

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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July 27, 2026

Angela Cavaluzzi, AIA
Hudson Yards Development Corporation
c/o New York City Economic Development Corporation
One Liberty Plaza
New York, NY 10006

Re: Bella Abzug Park Blocks 4, 5, & 6 Design

Dear President Cavaluzzi,

At Manhattan Community Board 4's Waterfront, Parks and Environment Committee's July 9th and Transportation Planning Committee's July 15th meetings Hudson Yards Development Corporation presented some welcome and extensive additions and changes to its already wonderful plans for Bella Abzug Park's development. The purpose of this letter is to express the Committees' and the Community Board's enthusiastic approval of those changes and offer some comments and suggestions. At its July 22 Full Board meeting Manhattan Community Board 4 voted to approve the contents of this letter by a vote of 39 in favor, 0 against, 1 present not eligible and 0 abstaining.

Bella Abzug Park stretches from 33rd Street to 37th Street in between 10th and 11th Avenues, alongside newly created streets known as Hudson Boulevard East and Hudson Boulevard West. The presentation reviewed the planned extension of such park, for Hudson Boulevard east from West 36th to West 38th Street and Hudson Boulevard west from West 37th to West 38th Streets along Block 4 and 5 extensions of the Bella Abzug Park among numerous refinements to a plan MCB4 had already seen in an earlier version of the plan for this wonderful new park in our district. A review follows:

- The Emergency Fan Plant has been reduced from 6 to 5 stories enhancing the relationship with the adjacent building. In addition, there have been numerous changes to the façade, the lighting and the internal configuration.

- The Play Design has been refined for better accessibility, aesthetics, and durability of the materials used, including a water play area in Block 6 and the bridge supports have been changed to a more appropriate color.
- Public Restroom has been modified inside and out to provide better aesthetics and durability of materials.
- Maintenance and Operations Building will have translucent overhead doors.
- There are Walls, Fences and Guard Rails design changes to improve sight lines.
- The Drinking Fountain now includes a bottle-filler and a pet bowl function.
- We appreciate the installation in the park extension of the artefacts recovered from the Slaughterhouse site on 493 Eleventh Avenue. That salvage will include the "New York Butchers Dressed Meat Co." limestone sign, a cow head, and a cow head frame.
- The Shared Street design is now curved and has numerous additional revisions: raised curb, revised lighting fixtures and other changes per DOT requirements, a north/south meandering pedestrian route parallel to the Shared Street at Block 5, revised pavement materials, and revised finish of rounded stones. Traffic is not restricted and is not expected to be large.
- Plantings and trees will delineate this new space as an extension of the park.
- The Planting Design revision includes added locations.
- Drop off/delivery bays are provided for adjacent buildings.
- A curb cut will slow down cars that enter the shared street, and all vehicles' speed will be limited to 5 mph.

This design will increase the perceived size of the park at Block 5 (37/38), by more than 50%.
(See spreadsheet below for more details)

Comments and Suggestions:

- We understand the Fan Plant only operates during an emergency situation and for testing purposes. When it is operating there should be significant filtration of its exhaust.
- Even with the redesigns of the exterior of the Fan Plant, the lower facade is too stark. It needs to be broken up.

Signage

It will be important that clear and sufficient signage be installed at the entrances to educate drivers and cyclists on the new design and speed limit and that the streets be marked appropriately on the GPS applications. For example, the committees would like to see traffic on Hudson Boulevards limited to vehicles servicing the building.

Lighting:

The Shared Street needs lighting for pedestrians. Negotiations should occur with DOT to

- create a unified lighting structure throughout the park. Horticulture lighting should be included in this overall design.

- Install visual cues that encourage slow speeds at night. Pedestrian lighting instead of traffic lighting would be such a cue cautioning drivers that this is a “pedestrian priority street”.

We are concerned that there will not be enough lighting for pedestrians on those blocks and thus, park visitors and pedestrians will feel or be unsafe. On Block 4 the ground floor is occupied by a building entrance and a health center with no window. It is crucial to provide an adequate amount of pedestrian illumination for safety on the shared streets as is the case on the park paths. We note that the DOT street design manual says: “In addition to lighting characteristics, DOT considers the design qualities of poles and luminaires with an eye to maintaining an aesthetically consistent and coherent streetscape within a neighborhood or corridor.” The three shared streets are “integrated” into the park, where all the lampposts are type B with Riverside Park luminaires. Installing avenue lighting on these paths would be aesthetically inconsistent and incoherent with the other six blocks of the park. Traffic lighting could be installed at the intersections and Type B with Riverside Park lighting within the blocks.

Sidewalk width:

Please extend the sidewalk on the north side of West 37th Street and the south side of West 38th Street in the middle of the park block to align with the neck downs at each park crossing. These parking spaces are not necessary but have the potential to be misused by buses and trucks. We’d also like to preserve the visual continuity of the park.

Catch Basins:

Catch basins are an enormous inconvenience for pedestrians, not only do their grids have large openings that obstruct walking, but their propensity to back up and create ponding is a constant obstacle. Is there a way to use smaller grids? We understand that such are being used on plazas. Could they be located away from the pedestrian crossings?

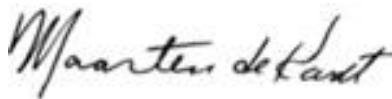
We understand the final design package is expected to be finished in September. The project is to go out to bid by the end of this year. Construction is expected to start in 2027 and finish by about 2030.

The plan along with its revisions promises to provide a lovely, aesthetically pleasing, functional new park for our community. Thank you for all your work to provide the community with a wonderful Bella Abzug Park designed to serve the needs of the community.

Sincerely,



Leslie Boghosian-Murphy
Chair
Manhattan Community Board 4



Maarten de Kadt
Co-Chair
Waterfront, Parks & Environment Committee



Christine Berthet
Co-chair
Transportation Planning Committee



Jesse Greenwald
Co-Chair
Transportation Planning Committee

Enclosure

**HYDC - Bella Abzug Park -- Prepared by
HYDC**

Park at Blocks 5 & 6, Shared Streets at Blocks 4 & 5, Buildings at Block 6

Public Design Commission: Preliminary Review Submission

July 24, 2026

PDC Status Report Date	PDC Submission Focus	Revision Number	Revision Area	Revision Description
6/21/23	Park & Buildings	1	Water Feature	Design advanced and location shifted to improve durability and avoid bridge structures below.
		2	38th Street	Curbs, crosswalk locations, bike lane, and drive lanes modified within cross-street ROW between the blocks in response to DOT comments.
		3	Walls, Fences, Guards	Overall – extent of solid walls have been reduced block-wide. Where required for fall protection, guardrail design that allows open views through is included. This improves site lines throughout.
		4	Handrails at Stairs	Material change to Stainless Steel for consistency as-built sections of BAP.
		5	Play Design	Play area designs have been reviewed and further developed for technical compliance, accessibility, and play value. Play designs have been advanced to make spaces and elements New York-specific (i.e., the fire engine feature). Water play area added in response to community request. Shade sails added to provide shade to areas where tree cover cannot provide.
		6	Elevated Walk	Elevated Walk design and details advanced by Structural Engineer, in response to DOT comments.
		7	Drinking Fountain	Product changed to DPR standard, includes bottle-filler and pet bowl.
		8	Planting Design	Additional planting locations added and coordinated with architecture, to better situate bldgs. within park.
		9	Public Restroom	Exterior designs coordinated with revised building layout. Quarry visit in 2023 now informs stone material details.
		10	Play Design	Reduced number of Play Surface Materials to simplify transitions and for better durability/maintenance and better accessibility. Play Surfacing materials are now Poured-in-Place, Engineered Wood Fibers and CIP Concrete (at Water Play only).
		11	Public Restroom	Reduced extent of stone parapet walls and replaced with mesh guardrail to improve visibility, per DPR feedback from July 7, 2026.
		12	Play Design	Changed color of rope on play suspension bridge in renderings; now appears as "natural" color.

6/17/24	Shared Streets	50	Shared Street	Introduced raised curb in addition to flush curb, in response to DOT comments. Reduced plant rail extent to coordinate with curb change.
		51	Shared Street	Revised lighting fixtures and layout per DOT comments; now appear at 30'H octagonal poles.
		52	Shared Street	Added North/South pedestrian route parallel to Shared Street of Hudson Blvd West Block 5, in response to DOT comments.
		53	Shared Street	Revised pavement materials, including roadway and detectable warning panels, in response to DOT comments.
		54	Shared Street	Revised form and finish of rounded stones, per DOT and DPR comments; now straight profile at base and rough (flamed) finish.
6/28/24	M&O Building	101	Building Context	Site Plan showing larger context of park facilities and ventilation building
		102	M&O Building	Added translucent overhead door information, per PDC request.
		103	M&O Building	Clarification of staff working area access to daylight
6/21/23	Public Restroom	104	Public Restroom	Added material palette and gate
		105	Public Restroom	Added Building elevations
6/17/24	Emergency Fan Plant	106	Emergency Fan Plant	Added new view showing rendered playground and reduced one story Fan Plant building height
		107	Emergency Fan Plant	Reduced one story building height enhancing relationship with adjacent building
		108	Emergency Fan Plant	Revised overhead door material from steel to translucent panel, per PDC request.
		109	Emergency Fan Plant	Adjusted granite panel size and joints to align with door width
		110	Emergency Fan Plant	Clarified extent of channel glass at street level.
		111	Emergency Fan Plant	Adjusted Amtrak's emergency exit door location at west façade as a result of cellar level layout reconfiguration.
		112	Emergency Fan Plant	Added building section clarifying locations of the louvers and channel glass
		113	Emergency Fan Plant	EmerPlay
		114	Emergency Fan Plant	Added RCP and light fixture detail to clarify grade level illumination at night