July 15, 2011

PRE-FINAL DESIGN FOR SECTION 106 CONSULTING PARTY REVIEW

The accompanying presentation highlights the following changes and updates from the Section 106 Consulting Party Preliminary Design Review from April 21, 2011.

Entry Plazas

The current plaza paving design is mainly composed of Academy Black Granite, which, with its distinctive dark color and texture, provides contrast to the historic Milford Pink Granite. We have eliminated all the metal in the paving to allow a unified design and less maintenance. Trench drains were replaced by granite pavers with slots for water drainage in the plazas. This allows for drains to 'disappear' within the plazas and removes visual interruption in the paving pattern. In addition, piping below the ground surface and impacts to the train shed are greatly reduced. The edge condition between the paving and Farley Building is accented by a lighter-toned Academy Black Granite.

Existing Openings

As was mentioned in the Preliminary Design narrative, the six (6) existing openings on the south and north entry plazas will be re-appropriated for the use of commuters. These widened openings will be composed of stainless steel door frames and equipped with stainless steel push/pull hardware and an automatic operator actuator.

Exterior Signage

Phase 1 will introduce horizontal building identifications with fabricated aluminum lettering, "Moynihan Station", to signal the new use at the entry plazas. They will be powder-coated black, pin mounted to the sidewalls of the grand staircase and backlit with LED light fixtures. Phase 2 will introduce one freestanding pylon sign for each of the entry plazas. The pylon signs will be roughly 15'-0" tall and will not exceed the height of the grand staircase. Also as part of Phase 2, additional horizontal building identifications, identical to the Phase 1 design, may be mounted to the west wall of both the north and south existing exterior stair cases.

Subway Entrance

At the 33rd Street plaza, the strategically repositioned subway station entrance will be aligned with the moat wall so that a segment of it can be retained without impeding pedestrian flow and remain intact as a historic reference. This remnant of the historic moat wall will be reconstructed from its current height of 36" to a new height of 42" in

order to meet code. It also extends 6'-6" to the east of the first subway stair tread in order to provide a transitional slope to the subway entrance from the sidewalk. The inside face of the historic moat wall (currently exposed brick) will be clad with Milford Pink Granite, salvaged from the original moat wall, and extend down to subway platform level. The new guard rail around the subway entrance is physically separated from the historic moat wall and is integrated with the plaza paving design as it is clad with the same Academy Black Granite.

Grand Stairs

The grand stairs facing 8th Avenue will need to be reconstructed in order to provide adequate waterproofing. This work will be include documenting all the existing stairs, removing the stairs, laying down waterproofing, and re-laying the same stairs at their original locations. A trench drain along the bottom step of the grand stair will capture water flowing from the grand stairs.

Lighting Design

The plazas will be illuminated to provide more uniform lighting levels that gradually increase from the sidewalk to the new entrances. Plaza light uniformity will be achieved from high mount small scale floodlights (8 in each plaza) at the roof cornice of the Farley Building (4th floor level). This is an ideal vantage point in reducing light wash on the building, eliminating source glare and providing an even coverage of the plazas. Downlights will be integrated into the canopy design to draw attention to the entrance areas. The 33rd Street plaza steps, west of the subway entrance, will be illuminated by railing lights, thus simplifying lighting elements in the plaza.