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Chair

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CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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Holly Leicht
Executive Vice President of Real Estate Development & Planning
Empire State Development
633 Third Avenue
New York, NY 10017

Ed Pincar
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

Rick Cotton
Executive Director
The Port Authority of New York & New Jersey
4 World Trade Center, 150 Greenwich Street, 22nd Fl.
New York, NY 10007

**Re: West 30th Street – ESD Project Under the High Line
Pedestrian Lighting and Greening**

Dear Vice President Leicht, Borough Commissioner Pincar, and Executive Director Cotton,

Manhattan Community Board 4 (MCB4) appreciates ESD staff's presentation of the plans for the pedestrian space below the High Line extension west of Tenth Avenue. While there are meaningful improvements to the greening plan, the lighting plan is still not appropriate for a pedestrian environment. At its January 5th Full Board meeting, by a vote of 42 in favor, 0 opposed, 0 abstaining, and 1 present but not eligible, MCB4 requests, and ESD staff agreed, to come back with a revised lighting plan focused on pedestrians. We request individual meetings

with the Department of Transportation (DOT) staff and with Port Authority staff to better understand how their recommendations relate to the community's overall West 30th Street plan.

During the summer, MCB4 gave its support to the High Line extension project subject to the following, and received a letter from ESD agreeing to it:

- Install architectural lighting under the High Line starting at the west side of Tenth Avenue, through the length of the extension. The new bridge will reduce natural light and generally create quality of life issues below. The lighting should be appropriate for pedestrians and be visually interesting from the street.
- Install plantings and improvement on the island and along the pedestrian path below the High Line extension.

ESD proposed planters with LED strips at the bottom rim, and up-lights that would be a terrific addition to the streetscape and would complement well the style of the High Line extension.

- We question why there are only six such installations and not twelve to match the number of pillars. Twelve is our preference.
- However, the down lights under the High Line are still very harsh and bright, designed for roadway and not pedestrian lighting. And there is nothing architectural¹ about them. The lighting plan relies on a single type of fixture mounted above the pedestrian walkway to provide lighting per DOT specifications to the roadways north and south of the walkways, and only incidentally serve as pedestrian lighting.

There are currently two poles on the median and a third pole at the intersection with Dyer Avenue North to provide roadway lighting on this western section. Each pole carries two cobra heads, a total of two for each roadway (West 30th Street and Dyer Avenue Eastbound). We understand that two poles with a single cobra head each will be installed on the south side of West 30th Street to replace the current installation on the median.

A similar approach can be used on Dyer Avenue, by installing two poles each with a single cobra head on the north side of Dyer, on the existing sidewalk. Hence, it is not clear why additional roadway lighting must be provided from under the High Line.

Should additional roadway lighting still be required, we ask that pedestrian lighting be made a focus of this area, which will be a gateway to Hudson Yards and be used by a very large number


¹ Architectural lighting means installations similar to those illustrated in the HYHK streetscape study see p112 to 114 https://www.dropbox.com/s/jlv4jednx7pr7co/2017.05.24_FINAL%20DOCUMENT.pdf?dl=0

The chosen design would be customized to accentuate the specific architectural details under the Highline.

of commuters going from Penn Station and the Port Authority Bus Terminal to Hudson Yards. In order to achieve this, we urge you to use separate fixtures to accomplish the distinct tasks of roadway lighting and pedestrian lighting.

In addition, the area under the High Line, at the intersection of West 30th Street and Tenth Avenue, definitely requires more lighting and was not included in the presentation.

Sincerely,



Jeffrey LeFrancois
Chair
Manhattan Community Board 4



Christine Berthet
Co-Chair
Transportation Planning Committee



Dale Corvino
Co-Chair
Transportation Planning Committee

Cc: Hon. Jerrold Nadler, U.S. Congress
Hon. Brad Hoylman, New York State Senate
Hon. Linda Rosenthal, New York State Assembly
Hon. Gale A. Brewer, New York City Council
Hon. Erik Bottcher, New York City Council
Hon. Mark Levine, Manhattan Borough President