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Bob Gormley, *District Manager*



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## COMMUNITY BOARD No. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

[www.cb2manhattan.org](http://www.cb2manhattan.org)

P: 212-979-2272 F: 212-254-5102 E: [info@cb2manhattan.org](mailto:info@cb2manhattan.org)

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May 20, 2011

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

Lauren Danziger, Executive Dir.  
Meatpacking District Improvement Association  
829 Washington Street #2  
New York, NY 10014

Dear Manhattan Borough Commissioner Forgione and Ms. Danziger, Executive Director:

At its Full Board meeting May 19, 2011, Community Board #2, Manhattan, adopted the following resolution:

### **Resolution in support of Meatpacking Improvement Association design elements and street furniture scheme for improved temporary Gansevoort Plaza areas.**

**Whereas** the Meatpacking Improvement Association (MPIA), the new business and area improvement organization that will be responsible for managing and maintaining the redesigned, temporary Gansevoort Plaza areas on 9<sup>th</sup> Ave. from Gansevoort to 14<sup>th</sup> Sts. in partnership with the NYC Department of Transportation (DOT), presented a plan for refurbishing these public spaces with bollards, plantings, furniture and other new design elements; and

**Whereas** the plan was developed with community input from an MPIA site scoping session in December 2010, held in conjunction with Community Board No. 2, Manhattan (CB2) and reflects many of the ideas presented there, such as design simplicity and cohesiveness, High Line type, simple, low plantings, movable chairs and umbrellas, tailor-made bollards, preservation of cobblestones and attention to pedestrian safety; and

**Whereas** cleanly designed, modestly scaled bollards of cement mixed with a reflective material (for day and nighttime use) will be used in combination with a white striping of spray-on reflective adhesive paint, a new technology, to define space and provide protection from vehicular traffic; and

**Whereas** planters will be composed of galvanized metal, with a circular shape similar to cow troughs (a type often used in rustic European plazas), but some will be as much as six feet in diameter, a large-scale size that could attract negative use, such as sitting and discarding garbage there, although MPIA, being in charge of maintenance, will be responsible for cleaning and removal of trash from planters; and

**Whereas** it is essential that chairs be put away (removed from use) at night, and MPIA has stated clearly that chairs and tables will either be removed entirely or chained up in the evening and also has indicated its willingness to work with CB2 in setting a mutually agreeable time to do this; and

**Whereas** MPIA has indicated its interest in producing programming that reflects community values and responds to community needs, such as green markets and cultural events, and voiced its willingness to invite ideas from the community; and

**Whereas** this plan is for temporary improvements that will be followed in a few years by a permanent DOT capital project, CB2 will inform DOT along the way on what temporary improvements work and don't work, and DOT will be developing the capital plan and appearing at several community meetings, in coordination with CB2, to respond to input and refine the final capital construction concept;

**Therefore Be It Resolved** that CB2 supports MPIA's scheme for design elements and street furniture for the improved temporary Gansevoort Plaza areas with the following requests:

- Because CB2 is concerned about the aesthetic suitability and redundancy of the proposed white striping in the space already defined by bollards, CB2 asks that DOT (which requires such striping based on design standards that often can be flexible) consider removing this striping or, at the least, placing the bollards directly over the striping.
- CB2 asks that the number of bollards be the bare minimum that regulations allow, with spacing as far apart as possible.
- CB2 asks that consideration be given to reducing the size of the planters.

**Be it further resolved** that CB2 welcomes and greatly appreciates MPIA's taking on the responsibility of managing and maintaining this important area that has been neglected for the past several years; and

**Be it further resolved** that CB2 appreciates MPIA's willingness to work together in setting a mutually agreeable time to store tables and chairs and looks forward to doing this; and

**Be it further resolved** that CB2 welcomes MPIA's interest in creating community-oriented programs, and further encourages daytime programming that wards off illegal vending, with MPIA and CB2 working together to address the illegal vendor situation;

**Be it finally resolved** that CB2 looks forward to commenting on lessons learned from the temporary plan and to working closely with the DOT in developing the final plan for the permanent capital project.

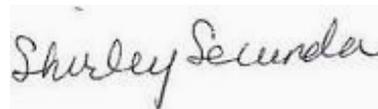
**Vote:** Unanimous in favor with 38 Board members in favor.

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

c: 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  
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Hon. Rosie Mendez, Council Member  
Sandy Myers, CB2 liaison, Man. Borough President's office  
Lolita Jackson, Manhattan Director, CAU

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May 20, 2011

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

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting May 19, 2011, Community Board #2, Manhattan, adopted the following resolution:

### **Resolution in support of several proposed changes to the PARK Smart program in Greenwich Village.**

**Whereas** the NYC Department of Transportation (DOT) has done numerous studies since 2008, monitoring and evaluating the PARK Smart program in Greenwich Village, with detailed data collection, including merchant, passerby and parker surveys, field visits and collection of meter information, making adjustments according to findings; and

**Whereas** recent findings show weekday occupancy down about 13% and average parking duration also down, with a 6% to 7% change in demand since pre-implementation, demonstrating the continued effectiveness of the program; and

**Whereas** based on recent findings, DOT is proposing to shift the peak hours of the Greenwich Village PARK Smart program from 12 noon-4 pm to 6-10 pm (Monday through Saturday) to correspond with periods of actual peak demand; and

**Whereas** recent findings have also led DOT to propose that PARK Smart should be removed on the blockfaces where meters turn off at 7 pm, however, some of what DOT has observed has been a result of the slow economy which is anticipated to pick up, certain land use changes are expected by the community and there is still sufficient daytime demand in parts of this area to merit retaining the existing PARK Smart program there; and

**Whereas** DOT proposes to adjust the base rate to \$3.00/hr. to correspond with the Manhattan-wide parking rate change and to increase the PARK Smart area peak rate to \$5.00/hr., and is looking to extend the parking time limit from one to two hours; and

**Whereas DOT intends to keep investigating land use changes, meter locations, time limits, hours of operation and other conditions, is eager to work with Community Board 2 Manhattan (CB2) to reach the best balance of parking management and proposes a walk through tour with CB2 of the PARK Smart area to discuss options;**

**Therefore be it resolved** that Community Board 2 Manhattan (CB2) fully supports DOT's proposals to shift the peak hours of the Greenwich Village PARK Smart program from 12 noon-4 pm to 6-10 pm, to increase the PARK Smart area peak rate to \$5.00/hr, as well as to extend the parking time limit from one to two hours; and

**Be it further resolved** that CB2 urges DOT to maintain the current geographic boundaries of the PARK Smart program, thereby retaining the existing PARK Smart program in all areas where it now exists, unless data shows demand to be so low, it merits change; and

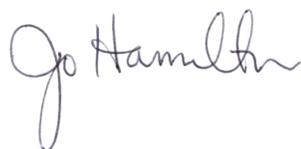
**Be it further resolved** that CB2 encourages DOT to continue to investigate advanced technology that would allow for dynamic, demand-responsive parking adjustments; and

**Be it further resolved** that CB2 thanks DOT for its continual monitoring and tracking of conditions relating to the Greenwich Village PARK Smart program and adjustments according to community needs, looks forward to having a walk through tour with DOT of the PARK Smart area to explore potential options and urges DOT to make arrangements for this walk through in the very near future.

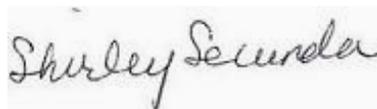
**Note:** Unanimous in favor with 38 Board members in favor.

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

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May 20, 2011

Raymond Kelly, Commissioner  
NYC Police Department  
One Police Plaza  
New York, New York 10038

Dear Commissioner Kelly:

At its Full Board meeting May 19, 2011, Community Board #2, Manhattan, adopted the following resolution:

### **Resolution in support of New York City Police Department (NYPD) Auxiliary Police Officers traffic enforcement and management program and its work on Varick St. bet. Houston and Spring Sts.**

**Whereas** for the past month the Hudson Square Connection Business Improvement District has had a team of Auxiliary Police Officers assisting with traffic enforcement on Varick Street between Houston and Spring Sts. during the PM-rush hours on Wednesdays, Thursdays and Fridays, providing much needed help in improving pedestrian safety as well as traffic flow at five to six intersections; and

**Whereas** an overview of the Auxiliary Police Officers Traffic and Management program that provides these civilian police was given by Police Officers/Auxiliary Police Coordinators of the NYPD Citywide Traffic Task Force, attesting to the dedication of these community volunteers (some of who were present), who go through training at a mini-police academy and, working in pairs, back up regular police in directing and controlling traffic, helping people with baby carriages, the disabled and other vulnerable pedestrians cross the street, stopping spillbacks, aiding in giving summons for blocking the box and using cell phones, and working to educate motorists in being responsible and considerate of pedestrian needs; and

**Whereas** in the short time these citizen police have been working on Varick St., the traffic situation has improved, e.g., boxes are less blocked, the three lanes that bypass the Holland Tunnel are clearer, and summons numbers have gone down;

**Therefore be it resolved** that Community Board No. 2, Manhattan (CB2) expresses its utmost thanks and appreciation to these Auxiliary Police Officers for their generous help in better managing the traffic and prioritizing and protecting the safety of pedestrians on Varick St. between Houston and Spring Sts. and looks forward to them continuing this admirable work in our district; and

**Be it further resolved** that CB2 commends the Auxiliary Police Officers Traffic and Management program for their work in training and making available these very welcome citizen traffic enforcers and voices its strong support of this estimable program.

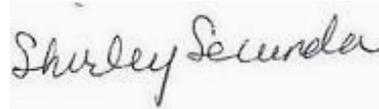
**Vote:** Unanimous in favor with 38 Board members in favor.

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  
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