



Regional Plan Association, Municipal Art Society, New York Landmarks Conservancy, the Honorable Jerrold Nadler, the Honorable Thomas Duane, the Honorable Richard Gottfried, the Honorable Scott Stringer, Partnership for New York City, General Contractors Association, New York Building Congress, New York State Laborers, Tri-State Transportation Campaign, Permanent Citizens Advisory Committee, National Trust for Historic Preservation, Preservation League of New York State, Transportation Alternatives, American Planning Association New York Chapter

## **NEWS RELEASE**

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### **Civic, Business and Elected Leaders Announce Principles for Moynihan Station Prior to Hearing**

#### **Maura Moynihan and Friends Symbolically “Nail their Principles to the Door”**

#### **Call for More Public Input; World-Class Transportation Facility; Historic Integrity**

NEW YORK – Maura Moynihan and an unprecedented alliance of leading civic and business organizations were joined by elected officials in announcing a common vision for the design and construction of Moynihan Station East and West, the new train station that will rise on the site of Penn Station, Madison Square Garden and the current Farley Post Office building.

The group symbolically “nailed their principles to the door” by nailing them to a freestanding column. The Principles – announced just prior to next week’s public hearing for the project – contained planning, design and preservation guidelines that the civic and business communities believe the City, State and transit agencies should follow as they oversee the project with the real estate developers and Madison Square Garden.

The group described the project as a tremendous opportunity to restore New York's tradition of building civic monuments and emphasized public input as a key ingredient for a successful and fiscally responsible project. The full version of the principles is attached.

Highlights include:

- **Put the Public Interest First:** Give the public a strong voice in the planning process of the station and district. Ensure that the design of the train halls reflects the fact that they are primarily public spaces, not compromised by an excessive presence of either retail or Madison Square Garden. Maintain public ownership of the station.
- **Create a Great New Train Station:** The new Moynihan Station should be a grand work of civic architecture that is both beautiful and functional as a transportation hub – with large public spaces, natural light and dramatically improved public circulation and safety features.
- **Protect the Historic Farley Post Office Building:** Rehabilitate the Farley building in a way that qualifies the project for federal historic preservation tax credits.
- **Build a Great Moynihan Station District:** The district should knit together Midtown with the Far West Side, be a global model for climate-friendly development, and respect the scale of its surroundings.

Current plans for the new station, as outlined in the scoping document released last month by the Empire State Development Corporation, call for an overhaul of the Farley Post Office Building on the west side of Eighth Avenue into a mixed-use building with a new train hall – Moynihan West – and a relocated Madison Square Garden at the Ninth Avenue end of the building. The current Madison Square Garden/Penn Station structure would be demolished and a new train station building – Moynihan East – between Eighth Avenue and 2 Penn Plaza, would rise.

Maura Moynihan, daughter of late U.S. Senator Daniel Patrick Moynihan, Senior Fellow at Regional Plan Association and Chair of Friends of Moynihan Station, said: “Building Moynihan Station with public consensus is what this effort is all about. We want developers, transit agencies and government partners to hear a resounding message, ‘Build it well and build it now’.”

Said Bob Yaro, president of the Regional Plan Association, “Even though Moynihan Station is one of the biggest and most complicated projects in the history of the City, civic and business communities are on the same page when it comes to seeing this project through.”

Said Kent Barwick, president of the Municipal Art Society, “The city deserves a grand train station that will serve as an inspiring gateway to New York without becoming overwhelmed by Madison Square Garden. Taken together, the new train hall in the restored Farley Building and the total rebuild of the existing dreadful Penn Station are the most important public works project on New York's horizon today. It's essential for our elected officials to take the lead in guarding the public's interest in this enormous public-private partnership.”

“This project is a once-in-a-lifetime chance to atone for the destruction of the original Penn Station, as Senator Moynihan reminded us.” said Peg Breen, President of The New York Landmarks Conservancy. She added, “We can create a grand gateway within the landmark features of the Farley Building which celebrates its history and creates an important civic space. There is no need to remove the Post Office from its flagship lobby or for Madison Square Garden to dominate the Train Hall.”

Friends of Moynihan Station – the coalition of civic, business and community organizations dedicated to seeing Moynihan Station built – also announced the kick-off of a public education and action campaign aimed at current Penn Station users.

The campaign includes: a newly-launched website – <http://www.MoynihanStation.org> – where commuters can learn more about the project and sign a petition to support the station’s construction; plans to distribute educational flyers to thousands of commuters; and a marketing effort that includes t-shirts and buttons.

Congress Member Jerrold Nadler said “A new, soaring train station in the Farley Post Office is one of New York’s most exciting transportation projects on the horizon – and we can’t afford to get it wrong. With these principles as our guide, I look forward to helping build a Moynihan Station that both honors our past and serves the transportation needs of New Yorkers long into the future.”

“The hundreds of thousands of commuters from around the region who pass through Penn Station every day deserve a new, larger, more accessible Moynihan Station that will also serve as the gateway to the anticipated development on the West Side. I commend the State, the City, and the developers for their progress and vision. A grand process has begun with the release of the scoping document by the Empire State Development Corporation, and with the Principles established by the Friends of Moynihan Station, there are clear guidelines to inform the process from design through construction,” said State Senator Tom Duane (D-Manhattan).

Assembly Member Richard Gottfried (D-Manhattan) said, “It will be very important that the Friends of Moynihan Station's principles are taken into consideration during the planning for Moynihan.”

“Moynihan Station will create thousands of jobs, jumpstart the development of the West Side, and become the centerpiece of our regional transit system. With an open planning process that involves the public and community, we can give New York City the grand entryway it deserves and has lacked for so long,” said Manhattan Borough President Scott Stringer.

“The Moynihan station project provides the perfect opportunity for the rather glum streets around Penn Station to become safer and more attractive for the thousands of pedestrians using them daily,” said Kate Slevin, executive director of the Tri-State Transportation Campaign, a regional policy watchdog group. “The Tri-State Transportation Campaign is proud to be a part of this coalition and hopes the Moynihan station project provides a model of how large development projects in our city can promote transit, cycling, and walking over cars and parking.”

“The Moynihan Station project offers the potential to create two majestic public train halls serving more than half a million passengers each day, replace Madison Square Garden with a modern sports and entertainment venue in the heart of Manhattan, restore architectural distinction to the neighborhood, unlock tens of millions of dollars in tax revenue, stimulate the development of Hudson Yards, and seamlessly integrate into the current regional transportation network,” said Richard T. Anderson, President of the New York Building Congress. “With the stakes so high and the benefits so great, it is incumbent upon everyone involved to expeditiously address the complex details in a spirit of collaboration, compromise and shared intent.”

“We are pleased that the development of Moynihan Station will afford the opportunity for the construction of a grand new transportation complex. The 550,000 daily passengers now using Penn Station, including customers of MTA New York City Transit, Metro-North Railroad West of Hudson Services, and the Long Island Rail Road, have long waited for these improvements and deserve nothing less. It is now time to move forward with a Twenty-First Century transportation facility for New York City,” said to link the nation’s most heavily used transit lines with the busiest bike path in the country and New York’s world famous sidewalks and public space,” said Paul Steely White, executive director of Transportation Alternatives. “Transportation Alternatives is glad to join this coalition to ensure that this new hub serves all users and lives up to Senator Moynihan’s legacy as a champion for better transit, bicycling and walking.”

“We are pleased that New York is about to fulfill one of its great planning challenges – to create a grand train station that the city and region deserve, and, at the same time, to redevelop the 34<sup>th</sup> Street area into a new, vibrant commercial district,” said Ethel Sheffer, President, American Planning Association, NYMetro Chapter.

Friends of Moynihan Station is supported by a generous grant from the Leon Levy Foundation. A complete list of coalition members as well as the Friends’ mission statement is attached. For more information, visit <http://www.MoynihanStation.org>.

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*Project background:*

*Senator Daniel Patrick Moynihan spent over a decade championing a modern Pennsylvania Station for New York City. The plan for Moynihan Station has since grown to include a new Madison Square Garden and the total overhaul of Penn Station. This final, unfinished piece of Moynihan’s legacy unites landmark preservation, infrastructure, urban planning, transportation policy, architecture, design and economic development in service to the common good. It is a unique public works project that will yield tangible benefits for every citizen of our region. And it will revive a critical swath of midtown Manhattan, for too long blighted by the destruction of the original Penn Station some forty years ago.*