



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD No. 4**

330 West 42<sup>nd</sup> Street, 26<sup>th</sup> floor New York, NY 10036  
tel: 212-736-4536 fax: 212-947-9512  
www.ManhattanCB4.org

**J. LEE COMPTON**  
Chair

**ANTHONY M. BORELLI**  
District Manager

**Municipal Art Society's Priorities for West Side Development**

**WHEREAS**, the Municipal Art Society has produced the attached draft document titled "Immediate Action on West Side Development" which outlines a set of core principles for the expansion and renovation of the Jacob K. Javits Convention Center, the reconstruction of the Farley Post Office into the Moynihan Railway Station, and strengthening access to the Hudson River waterfront, and further outlines steps to achieve such development according to those principles; and

**WHEREAS**, these large scale projects have great City-wide importance and will have significant impacts on the West Side; and

**WHEREAS**, in the preamble of "Immediate Action on West Side Development", the Municipal Art Society calls for a meaningful public review process and an active role for the community in developing these projects; and

**WHEREAS**, the principles and steps outlined in "Immediate Action on West Side Development" are consistent with positions taken by this Board;

**NOW, THEREFORE, BE IT RESOLVED** that Manhattan Community Board No. 4 confirms that "Immediate Action on West Side Development" reflects this Board's previously-stated positions concerning development in the area, and therefore endorses "Immediate Action on West Side Development"; and

**RESOLVED**, that the Board restates its position that it is critical that the development of these projects involve active consultation with the local community, and a full and fair public review process as required by the New York State Urban Development Corporation Act and as would be provided for by the New York City Uniform Land Use Review Procedure (ULURP).

*Adopted November 2, 2005.*



## **Immediate Action on West Side Development – DRAFT**

**November 2, 2005**

The Hudson River is a magnet for all New Yorkers. As the Hudson River Park nears completion, and the first buildings are built in the new Hudson Yards, New Yorkers will be even more drawn to the light, air and magnificent views of this treasured resource. The power of the City's and State's plan for the West Side is that its public investments — a new train station, a renewed convention center and a growing parks network — could finally begin reconnecting Manhattan to its riverfront.

We commend the Empire State Development Corporation for the selection of two exciting teams to design the convention center expansion and convert the Farley Building into the new Moynihan Station. These projects will transform the future of the West Side, and as such deserve a clearer, more robust public process to determine their final character. The civic community wishes to continue playing an active role with the State and City in developing these two projects and Manhattan's Far West Side to their fullest potential. The following are our core principles and the steps to achieve them:

- 1. Designing the Javits Center as a Destination & Economic Powerhouse**
- 2. Designing Moynihan Station to Move People and Transit Further West**
- 3. Strengthening Waterfront Access & Views to the Hudson River**

### **Designing the Javits Center as a Destination & Economic Powerhouse**

The Javits Center has languished for years at the edge of the city, in a dismal setting, with no public transit. New development will bring the City to the Center and give it surroundings where it can thrive.

- Design the Javits Center expansion as a state-of-the-art facility that links the city and the waterfront, while stimulating New York's business, hospitality and entertainment industries by meeting industry demands
- Keep the Javits Center fully operational during expansion
- Provide access to the new municipal ferry terminal by keeping West 39<sup>th</sup> Street unobstructed and open to the sky
- Open the western facade of the Javits Center toward the water, and investigate the possibility of providing retail along the eastern edge facing the neighborhood

### **Designing Moynihan Station to Move People and Transit Further West**

Moynihan Station will heal one of New York's old wounds — the loss of Penn Station. Restoring the area's grand train terminal will open a new portal to West Midtown that could accommodate up to 150,000 additional passengers/day.

- Design Moynihan to achieve the economic success of Grand Central, and the grandeur of its public spaces

- Ensure the Farley Building's new uses fully respect its historic character and public nature
- Provide for a safe and spacious transition from the tracks to the street
- Provide a pedestrian passage to 9<sup>th</sup> Avenue connecting to a restored 32<sup>nd</sup> Street, thus creating a strong, open connection from Moynihan Railway Station to the Hudson River
- Implement pedestrian-friendly design and traffic calming options for 9<sup>th</sup> Avenue from 30<sup>th</sup> to 42<sup>nd</sup> Streets to accommodate new foot traffic and allow the Avenue to flourish as a true neighborhood main street
- Invest early in infrastructure for the new Moynihan Station corridor, as the main arrival point for new employees, residents and visitors

### **Strengthening Waterfront Access & Views to the Hudson River**

A major open space network could directly link the area's residential neighborhood and signature structures, while terminating in magnificent vistas of the Hudson River Park.

- Connect people to Hudson River Park via a landscaped, tree-lined promenade along 39<sup>th</sup> Street west of 9<sup>th</sup> Avenue
- Reintroduce 32<sup>nd</sup> Street as a green street and major point of access to the waterfront
- Study surface transportation options that better connect riders from the East to the Hudson Rivers and the Hudson Yards' major destinations.
- Articulate a comprehensive and integrated development plan for both the East and West Rail Yards, spanning from 30<sup>th</sup> to 34<sup>th</sup> Streets west of 11<sup>th</sup> Avenue, to 30<sup>th</sup> to 33<sup>rd</sup> Streets east of 11<sup>th</sup> Avenue

