

PARK EXTENSION SOUGHT BY TRUMP

Developer Would Redesign West Side Highway

By CARTER B. HORSLEY

The extension of Riverside Park from 72d Street to 59th Street and the realignment of the West Side Highway are major components of a plan by Donald J. Trump to redevelop the 60th Street yards of the Penn Central railroad for housing.

Mr. Trump's proposal, presented last week to the local community board, would create three clusters of high-rise apartment buildings in a waterfront park along the Hudson River. Specific details of the plan have not been made final as to financing, the number of units, or the height of the buildings.

Mr. Trump, a major developer who is president of the Trump Organization, which owns and manages about 22,000 apartments—most of them in Brooklyn or Queens—is seeking to develop two other major properties of the bankrupt railroad, the Commodore Hotel and the West 30th Street yards, as a site for a new convention center.

After a year of engineering, traffic, environmental and architectural studies on the northern yards, Mr. Trump has concluded that the maximum number of units that the site can service is about 14,500. He told the local board that he hoped to obtain zoning variances for the huge project within a year. The site is now zoned for manufacturing.

The 100-acre site of which 45 acres are under water is just west of the Lincoln Towers development and a block west of the Lincoln Center for the Performing Arts. It extends from the river to West End Avenue on the south and to an area west of the avenue on the north, excluding buildings on the avenue at 72d Street.

Moderate Rents

Mr. Trump said that his "concept is not to create a high-rise luxury community but to try to keep rents" in the range of \$80 to \$85 a room a month.

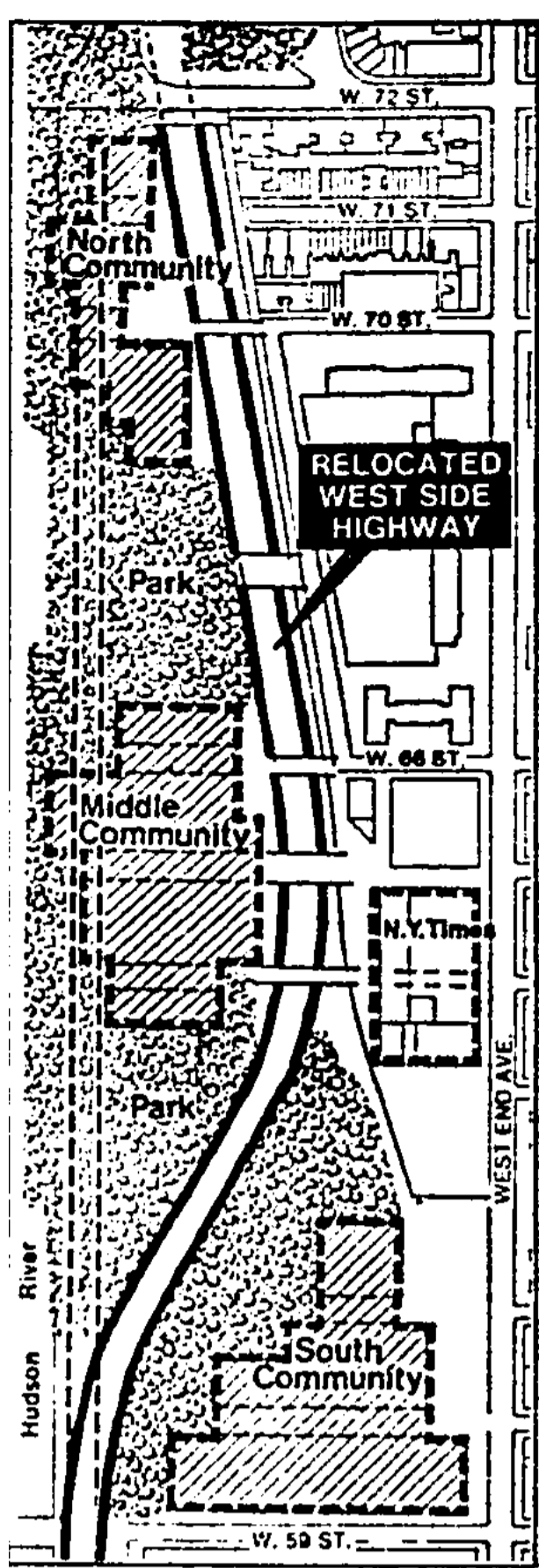
The proposal calls for the West Side Highway, which is elevated through the site close to the river, to be lowered to grade and moved inland to open up more area for parks and recreation.

A similar proposal for relocating the highway to the east in the same area was put forth in 1974 by Robert Moses, who built the Henry Hudson Parkway extension of the highway north of 72d Street in the 1930's.

The Federal Government is considering a request from the city to designate the West Side Highway from West 42d to West 72d Street as part of the Interstate System. City and state officials have pledged their backing to plans to reconstruct the highway.

90% Federal Money

It has been estimated that the southern part of the proposed highway, which is known as Westway, and which would run from 42d Street to the Battery, might cost \$1 billion. Of this, 90 percent would be paid with Federal aid and 10 percent with



The New York Times/May 9, 1976

state aid. The Westway proposal has been the subject of considerable controversy and litigation, with numerous neighborhood and environmental groups suing to stop it.

Jordan Gruzen of the architectural firm of Gruzen & Partners, which is designing the Trump proposal, said that visual sightlines to the river along the side streets adjacent to the site would be preserved. The development would have multiple access points, and most traffic, he said, would funnel onto the rebuilt highway and not local streets.

A high priority for the project, according to Mr. Gruzen, is to provide access to the waterfront and to eliminate the highway's visual blight and reduce the noise pollution it generates. By bringing the highway down to grade and moving it east where the site rises steeply, noise abatement is improved he said.

The use of the freight yards there has declined sharply from several hundred thousand carloads a year after World War II to about 25,000 carloads annually.