



COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

www.cb2manhattan.org

P: 212-979-2272 F: 212-254-5102 E: info@cb2manhattan.org

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May 24, 2010

Margaret Forgione
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting May 20, 2010, Community Board #2, Manhattan, adopted the following resolution:

Resolution in support of Hudson Square Connection Interim Traffic Management Plan Early Recommendations.

Whereas the Hudson Square Connection Business Improvement District presented early recommendations for small scale, immediate action improvements that have been developed with community input and consultation with the NYC Department of Transportation (DOT) as part of the BID's Interim Traffic Management Study; and

Whereas these preliminary recommendations are part of a more extensive plan that will be completed this summer and presented to Community Board 2 Manhattan (CB2); and

Whereas these short-term improvements include:

- Varick St. at Clarkson/Carmine Sts., south crosswalk: Upgrading striping to high visibility crosswalk and installing Turning Vehicles Yield to Pedestrians sign on eastbound Clarkson and westbound Carmine Sts. to address dangerous pedestrian/vehicle conflicts, encourage use of the crosswalk and discourage crosswalk blockage.
- Varick & King Sts., south crosswalk: Upgrading striping to high visibility crosswalk and installing Turning Vehicles Yield to Pedestrians sign on eastbound King St. to reduce conflict with aggressive drivers turning from King onto Varick.
- Varick & Spring Sts.: Adding right turn only lane, signage, and pavement markings (striping) to channelize eastbound approach, and installing Turning Vehicles Yield to Pedestrians sign on eastbound Spring St., in order to separate traffic heading on Spring for Varick St., alleviate traffic congestion there and promote safety for crossing pedestrians.
- Varick & Dominick Sts.: Installing Yield to Pedestrian signs on southbound Varick St., advancing stop bar to 10 ft., and removing repetitive stop bars to simplify conditions at this confusing and busy intersection.

- Varick & Watts Sts.: Installing a north crosswalk to better accommodate pedestrians and enhance pedestrian safety.; and

Whereas these recommended improvements can be implemented quickly to swiftly provide more traffic safety for all users in advance of more long-term actions (and can easily be modified, based on results);

Therefore Be It Resolved that CB2 supports implementation of the Hudson Square Connection's Interim Traffic Management Plan Early Recommendations as soon as possible; and

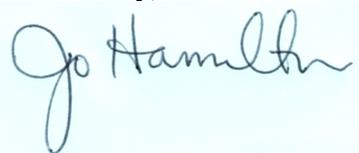
Be it further resolved that CB2 urges DOT to monitor these improvements once they're installed to assess their effectiveness and fine-tune them, if necessary;

Be it finally resolved that CB2 looks forward to continuing to work with the Hudson Square Connection on these important traffic improvements.

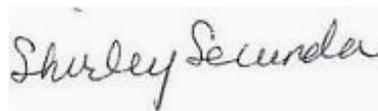
Vote: Unanimous, with 40 Board members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Jo Hamilton, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

JH/gh

cc: Hon. Jerrold L. Nadler, Congressman
Hon. Thomas K. Duane, NY State Senator
Hon. Daniel L. Squadron, NY State Senator
Hon. Sheldon Silver, Assembly Speaker
Hon. Deborah J. Glick, Assembly Member
Hon. Scott M. Stringer, Man. Borough President
Hon. Christine C. Quinn, Council Speaker
Hon. Margaret Chin, Council Member
Hon. Rosie Mendez, Council Member
Sandy Myers, CB2 liaison, Man. Borough President's office
Lolita Jackson, Manhattan Director, CAU

Jo Hamilton, *Chair*
Bo Riccobono, *First Vice Chair*
Sheelah Feinberg, *Second Vice Chair*
Bob Gormley, *District Manager*



Erin Ro
Susan
Elaine Young, *Assi*

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May 21, 2010

Thomas F. Prendergast
President
MTA/ NYCT
2 Broadway
New York, NY 10004

Dear President Prendergast:

At its Full Board meeting May 20, 2010 Community Board #2, Manhattan, adopted the following resolution:

Resolution in response to MTA NYC Transit presentation of new design for housing the proposed subway fan plant at Mulry Square.

Whereas Community Board 2 Manhattan (CB2) greatly appreciates MTA-NYC Transit (NYCT) coming to present a new design for housing the NYCT's planned subway fan plant at Mulry Square and thanks them for receiving the community's input; and

Whereas CB2 is cognizant of the limitations of the actual fan plant size and dimensions in dictating the massing which is appropriate; and

Whereas CB2 recognizes that the proposed use of brick and concrete is fitting in the Greenwich Village Historic District; and

Whereas the new "faux façade" design for housing the fan plant (see MTA NYC Transit's attached illustration) is unresponsive to the concerns and requests voiced in CB2's resolution passed July 23, 2009 addressing the three alternative schemes presented at that time, namely CB2's opposition to: a "faux historic" approach with cutouts in a lifeless, free-floating façade; a structure that lacks connection to the street and fails to enhance the pedestrian experience; a design that lacks any relationship to the surrounding area in terms of rhythm, proportion and articulation of elements; and a lack of sensitivity in incorporating the 9/11 "Tiles for America;" and

Whereas CB2 understands that NYCT would require a community group or other organization to maintain greenery, but strongly believes that the structure and adjacent open space (including plantings, lighting and other street furniture), need to be integrated into a holistic design from the start; and

Whereas NYCT has indicated that this is their final plan for housing the Mulry Sq. fan plant, but CB2 believes that there is still an opportunity to refine the design so that it suitably and discreetly fits its neighboring context and is hopeful that NYCT will work together with the Board to produce a handsome, more appropriate, community- and pedestrian-friendly design

that both respects the area's historic importance and recognizes the utilitarian nature of the facility;

Therefore be it resolved that CB2 asks that NYCT consider the following recommendations along with the two accompanying sketches herewith illustrating these concepts to create a design for housing the Mulry Square fan plant that responds to community preferences and needs in keeping with the industrial nature of this project while incorporating elements that blend with the historical context:

- Provide a continuous façade with cornice and base built of brick and concrete, wrapping around the entire building and down to street level.
- A brick façade in front of the concrete building will give the structure depth and create shadow lines at the openings.
- Create piers that form bays to reference the scale and character of buildings in the historic district.
- Because the suggested piers and other features will reference the historic structures in the neighborhood, when looking down the street the eye will register the similarities between the old and new.
- A simple articulated cornice, base and façade should be continuous to relate in height, profile and character of neighboring historic buildings.
- Add architectural base at street level.
- Create storefront display windows in the bays to accommodate a rotating exhibit of September 11th Tiles for America. These displays will create interest and liveliness at pedestrian street level. Add an awning overhanging display area to attract attention. The storefront type display windows will resemble local shop windows. Omit the horizontal “band” at base of building.
- Within the bays, the infill spandrels can be made of concrete or metal and infill “windows” to be tripartite with metal louvers or grills. Omit “blank” windows and instead infill with reflective material, grills or louvers. Proportions and opening sizes should clearly reference the elevations, width and height of the typical double hung windows on the adjacent building on the Greenwich Avenue side of the street.
- Stairwell windows should be aligned with the elevation - top and bottom - of neighborhood windows.
- At street level, the bays can accommodate the garage door and access door.; and

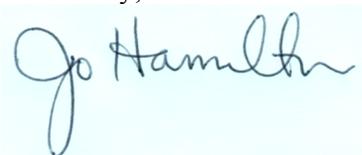
Be it further resolved that CB2 requests that NYCT work with the community and in consultation with the NYC Department of Parks and Recreation to develop a scheme complementary to the fan plant housing design for integrated landscaping, lighting, signage or other features surrounding the proposed building site; and

Be it finally resolved that CB2 asks that NYCT return to present a design for the fan plant housing reflecting these design recommendations.

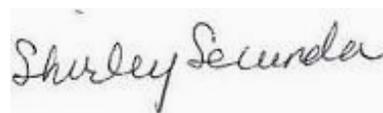
Vote: Unanimous, with 40 Board members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Jo Hamilton, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

JH/gh

cc: Hon. Jerrold L. Nadler, Congressman
Hon. Thomas K. Duane, NY State Senator
Hon. Daniel L. Squadron, NY State Senator
Hon. Sheldon Silver, Assembly Speaker
Hon. Deborah J. Glick, Assembly Member
Hon. Scott M. Stringer, Man. Borough President
Hon. Christine C. Quinn, Council Speaker
Hon. Margaret Chin, Council Member
Hon. Rosie Mendez, Council Member
Lolita Jackson, Manhattan Director, CAU
Robert B. Tierney, Chair, NYC Landmarks Preservation Commission
Adrienne Taub, Asst. Dir. Govt. & Community Relations, MTA New York City

Transit

Beth Cummings, NYS Bureau of Historic Preservation
Kathy Howe, NYS Office of Historic Preservation
Tim Stock, Mulry Angle/W. 11th Street Block Association
Marilyn Dorato, Greenwich Village Block Association

Jo Hamilton, *Chair*
Bo Riccobono, *First Vice Chair*
Sheelah Feinberg, *Second Vice Chair*
Bob Gormley, *District Manager*



Erin Roeder, *Treasurer*
Susan Kent, *Secretary*
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May 24, 2010

Margaret Forgione
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting May 20, 2010, Community Board #2, Manhattan, adopted the following resolution:

Resolution requesting investigation and implementation of strategies to improve pedestrian safety at intersection of 7th Ave. S./Christopher St./Grove St./W. 4th St.

Whereas concerns regarding pedestrian safety are regularly communicated to Community Board 2, Manhattan (CB2), relating to the complex intersection of 7th Ave. S., Christopher St., Grove St. and W. 4th St., which includes a popular park and a highly-trafficked subway stop and newsstand on islands surrounded by roadway; and

Whereas according to crashstat.org, this could be considered the most dangerous intersection for pedestrians in the West Village over the years 1995-2005, registering 56 injury crashes in that time frame; and

Whereas informed constituents have voiced specific concerns regarding traffic backups on 7th Ave. at the traffic light at Grove St., blocking the pedestrian crosswalk across 7th Ave. immediately to the south of Christopher St. and forcing pedestrians to walk into the path of moving traffic; and

Whereas two possible solutions were discussed:

1. Extending the green light cycle of the traffic light on 7th Ave. S. at Grove St. by a few seconds to allow vehicles to pass through to the next block, though this might have the unwanted consequence of shortening the time available for pedestrians to cross 7th Ave. S., or,
2. Shortening the green light cycle of the traffic light on 7th Ave. S. upstream from Christopher St. by a few seconds to prevent vehicles from becoming stuck at the red light at Grove St., which would possibly have the benefit of allowing for a longer pedestrian crossing interval;

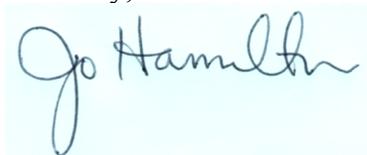
Therefore be it resolved that CB2 requests that the New York City Department of Transportation (DOT) investigate strategies to improve pedestrian safety at this complex intersection and implement such strategies, which may include either or a combination of the solutions suggested herein, or others at the agency's discretion; and

Be it further resolved that CB2 would welcome a broader study of more comprehensive pedestrian safety measures at this intersection, perhaps to include sidewalk widening, neckdowns, and other traffic calming techniques.

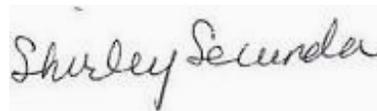
Vote: Unanimous, with 40 Board members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,

A handwritten signature in blue ink that reads "Jo Hamilton". The signature is written in a cursive style and is set against a light blue rectangular background.

Jo Hamilton, Chair
Community Board #2, Manhattan

A handwritten signature in black ink that reads "Shirley Secunda". The signature is written in a cursive style and is set against a light gray rectangular background.

Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

JH/gh

cc: Hon. Jerrold L. Nadler, Congressman
Hon. Thomas K. Duane, NY State Senator
Hon. Daniel L. Squadron, NY State Senator
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Hon. Deborah J. Glick, Assembly Member
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Lolita Jackson, Manhattan Director, CAU