

**From:** [F.Cheng](#)  
**To:** [Wendy Lao](#)  
**Cc:** [REDACTED] [John Carnes](#)  
**Subject:** B Street South Project  
**Date:** Friday, September 10, 2021 8:29:12 AM

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Dear Wendy Lao,

**Re: B Street South Project**

I am Ben Cheng, a Board of Directors member for Gramercy on the Park Homeowners Association at 555 Laurel Avenue, San Mateo CA 94401.

First of all, I would like to thank Marcus Gilmour of Lane Partners for the zoom meeting held specially for our members on September 7, 2021.

Those of us living at the Gramercy, are concerned with the adverse impact by this project on our living conditions. The topics are many; traffic on 5<sup>th</sup> avenue, location of truck loading zone; and the location of car park entrance and exit. For your information, for many years we have had an unwritten agreement with Draeger's to restrict the loading zone to B Street to keep the noise away from our residences.

I am not going to itemize the points I wish you to consider. This is because many of our 144 units will do so. However, **I urge you to favorably consider that Gramercy is the only residential building surrounding the B Street South Building.** The rest of the neighbors are commercial buildings.

About traffic on 5<sup>th</sup> Avenue, I was told by Marcus that the building project, The Essex. has been scrapped due to the change of ownership. Would you be able to confirm that? Should that project remain active, I cannot imagine how congested the traffic would be.

I thank you for your kind attention and hope that you would consider having the loading zones, trash collection points on either B Street or Ellsworth Avenue. Most importantly, please change the car park entrance and exit to Ellsworth Avenue.

Sincerely,

Ben Cheng  
[REDACTED]

**From:** [Russ Ito](#)  
**To:** [Planning Commission](#); [Wendy Lao](#); [Marcus Gilmour](#)  
**Cc:** [Stone, Jonathan](#)  
**Subject:** Comments on Draeger's project for Sept. 14 PC Study Session  
**Date:** Friday, September 10, 2021 10:53:56 AM

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Please enter the following comments into the official record for the September 14 Planning Commission Study Session on the Draeger's/Lane Partners development project

### **For Staff**

I live just four blocks north of this project, yet the first news I had about it was seeing an article in the San Mateo Daily Journal, in May! The current, 1,000 ft. notification radius is too tight. Most downtown properties in that radius are COMMERCIAL, not residential. Most people living within walking distance of Draeger's live NORTH of Second Avenue, thus are outside the radius of notification.

Staff MUST reassess their notification methodology to include the majority of us living in downtown, bounded by: Ninth Avenue, El Camino Real, Tilton Avenue, and the railroad tracks. Every proposed construction project in downtown will face the same lack of community input, if the notification methodology isn't changed. "Neighborhood" meetings are meaningless if less than 10% of the population in the affected area receive notice. Currently, the Draeger's project is only receiving input from Gramercy Park residents, across the street. Hardly a representative sample.

This project's approval should be paused to expand community outreach, and to ensure a wider and more representative set of perspectives is gathered before moving ahead.

### **Overall Comments**

1. Design is too boxy, and flat; break the box! There's no energy in all the flat planes and symmetrical windows. The massing needs to be broken up more aggressively – and creatively.
2. Needs more creative, visual differentiation between the ground floor retail and upper floor commercial spaces. West face does not look inviting; it's just a wall confronting Fourth Avenue.
3. Bike lane: too much time and energy has already been wasted on what amounts to just a gallon of paint on barely 250 ft. of roadway on B Street. We need a grocer. The grocer must have a loading zone. The loading zone can only be on B Street, where it MUST co-exist with a bike lane – for ONE BLOCK!! Let's agree and move on. No need to belabor the design details of the bike lane now; the bike lane has NO relevance to the overall appearance or function of the building being proposed. Time to agree and move on to more important issues.
4. Concerning transportation issues overall: Bike lanes are never going to be more than a recreational form of transportation. Any assumptions otherwise are pure fantasy. The largest demographic in San Mateo is the 55 and older tranche, and that is going to be true for the foreseeable future. Bicycles are not a solution for that demographic. We need to be looking at some form of electrified shuttles that combine the on-demand accessibility, and route customization of an Uber or Lyft with the payload efficiency of a bus. New forms of multi-passenger transit – not bicycles – are critical to making San Mateo more accessible to everyone – wherever they live and whatever their age.

## Design Issues

1. Brick color should be more yellow than red. The renderings make it appear dark red, but Marcus has told me that that isn't so. He says the brick color is more like the Chan-Zuckerberg building in RWC, but all I know is what I'm seeing in the drawings, which looks red.
2. The wood accents look kitschy with the brick. Matte metal would look sleeker, more modern, and more elegant (if the brick is yellow in tone, dark bronze and gray metals would make a fine contrast).
3. The cloth awnings, like the wood trim, look kitschy. Fourth Avenue isn't part of the historic district. Use different materials for a sleeker, more modern look that references but doesn't ape the historic north B Street awnings. Suggestion: perforated aluminum as an awning material. Use tilted, arched metal awnings to contrast the color and rough texture of the brick, and to break up the boxiness, while visually referring to the historic zone awnings.
4. Too many door openings on the north face. Eight (8) doors are currently planned (fourteen if you include the east and west corners)!! Includes three double-retail doors that don't serve a function if a single grocer is the tenant. This is a compromised design hedge. Instead of that, optimize for ONE design, rather than compromise for two. Merge the FOUR openings into TWO extra wide ones, then install accordion glass doors that open in the middle to left and right. IF the floor must then be divided to support multiple, retail tenants, it's a simple matter of removing the accordion doors, adding a post, and installing metal-framed retail doors. Let's start with one great design, instead of a compromised hybrid.
5. Cart clutter out front, and on the corners is very likely, and could not only detract from the park space on the west but also block the sidewalks on the east and west corners, and in the middle of the block. The worst aspect of the current Draeger's building is the dingy cart corral on the NW corner. Where will the carts be stored and gathered? This is an issue that needs to be addressed.
6. Main entry set back is only TWO FEET. That's not deep enough. It should be 8-12 feet, to create a dramatic, inviting entry that draws customers in. Two feet is barely one step and won't read from across the street. A deep setback not only makes the entry more inviting, it also goes a long way to breaking up the boxy massing.

Russell Ito



John Hershberger



September 10, 2021

Wendy Lao, AICP  
Associate Planner  
City of San Mateo

Dear Wendy & Planning Commissioners,

On Tuesday of this week, Marcus Gilmour of Lane Partners conducted a Zoom session for Gramercy on the Park building residents to brief us on the “B Street South” project and to listen to our comments, questions and concerns. We were grateful for the opportunity to learn more about the proposed development and provide input at this stage of the process.

My concerns are similar to many other residents’ concerns.

Traffic on 5<sup>th</sup> Avenue. Traffic on 5<sup>th</sup> Avenue is already heavy. The pedestrian crossings on 5<sup>th</sup> at Laurel and at Ellsworth present both a safety hazard (many drivers don’t stop for pedestrians) and an added source of traffic congestion. Having the new building’s parking entrance/exit on 5<sup>th</sup> Avenue would exacerbate an already unsatisfactory situation. Will the City do a traffic impact study that would provide some direction for what to do or not do on/near 5<sup>th</sup> Avenue? Please require Lane Partners to find a way to move the parking entrance/exit to Ellsworth or B Street.

Two-way traffic on Ellsworth. It’s not clear why the developers plan to make Ellsworth a two-way street. As the plan is now conceived, feeding traffic from Ellsworth onto 5<sup>th</sup> Avenue only a few yards from the now proposed parking entrance/exit sounds like really bad idea. (See above.)

Ellsworth/4<sup>th</sup> Avenue Plaza. I echo others’ concerns that such a plaza could attract homeless persons and become a magnet for drug users and panhandlers. (Actually, there are already panhandlers in that space outside the entrance to Draeger’s.)

Parking for Residents. It seems unrealistic to not provide parking spaces for the ten residential units. Although the units are intended for low-income households, some of them will own automobiles. Where will they park?

Thank you, Wendy, for the opportunity to provide input on plans for the “B Street South” Project.

Best regards,  
John Hershberger  
Member, HOA Board of Directors  
Gramercy on the Park

cc: Marcus Gilmore

**From:** [Marcus Corley](#)  
**To:** [Wendy Lao](#); [John Carnes](#); [F Cheng](#)  
**Subject:** B Street South Project, San Mateo  
**Date:** Friday, September 10, 2021 1:47:52 PM

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Dear Ms. Wendy Lao,

As a resident of the Gramercy on the Park HOA, 555 Laurel Ave., San Mateo, CA. 94401, I feel compelled to write to you of my deep concerns regarding the planning of the new, extensive project planned for the current site of Draeger's Market and store.

No one wishes to hold back progress in our area as long as it is done with consideration and wisdom, and carefully included the needs of our existing neighbors.

We are concerned that the traffic on 5th Avenue at Laurel is already a hazard. We have elderly, disabled people who need this crossing as their number one access to the town. This is in addition to the numerous young people and children who visit the park, and our building daily. A few weeks ago, a car crash at that corner resulted in a car careening into another car and ending up upside down in an injury accident. Note that this is after the blinking caution lights had been put up on the intersection some time ago. Funneling addition traffic to and from this intersection will increase our risks. The noise factor is also considerable. Draegers uses the 5th Ave side of the building to take care of their garbage pick up. Possibly their loading and unloading of materials as well. This is a quite noisy operation. The location of their underground and above ground car park uses 5th St. and Ellsworth as the only entrance.

We sincerely ask that plans for this new mixed use building consider using 4th Ave., Ellsworth, and B street as the ingress and egress point for the building.

These are already COMMERCIAL surroundings. The 5th Ave side and Ellsworth are both driving and walking thoroughfares for the RESIDENTIAL buildings that make up Laurel ave. and use 5th street for access.

Many thanks for your considerations to adjust the planning for the B Street South Project to best accommodate the citizens of San Mateo as described.

Sincerely,

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Marcus L. Corley, M.D.





**From:** [REDACTED]  
**To:** [Wendy Lao](#)  
**Cc:** ["Marcus Gilmour"](#)  
**Subject:** Comments on B Street South project  
**Date:** Saturday, September 11, 2021 7:14:37 AM

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Wendy Lao, AICP  
Associate Planner  
(650) 522-7219  
[wlao@cityofsanmateo.org](mailto:wlao@cityofsanmateo.org)

Dear Ms. Lao,

As a resident of the Gramercy on the Park in downtown San Mateo, I had to write to make my thoughts known for the B Street South project proposed by Lane Partners.

Marcus Gilmour of Lane Partners has worked very hard to keep our residents in the loop on plans for the project. We do realize that progress is inevitable and that by taking our concerns into account the project will gain more support.

Although it is obvious a lot of thought has gone into the preliminary design, I just want to point out several things that could be changed and would yield significant improvement:

1. The parking entrance and exit on 5<sup>th</sup> Avenue promises to be a major contributor to congestion and contribute to pedestrian safety concerns for those walking on 5<sup>th</sup> Avenue. Moving that entrance to either Ellsworth or B Street would solve many issues. Both Ellsworth and B are the quieter of the project-bounding streets and could easily handle the traffic.
2. Since the two busy streets here are 4<sup>th</sup> and 5<sup>th</sup> Avenues, having the grocery store trucks unloading and loading on B Street makes a lot of sense. The safety level for traffic has already been demonstrated to be very good using that loading zone.
3. The final change I'd like to cover is moving the trash room at the corner of 5<sup>th</sup> Avenue and Ellsworth. Recology trucks picking up dumpsters are extremely noisy (93 decibels) and they constantly move forward and back up while dealing with dumpsters. Moving this operation to B Street where the grocery store and residential dumpsters are to be handled would be a kind move for the community noise level and enhance safety for traffic on Ellsworth.

The other concerns over the project that should generate some more thought are:

1. It was mentioned that the plaza at the corner of 4<sup>th</sup> and Ellsworth might be a magnet for homeless to gather and hangout and sleep. What is the plan to address this?
2. I know the Downtown Plan calls for "green walls," but the ones on 5<sup>th</sup> Avenue in the project plan seem to be rather an afterthought. It seems these green walls would be more appropriate at another area of the building where more pedestrians could enjoy them. Not a big deal, but worth a bit more thought.

I would also urge the city to remember that our building is approaching 40 years old. As such, it was constructed using older building codes than today's updated ones. Windows on our building are a thin, single pane glass that transmits noise just as if the window had no glass. The noise levels of city life are expected but we are solidly against anything that adds significantly to the noise levels such as

dumpster trucks, truck lift gates, forklifts, and, increased traffic levels without controls and calming devices. It will be bad enough enduring 18 to 24 months of noisy construction, but to have to live with excess noise for the rest of our lives is nothing short of punishment.

Thanks to you and the Planning Commission for hearing our voices and helping to keep our homes the desirable place to live that it is.

Thank you,

John Carnes

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]  
**To:** [Wendy Lao](#); [REDACTED]  
**Subject:** B Street South Project  
**Date:** Saturday, September 11, 2021 5:59:42 PM

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Dear Ms. Lao,

We are Robert and Suzanne Love residents of Gramercy on the Park. Our building is comprised of 144 condominiums many of which are full-time residents. Our first floor unit is on the corner of Laurel Avenue and 5th Street directly opposite the B Street South Project with the bedrooms facing the existing Draeger's Market on the 5th Street Side. We have major concerns regarding several portions of the current plans that will severely impact the residents of our building noting that we are the only residential building adjacent to the Project.

At present, we are inundated by noise from leaf blowers, automobiles, trucks, and motorcycles with loud exhaust systems and commercial deliveries at all hours of the day and night. The traffic that speeds down 5th Street makes it dangerous for pedestrians to cross at Ellsworth Avenue as there is no stoplight or pedestrian blinking lights to activate. Many times when in the crossing zone cars and trucks simply keep driving and do not stop or even slow down.

We feel that some changes should be made in the plans of this project to have most of the noise originate on B Street which would entail having the location of the truck loading zone on B Street and the car park entrance/exit on B Street or Ellsworth. Also moving the office trash room to B street would help keep the noise in a more commercial part of the Project area.

We understand that Ellsworth Avenue may become two-way between 4th Street and 5th Street. As we're sure you know, a five story parking garage (with 500+ spaces) is going to be built on 5th Street one block East of the Project. With the additional 200+ spaces planned for the Project, the traffic on 5th Street driving to and from these parking spaces as well as driving to Hwy 101, through a totally residential area, will possibly double or triple. The noise created by foot traffic returning from downtown bars and restaurants in the late evening already exists and can become more problematic with loud voices and trash incorrectly disposed of as people head back to their parked cars located in the above mentioned spaces in the late evening hours.

Additionally, we understand an area on the corner of 4th Street and Ellsworth Avenue is designated to be a plaza. What is to stop this area becoming a place for the homeless to gather and possibly sleep or set up living/sleeping facilities?

We sincerely hope you will take these valid concerns into consideration when making decisions regarding this project. We would be happy to answer any question you have of us.

Sincerely,

Robert and Suzanne Love  
[REDACTED]

**From:** [Betty Carrola](#)  
**To:** [Wendy Lao](#); [REDACTED]  
**Subject:** Draeger's Property  
**Date:** Monday, September 13, 2021 6:32:55 AM

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Issues of concern to us as owners of Grammercy

If 5<sup>th</sup> street is going to be two way, the traffic on 5<sup>th</sup> Avenue will be a danger unless there is a traffic signal at Ellsworth Avenue

Please make sure the truck loading zone is on B Street

The entrance to the parking garage would be better if relocated to N Street or Ellsworth

**From:** [gail marlin](#)  
**To:** [Wendy Lag](#); [REDACTED]  
**Subject:** Dragers Property  
**Date:** Monday, September 13, 2021 5:09:04 PM

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Dear Wendy: My husband and I live at the Gramercy on the Park and would like to voice some concerns we have regarding the reconstruction of Draeger's property.

1. Location on trucks loading zone: we feel the location of this entrance should be on B Street to keep the noise away from the residences.
2. Traffic on 5th Ave. is going to grow and make this area very congested. We understand Ellsworth is going to be a two way street? If this is true we suggest a stop sign at Ellsworth and two each way on 5th.
3. Locating the entrance to parking and loading and unloading on B street.
4. What are the requirements for keeping the dust and noise down and hours of work?

Hope these issues will be answered and addressed at the Zoom meeting tomorrow night. We do hope you appreciate the concerns from The Gramercy residences and know Marcus Gilmour has been helpful to us. Thank you also for making sure this works for a wonderful project that will enhance the community and also make it something we can live with.

Gail and Ron Marlin  
[REDACTED]

**From:** [J. Kevin Day](#)  
**To:** [Wendy Lao](#)  
**Cc:** [REDACTED]  
**Subject:** Draeger's Property Project  
**Date:** Monday, September 13, 2021 7:28:20 PM

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Dear Wendy,

My family and I are long-time residents of Gramercy on the Park. We participated in the September 7 Zoom call regarding the Draeger's property and appreciate your review of the project with us and the opportunity to share an ongoing dialog.

I am writing today to express some concerns about the project on day-to-day life for ourselves and our neighbors at the Gramercy. One of the major requests we have for your consideration is to avoid disruption from noise and the pressure of increased traffic on 4<sup>th</sup> and 5<sup>th</sup> Avenues as these are already busy thoroughfares. B Street and Ellsworth Avenues are quieter and better suited to loading zones, parking garage entrances and the like.

1. Truck loading zone: It is important that this remain on B Street with close access to the grocery store. Trucks on 5<sup>th</sup> Avenue would cause serious noise disruption and traffic issues. There was some discussion at the Sept 7 meeting regarding a bike lane on B Street. I personally walk there multiple times a day and current bike traffic is almost non-existent. Perhaps a study could be done to observe bike traffic here before prioritizing a bike lane over the significant problems and disruption that a loading zone on 5<sup>th</sup> Avenue would cause. In any case, the design can apparently accommodate both a bike lane and loading zone on B Street, without having to re-locate the loading zone.
2. Driveway entrance to the parking garage: Please consider entrance on B Street or Ellsworth Avenue as they are again less busy than 4<sup>th</sup> and 5<sup>th</sup> Avenues.
3. Need for a traffic signal at Ellsworth Avenue: A signal will be needed for safety reasons if this will again be a two-way street
4. Homeless Issues: It has been mentioned that the plaza at the corner of 4<sup>th</sup> and Ellsworth might become a place for homeless to gather and sleep. It is critical to anticipate this as a real possibility and have a plan to address it. We have lived in the city and have seen first-hand how this can negatively impact a community.

Thank you very much for your attention to these concerns and for your consideration of Gramercy residents as you move forward with plans for the Draeger's project.

Kind regards,

Kevin Day

**From:** [Cynthia Lee](#)  
**To:** [Wendy Lao](#)  
**Subject:** B Street South Project  
**Date:** Monday, September 13, 2021 8:32:42 PM

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Dear Wendy Lao,

We are Cindy and Mark, residents at Gramercy. We write to you to express our concerns about potential problems regarding the B Street Project. We are concerned about potential traffic on 5th Avenue as increased noise and traffic congestion would directly affect residents of our building in a disruptive way. In addition, with Ellsworth potentially becoming a 2-way street, safety is also of concern as there isn't a traffic signal and accidents have already occurred. With Draeger's removal in the near future, a grocery store close by would also be vital as residents have depended on having this access for years. Thank you in advance for your attention to these matters.

Sincerely,  
Cindy & Mark

A black rectangular redaction box covering the signature area.

**From:** [Betty Carrola](#)  
**To:** [Wendy Lao](#); [REDACTED]  
**Subject:** Draeger's Property  
**Date:** Monday, September 13, 2021 6:32:55 AM

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Issues of concern to us as owners of Grammercy

If 5<sup>th</sup> street is going to be two way, the traffic on 5<sup>th</sup> Avenue will be a danger unless there is a traffic signal at Ellsworth Avenue

Please make sure the truck loading zone is on B Street

The entrance to the parking garage would be better if relocated to N Street or Ellsworth

**From:** [Christine Ho](#)  
**To:** [Wendy Lao](#)  
**Subject:** Draeger's property re-building plan  
**Date:** Tuesday, September 14, 2021 11:06:58 AM

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Dear Ms Lao,

I am the owner of [REDACTED] at Gramercy on the Park and my windows face Ellsworth/Draeger's parking lot. As Apt [REDACTED] is on the first floor, the adverse effect would be tremendous if the loading area is located on 5th avenue. Traffic on 5th avenue has increased many fold since 2005 when I moved in, it is now a downtown busy thoroughfare; trucks loading and unloading on 5th avenue may create traffic problems. For my own selfish reasons as well as city traffic concerns, B street would definitely be a much more location for loading.

As I am out of the country since the covid-19 pandemic and not familiar with Zoom meetings, this is what I would say if I were present at the meeting.

Thank you for your kind consideration of the matter.  
Yours sincerely,  
Christine Ho

Sent from my iPad

**From:** [Olga Longstreet](#)  
**To:** [Wendy Lao](#)  
**Subject:** B Street South Project  
**Date:** Tuesday, September 14, 2021 11:07:45 AM

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My husband Phil Longstreet and I Olga Longstreet live at the Gramercy located at 555 Laurel Ave in San Mateo.

We have some concerns in regards to the above project. It is imperative that deliveries to the new building continue to occur on B Street and not 5th Avenue. There already is a lot of automobile and foot traffic (people walking to Central Park) on 5th.

Safety is very important to us. Our next door neighbor, Ben Cheng, was hit by a car on Laurel Avenue across from the park sometime in 2016 or 2017. Several months ago there was an article in The Daily Post stating that San Mateo was the city where pedestrians were more at risk to be hit by a car. I enjoy walking around my condo on a daily basis. It is my way of trying to stay fit and healthy!!

We have many seniors living at the Gramercy who no longer are able to drive. It is vital to all of us that we continue to have a grocery store across the street. As you are aware, we lost Tragg's the only other grocery store that was close by.

Thanks,

Phil & Olga Longstreet





**From:** [LING PONG](#)  
**To:** [Wendy Lao](#)  
**Cc:** [Gramercy On the Park Homeowners Association](#); [fgarritano@gmail.com](mailto:fgarritano@gmail.com)  
**Subject:** Gramercy on the Park and Draeger Store replacement Project  
**Date:** Tuesday, September 14, 2021 11:35:44 AM

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Wendy,

I would like to provide some input to the city of San Mateo and the developers who are planning to put a multi-use building where the Draeger grocery store is currently. I own a unit on the Fifth Street side of the Gramercy. A major issue I've had over the years is the high noise level in the early hours of the day that come from garbage/recycle pickup on the 5th Avenue side of the Draeger building. The main bedroom of my unit is on the 5th Avenue side of the Gramercy and every time the trash is picked up it wakes up everyone who is in that bedroom. I replaced the original single pane windows with dual pane insulating windows this June which substantially reduced the noise level; however, even with thick sound deadening and light blocking curtains installed, the noise from the street when the trash is picked up is enough to wake one up.

Adding loading docks on the 5th Street side of a new building would just aggravate the situation and extend the timespan and the level of noise. So, I have two concerns that I'd like the city planning commission and the new building developers and future tenants of the building seriously consider.

- Placement of loading area/docks somewhere other than on 5th Avenue
- Relocation of garbage/trash/recycling pickup area or schedule pickup at times other than pre-sunrise hours or quieter pickup methods

Thank you for your attention.

Ling Pong

**From:** [John OBrien](#)  
**To:** [Wendy Lao](#); [Gina Ferrari](#); [REDACTED]  
**Subject:** Fwd: REDEVELOPEMENT OF DRAEGERS SITE  
**Date:** Tuesday, September 14, 2021 3:47:54 PM

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Sent from my iPhone

Begin forwarded message:

**From:** John OBrien [REDACTED]  
**Date:** September 14, 2021 at 1:12:51 PM PDT  
**To:** [REDACTED], Gina Ferrari [REDACTED]  
**Subject:** REDEVELOPEMENT OF DRAEGERS SITE

Ms Lao, good day to you. My name is John O'Brien and I reside directly across the street from the Draegers Market site with my wife Gina Ferrari in unit [REDACTED] of the Gramercy.

I have lived here for 31 years and seen many positive additions during that time including the Gramercy itself, developed by Werby family.

I'm a simple guy in the autumn of my life searching for peace and quite. My first blush with the submitted building documents, in my humble opinion, may fit with the downtown environment however falls short of fitting with the Gramercy environment and its relevancy is up for debate.

There are many retired individuals residing in the Gramercy that possibly could be impacted negatively as a result of the plans as drawn up.

For starters lets all keep in mind that within a couple of years there will be 1,500 +/- parking stalls added to our neighborhood. As I understand 240 are to be included in the submitted Draegers preliminary documents.

The thought of residents leaving the Gramercy on 200 +/- daily trips and turning the corner on to 5th Ave with the potential of 240 car trips in and out of the Draegers site on a daily bases is troubling.

On busy days traffic can cause congestion for our residents now. Add 240 cars to that mix and I believe you can see where this is going. Adding stop lights will not begin to alleviate the

problem.

Another concern is occupied terraces and roof deck and the potential noise

problems for tenants on the 5th Ave side of the building if that is where it is to be located.

Finally, I would like to say I'm not against development except when it has the potential to create negative life style changes for the residents of the Gramercy. I believe parts of this project have the potential to fall into either camp.

Respectfully, John O'Brien  
Sent from my iPad