



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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Delores Rubin
Chair

JESSE R. BODINE
District Manager

November 29, 2016

Howard Zemsky
President
Attn: Regina Stephens
Empire State Development
633 Third Avenue
New York, NY 10017

Re: Proposed Supplement to the General Project Plan for the Moynihan Station Civic and Land Use Improvement Project

Dear Mr. Zemsky:

Manhattan Community Board No. 4 (CB4) appreciates the Governor's commitment to redevelop the Farley Post Office building into the proposed Moynihan Station. CB4 has been an active participant in the Moynihan Station project since its inception, commenting on the original 2006 General Project Plan and participating in a series of community advisory groups and taskforces that have formed over the years to provide the community's perspective on the project as it has evolved. It is anticipated that this letter will be ratified at the next Full Board meeting on December 7th, 2016.

We welcome this opportunity to offer the following comments on, and questions about, the proposed Supplement to the General Project Plan and the plan itself.

- Transportation infrastructure is a critical component of the city's economic health and contributes significantly to its quality of life. As much as we appreciate the redevelopment of the Farley Post Office building into Moynihan Station, we would like to see the Moynihan Station project placed in a broader transportation context that includes all current and possible future railroad uses of Penn Station, the Gateway project and the proposed changes to the Port Authority Bus Terminal. It makes no sense to consider them as independent projects with no effects on each other.
- We are pleased that the proposed supplement provides that the Long Island Railroad (LIRR), and potentially the Metropolitan Transportation Authority's Metro-North Commuter Railroad, will share the Train Hall with Amtrak, with both back-of-house and passenger-facing operations. We also are pleased that the commercial uses of Farley will not include "Big Box Retail" or a "Mart."
- The proposed Supplement states that nine train platforms, including all LIRR platforms, and seventeen tracks will be accessible from Farley and that new Farley vertical access would result in a 30% increase in the combined total of stairs, escalators and elevators, and a 50% increase in passenger circulation space. Since most of the platforms and tracks are located under Penn Station

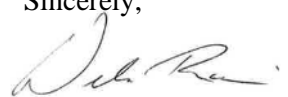
rather than under Farley, we would like to know what these numbers mean for the daily overcrowding faced by passengers in Penn Station. To what extent will the improved access and passenger circulation space mitigate this overcrowding? Will passengers using the Farley access points have significantly longer walks to reach their trains under Penn Station?

- We would like to see traffic studies on the impact of the Moynihan Station project on pedestrian and vehicular traffic west of Eighth Avenue. Combined with the large Brookfield project underway across Ninth Avenue from Farley and the significantly larger Hudson Yards project west of Tenth Avenue, the Moynihan Station project has the potential to greatly increase traffic and overwhelm both sidewalks and streets. As part of these studies we also would like to see what mitigation strategies are being proposed. As with the transportation infrastructure mentioned above, it also makes no sense to consider the traffic impacts of these massive projects independent of each other.
- The Moynihan Station project provides at best a partial solution to the problems faced by Penn Station. Does the plan preclude any future improvements to Penn Station itself, including possibly moving Madison Square Garden to a site to be determined?
- Finally, we believe that the city should control the disposition of the air rights generated by the project through its ULURP process. The city's land use review process involves the consideration of a broader planning context and ensures meaningful community input by the people and groups most familiar with the neighborhood.

CB4 is pleased with the progress that has been made on Moynihan Station and believes that the proposed Supplement will further the project appropriately. We commend the Governor for his commitment and look forward to continued participation in the planning process in order to address the concerns raised in this letter.

Sincerely yours,

Sincerely,



Delores Rubin
Chair
Manhattan Community Board 4



John Lee Compton, Co-Chair
Chelsea Land Use Committee



Betty Mackintosh, Co-Chair MCB4
Chelsea Land Use Committee

cc: Carl Weisbrod, Chair, City Planning Commission
Hon. Brad Hoylman, State Senate
Hon. Richard Gottfried, State Assembly
Hon. Gale A. Brewer, Manhattan Borough President
Hon. Corey Johnson, City Council