



# CIVITAS NEWS

Working For Quality In Urban Life

Fall 2011



CIVITAS board members and volunteers with Paul Newman during the 1985 filming of *No More Tall Stories*. Watch the video at [www.civitasnyc.org/multimedia](http://www.civitasnyc.org/multimedia)



## Call for Designs: East River Waterfront Competition

Sharon E. Pope

## 30 Years of Making a Difference

### A History of CIVITAS

Lucienne S. Bloch

CIVITAS is celebrating its 30th year of working to maintain and improve the livability and character of residential neighborhoods in a constantly changing city. CIVITAS began in 1981 as a small group of concerned citizens, led by August Heckscher, that mounted a vigorous protest against the massive apartment-building complex rising on Third Avenue and 92nd Street. CIVITAS has continued to proactively promote smart, neighborhood-sensitive development in scale with its immediate surroundings. Over the years, CIVITAS has kept a sharp eye on zoning and land use, proposed and in-progress development, affordable hous-

ing opportunities, urban planning and public policy, transportation and traffic, community facilities and institutions, infrastructure, environmental problems, pedestrian amenities, trees and recreational space, streetscapes, and historic preservation, all fundamental to the quality of life in big-city neighborhoods. CIVITAS repeatedly advocated for those essentials in its specific area of concern on Manhattan's east side from 59th Street to 142nd Street, but its influence as an early and effective grassroots community-based organization stretched into the larger metropolis and to other cities.

A key to CIVITAS' effectiveness has been its working Board of Directors, who have always contributed their time and professional expertise to help the organization achieve its varied initiatives. CIVITAS hired its first Executive Director in 2008, after the death of Trayco Belopopsky, the Office Administrator for over 20 years.

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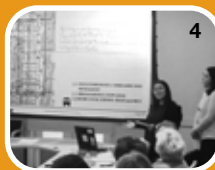
In September 2011, CIVITAS launched *Reimagining the Waterfront*, an ideas competition to tackle design problems on the East River Esplanade, 60th to 125th Streets. As we documented in our Spring 2011 newsletter, multiple sections of the Esplanade are in severe disrepair and even sinking into the East River. CIVITAS is proud to organize the competition with the growing number of public officials, neighbors and advocates who are calling for a better future for the waterfront park.

*Reimagining the Waterfront* is a first step toward developing a vision for improving the Esplanade. The CIVITAS team of volunteer architects and planners organizing the competition selected the boundaries East 60th to 125th Streets. This emphasizes the broad span of park between the Ed Koch Queensboro and Robert F. Kennedy Bridges and the role the Esplanade does, and could, play in many diverse communities.

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WORKING FOR QUALITY  
IN URBAN LIFE

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**CIVITAS is a union of citizens concerned with the quality of life on the Upper East Side and in East Harlem. Since 1981 CIVITAS has worked to improve the urban environment, advocating for better land use, zoning and urban transportation, clean air and water, and public access to the waterfront. Visit us at [www.civitasnyc.org](http://www.civitasnyc.org)**



Photo by Drew Dies,  
[www.structuresnyc.com](http://www.structuresnyc.com)

# Letter from the President

## Continuing the Legacy...

On the occasion of the CIVITAS Thirtieth Anniversary, I would like to thank you, our stalwart sustainers, for contributing to this year's initiatives and events. Your continued support allows us to reflect on and build upon CIVITAS' three decades of service and achievement on the Upper East Side and in East Harlem.

In honor of this important year, this newsletter gives a full scope of the past, present and future of CIVITAS' work. We have included information about our organization's history and early campaigns, our recent survey project with NYU to gauge community concerns, and a forward-thinking competition to create a vision for the future of the East River Esplanade. In future newsletters, you will learn more about our work related to cleaner heating oil, better air quality and the impacts of the Second Avenue subway construction.

As a lifelong resident of the neighborhood, I care deeply about issues affecting our community and am motivated and pleased to continue this legacy. Reflecting on thirty years, it becomes clear that blowing in the wind are some of the same issues—air pollution, a deteriorating waterfront, inadequate public transportation, and the never-ending threat of overdevelopment—that led to the formation of CIVITAS in 1981. We have an ambitious mandate to improve life in our community, and our work remains just as relevant in 2011 as it did three decades ago.

As the causes endure, CIVITAS builds on its rich tradition and stays true to its mission while recruiting the next generation of CIVITAS Citizens to continue the labor of love of many sustainers before them. Join us.

Felipe Ventegat



## In Memoriam Sally Goodgold

In August 2011, CIVITAS lost a dear friend when Sally Goodgold passed away.

Always energetic and passionate, Sally Goodgold was very knowledgeable about New York City planning and zoning issues and devoted many hours to monitoring meetings where there was discussion about zoning and deliberation on particular projects. She was a "go to" resource for people to talk with or to learn about key hearings and meetings at various city agencies. Always well-informed, Sally offered sound advice on many CIVITAS issues.

In September 2010, she worked with CIVITAS director and friend Elisabeth Clark to organize the Clif Maloney Memorial Lecture at Roosevelt House.

Sally's passions were not limited to CIVITAS or even the Upper East Side. Sally joined the CIVITAS board of directors in the



Sally Goodgold

late 1980s after moving across Central Park from the Upper West Side where she had served as the chair of Community Board 7. She was elected the first female president of the City Club of New York and served on the board of the New York City Police Foundation for many years.

Sally's tireless efforts to improve her beloved city will be missed. ●



La Marqueta entrance at East 115th Street.

## A “Market Line” for East Harlem

### La Marqueta Mile Takes Shape

Robbie Hodgson

Chelsea may have a High Line, but in the future Harlem will have a “Market Line”, or as it is officially called, “La Marqueta Mile” between 111th and 133rd Street. The Harlem Community Development Corporation (HCDC), an organization with a track record of accomplishment, has proposed to turn a mile of desolate, often fenced off, parking lots, from 111th Street to 133th Street under the Metro-North Railroad viaduct, into a vibrant market for local entrepreneurs and customers. New vitality and activity underneath the viaduct has the potential to invigorate the Park Avenue corridor, which is now lined by many vacant lots.

Tom Lunke, director of planning for the HCDC, a state agency affiliated with the Empire State Development Corporation, explained in a recent interview, that the idea for an expanded market originally came through HCDC’s consulting partnership with Irwin Cohen, developer of the Chelsea Market.



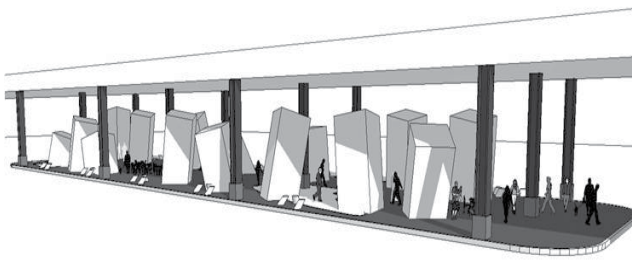
Tom Lunke stands underneath the Park Avenue Metro-North viaduct in front of the proposed market site.

“La Marqueta Mile” takes its name from the historic indoor market between 111th and 116th Streets that was built under the viaduct in the 1930s. In the past, multiple entities, including the NYC Economic Develop-

ment Corporation, which controls the entire site, have attempted many times to revitalize the market. Along with other similar market buildings throughout New York, Mayor LaGuardia constructed La Marqueta to provide a modern, sanitary environment for pushcart vendors. For decades, it was a major shopping destination in the region, but it began to decline in the 1970s.

“It was like everyone lost faith in the ability of the community to help [the project] as successive revitalizations foundered over the years,” says Albert Medina, retired president of East River North Renewal, was quoted in a Center for an Urban Future study of the project.

Lunke thinks it is time for a bold new plan that will be a catalyst for further economic development. HCDC has hired Architect Meta Brunzema who recently completed a preliminary design for the mile-long market using the viaduct above as a detached roof protecting colorful, transparent, innovative market stalls underneath.



La Marqueta Conceptual Design, Meta Brunzema Architects P.C.

The vendor stalls, which could take various shapes using contemporary materials, would be visible and accessible from either side of the street. This new construction will complement and enliven the corridor, creating a totally new kind of environment for working and shopping. “If the market is going to succeed, says Brunzema, “it has to be an attraction in and all by itself.”

It is similar in concept, says Lunke, to the immensely popular Borough Market in East London, also located under a railroad viaduct. The surrounding neighborhood was once economically depressed and has been successfully revitalized since the market’s expansion.

The proposed La Marqueta Mile is near bus, subway and commuter rail lines. Shoppers from Harlem and commuters to the Bronx and Connecticut will have easy access. It is expected to become a tourist destination.

“Affordable space for small businesses is in short supply in Harlem compared to

other boroughs” says Lunke. “Our neighborhoods are full of urban renewal super blocks that overwhelm the once vibrant merchant community, so as much as 70% of Harlem shoppers go elsewhere,” he added. The market retail space for stalls or kiosks will be offered at as little as \$600 per month, affordable for artisans and craftspeople as well as small-scale manufacturing, which is now restricted by zoning regulations that could be altered. Of course, the major draw will be food shopping, catering and small restaurants.

**“It is estimated the project would generate \$117 million in additional annual sales tax revenue and eventually create 4,000 jobs.”**

In August, Lunke announced that HCDC has acquired funds to proceed with a feasibility study on the project. The NYC Department of Transportation has voiced its support and Community Board 11 also endorsed the concept. City Council Member Melissa Mark-Viverito, whose district includes a section of the corridor, is an enthusiastic supporter. La Marqueta Mile or, if one prefers, “The Market Line” will be built with public and private funding at a total cost for the completed project near \$42 million. It is estimated the project would generate \$117 million in additional annual sales tax revenue and eventually create 4,000 jobs and \$18 million in additional income tax revenue. The project would be built in phases as money becomes available. Community input is important.

To this writer, it might make sense to begin near the 125th Street Metro-North station where pedestrian traffic is intense and the area has a variety of new housing and institutions. In addition, plans are on the table to redevelop the former Corn Exchange building, as well as expand the Apollo Theater. This would greatly increase the number of potential customers for the market. Grand Central Market located in Grand Central Station has been a tremendous success. Hard times call for vision. The City should endorse this plan. ●

Learn more about La Marqueta Mile at: [harlemcdc.com/Planning/planning\\_market.htm](http://harlemcdc.com/Planning/planning_market.htm)

# NYU Wagner: Community Engagement Survey

And the Results Are In...

Samuel Myers

CIVITAS capped off the 2011 Community Engagement Survey with an April forum at the Museum of the City of New York. We embarked on the project with New York University's Robert Wagner School of Public Service to determine the concerns and needs of the Upper East Side and East Harlem communities. The project coincided with the CIVITAS thirtieth anniversary and was intended to get feedback on the greatest concerns of the communities we serve. As Executive Director Hunter Armstrong was quoted in a July issue of *Our Town*, "As an organization focusing on quality of life initiatives, we're always reaching out to the community to gauge [its] needs and interests."



Surveys were conducted on the internet, over the phone, and on the street at points across the East Side, including La Marqueta, Carl Schurz Park and the Institute for Puerto Rican and Hispanic Elderly. More than 400 neighbors responded, resulting in a representative sample for both neighborhoods. Befitting the similarities and differences in the Upper East Side and East Harlem, the results reflected the characteristics and concerns of their communities.

Hot-button topics like bicycle lanes, access to open space and the waterfront, and the Second Avenue Subway construction gener-

ated impassioned comments. Public health, environmental, and aesthetic issues such as tree-plantings, sidewalk obstruction, and garbage collection were also major topics of discussion. Community members demonstrated profound awareness of the issues facing their neighborhoods and expressed a clear desire for proactive, responsive policies that take their civic concerns into account.

To announce the results and get more feedback on the project, CIVITAS and the NYU Wagner team presented findings at the April forum. After the formal presentation, the forum participants, who included community leaders from the Upper East Side and East Harlem, discussed the survey comments in breakout groups.

***“Community members demonstrated profound awareness...and expressed a clear desire for proactive, responsive policies that take their civic concerns into account.”***

Results of the survey and the breakout groups have resulted in different approaches to CIVITAS' current projects, as well as

influenced the direction of future initiatives. Since the survey results covered a broad range of community concerns, the final report on the survey has also been shared with other groups addressing quality of life on the Upper East Side and East Harlem. The survey illustrated the great interest in the community for a vision for the East River Esplanade. This feedback resulted directly in our ideas competition and public outreach project, *Reimagining the Waterfront* (discussed on page 1 & 6 of this issue). Further, the comments have been directly incorporated into our advocacy related to land use, streetscapes, transportation and environmental quality. See the CIVITAS In Action Column on Page 7 for up-to-date information on our outreach projects. ●

*Find more information about the survey and report at:*

[www.civitasnyc.org/publicneedsurvey](http://www.civitasnyc.org/publicneedsurvey)

## Key Findings:

### Zoning and Land Use:

- East River Esplanade: Almost two-thirds of responders were interested in improvements to the East River Esplanade and its surroundings. Nearly 40% of responders in East Harlem cited concerns about the lack of access.
- Park Space: Nearly one-third of responders in East Harlem expressed concerns about the lack of open space and the condition of existing parks.

### Transportation:

- Bicycle Lanes: Many survey responders expressed concerns about inadequate enforcement and lack of education about bicycle lanes. Of the responders who commented on the issue, 51% were in favor of bicycle lanes and 49% were opposed to them.
- Second Avenue Subway Construction: 22% of individuals who responded expressed concerns about the closing of businesses near the subway construction zones.
- Subway Satisfaction: Responders commented on reliability and safety of subway service. Nearly 20% of them were dissatisfied with the cleanliness of certain subway stations, including 59th, 86th, 103rd and 116th Streets on Lexington Avenue.

### Environmental Quality:

- Excessive Noise: Noise pollution ranked high as a major concern. Nearly 32% expressed dissatisfaction, with nearly half blaming traffic for noise levels.
- Tree Cover: More than 57% of responders who commented requested additional trees in both neighborhoods.

### Streetscapes:

- Sidewalk Obstructions: More than 45% of those who commented noted they would like to see a decrease in stationary objects that obstruct sidewalk space. This includes sidewalk vendors, newsrack boxes and stands outside stores.



**30 YEARS continued from cover** In 1985, founding member Marcia Fowle organized a task force of volunteers to scrub the grimy walls of the 96th Street subway station, which encouraged the station manager to keep it clean. Making a difference with soap and water was comparatively simple. Getting a developer to remove the top 12 already-built and illegal floors of 108 East 96th Street was much more complex, and famously successful. Hearing Genie Rice, founding board president, describe the legal twists and turns of that battle is positively dizzying.



John McCall, right, with his wife, Anne, and son, Patrick, second from right, and William, on the far right, scrubbing down the walls of the subway station at 96th Street and Lexington Avenue.

**East Side Group Tackles Dirt at Subway Stop**

By FAY S. HEBBE  
 "What happened here?" exclaimed a blond-haired subway worker as she rounded onto the subway station at 96th Street and Lexington Avenue.  
 Her eyes looked across 40 men and women dressed in bright clothes and red and blue sashes busily scrubbing the grimy floor and walls of the station, leaving the dirt-covered walls bright and shining. They were members of Civitas, an Upper East Side community organization, who had gathered to scrub the dirt themselves yesterday.  
 If they did not scrub the dirt, they or their parents would have a fight on their hands with the Metropolitan Transportation Authority. And since the station is scheduled to be torn down in a few years, it is a New York City landmark.  
 Anne and John McCall worked with their son Patrick, 20 years old, and William, 15, scrubbing the walls of a station. For the McCals, public service was not an unusual way to spend a day.

The New York Times from April 1985 featuring CIVITAS volunteers cleaning the 96th Street subway station.

Like several of CIVITAS' other successes, that daunting five-year effort originated in a planning study that CIVITAS commissioned, published and circulated. In 1984, a survey and mapping of the East 96th Street corridor

was conducted by a professional planning consultant with the assistance of early CIVITAS Directors Jo Ahern Bressler, Jeanne McAnaney, Cora Shelton and Jim Tripp. During the survey, the illegal height of 108 East 96th Street, then under construction, was discovered and publicly identified by CIVITAS. In 1991, CIVITAS published *The ABC of Zoning*, a witty explanation of the city's complex zoning terminology and regulations. The booklet was sent to hundreds of organizations and individuals as far afield as Tokyo, Moscow, and Kenya, and is now available online.

Working closely with professional urban planners, local community boards, municipal officials, architects, student interns and its board members, CIVITAS published studies of street activity on Madison Avenue from 94th Street to 125th Street (1993), a study of opportunities and issues on East 125th Street (1995), a report on community facilities' expansions (1997), an East Harlem rezoning plan (2000), and a detailed proposal to build a pedestrian bridge across the East River from 116th Street to Randall's Island (2006). Many of CIVITAS' recommendations led to important changes, such as the city's rezoning in 2003 of a large area of East Harlem that is now protected from out-of-scale midblock development, and is a model for contextual zoning in other neighborhoods.

Win some, lose others, as too-visibly demonstrated by the huge Memorial Sloan-Kettering tower on East 68th Street and the still-rising Mount Sinai-sponsored midblock apartment tower on East 102nd Street. CIVITAS keeps fighting the good fight, and is currently engaged in getting another big area

in East Harlem rezoned. It is also spearheading an effort by a coalition of neighborhood groups to enlarge and beautify the East River Esplanade between 60th and 125th Streets.

**Developer Agrees to Plan to Cut 12 Floors From a Too-Tall Tower**

By DAVID D. BENJAMIN  
 A developer has agreed to top the top 12 floors of an Upper East Side apartment tower that was built to fit the New York City zoning code, but the city's zoning board is still trying to get the developer to agree to a new plan.  
 The developer, a former partner of the city's former mayor, had agreed to a plan that would have allowed the tower to be 12 stories taller than the city's zoning code allows. The city's zoning board, however, has rejected the plan, and the developer has agreed to a new plan that would cut 12 floors from the tower.  
 The tower, known as the Mount Sinai Tower, is located on East 102nd Street. It was built in 1984 and is one of the tallest buildings in the neighborhood. The city's zoning board has been trying to get the developer to agree to a new plan that would cut 12 floors from the tower, but the developer has been reluctant to do so.

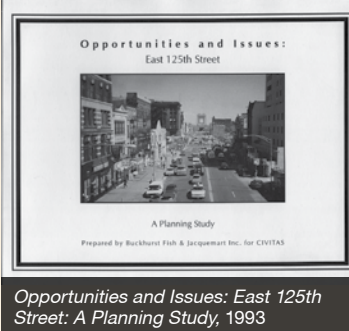


The New York Times from April 1991 featuring CIVITAS' campaign to remove 12 illegal stories from 108 East 96th Street.

The past is prologue. A new generation of CIVITAS board members is focusing on what will be a transformed and denser east side when the long-awaited Second Avenue subway is completed. Phase 1 service is tentatively scheduled for 2016. That new mass transportation spine, along with the newly-operational Select Bus Service on First and Second Avenues, will spark residential, commercial and institutional growth on the entire east side of Manhattan. Zoning has to be rigorously examined, and altered, to provide light, air, and pedestrian-friendly streets. More public amenities, such as green space, schools, libraries, community facilities, and playgrounds will be needed, as well as better infrastructure. All of this presents an enormous challenge that can't be tackled after the built fact. Now is the time to work on making a more populous east side livable, to ensure that its still-extant historic fabric is preserved, and to enhance its civic allure. CIVITAS is already on the job. ●

**CIVITAS Studies & Publications**

Find more at [www.civitasnyc.org/history-milestones](http://www.civitasnyc.org/history-milestones)



**ESPLANADE continued from cover** Open to architects, urbanists, students and community stakeholders, the competition is intended to produce exceptional designs and ideas that profoundly enhance the public's relationship with the park and river, and bridge the urban and the aquatic.

The waterfront is the transitional boundary between New York City's hard and soft edges, between life on land and life on water. As such, urban waterfronts offer infinite opportunities to craft and maintain that relationship. In his book, *Waterfront: A Journey Around Manhattan*,

public to review and to envision an improved park in the future. Competition winners will receive monetary prizes and publicity for their top-notch designs.

It is important to distinguish between an ideas competition, such as *Reimagining the Waterfront*, and a design competition, which results in a commission for the winner and includes construction documents for the project. There is not yet money available for an ambitious redesign of the Esplanade, but CIVITAS' goal for the ideas competition is to begin developing the necessary community and political support.

and the winning designs during 2011 and 2012 through public events, including an October 26 lecture by Lopate.

***“The competition is intended to produce exceptional designs and ideas that profoundly enhance the public's relationship with the park and river, and bridge the urban and the aquatic.”***

The grassroots citizen efforts of the Friends of the East River Esplanade, Community Boards 8 and 11, and Transportation Alternatives have helped raise the waterfront discourse through which the CIVITAS competition can explore designs and ideas of not only what is possible for the Esplanade but what can be dreamed for it as well.

On a recent cloudy day, an intrepid jogger was asked what he would like to see for the East River Esplanade. He gazed forlornly up and down the waterfront. He decided instead to discuss what he generally liked about the Hudson River and Riverside Park greenways. He is envious of West Siders, but that may change over the coming years as the East River waterfront is improved. Through the combined efforts of the competition and other stakeholders, the spotlight of scrutiny will help to formulate a long-term plan for the park incorporating definitive, targeted waterfront designs and substantial improvements. These actions will produce a waterfront that engages everyone. Only then will the Esplanade along the Upper East Side and East Harlem become, observes Lopate, “the place that will finally tell us we have arrived.” ●



Gaping holes in the East 70s of the Esplanade have been repaired thanks to funding secured by elected officials. Left: As seen spring 2011. Right: As seen summer 2011. Photos by Anton Brookes, [www.mockturtlemoon.com](http://www.mockturtlemoon.com)

writer Phillip Lopate stated “Any redesign on the waterfront must start from the premise of public access.” Competition design goals include public access, attention to active and passive uses, effective use of existing amenities, and neighborhood context.

The competition will be open to submissions through January 15, and winners will be determined in winter 2012 by a jury of renowned, highly-skilled designers, park advocates and representatives of the Upper East Side and East Harlem. Winning and creative submissions will be available on the competition website for the

Fortunately, funding is already being allocated to make much-needed repairs to the Esplanade. Council Member Jessica Lappin has secured over \$1 million to fix some of the worst sinkholes and to conduct an engineering study. Congresswoman Carolyn Maloney and Council Member Lappin co-chair a task force of elected officials and government agencies to address Esplanade concerns.

CIVITAS is grateful for competition support, which includes grants from Council Member Lappin and the Anna-Maria and Stephen Kellen Foundation. We will publicize the competition

## Reimagining the Waterfront: Design-Ideas Competition, 60th-125th Streets

### Jury:

#### Al Butzel

Albert K. Butzel Law Offices

#### Honorable William Castro

Manhattan Borough Commissioner,  
NYC Department of Parks and Recreation

#### Warren James

Warren A. James Architects + Planners

#### Signe Nielsen

Mathews Nielsen Landscape Architects

#### Rob Rogers

Rogers Marvel Architects

#### Jack Travis

Jack Travis Architect

#### Billie Tsien

Tod Williams Billie Tsien Architects

#### Adam Yarinsky

Architecture Research Office (ARO)

### Proudly Organized by CIVITAS With:

U.S. Congresswoman Carolyn Maloney  
NYC Council Member Jessica Lappin  
NYC Council Member Melissa Mark-Viverito

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Manhattan Borough President Scott M. Stringer  
NYS Senator Liz Krueger  
NYS Senator Jose M. Serrano  
NYS Assembly Member Micah Z. Kellner  
NYS Assembly Member Robert J. Rodriguez  
NYC Council Member Daniel R. Garodnick

### Timeline:

#### Question & Answer Period

September 15 - November 7

#### Deadline for Submissions

January 15, 2012

#### Winners announced

Winter 2012

CIVITAS is grateful for competition support, which includes grants from Council Member Jessica Lappin and the Anna-Maria and Stephen Kellen Foundation.



REIMAGINING THE WATERFRONT

MANHATTAN'S EAST RIVER ESPLANADE

[www.reimaginethewaterfront-civitas.com](http://www.reimaginethewaterfront-civitas.com)

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## CIVITAS *in action*



### Access to the East River Esplanade at East 96th Street

Access to the East River Esplanade can be problematic in many locations along its span, but one of the most dangerous entry points is the crossing at East 96th Street. This is due to heavy, high-speed traffic as cars enter and exit the FDR Drive.



Pedestrian crossings at East 96th Street lack painted crosswalks or vehicle stop bars.

Pedestrians cross multiple entry and exit ramps with hard-to-find crosswalks and poorly placed traffic lights. Working with Transportation Alternatives, the Stanley Isaacs Neighborhood Center and other neighborhood partners, CIVITAS has requested the NYC Department of Transportation make improvements to increase pedestrian safety under the elevated highway. These include: repainting crosswalks, moving painted "stop bars" for cars out of the pedestrian zone, repositioning traffic lights to allow pedestrians to see signals, and installing directional signage on East 96th Street to the park. 8,500 people live within a few blocks of this intersection and

deserve safer access to this much-needed and much-used park. Since 96th Street is the district boundary, both the Upper East Side (8) and East Harlem (11) community boards passed supportive resolutions after CIVITAS, Transportation Alternatives and partners presented proposals at their public committee meetings.

### New Tower Rising on Fifth Avenue

A new skyscraper is rising on the Mount Sinai campus on East 102nd Street. Mount Sinai Medical Center has teamed up with Durst Fetner to construct a 510-foot condominium tower that is joined to a new research center.



Mount Sinai's new skyscraper towers over Central Park.

Citing this joint development as an inappropriate land use for a zoning variance, CIVITAS argued against the project in 2008 at the NYC Board of Standards and

Appeals. Unfortunately, the variances were approved and now the tower looms over the surrounding streetscape and picturesque Central Park greenspace. CIVITAS cites the Mount Sinai development and other examples as reasons for improved land use and zoning policies in East Harlem to accommodate growth while encouraging contextual, neighborhood-sensitive development.

### Newsrack Box Update

As part of the initiative to improve enforcement of New York City newsrack boxes, CIVITAS has met with the NYC Department of Transportation and secured supportive resolutions from community boards across Manhattan. We also presented the issue to the Manhattan Borough Board, which includes all community board chairs and City Council Members, and is organized by the Manhattan Borough President's Office. Since "nasty newsracks" are not limited to Manhattan, we have also circulated materials about the initiative to community organizations across New York City.

Have you signed the online petition? Please add your name and circulate: [www.ipetitions.com/petition/newsracks](http://www.ipetitions.com/petition/newsracks)

### Join us on Meetup.com

CIVITAS hosted our first "Meetup" at The Lexington Social in October. For upcoming events, visit our Meetup page: [www.meetup.com/CIVITAS](http://www.meetup.com/CIVITAS)



*years of*  
**WORKING FOR QUALITY  
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## *CIVITAS Events*

### Recent Events...



Jay Meisel, Michael Morgenfruh, Garth Bardsley and Coreen McGowan at the CIVITAS Garden Party

A garden reception for young members  
in September at the home  
of Elise Frick and Jack Garraty



*Waterfront* by Phillip Lopate,  
[www.randomhouse.com](http://www.randomhouse.com)

Phillip Lopate's lecture  
on *Waterfront* on October 26  
at the Park Avenue Armory

### Coming Up...



The historic Americas Society,  
680 Park Avenue

Save the Date for the  
CIVITAS Annual Benefit,  
March 14, 2012 at the Americas Society

To learn about upcoming events, visit the CIVITAS events website [www.civitasnyc.org/events](http://www.civitasnyc.org/events)  
or register for Meetup.com at [www.meetup.com/CIVITAS](http://www.meetup.com/CIVITAS)