and communities, such as providing education, paying a living wage, protecting the environment and participation in the decision-making process. It includes such things as access to health care, career training and affordable housing.

Inclusionary zoning

Requires that a percentage of housing units in new residential developments be made affordable to low- and moderate-income households. In exchange for providing affordable housing, developers are granted various forms of compensation (i.e., density bonuses, zoning variances, and/or expedited permitting) that reduce construction costs and ensure that developers continue to profit.

Industrial and Commercial Incentive Program (ICIP)

This New York City tax abatement and exemption program is eligible to small manufacturers and developers with manufacturing tenants. Those who make improvements or renovations to their buildings equal to 10% of the property's assessed value can apply to receive an exemption on the increase in property taxes due to those improvements. Spending 25% of the assessed value of the property can make a firm eligible for an abatement of the real estate tax. While the program is relatively simple to access, it could be substantially improved if its benefits could be prorated. The spending threshold (whereby a substantial portion of a building must be renovated) renders it inaccessible to numerous small manufacturing tenants who are interested in simply renovating a portion of a building. The program was renewed by the City and State in Summer 1999, but it was not altered to enable applicants to prorate the benefits.

Local Development Corporation (LDC)

A local organization designed to improve the economy of the area by inducing businesses to locate there. An LDC usually has financing capabilities.

Merchants Association

A formal or informal group of business owners, typically from a contiguous geographic area such as a particular street, who convene an organization to address common concerns.

Mixed use area vs. mixed use zoning

After World War II, many planners encouraged the separation of residential and commercial uses from industrial uses and used zoning to accomplish this. However, older and more historic neighborhoods developed with these uses side by side, or mixed. As such, they are de facto, or naturally occurring, mixed use areas. Today, cities such as New York prescribe mixed use areas by implementing mixed use zoning districts to allow for residential, commercial, and/or industrial uses where they can coexist without conflict.

Neckdown

A curb extension at the corner of an intersection used to slow vehicles and give pedestrians a shorter distance to cross.

Production

A physical process that results in the creation of a tangible good or product.

Setback

Refers to the amount of space local zoning regulations require between a lot line and a building line

Special district (a.k.a. special purpose district)

A special purpose district is a zoning district created by an amendment to the text (and map) of New York City's zoning ordinance. It is a customized district (as opposed to a generic one) intended to either protect a particular area from development pressure or to preserve its unique appearance.

Special Mixed Use District (a.k.a. "MX")

A few years ago the Department of City Planning created a mechanism that would let it implement mixed use zoning districts anywhere in the city. The new "MX" zoning district permits, under certain conditions, both residential and industrial development side-by-side and in the same building.

In theory, MX allows industries already in these zones to continue indefinitely. In practice, by introducing and legalizing residential uses, which generally bring higher land prices and rents, MX has shown a tendency to force industry out of areas. Conversions of industrial buildings to residential use are allowed, with some restrictions, in MX zones.

Tower-in-the-park

An urban design ideology often associated with 20th Century Swiss architect Le Corbusier that was reflected in New York City's 1961 overhaul to the zoning resolution. These changes assumed a large-scale urban renewal approach to redevelopment that included giant, boxy towers isolated in big, open plazas. Tower-in-the-park zoning allows developers to make their edifices taller if they set them back from the sidewalk and surrounded them with open space. Critics of this type of urban design pattern say that it often fails because of poor spatial definition and a lack of maintenance of the outdoor spaces.

Trust for Industrial Space

A Trust for Industrial Space would provide institutional support for industrial retention and development. The TIS would be a new entity established to either directly, or in partnership with other entities and private and or public developers, acquire and renovate space suitable for use by manufacturers. The Trust could own, renovate and manage the space itself, or it could encourage the development of manufacturing space by providing financial incentives and technical assistance to

private developers or not-for-profit organizations committed to the development of manufacturing space.

ULURP (Uniform Land Use Review and Procedure)

A standard procedure by which the City of New York publicly reviews applications affecting the land use of the City. It has mandated time frames within which an application's review must take place, and the key players are the Department of City Planning, the City Planning Commission, Community Boards, Borough Presidents, Borough Boards, the City Council, and the Mayor. In West Harlem, Columbia is filing an application to the City to rezone Manhattanville, and this action triggers the ULURP process.

Underbuilt Sites

Underbuilt sites are defined as lots over 5,000 square feet and developed with less than 50% of maximum allowable floor area ratio; vacant lots (including two or more adjacent lots totaling over 5,000 square feet); gas stations, and parking lots. In addition, Underbuilt sites do not include churches, schools, city facilities, historic landmarks and lots in historic districts or in the proposed Rezoning sub-districts described in Recommendation 1.

Upzoning

Generally speaking, an upzoning action increases the maximum allowable density for development. This is usually done by increasing the allowed density in a residential zone or by rezoning a manufacturing zone to allow mixed or residential uses.

Use

In the context of land use and zoning, "use" refers to the type of activity which occurs on a given piece of land. The most basic use categories are: residential, commercial, and industrial, and community facilities, and each of these broad categories is subdivided into more specific types of uses.

Zero Waste

Zero waste suggests that the entire concept of garbage should be eliminated. Instead of our basic acceptance that waste is produced by a normal course of events, zero waste says that garbage should be thought of as a "residual product" or simply a "potential resource." Adopting zero waste practices can reduce costs, increase profits, and reduce environmental impacts by returning these "residual products" or "resources" as food to natural and industrial systems.

Zoning

Through zoning, a city regulates building size, population density and the way land is used.

Existing Conditions

APPENDICES

Existing Conditions

APPENDIX A: POPULATION CHARACTERISTICS

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Table A-1: Total Population

	CD 9M (CT total)	CD 9M (DCP)	Manhattan	New York City
Population 1990	107,561	106,978	1,487,536	7,322,564
Population 2000	112,057	111,724	1,537,195	8,008,278
Change	4,496	4,746	49,659	685,714
% change	4.2%	4.4%	3.3%	9.4%

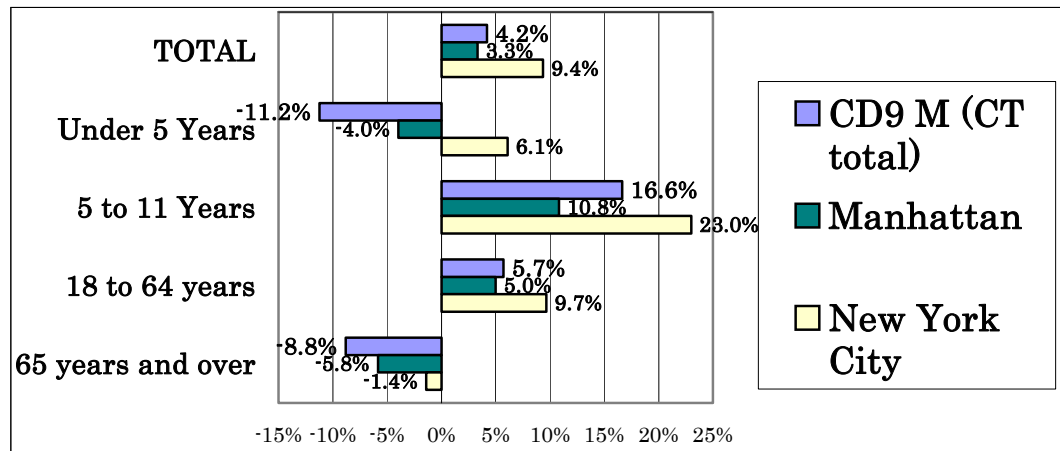
Data Source: U.S. Census Bureau; 1990 population & 2 000 population, downloaded Feb.2003; and Department of City Planning

Table A-2: Population by Age

	CD 9M (CT total)	Manhattan	New York City
Population: 1990	107,561	1,487,536	7,322,564
Population: 2000	112,057	1,537,195	8,008,278
Change	4,496	49,659	685,714
% change	4.2%	3.3%	9.4%
Under 5 years 1990	7,599	78,293	502,108
Under 5 years 2000	6,746	75,180	532,676
Change	-853	-3,113	30,568
% change	-11.2%	-4.0%	6.1%
5 to 11 years 1990	8,752	92,835	640,726
5 to 11 years 2000	10,208	102,873	788,097
Change	1,456	10,038	147,371
% change	16.6%	10.8%	23.0%
12 to 17 years 1990	7,033	75,480	540,787
12 to 17 years 2000	7,833	77,545	609,500
Change	800	2,065	68,713
% change	11.4%	2.7%	12.7%
18 to 64 years 1990	72,317	1,042,740	4,686,212
18 to 64 years 2000	76,454	1,094,949	5,138,635
Change	4,137	52,209	452,423
% change	5.7%	5.0%	9.7%
65 years and over 1990	11,860	198,188	952,731
65 years and over 2000	10,816	186,648	939,370
Change	-1,044	-11,540	-13,361
% change	-8.8%	-5.8%	-1.4%

Data Source: U.S. Census Bureau; 1990 population & 2 000 population, downloaded Feb.2003

Figure A-1: Change in Age Groups, 1990-2000



Data Source: 1990 population & 2 000 population; U.S. Census Bureau SF3; downloaded Feb.2003

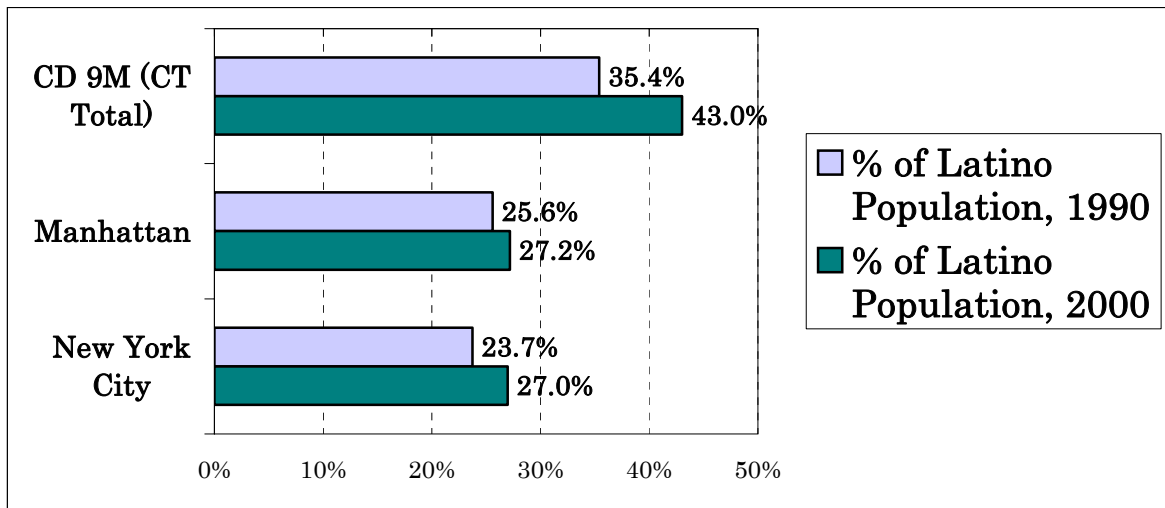
Table A-3: Race & Ethnicity

Year 1990	CD 9M (CT total)	(%)	Manhattan	(%)	New York City	(%)
Total Population	107,561	100.0%	1,487,536	100.0%	7,322,564	100.0%
White, non-Hispanic	21,301	19.8%	728,563	49.0%	3,178,712	43.4%
Black, non-Hispanic	42,738	39.7%	264,717	17.8%	1,874,892	25.6%
American Indian and Alaska Native alone, non-Hispanic	347	0.3%	2,568	0.2%	15,149	0.2%
Asian or Pacific Islander, non-Hispanic	4,653	4.3%	107,199	7.2%	496,287	6.8%
Other race, non-Hispanic	461	0.4%	3,792	0.3%	19,597	0.3%
Hispanic Origin	38,061	35.4%	380,697	25.6%	1,737,927	23.7%

Year 2000	CD 9M (CT total)	(%)	Manhattan	(%)	New York City	(%)
Total Population	112,057	100.0%	1,537,195	100.0%	8,008,278	100.0%
White, non-Hispanic	19,768	17.6%	703,873	45.8%	2,801,267	35.0%
Black, non-Hispanic	34,601	30.9%	234,698	15.3%	1,962,154	24.5%
American Indian and Alaska Native alone, non-Hispanic	225	0.2%	2,465	0.2%	17,321	0.2%
Asian or Pacific Islander, non-Hispanic	5,823	5.2%	143,863	9.4%	783,058	9.8%
Other race, non-Hispanic	416	0.4%	5,536	0.4%	58,775	0.7%
Two or more races, non-Hispanic	2,836	2.5%	28,944	1.9%	225,149	2.8%
Hispanic Origin	48,388	43.2%	417,816	27.2%	2,160,554	27.0%

Data Source: 1990 Population, Dataset STF1, U.S. Census Bureau, downloaded Feb.2003; 2000 Population, U.S. Census Bureau, Dataset SF1, downloaded Feb.2003

Figure A-2: Hispanic/Latinos as Part of the Population



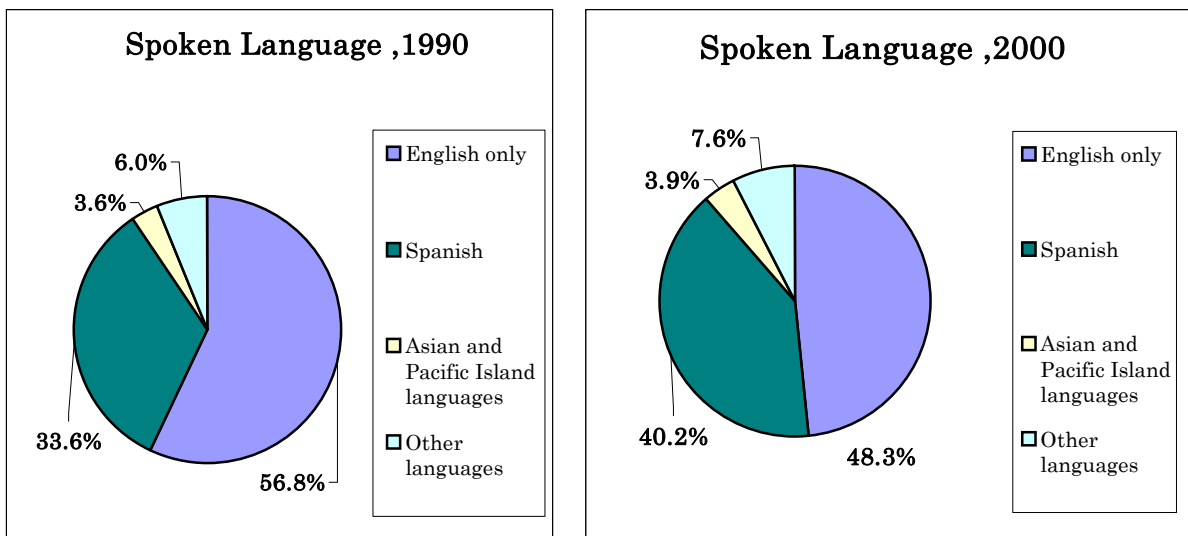
Data Source: 1990 Population, Dataset STF1, U.S. Census Bureau, downloaded Feb.2003; 2000 Population, U.S. Census Bureau, Dataset SF1, downloaded Feb.2003

Table A-4: Ability to Speak English

Total	CD9				Manhattan				New York City			
	1990	2000	Change	% Change	1990	2000	Change	% Change	1990	2000	Change	% Change
5 years and Over	99,962	105,311	5,349	5.4%	1,409,243	1,462,015	52,772	3.7%	6,820,456	7,475,602	655,146	9.6%
Speak English only	56,817	50,862	-5,955	-10.5%	860,094	849,603	-10,491	-1.2%	4,026,683	3,920,797	-105,886	-2.6%
Speak Spanish	33,569	42,383	8,814	26.3%	337,801	364,141	26,340	7.8%	1,498,548	1,832,402	333,854	22.3%
English very well	13,592	17,709	4,117	30.3%	156,209	174,421	18,212	11.7%	746,866	911,078	164,212	22.0%
English well	7,908	9,127	1,219	15.4%	77,168	76,500	-668	-0.9%	352,574	404,444	51,870	14.7%
English not well/not at all	12,069	15,547	3,478	28.8%	104,424	113,220	8,796	8.4%	399,108	516,880	117,772	29.5%
Speak Asian and Pacific Island	3,564	4,093	529	14.8%	87,022	108,035	21,013	24.1%	354,684	515,157	160,473	45.2%
English very well	1,945	2,589	644	33.1%	30,690	41,896	11,206	36.5%	126,599	189,836	63,237	50.0%
English well	1,148	948	-200	-17.4%	19,953	22,533	2,580	12.9%	98,265	135,940	37,675	38.3%
English not well/not at all	471	556	85	18.0%	36,379	43,606	7,227	19.9%	129,820	189,381	59,561	45.9%
Speak other languages	6,011	7,973	1,962	32.6%	124,326	140,236	15,910	12.8%	940,541	1,207,246	266,705	28.4%
English very well	4,049	5,835	1,786	44.1%	90,856	103,854	12,998	14.3%	558,562	684,914	126,352	22.6%
English well	1,518	1,347	-171	-11.3%	23,415	24,289	874	3.7%	239,765	313,433	73,668	30.7%
English not well/not at all	444	791	347	78.2%	10,055	12,093	2,038	20.3%	142,214	208,899	66,685	46.9%

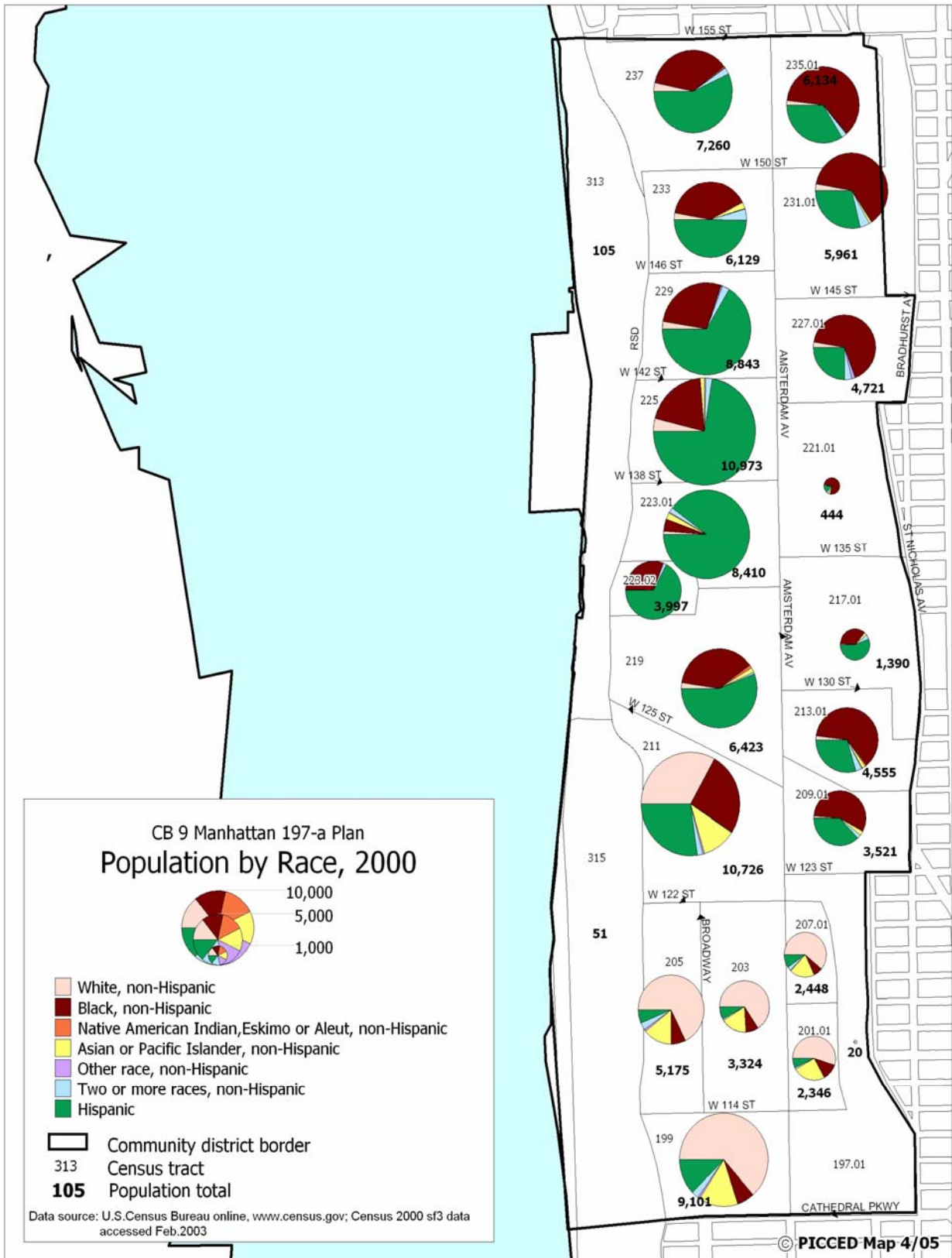
Data Source: U.S. Census Bureau; Population 5 years and over speak a language 1990 & 2000, downloaded Feb.2003

Figure A-3: Spoken Languages in 1990 & 2000



Data Source: U.S. Census Bureau; Population 5 years and over speak a language 1990 & 2000, downloaded Feb.2003

Map A-1: Population by Race, 2000



Existing Conditions

APPENDIX B: LAND USE AND ZONING

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Attachment 1: Intro No. 423-A Highlights**Intro No. 423-A Highlights**

A Local Law introduced by Council Members Katz, Liu, Nelson and Perkins to amend the administrative code of the city of New York, in relation to the regulation of outdoor advertising.

This amendment would improve the Department of Buildings rules for the enforcement of billboard regulations. It establishes that all advertising signs require a permit and must comply with the following:

- ❖ The sign is within 900 feet from and within view of an arterial highway **or** within a distance of 200 feet from and within view of a public park with an area of one half acre or more
- ❖ The sign is not within a distance of 200 feet from an arterial highway or a public park (1.5 or more acres) but is within view of an arterial highway or within view of a public park **and** the sign's surface area is greater than the linear feet in the distance of such sign from such arterial highway or park

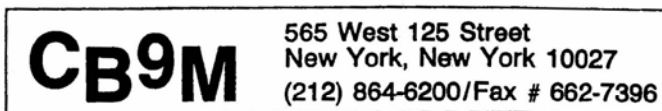
Exempted from this law are:

- ❖ Signs with an area of 200 square feet or less, and located maximum 3 feet above the floor the second story of the bldg in which the sign is located **and** currently under the control of an outdoor advertising company and included in a certified list required to be filed with the department.

The registration period lasts two years and could be renewed.

The law forbids the erection, maintenance and repairs of signs that are not registered.

Attachment 2: CB 9M Resolution on Eminent Domain, 2004



COMMUNITY BOARD #9, MANHATTAN

C. Virginia Fields
President, Borough of Manhattan September 24, 2004

J. Reyes-Montblanc
Chair

Carolyn R. Thompson
First Vice-Chair

Patricia Jones
Second Vice-Chair

Theodore Kovaleff
Secretary

Ramona Jennett
Assistant Secretary

Barbara Marshall
Treasurer

Carlotta Damanda
Assistant Treasurer

Lawrence T. McClean
District Manager

Hon. Michael Bloomberg
Mayor
City Hall
New York, New York 10007

Dear Mayor Bloomberg:

At its regularly scheduled monthly meeting held on Thursday, September 23, 2004 the following resolution re: Eminent Domain was passed by a vote of 29 in favor, 0 opposed, and 0 abstentions:

Whereas, Community Board No. 9 Manhattan is undergoing an on going regeneration process through the preparation of its 197-A Plan; and

Whereas, This process has called for a review of past policies; and

Whereas, The Board has never condoned the use eminent domain for private gain; and

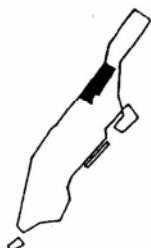
Whereas, Several States have officially repudiated and legally curtailed improper use of the Eminent Domain statute; and

Whereas, Review by our consultants from Pratt Institute has confirmed that conditions in our Manhattanville are not "blighted" ; and

Whereas, Property owned by individual tax paying businesses are in excellent condition; and

Whereas, Properties displaying the most need for remediation belongs to the City or to a non-profit holder; now, therefore, be it

Resolved, That Community Board No. 9 Manhattan declares its opposition to the use of condemnation through "blight" studies or any other method, as a vehicle toward eminent domain; and be it further



SERVING HAMILTON HEIGHTS/MANHATTANVILLE & MORNINGSIDE HEIGHTS

CB 9M Resolution on Eminent Domain, 2004 (cont'd)

Hon. Micheal Bloomberg

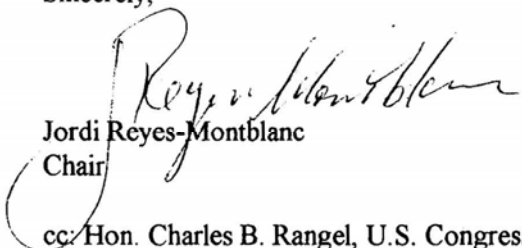
September 24, 2004

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Resolved, That Community Board No. 9 formally requests that **no** government agency present an offer of eminent domain, whether for or not-for profit, to any persons seeking development in the Board 9 Manhattan District.

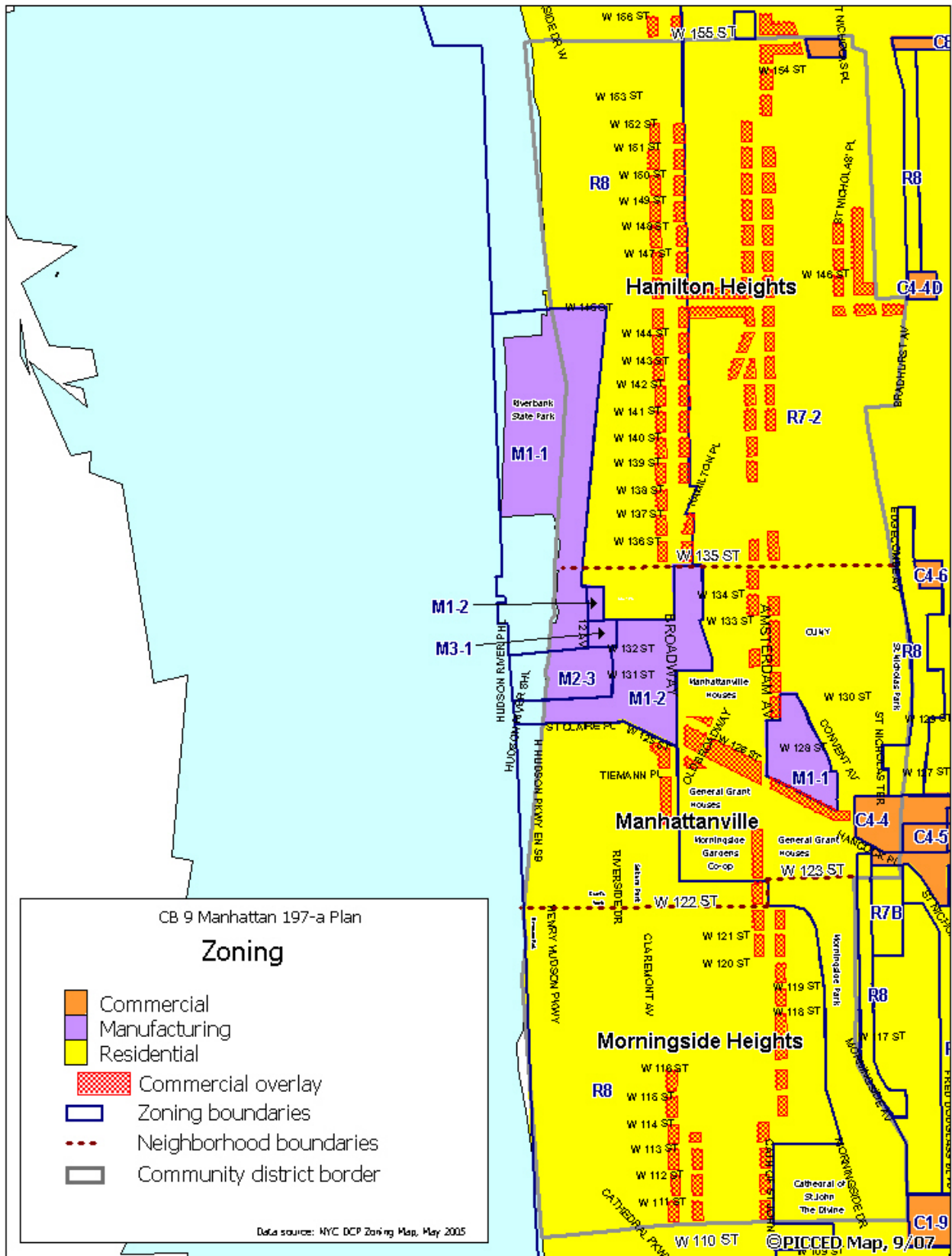
If you have any questions, please feel free to contact either me or District Manager, Lawrence T. McClean at (212) 864-6200.

Sincerely,


Jordi Reyes-Montblanc
Chair

cc: Hon. Charles B. Rangel, U.S. Congressman
Hon. Eric Schneiderman, State Senator
Hon. David A. Paterson, State Senator
Hon. Daniel O'Donnell, Assemblymember
Hon. Keith Wright, Assemblymember
Hon. Herman D. Farrell, Jr., Assemblymember
Hon. C. Virginia Fields, Manhattan Borough President
Hon. Bill Perkins, City Councilmember
Hon. Robert Jackson, City Councilmember
Community Boards (City-Wide)
NYC Councilmembers

Map B-1: Zoning



Map B-2: Building Height, 2003

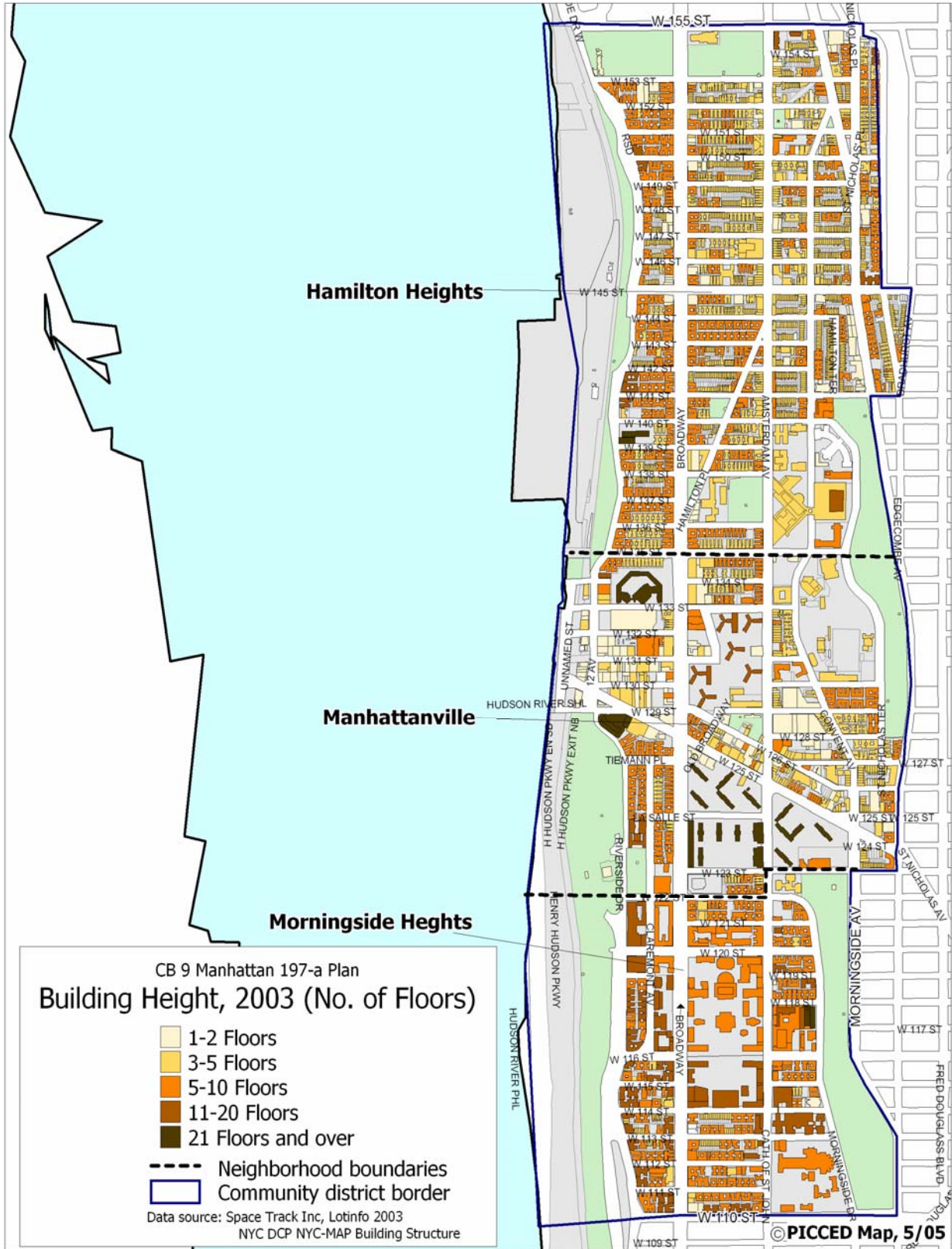
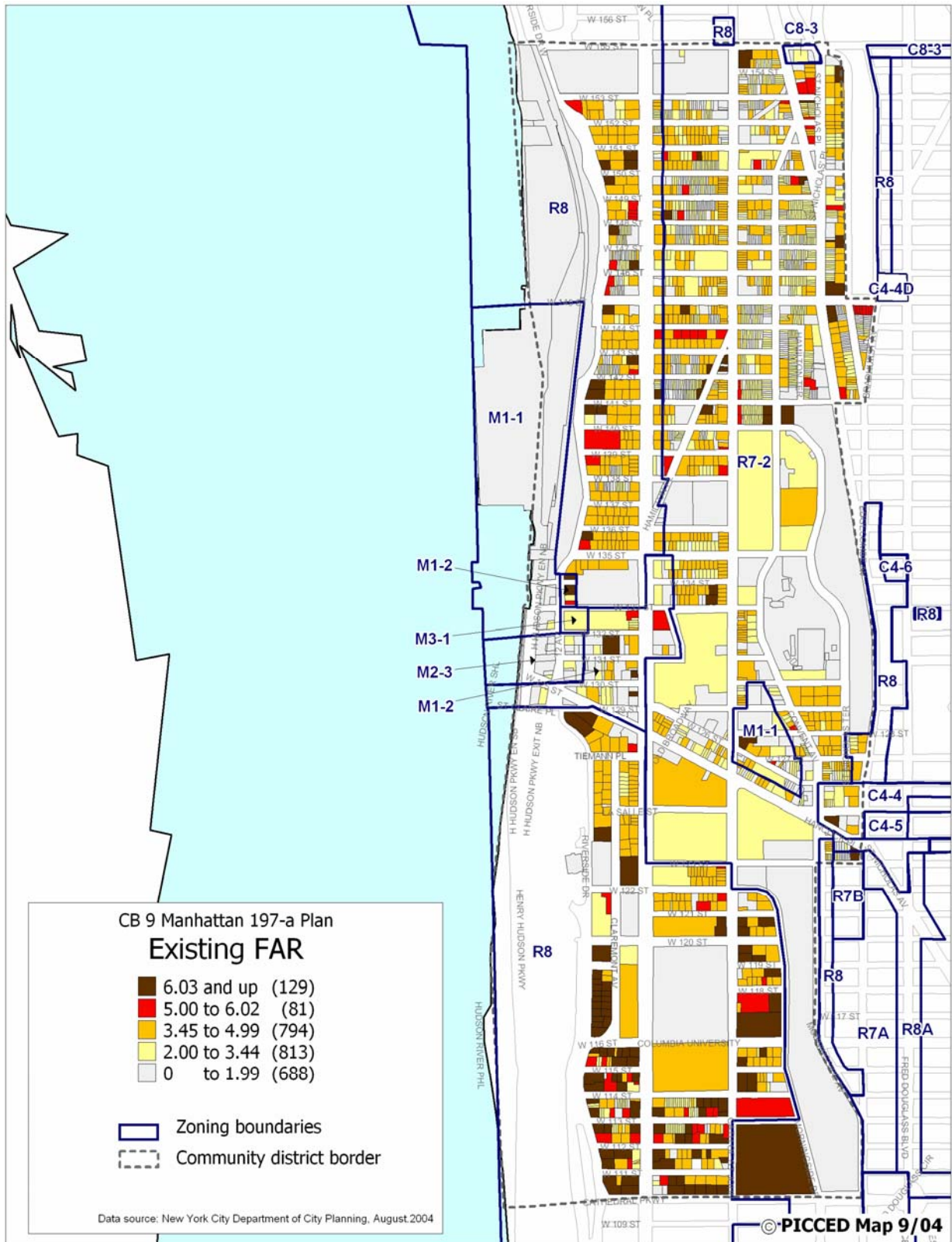


Photo B-1: “Out-of-context” building in Morningside Heights



Map B-3: Floor Area Ratio



Map B-4: Land Use, 2003

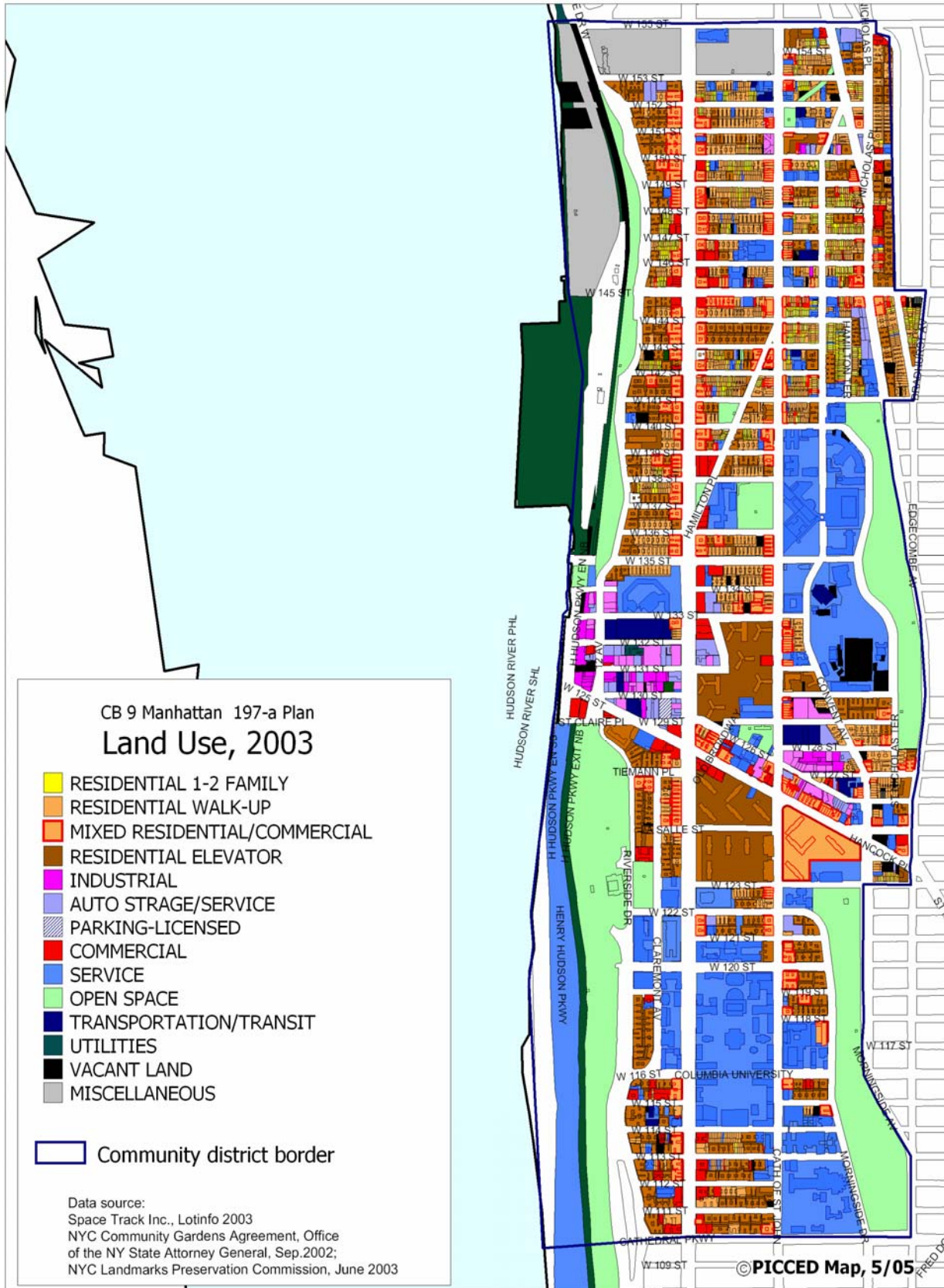


Table B-1: Land Use, 2003

Type	No. of Lots	No. of Lots (%)	Total Building Area (Sq. Ft.)	Total Building Area%	Total Land Area (Sq. Ft.)	Total Land Area (%)
RESIDENTIAL	1,683	66.90%	33,043,339	44.40%	8,296,914	26.00%
MIXED RESIDENTIAL / COMMERCIAL	309	12.30%	8,891,420	11.90%	2,038,036	6.40%
AUTO STORAGE, SERVICE	56	2.20%	595,372	0.80%	468,018	1.50%
COMMERCIAL	95	3.80%	2,325,135	3.10%	759,707	2.40%
SERVICES (Educational)	58	2.30%	10,388,377	13.90%	4,346,906	13.60%
SERVICES (Religious)	71	2.80%	14,965,191	20.10%	1,053,020	3.30%
SERVICES (Recreational, Cultural)	14	0.60%	154,467	0.20%	67,228	0.20%
SERVICES (Health)	25	1.00%	1,675,723	2.20%	352,716	1.10%
SERVICES (Governmental)	13	0.50%	221,915	0.30%	3,027,772	9.50%
INDUSTRIAL (Manufacturing and Warehou	52	2.10%	1,642,425	2.20%	596,455	1.90%
OPEN SPACE (Parks, Playgrounds)	19	0.80%	50,771	0.10%	6,135,373	19.20%
VACANT LAND	102	4.10%	30,100	0.00%	625,669	2.00%
PARKING	2	0.10%	0	0.00%	26,852	0.10%
TRANSPORTATION/UTILITIES	12	0.50%	495,923	0.70%	2,512,963	7.90%
MISCELLANEOUS	3	0.10%	19,698	0.00%	1,640,635	5.10%
Total	2,514	100%	74,499,856	100%	31,948,264	100%

CD9 Total Land Area:

31,948,264 Sq. Ft.**733 Acres****1.15 Sq. miles**

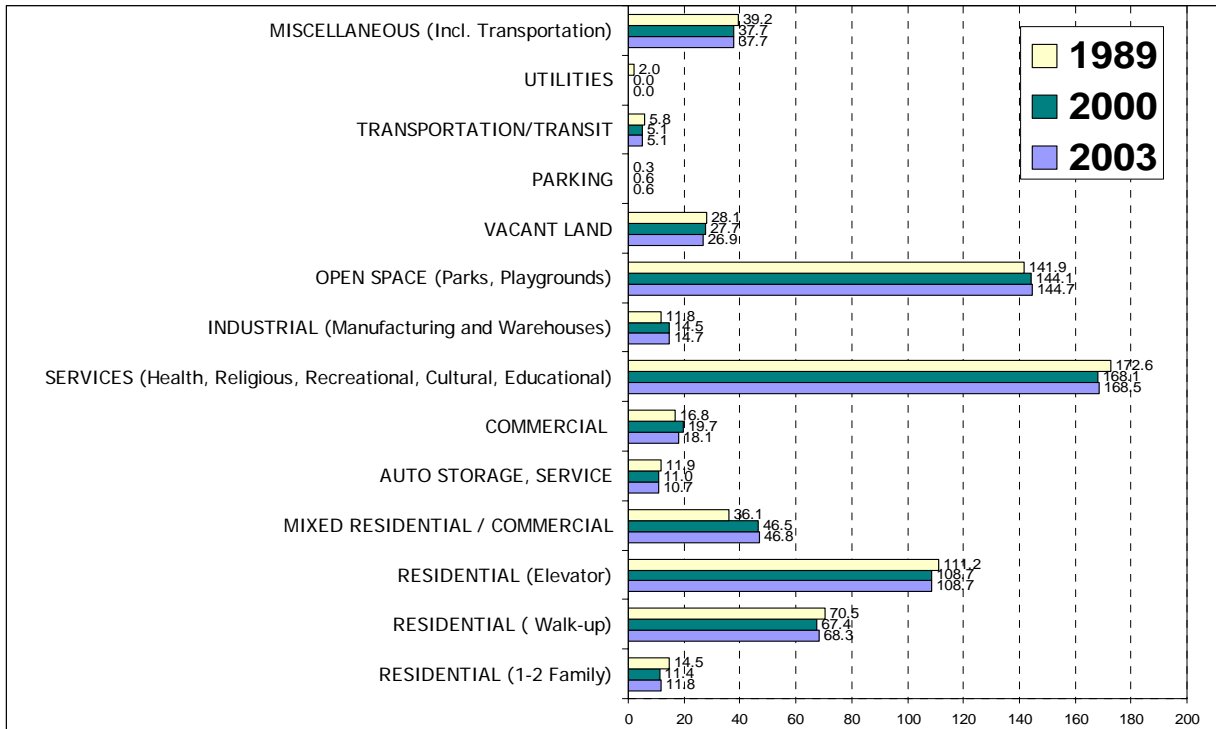
Data Source: Spacetrack Inc., Lotinfo 2003; NYC Community Gardens Agreement, Environmental Protection Bureau September 2002 Office of NYS Attorney General Eliot Spitzer website, downloaded May 15, 2003

Table B-2: Land Use in Acres, 2003, 2000, 1989

LAND USE	2003	2000	1989	1989-2003 CHANGE	1989-2003 % CHANGE
RESIDENTIAL (1-2 Family)	11.8	11.4	14.5	-2.7	-18.8%
RESIDENTIAL (Walk-up)	68.3	67.4	70.5	-2.2	-3.1%
RESIDENTIAL (Elevator)	108.7	108.7	111.2	-2.5	-2.2%
MIXED RESIDENTIAL / COMMERCIAL	46.8	46.5	36.1	10.7	29.6%
AUTO STORAGE, SERVICE	10.7	11.0	11.9	-1.1	-9.5%
COMMERCIAL	18.1	19.7	16.8	1.3	7.5%
SERVICES (Health, Religious, Recreational, Cultural, Educational)	168.5	168.1	172.6	-4.1	-2.4%
INDUSTRIAL (Manufacturing and Warehouses)	14.7	14.5	11.8	2.9	24.8%
OPEN SPACE (Parks, Playgrounds)	144.7	144.1	141.9	2.8	2.0%
VACANT LAND	26.9	27.7	28.1	-1.2	-4.2%
PARKING	0.6	0.6	0.3	0.3	115.0%
TRANSPORTATION/TRANSIT	5.1	5.1	5.8	-0.7	-11.4%
UTILITIES	0.0	0.0	2.0	-2.0	-100.0%
MISCELLANEOUS(Incl. Transportation)	37.7	37.7	39.2	-1.6	-4.0%

NOTE: The Land Use figures for 1989, 2000 and 2003 used in this table were adjusted to account for omissions in the 1989 data. The total matching area between the 1989 and 2000 table is 99.5%; between 1989 and 2003 is 99.6%; and between 2000 and 2003 is 99.8%.
Data Source: Spacetrack, Lotinfo 2003 and Lotinfo 2000, NYC Dept. of Finance RPAD 1989

Figure B-1: Land use in acres, 2003, 2000, 1989



NOTE: The Land Use figures for 1989, 2000 and 2003 used in this table were adjusted to account for omissions in the 1989 data. The total matching area between the 1989 and 2000 table is 99.5%; between 1989 and 2003 is 99.6%; and between 2000 and 2003 is 99.8%.
Data Source: Spacetrack, Lotinfo 2003 and Lotinfo 2000, NYC Dept. of Finance RPAD 1989

Map B-5: Land Ownership, 2004

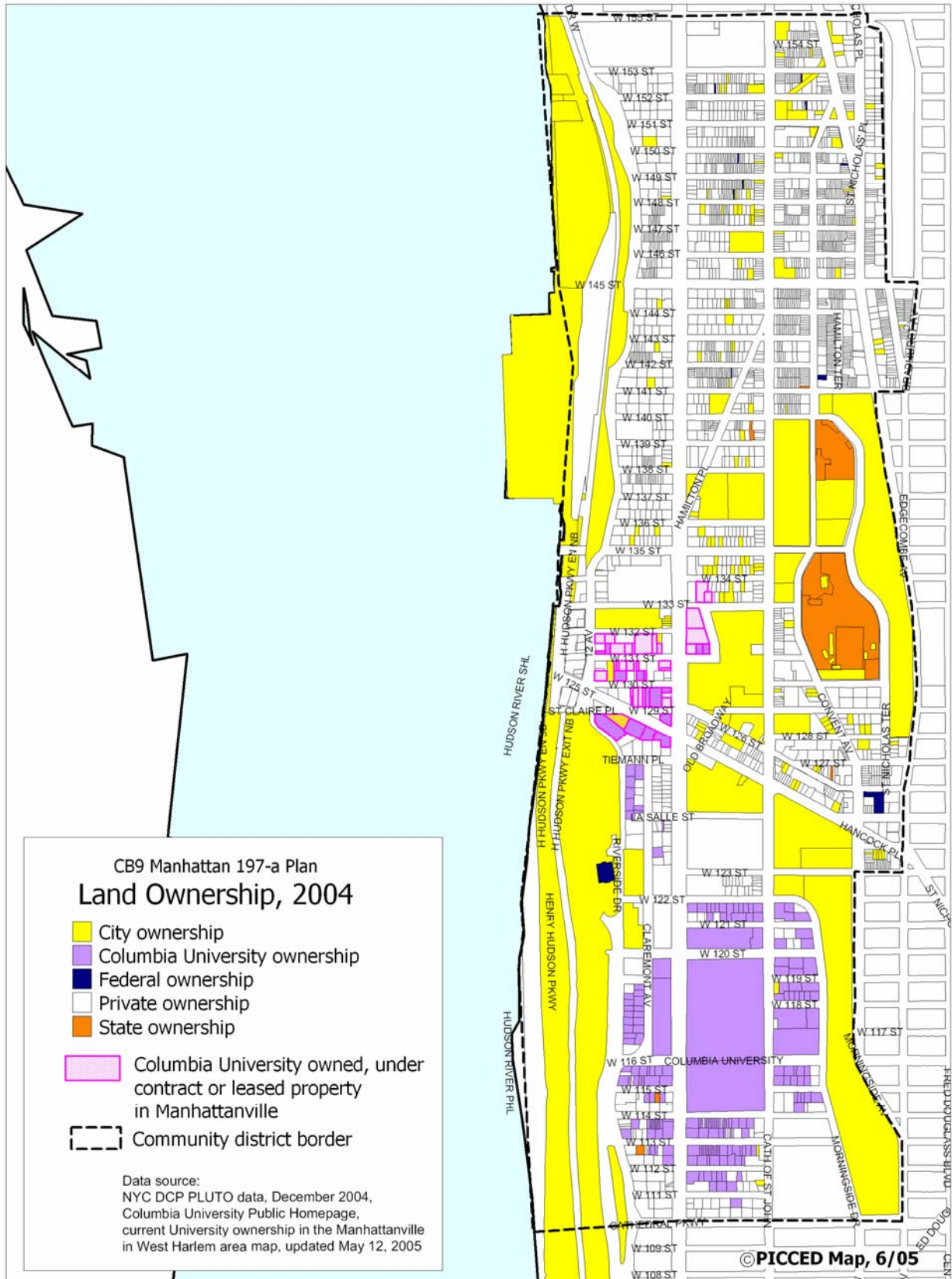


Table B-3: Land use 2004 by Ownership

Type	LAND AREA SQFT							
	TOTAL	(%)	PUBLIC	(%)	COLUMBIA Univ.	(%)	OTHER PRIVATE	(%)
RESIDENTIAL (1-2 Family)	522,077	100.0%	3,114	0.6%	0	0.0%	518,963	99.4%
RESIDENTIAL (Walk-up)	2,901,122	100.0%	295,049	10.2%	93,747	3.2%	2,512,326	86.6%
RESIDENTIAL (Elevator)	4,760,801	100.0%	959,178	20.1%	735,506	15.4%	3,066,117	64.4%
MIXED RESIDENTIAL / COMMERCIAL	2,115,976	100.0%	417,559	19.7%	220,676	10.4%	1,477,741	69.8%
AUTO STORAGE, SERVICE	407,731	100.0%	0	0.0%	33,816	8.3%	373,915	91.7%
COMMERCIAL	846,407	100.0%	4,417	0.5%	185,985	22.0%	656,005	77.5%
SERVICES (Health, Religious, Recreational, Cultural, Educational)	6,170,131	100.0%	2,480,418	40.2%	1,741,980	28.2%	1,947,733	31.6%
INDUSTRIAL (Manufacturing and Warehouses)	557,950	100.0%	0	0.0%	34,289	6.1%	523,661	93.9%
OPEN SPACE (Parks, Playgrounds)	8,395,316	100.0%	8,395,316	100.0%	0	0.0%	0	0.0%
VACANT LAND	1,180,020	100.0%	969,555	82.2%	36,828	3.1%	173,637	14.7%
PARKING	26,852	100.0%	0	0.0%	24,979	93.0%	1,873	7.0%
TRANSPORTATION/TRANSIT	243,041	100.0%	223,057	91.8%	0	0.0%	19,984	8.2%
UTILITIES	906,472	100.0%	4,996	0.6%	0	0.0%	901,476	99.4%
MISCELLANEOUS	723,258	100.0%	0	0.0%	0	0.0%	723,258	100.0%
Total	29,757,154	100.0%	13,752,659	46.2%	3,107,806	10.4%	12,896,689	43.3%

Data Source: NYC DCP, Pluto data, December 2004

Table B-4: Privately-Owned Land Use, 2004

Type	LAND AREA SQFT					
	TOTAL	(%)	COLUMBIA Univ.	(%)	OTHER PRIVATE	(%)
RESIDENTIAL (1-2 Family)	518,963	100.0%	0	0.0%	518,963	100.0%
RESIDENTIAL (Walk-up)	2,606,073	100.0%	93,747	3.6%	2,512,326	96.4%
RESIDENTIAL (Elevator)	3,801,623	100.0%	735,506	19.3%	3,066,117	80.7%
MIXED RESIDENTIAL / COMMERCIAL	1,698,417	100.0%	220,676	13.0%	1,477,741	87.0%
AUTO STORAGE, SERVICE	407,731	100.0%	33,816	8.3%	373,915	91.7%
COMMERCIAL	841,990	100.0%	185,985	22.1%	656,005	77.9%
SERVICES (Health, Religious, Recreational, Cultural, Educational)	3,689,713	100.0%	1,741,980	47.2%	1,947,733	52.8%
INDUSTRIAL (Manufacturing and Warehouses)	557,950	100.0%	34,289	6.1%	523,661	93.9%
OPEN SPACE (Parks, Playgrounds)	0	-	0	-	0	-
VACANT LAND	210,465	100.0%	36,828	17.5%	173,637	82.5%
PARKING	26,852	100.0%	24,979	93.0%	1,873	7.0%
TRANSPORTATION/TRANSIT	19,984	100.0%	0	0.0%	19,984	100.0%
UTILITIES	901,476	100.0%	0	0.0%	901,476	100.0%
MISCELLANEOUS	723,258	100.0%	0	0.0%	723,258	100.0%
Total	16,004,495	100.0%	3,107,806	19.4%	12,896,689	80.6%

Data Source: NYC DCP, Pluto data, December 2004

Table B-5: Underbuilt Sites for Exploration, Land Use and Ownership

COMMERCIAL	34	52.3%	283,567	39.8%
SERVICES (Health, Religious, Recreational, Cultural, Educational)	5	7.7%	253,257	35.5%
INDUSTRIAL (Manufacturing and Warehouses)	2	3.1%	4,996	0.7%
OPEN SPACE (Parks, Playgrounds)	0	0.0%	0	0.0%
VACANT LAND	13	20.0%	50,756	7.1%
PARKING	0	0.0%	0	0.0%
TRANSPORTATION/TRANSIT	0	0.0%	0	0.0%
UTILITIES	0	0.0%	0	0.0%
MISCELLANEOUS	0	0.0%	0	0.0%
Total	65	100.0%	712,498	100.0%

Ownership

	No. of lots	(%)	Lot area sq.ft	(%)
Privately-owned	60	92.3%	461,237	64.7%
Publicly-owned	5	7.7%	251,261	35.3%
Total	65	100.0%	712,498	100.0%

Data Source:

NYC DCP, PLUTO data, December 2004

Manhattan Community Board 9 underbuilt sites field survey, April 2005

Table B-6: List of Underbuilt Sites for Exploration

NO.	BLOCK	LOT	ADDRESS	OWNER-SHIP	OWNER NAME	LOT SQ.FT	BLDG SQ.FT	LAND USE GENERAL	ZONING	BUILT FAR	MAX ALLOWABLE FAR
1	1988	148	3 HAMILTON PLACE	Public	DEPT OF GENERAL SERVI	4,417	7,845	COMMERCIAL	R8	1.78	6.02
2	2069	26	416 WEST 155 STREET	Public	DEPT OF ENVIRONMENTAL	20,500	16,779	SERVICES (Health, Religious, Recreational, Cultural,	R7-2	0.82	3.44
3	2069	46	876 ST NICHOLAS AVENUE	Public	CITY OF NEW YORK	3,402	5,942	SERVICES (Health, Religious, Recreational, Cultural,	R7-2	1.75	3.44
4	2101	120	WEST 135 STREET	Public	SANITATION	217,950	50,000	SERVICES (Health, Religious, Recreational, Cultural,	M1-1	0.23	1.00
5	1952	61	MORNINGSIDE AVENUE	Public	UNITED STATES POSTAL	4,992	0	VACANT LAND	C4-4	0.00	3.44
6	1882	1	2840 BROADWAY	Private	ZEDEK VENTURES LLC	9,092	17,425	COMMERCIAL	R8	1.92	6.02
7	1882	61	2852 BROADWAY	Private	BANCO POPULAR PROPERT	7,575	11,780	COMMERCIAL	R8	1.56	6.02
8	1883	54	534 WEST 112 STREET	Private	THE TRUSTESS OF COLUM	7,569	12,375	COMMERCIAL	R8	1.63	6.02
9	1884	42	514 WEST 113 STREET	Private	THE TRUSTESS OF COLUM	2,523	1,875	COMMERCIAL	R8	0.74	6.02
10	1894	47	2861 BROADWAY	Private	HUTCHINS, WALDO III &	3,782	10,470	COMMERCIAL	R8	2.77	6.02
11	1894	50	2869 BROADWAY	Private	BARRY LIEBERMAN	1,328	3,960	COMMERCIAL	R8	2.98	6.02
12	1894	52	2871 BROADWAY	Private	LONGFELLOW PRPRTS INC	8,863	24,400	COMMERCIAL	R8	2.75	6.02
13	1895	49	611 WEST 113 STREET	Private	THE TRUSTESS OF COLUM	7,500	0	VACANT LAND	R8	0.00	6.02
14	1895	63	WEST 114 STREET	Private	THE TRUSTESS OF COLUM	2,592	0	VACANT LAND	R8	0.00	6.02
15	1895	64	606 WEST 114 STREET	Private	COLUMBIA UNVRST	1,413	3,688	SERVICES (Health, Religious, Recreational, Cultural, Educational)	R8	2.61	6.02
16	1895	65	610 WEST 114 STREET	Private	TRUSTEES OF COLUMBIA	1,413	3,688	COMMERCIAL	R8	2.61	6.02
17	1895	66	614 WEST 114 STREET	Private	TRUST COL UNIV	1,413	3,688	COMMERCIAL	R8	2.61	6.02
18	1895	67	616 WEST 114 STREET	Private	TRUST COL UNIV	1,514	3,900	COMMERCIAL	R8	2.58	6.02
19	1895	68	618 WEST 114 STREET	Private	COLUMBIA UNVRST	2,523	0	VACANT LAND	R8	0.00	6.02
20	1895	163	604 WEST 114 STREET	Private	TRUSTEES OF COLUMBIA	1,514	3,900	COMMERCIAL	R8	2.58	6.02
21	1895	164	608 WEST 114 STREET	Private	COLUMBIA UNVRST	1,413	3,688	RESIDENTIAL (Walk-up)	R8	2.61	6.02
22	1895	165	612 WEST 114 STREET	Private	TRUSTEES OF COLUMBIA	1,413	3,688	COMMERCIAL	R8	2.61	6.02
23	1953	54	362 WEST 127 STREET	Private	NAMYOUNG PAK	2,498	9,865	VACANT LAND	R7-2	0.00	3.44
24	1954	60	CONVENT AVENUE	Private	HARLEM MANOR LLC	9,562	0	VACANT LAND	R7-2	0.00	3.44
25	1966	31	1343 AMSTERDAM AVENUE	Private	AMSTERDAM FOUR LTD.	1,922	3,385	MIXED RESIDENTIAL / COMMERCIAL	R7-2	1.76	3.44
26	1967	78	16 CONVENT AVENUE	Private	HOMESIDE DEVELOPMENT	7,632	0	AUTO STORAGE, SERVICE	R7-2	0.00	3.44
27	1970	64	1471 AMSTERDAM AVENUE	Private	AMSTERDAM RETAIL ASSO	1,875	1,350	COMMERCIAL	R7-2	0.72	3.44
28	1980	75	568 WEST 125 STREET	Private	560 WEST 125TH LLC	32,050	28,900	COMMERCIAL	R7-2	0.90	3.44
29	1984	28	1440 AMSTERDAM AVENUE	Private	LEFKAS REALTY LLC C/	12,490	12,490	COMMERCIAL	R7-2	1.00	3.44
30	1987	23	521 WEST 133 STREET	Private	DEVELOPMENT EQUITIES	3,747	0	VACANT LAND	R7-2	0.00	3.44
31	1988	14	521 WEST 134 STREET	Private	WEST 1 TWELVE HOLDING	4,796	0	VACANT LAND	R7-2	0.00	3.44
32	1988	18	517 WEST 134 STREET	Private	134 JEM LLC	3,938	0	VACANT LAND	R7-2	0.00	3.44
33	1988	147	1 HAMILTON PLACE	Private	ISAAC KARYO	2,376	1,144	COMMERCIAL	R8	0.48	6.02
34	1988	150	7 HAMILTON PLACE	Private	BROADWAY SPANISH BAPT	7,875	15,700	COMMERCIAL	R8	1.99	6.02
35	1988	155	17 HAMILTON PLACE	Private	MIABEL REALTY CO. LLC	1,080	1,864	COMMERCIAL	R8	1.73	6.02
36	1994	59	179 CLAREMONT AVENUE	Private	TRS COLUMBIA UNIV	2,500	0	VACANT LAND	R8	0.00	6.02
37	1995	26	3191 BROADWAY	Private	TRUSTEES OF COLUMBIA	18,100	3,500	COMMERCIAL	R8	0.19	6.02
38	1995	40	614 WEST 125 STREET	Private	COLUMBIA UNVRST	13,975	13,590	COMMERCIAL	R8	0.97	6.02
39	2050	136	691 ST NICHOLAS AVENUE	Private	CONVENT AVE BAPTIST C	15,010	1,176	AUTO STORAGE, SERVICE	R7-2	0.08	3.44
40	2050	149	655 ST NICHOLAS AVENUE	Private	CHIEF I.O. NJOKU	19,858	0	AUTO STORAGE, SERVICE	R7-2	0.00	3.44
41	2051	149	25 BRADHURST AVENUE	Private	GREEN BRADHURST MANAG	7,632	7,835	RESIDENTIAL (Walk-up)	R7-2	1.03	3.44
42	2053	44	750 ST NICHOLAS AVENUE	Private	750-4 ST NICHOLAS AVE	15,492	13,250	COMMERCIAL	R7-2	0.86	3.44

Table B- 6: List of Underbuilt Sites (cont'd)

NO.	BLOCK	LOT	ADDRESS	OWNER-SHIP	OWNER NAME	LOT SQ.FT	BLDG SQ.FT	LAND USE GENERAL	ZONING	BUILT FAR	MAX ALLOWABLE FAR
43	2053	125	756 ST NICHOLAS AVENUE	Private	D M REALTY CORP	6,500	9,442	COMMERCIAL	R7-2	1.45	3.44
44	2054	69	425 EDGEcombe AVENUE	Private	ELYSEE INVESTMENT CO.	13,162	11,778	COMMERCIAL	R7-2	0.89	3.44
45	2065	10	463 WEST 150 STREET	Private	RICHARD BRICE	2,498	2,448	INDUSTRIAL (Manufacturing and Warehouses)	R7-2	0.98	3.44
46	2065	11	461 WEST 150 STREET	Private	RICHARD BRICE	2,498	3,386	INDUSTRIAL (Manufacturing and Warehouses)	R7-2	1.36	3.44
47	2065	36	800 ST NICHOLAS AVENUE	Private	STEADY REALTY LLC	6,253	2,580	AUTO STORAGE, SERVICE	R7-2	0.41	3.44
48	2067	1	1861 AMSTERDAM AVENUE	Private	HEALTH INSURANCE PLAN	9,992	15,600	SERVICES (Health, Religious,	R7-2	1.56	3.44
49	2067	7	475 WEST 152 STREET	Private	HAMILTON HEIGHTS LLC	1,475	0	VACANT LAND	R7-2	0.00	3.44
50	2067	8	473 WEST 152 STREET	Private	RICHARD ALLEN CENTER	2,752	0	VACANT LAND	R7-2	0.00	3.44
51	2067	20	841 ST NICHOLAS AVENUE	Private	DANCE THEATRE OF HARL	1,881	0	VACANT LAND	R7-2	0.00	3.44
52	2069	20	89 ST NICHOLAS PLACE	Private	LEEMILTS PETROLEUM IN	8,423	2,824	AUTO STORAGE, SERVICE	C8-3	0.34	2.00
53	2070	1	3410 BROADWAY	Private	MCDONALD'S CORPORATIO	6,797	20,000	COMMERCIAL	R8	2.94	6.02
54	2070	4	543 WEST 138 STREET	Private	NRP LLC I	16,986	16,985	COMMERCIAL	R8	1.00	6.02
55	2076	61	3534 BROADWAY	Private	LAWRENCE & MELVIN FRI	9,992	19,984	COMMERCIAL	R8	2.00	6.02
56	2077	60	3550 BROADWAY	Private	LUNA BROTHERS REALTY	7,500	13,740	COMMERCIAL	R8	1.83	6.02
57	2081	61	3632 BROADWAY	Private	SLOAN'S SUPERMARKETS,	9,992	9,540	COMMERCIAL	R8	0.95	6.02
58	2081	124	511 WEST 149 STREET	Private	ST STEPHENS COMMUNITY	16,846	3,528	RESIDENTIAL (Walk-	R7-2	0.21	3.44
59	2082	62	3650 BROADWAY	Private	FIGUEROA, FELIX	2,450	3,950	COMMERCIAL	R8	1.61	6.02
60	2083	64	3668 BROADWAY	Private	FOUR MANHATTAN LLC	2,500	1,150	COMMERCIAL	R8	0.46	6.02
61	2091	36	3531 BROADWAY	Private	RITE AID OF NEW YORK	9,992	10,517	COMMERCIAL	R8	1.05	6.02
62	2092	26	3543 BROADWAY	Private	2502 8TH AV CORP	14,988	8,693	COMMERCIAL	R8	0.58	6.02
63	2094	29	3581 BROADWAY	Private	BLOCKENTIRE ASSOC LLC	24,979	20,711	COMMERCIAL	R8	0.83	6.02
64	2099	17	623 WEST 152 STREET	Private	NEW YORK TELEPHONE CO	24,941	29,642	AUTO STORAGE, SERVICE	R8	1.19	6.02
65	2099	40	614 WEST 153 STREET	Private	OMEE, LLC	9,992	27,000	AUTO STORAGE, SERVICE	R8	2.70	6.02

Data Source:

NYC DCP, PLUTO data, December 2004

Manhattan Community Board 9 underbuilt sites field survey, April 2005

Existing Conditions

**APPENDIX C: URBAN DESIGN, OPEN
SPACE AND HISTORIC
PRESERVATION**

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Map C-1: Parks and Open Space, 2003

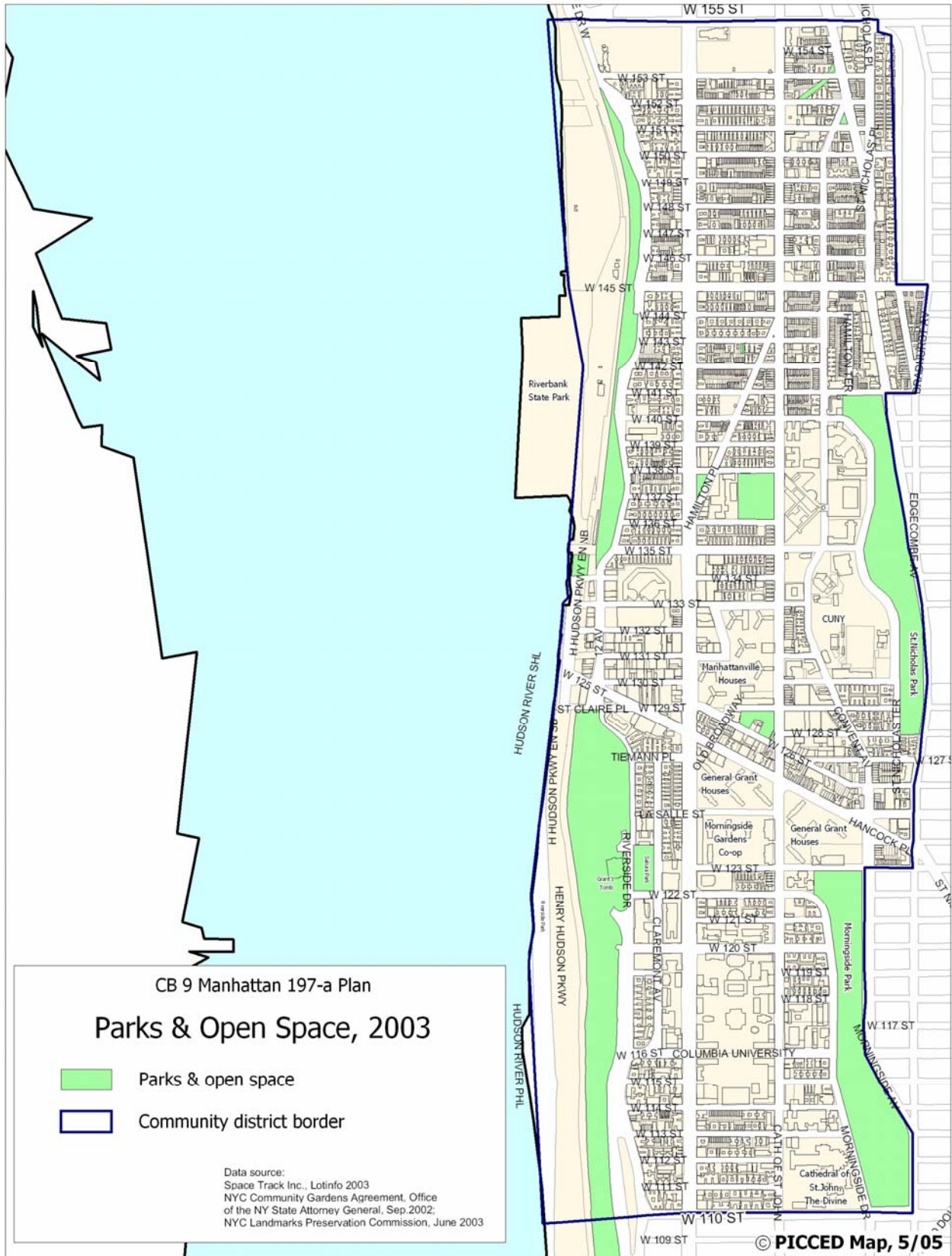


Table C-1: Community Gardens in CD 9

CB 9 Manhattan Community Gardens of New York City Community Gardens Agreement

DESIGNATION	No. of Lot	Sq.Ft
Offered to DPR or non-profit land trust for preservation as gardens	3	115,841
DPR gardens to remain as gardens	2	3,746
DOE gardens to remain as gardens	1	N/A
Development after Garden Review Process (HPD)	1	17,831
TOTAL	7	137,418

COE Community Garden Information (gardens not included in the agreement)

OWNERSHIP	No. of Lot	Sq.Ft
Publicly-owned community gardens	4	15,370
Privately-owned community gardens	5	13,328
TOTAL	9	28,699

Data source: Office of NYS Attorney General Eliot Spitzer website

NYC Community Gardens Agreement Environmental Protection Bureau. Sep.2002

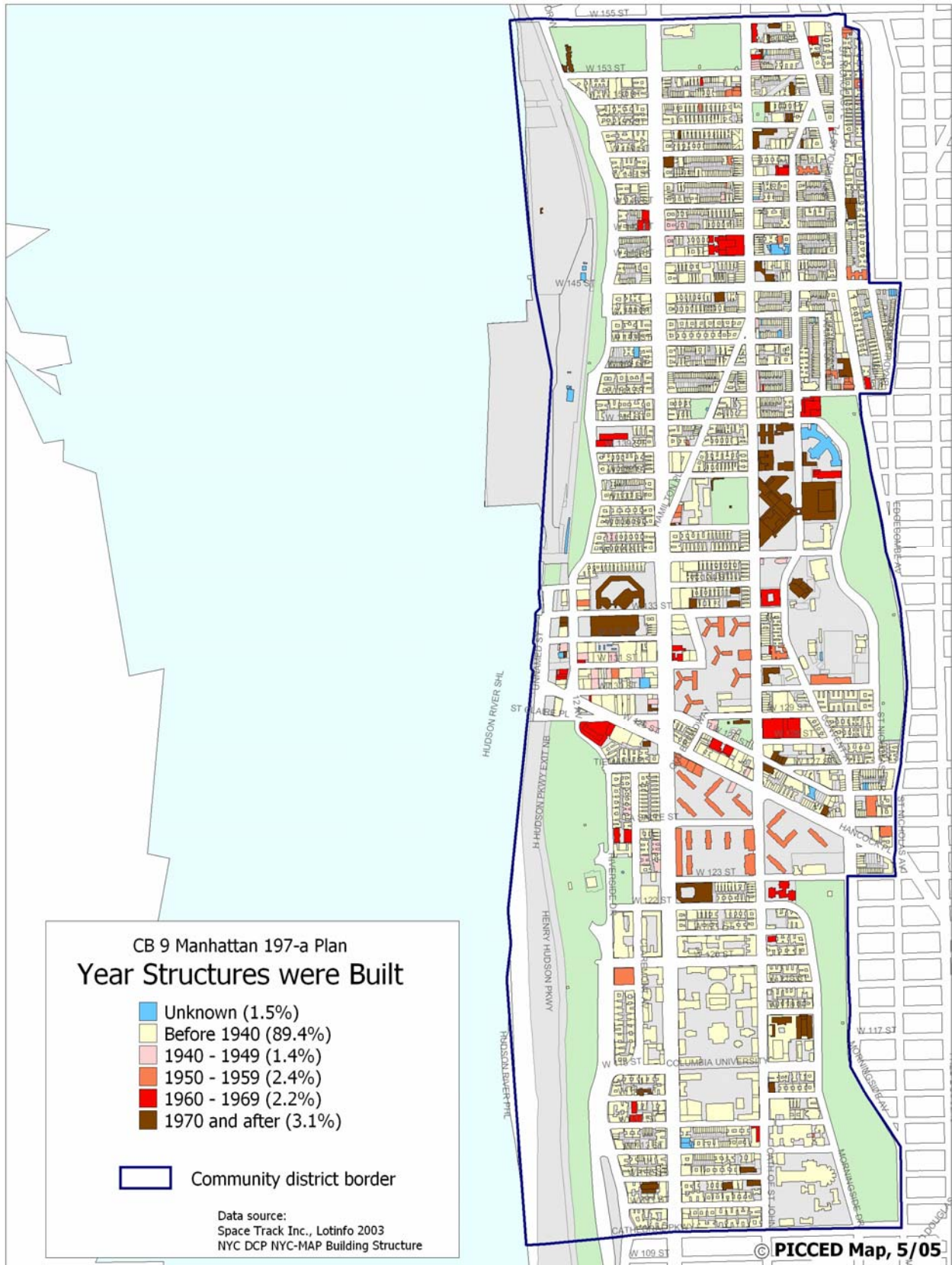
http://www.oag.state.ny.us/environment/community_gardens_man.html

The Council on the Environment of New York City (COE), Community Gardens information, Dec. 2004

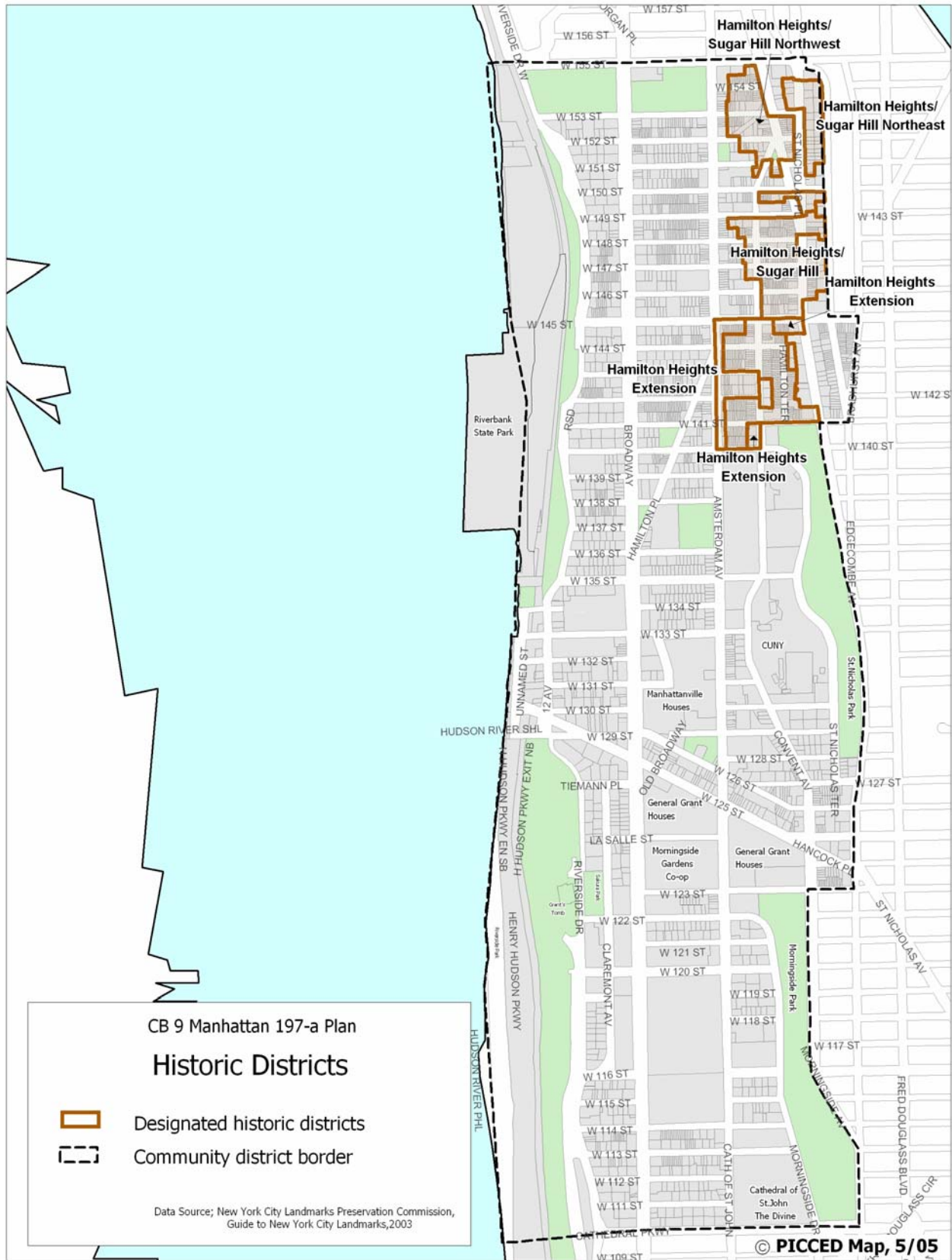
DESIGNATION:

Offered for Preservation	Community gardens under the jurisdiction of the Department of Housing Preservation and Development (HPD) will be offered for transfer to either the Parks Department or a nonprofit land trust organization (at nominal cost) for permanent preservation.
Parks Open Space/DOE Open Space	Community gardens under the jurisdiction of the Parks Department, Department of Education, formerly known as the Board of Education, or non-developing City agencies will continue as community gardens in the City's Green Thumb program.
Immediate Development	Community gardens on lots slated for development with projects that have already completed (or nearly completed) the City's land use review process (ULURP) can be sold or developed by the City without further garden review. Of these 38 gardens, 22 are either currently inactive, will be fully or partially preserved as part of the development, or will be relocated to a new site. The development projects will result in the construction of more than 2,000 units of housing.
Subject to Development After Garden Review Process	Community gardens will remain under HPD jurisdiction and are subject to possible future sale or development by the City. However, these gardens can only be developed after a new "garden review process" that requires the City to offer alternative properties (if available) to the affected gardeners, and to provide information about the garden to the gardeners and elected officials before land use decisions are made.

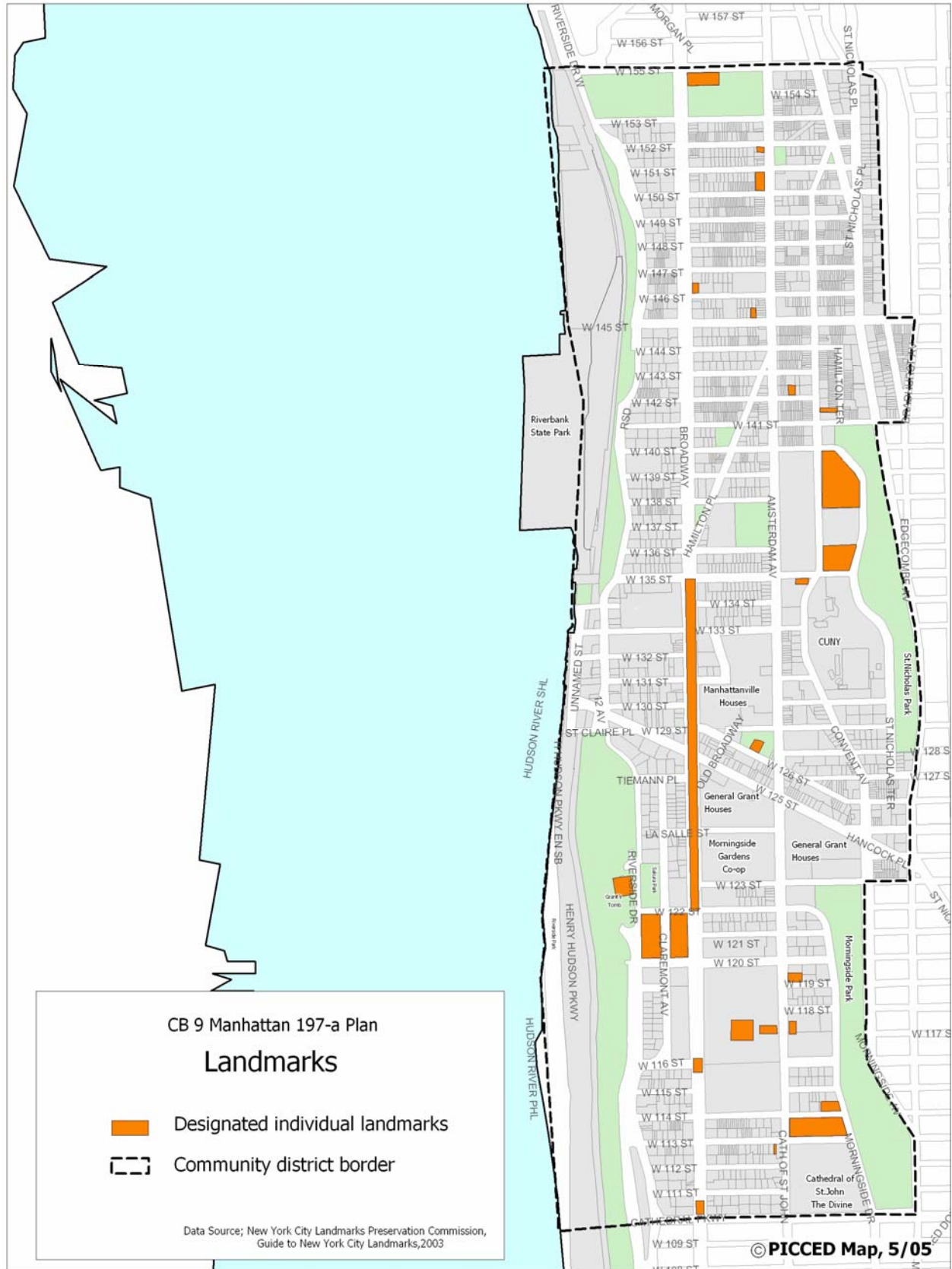
Map C-2: Year Structures were Built



Map C-3: Historic Districts



Map C-4: Landmarks



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APPENDIX D: TRANSPORTATION AND TRANSIT

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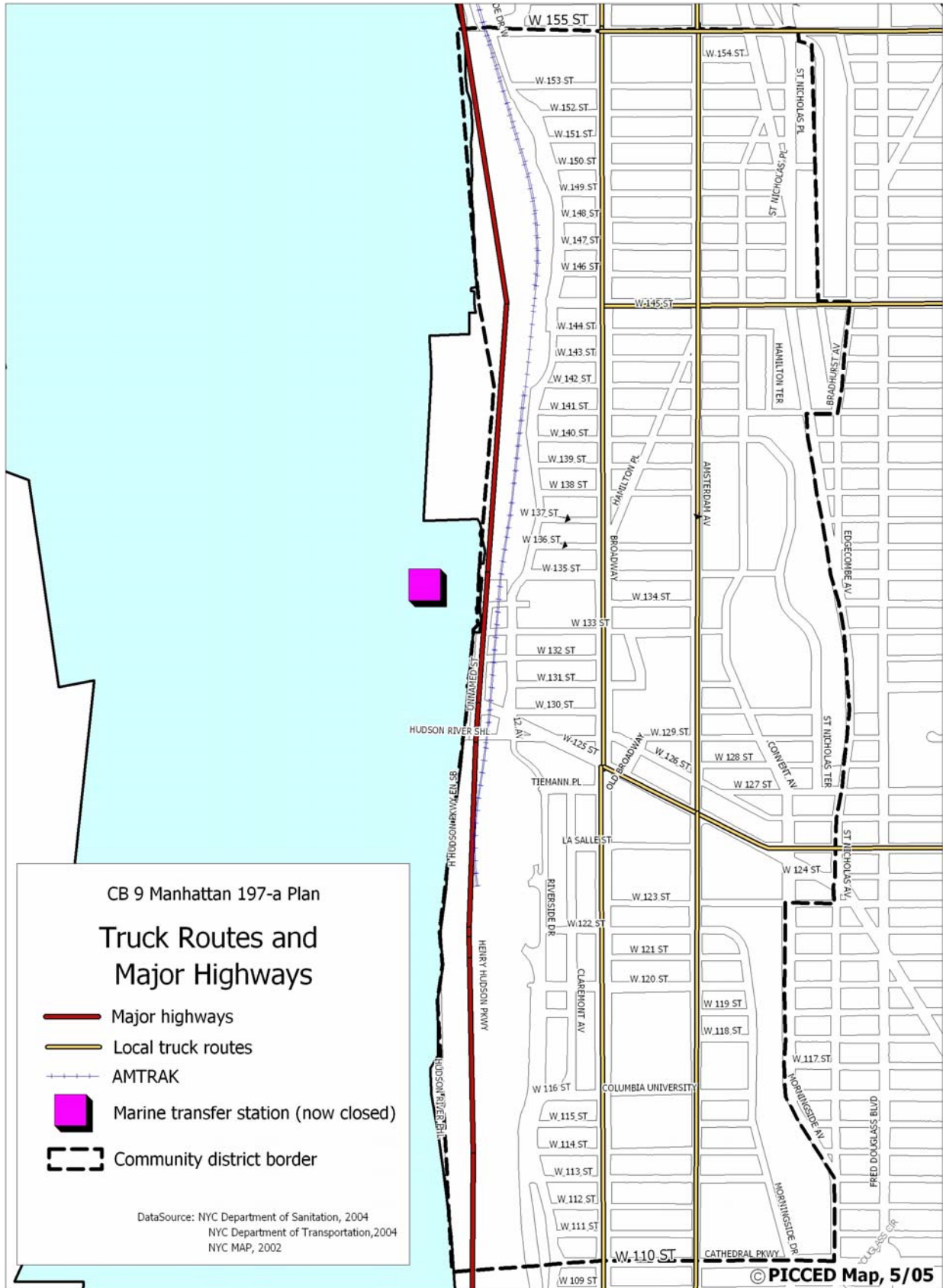
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Map D-1: Truck Routes and Major Highways



Map D-2: Bus Routes and Subway Lines

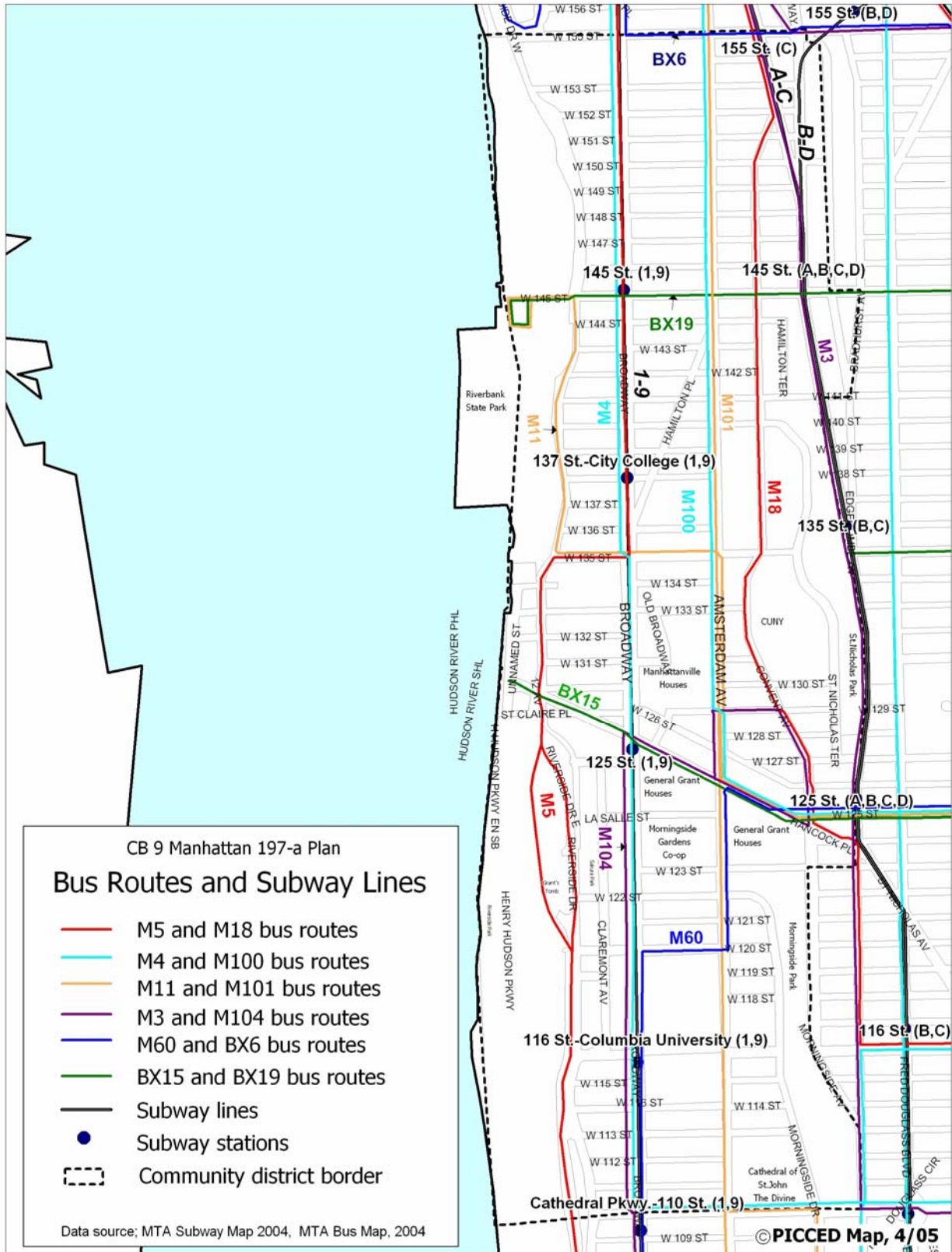


Table D-1: Means of Transportation to Work

	Number of employed	Workers who use cars	Workers who use subway	Workers who rode bus	Workers who walk to work
CD9	39,948	4,828	19,013	4,375	7,197
	100.0%	12.1%	47.6%	11.0%	18.0%
Manhattan	770,283	82,754	328,246	75,859	164,934
	100.0%	10.7%	42.6%	9.8%	21.4%
New York City	3,277,825	1,049,396	1,199,226	364,408	332,264
	100.0%	32.0%	36.6%	11.1%	10.1%

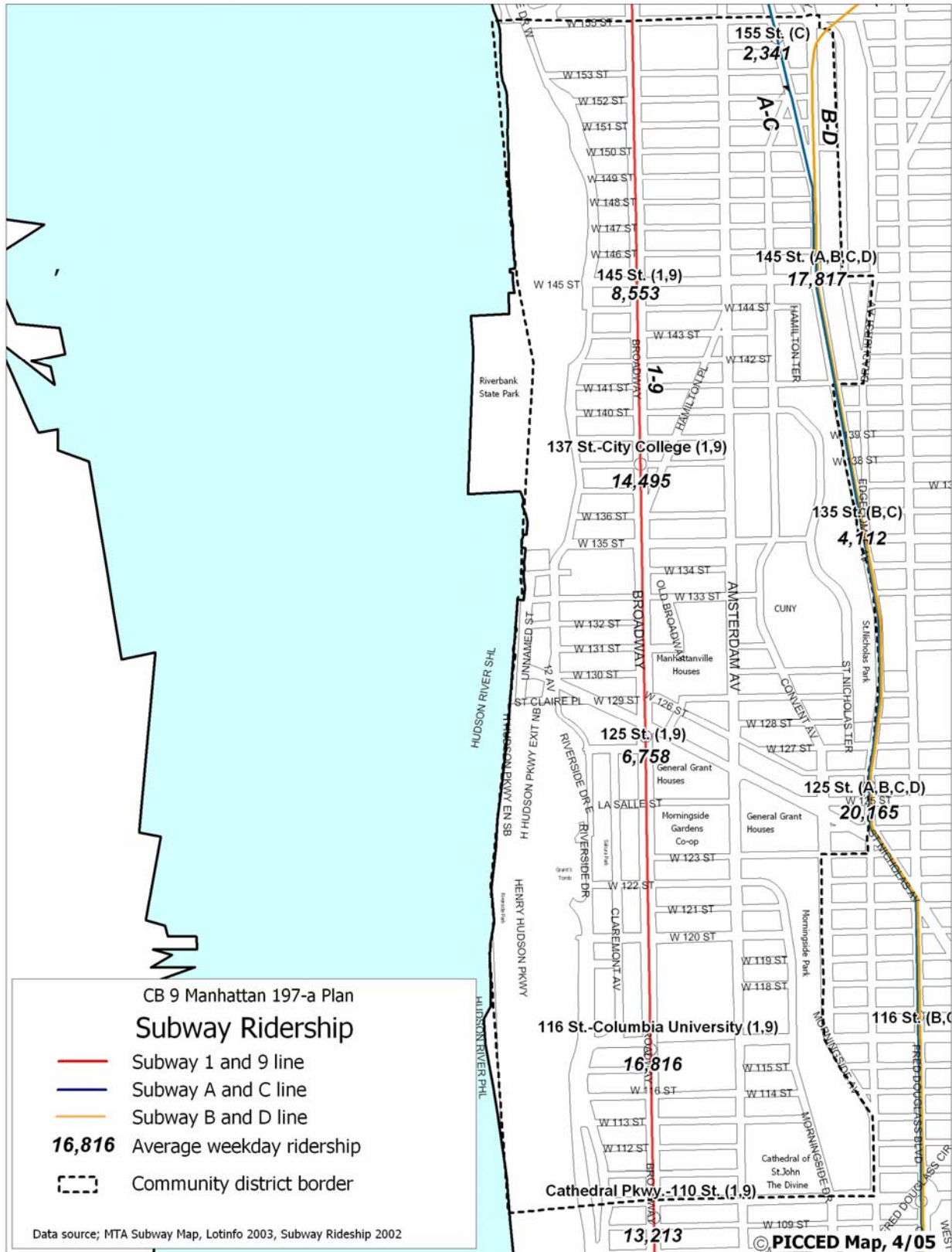
Data source: Infoshare online, 2000 Census "Long form" downloaded August 2004

Table D-2: Bus Ridership and Service Change 1997-2003

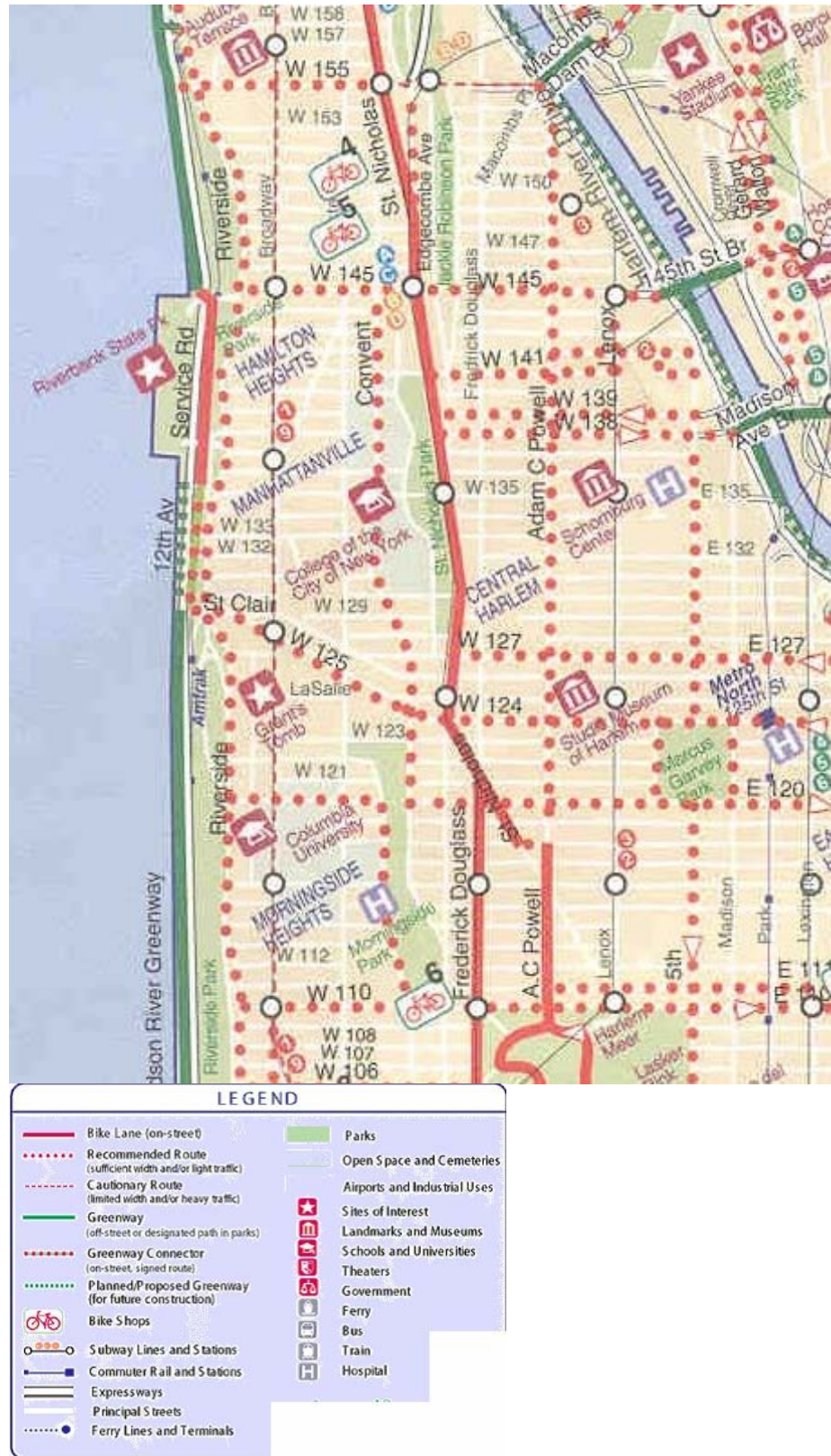
Route*	Ridership		Amount of Service*		Change in Ridership 1997-2003	Change in Service 1997-2003
	Sep-97	Sep-03	Sep-97	Sep-03		
Routes Where Gains in Ridership Outpaced Gains in Service						
M4	25,094	26,617	121,097	117,909	6.0%	-3.0%
M11	15,135	15,773	73,444	73,720	4.0%	0.0%
M18	646	964	11,592	10,782	49.0%	-7.0%
M60	3,557	12,000	36,127	90,043	237.0%	149.0%
M100	13,491	19,036	54,302	64,846	41.0%	19.0%
M101/2/3	63,334	72,344	251,881	278,981	14.0%	11.0%
M104	31,453	28,970	115,202	98,919	-8.0%	-14.0%
Routes Where Gains in Service Outpaced Gains in Ridership						
M3	21,908	19,863	102,638	95,311	-9.0%	-7.0%
M5	14,244	12,863	95,648	92,230	-10.0%	-4.0%
Borough Total	517,851	603,523	2,093,255	2,245,827	17.0%	7.0%
System Total	2,008,764	2,401,107	10,368,584	11,766,070	20.0%	13.0%

*The routes run in Community District 9
 Data Source: MTA New York City Transit. Service is expressed in Revenue Seat Miles, a standard industry measure of service. Ridership is measured by the average number of weekday riders.
 NYPIRG Straphangers Campaign website (www.straphangers.org), Downloaded August 2004

Map D-3: Subway Ridership



Map D-4: Existing Bike Paths



Data source; City of New York, Department of City Planning, the New York City Cycling Map

Attachment I: RDOT Street Management Plan for Lower Manhattan

Rebuild Downtown Our Town (R.Dot) is a community based coalition coming together to express a collective vision of the new downtown community. The street management plan is one that reflects the intermodal nature of transportation in a city. R.Dot's position paper entitled *Managed Streets: Streetlife is Crucial to the Revitalization of Lower Manhattan* sets forth street usage as a defining characteristic.

The CD 9 plan could be modeled on the conceptual framework of the street management plan proposed by RDOT for Lower Manhattan, where feasible. This framework includes some of the following elements:

- ❖ Establishment of a street classification system that recognizes the inherent differences in each street and that helps govern the levels of management and investment required for each. Each classification should accommodate users' needs on that street, e.g. residents, retail, offices, light manufacturing and visitors, as well as consider the street location, width, and volume of pedestrian and automobile traffic.
- ❖ Establishment of rules and regulations should be developed for each classification of streets
- ❖ A value pricing system for selected streets/routes to reduce peak traffic on congested high traffic volume thoroughfares.
- ❖ New and improved public transit facilities that discourages automobile use and eases street congestion should be planned and implemented as warranted.
- ❖ The design and development of parking structures appropriate to the area. Alternate forms of transportation should provide connections from the parking areas to other locations.

Existing Conditions

**APPENDIX E: ECONOMIC
DEVELOPMENT**

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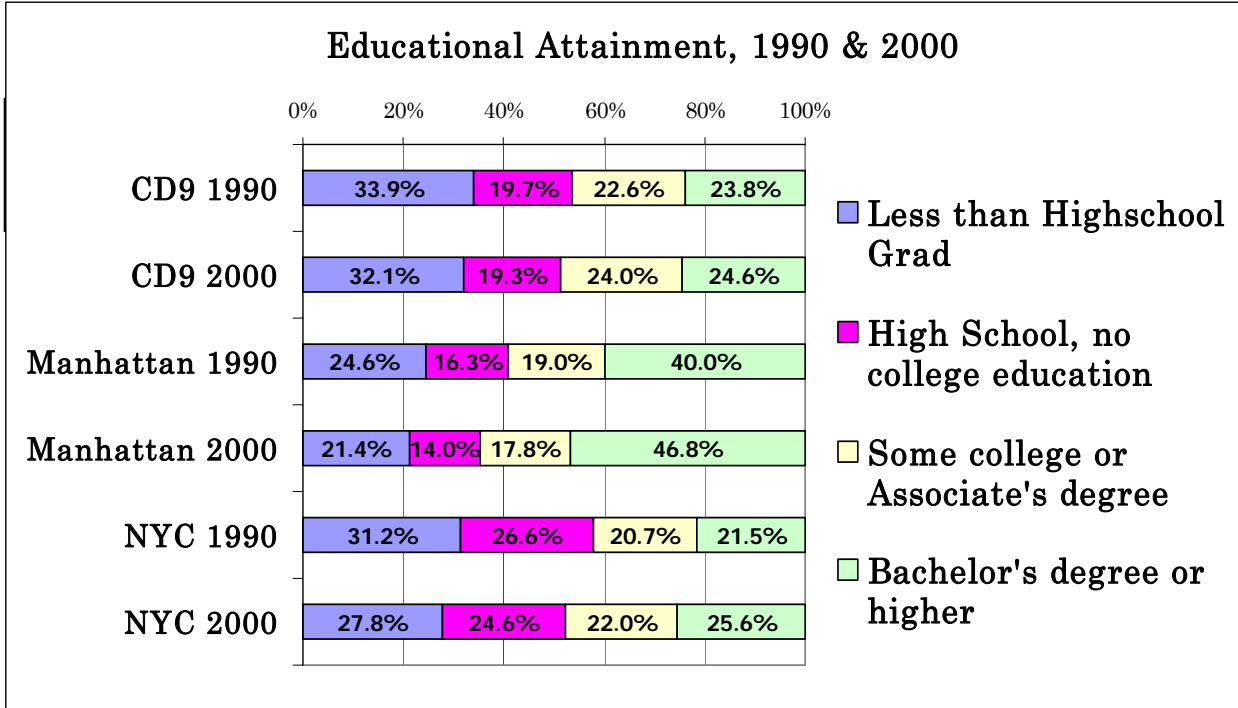
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Table E-1: Educational Attainment 1990-2000

	CD9 M		Manhattan		New York City	
	1990	2000	1990	2000	1990	2000
People 18 years old and over	84,177	87,270	1,240,928	1,281,597	5,638,943	6,078,005
(%)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Less than High School	28,542	28,008	305,701	274,283	1,761,308	1,689,405
(%)	33.9%	32.1%	24.6%	21.4%	31.2%	27.8%
High School, no college education	16,599	16,841	202,485	179,646	1,500,138	1,493,224
(%)	19.7%	19.3%	16.3%	14.0%	26.6%	24.6%
Some College or Associate's Degree	18,990	20,959	236,011	228,251	1,166,355	1,339,241
(%)	22.6%	24.0%	19.0%	17.8%	20.7%	22.0%
Bachelor's Degree or Higher	20,046	21,462	496,731	599,417	1,211,142	1,556,135
(%)	23.8%	24.6%	40.0%	46.8%	21.5%	25.6%

Data Source: 1990 population & 2 000 population; U.S. Census Bureau SF3; U.S. Census Bureau, downloaded Feb.2003

Figure E-1: Educational Attainment, 1990-2000



Data Source: 1990 Population, Dataset STF3; U.S. Census Bureau, downloaded Feb.2003
 2000 Population; U.S. Census Bureau, Dataset SF3, downloaded Feb.2003

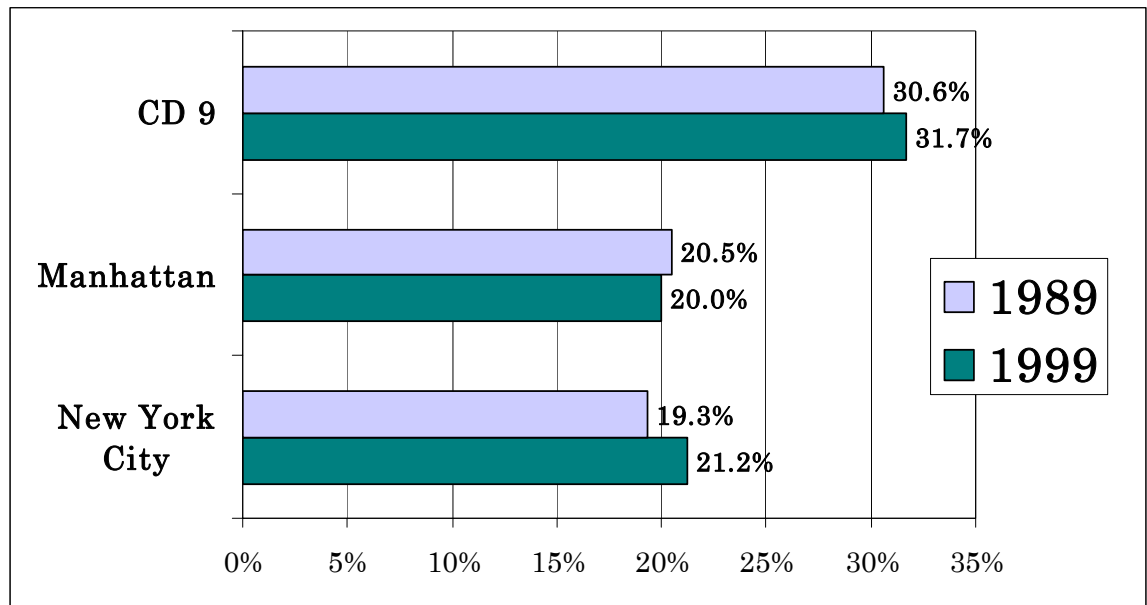
Table E-2: Poverty Level, 1989-1999

1989	Persons for whom poverty status is determined	Persons income in 1989 below poverty level	%
CB9 TOTAL	100,605	30,759	30.6%
Manhattan	1,450,698	297,617	20.5%
New York City	7,181,155	1,384,994	19.3%

1999	Persons for whom poverty status is determined	Persons income in 1999 below poverty level	%
CB9 TOTAL	102,369	32,462	31.7%
Manhattan	1,491,423	298,231	20.0%
New York City	7,854,530	1,668,938	21.2%

Data Source: U.S. Census Bureau; 1990 and 2000 Population Dataset SF3, downloaded May.2004

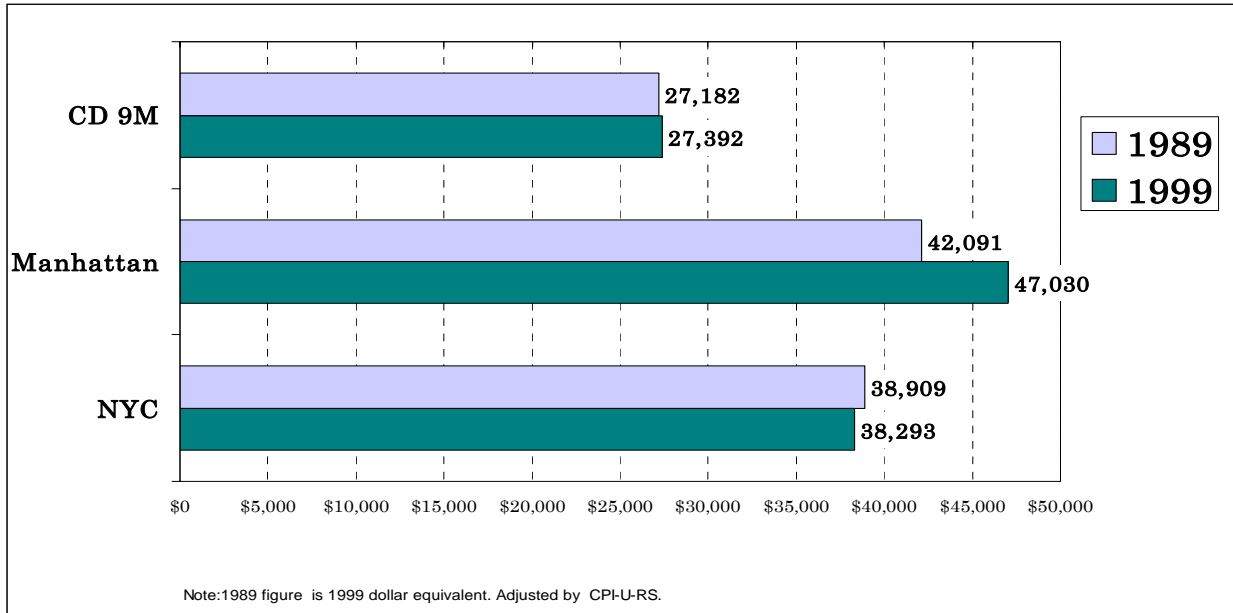
Figure E-2: Percent of Persons below Poverty Level, 1989-1999



Data Source: U.S. Census Bureau; 1990 and 2000 Population Dataset SF3, downloaded May.2004

Figure E-3: Median Household Income, 1990 and 2000 (1989 dollars converted to 1999 dollars)

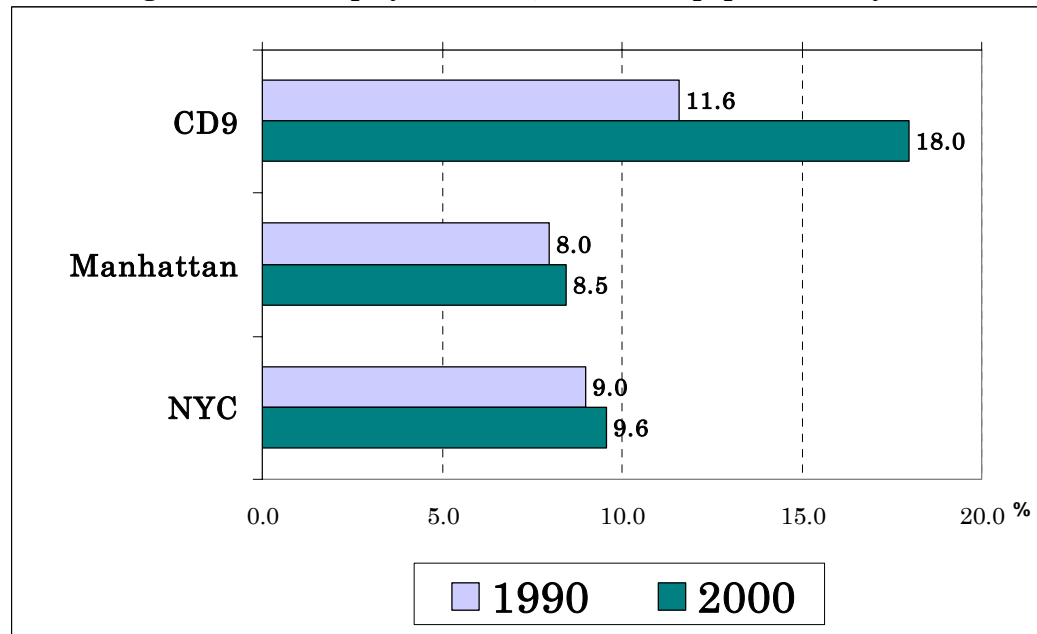
	1989	1999	change	% change
CD 9M	\$27,182	\$27,392	\$210	0.8%
Manhattan	\$42,091	\$47,030	\$4,939	11.7%
NYC	\$38,909	\$38,293	-\$616	-1.6%



Data Source: 1990 Population, Dataset STF3, U.S. Census Bureau, downloaded Feb.2003; 2000 Population, U.S. Census Bureau, Dataset SF3, downloaded Feb.2003

Note: concerning Consumer Price Index (CPI-U-RS) values in the 1990 Demographic Profile, The CPI-U-RS values in these footnotes were the latest available when production started on these tables. The Bureau of Labor Statistics (BLS) released revised CPI-U-RS values in April 2002: 187.0 for 1989, 196.3 for 1990, 242.7 for 1999, and 250.8 for 2000. Based on these revisions, the factor to adjust to 1999 constant dollars would be 242.7/187.0, or 1.297861 (rather than 1.304650), and the factor to adjust to 2000 constant dollars would be 250.8/196.3, or 1.277636 (rather than 1.283969). In both cases, the revised factors are 0.5 percent lower than the factors shown in the footnotes in the tables.

Figure E-4: Unemployment Rate, 1990-2000 (population 16 years and over)



Data Source: U.S. Census Bureau online; Dataset SF3: Population 16 years and over employed status downloaded Feb.2003

Table E-3: Residents Employed by Industry, 2000 (civilian population 16 years and over)

AREA	Total	Services	Industrial-related*	Retail trade	FIRE**	Information	Public Administration	Agriculture
CD 9M	40,153	24,426	5,890	3,188	3,080	2,308	1,247	14
%	100.0%	60.8%	14.7%	7.9%	7.7%	5.7%	3.1%	0.0%
Manhattan	770,283	409,233	95,257	54,244	114,957	71,725	24,422	445
%	100.0%	53.1%	12.4%	7.0%	14.9%	9.3%	3.2%	0.1%
NYC	3,277,825	1,616,406	670,305	295,803	372,809	173,594	146,807	2,101
%	100.0%	49.3%	20.4%	9.0%	11.4%	5.3%	4.5%	0.1%

*Industrial-related includes Construction, Manufacturing, Wholesale Trade and Transportation and warehousing, and utilities

**FIRE = Finance, Insurance, and Real Estate

Data Source: 2000 U.S. Census Bureau, Dataset SF3, downloaded Feb.2003

Prepared by Pratt Institute Center for Community and Environmental Development (PICCED) Apr. 2005

Table E-4: Residents Employed in Service Sector, 2000 (civilian population 16 years and over)

AREA	Total Employed in Service Industry	Professional, scientific, management, services	Administrative & support & waste management services	Educational, health, and social services	Arts, entertain, recreation, accommodation, & food services	Other Services
CD 9M	24,426	2,889	1,509	13,013	4,444	2,571
%	60.8%	7.2%	3.8%	32.4%	11.1%	6.4%
Manhattan	409,233	119,226	20,928	152,003	81,328	35,748
%	53.1%	15.5%	2.7%	19.7%	10.6%	4.6%
NYC	1,616,406	272,974	117,982	765,905	272,210	187,335
%	49.3%	8.3%	3.6%	23.4%	8.3%	5.7%

Data Source: 2000 U.S. Census Bureau, Dataset SF3, downloaded Feb.2003

Prepared by Pratt Institute Center for Community and Environmental Development (PICCED) Apr. 2005

Table E-5: Residents Employed in Industrial Sector, 2000 (civilian population 16 years and over)

AREA	Total Employed in Industrial Sector	Construction	Manufacturing	Transportation / warehousing / utilities	Wholesale trade
CD 9M	5,890	950	2,178	2,024	738
%	14.7%	2.4%	5.4%	5.0%	1.8%
Manhattan	95,257	13,097	40,218	21,139	20,803
%	12.4%	1.7%	5.2%	2.7%	2.7%
NYC	670,305	139,385	217,602	211,506	101,812
%	20.4%	4.3%	6.6%	6.5%	3.1%

Data Source: 2000 U.S. Census Bureau, Dataset SF3, downloaded Feb.2003

Prepared by Pratt Institute Center for Community and Environmental Development (PICCED) Apr. 2005

Map E-1: Industrial Related Employment Population

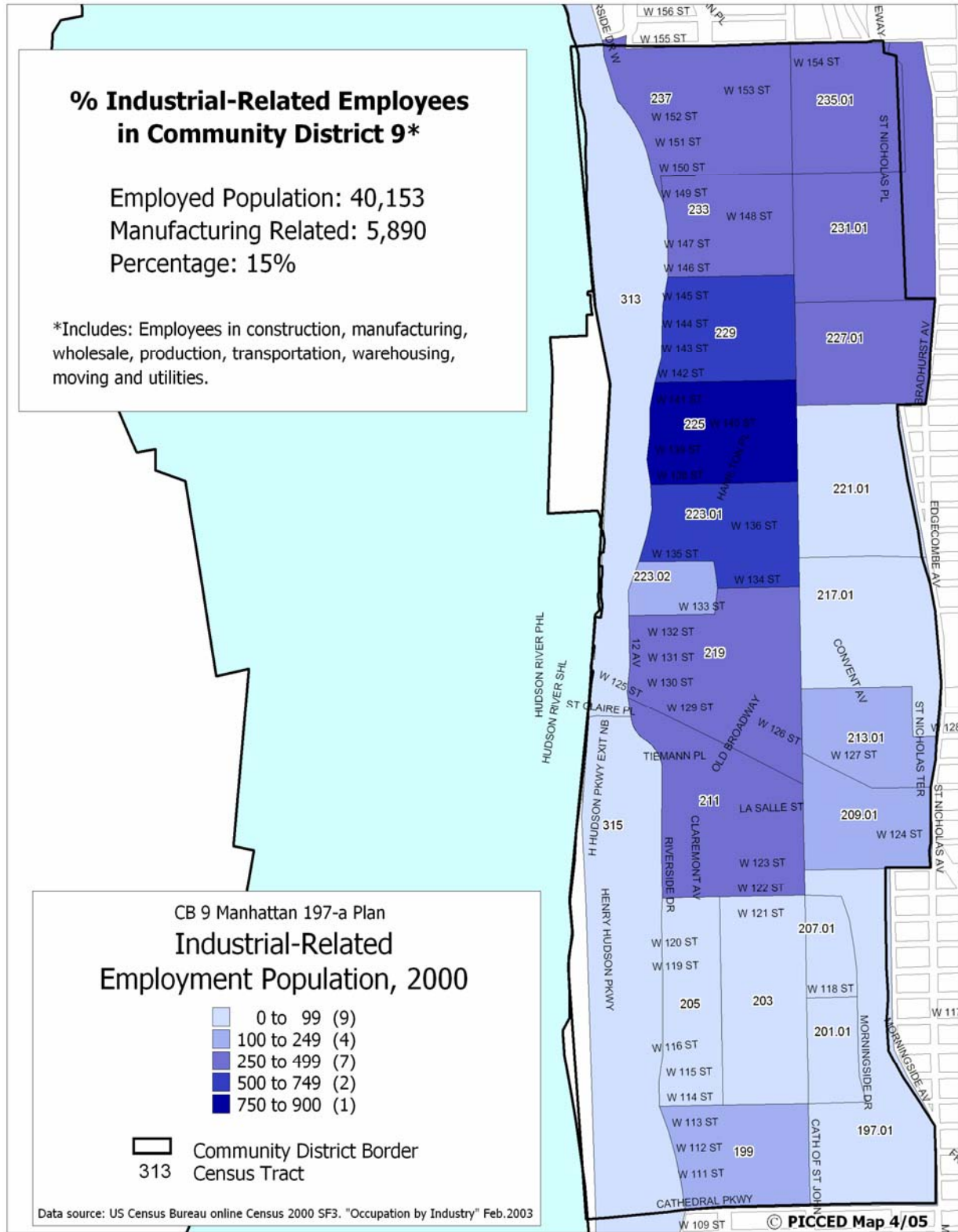


Table E-6: Community District 9 Jobs, 1991, 2000 and 2002

Major SIC Sector	1991	(%)	2000	(%)	2002	(%)
Construction	260	1.0%	357	1.1%	366	1.0%
Manufacturing	668	2.6%	562	1.8%	220	0.6%
TCPU*	36	0.1%	512	1.6%	479	1.3%
Wholesale	264	1.0%	201	0.6%	184	0.5%
Other Industrial	43	0.2%	42	0.1%	53	0.1%
Total Industrial***	1,271	4.9%	1,674	5.4%	1,302	3.7%
Retail	1,753	6.7%	2,644	8.5%	2,830	8.0%
FIRE**	785	3.0%	1,061	3.4%	977	2.7%
Business, Legal & Professional Services	1,362	5.2%	1,151	3.7%	1,182	3.3%
Entertainment Services	1,392	5.4%	1,356	4.3%	1,169	3.3%
Health & Social Services	5,900	22.7%	5,376	17.2%	5,268	14.8%
Educational Services	13,079	50.3%	17,393	55.6%	22,194	62.4%
Other Services	433	1.7%	549	1.8%	479	1.3%
Unclassified	28	0.1%	57	0.2%	167	0.5%
Total	26,003	100.0%	31,261	100.0%	35,568	100.0%

*TCPU= transportation, communication and public utilities

**FIRE=finance, insurance and real estate

***Total Industrial = construction, manufacturing, TCPU, wholesale and other industrial

Data source: Department of Labor, generated by NYC Department of City Planning, March 2005

Prepared by Pratt Institute Center for Community and Environmental Development (PICCED) April 2005

Table E-7: Community District 9 Jobs Change, 1991, 2000 and 2002

Major SIC Sector	1991	2000	2002	91-00 Change	91-00 % Change	00-02 Change	00-02 % Change	91-02 Change	91-02 % Change
Construction	260	357	366	97	37.3%	9	2.5%	106	40.8%
Manufacturing	668	562	220	-106	-15.9%	-342	-60.9%	-448	-67.1%
TCPU*	36	512	479	476	1322.2%	-33	-6.4%	443	1230.6%
Wholesale	264	201	184	-63	-23.9%	-17	-8.5%	-80	-30.3%
Other Industrial	43	42	53	-1	-2.3%	11	26.2%	10	23.3%
Total Industrial***	1,271	1,674	1,302	403	31.7%	-372	-22.2%	31	2.4%
Retail	1,753	2,644	2,830	891	50.8%	186	7.0%	1,077	61.4%
FIRE**	785	1,061	977	276	35.2%	-84	-7.9%	192	24.5%
Business, Legal & Professional Services	1,362	1,151	1,182	-211	-15.5%	31	2.7%	-180	-13.2%
Entertainment Services	1,392	1,356	1,169	-36	-2.6%	-187	-13.8%	-223	-16.0%
Health & Social Services	5,900	5,376	5,268	-524	-8.9%	-108	-2.0%	-632	-10.7%
Educational Services	13,079	17,393	22,194	4,314	33.0%	4,801	27.6%	9,115	69.7%
Other Services	433	549	479	116	26.8%	-70	-12.8%	46	10.6%
Unclassified	28	57	167	29	103.6%	110	193.0%	139	496.4%
Total	26,003	31,261	35,568	5,258	20.2%	4,307	13.8%	9,565	36.8%

*TCPU= transportation, communication and public utilities

**FIRE=finance, insurance and real estate

***Total Industrial = construction, manufacturing, TCPU, wholesale and other industrial

Data source: Department of Labor, generated by NYC Department of City Planning, March 2005

Prepared by Pratt Institute Center for Community and Environmental Development (PICCED) April 2005

Map E-2: Zip Code Boundaries

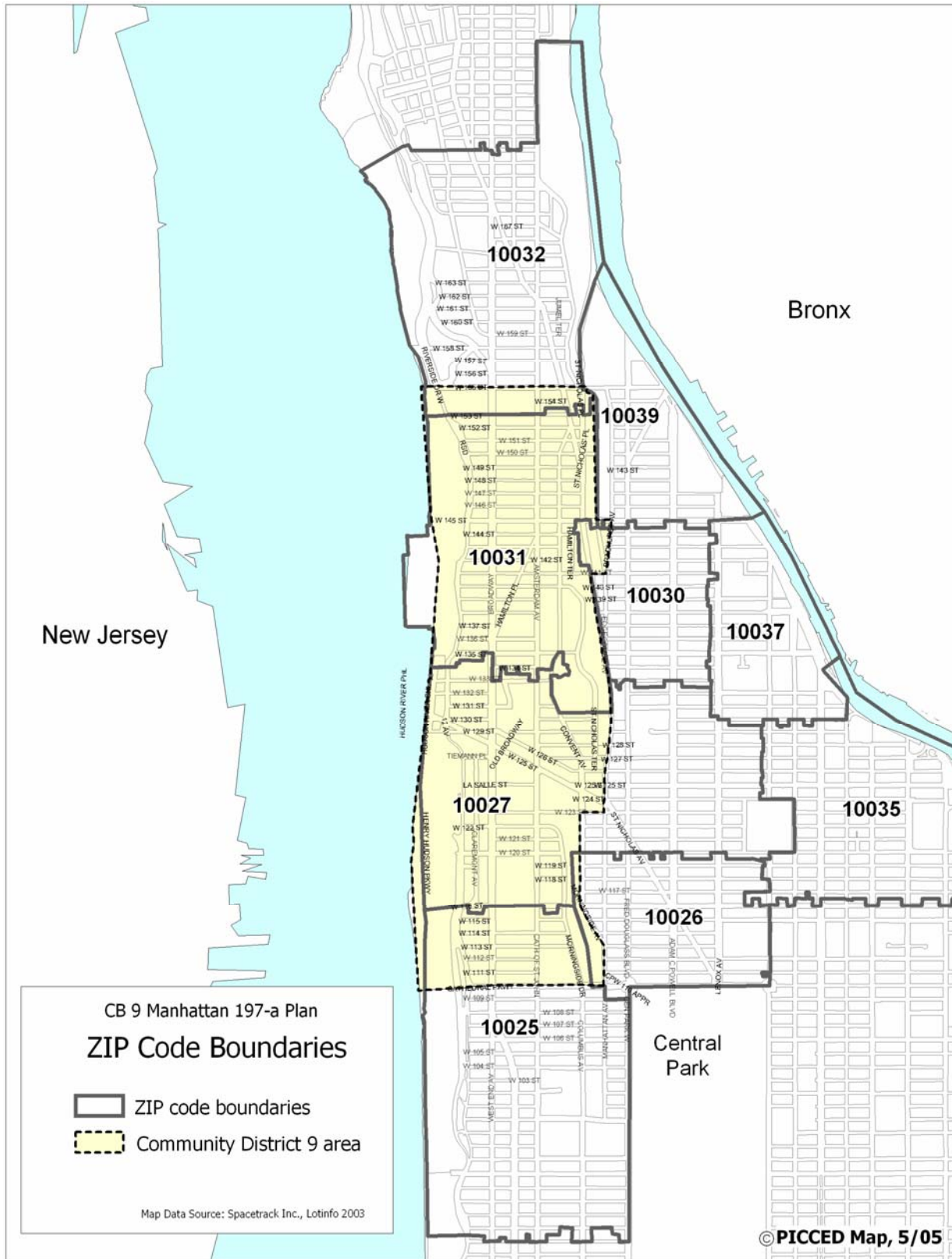


Table E-8: Manufacturing Businesses & Jobs Change, 2001 – 2003, Zip Code 10027 and Manhattan

ZIP CODE 10027

DIVISION D. MANUFACTURING		2003 No BUS	2001 No BUS	03-01 No BUS CHG	03-01 No BUS % CHG	2003 TOT JOBS	2001 TOT JOBS	03-01 TOT JOBS CHG	03-01 No JOBS %CHG	2003 TOT SALES	2001 TOT SALES	03-01 TOT SALES CHG	03-01 SALES % CHG
20	FOOD AND KINDRED PRODUCTS	2	2	0	0.0%	75	2	73	3650.0%	12.1	0.1	12.0	12000.0%
22	TEXTILE MILL PRODUCTS	0	1	-1	-100.0%		2	-2	-100.0%		0.1	-0.1	-100.0%
23	APPAREL AND OTHER FINISHED PRODUCTS MADE FROM FABRICS AND SIMILAR MATERIAL	3	1	2	200.0%	5	8	-3	-37.5%	0.3	0.9	-0.6	-66.7%
25	FURNITURE AND FIXTURES	1	2	-1	-50.0%	8	7	1	14.3%	8.0	7.0	1.0	14.3%
27	PRINTING, PUBLISHING, AND ALLIED INDUSTRIES	16	14	2	14.3%	129	138	-9	-6.5%	10.1	6.0	4.1	68.3%
28	CHEMICALS AND ALLIED PRODUCTS	2	1	1	100.0%	10	10	0	0.0%	0.7	0.7	0	0.0%
33	PRIMARY METAL INDUSTRIES	1	1	0	0.0%	11	11	0	0.0%	1.2	0.9	0.3	33.3%
34	FABRICATED METAL PRODUCTS, EXCEPT MACHINERY AND TRANSPORTATION EQUIPMENT	2	2	0	0.0%	6	6	0	0.0%	1.6	1.6	0.0	0.0%
35	INDUSTRIAL AND COMMERCIAL MACHINERY AND COMPUTER EQUIPMENT	3	2	1	50.0%	23	30	-7	-23.3%	0.0	0.0	0.0	N/A
36	ELECTRONIC AND OTHER ELECTRICAL EQUIPMENT AND COMPONENTS, EXCEPT COMPUTER	2	3	-1	-33.3%	5	4	1	25.0%	0.1	0.2	-0.1	-50.0%
39	MISCELLANEOUS MANUFACTURING INDUSTRIES	3	1	2	200.0%	472	470	2	0.4%	26.2	31.8	-5.6	-17.6%
TOTAL		35	30	5	16.7%	744	688	56	8.1%	60.3	49.3	11.0	22.3%

Manhattan

TOTAL	8,308	8,596	-288	-3.4%	133,942	136,932	-2,990	-2.2%	92,571.6	110,620.8	-18,049.2	-16.3%
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Data Source: Dun & Bradstreet Market Place, April-Jun 2001 & Jul-Sep 2003

NOTE:

It should be noted that Dun and Bradstreet data is deemed not as reliable as the Department of Labor ES202 data. Dun and Bradstreet data is a record of companies that have applied for credit, and it is typically sold for profit as a select direct-mail database for private companies. Thus, it does not capture those firms that have not applied for credit. In addition, many times firms that have gone out of business are not removed from the database. However, as mentioned earlier, ES202 data provides information on major sectors but because of a confidentiality agreement for this file, ES 202 data does not always give job counts for specific types of firms (sub-sectors) for every geographic area. Thus, in order to illustrate trends at the sub-sector level, this report made use of Dun and Bradstreet

Attachment 1: Manhattanville Business Tour¹, 2004

Skyline Windows is a window manufacturer (and distributor) of mainly custom woodwork related to historic preservation. While only 10% of the production is done in this Manhattanville location (the main plant is in New Jersey), most of the distribution is coordinated and dispatched from Manhattanville. One-third of their employees live in West Harlem.

Pearlgreen Corporation is a family-owned hardware contractor and supplier to the construction trade and to apartment maintenance agencies. They employ 45 people on site, and about one-third of their employees live in the local community. They have been in their current location since 1980, and have been in business for 75 years. They have expanded twice in the past five years to a total of 50,000 square feet.

Dinosaur BBQ, a franchise restaurant (that also does catering) opened a 195-seat facility in Fall 2004, employing 100 people. It is intended to be a destination-type of restaurant, but it currently lacks parking on the premises. (As of June 2004, they were in negotiations with Fairway regarding parking.)

Peter Gluck Architects is located in the same building as Dinosaur BBQ, this firm employs 25 people on site. Formerly located in Union Square, they moved to Manhattanville for lower rents.

Alexander Doll, an 85-year old company that has been in this location since 1954, does design, research and manufacturing of dolls. While 90% of doll production occurs in Asia, 80 people, according to the director are employed in Manhattanville, and one-third of them live in the local community. Alexander Doll plans to open a doll museum on the site in 2005.

Tuck-It-Away is a family-owned warehouse/self-storage business that employs 40 people, most of whom live nearby. They own 5 buildings in the area. At 90-95% occupancy, this business fills an important need for both customers (who tend to be local) and other businesses that need to store inventory (they make up 15% of customers). Tuck-It-Away is interested in expanding its business but is unsure that rents will remain within its reach.

Big City Auto Parts, the largest auto parts business in Manhattan, employs 15 people and has been in this space of 5,500 square feet since 1993. This business is part of a complex and broad supply chain with other business: a total of 70 shops—35 of them local—depend on them for parts. They generate \$2.8 million in revenue per year.

Despatch Moving and Storage is family-owned and employs 50 movers and 12 office staff in a 10 story, 65,000 square foot building bought in 1973. Most of the employees and clients are based in West Harlem. Started in 1865, this company has been owned by the same family for three generations.

Hudson Moving and Storage is a woman-owned company (one of only seven such moving companies in the country), and one of the oldest moving companies in the city. It employs 23 people, all of whom are from the neighborhood in a 6 story building bought in 1972. Seeing a tremendous unmet demand for small business space in the community, this business works like an incubator, providing phone and copy machine use to its tenants: an electrician (employs 8 local residents and has apprenticed 100) and an interior design firm.

¹ Manhattanville business tour on June 9, 2004. Delegation: Maritta Dunn (CB9M) – tour leader, Pat Jones (CB9M), Walter South (CB9M), Diane Phillipotts (HCDC), Thomas Lunke (HCDC), Mercedes Narciso (PICCED), Ron Shiffman (PICCED), and Susan Russell (Councilmember Jackson's office). Notes prepared by Thomas Lunke and Mercedes Narciso

Table E-9: Manhattanville Business Survey, 2005

No.	Business name	Address	Proposed zone	Years in the community	Business type	General business type	Employees	Tenure	% of employees who live in CD 9	% of customers who live in CD 9
1	Aaron Davis Hall	W. 135th Street & Convent Ave.	SPD	26	performance arts center	service	15	lease	0	5
2	Amsterdam Wine and Liquor	1356 Amsterdam Ave.	SPD	0.16	liquor store	retail	1	lease	0	90
3	College Inn Hardware	1343 Amsterdam Ave.	SPD	43	hardware	retail	5	own	100	100
4	C-Town Supermarket	560 W. 125th Street	SPD	11	supermarket	retail	30	lease	40	95
5	D.J. Nails, Inc.	3200 Broadway	SPD	9	nail salon	service	5	lease	100	50
6	Glamour Unisex	1482 Amsterdam Ave.	SPD	2	beauty salon	service	3	lease	100	75
7	Golden Krust Bakery	1344 Amsterdam Ave.	SPD	1	retail; selling patties	retail	7	lease	0	95
8	Jose's Driving School	3210 Broadway	SPD	0.5	driving school	service	3	lease	0	50
9	Mosaic Cuts	1421 Amsterdam Ave.	SPD	5	barber shop	service	4	lease	75	35
10	Nelson's Cleaners	471 W. 125th Street	SPD	12	dry cleaners	service	3	lease	100	95
11	The Baobab Tree	1439 Amsterdam Ave.	SPD	25	African artworks and crafts	retail	1	lease	100	50
12	VNV Optical, Inc.	3210 Broadway	SPD	8	optical	service	5	lease	80	90
13	Cotton Club	656 W. 125th Street	Sub-district 1	28	supper club	retail	18	own		
14	Dinosuar Bar-B-Que	646 W. 131st Street	Sub-district 1	0.5	restaurant	service	65	lease	50	15
15	Fairway Market	2328 12th Avenue	Sub-district 1	11	supermarket	retail	400	own	90	70
16	Gluck Architectural Collaborative, P.C.	646 W. 131st Street	Sub-district 1	2	architectural services	service	10	lease		
17	New Roads Realty	646 W. 131st Street	Sub-district 1	40	real estate	FIRE	8	own		
18	Papito Auto Repair	647 W. 130th Street	Sub-district 1	17	auto repair	service	5	lease	10	5
19	Westside Stone & Marble Co.	712 W. 125th Street	Sub-district 1	6	stone fabricators; sales tile	industrial	6	lease		
20	Alexander Doll	615 W. 131st Street	Sub-district 2	50	doll manufacturer	industrial	20	lease		
21	Big City Auto Parts	3251 Broadway	Sub-district 2	13	auto parts dealer	retail	10	lease	0	40
22	Despatch Moving and Storage	3247 Broadway	Sub-district 2	30	moving and storage	industrial	21	own	50	25
23	Hamilton Pharmacy	3293 Broadway	Sub-district 2	0.5	pharmacy	retail	3	lease	100	90
24	Hudson Moving & Storage Company	3229 Broadway	Sub-district 2	32	moving and storage	industrial	21	own	50	30
25	Mi Florida Restaurant	3219 Broadway	Sub-district 2	22	restaurant	retail	21	lease		
26	Pearlgreen Corporation	606 W. 131st Street	Sub-district 2	22	building maintenance and supplies	industrial	21	own	20	10
27	Skyline Windows	625 W. 130th Street	Sub-district 2	25	window manufacturer	industrial	50	own	35	5
28	Tuck-it-Away	3261 Broadway	Sub-district 2	23	self-storage	industrial	21	own	60	30
29	African Services Committee	429 W. 127th Street	Sub-district 3	5	social services	service	31	lease	10	30
30	Marc Wilson Design, Inc.	461 W. 126th Street	Sub-district 3	10	floral design and event production	service	3	lease	2	0
31	Quality Auto Body	427 W. 126th Street	Sub-district 3	40	auto body repair	service	1	lease	100	25
32	Traco Industries Corp.	461 W. 126th Street	Sub-district 3	54	wholesale refrigeration, air conditioning	industrial	19	own	20	2
TOTALS		Average years in the community:		17.93	Total Employees:		836	Average:	49.69	46.42

Data Source: The Manhattanville Area Consortium of Businesses (The Mac) survey, April 2005

Prepared by Pratt Institute Center for Community and Environmental Development (PICCED), May 2005

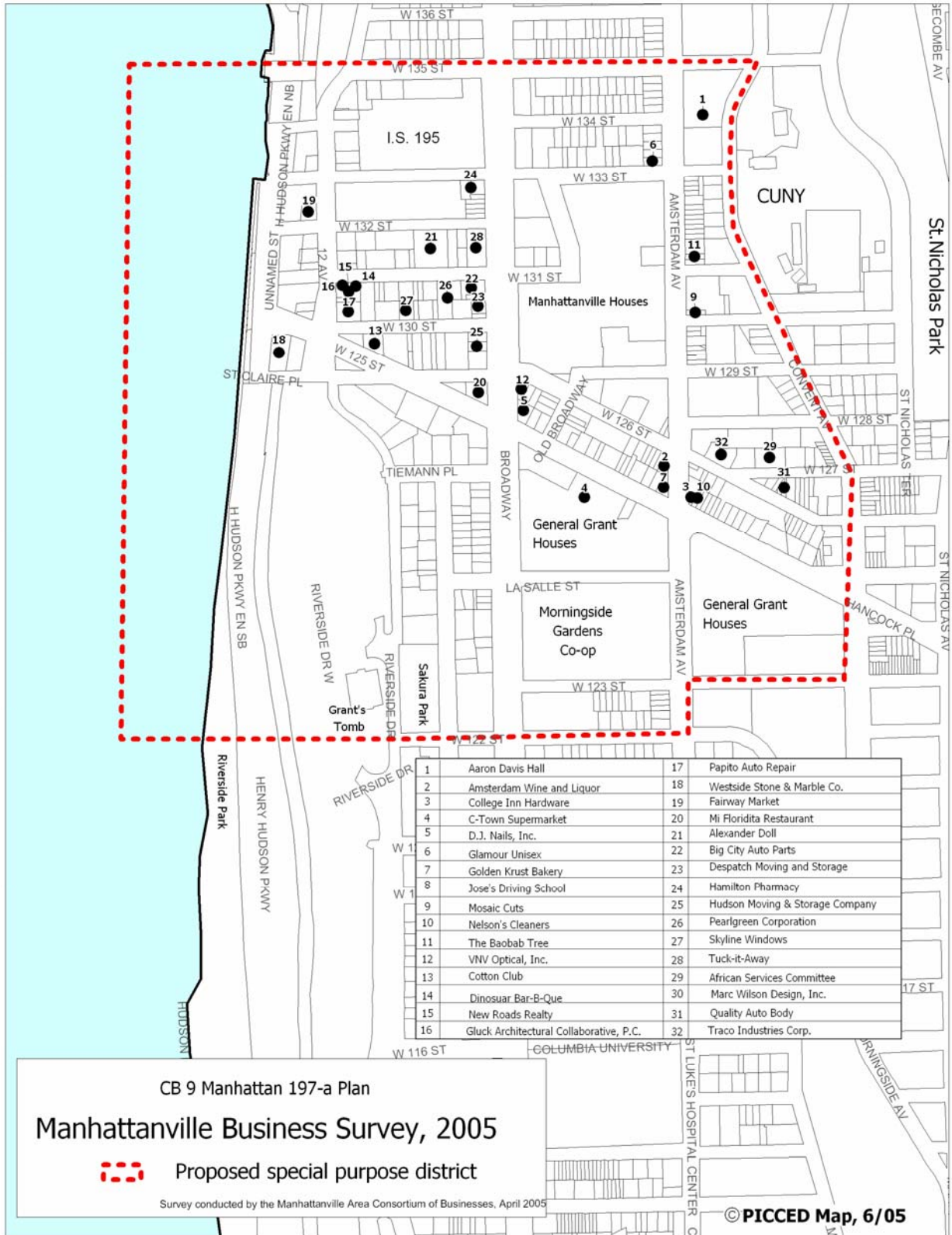
NOTES:

SPD = Special purpose district

FIRE = Finance, insurance, & real estate

Industrial = includes SIC Code Divisions C, D, E and F (Construction, Manufacturing, Transportation/Utilities and Wholesale Trade)

Map E-3: Manhattanville Business Survey, 2005



Existing Conditions

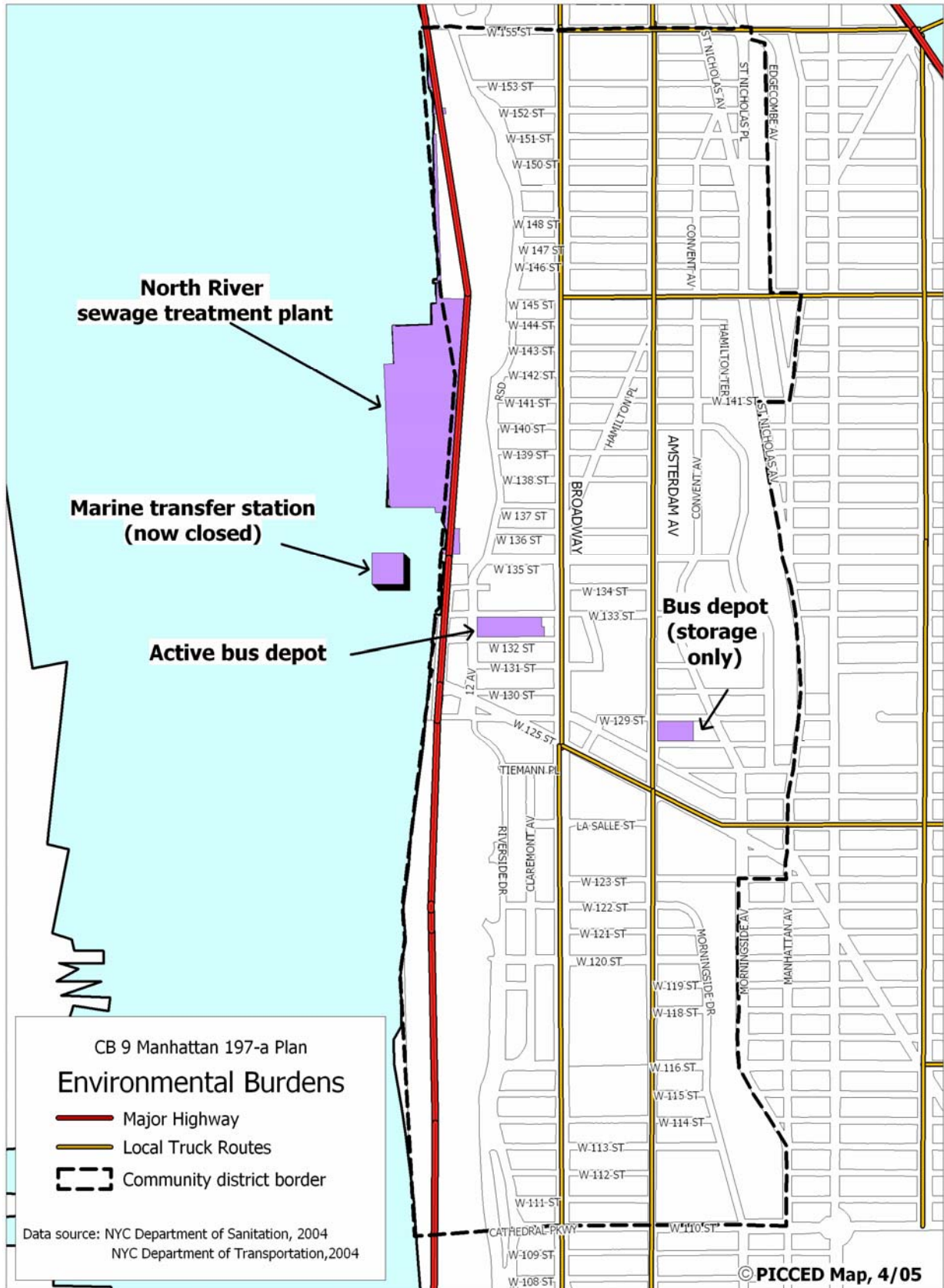
**APPENDIX F: ENVIRONMENTAL
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SUSTAINABILITY**

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Map F-1: Environmental Burdens



Existing Conditions

APPENDIX G: HOUSING

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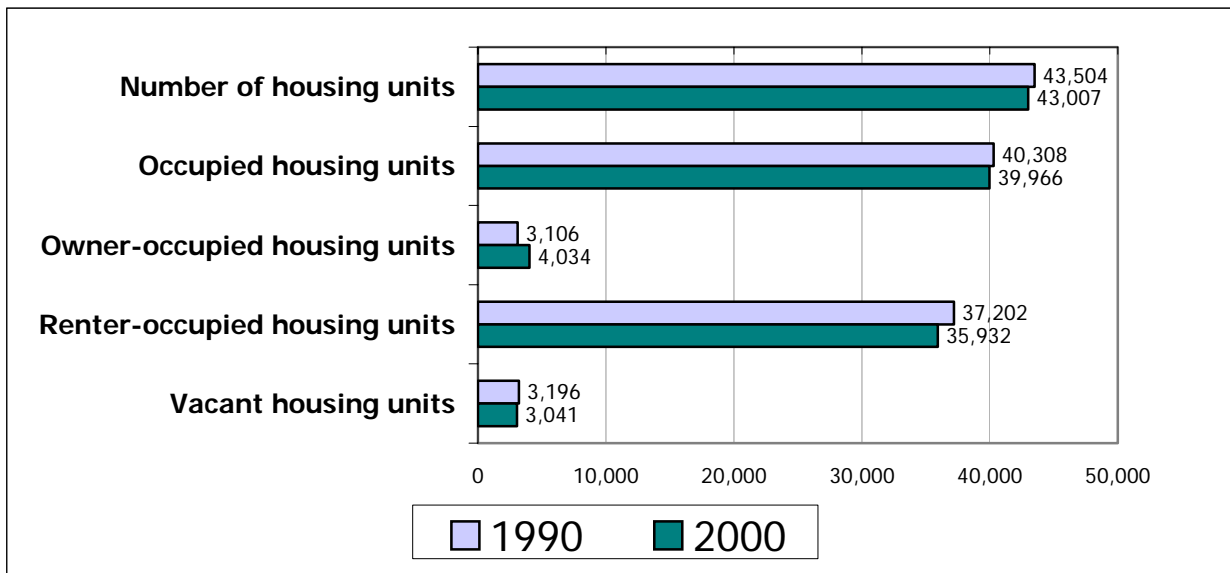
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Table G- 1: Housing Units, 1990-2000

		Total Housing Units	Occupied Housing Units	Owner-occupied	Renter-occupied	Vacant Housing Units	% Vacant
CD9	1990	43,504	40,308	3,106	37,202	3,196	7.3%
	2000	43,007	39,966	4,034	35,932	3,041	7.1%
	Change	-497	-342	928	-1,270	-155	-
	% Change	-1.1%	-0.8%	29.9%	-3.4%	-4.8%	-
Manhattan	1990	785,127	716,422	127,973	588,449	68,705	8.8%
	2000	798,144	738,644	148,695	589,949	59,500	7.5%
	Change	13,017	22,222	20,722	1,500	-9,205	-
	% Change	1.7%	3.1%	16.2%	0.3%	-13.4%	-
New York City	1990	2,992,169	2,819,401	808,901	2,010,500	172,768	5.8%
	2000	3,200,912	3,021,588	912,133	2,109,455	179,324	5.6%
	Change	208,743	202,187	103,232	98,955	6,556	-
	% Change	7.0%	7.2%	12.8%	4.9%	3.8%	-

Data Source: 1990 Housing & 2000 Housing; U.S. Census Bureau SF3; U.S. Census Bureau downloaded Feb.2003

Figure G-1: Manhattan CD 9 Housing units, 1990-2000



Data Source: 1990 Housing & 2000 Housing; U.S. Census Bureau SF3; U.S. Census Bureau downloaded Feb.2003

Table G- 2: Home Ownership Rate in New York City Sub-borough* areas, 1999 and 2002

Borough	Sub-borough Area	1999	2002
Manhattan	301 Greenwich Village/Financial District	26.3%	28.1%
Manhattan	302 Lower East Side /Chinatown	14.7%	16.2%
Manhattan	303 Chelsea/Clinton/Midtown	21.8%	24.5%
Manhattan	304 Stuyvesant Town / Turtle-Bay	28.1%	27.3%
Manhattan	305 Upper West Side	28.8%	29.1%
Manhattan	306 Upper East Side	34.9%	33.5%
Manhattan	307 Morningside Heights / Hamilton Heights	13.1%	11.3%
Manhattan	308 Central Harlem	7.9%	16.1%
Manhattan	309 East Harlem	12.9%	10.3%
Manhattan	310 Washington Heights/ Inwood	8.4%	7.3%
New York City		31.9%	32.7%

*Morningside Heights/ Hamilton Heights Sub-borough area is bounded by West 155th Street, Cathedral Parkway, Riverside Drive, and St. Nicholas Avenue.

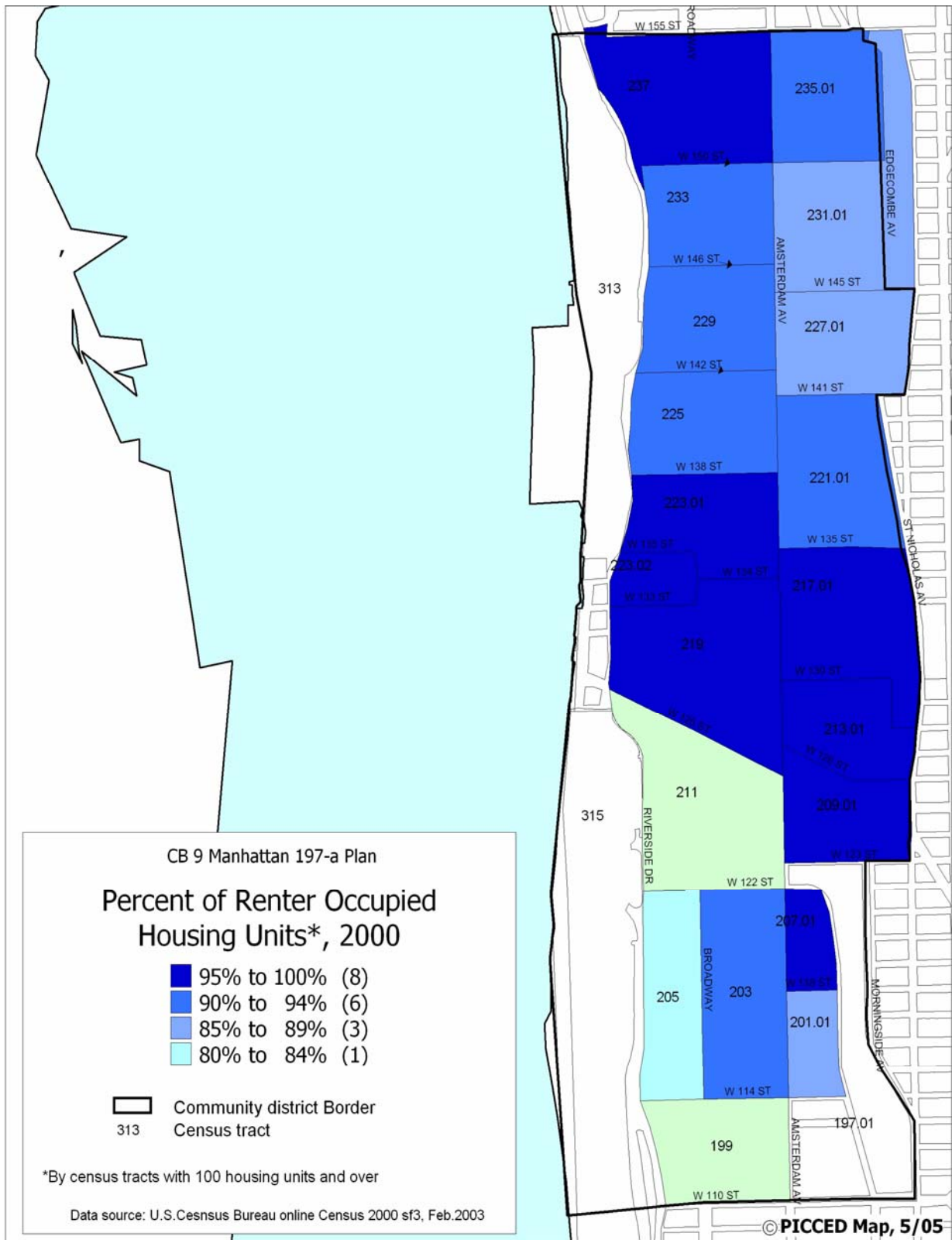
Data source; Benise Pereviti, Michael H, Schill, "State of New York City's Housing and Neighborhoods 2003"

Table G-3: Rental Vacancy Rate in New York City Sub-borough areas, 1999 and 2002

Borough	Sub-borough Area	1999	2002
Manhattan	301 Greenwich Village/Financial District	<i>3.6%</i>	<i>4.1%</i>
Manhattan	302 Lower East Side /Chinatown	<i>1.4%</i>	<i>2.1%</i>
Manhattan	303 Chelsea/Clinton/Midtown	4.0%	<i>6.3%</i>
Manhattan	304 Stuyvesant Town / Turtle-Bay	3.2%	<i>4.3%</i>
Manhattan	305 Upper West Side	<i>1.4%</i>	4.4%
Manhattan	306 Upper East Side	2.5%	4.8%
Manhattan	307 Morningside Heights / Hamilton Heights	<i>1.1%</i>	<i>1.7%</i>
Manhattan	308 Central Harlem	6.3%	5.4%
Manhattan	309 East Harlem	<i>3.0%</i>	<i>4.3%</i>
Manhattan	310 Washington Heights/ Inwood	<i>1.0%</i>	<i>1.4%</i>
Manhattan		2.6%	3.9%
New York City		3.2%	2.9%

*Numbers in italics should be treated with caution since they are based on a small number of observations.
Data source; Benise Pereviti, Michael H, Schill, "State of New York City's Housing and Neighborhoods 2003"

Map G-1: Renter-occupied Housing Units, 2000



Map G-2: Renters Spending More than 30% of Income on Rent, 2000

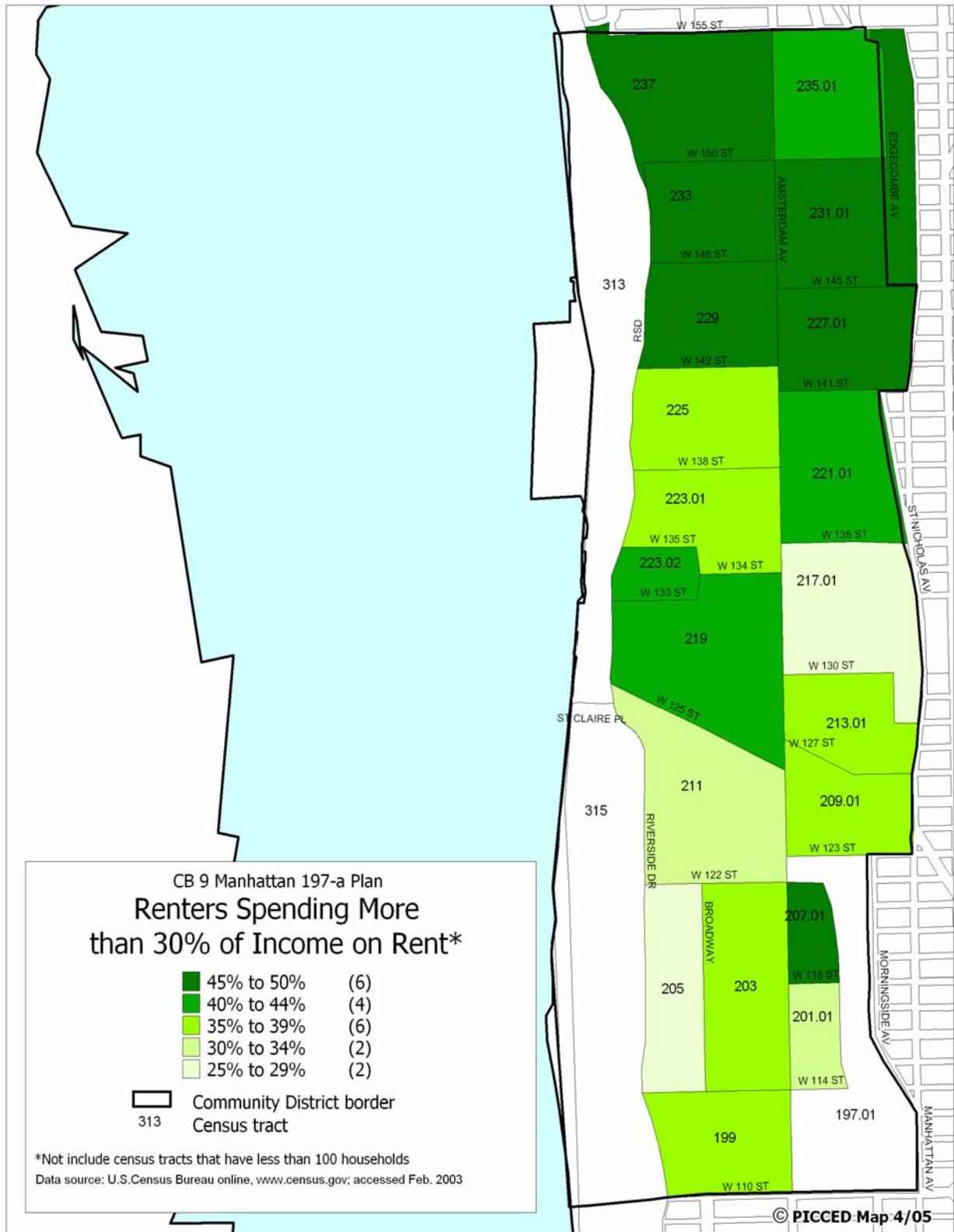


Table G-4: Gross Rent as a Percentage of Household Income In 1989 and 1999

GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1989				
- Universe: Specified renter-occupied housing units				
	Manhattan	% Manhattan	CD 9	% CD 9
Less than 20 percent	228,520	39%	12,908	35%
20 to 24 percent	66,382	11%	4,082	11%
25 to 29 percent	57,299	10%	3,085	8%
30 to 34 percent	41,964	7%	2,360	6%
35 percent or more	169,954	29%	12,739	34%
Not computed	24,268	4%	2,009	5%
Total	588,387	100%	37,183	100%
30 percent or more	211,918	36%	15,099	41%
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME IN 1999				
- Universe: Specified renter-occupied housing units				
	Manhattan	% Manhattan	CD 9	% CD 9
Less than 10 percent	69,113	12%	3,825	11%
10 to 14 percent	74,599	13%	4,143	12%
15 to 19 percent	75,019	13%	4,056	11%
20 to 24 percent	64,936	11%	3,385	9%
25 to 29 percent	56,349	10%	3,099	9%
30 to 34 percent	41,591	7%	2,441	7%
35 to 39 percent	28,809	5%	1,666	5%
40 to 49 percent	38,478	7%	2,407	7%
50 percent or more	112,097	19%	8,165	23%
Not computed	28,898	5%	2,728	8%
Total	589,889	100%	35,915	100%
30 percent or more	220,975	37%	14,679	41%
Data Set: 1990 Summary Tape File 3 (STF 3) - Sample data and Census 2000 Summary File 3 (SF 3) - Sample Data; provided by the New York City Department of City Planning, February 2005				

Prepared by Pratt Institute Center for Community and Environmental Development (PICCED) Apr. 2005

Table G-5: Rent Regulation Status in New York City Sub-borough areas, 2002

Borough	Sub-borough Area	Rent Controlled Units	Rent Stabilized Units	Rent Regulated (Other) Units	Unregulated Rental Units
Manhattan	301 Greenwich Village/Financial District	10.9%	49.6%	8.8%	30.7%
Manhattan	302 Lower East Side /Chinatown	<i>1.3%</i>	54.7%	38.6%	5.4%
Manhattan	303 Chelsea/Clinton/Midtown	4.9%	56.9%	12.9%	25.3%
Manhattan	304 Stuyvesant Town / Turtle-Bay	4.6%	61.0%	10.2%	24.2%
Manhattan	305 Upper West Side	7.4%	54.9%	14.5%	23.2%
Manhattan	306 Upper East Side	4.4%	55.9%	15.4%	24.3%
Manhattan	307 Morningside Heights / Hamilton Heights	5.8%	64.0%	19.8%	10.4%
Manhattan	308 Central Harlem	<i>1.0%</i>	61.1%	26.2%	11.7%
Manhattan	309 East Harlem	<i>0.0%</i>	30.4%	61.3%	8.3%
Manhattan	310 Washington Heights/ Inwood	4.9%	83.5%	9.7%	1.9%
Manhattan		4.7%	58.3%	19.8%	17.2%
New York City		2.8%	48.6%	16.6%	31.9%
<i>*Numbers in italics should be treated with caution since they are based on a small number of observations.</i>					
Data source; Benise Perviti, Michael H, Schill, "State of New York City's Housing and Neighborhoods 2003"					

Map G-3: Public and Subsidized Housing, 2002

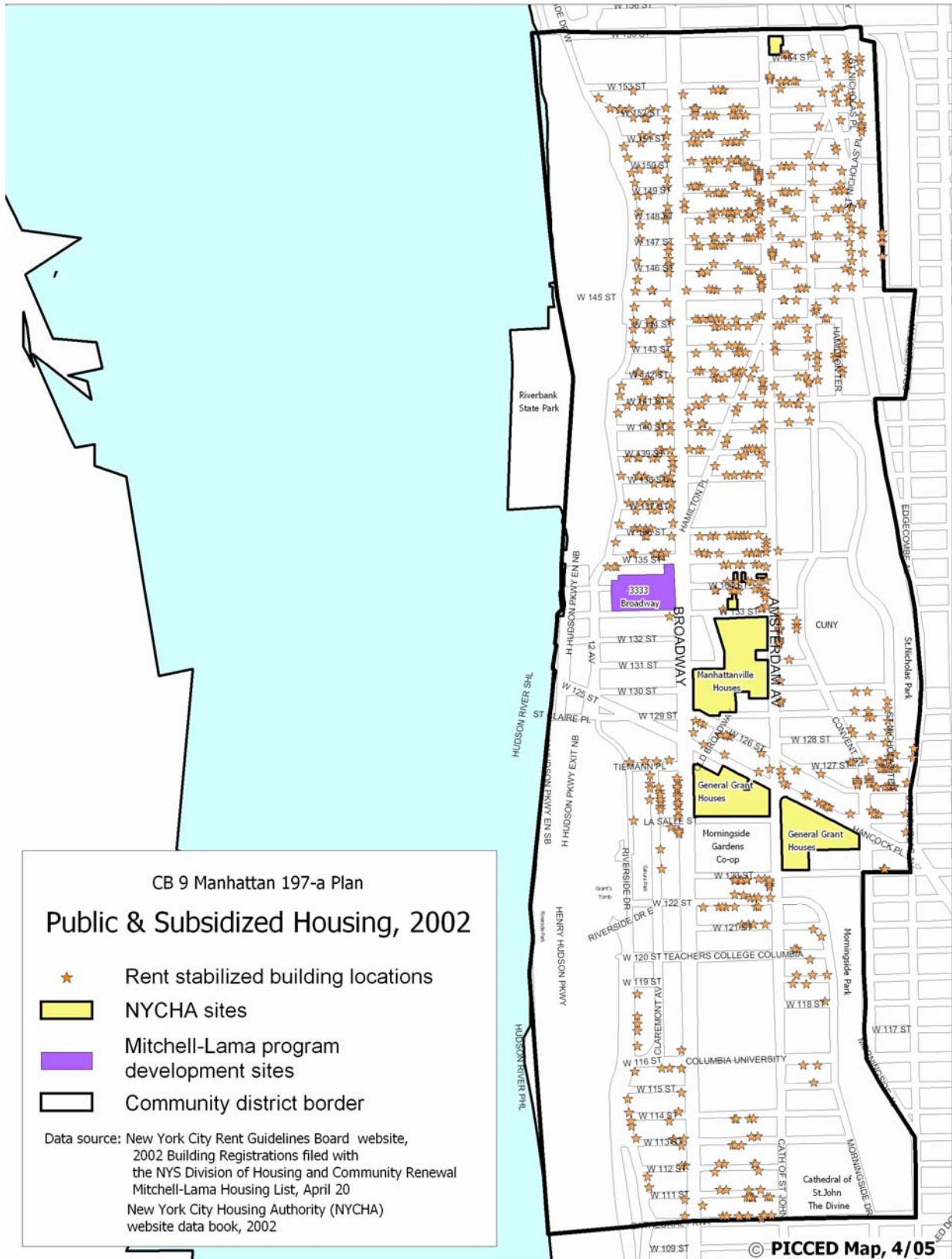


Table G- 6: Number of Households by Income Level, 2000

Census Tract		Total HH	very low		low		moderate	middle				upper				Median HH income (\$)
			less than \$10,000	\$10,000 to \$14,999	\$15,000 to \$19,999	\$20,000 to \$24,999	\$25,000 to \$29,999	\$30,000 to \$34,999	\$35,000 to \$39,999	\$40,000 to \$44,999	\$45,000 to \$49,999	\$50,000 to \$74,999	\$75,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	
197.01	HH	7	0	4	0	0	0	0	0	0	0	0	0	0	3	14,688
	(%)	100.0%	0.0%	57.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	42.9%	
199	HH	3,830	560	241	78	131	179	134	216	212	173	586	372	543	405	49,750
	(%)	100.0%	14.6%	6.3%	2.0%	3.4%	4.7%	3.5%	5.6%	5.5%	4.5%	15.3%	9.7%	14.2%	10.6%	
199	HH	313	36	23	3	7	12	15	15	14	5	49	30	62	42	59,479
	(%)	100.0%	11.5%	7.3%	1.0%	2.2%	3.8%	4.8%	4.8%	4.5%	1.6%	15.7%	9.6%	19.8%	13.4%	
203	HH	532	70	43	34	40	32	52	23	7	25	70	51	74	11	34,702
	(%)	100.0%	13.2%	8.1%	6.4%	7.5%	6.0%	9.8%	4.3%	1.3%	4.7%	13.2%	9.6%	13.9%	2.1%	
205	HH	1,483	85	39	43	71	87	55	24	35	46	262	187	233	316	73,750
	(%)	100.0%	5.7%	2.6%	2.9%	4.8%	5.9%	3.7%	1.6%	2.4%	3.1%	17.7%	12.6%	15.7%	21.3%	
207.01	HH	1,366	244	76	152	50	81	98	82	57	3.1%	137	166	57	89	32,273
	(%)	100.0%	17.9%	5.6%	11.1%	3.7%	5.9%	7.2%	6.0%	4.2%	0.0%	10.0%	12.2%	4.2%	6.5%	
209.01	HH	1,347	545	147	129	104	76	79	38	46	27	83	19	31	23	14,310
	(%)	100.0%	40.5%	10.9%	9.6%	7.7%	5.6%	5.9%	2.8%	3.4%	2.0%	6.2%	1.4%	2.3%	1.7%	
211	HH	4,524	1,010	343	275	239	129	269	194	229	191	691	392	282	280	34,940
	(%)	100.0%	22.3%	7.6%	6.1%	5.3%	2.9%	5.9%	4.3%	5.1%	4.2%	15.3%	8.7%	6.2%	6.2%	
213.01	HH	1,587	415	153	118	99	174	175	113	41	27	174	46	32	20	25,226
	(%)	100.0%	26.1%	9.6%	7.4%	6.2%	11.0%	11.0%	7.1%	2.6%	1.7%	11.0%	2.9%	2.0%	1.3%	
217.01	HH	604	179	39	33	57	19	83	13	21	29	86	34	11	0	24,118
	(%)	100.0%	29.6%	6.5%	5.5%	9.4%	3.1%	13.7%	2.2%	3.5%	4.8%	14.2%	5.6%	1.8%	0.0%	
219	HH	2,241	643	343	279	183	166	146	60	62	52	182	57	41	27	17,272
	(%)	100.0%	28.7%	15.3%	12.4%	8.2%	7.4%	6.5%	2.7%	2.8%	2.3%	8.1%	2.5%	1.8%	1.2%	
221.01	HH	230	92	15	36	4	0	7	23	6	14	10	7	0	16	15,556
	(%)	100.0%	40.0%	6.5%	15.7%	1.7%	0.0%	3.0%	10.0%	2.6%	6.1%	4.3%	3.0%	0.0%	7.0%	
223.01	HH	2,286	542	166	159	259	101	166	105	124	132	237	216	60	19	26,771
	(%)	100.0%	23.7%	7.3%	7.0%	11.3%	4.4%	7.3%	4.6%	5.4%	5.8%	10.4%	9.4%	2.6%	0.8%	
223.02	HH	1,520	554	158	107	91	116	82	38	35	32	188	68	29	22	17,400
	(%)	100.0%	36.4%	10.4%	7.0%	6.0%	7.6%	5.4%	2.5%	2.3%	2.1%	12.4%	4.5%	1.9%	1.4%	
225	HH	3,300	743	237	233	250	284	201	205	156	125	443	297	95	31	28,689
	(%)	100.0%	22.5%	7.2%	7.1%	7.6%	8.6%	6.1%	6.2%	4.7%	3.8%	13.4%	9.0%	2.9%	0.9%	
227.01	HH	2,011	539	152	141	187	161	59	165	134	81	212	54	57	69	24,588
	(%)	100.0%	26.8%	7.6%	7.0%	9.3%	8.0%	2.9%	8.2%	6.7%	4.0%	10.5%	2.7%	2.8%	3.4%	
229	HH	2,869	871	180	307	261	159	166	107	94	92	351	163	76	42	21,692
	(%)	100.0%	30.4%	6.3%	10.7%	9.1%	5.5%	5.8%	3.7%	3.3%	3.2%	12.2%	5.7%	2.6%	1.5%	
231.01	HH	2,654	713	196	196	206	244	144	146	146	136	273	106	112	36	25,272
	(%)	100.0%	26.9%	7.4%	7.4%	7.8%	9.2%	5.4%	5.5%	5.5%	5.1%	10.3%	4.0%	4.2%	1.4%	
233	HH	2,167	525	238	138	233	166	165	179	61	52	223	69	77	41	23,762
	(%)	100.0%	24.2%	11.0%	6.4%	10.8%	7.7%	7.6%	8.3%	2.8%	2.4%	10.3%	3.2%	3.6%	1.9%	
235.01	HH	2,518	678	270	206	136	220	191	115	148	123	209	92	70	60	24,043
	(%)	100.0%	26.9%	10.7%	8.2%	5.4%	8.7%	7.6%	4.6%	5.9%	4.9%	8.3%	3.7%	2.8%	2.4%	
237	HH	2,604	742	187	287	206	127	119	139	141	94	332	142	60	28	22,087
	(%)	100.0%	28.5%	7.2%	11.0%	7.9%	4.9%	4.6%	5.3%	5.4%	3.6%	12.7%	5.5%	2.3%	1.1%	
313	HH	62	0	9	0	6	0	8	0	0	0	7	15	17	0	75,625
	(%)	100.0%	0.0%	14.5%	0.0%	9.7%	0.0%	12.9%	0.0%	0.0%	0.0%	11.3%	24.2%	27.4%	0.0%	
315	HH	24	5	0	0	0	7	0	0	0	0	0	4	8	0	56,250
	(%)	100.0%	20.8%	0.0%	0.0%	0.0%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	33.3%	0.0%	
TOTAL	HH	40,079	9,791	3,259	2,954	2,820	2,540	2,414	2,000	1,769	1,533	4,805	2,587	2,027	1,580	29,743
	(%)	100.0%	24.4%	8.1%	7.4%	7.0%	6.3%	6.0%	5.0%	4.4%	3.8%	12.0%	6.5%	5.1%	3.9%	

Income Level CD 9 (\$)	% of Median Income*		% of Households	Monthly Rents 30% on Income
\$14,872	-50%	(very low)	32.6%	\$372
\$23,794	-80%	(low)	14.4%	\$595
\$29,743	100%	(moderate)	6.3%	\$744
\$44,615	150%	(middle)	15.4%	\$1,115
44,615+	150%+	(upper)	31.3%	\$1,115+

	New York City	CD 9
Households	3,022,477	40,079
Median income	\$38,293	\$29,743
Average household size	2.59	2.38

*Note: The breakdown of CD 9 income is according to the Community Board 9's resolution.
Data Source: 2000 Population; U.S. Census Bureau, Dataset SF3, downloaded Feb.2003

Table G-7: Housing Ownership, 1990-2000

	1990			2000		
	Occupied Housing Units	Owner	Renter	Occupied Housing Units	Owner	Renter
CD 9	40,308	3,106	37,202	39,966	4,034	35,932
	100.0%	7.7%	92.3%	100.0%	10.1%	89.9%
Manhattan	716,422	127,973	588,449	738,644	148,695	589,949
	100.0%	17.9%	82.1%	100.0%	20.1%	79.9%
New York City	2,819,401	808,901	2,010,500	3,021,588	912,133	2,109,455
	100.0%	28.7%	71.3%	100.0%	30.2%	69.8%

Data Source: 1990 Housing & 2000 Housing; U.S. Census Bureau SF3; U.S. Census Bureau downloaded Feb.2003

Table G- 8: Inclusionary Housing in Manhattan CD 9

CD 9 Income Data, 2000

Income brackets	# households	% households	CD 9 Income Brackets*			% of Households	Income Grouping	% of Households
			CATEGORY	% MED INC	INCOME BRACKET			
less than \$10,000	9,791	24%	Very low	0% - 54%	0 - \$14,999	32.6%	Very Low	33%
\$10,000 to \$14,999	3,259	8%	Low	54% - 90%	\$15,000 - \$24,999	14.4%	Low &	21%
\$15,000 to \$19,999	2,954	7%	Moderate**	90% - 108%	\$25,000 - \$29,999	6.3%	Moderate	
\$20,000 to \$24,999	2,820	7%	Middle	108% - 162%	\$30,000 - \$44,999	15.4%	Middle &	19%
\$25,000 to \$29,999	2,540	6%	Upper Middle***	162% - 180%	\$45,000 - \$49,999	3.8%	Upper Middle	
\$30,000 to \$34,999	2,414	6%	Upper****	180% +	\$50,000 and above	27.4%	Upper	27%
\$35,000 to \$39,999	2,000	5%	* as defined in the CD 9 197-a plan ** the Moderate income bracket includes the Median Household Income for CD9M *** the Upper Middle category was added to include more ranges of affordable housing **** The Upper category was increased from \$45,000 to \$50,000 and above NOTE: Manhattan CD9 Median Household Income = \$27,743 NYC Median Household Income = \$38,293 Area Median Income (AMI) for family of four = \$62,800					
\$40,000 to \$44,999	1,769	4%						
\$45,000 to \$49,999	1,533	4%						
\$50,000 to \$74,999	4,805	12%						
\$75,000 to \$99,999	2,587	6%						
\$100,000 to \$149,999	2,027	5%						
\$150,000 or more	1,580	4%						
TOTAL	40,079	100%						

Proposed Inclusionary Zoning Requirements:

- √ Inclusionary Zoning should be mandatory
- √ A goal of 50% of all new and substantially rehabilitated units produced should be affordable. The units should be distributed as indicated in the chart below
- √ All affordable housing units built under the Inclusionary Zoning program are to remain affordable in perpetuity
- √ For every one dollar of research facility, provide \$ ___ to be put in a fund to build affordable housing

CD 9M Income Category	Percent of Affordable Housing	Income Bracket	Pct of AMI *	Monthly Rents (30% of Income)
Very Low	34.0%	0 - \$14,999	10 - 24%	~\$200 - \$375
Low & Moderate	33.0%	\$15,000 - \$29,999	24 - 48%	\$375 - \$750
Middle & Upper Middle	33.0%	\$30,000 - \$49,999	48 - 80%	\$750 - \$1,250

* AMI (Area Median Income) for family of four = \$62,800

Proposed Location of Affordable Housing:

- If provided on site: 1 for 1 (50% of total housing provided)
- If provided within CD9M: 2 for 1 (100% of total housing provided)

Existing Conditions

**APPENDIX G-a:
COMMUNITY BOARD 9 MANHATTAN
HOUSING DISTRIBUTION POLICY**

Community Board #9 Housing Distribution Policy:

WHEREAS, Community Board #9, Manhattan, is concerned that the housing needs of its community should be met equitably and with due concern for the needs of its lower income residents,

NOW, THEREFORE, be it resolved

1. That the household income distribution targeted for assistance in City owned buildings and in City programs reflect the income distribution now prevailing in the community and specifically,

2. That in any building or set of buildings vacant or occupied whose use is publicly subsidized, the distribution of very low, low, moderate, middle, and upper income households targeted be within 10% of their representation within Community Board #9.

2/19/87

Income and Poverty Status: Community Board #9 and New York City household distribution income ranges, and affordable monthly rents based on twenty-five percent of income. Included is the percent of units designated by income groups (very low, low, moderate, middle, and upper).

Income and Poverty Status: Community Board #9 household distribution based on percent (%) of the median income.

*slb
30%*

Table 1. Income and households in 1983 - CB#9

Income level CB#9	% of median income	% of households	Monthly rents (25% of income)
\$5,800	-50% (very low)	25%	-\$120
\$9,000	-80% (low)	10%	-\$180
\$11,550	-100% (moderate)	15%	-\$241
\$17,443	150% (middle)	17%	-\$363
\$17,443 +	150% + (upper)	33%	\$363 +

	City	Community District #9
Households:	2,792,582	40,218
Median income:	\$16,112	\$11,550
Median household size:	2.1	2.7

*from
980
census*

Table 2. Distribution of income and housing units for the City of New York - Mayor's Plan

Income range	Affordable monthly rents (25%)	City designation of units	City income range
less than \$14,999	-\$312	24%	46%
\$15,000 - \$24,999	\$520	28%	22%
\$25,000 - \$49,999	\$1040	50%	20%
\$50,000 or more	\$1040 or more	-	-

The above figures were derived from the 1980 U.S. Census profile for the City of New York and Community District #9. The median income for renters was made to reflect a 16.3% increase reported by the 1984 Housing Survey for the City of New York. The percentage of city designated housing units are based on the Mayor's 10 - Year Housing Production Plan for low, moderate, and middle income housing.

2/19/87

APPENDIX G-b: EXISTING AFFORDABLE HOUSING PROGRAMS

Agency	Program Name	Target Household Income Level: % of New York City Metropolitan area*	Type (Sale or Rent)	Rent Range
NYC HDC	Low-Income Affordable Market-Place (LAMP)	60%:Allowable incomes is \$33,900 for a family of three	Rent	\$621 for a studio to \$797 for a two bedroom apartment.
	Tax Exempt 80/20	50%:Allowable income is \$28,250 for a family of three. A portion of the units set-aside for low-income tenants, are rented to those making no more than 40% of the area median income, \$22,600 for a family of three.	Rent	\$401 for a studio to \$760 for a 3-bedroom apartment. All apartments are subject to rent stabilization.20% of the apartments in a market-rate building, for low-income tenants.
	Taxable 80/20	80%:Allowable incomes is \$45,220 for a family of three.	Rent	
	New Housing Opportunities Program (New HOP)	250%: Allowable incomes is \$45,800-\$157,000 for a family of three or four	Sale/Rent	\$1,045 for a studio to \$2,110 for a three bedroom apartment.
NYC HPD	Tax Credit Allocation Program	60%	Rent	
	Supportive Housing Loan Program	Homeless and low-income singles	Rent	
NYS Division of Housing and Community Renewal	New York State HOME Program (HOME)	at or below 80%. Rental projects at or below 60% a must	Sale/Rent	
	Housing Trust Fund Program (HTF)	In cities, do not exceed 80%, outside cities do not exceed 90%.	Sale/Rent	
	Homes for Working Families (HWF)		Rent	Rents for 100% of the units must be set to meet the restricted rent requirements under Section 42 of the Internal Revenue Code
HUD	Section 202 Supportive Housing for Elderly Program	low -income residents age 62 years and older	Rent	
	Section 8 program**	Approximately 80%:Allowable incomes is \$45,200 for a family of three	Rent/Home ownership	\$933 for a studio to \$2,153 for a six bedroom apartment.

U.S.Census 2000 CB9 median household income is \$29,743, can afford a rent of \$744 per month

*HUD currently calculates the Area Median Income for the New York City metropolitan area as \$62,800 for a family of four

** In New York City, there are two Public Housing Authorities that provide Section 8: HPD and the New York City Housing Authority (NYCHA).

In addition, the New York State Division of Housing and Community Renewal (DHCR) administers a state-wide Section 8 program, including New York City. Each Authority awards vouchers and administers the program separately and distinctly.

Existing Conditions

**APPENDIX H: COMMUNITY
FACILITIES**

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Table H-1: Public Elementary and Intermediate Schools in Community District 9

	Enrollment	Capacity*	Over/ Under*	% Utilization*
Hamilton Heights (in CSD 6)				
PS 192 @ 500 West 138 th Street	1,118	973	145	115%
TCU's	167	186	-19	90%
PS 153 @ 1750 Amsterdam Ave.	1,499	1,305	194	115%
TCU's	36	0	0	0
PS 28 @ 475 West 155 th Street	1,236	986	250	125%
TCU's	6	0	0	0
PS/IS 213-Mott Hall @ 131 Convent Ave	416	359	57	116%
Hamilton Heights Existing School Total (excluding TCU's)	4,269	3,623	646	118%
PS/IS 93 (Planned) @ 501-503 West 152nd Street	n/a	503	n/a	n/a
Manhattanville (in CSD 5)				
PS 36 @ 123 Morningside Drive	615	722	-107	85%
PS 125 @ 425 West 123 rd Street	684	1,039	-355	66%
Kipp Star Charter School @433 West 123rd Street**	84	274	-190	31%
PS 129 @ 425 West 130 th Street	553	817	-264	68%
PS 161 @ 499 West 133 rd Street	943	866	77	109%
IS 172 @ 509 West 129 th Street	676	1,055	-379	64%
IS 286 @509 West 129th Street	305	292	13	104%
PS 192 @ 625 West 133 rd Street	150	174	-24	86%
IS 195 @ 625 West 133rd Street	786	1,277	-491	62%
Manhattanville Existing School Total (excluding TCU's)	4,796	6,516	-1,720	74%
Morningside Heights (in CSD 3)				
Note: there are no CSD 3 public elementary or intermediate schools located within CD 9 boundaries.	0	0	0	0

Source: Department of Education, *Utilization Profiles: Enrollment/Capacity/Utilization*, 2003-2004, provided by the New York City Department of City Planning, February 2005.

NOTES:

"Enrollment" means demand for seats

"Capacity" means supply of seats

If the demand is greater than the supply, the school is overcrowded.

The utilization rate for each school building is then determined by comparing capacity with actual enrollment figures.

*Capacity, Over/Under and % Utilization figures are based on Target Capacity of Early Grade (K-3) Class-size Reduction of 20 children per class.

TCUs are Transportable Classroom Units; enrollment, capacity and utilization information for TCU's are not included in data for the main school buildings. http://www.newyorkcharters.org/charterny/prof_index.asp?sID=143

** The projected enrollment 2003-2004 for Kipp Star Charter School is only 90 for 5th grade. See website: Charter Schools Institute State University of New York

Table H-2: Public Elementary and Intermediate Schools in Manhattan CSDs

Community. School District	School Type	Enrollment	Capacity*	Over/Under*	% Utilization*
CSD 1	Elementary	7,566	10,910	-3,344	69
	Intermediate	2,735	4,203	-1,468	65
	Total	10,301	15,113	-4,812	68
CSD 2	Elementary	16,643	18,215	-1,572	91
	Intermediate	6,479	8,361	-1,882	77
	High School	444	782	-338	57
	Total	23,566	27,358	-3,792	86
CSD 3	Elementary	11,840	14,697	-2,857	81
	Intermediate	3,927	5,055	-1,128	78
	Total	15,767	19,752	-3,985	80
CSD 4	Elementary	9,739	12,266	-2,527	79
	Intermediate	4,269	5,582	-1,313	76
	Total	14,008	17,848	-3,840	78
CSD 5	Elementary	9,545	12,531	-2,986	76
	Intermediate	3,088	4,638	-1,550	67
	Total	12,633	17,169	-4,536	74
CSD 6	Elementary	18,368	16,645	1,723	110
	Intermediate	8,638	8,518	120	101
	Total	27,006	25,163	1,843	107

Source: Department of Education, *Utilization Profiles: Enrollment/Capacity/Utilization*, 2003-2004, provided by the New York City Department of City Planning, February 2005.

NOTES:

"Enrollment" means demand for seats

"Capacity" means supply of seats

If the demand is greater than the supply, the school is overcrowded.

The utilization rate for each school building is then determined by comparing capacity with actual enrollment figures.

*Capacity, Over/Under and % Utilization figures are based on Target Capacity of Early Grade (K-3) Class-size Reduction of 20 children per class.

Table H-3: Public High Schools in or Near Community District 9¹

High School	Address	Admissions Criteria	Enrollment in 2003-2004	Grades Served
A. Philip Randolph HS**	433 West 135th Street (on the City College Campus)	Open to NYC residents Screened	1,407	9 - 12
HS for Mathematics, Science & Engineering at City College	6 Edgecombe Avenue Campus:	Specialized HS Test	305*	9 - 12
Bread & Roses Integrated Arts High School	6 Edgecombe Avenue	Open to NYC residents Ed Opt.	369	9 - 12
H.S. 670 Thurgood Marshall Academy for Learning & Social Change	6 Edgecombe Avenue	Priority to continuing 8th grade, then District 5, then Manhattan residents	398	7 - 12
Mott Hall HS	6 Edgecombe Avenue	Priority to students attending Mott Hall, Mott Hall II, Mott Hall III, then NYC residents	108*	9 - 12
Manhattan Theatre Lab High School	6 Edgecombe Ave., 5th floor	Open to NYC residents	108*	9 - 12

Note: Unless otherwise noted, enrollment information is from Utilization Profiles: Enrollment/Capacity/Utilization, 2003-2004.

**A. Philip Randolph HS enrollment for 2004-2005, as noted on www.nycenet.edu (January 20, 2005), is 1,873. See NY Times, "In Push for Small Schools, Other Schools Suffer," January 14, 2005, for more information on surge in enrollment at this high school

¹ The Department of Education now requires that all prospective high school students list 12 high schools on their application, in order of preference, including any school that is a "zoned" school. Each school has its own admissions criteria

Map H-2: Public Elementary and Intermediate Schools Utilization Percent, 2003-2004

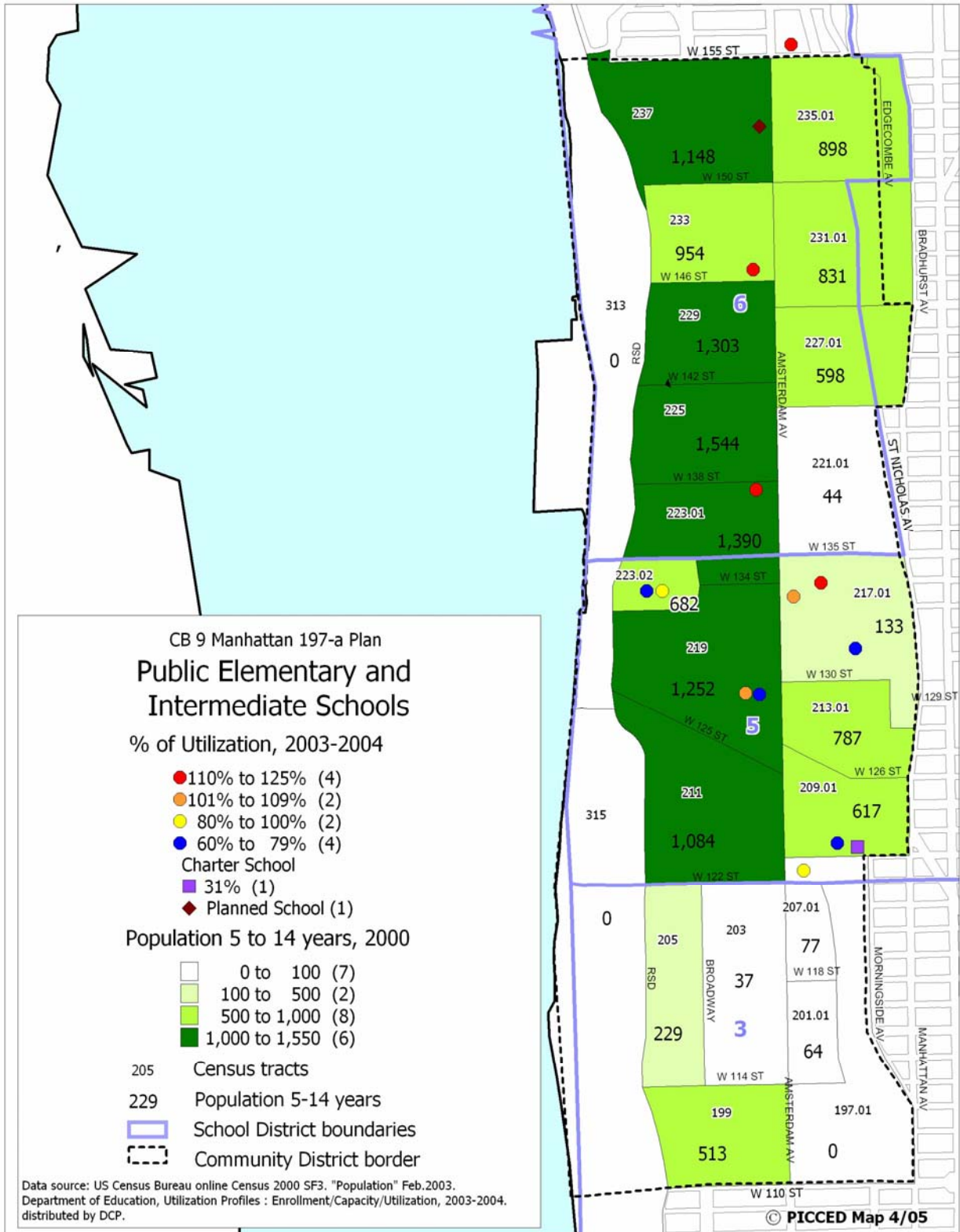


Table H-4: Day Care & Head Start Facilities: Capacity per Population Under 5 Years

Manhattan Community District	All Day Care and Head Start Centers				
	Under 5	No.	Cap	Pop Under 5 / capacity	Rank (Cap)
CD1 Financial District/Battery Park City/Civic Center/TriBeCa	1,596	13	796	2.01	2
CD2 West Village/Greenwich Village/SOHO/Little Italy	2,572	15	796	3.23	6
CD3 East Village/NOHO/Lower East Side/Chinatown	6,975	54	3,385	2.06	4
CD4 Clinton/Chelsea	2,549	16	752	3.39	7
CD5 Midtown/ Midtown South	1,184	13	834	1.42	1
CD6 Stuyvesant Town/Gramercy/Murray Hill/Tudor City/Turtle Bay/Sutton Place	4,041	16	1,025	3.94	8
CD7 Lincoln Square/Upper West Side/Manhattan Valley	9,521	53	3,162	3.01	5
CD8 Lenox Hill/Upper East Side/Yorkville/Carnegie Hill	9,853	63	4,213	2.34	3
CD9 Morningside Heights/Manhattanville/Hamilton Heights	6,638	27	1,283	5.17	11
CD10 Central Harlem	7,894	37	1,868	4.23	10
CD11 East Harlem	8,256	48	2,417	3.42	9
CD12 Washington Heights/Inwood	14,389	26	1,665	8.64	12

Data Source: New York City Department of City Planning, 2003

New York City Community Districts, 2000: Table SF1 P-104 (pdf 12k): Total Population by 5 Year Age Groups

Prepared by Pratt Institute Center for Community and Environmental Development (PICCED) April 2005

Table H-5: Nursing Homes: Capacity Per 1,000 Population

Manhattan Community District	Nursing Home				
	Population	No.	Cap	Cap /1000 Pop	Rank
CD1 Financial District/Battery Park City/Civic Center/TriBeCa	34,420	0	0	0.00	11
CD2 West Village/Greenwich Village/SOHO/Little Italy	93,119	1	200	2.15	8
CD3 East Village/NOHO/Lower East Side/Chinatown	164,407	6	882	5.36	3
CD4 Clinton/Chelsea	87,479	0	0	0.00	11
CD5 Midtown/ Midtown South	44,028	1	136	3.09	7
CD6 Stuyvesant Town/Gramercy/Murray Hill/Tudor City/Turtle Bay/Sutton	136,152	1	28	0.21	10
CD7 Lincoln Square/Upper West Side/Manhattan Valley	207,699	2	1,034	4.98	4
CD8 Lenox Hill/Upper East Side/Yorkville/Carnegie Hill	217,063	4	2,250	10.37	2
CD9 Morningside Heights/Manhattanville/Hamilton Heights	111,274	2	449	4.04	6
CD10 Central Harlem	107,109	1	200	1.87	9
CD11 East Harlem	117,743	3	1,560	13.25	1
CD12 Washington Heights/Inwood	208,414	2	910	4.37	5

Data Source: New York City Department of City Planning, 2003

New York City Community Districts, 2000: Table SF1 P-104 (pdf 12k): Total Population by 5 Year Age Groups

Prepared by Pratt Institute Center for Community and Environmental Development (PICCED) April 2005

Table H-6: Senior Centers Average Meals Served or Average Visits Per Month by Population 65 and over

Manhattan Community District	Senior Center				
	Populati on 65 Yrs +	No.	Average meals served per month	Pop 65yrs+ /Aver age meals served /	Rank (Cap)
CD1 Financial District/Battery Park City/Civic Center/TriBeCa	2,456	1	6,720	0.37	2
CD2 West Village/Greenwich Village/SOHO/Little Italy	10,862	7	14,640	0.74	7
CD3 East Village/NOHO/Lower East Side/Chinatown	22,101	14	46,890	0.47	4
CD4 Clinton/Chelsea	10,198	3	10,920	0.93	8
CD5 Midtown/ Midtown South	4,617	3	12,990	0.36	1
CD6 Stuyvesant Town/Gramercy/Murray Hill/Tudor City/Turtle Bay/Sutton Place	20,293	3	9,510	2.13	11
CD7 Lincoln Square/Upper West Side/Manhattan Valley	27,278	8	21,690	1.26	10
CD8 Lenox Hill/Upper East Side/Yorkville/Carnegie Hill	30,894	4	11,940	2.59	12
CD9 Morningside Heights/Manhattanville/Hamilton Heights	11,072	4	10,890	1.02	9
CD10 Central Harlem	12,252	16	31,708	0.39	3
CD11 East Harlem	13,480	14	25,200	0.53	5
CD12 Washington Heights/Inwood	20,583	9	31,350	0.66	6

Data Source: New York City Department of City Planning, 2003

New York City Community Districts, 2000: Table SF1 P-104 (pdf 12k): Total Population by 5 Year Age Groups

Prepared by Pratt Institute Center for Community and Environmental Development (PICCED) April 2005

Table H-7: Public Libraries: Population per Branch

Manhattan Community District	Libraries			
	Total Pop	No.	Population per Branch	Ranking
CD1 Financial District/Battery Park City/Civic Center/TriBeCa	34,420	1	34,420	4
CD2 West Village/Greenwich Village/SOHO/Little Italy	93,119	2	46,560	9
CD3 East Village/NOHO/Lower East Side/Chinatown	164,407	5	32,881	3
CD4 Clinton/Chelsea	87,479	2	43,739	7
CD5 Midtown/ Midtown South	44,028	7	8,826	1
CD6 Stuyvesant Town/Gramercy/Murray Hill/Tudor City/Turtle Bay/Sutton Place	136,152	3	45,384	8
CD7 Lincoln Square/Upper West Side/Manhattan Valley	207,699	3	69,233	11
CD8 Lenox Hill/Upper East Side/Yorkville/Carnegie Hill	217,063	5	43,412	6
CD9 Morningside Heights/Manhattanville/Hamilton Heights	111,724	3	37,091	5
CD10 Central Harlem	107,109	5	26,777	2
CD11 East Harlem	117,743	2	58,872	10
CD12 Washington Heights/Inwood	208,414	3	69,473	12

Data Source: New York City Department of City Planning, 2003

New York City Community Districts, 2000: Table SF1 P-104 (pdf 12k): Total Population by 5 Year Age Groups

Prepared by Pratt Institute Center for Community and Environmental Development (PICCED) April 2005



INTRODUCTION APPENDICES I - IV

APPENDIX I: MEETINGS LOG

No.	Day	Date	Time	Location	Type	Attendees
1.	Wed	January 22, 2003	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
2.	Thu	February 27, 2003	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
3.	Thu	April 22, 2003	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
4.	Tue	May 18, 2003	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
5.	Thu	June 5, 2003	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
6.	Thu	July 17, 2003	6:30 - 8:30 p.m.	Grant Houses (80 La Salle)	197-a Committee meeting	Public
7.	Wed	November 12, 2003	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
8.	Wed	December 17, 2003	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
9.	Wed	January 7, 2004	6:30 - 8:30 p.m.	St. Mary's Church	Meeting with CPC	CPC & Public
10.	Thu	January 13, 2004	3:30 - 5:30	Columbia University	CB9M-Columbia meeting	CB9M, C.U., PRATT, HDCD
11.	Wed	February 25, 2004	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
12.	Fri	March 19, 2004	9:00 a.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
13.	Wed	March 24, 2004	3:00 p.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
14.	Wed	March 24, 2004	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
15.	Tue	April 6, 2004	11:30 a.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
16.	Wed	April 14, 2004	6:30 - 8:30 p.m.	CB 9	Meeting with CPC	CPC & Public
17.	Thu	April 22, 2004	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
18.	Thu	May 13, 2004	1:00 p.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
19.	Thu	May 18, 2004	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
20.	Tue	June 1, 2004	9:00 a.m.	Columbia University	CB9M-Columbia meeting	CB9M, C.U., PRATT, HDCD
21.	Thu	June 10, 2004	5:30 p.m.	CB 9	CB 9 Executive Committee	Public
22.	Thu	June 24, 2004	6:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
23.	Tue	June 29, 2004	1:00 p.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
24.	Wed	July 7, 2004	6:30 - 9:00 p.m.	CCNY	Public Forum	Public
25.	Thu	July 15, 2004	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
26.	Wed	July 21, 2004	7:00 - 9:00 p.m.	Manhattanville Houses	Public Forum	Public
27.	Wed	August 4, 2004	10:00 to 11:30 a.m.	Columbia University	CB9M-Columbia meeting	CB9M, C.U., PRATT, HDCD
28.	Wed	August 4, 2004	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
29.	Thu	August 5, 2004	9:30 a.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
30.	Thu	August 12, 2004	12:00 p.m.	Columbia University	CB9M-Columbia meeting	CB9M, C.U., PRATT, HDCD
31.	Thu	August 12, 2004	6:30 p.m.	CB 9	CB 9M Executive Committee	Public
32.	Tue	August 17, 2004	10:15 a.m.	Columbia University	CB9M-Columbia meeting	CB9M, C.U., PRATT, HDCD
33.	Thu	August 19, 2004	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
34.	Thu	September 9, 2004	2:00 p.m.	Columbia University	CB9M-Columbia meeting	CB9M, C.U., PRATT, HDCD
35.	Tue	September 21, 2004	2:00 p.m.	Columbia University	CB9M-Columbia meeting	CB9M, C.U., PRATT, HDCD
36.	Thu	September 30, 2004	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
37.	Mon	October 4, 2004	8:00 p.m.	Morningside Gardens	Public Forum	Public
38.	Tue	October 12, 2004	9:30 a.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
39.	Fri	October 15, 2004	12:00 p.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
40.	Mon	October 18, 2004	6:30 - 8:30 p.m.	CB 9	197-a Committee meeting	Public
41.	Thu	October 21, 2004	6:30 - 8:30 p.m.	CB 9	CB9M Full Board*	Public
42.	Tue	November 2, 2004	10:30 a.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
43.	Wed	November 3, 2004	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
44.	Fri	November 5, 2004	12:30 p.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
45.	Fri	November 12, 2004	10:00 a.m.	CB 9	Councilman Jackson	CB9M, Council, PRATT, HCDC
46.	Thu	December 9, 2004	10:00 a.m.	CB 9	Elected Officials	CB9M, Electeds, PRATT, HCDC
47.	Mon	January 24, 2005	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
48.	Tue	February 8, 2005	10:30 a.m.	DCP	DCP-197a Steering Committee	DCP, CB9M, PRATT, HCDC
49.	Tue	February 15, 2005	4:00 p.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
50.	Mon	February 28, 2005	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
51.	Fri	January 18, 2005	1:00 p.m.	DCP	DCP-197a Steering Committee	DCP, CB9M, PRATT, HCDC
52.	Tue	March 15, 2005	8:30 - 10:30 a.m.	Municipa Art Society	Presentation	MAS, CB9M, PRATT, HCDC
53.	Tue	March 22, 2005	10:00 a.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
54.	Thu	April 7, 2005	12:00 p.m.	Columbia University	CB9M-Columbia meeting	CB9M, C.U., PRATT, HDCD
55.	Mon	April 25, 2005	10:00 a.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
56.	Fri	April 29, 2005	10:00 a.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
57.	Mon	May 2, 2005	10:00 a.m.	CB 9	197-a Plan Steering Committee	CB9M, PRATT, HCDC
58.	Fri	May 5, 2005	10:00 a.m.	CB 9	197-a Plan Steering Committee	CB9M, PRATT, HCDC
59.	Mon	May 23, 2005	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public

No.	Day	Date	Time	Location	Type	Attendees
60.	Tue	May 31, 2005	10:00 a.m.	CB 9	197-a Plan Steering Committee	CB9M, PRATT, HCDC
61.	Fri	June 3, 2005	10:00 a.m.	HCDC	197-a Plan Steering Committee	CB9M, PRATT, HCDC
62.	Tue	June 9, 2005	10:00 a.m.	CB 9	197-a Plan Steering Committee	CB9M, PRATT, HCDC
63.	Mon	June 27, 2005	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
64.	Mon	August 29, 2005	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
65.	Fri	September 9, 2005	2:30 p.m.	DCP	DCP-197a Steering Committee	DCP, CB9M, PRATT, HCDC
66.	Tue	September 13, 2005	10:00 a.m.	DCP	DCP-197a Steering Committee	DCP, CB9M, PRATT, HCDC
67.	Thu	September 29, 2005	9:00 a.m.	DCP	DCP-197a Steering Committee	DCP, CB9M, PRATT, HCDC
68.	Mon	October 24, 2005	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
69.	Mon	November 28, 2005	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
70.	Mon	February 27, 2006	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
71.	Tue	March 7, 2006	1:00 p.m.	CB 9	CB9M-Columbia meeting	CB9M, C.U., PRATT, HCDC
72.	Thu	March 9, 2006	9:45 a.m.	DCP	DCP-197a Steering Committee	DCP, CB9M, PRATT, HCDC
73.	Thu	March 16, 2006	2:00 p.m.	CB 9	CB9M-Columbia meeting	CB9M, C.U., PICCED, HCDC
74.	Fri	March 17, 2005	10:30 a.m.	HCDC	DCP-197a Steering Committee	DCP, CB9M, PRATT, HCDC
75.	Mon	March 27, 2006	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
76.	Thu	April 6, 2006	1:00 p.m.	CB 9	CB9M-Columbia meeting	CB9M, C.U., PRATT, HCDC
77.	Fri	April 21, 2006	9:30 a.m.	DCP	DCP-197a Steering Committee	DCP, CB9M, PRATT, HCDC
78.	Mon	April 24, 2006	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
79.	Mon	May 5, 2006	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
80.	Fri	May 12, 2006	12:00 p.m.	Columbia University	CB9M-Columbia meeting	CB9M, C.U., PRATT, HCDC
81.	Thu	May 18, 2006	3:00 p.m.	DCP	DCP-197a Steering Committee	DCP, CB9M, PRATT, HCDC
82.	Mon	May 22, 2006	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
83.	Mon	June 5, 2006	1:30 p.m.	HCDC	CB9M-Columbia meeting	CB9M, C.U., PRATT, HCDC
84.	Mon	June 26, 2006	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
85.	Tue	July 18, 2006	12:00 p.m.	CB 9	CB9M-Columbia meeting	CB9M, C.U., PRATT, HCDC
86.	Mon	July 31, 2006	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
87.	Mon	August 28, 2006	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
88.	Mon	September 25, 2006	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
89.	Mon	November 27, 2006	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
90.	Wed	March 14, 2007	6:00 - 8:00 p.m.	APA Metro Chapter	CB9M-Columbia Presentation	Public
91.	Mon	May 21, 2007	10:30 a.m.	DCP	DCP-197a Steering Committee	DCP, CB9M, PRATT
92.	Mon	May 21, 2007	6:30 - 8:30 p.m.	CB 9	Manhattanville Rezoning T.F.	Public
93.	Mon	June 25, 2007	6:30 - 8:30 p.m.	Grant Houses (80 La Salle)	Community info session	Public
94.	Mon	July 9, 2007	6:30 p.m.	Manhattanville Com Center	CB9M 197-a Plan Hearing	Public
95.	Mon	July 23, 2007	6:30 - 8:30 p.m.	Riverside Church	Manhattanville Rezoning T.F.	Public
96.	Mon	July 30, 2007	6:30 - 8:30 p.m.	Riverside Church	Manhattanville Rezoning T.F.	Public
97.	Mon	August 6, 2007	12:00 p.m.	DCP	CB9 Presentation to CPC	Public
98.	Mon	August 13, 2007	6:30 - 8:30 p.m.	Riverside Church	Manhattanville Rezoning T.F.	Public
99.	Mon	August 21, 2007	6:30 p.m.	Manhattanville Com Center	CB9 Vote on 197-a & 197-c	Public

APPENDIX II: COMMUNITY FEEDBACK

DATE	SOURCE / LOCATION	CODE ¹	ISSUE	ACTION
4/14/2004	CPC	A- DEV	Wage issue to be studied in conjunction with Community Benefits Agreement package	Included in Community Benefits Agreement. See Recommendation #2
4/14/2004	CPC	A- ENV	Pollution Prevention Strategies	See Recommendation #25
4/14/2004	CPC	A- HSG	Programs being identified, i.e., MHOP, TIL, for inclusion in recommendations	See Existing Conditions Housing chapter and Appendices, and see Recommendation #29
4/14/2004	CPC	C- DEV	discussions with current businesses underway	This is a comment.
4/14/2004	CPC	C- TRA	Bike Paths; East-west streets to be studied to determine best routes	See Recommendations #13 and #15
5/17/2004	CAC	A- LUZ	Make the area on the south side of 125th Street from Prentis Hall to Broadway a green space with no new buildings. This would present a pleasant gateway into the whole area and would help to ameliorate the congestion on that already tight corner. it would offer the whole community some breathing room, and improve the quality of life for all residents, current and future, not to mention the positive environmental impact it would have.	This would contradict the recommendation to maintain the streetwall along 125th St. However, there are several recommendations that propose greening throughout the district.
5/17/2004	CAC	A- URB	The plaza/piazza/green space/quad planned for the center of this area will be more for the university than for the community at large, then this should be put in writing.	This could be part of a Community Benefits Agreement.
5/17/2004	CAC	C- LUZ	If there is a consensus on the committee that the height of all the buildings planned for the Manhattanville area are too tall, that the 30+ story building proposed for the MacDonald's site is outrageous	This is not a 197-a issue per se, but could be addressed in future negotiations with Columbia
5/17/2004	CAC	C- URB	If the proposed buildings were to be built on the south side of 125th Street, the buildings behind this area on Tiemann place and Riverside Drive could potentially damage the structural integrity of our buildings, block natural light, impinge on views, and limit air flow; and they would virtually bury our buildings between them and the two monstrous Columbia faculty housing buildings that now sit on the west side of Prentis Hall.	This is a comment.
5/17/2004	CAC	C- URB	The general quality of life will diminish for the residents in the Tiemann/Riverside buildings, some of which have been in existence for almost one hundred years. For example, my building, 552 Riverside, which is directly behind Prentis Hall, was built in 1911 and became a cooperative in 1947, one of the first in the city, and has been 100% owner occupied since then. The potential rise in monetary value of our apartments will be small compensation for the loss of quality of life.	This is a comment.
6/4/2004	CPC	C- ENV	The potential health problems stemming from the construction of tall buildings on 125 St from Broadway to the river - more carbon dioxide lingering in the 125th St. valley which will no longer escape upwards when two story buildings are replaced with a canyon of smog created by 12 or 22 story buildings - must be studied in relation to asthma rates, etc.	This is a potential issue to raise during the scoping process for the Manhattanville rezoning's EIS.
6/10/2004	CPC	A- FAC	In the case of the Hamilton Heights, the community is underserved by active recreation and youth facilities, senior centers, and art and cultural establishments and has few public institutions (in particular an inadequately sized post office).	See Recommendation #30
6/10/2004	CPC	A- GEN	Community Benefits Agreements must be administered by an entity which is genuinely represented by community members who are committed to fulfilling the goals outlined in the 197A plan. An LDC or other entity must be developed in such a way that democratic principals can prevail and it must be structured so it will not end up being regarded cynically as another one of a long line of slush funds which are politically controlled.	To be included in Community Benefits Agreement. See Recommendation #2
6/10/2004	CPC	A- HSG	If the CB9 housing resolutions - both the 1/22/04 and the housing distribution resolutions on affordable housing needs are not explicitly made part of the 197A Plan and of the Community Benefits Package, the housing component will lack teeth and all of the hard work at the CB9 in this area will have been for naught.	See Existing Conditions Housing chapter and Appendix G-2

APPENDIX II: COMMUNITY FEEDBACK

DATE	SOURCE / LOCATION	CODE ¹	ISSUE	ACTION
6/10/2004	CPC	A- HSG	Affordable housing's definition should be more specifically defined to reflect the current income distribution as per the long standing housing resolutions from Community Board 9.	See Existing Conditions Housing chapter and Appendix G-3
6/10/2004	CPC	A- HSG	The 197A plan should focus on what is being eliminated or overlooked - preservation of affordable housing stock and development of lower income home ownership in that context.	See Existing Conditions Housing chapter and Appendices
6/10/2004	CPC	A- HSG	The above section is written as if a discussion about housing priorities was never held during the multiple meeting process of the 197A at Board 9. In fact, the language of this section has been rewritten and the new language is worse than the original recommendation which was roundly rejected. In the discussion on this point, it was clear that the priority in terms of this issue was for low income cooperative ownership through the TIL program. There was little support for advocacy for home ownership otherwise and it should not be a priority item because so very few in CB 9 could even afford what are deemed "affordable" home ownership opportunities and because other kinds of home ownership opportunities (co-ops and condos) will inevitably be the developer's preference for any new housing to be constructed. The above section must either be dramatically altered to reflect that the TIL program is the priority in terms of home ownership or it should be eliminated completely.	Steering Committee in disagreement with this recommendation. Ownership models can be mixed income.
6/10/2004	CPC	A- HSG	Listing of locations for potential affordable housing being developed	See Soft Sites Recommendation #5
6/10/2004	CPC	A- LUZ	All of the uses mentioned under 1C must receive equal weighting as is reasonable so that no one of them is pursued to the exclusion of the others. More specification that "flexible manufacturing" should be about job creation for local residents, that "commercial" should emphasize locally owned businesses – not national chains-, and that "community facilities" should be spelled out to include space for local advocacy groups around housing and social services, space for supervised youth recreational activities, senior center, health care delivery, and the harnessing of the creative impulses of local residents in the arts and in manufacturing. It is important to state that "residential" needs to focus on affordable housing as an integral component with clearly defined ratios. All of this should also be detailed specifically wherever there is mention of a community benefits agreement.	These comments are reflected in Recommendation #1C
6/10/2004	CPC	A- LUZ	Preserve light manufacturing uses	See Recommendation #1 throughout
6/10/2004	CPC	A- LUZ	The CPC position is that we want the M 1 zone retained. For any other zoning change ideas to be considered, the continuation of current uses in the area - meaning the "grandfathering" of businesses that wish to remain -and the absolute foregoing of any use of condemnation and eminent domain proceedings is paramount.	This has been address throughout Recommendation #1
6/10/2004	CPC	A- LUZ	Interfering with the commercial overlays on Tiemann and LaSalle and disturbing the current status quo business set up on these two streets opens potential expanded commercialization and the introduction of inappropriate activities in these residential streets. The small businesses that are essential to current residents now are both acceptable and work well with the residential character of the streets. A survey reveals that all current owners on both streets are in business with the exception of one small storefront , which is the former site of the Tiemann Oasis Restaurant - the informal headquarters of a local non-profit community advocacy group - which is probably the reason it is still not rented. The architectural and historical important of these streets as well as its decades' long peoples' history from the 1950's is another reason for eliminating it from any commercial overlay changes.	This recommendation has been deleted
6/10/2004	CPC	A- TRA	Add in the need to close Marginal Street and grassing it over to increase park space on the waterfront as proposed in the original plan adopted by the community.	Too specific. A further urban design discussion on the West Harlem Master Plan should follow the 197-a plan

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DATE	SOURCE / LOCATION	CODE ¹	ISSUE	ACTION
6/10/2004	CPC	A- TRA	We repeat our position on this proposal for a (intermodal) development which is not necessary: "This inter modal center will be the cause of further congestion, both pedestrian and vehicular. We question its value and it is a project which has little resonance as a priority. Any traffic plan which incorporates an inter modal hub must prevent Manhattanville from becoming a parking lot for it and Columbia's new buildings and for the Medical Center uptown. Columbia is notorious for not creating underground parking because it's expensive to excavate and instead usurping on street parking from the community."	The Board and the Steering Committee support the creation of an Intermodal center proposed in the West Harlem Master Plan. This hub would facilitate the transportation needs of CB9 residents for jobs in the region.
6/10/2004	CPC	A- URB	On the point about maintaining maximum view corridor from the Manhattanville Houses which we made in our last response is one we find important and we are willing to show you what we mean about other areas of view corridors: "This needs to be better defined and other view corridors from Tiemann Place and Jose Fernandez's building should be addressed too as well as the preservation of the light and air to residents of the Manhattanville Houses."	Tiemann Place is not threatened by rezoning that would involve large scale developments as the Manhattanville M districts are. The preservation of light and air is included in several recommendations.
6/10/2004	CPC	A- URB	No pedestrian bridges should be allowed within Manhattanville Special Purpose District	See Recommendation #17
6/10/2004	CPC	A- URB	The question of scale raised above is not an easy one. The height of the public housing on the east boundary could be seen as a tall height standard but the green areas surrounding the buildings are a serious mitigation factor and nothing equivalent to that open space is contemplated in the "expansion area". so those buildings should be considered as much lower in terms of defining scale. Another height standard could be the primarily 6 story buildings on Tiemann Place on the southern boundary of the expansion area. The two story heights on the west boundary is another factor. All should be used in determining how to "avoid having buildings that are out of scale" and should be mentioned either at this point in the document or somewhere else. The size of the buildings Columbia is proposing near the Riverside viaduct will virtually eliminate it from view. They would cast long shadows on the park. The massive buildings at Broadway that Columbia is proposing should not be measured by the extra large buildings of public housing, but by the predecessor buildings which are 6 stories maximum.	Current zoning allows more than 6-story buildings in most residential areas. When districts are rezoned from M to R, the new R district's regulations customarily adopt the predominant height and bulk of the surrounding existing R districts.
6/10/2004	CPC	A- URB	When considering contextual zoning the extremes in the area should be eliminated, both the two story buildings and the 20 story buildings. If the rest of the buildings are considered the typical heights as a guide for contextual zoning, a reasonable alternative could be agreed on. In huge expansion plans like the one Columbia has presented, scare tactic monster plans are often presented with a built in contingency plan for a "major concession" to the community, i.e. presenting settling for 12 stories as a magnanimous gesture.	See Recommendations #3 and #3A
6/10/2004	CPC	A- URB	the inclusion of multiple good quality basketball courts	See Recommendation #7E
6/10/2004	CPC	C- GEN	Apart from eliminating the four categories in terms of funded items for the Community Benefits Agreement, the rest of the CPC response to this point is not addressed. The need for definitions of the areas to be funded is essential because undefined categories can be manipulated otherwise. Both the LDC and PILOT issues we raised need to be addressed, and all of these need to be explicitly incorporated.	This is not a 197-a issue per se, but could be addressed in the implementation phase.
6/10/2004	CPC	C- GEN	the language of the community benefits agreement in last paragraph of first column: Please explain what this last sentence in the section means: "This is necessary since many of the Institutional expansion activities planned are sponsored by tax exempt entities and would otherwise not generate the financial resources necessary to pay for needed services and infrastructure investments."	This has been addressed in Recommendation #2
6/10/2004	CPC	A- HSG	The City of New York must oppose any efforts to privatize public housing as well as any attempts by private developers to opt out of Mitchell Lama subsidies.	See Recommendation #33.

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6/10/2004	CPC	C- HSG	The need to fund anti displacement protection initiatives must be included	This could be part of a CBA. Also, see Recommendation #4 regarding inclusionary zoning as a mechanism to incentivize the private marketplace to build affordable housing units.
6/10/2004	CPC	C- HSG	We are opposed to the creation of high end residential loft spaces above commercial properties, a trend which increases displacement.	This is a comment.
6/10/2004	CPC	C- HSG	Further study required w/ tenants association, and NYCHA	This has been addressed in Recommendation #33
6/10/2004	CPC	C- LUZ	Insert after "waterfront park and activities" : "while not in any way detracting from physical access to the park and waterfront activities by the public".	this is an editing comment. However, it has been addressed in Recommendation #1A
6/10/2004	CPC	C- LUZ	The idea of enhancing the open space around the public housing buildings is a good one in concept but also one which must include the residents at every point in the planning so that whatever is developed will be in their interest. There is a lot that can be done to make public housing land be more useful, more attractive, more comfortable, and more entertaining in terms of recreation. But real outreach must occur to get ideas from all who live there, young and old and in between. Any additional building of residential or commercial units of NYCHA property would create a two-tiered system of housing, eliminate green and open space, and advance the privatization of public housing and should not be proposed in the 197A plan. The need for open space in any newly defined area being accessible and integrated into the neighborhood, not a square surrounded by new constructions, is essential. CPC opposes the use of condemnation for private development of any kind, and specifically by Columbia University.	The plan doesn't call for privatization of public land, and emphasizes the participation of NYCHA and tenants in all discussions regarding their grounds and issues.
6/10/2004	CPC	C- LUZ	Still examining height along Broadway; 200 feet may be more feasible in light of surrounding FAR	See Recommendation #1B
6/10/2004	CPC	C- LUZ	LDC will be a newly formed local development corporation to oversee Special Purpose District	See Recommendation #18
6/10/2004	CPC	C- LUZ	The massive buildings at Broadway that Columbia is proposing should not be measured by the extra large buildings of public housing, but by the predecessor buildings which are 6 stories maximum. This is the real fabric of the community which should be used to determine contextual zoning. When considering contextual zoning the extremes in the area should be eliminated, both the two story buildings and the 20 story buildings. If the rest of the buildings are considered the typical heights as a guide for contextual zoning, a reasonable	The plan is not calling for contextual rezoning within the Manhattanville Special Purpose District.
6/10/2004	CPC	C- TRA	This inter modal center will be the cause of further congestion, both pedestrian and vehicular. Its value and it is a project which has little resonance as a priority. Any traffic plan which incorporates an inter modal hub must prevent Manhattanville from becoming a parking lot for it and Columbia's new buildings and for the Medical Center uptown (see the "underutilization of space under the viaduct"). Columbia is notorious for not creating underground parking because it's expensive to excavate and instead usurping on street parking from the community.	See Recommendation #9B1. It calls for a study to ensure that waterfront uses are balanced, environmental problems are not created, and public enjoyment and access to the waterfront not hindered
6/10/2004	CPC	C- URB	Visual transparency to enliven the streetscape" is a low priority item and should not be listed as the second priority item or anywhere close to that. What is important is that businesses are maintained or created and supported which have living wage jobs with benefits and a future. The idea that we can walk by a Starbucks and look inside its big windows and then remember the idea of Florida's one dollar cafe con leche should not be listed as some essential request or "requirement". Columbia continues to present this two floor transparency concept as some major amenity and it is not one from our perspective.	Steering committee is in disagreement with this: visual transparency is an important objective to pursue.
6/10/2004	CPC	C- URB	Elimination of proposed building on waterfront park recommended	See Recommendation #6.

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6/10/2004	CPC	C-DEV	The Community Service Society's recently released study shows a 49% unemployment rate for black males between 18 and 65 and a 35% rate among the hispanic male population	This citywide issue is refereced in the plan
6/10/2004	CPC	C-DEV	We are finding that the elected officials seem to avoid the concerns that businesses are raising (those which do not want to leave) about condemnation and eminent domain by suggesting that they can all be incorporated in some new business hub.	This is a comment.
6/10/2004	CPC	C-DEV	The point of the 197A is to support those businesses that are there now and want to stay, to grandfather them in, not have them have to relocate into some hub where they will face numerous business related complications which would not enable them to stay. Naturally, if this business hub concept was transferred to the tenants who live in the residential buildings in the expansion area who face primary displacement, it would be a precedent for them which could force them out of their homes to some "residential hub". In other words, the concept opens up a way to have tenants vacate their buildings. We suggest you delete this concept of a hub for local businesses because it seems contrary to the idea of supporting longtime businesses wherever they are now by consolidating them into a hub.	The steering committee does not believe that creating the conditions for a "hub of local businesses" in the proposed consolidated manufacturing district is problematic.
6/10/2004	CPC	C-DEV	At the Harlem Piers meeting on May 10, Columbia introduced the idea that a BID or other entity might be the source to maintain the improved streetscape - the design for which Columbia has volunteered to pay for. This creates the troubling possibility that tax exempt Columbia has already has a plan in place to concede funding a Community Benefits Agreement and then use part of it to fund infrastructure needs which will be the result of the design plan it has volunteered to fund.	This is a comment.
7/7/2004	CCNY Forum	A- DEV	There should be a farmer's market	See Recommendation #7B
7/7/2004	CCNY Forum	A- ENV	Will Marine transfer station be open? Answer; The plan does not call for the Marine Waste Trasnfer Station to NOT be expanded	The plan should call for no expansion and no reopening of MTS.
7/7/2004	CCNY Forum	A- FAC	Public Schools in CD 9 are overcrowded. We need more public schools for better education.	See Recommendation #34.
7/7/2004	CCNY Forum	A- HSG	What is "affordability" of housing? Current market housing price -both sale and rent- is totally not available for the income level of community residents.	See the Housing section of the Existing Conditions chapter
7/7/2004	CCNY Forum	A- TRA	Pedestrian lights needed on Riverside Drive	See Recommendation #12
7/7/2004	CCNY Forum	A- URB	Protect open land	See Recommendation #7
7/7/2004	CCNY Forum	C- DEV	No decent stores exist north of 125th Street.	This is a vague comment.
7/7/2004	Jewell	C- DEV	18% is the rate of the unemployment in CD9....I think it's clear that much of this rate is due to the large percentage of drug dealing in this district...is it part of the plan to have this neighborhood cleaned up so that more housing is available and for those who do not have leagal citizenship, to be deported	This is a general comment.
7/7/2004	CCNY Forum	C- ENV	Is there any alternative plan for waste management?	See Recommendation #23
7/7/2004	CCNY Forum	A- FAC	Existing "soft sites" should be converted to education and job training facilities.	See Recommendation #5
7/7/2004	CCNY Forum	C- FAC	Child health care center (on 21 Old Broadway) has difficulties; the City does not support the center. Columbia University may be trying to convert that to a research center.	This is a comment with no direct 197a plan implications. See Recommendation #34
7/7/2004	CCNY Forum	C- GEN	Crime prevention/safety are not addressed and "quality of life" is not defined.	Crime per se cannot be addressed through a 197a plan.

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7/7/2004	CCNY Forum	C- GEN	Disability needs are not addressed in the plan	This not a 197a issue. However, transportation improvements recommendations reflect accessibility requirements.
7/7/2004	CCNY Forum	C- GEN	We need more people's participation in the planning process.	This is a general comment.
7/7/2004	CCNY Forum	C- GEN	More people in the public housing should participate in the discussion for 197-a plan.	There was a public forum held at the Manhattanville Houses in July 2004.
7/7/2004	CCNY Forum	C- HSG	Columbia University has a great number of housing units, but most of them are not rent stabilized apartments for students, not for people in the community.	This is a comment.
7/7/2004	CCNY Forum	C- LUZ	The plan needs to include a better explanation of the 197a plan's recommended zoning versus Columbia's proposed zoning (and potential blight designation).	Although CB 9 has been talking to Columbia about its proposed rezoning, the 197a plan is not the appropriate venue for going into detail about the former plan.
7/7/2004	Jewell	C- LUZ	I need clarity on a "soft site" and is a mixed site one where any number of situations can take place to satisfy the community or neighborhood	See Recommendation #5
7/7/2004	Jewell	C- LUZ	isn't it so that when rezoning takes place, it is for the purpose of changing the existing environment....and if this is the case, what is the true purpose of rezoning the are of manhattanville...stating this means crafting a zoning district that guides the real estate market to create a healthy balance of production, retail, and community facilities while ensuring that certain physical elements..., are in place? all in all, I need to know the purpose of rezoning...the why of it and its real purpose in the future....the draft tells me what the plans are, but it doesn't explain the why of it in laymen's terms for me....	goals and requirements for proposed Manhattanville Special Purpose District are stated in the plan.
7/7/2004	CCNY Forum	C-TRA	2nd Ave. subway recommendation has support.	This is a comment.
7/7/2004	CCNY Forum	A-TRA	The connection to the 2nd Avenue subway is not the best idea. It might produce more noise and pollution. It requires more study.	See Recommendation #15: a bus or trolley could also help with East-West connections.
7/7/2004	CCNY Forum	A-TRA	Transit Authority bus service is reduced north of 96th Stree; more runs needed.	See Recommendation #9C
7/7/2004	CCNY Forum	C-TRA	125th Street runs along an earthquake fault, so the construction that would be necessary to extend the 2nd Avenue subway may be dangerous.	This is a comment.
7/7/2004	CCNY Forum	C-TRA	Commuter trains: how to make them stop in neighborhood to stimulate economic development?	Further studies would be necessary to determine impact in the neighborhood.
7/7/2004	CCNY Forum	C- URB	Small architecture detailed study will be needed for better landscape and street walls	See Recommendation #3 which calls for a study and then adoption of contextual zoning throughout CD 9.
7/7/2004	CCNY Forum	C- GEN	Can't just focus on Manhattanville: There is a lack of decent stores north of 136th Street	This is a vague comment, but the plan makes recommendations for all of CD9.

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7/8/2004	Ruth Eisenberg	A- HSG	Affordable housing retention and expansion should be part of the "issues and Concerns" at the beginning of the draft.	It is included in the Housing section of the Existing Conditions as well as in the Recommendations
7/8/2004	Ruth Eisenberg	C- LUZ	Commercial overlay enlargements will result in the displacement of small, community-based shops and stores by larger out-of-community enterprises that clash with the residential areas they serve.	This is not the intention of Recommendation #1E
7/8/2004	Ruth Eisenberg	C- LUZ	With regard to contextual zoning and Manhattanville, we need to fight for contextual zoning there to the same degree as in Morningside Heights and Hamilton Heights. The fact that the urban fabric was blasted 50 years ago by out-of-proportion construction should not be used as an excuse to further overwhelm the modest structures that for the most part make up the neighborhoods there. The undisturbed neighborhoods should be the context used as context.	See Recommendation #3
7/8/2004	Ruth Eisenberg	C- TRA	The plan must be shaped so that any ferry landing and "intermodal hub" does not result in turning Manhattanville into a commuter transportation center which primarily serves Columbia's new employees imported from Jersey and points east.	See Recommendation #9B.
7/14/2004	Jay Shuffield	A- LUZ	The height limit on Broadway is generally the right direction, but it seems too constrictive. I think the 1916 approach would work better here; limit the height for most of the building, but allow a portion to rise to a greater height. A uniform, mid-height street wall is not the best response to the towers across the street, the character of the viaduct, or the potential for river views. The way it is typically used is more abstraction than the reality of the streetscapes in CD 9.	This recommendation was eliminated
7/14/2004	Jay Shuffield	A- TRA	Pedestrian recommendations should specifically list a need to evaluate phasing of T-intersections, particularly on Riverside Drive. It might also be worth considering if there are opportunities for leading pedestrian intervals. 145th/Broadway may be worth considering moving the sheltered left turn south-bound on Broadway to the end of the phase (currently at the beginning) to reduce the conflict with pedestrians. The potential for queueing problems would have to be analyzed.	This should be included in the implementation plan
7/14/2004	Jay Shuffield	C- ENV	Do NOT use rail AND barge in combination. If waste can be loaded onto rail, it should be transported to its destination without additional handling.	This recommendation has been changed
7/14/2004	Jay Shuffield	C- ENV	The "zero waste" concept does not seem particularly well defined. Better details, such as anaerobic digestion, or in-vessel composting should be discussed, with a frank discussion of disposal and use of byproducts and residuals. Use of the NYSDOT property under the viaduct for anaerobic digestion for the existing building stock might be an option, as this property has limited potential at best to become usable park. This location would be ideal for minimizing transportation of usable byproducts for landscaping in Riverside Park and residuals to the North River plant (which, I think, would like to increase the solids in their process to make it run more efficiently).	There is additional information on the zero-waste concept in the "Existing Conditions" chapter.
7/14/2004	Jay Shuffield	C- GEN	I think Parson's title may have been "Superintendent," rather than "Commissioner." It might be good to check this (Historic Preservation)	This is a general comment
7/14/2004	Jay Shuffield	C- LUZ	Throughout the district there are many breaks in the "street wall," resulting from architectural entry courts, shallow landscaped setbacks, various approaches to the use of stoops, and vacant lots that have been converted to community gardens. This last aspect in particular deserves very special attention, as it begins to note the way the community has forged its own urban design. This has been a successful adaption to existing conditions, which drew on the notions of "pocket parks," and the distaste for the oppressiveness of unbroken, crowded blocks. This complements other older locations where rear yards open onto adjacent streets as they do at places along Convent Avenue, or an entire through-block vista of greenery through the rear yards from 148th to 149th just west of St. Nicholas Avenue.	This is pure commentary on the diverse street walls of the area. More detailed description of the neighborhood has been added in the Land Use and Urban Design sections of the plan

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7/14/2004	Jay Shuffield	C- TRA	It might be worth discussing the general trip generation rates for different land uses to determine if the transportation network should help guide the zoning determinations	This is a comment.
7/14/2004	Jay Shuffield	C- TRA	Neckdowns are gimmicky, and won't provide much substantive improvement in most of the proposed locations. I would not recommend spending the money or disturbing the pedestrians for their construction. 125th Street locations listed are an exception, and seem appropriate.	The steering committee is in disagreement with this opinion.
7/14/2004	Jay Shuffield	C- TRA	I would not recommend a bike path on 125th Street. I used to be a great proponent of bike lanes, although I have come to distinguish locations where they may be a poor choice. After years of watching how they operate, I feel it has the potential to make conditions more dangerous for bicyclists on 125th on most sections east of Broadway. Given a fixed right of way between the property lines on each side, the space for a bicycle lane would have to be taken from one of three places: 1) sidewalk, 2) parking lane, 3) moving lanes.	See Recommendation #13 which, with regard to 125th Street, only calls for a study of a <i>possible</i> bike path there. However, other participants would like to have it. So the issue should be studied.
7/14/2004	Jay Shuffield	C- TRA	I continue to advocate extending a branch of the 2nd Avenue subway, and I am glad to see you added it. In addition to providing a faster, mre reliable cross-town connection for 125th, it would transform 125th into an important transportation/business node as the former streetcar lines once made it. It would also do a great deal to address deficient east-west connections in the subway system, particularly between the Upper West Side and the Upper East Side, and would provide for much better access to destinations up and down the east side of Manhattan.	This is a comment that agrees with Recommendation #15.
7/14/2004	Jay Shuffield	C- TRA	I see little value in trying to remove the pedestrian bridges... It seems blatantly targeted at Columbia, and extending it to the Roosevelt Hospital links may have definite operational implications. This seems to be an expensive proposal with little actual improvement in urban design. Improving the lighting and treatment of the piers underneath the Law School deck would probably do more good than exposing the blank walls on each side... And the loss of the deck itself would decrease the green, permeable surfaces. This would, in fact, be an environmental degradation.	Recommendation #17 has been revised to restrict the development of pederstrian bridges
7/14/2004	Jay Shuffield	C- URB	I would recommend looking at the relatively new building that was put up at 150th and Amsterdam (across the street from where I live). While somewhat disappointing in terms of architectural detail, it seems to have appropriately integrated an existing building and selected an appropriate material without "contextual zoning." And the open yard it faces onto 150th, which would not have been permitted, is a very positive element. I wish it were landscaped and less hard surface with a little nicer fence, but it provides a good balance of continuity on the avenue and openness on the midblock, and provides an important view of the mature tree in the back.	This is just a commentary on a recent building (150th & Amsterdam) that is not an eyesore, despite the current lack of contextual zoning.
7/14/2004	Jay Shuffield	C- URB	It seems at times to be a very conservative reaction to any change. I think a change in scale could be accommodated at most locations within the CD, IF it is appropriately massed. This is NOT trying to match the height of the adjacent structure, setting back, and having some funky stubby looking second mass unrelated in composition hanging around as happens too often in misguided attempts to be contextual. It is o.k. for a new building to be bigger, and it should make an appropriate design statement. The worst thing we can do is try to hide everything that is new, or be embarrassed by the fact that someone actually built something. We are not inferior to the 1920s... I think the important points are to meet the ground in an appropriate fashion, minimize impacts on adjacent buildings, and produce a coherent building mass, rather than half-of-this and half-of-that.	This is a commentary on his belief that contextual zoning can be a misguided urban design tool.
7/14/2004	Jay Shuffield	C- URB	I don't agree with designating large areas as historic districts. In my opinion, district designations have gotten far too expansive, replacing DCP and zoning, excessively limiting design and general building maintenance, and generally degrading the value of designation. The entire city is historic in some way or other, but we should really be selective about what is most salient for special recognition and more stringent regulation, and LPC should be encouraged to focus greater attention on particular landmarks and less time on less substantive urban design issues	See Recommendation #8; areas are only being proposed for study.

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7/14/2004	Jay Shuffield	C- URB	Banning new pedestrian bridges would probably be o.k., although if Columbia committed to providing real public access, an elevated greenway with good lighting and connections at the streets could complement the existing viaducts and create a flexible, interesting, and environmentally effective spine for new development in Manhattanville (even if Columbia probably hasn't thought in that direction). A grade separation of this type (think Michigan Avenue in Chicago but not so scary!) could allow for manufacturing uses and other non-pedestrian supportive activities to co-exist in locations of Manhattanville interlaced with pedestrian-friendly public open space. Probably a non-issue at any rate.	This is a comment.
7/16/2004	Savona Bailey McClain	A- DEV	A consumer demographic study could further shape a business improvement district that is needed for the entire district for our two main corridors -- Broadway and Amsterdam Avenue. No one group can handle such an endeavor.	See Recommendation #19
7/16/2004	Savona Bailey McClain	A- DEV	The community cannot leverage its influence with retailers, developers or property owners if it does not have that information. How can you plan traffic needs or develop a street maintenance plan when you do not know what the consumer needs are and what retail or service based company will need to come into the area to accommodate residents. The Department of Business Services should be the organization to fund such a study. A local organization could be charged with conducting this study.	See Recommendation #22
7/16/2004	Savona Bailey McClain	A- TRA	In the area of pedestrian safety, the crosswalks from 135th Street to 155th Street need to be aligned properly across Broadway, east to west. Presently, the situation is dangerous especially for seniors and folks in wheelchairs. To deal with timing and getting across various intersections, I suggest the buttons that are used on city traffic poles to slow vehicular traffic be installed throughout the entire board. In the northern end I recommend these timing devices on street poles at three busy intersections; 137th Street where a lot of City College students get on and off; 145th Street and 155th Street.	See Recommendation #12.
7/16/2004	Savona Bailey McClain	C- DEV	People assume in the northern portion of the district, that the crowds along Broadway are regular shoppers which is not true. And more affluent shoppers live in the side streets and go elsewhere to get their goods. Broadway, Amsterdam and St. Nicholas Avenues are not appealing areas to shop, nor do these stores have the goods that people are looking for. With commercial rents skyrocketing, smaller mom and pop operations that could be appropriate for the area are not able to pay these rents. Therefore, we have a string of barbershops, beauty shops, fast foods and bodegas that are dirty in the northern part of the district. In the southern portion, the area that needs some work is Amsterdam Avenue. Not all of it is controlled by Columbia, the Morningside Area Alliance should be involved and they are well funded to conduct a consumer demographic study.	See Recommendation #22
7/16/2004	Savona Bailey McClain	C- GEN	Almost 90% of the plan focuses on Manhattanville and very little on the rest of the district, both north and south. I do understand that Manhattanville is the area for which substantial development will take place, but I don't want to see the rest of the district neglected.	The plan makes recommendations for all of CD 9.
7/16/2004	Savona Bailey McClain	C- TRA	The community needs to re-open the possibility of putting cuts in some of the malls to increase pedestrian safety. There are cuts in the malls south of 122nd Street (A study was already done Pat by my organization for some proposed cuts) in Morningside where the population is less dense.	See Recommendation #12A
7/16/2004	Savona Bailey McClain	C- TRA	It was decided that extending the 2nd Avenue subway was not a feasible possibility at all. Such a suggestion would hurt both East Harlem and Central Harlem. There are still underwater streams that must be taken into consideration and there are other historic subway lines that people may want to preserve. This suggestion may appear to be very selfish on CB9's part.	See Recommendation #15: a bus or trolley could also improve East-West connections.
7/16/2004	Savona Bailey McClain	C- URB	When the Hamilton Heights/Sugar Hill district was forming, the organizers at that time, did not think the new historic district should be picked up the western side of Amsterdam Avenue, nor the houses that are remnants of old Carmansville (The only exception was Michael Adams). I want to see all of it get included.	See Recommendation #8; Landmarks and Historic District extension in Hamilton Heights are being proposed for study.
7/16/2004	Savona Bailey McClain	C- URB	A special district should be created to help those beautiful apartment buildings and brownstones as well from Amsterdam to Riverside Drive.	This is a comment.

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7/16/2004	Savona Bailey McClain	C- URB	Regarding a Manhattanville Historic District, that possibility is very slim. We had a chance two years ago when Eric Washington was working on getting Manhattanville on the National Registry. But that effort just fell apart. Under a special district though, individual sites could be landmarked and/or historical signage and photographs. I believe the historical photographs would be great at the 125th Street subway station and I would like to recommend that for the western portion of Manhattanville.	This is not a 197-a issue per se, but could be addressed in the implementation phase.
7/16/2004	Savona Bailey McClain	C- URB	For the eastern portion of Manhattantville, I believe we should try to get from 141st Street to 125th Street from St. Nicholas Avenue to Amsterdam Avenue registered on State National Registry. This would pick up St. Nicholas Park, 41 Convent Avenue and those other buildings that are apart of Covent Gardens. Certain agencies (i.e. City Landmarks, State Parks) are not going to pick up 41 Convent Avenue or St. Nicholas Park individually, but in a cluster, perhaps. Depending, we might be able to add Tiemann Place and LaSalle as well.	Further consideration needed.
7/16/2004	Savona Bailey McClain	C- URB	The NYC Department of Parks and Recreation be required to look into xeriscaping methods. Water is an important issue. Water trucks cannot handle the water needs of our small parks, triangles and greenways. It's very labor intensive and very costly. Xeriscaping long term, is cost-efficient and effective. Several states utilize the practice year-round. Xeriscaping functions on the premise that you are dealing with drought like conditions. For our communities, that is correct. No amount of money can help with that situation. Good planning can. Also, a study to look at irrigation possibilities should be funded to help the Parks Department.	This is a citywide issue, not specific of CB9
7/16/2004	Savona Bailey McClain	C- URB	Bike racks should be placed at all of our larger parks particularly near viewing sites or corridors. Economic opportunities should also be studied in the area of recreation –skating, biking, kite flying, fishing, kayaking.	municipally sponsored / constructed bike parking areas are addressed in Recommendation #13
7/16/2004	Savona Bailey McClain	C- URB	The Parks Department in partnership with local schools, nurseries and parent associations evaluate the safety of our neighborhood playgrounds and provide a report on their existing conditions	This is a comment aimed at the Parks Department.
7/21/2004	Manhattanville Houses Forum	A- DEV	A local group is conducting a consumer survey. The 197a committee should heed the results	See Recommendation #19
7/21/2004	Manhattanville Houses Forum	A- DEV	Community Board 9 should follow-up on the issue of contractors not hiring locally for locally-based building projects.	To be included in Community Benefits Agreement. See Recommendation #2
7/21/2004	Manhattanville Houses Forum	A- DEV	Will the plan take a stance on eminent domain, especially considering that not all current businesses want to sell out? Ron replied that yes, the plan will address this. He said that we are currently looking at CD 9's asset base to prove that the area is not blighted and that there is a lot of self-renewal occurring.	See Land Use and Zoning Recommendations
7/21/2004	Manhattanville Houses Forum	A- FAC	Movie theater needed in neighborhood	See Land Use Recommendation #1E
7/21/2004	Manhattanville Houses Forum	A- FAC	We need youth sports/recreation facilities, especially during bad weather.	See Recommendation #34.
7/21/2004	Manhattanville Houses Forum	A- FAC	Some residents seemed receptive to infill development for children's activities on the grounds of Manhattanville Houses.	See Recommendation #34.
7/21/2004	Manhattanville Houses Forum	A- FAC	We need a multi-use theater.	Not enough resources to research & demonstrate the need in the 197-a plan, but could be addressed in implementation strategies for soft sites
7/21/2004	Manhattanville Houses Forum	A- GEN	Will there be penalties in the CBA (community benefit agreement) in case Columbia University does not keep its commitments?	To be included in Community Benefits Agreement. See Recommendation #2
7/21/2004	Manhattanville Houses Forum	A- HSG	Will the plan include a recommendation to preserve NYCHA housing which is currently threatened by privatization?	See Recommendations #32 & 33

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DATE	SOURCE / LOCATION	CODE ¹	ISSUE	ACTION
7/21/2004	Manhattanville Houses Forum	A- LUZ	Someone asked if signs were included in the recommendation about height limits since they effectively add height to buildings on which they stand.	Addressed in Recommendation #1A
7/21/2004	Manhattanville Houses Forum	C- DEV	The supermarkets here aren't good; it's a quality, not a quantity, issue.	The plan calls for a farmer's market in CD 9. See Recommendations #7B, 18 and 19
7/21/2004	Manhattanville Houses Forum	C- DEV	Developers come into the community, but they don't hire locally despite lip service	This could be part of a Community Benefits Agreement.
7/21/2004	Manhattanville Houses Forum	C- DEV	Someone suggested organizing demonstrations on job sites to raise the issue of lack of local hiring.	This is a comment with no 197-a plan implications.
7/21/2004	Manhattanville Houses Forum	C- DEV	Many of the 99 cents stores used to be ballrooms; now the neighborhood has less entertainment/socializing venues than before.	This is a general comment.
7/21/2004	Manhattanville Houses Forum	C- ENV	Are there noise restrictions in landmark districts?	This is a comment with no implications to the 197-a plan.
7/21/2004	Manhattanville Houses Forum	C- ENV	Someone expressed concern about bio-tech development by Columbia. Ron replied that we've asked Columbia to do a risk analysis of bio-tech, and in addition, we will explore how other cities have dealt with this issue.	This is not a 197-a issue per se, but could be addressed in the implementation phase.
7/21/2004	Manhattanville Houses Forum	C- FAC	The NYCHA Children's Center gets full of puddles after it rains, attracting many mosquitoes. (This issue should be raised with NYCHA.)	This is a comment with no direct 197a plan implications. See Recommendation #32
7/21/2004	Manhattanville Houses Forum	C- HSG	What about the preservation of <i>existing</i> affordable housing?	See Recommendation #33.
7/21/2004	Manhattanville Houses Forum	C- LUZ	Columbia University has said that at the end of its proposed development, only three of the existing buildings in the Manhattanville rezoning area will remain	This is a comment.
7/21/2004	Manhattanville Houses Forum	C- TRA	Can the plan address noise pollution created by street traffic?	Recommendations #9, 12, 14, 15 each address the need to reduce vehicular traffic in favor of pedestrians and public transit.
7/21/2004	Manhattanville Houses Forum	C- TRA	The police should park at the Amsterdam bus depot to relieve street and sidewalk congestion and increase parking availability for neighborhood residents:	See transportation recommendations #9 to 17
7/21/2004	Manhattanville Houses Forum	C- TRA	There is no traffic light at Old Broadway and 126th Street.	This is not a 197a issue
7/21/2004	Manhattanville Houses Forum	C- URB	The landscaping at Manhattanville Houses has deteriorated.	This is a comment/NYCHA issue.
7/22/2004	Beth Venn (co-chair of the steering committee of Hamilton Heights Academy)	A- FAC	District 6 is indisputably one of the most overcrowded districts in the city. The schools that exist here are large to begin with, many housing nearly 1,500 students in schools meant to service far fewer students. There is a great need in this community for smaller schools that can attend to individual needs of children. We desperately need more buildings for our schools. Your 197a proposal places a lot of emphasis on "soft sites for development of affordable housing." I would like to see some emphasis placed on "soft sites for the development of schools and buildings to house other educational resources".	See Recommendation #30 & 34
8/19/2004	Jay Shuffield	A-TRA	Restore and reopen the pedestrian paths in the north section of Riverside Park	Addressed in Recommendation #12A.

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8/19/2004	Jay Shuffield	A-URB	I would propose inter-related recommendations for the north end of Jackie Robinson Park and the intersection(s) of 155th/St. Nicholas Pl./Edgecomb Ave.: Close the slip between Edgecomb and the bridge viaduct (it is typically unused, but can only be accessed from a dangerous turn). This area could be added to the park. Rebuild the stairs down the hill within the park. Ask for a study of pedestrian improvements to the intersection (without specifics. It's best to leave this to an actual planning/design effort).	Further consideration needed.
8/19/2004	Jay Shuffield	A-URB	A continuous jogging path should be officially added to Riverside Park. The use is continuous, but Parks currently gives it uneven treatment, resulting in conflicts between joggers and other users in some locations, as well as offering a poor running surface for much of its length (i.e. hard, compacted soil instead of bark dust).	Addressed in Recommendation #7E.
8/19/2004	Jay Shuffield	A-URB	Please provide some historic backup for landmarking the park along Edgecomb Avenue for discussion, or consider eliminating the recommendation. It may not be advisable to peg future design of this space to a historic form if it is not actually a high quality standard. Parks has done some good design recently, particularly at 150th/St. Nicholas, and I would not like to see the CB inadvertently interfere with their design process	Further consideration needed.
8/19/2004	Jay Shuffield	C- ENV	While I like the "zero waste" idea in concept, I have some strategic and equity concerns about the way I last saw it written. The idea that all Community Districts would be expected to handle all the waste within their district is unfair and may antagonize some of the downtown districts. Saying, for example, that in addition to all the other regional needs that are crowded into Community District 5, they should now be responsible for finding space to process all the waste that employees from throughout the region (including CD9) deposit during the day may not be appropriate. This is likely not what was envisioned, but it should be clarified to avoid possible sensitivities.	Further consideration needed.
8/19/2004	Jay Shuffield	C- TRA	Although I am not in favor of many of the landmarking proposals, I would support designating the visible 3rd Avenue streetcar rails in Manhattanville. I feel that this is an important streetscape element for that area, and it is one of few existing visible remnants of pre-subway New York life (when an underground lifestyle seemed unthinkable).	Further consideration needed.
8/19/2004	Jay Shuffield	C- TRA	I believe the former Harlem UDC had convinced the MTA to design the bus depot on 12th Avenue to support a future tower. Please determine if a recommendation for appropriate development above the depot should be made. As a publicly-owned site, the CB can be more specific on use than with privately-owned sites.	Further consideration needed.
8/19/2004	Jay Shuffield	C- TRA	As a separate item, CB 9 should consider discussing auto-related uses with DCP. The ultimate displacement of these uses from Manhattanville and other areas being developed in the city may cause pressure in other communities, including parts of CD9 (in the same form as the shops that currently work off the street along Amsterdam Avenue). These uses are important and are unlikely to disappear, so an appropriate plan for their relocation should be discussed	The plan has addressed grandfathering and support for existing industrial businesses in Manhattanville. See Recommendation #1
8/19/2004	Jay Shuffield	C-URB	ADA accessibility may be a factor to be considered in the description of the contextual zoning recommendation	ADA issues have no relationship to contextual zoning. They are Department of Buildings-related issue.
10/4/2004	Morningside Gardens Forum	C- TRA	The elevated subway along Broadway is problematic: MTA has fixed the (125th Street?) station, but not the trusses which should look nicer and help mitigate noise. While the subway has sped up, it has also gotten noisier.	This is not a 197-a issue per se
10/4/2004	Morningside Gardens Forum	C- URB	A reason why construction on the new waterfront park has been delayed concerns some large stones that were going to be dropped into the Hudson to attract fish	This is a general comment
10/4/2004	Morningside Gardens Forum	C- URB	Pedestrian bridges create divisiveness, a two-tiered system of people walking in the neighborhood	This is a general comment

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10/4/2004	Morningside Gardens Forum	C- GEN	The Manhattanville Houses area is likely to face more noise due to Columbia's expansion than in the Morningside Gardens area	This is a general comment
10/4/2004	Morningside Gardens Forum	A- LUZ	Even the proposed special purpose zoning district that the plan proposes will cause displacement. This concern should be strengthened in the 197a plan: affordable housing goals should reflect the current demographic	This issue has been addressed in Land Use and Housing Recommendations
10/4/2004	Morningside Gardens Forum	A- ENV	Subway-related noise pollution needs to be more strongly addressed. We should re-emphasize that new buildings on Broadway should not exacerbate the already loud noise situation	This has been addressed in Recommendation #1B
10/4/2004	Morningside Gardens Forum	C- DEV	The change in median household income from 1990 to 2000 says a lot about the changes that have been occurring in Harlem	This is a general comment
10/4/2004	Morningside Gardens Forum	C- LUZ	It is important that the current manufacturing zones remain. They are an important asset to the community and the whole city. There is a danger of this city becoming a city only of the gentry. We must be adamant that the rest of the manufacturing-zoned land (outside of the proposed special purposed district) remain	This has been addressed in Recommendation #1A
10/4/2004	Morningside Gardens Forum	C- LUZ	Is there a movement to turn private soft sites over to the public?	Not realistic since most of the soft sites are privately-owned. However, the plan recommends the creation of a community land trusts, which could be a potential tool to keep land affordable and in the hands of community interests
10/4/2004	Morningside Gardens Forum	C- GEN	Someone commented that it is in the nature of community boards to change their thinking over time, especially when old members leave and new ones join	In order to ensure implementation, community action and awareness are needed to keep vigil of a 197a plan
10/4/2004	Morningside Gardens Forum	C- GEN	Have you shared this plan with U.S. Congresspeople and other electeds?	Drafts of the recommendations have been shared with elected officials and concerned Public Agencies
10/8/2004	West Harlem Environmental Action (WE ACT)	A- ENV	In keeping with CB9's proposal to designate the district as a Zero Waste district and in support of a citywide waste strategy that addresses waste prevention, reuse, and recycling in a proactive manner we propose the following:1. Work with the city to implement a community based pilot based program that would incorporate the following: <ul style="list-style-type: none"> - NYS Bottle Bill must expand to also reclaim money from recycling - Create incentives that would encourage small businesses in the district to recycle - Require companies to reinvest - Recycling resources back into the community - Increase public awareness around recycling, waste prevention, and waste reduction - Creating a Zero Waste consortium that incorporates- pay as you throw, more recycling centers, composting sites and educational programs encouraging waste reduction and waste prevention in housing developments, institutions and schools - Encourage and seek resources that support paper, metal, glass and plastic recycling in CB9 - Allocate open spaces for composting within CB9 potential partnership with Department of Parks 	This has been addressed in Recommendation #23
10/8/2004	WE ACT	A- ENV	Due to the prevalence of asthma in CB9 special emphasis should be placed on ensuring that all Department of Sanitation vehicles operate on Compressed Natural Gas.	This has been addressed in Recommendation #24

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10/8/2004	WE ACT	C- ENV	All Department of Sanitation vehicles must be encouraged to shut off their engines within school zones and other densely populated areas during garbage collection	This is not a 197-a issue per se
10/8/2004	WE ACT	C- ENV	All new construction especially institutions and other large scale development must prepare a waste management/disposal plan before permitting or awarded government subsidies	This is a citywide issue, not specific of CB9
10/8/2004	WE ACT	A- ENV	The city must create additional facilities to handle Manhattan's sewage. The North River Sewage Treatment Plant cannot be targeted as a potential site for sewage generated by new large- scale development. North River is already operating at capacity and additional sewage would only create operational problems that inadvertently impact the environment and health of local residents. The city must look into building addition facilities in lower Manhattan to accommodate current and future developments.	This has been addressed in Recommendation #27
10/8/2004	WE ACT	A- ENV	In cases of owners terminating their Section 8 contracts, or mortgage prepayment, emphasis must be placed on low-income tenant ownership to preserve long- term affordability of the housing stock and to prevent wide spread displacement.	This has been addressed in Recommendation #29
10/8/2004	WE ACT	C- HSG	Partnership between HPD, local community based organizations and CB9 to ensure enforcement of local housing regulations, and to ensure that the housing stock is maintained as safe and decent. To ensure that landlords are in compliance with city housing codes and the promotion of timely inspection.	This is not a 197-a issue per se
10/8/2004	WE ACT	A- HSG	Work with New York City Housing Authority and other federally subsidized properties to ensure the adherence to city, state and federally mandated environmental standards.	This has been addressed in Recommendation #32
10/8/2004	WE ACT	A- URB	As obesity and overweight become a growing public health problem (the Surgeon General has noted that "overweight and obesity may soon cause as much preventable disease and death as cigarette smoking,) open space and access to usable, safe recreational facilities are increasingly recognized as fundamental necessities for community health, not environmental amenities.	This has been addressed in the Urban Design chapter C or the Existing Conditions
10/8/2004	WE ACT	C- TRA	The physical layout of CB 9 makes walking a practical and efficient way of getting around, provided there are safe, well-lit and well-paved walking paths and sidewalks	That section has been re-edited
10/8/2004	WE ACT	A- TRA	Provide affordable municipal parking. [With the proposed street reconfiguration, residents along Broadway will potential suffer from a loss of parking and need an affordable alternative for parking their cars].	This has been addressed in Recommendation #10
10/8/2004	WE ACT	A- TRA	Provide municipally-constructed/sponsored bicycle parking areas. [I think the plan should encourage non-automobile transportation and the presence of bike racks around the park may encourage be to ride over on a bike if there is a safe place to store the bike]	This has been addressed in Recommendation #13
10/8/2004	WE ACT	A- TRA	Converted the MTA Manhattanville Bus Depot bud fleet to Compressed Natural Gas, as promised by the MTA years ago	This has been addressed in Recommendation #23
10/8/2004	WE ACT	A- ENV	Other environmentally threatening facilities include: another bus depot that was (temporarily?) closed in September 2003 (The Amsterdam Depot, which is referenced on page 29), and several private fleet truck parking lots. The "municipal bus depot" should be referred to as a [insert text as] "municipal diesel bus depot."	This has been addressed in Recommendation #11
10/8/2004	WE ACT	C- DEV	[Bullet point no. 1] It is unclear as to where the financing for the LDC comes.	That section has been re-edited
10/8/2004	WE ACT	C- DEV	[Bullet point no. 2] Support local business development and improvements, [insert text] especially in commercially depressed areas.	This has been addressed in Recommendation #19A

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10/8/2004	WE ACT	C- ENV	[Bullet point no. 1] Establish strategies for waste prevention and the creation of City's first Zero Waste Zone. [What financial affect will this have on small businesses? Are there any financial and/or non-monetary incentives, which can be given to individual business so that they are encouraged to participate]?	Further examination is needed.
10/8/2004	WE ACT	A- HSG	There could be stronger language in here about how it is long-term residents who face the threat of displacement as a result of the rapid private development, and that this gentrification is likely to change the fundamental cultural and demographic fabric of the community.	This has been addressed in Recommendation #33
10/8/2004	WE ACT	C- HSG	Recommend that any new development must include a minimum percentage of affordable housing available only to area residents facing displacement.	Further examination is needed to make that recommendation
10/8/2004	WE ACT	C- HSG	[Recommendations bullet point no.2 add] Identify and implement affordable housing plans for West Harlem	That section has been re-edited
10/8/2004	WE ACT	C- LUZ	Page 15 and 16 – regarding “Establishing a Community Benefits Agreement Linked to Any Rezoning”: In the last paragraph, a sentence should be added to address the maintenance and allocation of the PILOT funds. [Potential language] Payments will be placed in a trust with annual allocations of x%.	This is not a 197-a issue per se, but could be addressed in the implementation phase.
10/8/2004	WE ACT	C- LUZ	[The 197a plan may lead to more than one Community Benefits Agreement (CBA), as such the statement the first sentence in the first paragraph on page 16 is both vague and restrictive. Also, it may be imprudent to give discretion to disburse these funds to a yet to be established entity. The 197a plan could be set forth parameters such as education, housing, etc. I suggest looking to other PILOT programs for the ideas on how they are administered. For the sake of time, language on the administrative items can you expanded in the CBA]	This is not a 197-a issue per se. Further examination is needed and should be included in the implementation phase
10/8/2004	WE ACT	C- URB	This language could be stronger than just “studying” the possibilities. There should be a recommendation to create open space for recreation wherever possible. There should also be a recommendation of creating playing fields wherever possible so that there are more options than playing on top of the sewage treatment plant.	Land use analysis reveals no significant sites to propose this recommendation.
10/8/2004	WE ACT	C- URB	A central pedestrian walkway along 125th street would vastly encourage walking along this busy commercial corridor rather than relying on automobiles or the bus. Anything that encourages walking is important from a public health perspective	This is a general comment
10/8/2004	WE ACT	C- TRA	The recommendations should be more proactive about creating traffic calming measures, particularly along 125th street. Also, can there be language in the Plan restricting the number commercial plated vehicles along this roadway.	This is a general comment
10/8/2004	WE ACT	A- TRA	Last bullet point conflicts with the recommendations put forth by the Economic Development Corporation's (EDC) Master Plan, WEACTION and CB #9M Harlem on the River Plan and statement on page 27 of Plan. As such, can we replace the last paragraph with: “Study the traffic patterns in the immediate area to determine where rerouting could occur”.	This has been addressed in Recommendation #7F
10/8/2004	WE ACT	C- TRA	there is language in the EDC Master Plan and in Harlem on the River about closing Marginal Way to traffic?	The 197-a plan uses the language employed in the EDC plan. See Recommendation 9B2
10/8/2004	WE ACT	A- TRA	The transportation plan should include support for dedicated bus lanes on key thoroughfares (Amsterdam, Broadway, 125th Street) to reduce congestion.	This has been addressed in Recommendation #9C
10/8/2004	WE ACT	C- URB	Explore the possibility of creating a model, environmentally friendly waterborne landing that provides fuel alternatives to diesel for boats. This landing could piggy-back on the anticipated conversion of the MTA Manhattanville Bus Depot to compressed natural gas (CNG) by providing CNG fueling options to boats using the landing. If the landing is to be used by a City fleet, that fleet should absolutely be run on a clean fuel like CNG	Further examination is needed.

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10/8/2004	WE ACT	A- TRA	Add the sentence "This facility and the entire site it sits on must be cleaned up by the MTA to highest attainable site standards, at a minimum consistent with those standards that render a site suitable for human residential use."	This has been addressed in Recommendation #11
10/8/2004	WE ACT	C- URB	It's disturbing this plan recommends only to "study" developing open space for recreational use (p.22) but includes the blanket statement that "public transit facilities should be planned and implemented as warranted." "Facilities" can include anything from another bus depot to another train station. This recommendation should be more specific, and include the idea that facilities discourage automobile use and street congestion are desirable	Land use analysis reveals no significant sites to propose more specific recommendations on open space. However, the imminent rezoning in Manhattanville calls for strategies to ameliorate the impact of possible large-scale development
10/8/2004	WE ACT	A- TRA	Establishing pedestrian-friendly streets is also needed to encourage walking for public health (i.e. encouraging physical activity) and air quality (i.e. reducing car / taxi dependence) reasons.	This has been addressed in Recommendation #12A
10/8/2004	WE ACT	C- TRA	This bus loop would feature buses run on CNG, which can be fueled at the Manhattanville MTA bus depot.	Further examination is needed.
10/8/2004	WE ACT	C- TRA	This bus depot, the Manhattanville Depot, was to be completed by 2004 yet no actions have been taken by the MTA to date. This conversion should proceed without further delay. The creation of a CNG fueling facility at this site creates the opportunity for other fleets and private vehicles to fuel their vehicles with this clean fuel. The lack availability of fueling infrastructure is the largest obstacle for wide-scale adoption of CNG fuel by many fleets, and the creation of a fueling facility at this site presents a unique opportunity to enable other interested fleet owners to convert to CNG. The fueling facility should be made available to other fleet owners, including the NYC Department of Sanitation, private fleets, and school bus fleets, and to the public (e.g. to CNG taxis) on a limited basis. (See rec. 27)	Further examination is needed.
10/8/2004	WE ACT	A- URB	include recreational facilities in this section	This has been addressed in Recommendation #7E
10/11/2004	CPC	C-GEN	Add "protect" to "improve and enhance" the environment and architecture of the area	The Introduction section has been redited
10/11/2004	CPC	A-DEV	Where it says, "Identify or create a local development corp", please replace with "identify or create an entity or organization". (Our reasoning is explained later in this letter.	This has been addressed in Recommendation #18
10/11/2004	CPC	C-ENV	Establish strategies for community safety if biotech plan is implemented.	This would be addressed thru OSHA and other environmental-related regulations
10/11/2004	CPC	C-HSG	under Housing issues:Change the phrase "is likely" to create even greater demand on housing to "will" create.	This has been addressed in the Introduction chapter
10/11/2004	CPC	C-HSG	Add "for local residents and especially at low income levels" to this bullet. So it should read: "Increase the number of home ownership opportunities for local residents and especially at low income levels within any new housing development initiatives.	This has been addressed in the Introduction; see also Recommendation #29
10/11/2004	CPC	A-ENV	Add another category after English Speaking section: There should be a specific reference to the dramatic data regarding the huge disparity in employment in our community among black and Hispanic males. It is as much of a landmark characteristic as anything else and should be included even in the most generic references to the employment rate. The Community Service Society's recently released study shows a 49% unemployment rate for black males between 18 and 65 and a 35% rate among the Hispanic male population. As an alternative or addition, Pratt could break out the unemployment statistics for black and Hispanic males in the district.	That study is being referenced in the existing conditions chapter

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10/11/2004	CPC	C- LUZ	Delete "to the chagrin of many residents", start with "the lack of contextual zoning".	This has been addressed in the existing conditions chapter
10/11/2004	CPC	C- LUZ	Where it says, "A potential contextual rezoning of CD 9...", make sure the language "take into account the existing diverse architecture and heights" does not allow outsized buildings piggybacked because of previous out-of-scale buildings built in the 50s and 60s like the NYCA and Morningside Gardens buildings.	The contextual rezoning is recommended on CD 9 residential districts outside of the Manhattanville Special Purpose District, where these large scale developments are located
10/11/2004	CPC	C- LUZ	If the increase in residential/commercial buildings in CD 9 is for expensive housing and amenities not useful or attainable to present residents, why not say so?	Recommendations supporting benefits for local residents and businesses can be found throughout the document
10/11/2004	CPC	C- LUZ	Columbia's expansion plan: In the last sentence of this paragraph, put "biotech" before research space.	That section has been deleted
10/11/2004	CPC	C - LUZ	Rezoning Manhattanville: Can we make this stronger and a little less apologetic, and reverse it's order? Saying that this plan protects the pre-existing community of businesses and residents, provides for future waterfront projects, and accommodates a sensitive expansion by Columbia.	That section has been re-edited
10/11/2004	CPC	C-URB	You write, "As part of this, the 125th Street pier site will be transformed into a cultural center with a museum and shops." This is neither accurate, nor approximates anything discussed as to what we want at the pier site. There should be clarification of the word "site". The site is to be a park on the waterfront where there will be a park. What happens nearby is another matter but that park site should not be confused with any other uses.	That section has been deleted
10/11/2004	CPC	C -TRA	Under the "Existing truck routes, major roads, and highways" section: It should be noted there that the nature of the current manufacturing needs (moving, storage, and automobile shops) must be considered in decision making about the future of truck usage. (This is mentioned elsewhere on page 52 but it needs to be a part of the existing conditions being discussed at this point in the document.)	That section has been re-edited
10/11/2004	CPC	C- DEV	High unemployment rates don't come just from low levels of education but from lack of entry level jobs and job training, which is what developers should provide.	That section has been re-edited
10/11/2004	CPC	C- DEV	What's the relevance of the fact that income rose slightly in CD? We are not trying to suggest that statistics of varying kinds should not be included, but this figure seems meaningless and should simply be removed.	That section has been re-edited
10/11/2004	CPC	A- DEV	Economic Development 1st paragraph: In the last sentence of the top paragraph there should be a final phrase added, as in: "developers should be obligated to draw from the local labor pool and to provide job training". Adding job training is essential.	That section has been re-edited
10/11/2004	CPC	A- DEV	There should be a specific reference to the dramatic data regarding the huge disparity in employment in our community among black and Hispanic males. It is as much of a landmark characteristic as anything else and should be included even in the most generic references to the employment rate. The Community Service Society's recently released study shows a 49% unemployment rate for black males between 18 and 65 and a 35% rate among the Hispanic male population. As an alternative or addition, Pratt could break out the unemployment statistics for black and Hispanic males in the district.	That section has been re-edited

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10/11/2004	CPC	C- ENV	Heavy Automobile and Truck Traffic: Incorporating the following comment after the last sentence in this section is important: The potential health problems stemming from the construction of tall buildings on 125 St from Broadway to the river - more carbon dioxide lingering in the 125th St. valley which will no longer escape upwards when two story buildings are replaced with a canyon of smog created by 12 or 22 story buildings - must be studied in relation to asthma rates, etc.	Further consideration needed.
10/11/2004	CPC	A- ENV	Somewhere in this document the fact that the sewage treatment plant uptown is overtaxed, overflows every time it rains, and can not accommodate the millions of square feet of expansion Columbia is proposing should be noted. There is mention of the plant, but no discussion of potential impact of development on it.	This has been addressed in Recommendation #27
10/11/2004	CPC	A- HSG	The insertion of the Community Board's resolution on target income distribution for affordable housing is needed here. If you decide it is inappropriate to insert the entire resolution here, please at least present the basic sentiment of it at this point in the text, isolating the updated 2000 census significant statistics in terms of what percentage of the CB9 community earns what amount of annual income and how that justifies the board's definition of affordable housing. (Note that this resolution is not included in the appendix as promised in numerous meetings.) The income levels of the residents of this board do not reflect the medium income of the city as a whole or of the federal government's oft cited guidelines. This is our plan and there needs to be a clearly stated point here about the goal of affordable housing according to the income distribution level of current CB9 residents.	That section has been re-edited to include CB 9M's position on affordable housing and has been keyed in with the actual resolution in Appendix G
10/11/2004	CPC	A- HSG	The resolution about non-profits eating away at regulated housing stock which is also relevant and which should also be referenced in the text and not as an add on document. We suggest that notation of this resolution be included in the "community land trust" section".	That section has been re-edited to include CB 9M's position on affordable housing and has been keyed in with the actual resolution in Appendix G
10/11/2004	CPC	C- FAC	We need to be careful here that this doesn't give Columbia fuel to try to build a private school in the district. The text here is basically saying that Columbia will need one if it expands and that the community is in need already.	That section has been re-edited
10/11/2004	CPC	A- HSG	"A need to allow....promotes diversity of incomes (ADD: and ethnicity) and does not displace existing residents"	That section has been re-edited
10/11/2004	CPC	C- URB	Add to the sentence that ends "presence of historically" (ADD "and culturally significant") buildings.	That section has been deleted
10/11/2004	CPC	C- LUZ	Sub-district 2:Correction: In your title, don't you mean "west" of Broadway, not east? The use of the phrase, "grandfathered in" for businesses should be utilized in this section.	That section has been re-edited
10/11/2004	CPC	C- HSG	We are not satisfied with citing the "numerical goals established by the City Council's proposed Inclusionary Zoning Affordable Housing Program". Our 197-a document should be a reflection of the critical thought process exhibited during its creation. It should reflect the democratic principles which have been exhibited over many years in the West Harlem community and at CB 9, and not be constrained by mainstream restrictions and vague generalities which characterize other communities' definitions of affordable housing.	That section has been re-edited to reflect the Campaign for Inclusionary Zoning recommendations, which address this comment

APPENDIX II: COMMUNITY FEEDBACK

DATE	SOURCE / LOCATION	CODE ¹	ISSUE	ACTION
10/11/2004	CPC	A- HSG	The reality of the difference between a majority low income black and Hispanic working class neighborhood like ours and others that are less racially and economically diverse needs to be confronted. The best way to do that is to go beyond the formulas of the city bureaucracy which have consistently ignored the existing conditions for many years in West Harlem, and by all accounts, seem ready to do so again. We need to be declarative on this housing matter and this is an opinion shared by all who want to preserve the uniqueness of our community and who are so committed to it. The housing resolution (and the realities of income levels, affordability and displacement) must not be tucked into out-of-the-way corner passages of this 197-a document. This is the heart and soul of the development issue - recognizing where the majority of the people stand in CB 9. In point of fact, even the CB 9 statistics are skewed because of the out of scale salary levels of those in the south end. This cannot be ignored.	That section has been re-edited to include CB 9M's position on affordable housing and has been keyed in with the actual resolution in Appendix G
10/11/2004	CPC	A- LUZ	Movie and video production was discussed and should be added	That section has been re-edited
10/11/2004	CPC	C- LUZ	ZONING. 1C Sub-district 3. This bullet should read: "Address CD9 housing shortage by permitting affordable housing development"	This issue is addressed in the requirements of the district
10/11/2004	CPC	C- LUZ	Without the context of income distribution levels in CB 9, the use of the terms low and moderate income are not substantive. The use of middle income can be really problematic if not defined in CB 9's context because the city-wide definition would be high income for CB 9.	Income distribution for CD 9 is addressed in Appendices G-2 & G-3
10/11/2004	CPC	C- LUZ	Use of PILOT funds must be mentioned only with a proviso for some continuous oversight in the future. We know that Columbia simply stopped fulfilling their obligations at the Audubon site until we found out that the job creation program they were obligated to complete had been dropped.	This could be included in a Community Benefits Agreement.
10/11/2004	CPC	C- LUZ	under LAND USE & ZONING Point 4, Utilize Inclusionary Zoning to Create Affordable Housing. Improve the references to low, moderate and middle income housing by putting them in the CB 9 context as outlined above.	That section has been re-edited
10/11/2004	CPC	C- LUZ	The phrase, "avoid the loophole" should be changed to something stronger. Can the zoning be manipulated (perhaps down zoned) to compensate for the community facilities exemption, which is still the law as we proceed?	This phrase refers solely to the bulk of community facilities in standard residential districts
10/11/2004	CPC	C- LUZ	Again, how can we minimize the use of existing aberrant buildings such a NYCHA and Morningside Gardens to permit other aberrant buildings not consistent with most of the architecture in the neighborhoods? We must guard against the older out of scale buildings being used to permit new, out of scale buildings.	Steering committee is in disagreement with the term aberrant when referring to these examples of public or subsidized housing.
10/11/2004	CPC	A- LUZ	under LAND USE & ZONING, Under Requirements, Section 3A: In the last paragraph, there is a typo. It should read, "After adoption". And strike "any building developer may seek changes from the new contextual zoning:" and just go on to "any owner seeking a modification..."	That section has been re-edited
10/11/2004	CPC	C- LUZ	It's a problem giving more density to those developers building affordable units. Is there anyway to minimize this and give the builders some other benefit?	Other benefits, in addition to density bonuses are desirable to produce greater number of affordable units
10/11/2004	CPC	C- URB	On the list of proposed designations, put asterisk near Close of St. John the Divine, since that is also under threat from Columbia expansion.	That section has been re-edited

APPENDIX II: COMMUNITY FEEDBACK

DATE	SOURCE / LOCATION	CODE ¹	ISSUE	ACTION
10/11/2004	CPC	A- DEV	Identify and Create a Local Development Corporation: The description "to continue and accelerate the promotion of community involvement" in the context of what the UMEZ and other agencies cited have done, are doing, or will do, is simply inaccurate. We want to create something that diverges from those politics as usual approaches precisely because they do not do what they claim. A reinvented LDC type entity could "actively work" with lots of agencies but referring to descriptions of models which never materialized beyond rhetoric are deceptive and has little resonance. Please find another way to describe the goal of working relationships with other agencies in a way that promotes an independent role for the new LDC type entity group.	That section has been re-edited. See Recommendation #18
10/11/2004	CPC	A- DEV	Support Local Business Development and Improvements: Second bullet: Suggest that a study be done of what is there now in terms of the "economic and sectorial analysis" you are recommending. Identifying the current market, the current businesses, is important for defining needs.	That section has been re-edited
10/11/2004	CPC	C- DEV	BIDS are of little benefit to small businesses. Columbia introduced the idea that a BID or other entity might be the source to maintain the improved streetscape - the design for which Columbia has volunteered to pay for. This creates the troubling possibility that tax exempt Columbia has already has a plan in place to concede funding a Community Benefits Agreement and then use part of it to fund infrastructure needs which will be the result of the design plan it has volunteered to fund.	Further examination is needed.
10/11/2004	CPC	C- DEV	There is a discussion of a consortium of research/educational institutions. This consortium should be expanded and the definition of "educational" expanded as well. There should be a biotech oversight consortium added to the mix which would include community participation.	Further examination is needed.
10/11/2004	CPC	A- HSG	Home ownership opportunities: You continue to ignore listing and emphasizing the programs which current residents have a reasonable chance to successfully participate in. the residential buildings in the expansion area (those in the TIL program like 602 W. 132 and 3289 Broadway) as well as those under HPD watch like 600 W. 132, and 3285 and 3287 Broadway, as well as 600 W. 133 which is also an HPD converted property although privately owned now.	Programs currently available have been listed in Appendix G-4. list of existing home ownership programs is unavailable
10/11/2004	CPC	A- HSG	Retain and Improve Large Scale Housing Sites:Protect Mitchell Lama sites from privatization. Protect HPD sites (those in the TIL program or in other programs or having completed programs) from privatization.	This has been addressed in Recommendation #32
10/11/2004	CPC	C- HSG	34B., HOUSING. Two bullets should be added: Increase funding for housing inspectors to cite and follow up on housing code violations. Increase funding for Legal Aid and housing organizations that defend tenants facing displacement and set up broad based anti-displacement programs linked to zoning changes.	Further examination is needed.
10/11/2004	CPC	A- FAC	"However, numerous residents and concerned members of the district have repeatedly voiced the need for more arts and culture center for residents of all ages." it needs to be clear that these should be open to the public and affordable. Otherwise we get Columbia doing a big performance space which produces things that are too expensive or not of interest to the community and not permitting the community to use the space for it's own creative ventures.	That section has been re-edited
10/11/2004	CPC	C- DEV	Local Development Corp: We are concerned about the role of an LDC in the implementation of a Community Benefits Agreement. This must be administered by an entity which is genuinely represented by community members who are committed to fulfilling the goals outlined in the 197A plan. An LDC type entity must be developed in such a way that democratic principals can prevail and it must be structured so it will not end up being regarded cynically as another one of a long line of slush funds which are politically controlled.	This is not a 197-a issue per se, but could be addressed in the implementation phase.

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10/11/2004	CPC	C- DEV	Local Development Corp:The basic need to have an LDC type entity which will be genuinely independent and representative is the key to success. There needs to be a lot of thought about this and participation by people who are informed, yet independent, is essential. An LDC type entity representing the community interests outlined in the 197-a plan must be described clearly as one which will operate independently of the named agencies, even as it works with them.	This is not a 197-a issue per se, but could be addressed in the implementation phase.
10/11/2004	CPC	C- DEV	We Do Not Support the Business Hub Concept: The point of the 197-a is to support those businesses that are there now and want to stay, to grandfather them in, not have them have to relocate into some hub where they will face numerous business related complications which would not enable them to stay. We suggest you delete this concept of a hub for local businesses because it seems contrary to the idea of supporting longtime businesses wherever they are now by consolidating them into a hub.	Most industrial businesses operate by critical mass because of their common interdependence.
10/11/2004	CPC	A- FAC	Expanding the Community Facilities Concept: "Community facilities" should be spelled out to include space for local advocacy groups around housing and social services, space for supervised youth recreational activities, senior center, health care delivery, and the harnessing of the creative impulses of local residents in the arts and in manufacturing. It is important to state that "residential" needs to focus on affordable housing as an integral component with clearly defined ratios. All of this should also be detailed specifically wherever there is mention of a community benefits agreement."	Further examination is required to substantiate the need. Could not do with available data.
10/11/2004	CPC	A- TRA	Pedestrian Bridges: We again state that the position about not having these pedestrian bridges needs to be implemented in all areas, not just in the special purpose district area. We accept that there are exceptions like the hospital but this point needs to be stronger.	This has been addressed in Recommendation #17
10/11/2004	CPC	A- HSG	Defining the CBA (1) Affordable Housing: In addition to abiding by CB9's resolution calling on educational, health and other not for profit institutions to cease deregulating housing units, affordable housing must be both be preserved and created for long term local residents at income levels reflecting CB 9's current social make-up, in accordance with CB9's resolution on the subject. The increased demand for it to compensate for its loss due to institutional practices must be acknowledged as a current problem which needs to be addressed by the plan.	This is not a 197-a issue per se, but could be addressed in the implementation phase.
10/11/2004	CPC	A- DEV	Defining the CBA (2) Skill development and job creation: Living wage jobs with a future for local residents are key to the community's survival and well being. Training programs and educational opportunities need to be provided as needed to achieve this goal.	This is not a 197-a issue per se, but could be addressed in the implementation phase.
10/11/2004	CPC	A- FAC	Defining the CBA (3) Social Services: The existence of community facilities providing services essential to the viability and well being of the CB9 area must be ensured. There should be space for local advocacy groups in housing and social services, senior citizens, supervised youth activities, and the delivery of health care.	This is not a 197-a issue per se, but could be addressed in the implementation phase.
10/11/2004	CPC	A- LUZ	The Community Benefits Agreements linked to any rezoning should address these goals. Great care should be taken in considering items for funding in the Community Benefits Agreements. There will be many other sources for funding for generic items not related to the most significant concerns of the 197-a plan and any institution which plans to spend billions in a neighborhood and virtually re-create it in to their liking will be one that will have the political clout to address these infrastructure issues. The centerpiece of the Community Benefits Agreements linked to any rezoning and any PILOT funds must be focused on achieving the goals outlined in the introductory remarks and highlighted above."	This is not a 197-a issue per se, but could be addressed in the implementation phase.
10/11/2004	CPC	C- TRA	Marginal Street Closing Should Be Included in the 197-a Plan	The 197-a plan supports the <i>West Harlem Master Plan</i> . Closure of Marginal St. has been addressed in Recommendation #9B2

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DATE	SOURCE / LOCATION	CODE ¹	ISSUE	ACTION
10/11/2004	CPC	C- TRA	Why is the Inter Modal Center A Priority? This inter modal center will be the cause of further congestion, both pedestrian and vehicular. We question its value and it is a project which has little resonance as a priority. Any traffic plan which incorporates an inter modal hub must prevent Manhattanville from becoming a parking lot for it and Columbia's new buildings and for the Medical Center uptown (see the "underutilization of space under the viaduct"). Columbia is notorious for not creating underground parking because it's expensive to excavate and instead usurping on street parking from the community.	The 197-a plan supports the <i>West Harlem Master Plan</i> . This hub would facilitate transportation needs of CB9 residents for jobs in the region.
10/11/2004	CPC	C- HSG	Misplaced Emphasis on Unaffordable Home Ownership Options: Higher income home ownership is happening at a rapid rate in CB 9 through the escalating gentrification process. It does not have to be expanded. The 197-a plan should focus on what is being eliminated or overlooked - preservation of affordable housing stock and development of lower income home ownership in that context. We again urge that specific language be added in the 197-a plan to support those buildings which are in the TIL program now or those in the third party transfer program where tenants have the right of first refusal to own their homes.	Steering Committee in disagreement with this evaluation. Emphasis has been placed on affordable housing for the district. However, qwnership models should include mixed income.
10/11/2004	CPC	C- HSG	There was little support for advocacy for home ownership otherwise and it should not be a priority item because so very few in CB 9 could even afford what are deemed "affordable" home ownership opportunities and because other kinds of home ownership opportunities (co-ops and condos) will inevitably be the developer's preference for any new housing to be constructed. The section on home ownership must either be dramatically altered to reflect that the TIL program is the priority in terms of home ownership or it should be eliminated completely.	This has been addressed in Recommendation #29
10/18/2004	Yuien Chin	A- DEV	Study the development of destination point sidewalk cafes along Amsterdam Avenue between 125th and 155th Streets in a manner that maintains the existing neighborhood character	This has been addressed in Recommendation #19C
10/18/2004	Yuien Chin	A-TRA	In Recommendation 16 add: A cultural bus loop serviced by non-polluting buses would provide <i>easy</i> local and tourist accesses to <i>northern Manhattan's historic landmarks and cultural facilities</i> and to the new Manhattanville Piers waterfront park.	This has been addressed in Recommendation #16
10/20/2004	Vicki Gholson	A-URB	Initiate Planning for Re-use of Marine Transfer Station CD 9 has been home to numerous burdensome facilities for many years, including a marine transfer station at W. 135th Street near the Hudson River. The most recent mayoral plan released in October 2004 does not call for the reopening of this station. As such, it is imperative that CB 9 immediately initiate planning with relevant city agencies for a water-related community-based re-use of this location, incorporating cultural, educational, recreational and/or amusement-related activities.	This has been addressed in Recommendation #7H
10/21/2004	Vicki Gholson	A-URB	The preservation of community gardens for environmental purposes, educational/cultural activities, (supplementing the public schools, afterschool programming), general adult populations, contact points for Health and Hospitals, as well as tourists. These spaces add to the character of historic village districts. The New York State Attorney's Office established a Community Gardens Agreement in 2002. All community gardens within CB 9 should be retained. Green Guerillas, New York Trust for Public Land, New York Restoration, and Greenthumb, only to mention a few are longstanding advocates for preservation and are promoting the sale of these parcels. Greenthumb, (previously HUD) now a city division of Parks and Recreation and functioning environmental organizations should prepare an assessment of all remaining open spaces and protect those areas from development for the benefit of the entire district. Be it noted that not all district open spaces are not under Parks department jurisdiction or Park land. Therefore : Create innovative collaborations to strengthen needed research and greening project sustainability in CB#9	This has been addressed in Recommendation #7D
10/21/2004	Vicki Gholson	A-LUZ	In Recommendation #5 include that community members –organized or otherwise- would like this space to be developed as a community facility, including space for cultural and civic activities and schools. Also add the need for "public" space to enhance the quality of life, such as amusement, cultural, bowling alley, commic book museum, toy museum, technology center and production centers.	This has been addressed in Recommendation #5

APPENDIX II: COMMUNITY FEEDBACK

DATE	SOURCE / LOCATION	CODE ¹	ISSUE	ACTION
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- ¹ CODE
- A - Add / Acceptable
 - C - Comment / Concern
 - DEV Economic Development
 - ENV Environmental Sustainability
 - FAC Community Facilities, Services & Education
 - GEN General
 - HSG Housing
 - IMP Implementation
 - LUZ Land Use & Zoning
 - TRA Transportation
 - URB Urban Design, Open Space & Historic Preservation

APPENDIX III: RELATIONSHIP TO APPLICABLE POLICY DOCUMENTS

In accordance with Section 4.020d of the City Planning Commission's Rules for the Processing of Plans Pursuant to Section 197-a, sponsors of this plan considered its consistency with a number of city and borough policy documents including the Ten-Year Capital Strategy, Fiscal Years 2000-2009; the Manhattan Borough President's Strategic Policy Statement (2002); the Comprehensive Manhattan Waterfront 197-a Plan (1997); and the New York City Waterfront Revitalization Program (1999) as described below.

Ten-Year Capital Strategy, Fiscal Years 2000-2009

Many of the 197-a plan's recommendations for service, housing and infrastructure improvements are generally consistent with the city's long-range capital program goals including those related to: improving the flow of traffic and safety on city streets; offering reliable mass transit alternatives; providing city loans and subsidies for upgrading and building affordable housing; improving social service and congregate care facilities; maintaining parks in a clean, attractive, and useable condition; protecting landscapes; planting and caring for street trees; assisting neighborhood commercial development; and enhancing the city's waterfront. Funding allocations in the Capital Strategy to achieve these goals could be available to advance West Harlem 197-a proposals such as extension of bus service, improvements in subway stations and service, redevelopment of the Harlem Piers, and reconstruction and improvement of parks and other public spaces. For example, the Ten-year Capital Strategy allocates \$373 million for major park reconstruction including Riverside Park.

A major recommendation of the 197-a plan is the redevelopment of the Harlem Piers area. Approximately \$117 million in the Capital Strategy is devoted to waterfront development, coordinated by the New York City Economic Development Corporation which seeks to enhance public access to the waterfront through a balanced mix of multi-use projects.

Manhattan Borough President's 2002 Strategic Policy Statement (SPS)

The 197-a plan and the Manhattan Borough President's SPS have a number of common goals with regard to economic development, housing, and the waterfront. These include support for locally based economic development; increased public access to the waterfront through a continuous waterfront esplanade around Manhattan; affordable housing; and water-based transportation. The Manhattan Borough President's SPS recommends linking affordable housing to market rate development.

The 197-a plan's recommendations for Riverside Park and the Harlem Piers are generally consistent with the Manhattan Borough President's Comprehensive Manhattan Waterfront Plan, a 197-a Plan as modified and adopted by the City Planning Commission and the City Council in 1997. The Borough President's waterfront plan calls for: improved public access to Riverbank State Park and the Harlem Piers area; new uses, including boats, for the Harlem Piers area; less pedestrian-vehicular conflict at the nearby DOS marine transfer facility; and a bikeway/walkway and Scenic Landmark designation at upper Riverside Park.

New York City Waterfront Revitalization Program (WRP)

The city's revised Waterfront Revitalization Program, as approved by the City Planning Commission and City Council in 1999, sets forth ten major policy goals for use and development of the waterfront. In keeping with the CB 9 197-a plan's recommendations for the Harlem Piers and Riverside Park, WRP policies call for supporting commercial and residential redevelopment in appropriate areas, promoting use of the city's waterways for commercial and recreational boating, providing public access to and along the city's coastal waters, and protecting the scenic resources of the coastal area.

APPENDIX IV: LETTERS TO AGENCIES AND ELECTED OFFICIALS

Letters with the 197-a Plan recommendations were sent between September 22 and 23, 2004 to the following Agency Chairs and Elected Officials¹:

Hon. Andrew Alper, President, NYC Economic Development Corporation
Hon. Adrian Benepe, Commissioner, NYC Dept. Of Parks & Recreation
Hon. Judith Calogero, Commissioner, NYS Dept. of Housing and Community Renewal
Hon. John J. Doherty, Commissioner, Department of Sanitation New York
Hon. Shaun Donovan, Commissioner, NYC Dept. Of Housing Preservation & Development
Hon. Tino Hernandez Chairman, NYC Housing Authority
Hon. Martha Hirst, Commissioner, NYC Dept. of Citywide Administrative Services
Hon. Peter Kalikow, Chairman, Metropolitan Transportation Authority
Hon. Robert Tierney, Chairman, NYC Landmarks Preservation Commission
Hon. Robert Walsh, Commissioner, NYC Dept. of Small Business Services
Hon. Iris Weinshall, Commissioner, NYC Dept. Of Transportation

Hon. Charles B. Rangel, U.S. Representative, 15 Congressional District
Hon. David Paterson, New York State Senator & Minority Leader, 30th Senatorial District
Hon. Eric T Schneiderman, New York State Senator & Deputy Minority Leader, 31st Senatorial District
Hon. Herman D. Farrell Jr., New York State Assembly Member, 71st Assembly District
Hon. Daniel J. O'Donnell, New York State Assembly Member, 69th Assembly District
Hon. Keith L.T Wright, New York State Assembly Member, 70th Assembly District
Hon. Bill Perkins, New York City Councilmember & Deputy Majority Leader, 9th Councilmanic District
Hon. Robert Jackson, New York City Councilmember, 7th Councilmanic District
Hon. C. Virginia Fields, Manhattan Borough President

¹ See sample letter on next page



CB9M 565 West 125 Street
New York, New York 10027
(212) 864-6200/Fax # 662-7396

COMMUNITY BOARD #9, MANHATTAN

September 23, 2004

C. Virginia Fields
President, Borough of Manhattan

J. Reyes-Montblanc
Chair

Carolyn R. Thompson
First Vice-Chair

Patricia Jones
Second Vice-Chair

Theodore Kovaleff
Secretary

Ramona Jennett
Assistant Secretary

Barbara Marshall
Treasurer

Carlotta Damanda
Assistant Treasurer

Lawrence T. McClean
District Manager

Hon. Robert Jackson
New York City Council Member
7th Councilmanic District
425 West 144th Street, Room 109
New York, NY 10031

Re: Manhattan Community Board 9 197-a Plan

Dear Council Member Jackson:

The purpose of this letter is to request public policy, as well as continued financial support, for the completion of the 197-a Plan of Community Board No. 9 Manhattan (CB9M).

During the past two years, CB9M has worked with staff from the Pratt Institute Center for Community and Environmental Development (PICCED) in the preparation of the 197-a Plan. In addition, the Harlem Community Development Corporation (HCDC) has provided a grant to PICCED, along with technical assistance to CB9M in the preparation of the Plan. We are very grateful for the political influence and financial support that you have provided thus far. The attached draft of the Plan's recommendations is the result of these efforts framed by comments and feedback received from the community through numerous public meetings and forums. However, much remains to be done to complete the Plan and establish mechanisms for its implementation, including the development of a community benefits agreement.

The urban planning process CB9M is now undertaking, given the plans announced by Columbia University and others, has special urgency. While CB9M understands there may be benefits derived from Columbia's investment in CB9M, we are also counting on the continued support of our elected officials to ensure that community concerns are given full consideration in the forthcoming policy discussions.

I will be contacting your office shortly to schedule a meeting to review a proposed budget and timetable. With your assistance, the 197-a Plan can be carried through to completion.

Sincerely,

Jord Reyes-Montblanc
Chair

Enclosures:

cc: Ms. Mercedes Narciso, Assistant Director of Community Planning, PICCED
Mr. Thomas Lunke, Planning Director, HCDC

SERVING HAMILTON HEIGHTS/MANHATTANVILLE & MORNINGSIDE HEIGHTS