



Lowell D. Kern
Chair

Jesse Bodine
District Manager

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
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May 13, 2021

Signe Nielsen
President, Landscape Architect
Public Design Commission
City Hall, 3rd Floor
New York, NY 10007

Re: Distinctive Pavement at The Spiral – Hudson Boulevard East

Dear President Nielsen,

Manhattan Community Board 4 (MCB4) supports the petition to install distinctive pavement and greenery around the building called “The Spiral” with entrances on Hudson Boulevard East, Tenth Avenue, West 34th and West 35th Streets, provided that additional features suggested below are added to improve transportation and safety. MCB4 at its May 5th Full Board meeting voted in support by 36 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible.

Tishman, the developer, is proposing to install 41 large trees in long tree beds with lush understory, on the four sides of the building. By expanding the soil under the sidewalk, they will provide significant space for the roots to help the trees mature to 50 years. Distinctive pre-cast concrete pavers will be laid between the tree pits to link them visually. Tree guards that reflect the design of the terraces in the buildings will let rainwater into the pits. All accesses to the building are ADA compliant and the developer is installing Accessible Signals at each intersection.

- Since Hudson Boulevard East will be heavily used by pedestrians to reach the MTA #7 subway (second entrance is across the building in the Park), we recommend that this roadway not be used for for-hire vehicles pick up and drop off. We are pleased to learn that the limousine and hired car dispatch area will be located at the North West corner of the building on West 35th Street. It will be crucial to ensure an orderly operation and compliance by tenants and for-hire companies.
- Tishman has indicated that they are open to discussions about the creation of a shared street on this portion of the boulevard (Hudson Boulevard East between West 34th and West 35th Streets), with vehicular speed limit of 5 mph, which will improve pedestrian safety and circulation.

- In order to continue the pedestrian experience from the building to the Subway entrance and the western sidewalk of the park, we urged the developer to work with the Hudson Yards Hell's Kitchen Alliance (HYHK) to install similar trees, tree beds and pedestrian lighting across the boulevard. Tishman indicated they were ready to engage with HYHK towards this end.
- The Transportation Planning Committee noted that the proposed bike parking (one rack) seemed insufficient to absorb the volume of cyclists that will visit such a large building. We request that a 10-loop bike corral be installed in the parking lane near the northeast corner of the building on West 35th Street. Cargo bikes are becoming more prevalent and should also be provided parking space, either in the loading bays, or in the parking lane.

Sincerely,



Lowell D. Kern

Chair

Manhattan Community Board 4



Christine Berthet

Co-chair

Transportation Planning Committee



Dale Corvino

Co-chair

Transportation Planning Committee

cc: Robert Benfatto, President, Hudson Yards Hell's Kitchen Alliance
Amir Sperling, Tishman Speyer