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COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

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Greenwich Village ∨ Little Italy ∨ SoHo ∨ NoHo ∨ Hudson Square ∨ Chinatown ∨ Gansevoort Market

March 22, 2019

Edward Pincar Jr.
Manhattan Borough Commissioner
Department of Transportation
55 Water St. 9th Floor
New York, NY 10041

Dear Manhattan Borough Commissioner Pincar:

At its Full Board meeting March 21, 2019, Community Board #2, adopted the following resolution:

Resolution in support of a Street Seat at 375 Hudson St., location on the King St. side btw. Hudson and Greenwich Sts.

Whereas a Street Seat request for 375 Hudson St., to be located on the King St. side of the building btw. Hudson and Greenwich Sts., was presented by the Hudson Square Connection BID and the NYC Dept. of Transportation (DOT); and

Whereas DOT has reviewed the application for this Street Seat and confirmed that it meets all requirements; and

Whereas the Street Seat will be installed on a platform in the roadbed along the curb line that will be flush with the sidewalk, and framed by wheel stop bars, flexible delineators, a white delineating stripe and other safety features to ensure protection from traffic and parked motor vehicles, as per DOT requirements (and that DOT will install); and

Whereas the Street Seat will be 40 ft. long and 6 ft. wide (equal to approximately 2.5 parking spots) and will occupy a press parking zone that DOT will be shifting 40 ft. to the west. The Street Seat's lower height will daylight its location corner at King and Hudson Sts., providing better visibility for advancing and left-turning vehicles as well as for pedestrians, thereby increasing safety for both; and

Whereas no alcohol or smoking will be allowed, and signage will be prominently placed to announce these prohibitions and that the facility is open to the public; and

Whereas the Street Seat will be installed from May until November; its hours are expected to be: on weekdays 7:00 am to 7:00 pm and on weekends 8:00 am to 4:00 pm; and

Whereas the Street Seat will be adjacent to the Le Pain Quotidien restaurant, however, there are numerous nearby grab-and-go eateries whose clientele (as well as others) also can use the Street Seat, since it will be open for full public use during hours of operation, not just to Le Pain Quotidien's patrons; and

Whereas the Hudson Square Connection BID will maintain the Street Seat, with the participation of Le Pain Quotidien. This will include setting up and storing movable tables and chairs (approximately 6 tables/20 chairs) every day, along with planters (around 6) and other amenities, such as umbrellas; and

Whereas a petition supporting the proposed Street Seat at 375 Hudson St. on the King St. side of the building btw. Hudson and Greenwich Sts. was submitted with over 100 signatures from Hudson Square constituents, including businesses and residents, workers, retailers and property owners;

Therefore be it resolved that CB2 fully supports the installation and operation of the proposed Street Seat at 375 Hudson St. on the King St. side of the building btw. Hudson and Greenwich Sts.

Vote: Unanimous, with 36 Board Members in favor.

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

Sincerely,



Carter Booth, Chair
Community Board #2, Manhattan



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

TB/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
Hon. Deborah J. Glick, NY Assembly Member
Hon. Gale Brewer, Manhattan Borough President
Hon. Corey Johnson, Council Speaker

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March 22, 2019

At its Full Board meeting March 21, 2019, Community Board #2, adopted the following resolution:

Resolution recommending revisions to Community Board 2 Manhattan's Street Co-Naming Guidelines.

Whereas Community Board 2, Manhattan's (CB2) community members have often expressed their opposition to street co-namings and their signage (except in perhaps the most exceptional examples of dedication to improving CB2 community conditions), in order to curtail the co-name street signs taking up public space for private use, to eliminate the confusion they create in obscuring the identification of streets and hampering way finding, and to reduce their exacerbating street signage clutter; and

Whereas in view of these concerns, CB2 has traditionally recommended denial of most street co-naming applications within CB2's boundaries; and

Whereas CB2 has become aware that its Street Co-Naming Guidelines need to be further elucidated to clarify that the requirement for a co-name needs to be community-based, i.e., that the rare person or entity to have a street co-named for them in CB2 must have a longstanding direct presence and relationship with the immediate community on the requested street as well as a record of significant contributions to that immediate community's welfare; and

Whereas CB2 has received concerns about the length of the five-year waiting period after the proposed person for a co-name has been deceased that is required before a co-name request can be considered; and

Whereas street co-naming signs do not indicate who the co-named was and why they were so honored;

Therefore be it resolved that CB2's Traffic and Transportation Committee recommends the following revised Community Board 2 Manhattan Street Co-Naming Guidelines, Street Co-Naming Request Application and Street Co-Naming Request Instructions, with changes bolded and underlined.

Vote: Unanimous, with 36 Board Members in favor.

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

Sincerely,

Handwritten signature of Carter Booth in black ink.

Carter Booth, Chair
Community Board #2, Manhattan

TB/EM

Handwritten signature of Shirley Secunda in black ink.

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