# Penn Station Area Redevelopment Project

***(formerly Empire Station Complex Project)***

ESD Staff Proposed Revisions to
February 2021 Draft General Project Plan

November 10, 2021

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# ESD Staff Proposed Revisions to Draft GPP

- This document lays out ESD staff's Proposed Revisions to the Draft General Project Plan (GPP) that was released on February 18, 2021. There are also several slides at the end that illustrate and/or clarify components of the Draft GPP.

- ESD will hold a public hearing on the Proposed Revisions, as well as the original Draft GPP and Draft Environmental Impact Statement (DEIS), on December 8, 2021. The hearing will be followed by a public comment period to allow broad community review and comment on the Draft GPP, DEIS, and Proposed Revisions.

- The Draft GPP may be further revised based on the hearing and public comments, before being brought to the ESD Board of Directors for consideration in Spring 2022.

# 1) Penn Station Area Public Realm Task Force

- ESD would launch a cross-jurisdictional **Penn Station Area Public Realm Task Force**, modeled on the East Midtown Rezoning Public Realm Improvement Fund Governing Group.

- The Public Realm Task Force would comprise representatives of involved State and City agencies, local elected officials, community boards, civic organizations and other stakeholders.

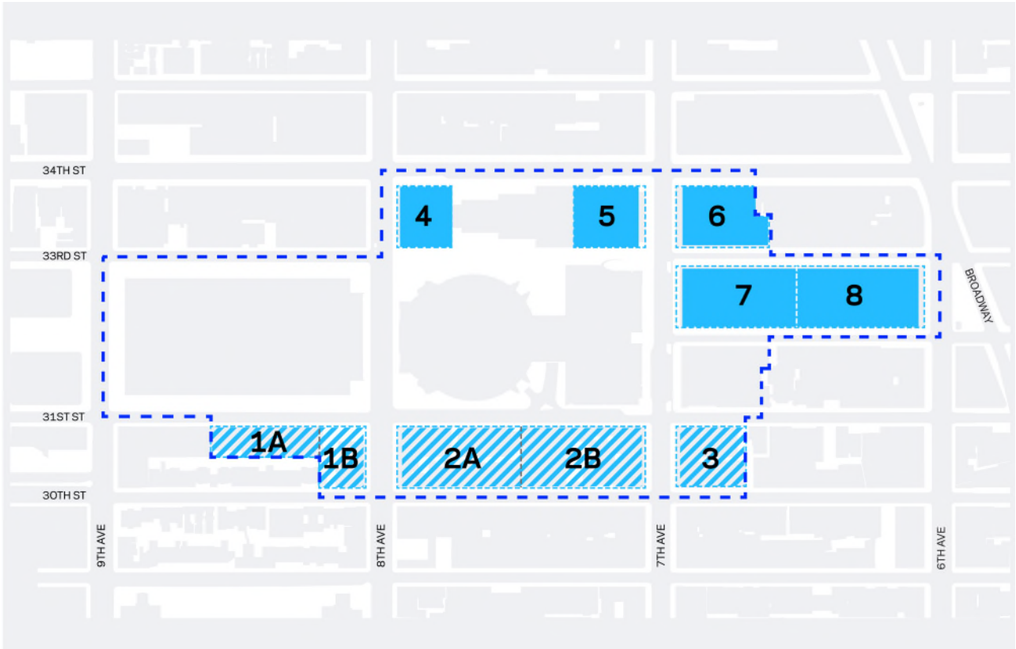
- A **Penn Station Area Public Realm Fund** would be created and administered by ESD, with direction from the Task Force, and would be seeded by a portion of the real estate revenues generated by the GPP Sites.

- Among other things, the Task Force would develop:
  - a **Public Realm Concept Plan** that includes a prioritized list of desired public realm improvements in the Project Area and immediately adjacent thereto, and
  - **guiding principles** for public realm design (such as thermal comfort), programming and operations (such as respect for the homeless).

# 2) Increased Public Space

- The Final GPP would recommend that NYC DOT consider making 31st Street between Seventh and Eighth Avenues an **additional shared street.***

- A **Public Space Requirement** would be imposed on each GPP Site. The ratio of site area that must be public space for each Site would be as follows:
  - Site 1A: 5%
  - Site 1B: 17%
  - Site 2: 44% (includes midblock plaza)
  - Site 3: 17%
  - Site 4: 15%
  - Site 5: 17%
  - Site 6: 17%
  - Site 7: 17%
  - Site 8: 17%




* 32nd Street between 6th and 7th Avenue and 33rd Street between 6th and 9th Avenues are proposed as shared streets in the Draft GPP.

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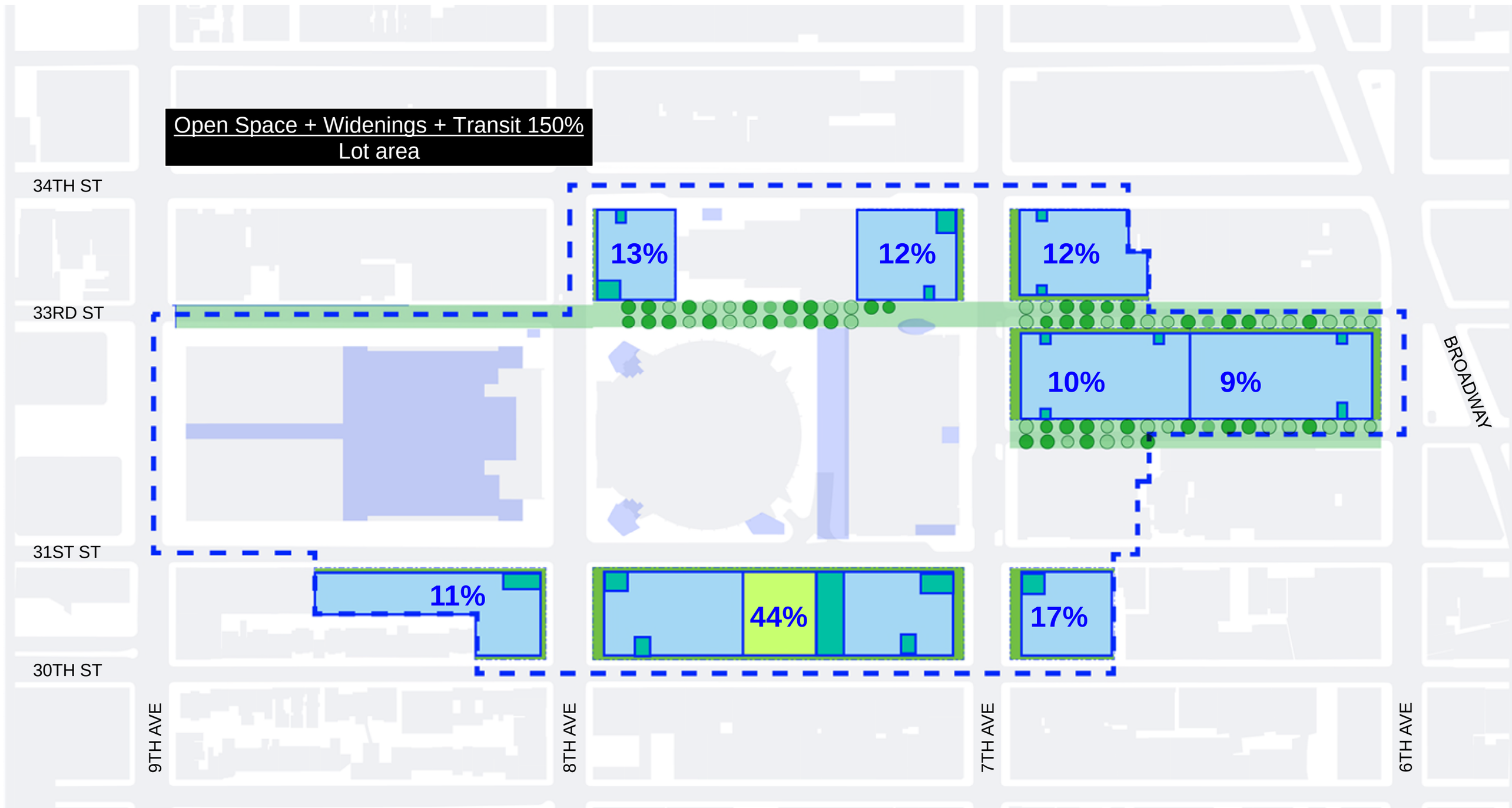
# 2) Increased Public Space

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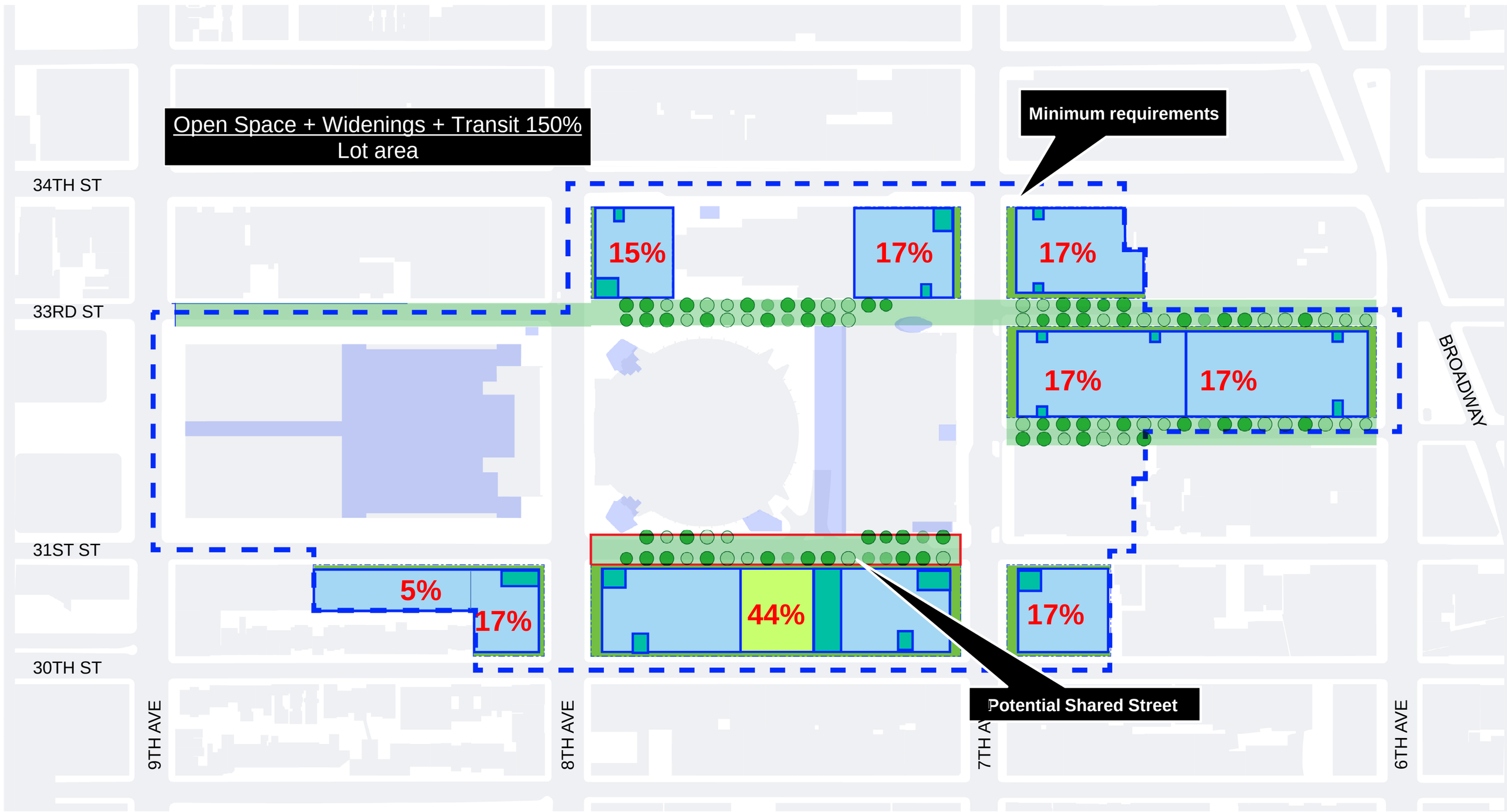
**DRAFT GPP**

# 2) Increased Public Space

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**PROPOSED REVISIONS**

# 3) Replacement of Any Lost Privately Owned Public Space at 1 Penn Plaza

Loss of any existing Privately Owned Public Space (POPS) associated with 1 Penn Plaza as a result of the development of Sites 4 and 5 would be addressed in the following ways:

- Site 4: POPS would be replaced by a significant new in-building entrance into Penn Station at 33rd Street and Eighth Ave, as required in the Moynihan GPP.
- Site 5: One or a combination of the following would **compensate for the total amount of existing POPS** on Site 5:
  1) removal of bonused floor area from 1 Penn Plaza;
  2) provision of new onsite privately owned public space; and/or
  3) payment into the Penn Area Public Realm Fund at fair market value for any remaining bonused floor area not accounted for through removal of floor area or provision of new onsite POPS.

# 4) Increased Housing Opportunities

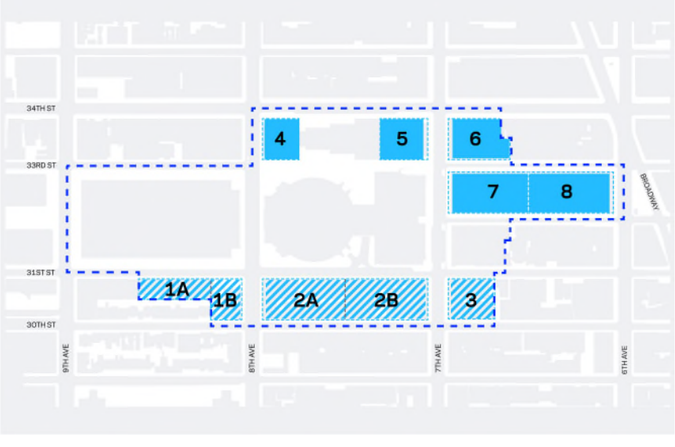
If Sites 1-3 are selected as the preferred alternative location for Penn Expansion:

- Site 1A would be **required to be residential rental.**
  - Maximizes legally allowable amount of residential at 12 FAR equivalent
  - Would create ~542 units, of which **~162 would be permanently affordable**

- Any residents displaced by the Penn Expansion project on Sites 1-3 who income certify would have a **right to return** to an affordable unit on Site 1A.

- Site 1B would be added as an additional mixed-use alternative site (in addition to Sites 4 and 8).
  - **A "piggybank" of residential square footage** allowing up to ~1,256 units across these 3 sites would be available on a "first come, first served" basis.

- In total, up to 1,798 residential units could be built across four of the eight Sites, of which **539 would be permanently affordable.**

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# 5) Increased Community Services

If Sites 1-3 are selected as the preferred alternative location for Penn Expansion:

- The **Antonio Olivieri Center**, which provides drop-in services to homeless clients, would be given the **right to return** to the project area in a larger space that would enable them to increase capacity if desired. If the Center prefers to relocate only once, the project sponsors would work with Center staff to find a suitable larger space in proximity to its current location within or near the Project Area.

- **Community facility use would be required** on the ground floor of Site 1A. ESD would work with the community to identify preferred uses for the space.

- In any Requests For Proposals for Sites 1-3, ESD would set aside space and work with the community to shape a request for **innovative ideas for providing homeless and other social services** within the Project Area.

# 6) Reduced Density

The proposed total density in the Project Area would be **reduced by 1.37MM Gross Square Feet** from the Draft GPP – which is equivalent to **eliminating one supertall building** from the plan.

- Total Buildable Gross Square Feet in the Project Area:
  - Draft GPP = 19,645,457 GSF → Proposed Revision = 18,274,698 GSF
  - **7% reduction**

- Proposed Incremental Buildable Gross Square Feet (above current buildable GSF) in the Project Area: 6,858,522 GSF

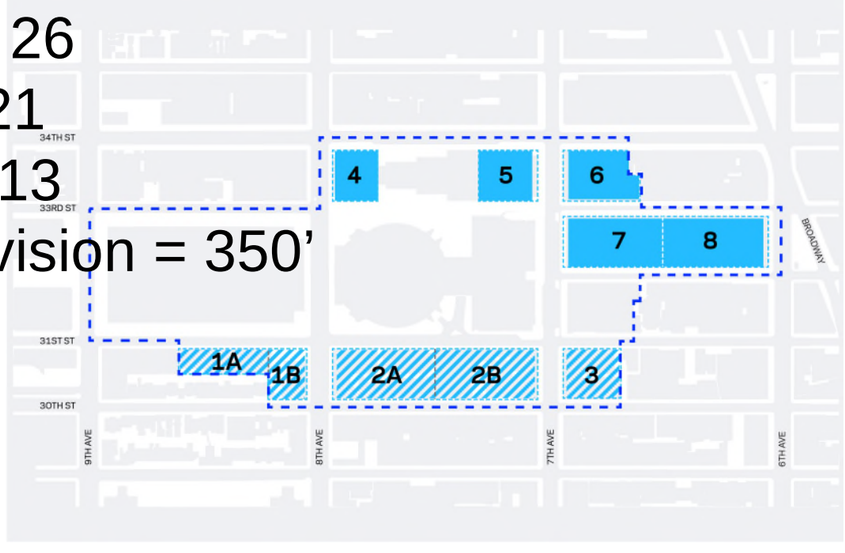
# 6) Reduced Density

- **No Site would exceed 30 Floor Area Ratio (FAR) equivalent**.

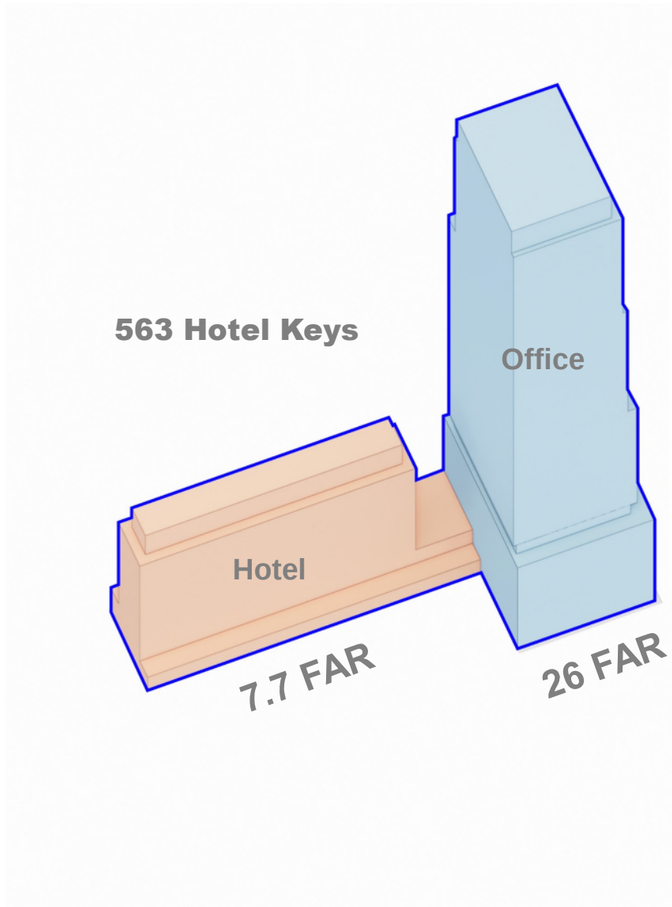
  - Site 2: Draft GPP = 33 → Proposed Revision = 28
  - Site 3: Draft GPP = 33 → Proposed Revision = 30
  - Site 5: Draft GPP = 33 → Proposed Revision = 30
  - Site 6: Draft GPP = 31 → Proposed Revision = 30

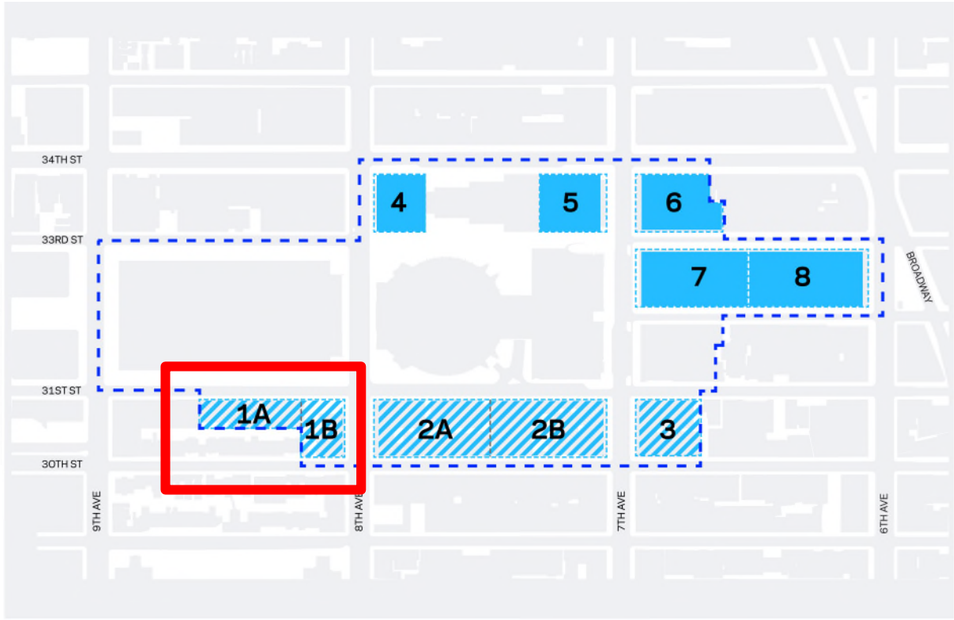
- Density on **Blocks 754 and 780** (Sites 1 and 2) would be significantly reduced and would be reconfigured to **step down from east to west**.

  - Site 2B: Draft GPP = ~30 → Proposed Revision = 30
  - Site 2A: Draft GPP = ~36 → Proposed Revision = 26
  - Site 1B: Draft GPP = 26 → Proposed Revision = 21
  - Site 1A: Draft GPP = 7.7 → Proposed Revision = 13
    - Max Height: Draft GPP = 400’ → Proposed Revision = 350’



# 6) Reduced Density – Block 754 (Sites 1A & 1B)

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**DRAFT GPP**

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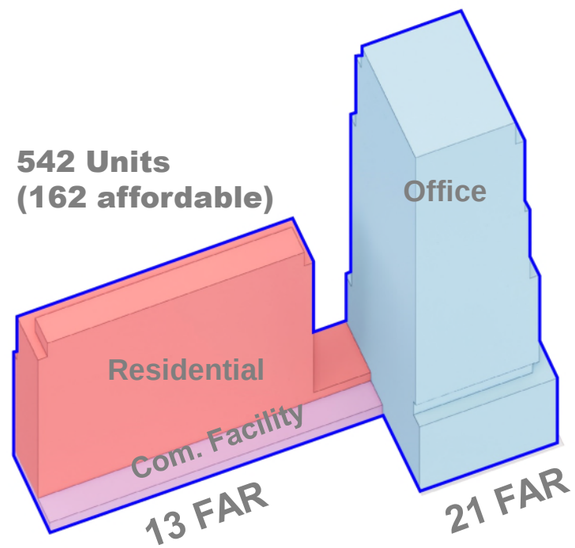


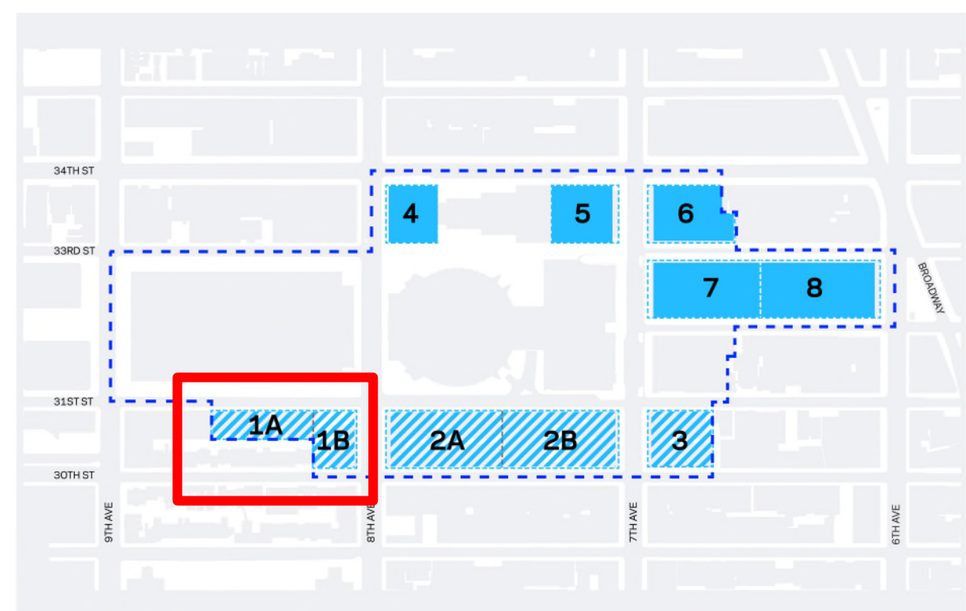


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**PROPOSED REVISIONS – Commercial Alternative**

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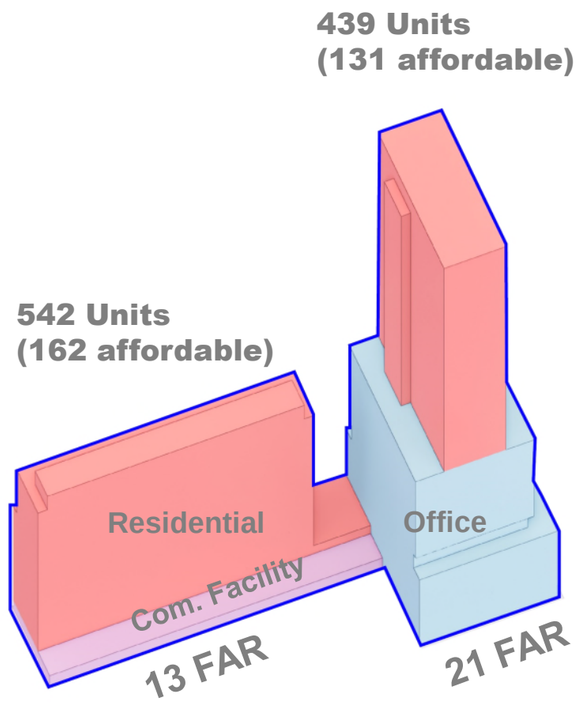

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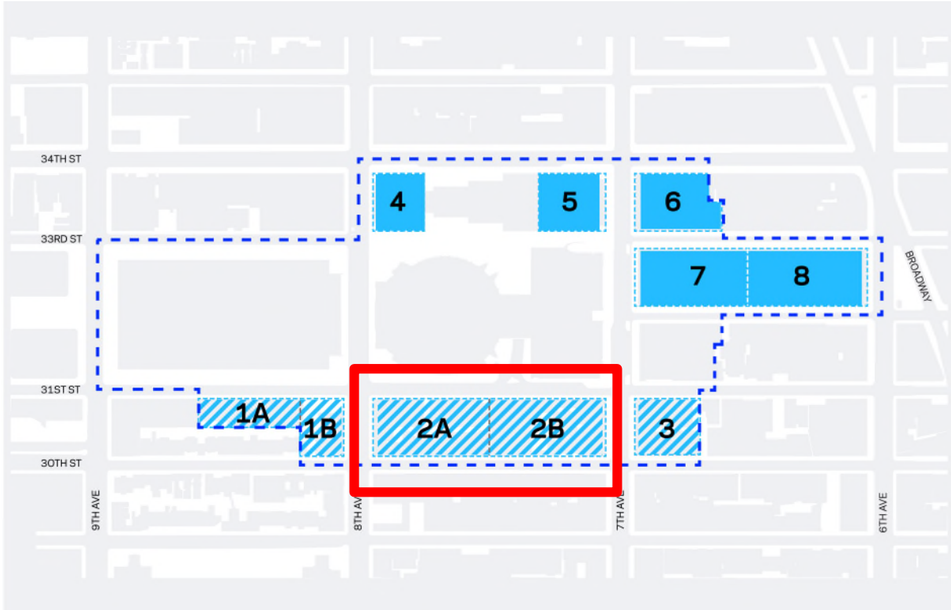
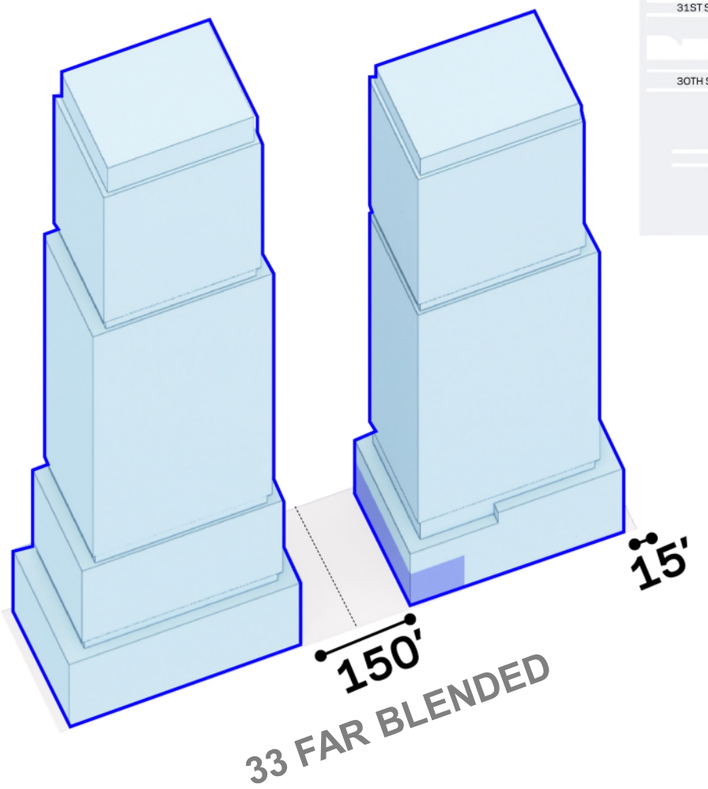
**PROPOSED REVISIONS – Residential Alternative**

# 6) Reduced Density – Block 780 (Sites 2A & 2B)



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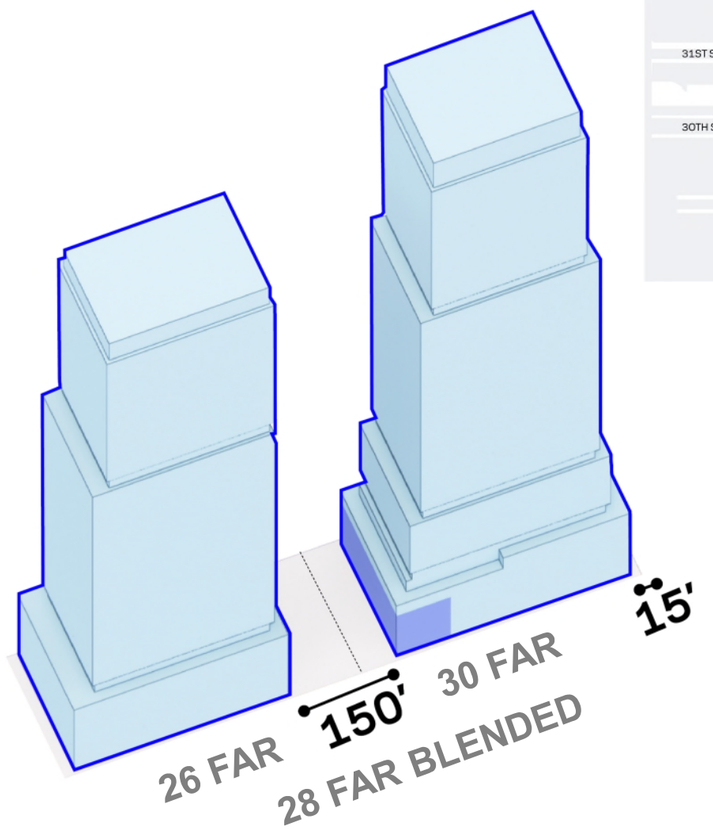

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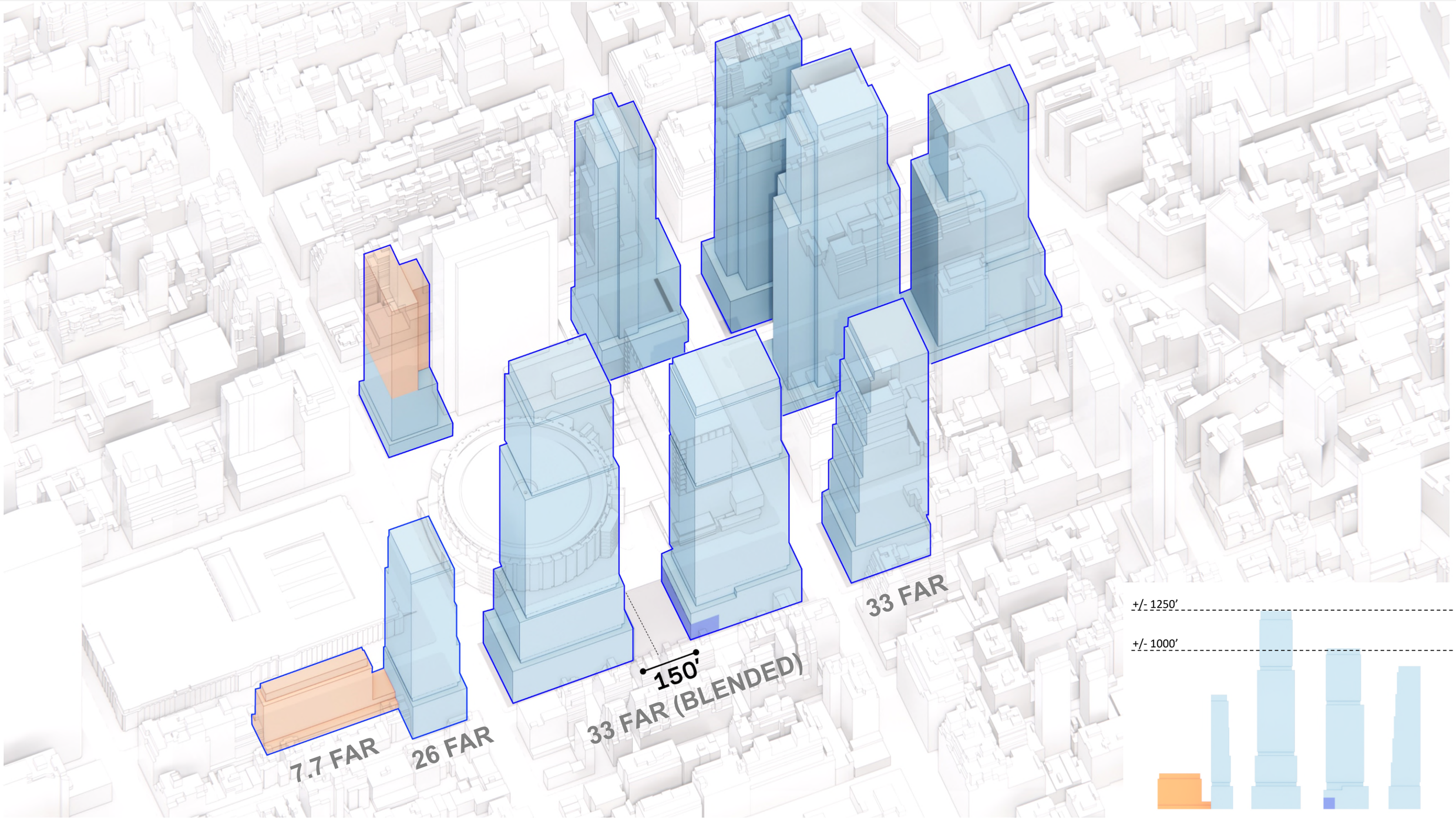
**PROPOSED REVISIONS**

# 6) Reduced Density

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DRAFT GPP

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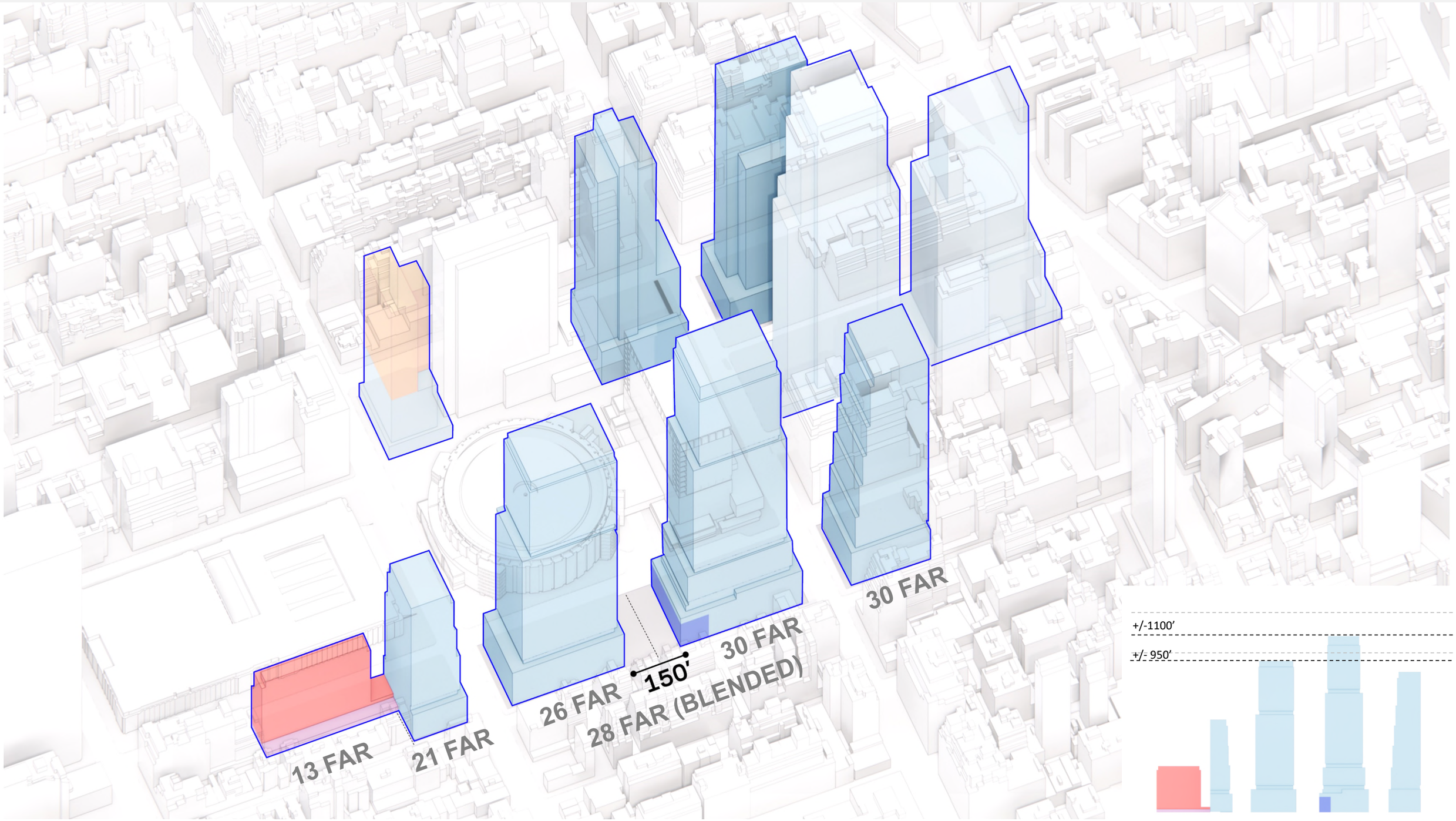


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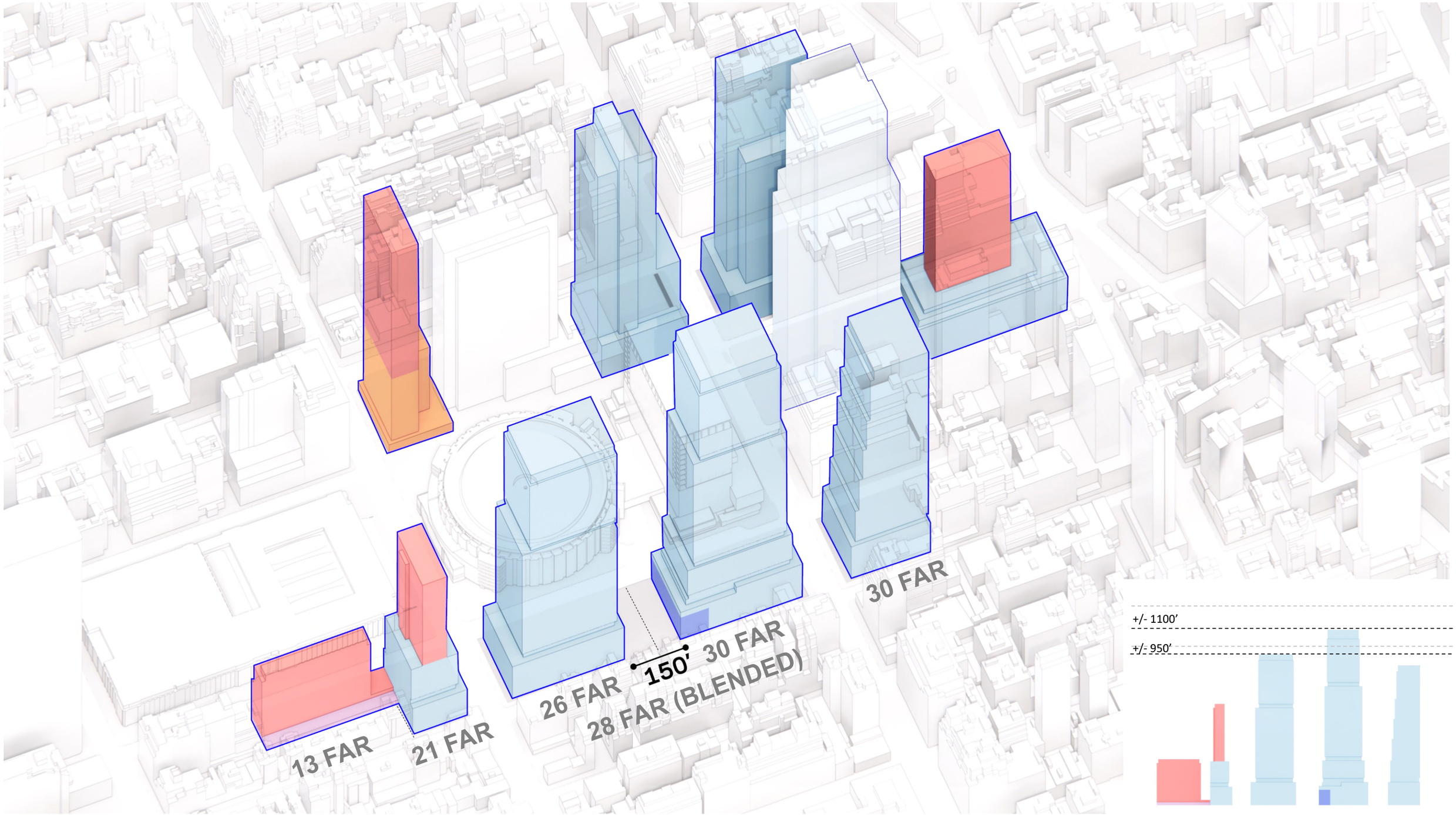
**PROPOSED REVISIONS – Commercial Alternative**

# 6) Reduced Density

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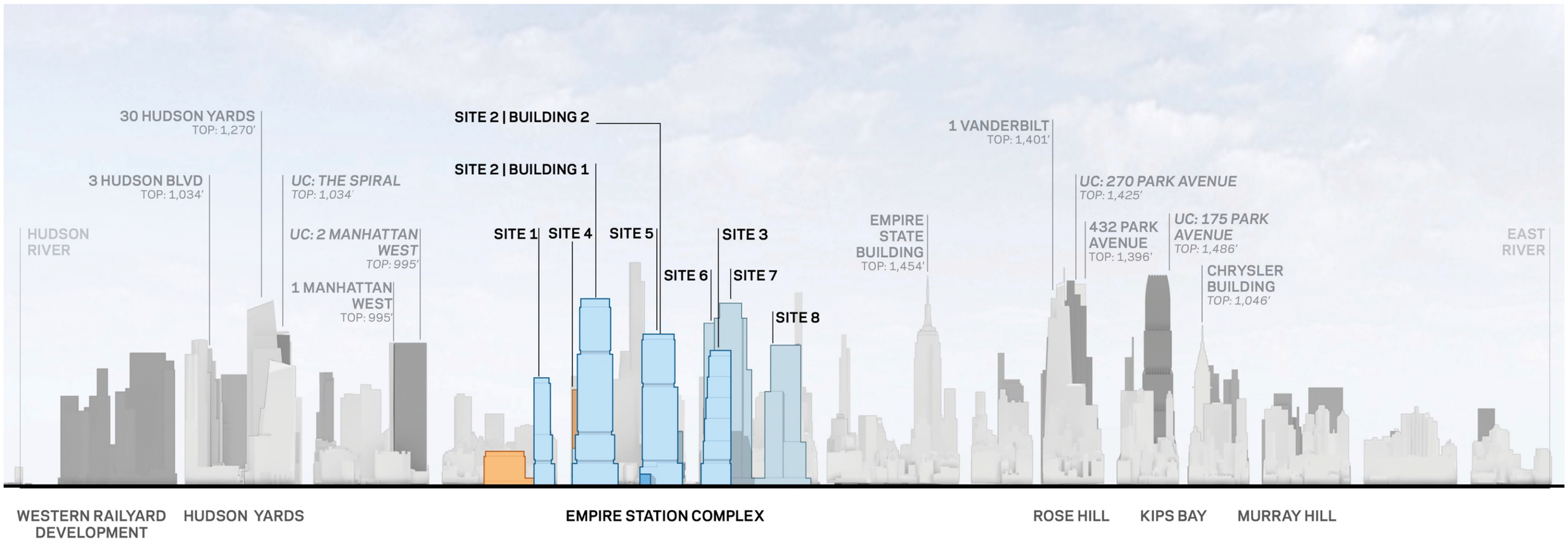
**PROPOSED REVISIONS – Residential Alternative**

# 6) Reduced Density

SECTION LOOKING NORTH




UC: PLANNED OR UNDER CONSTRUCTION

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**DRAFT GPP**

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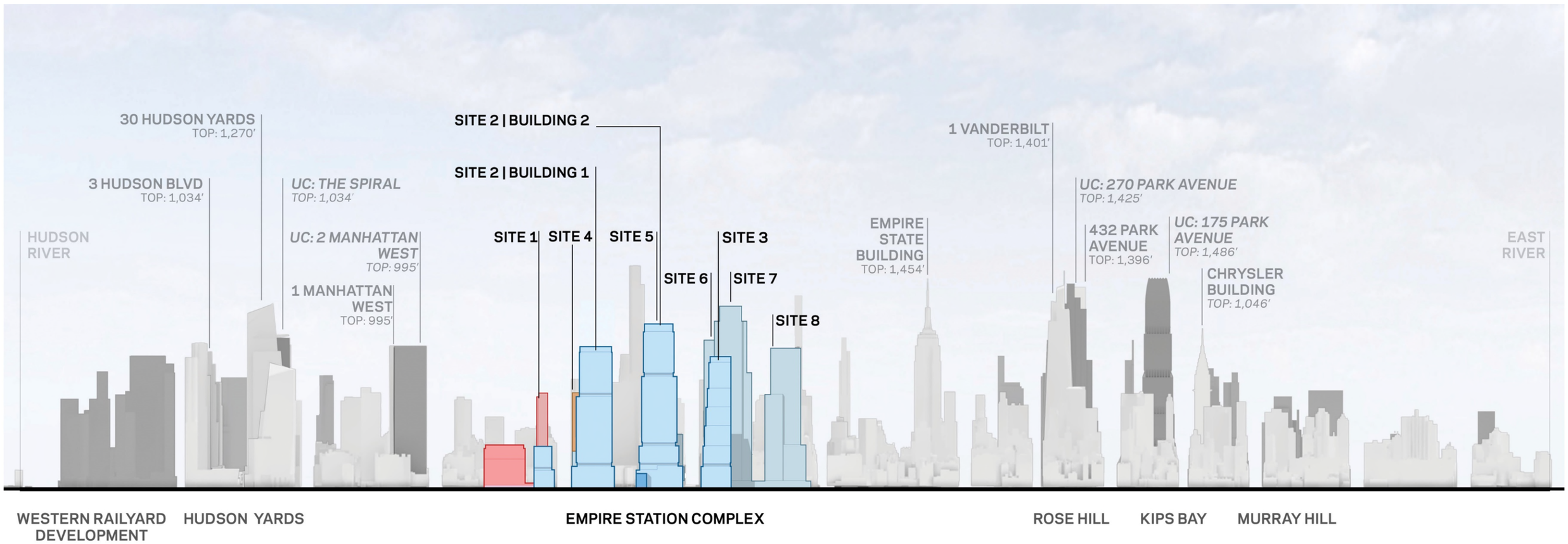


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**PROPOSED REVISIONS – Commercial Alternative**

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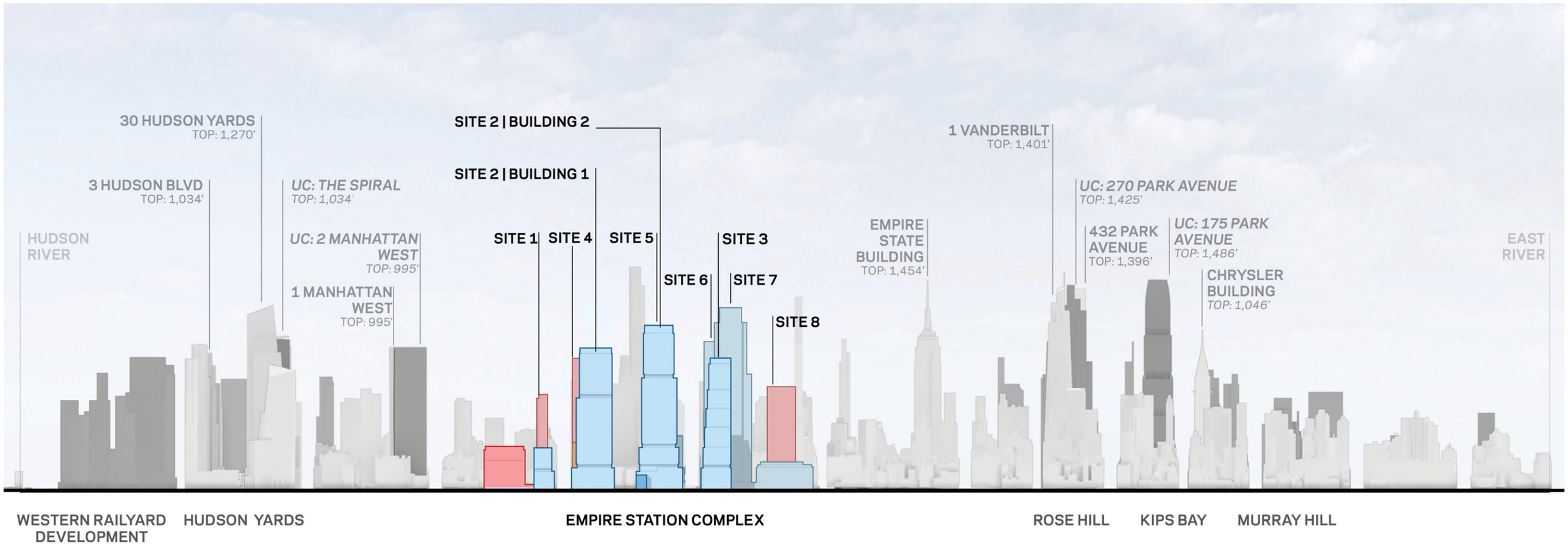


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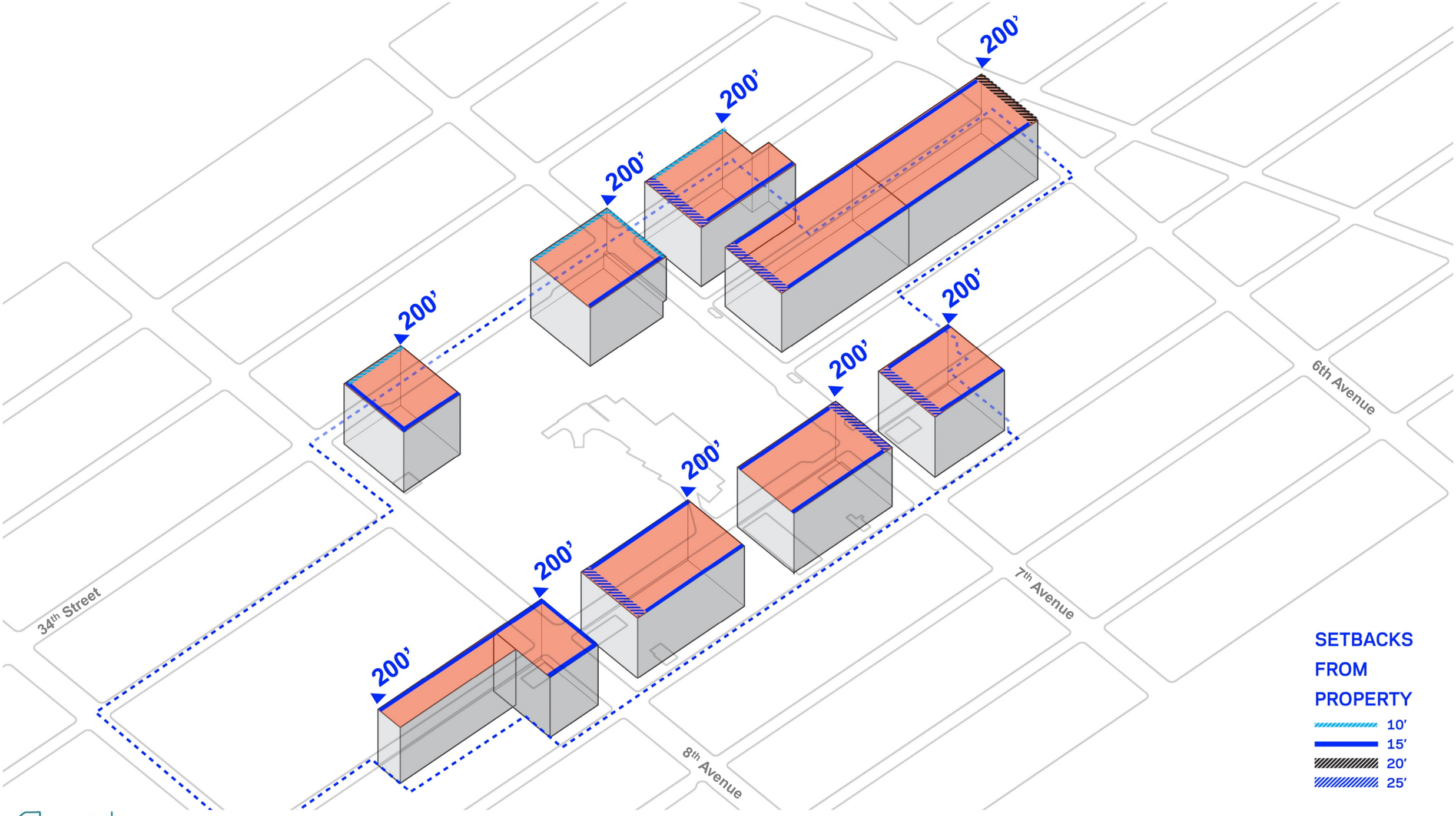
**PROPOSED REVISIONS – Residential Alternative**

# 7) Lower Base Heights on 8th Avenue

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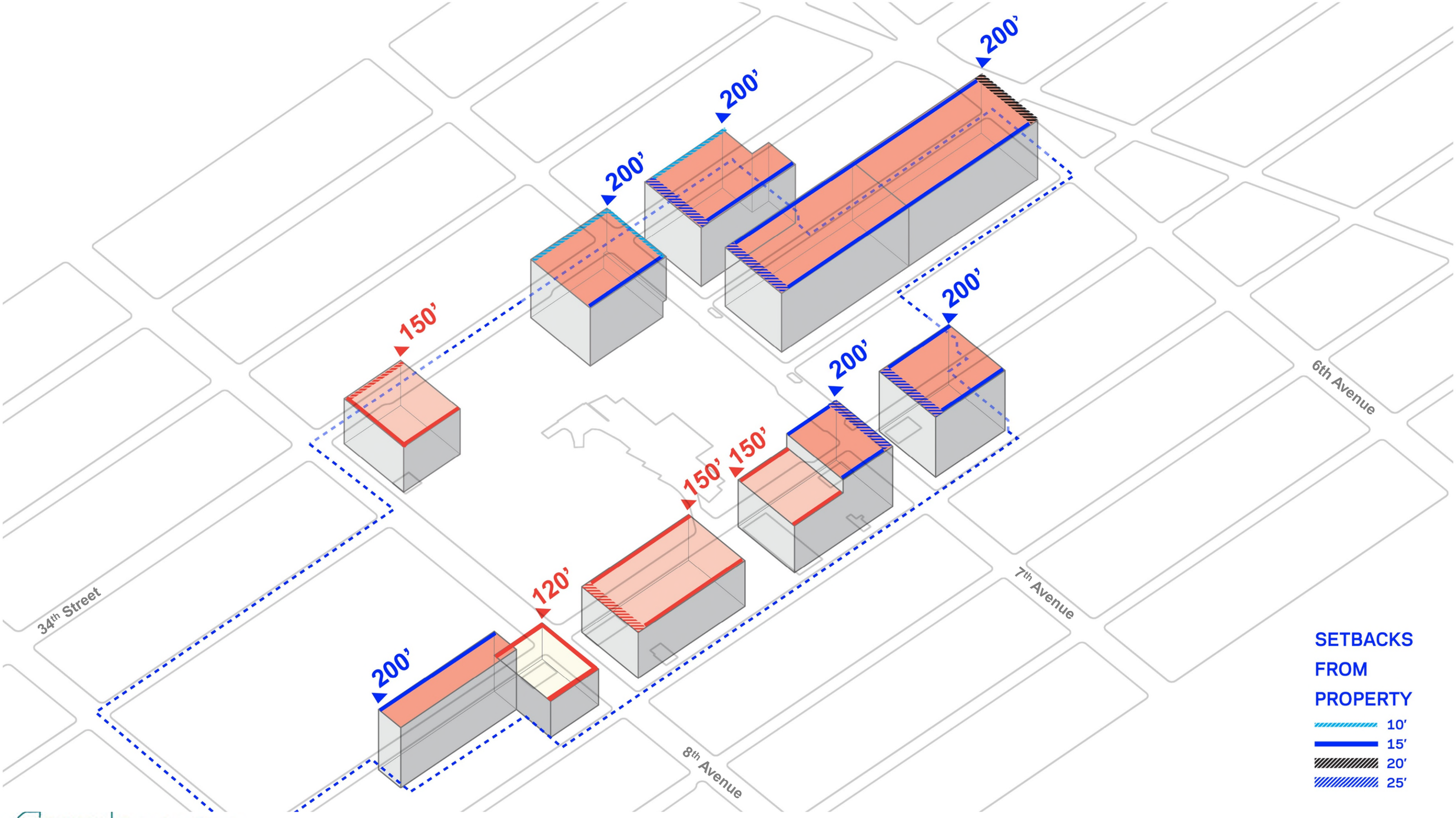


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**PROPOSED REVISIONS**

# 8) More Active, Diversified Street Frontages

- Allowable size for **primary lobby frontage decreased** to correlate with lot size as follows:
  - Small sites (1A & 4): 100' → **40'**
  - Medium sites (1B, 3, 5 & 6): 100' → **60'**
  - Large sites (2A, 2B, 7, 8): 100' → **90'**

- Each building would be allowed **only one primary lobby**, and all Sites except 1A must provide a **direct internal entrance** in the lobby to a subway, Penn Station or the below-grade pedestrian concourse, and/or an at-grade public through-block connection.

- Any additional lobby entrances would be **limited to a 40' frontage,** and buildings could have no more than three additional lobby entrances.

- The required ratio of **active street frontage** would be increased from 35% to **40%** active uses. (Note: lobbies do not count as an active use.)

- **Storefronts on shared streets could not exceed 50'** to encourage small, neighborhood retail and pedestrian activity.

# 8) More Active, Diversified Street Frontages

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**DRAFT GPP**

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**PROPOSED REVISIONS**

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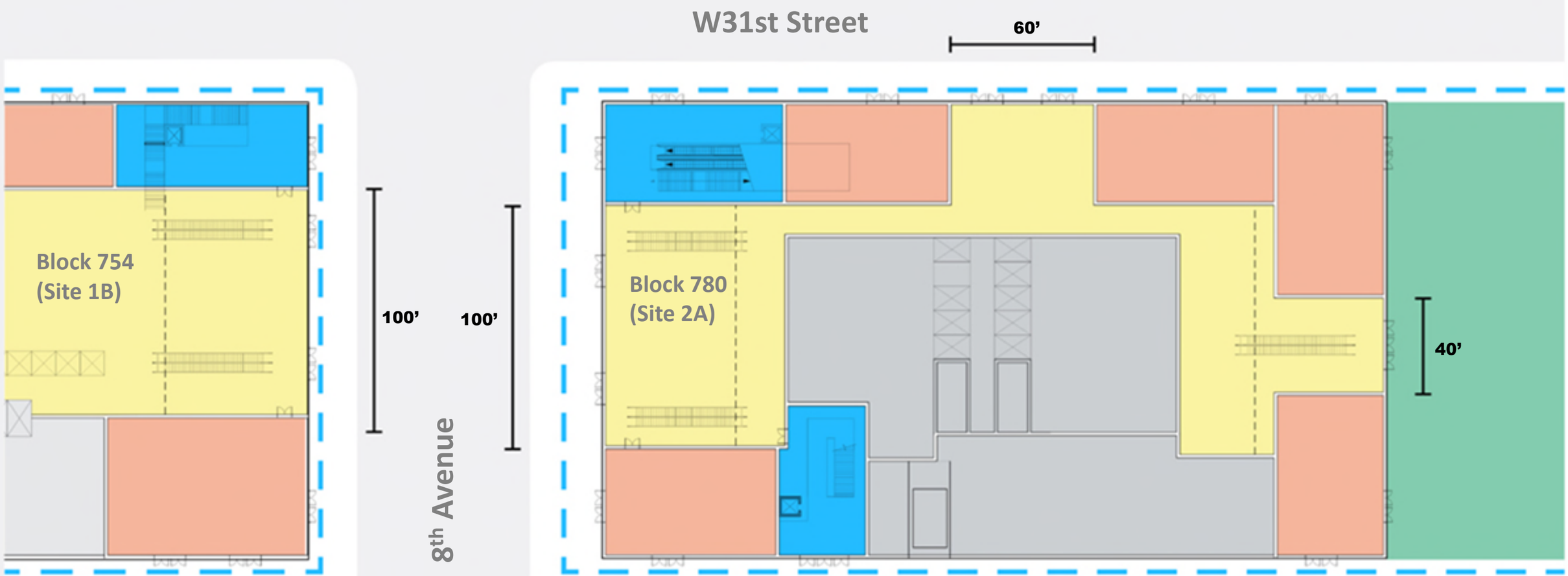


**LEGEND**

- TRANSIT
- RETAIL/ COMMUNITY FACILITY
- OFFICE LOBBY
- SERVICE/LOADING

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**DRAFT GPP**

# 8) More Active, Diversified Street Frontages

**LEGEND**

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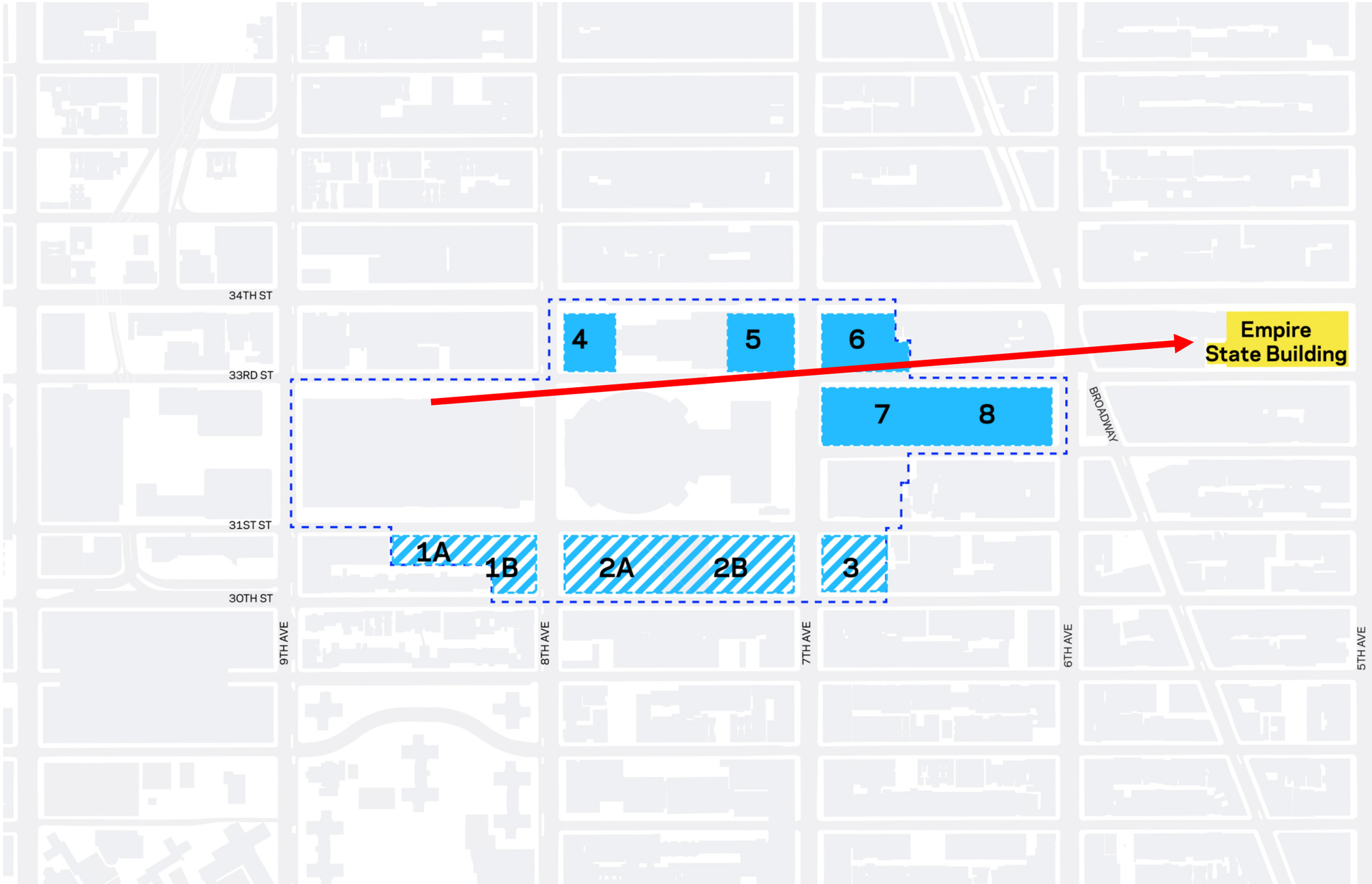
**PROPOSED REVISIONS**

# 9) Prioritized Empire State Building Views Along 33rd Street Corridor



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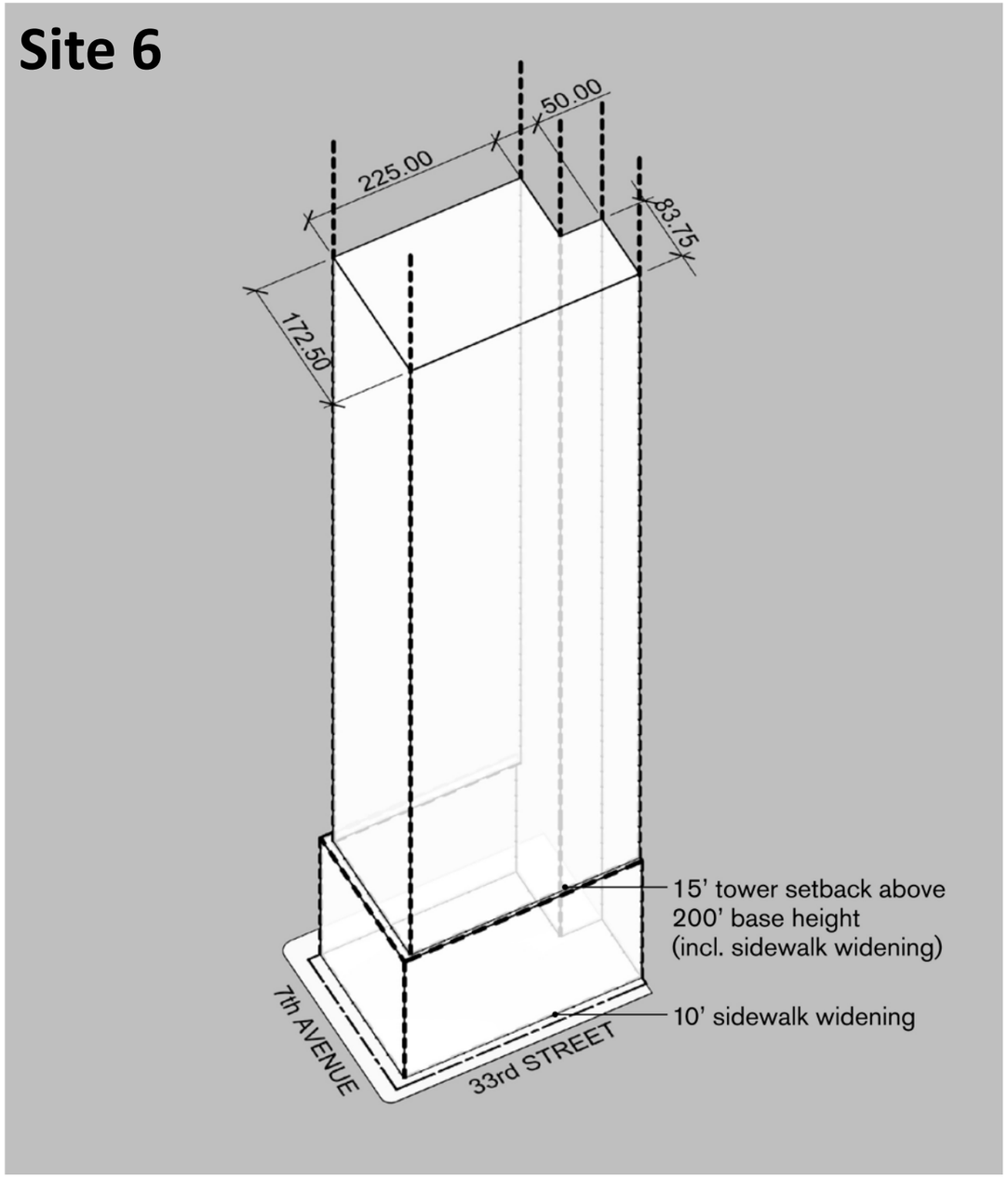
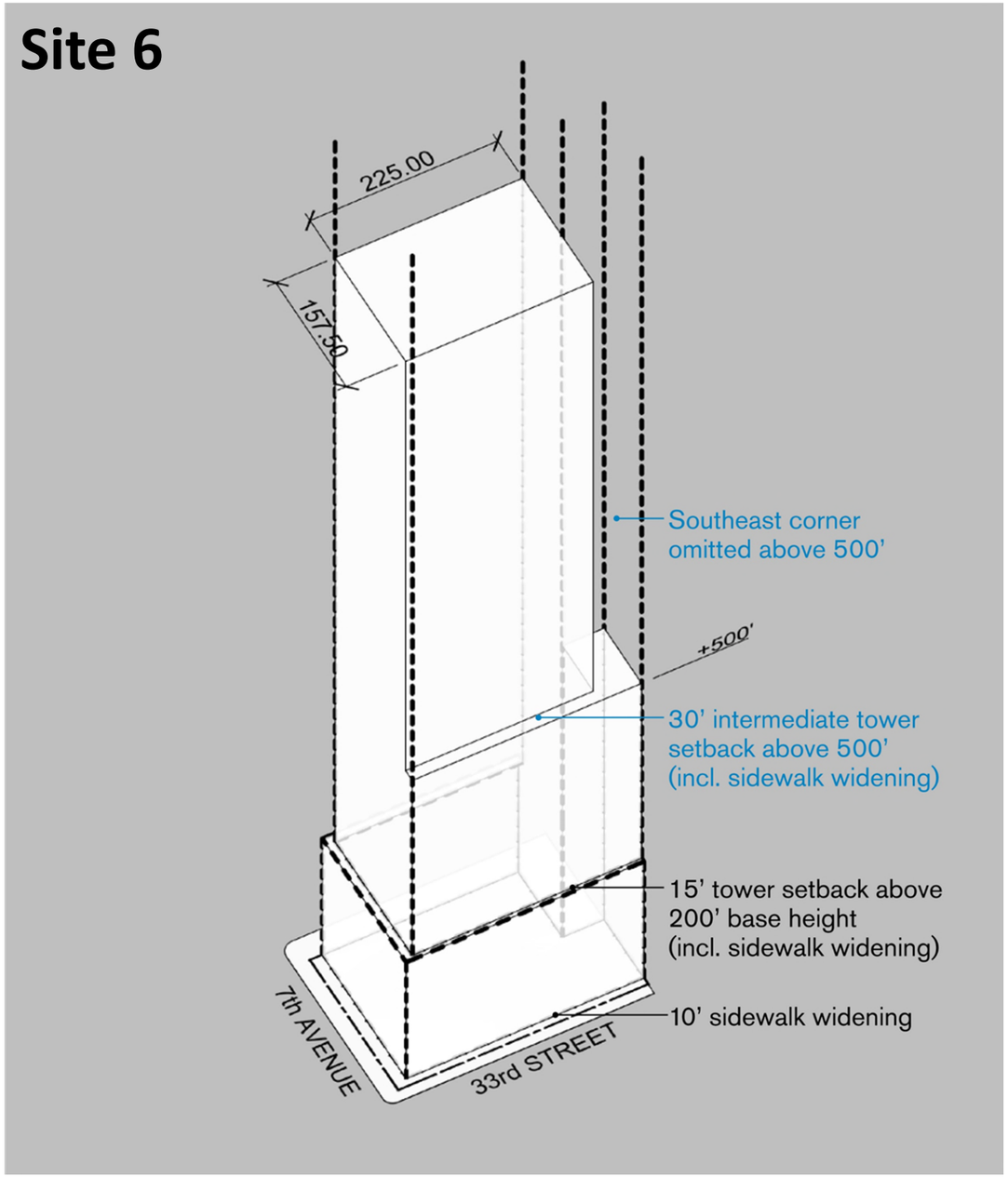



DRAFT GPP




PROPOSED REVISIONS

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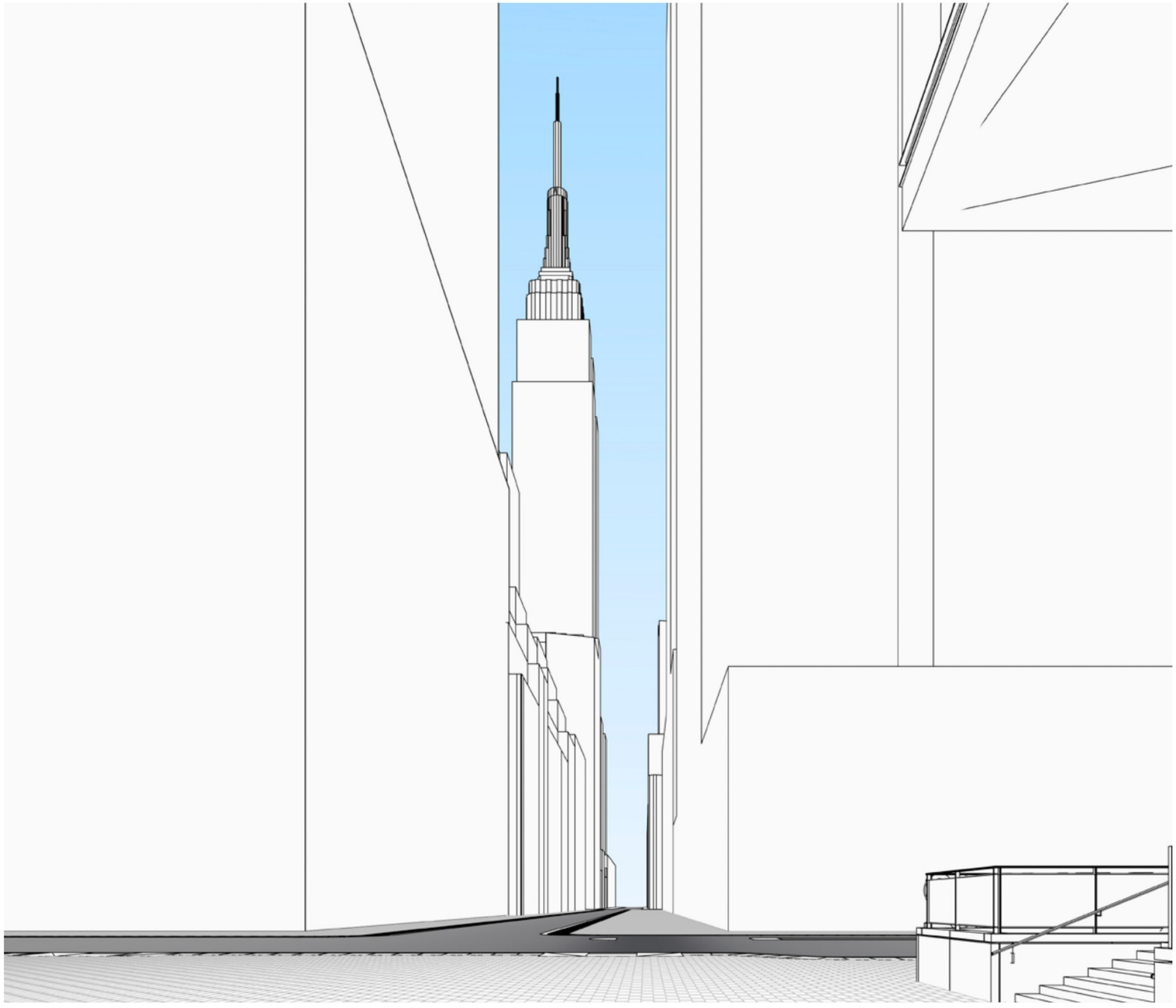

33rd and 7th,
exiting East End Gateway

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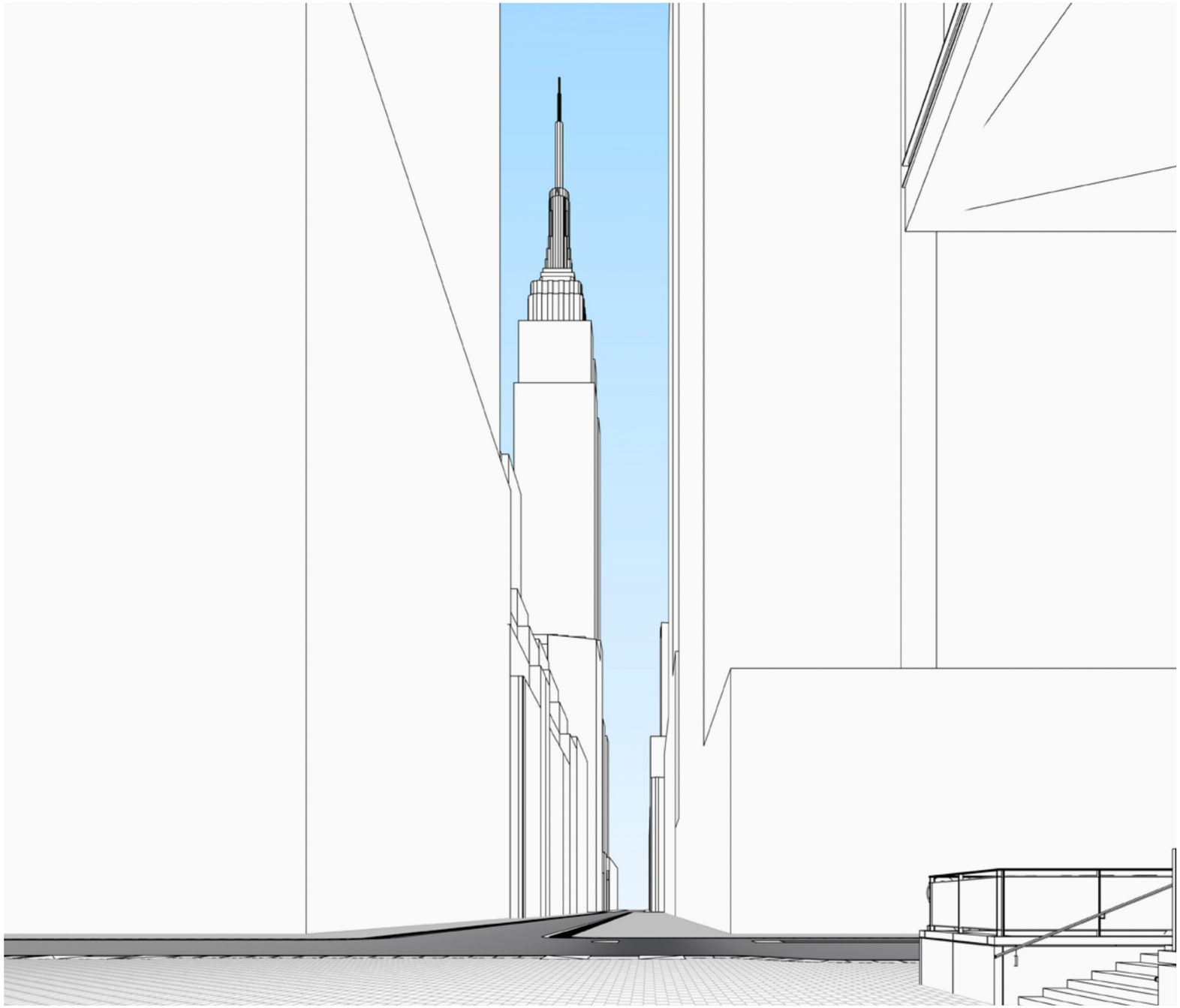

33rd and 7th,
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**PROPOSED REVISIONS (no impact)**

# 9) Prioritized Empire State Building Views Along 33rd Street Corridor

33rd and 8th,
exiting A/C/E subway

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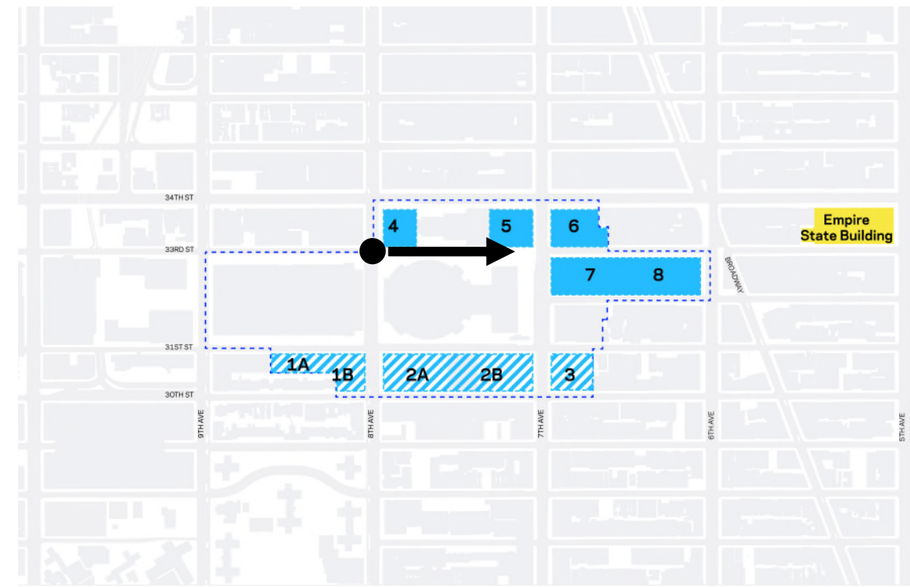


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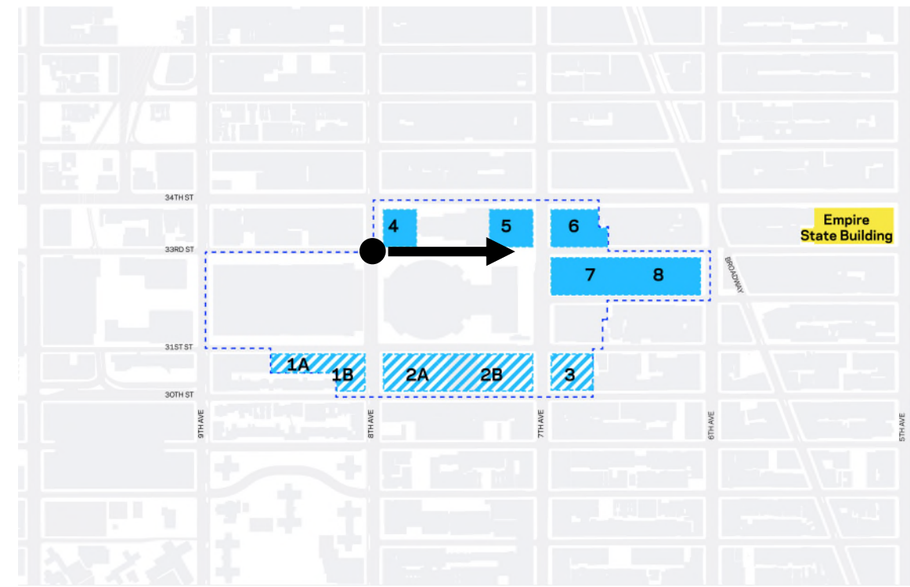


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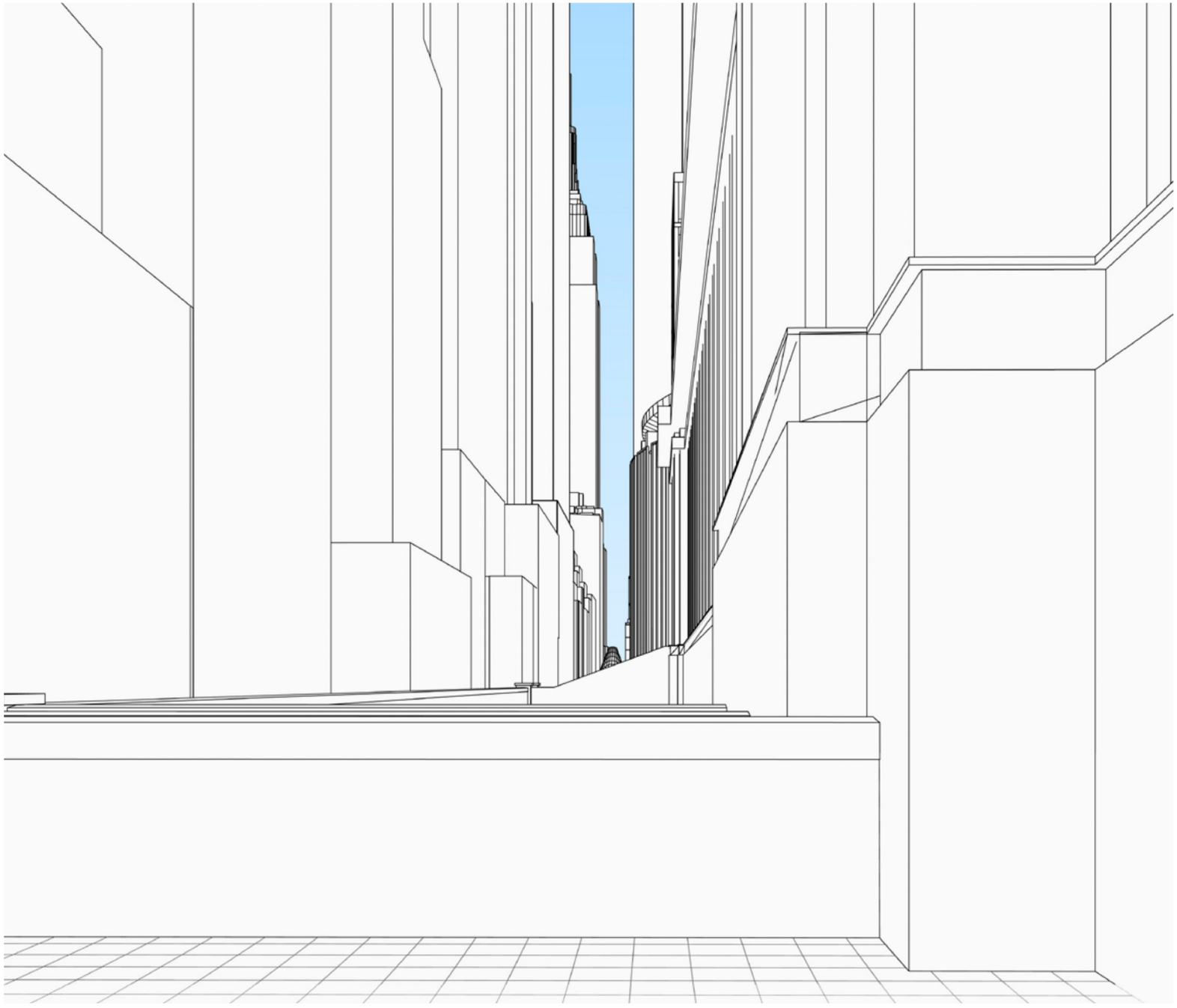

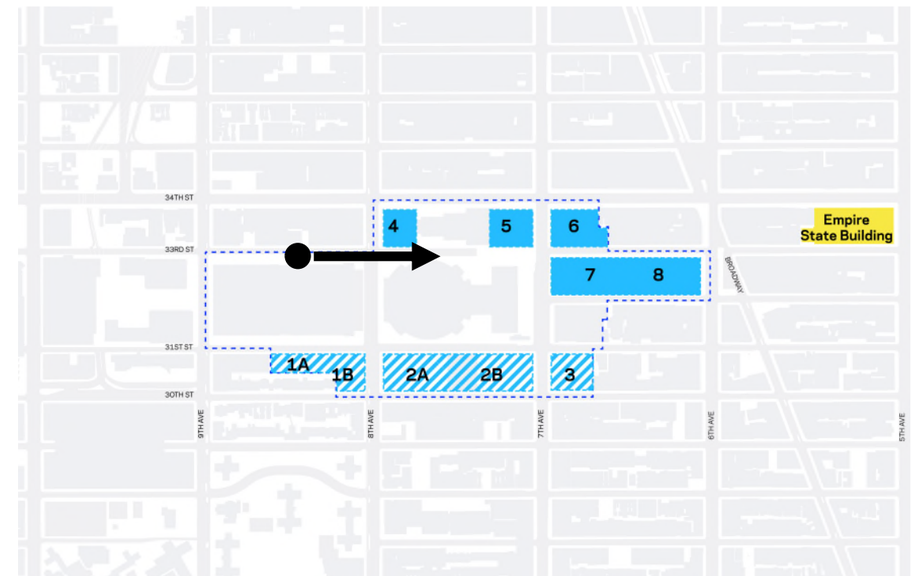


33rd St between 8th & 9th, exiting Moynihan



DRAFT GPP

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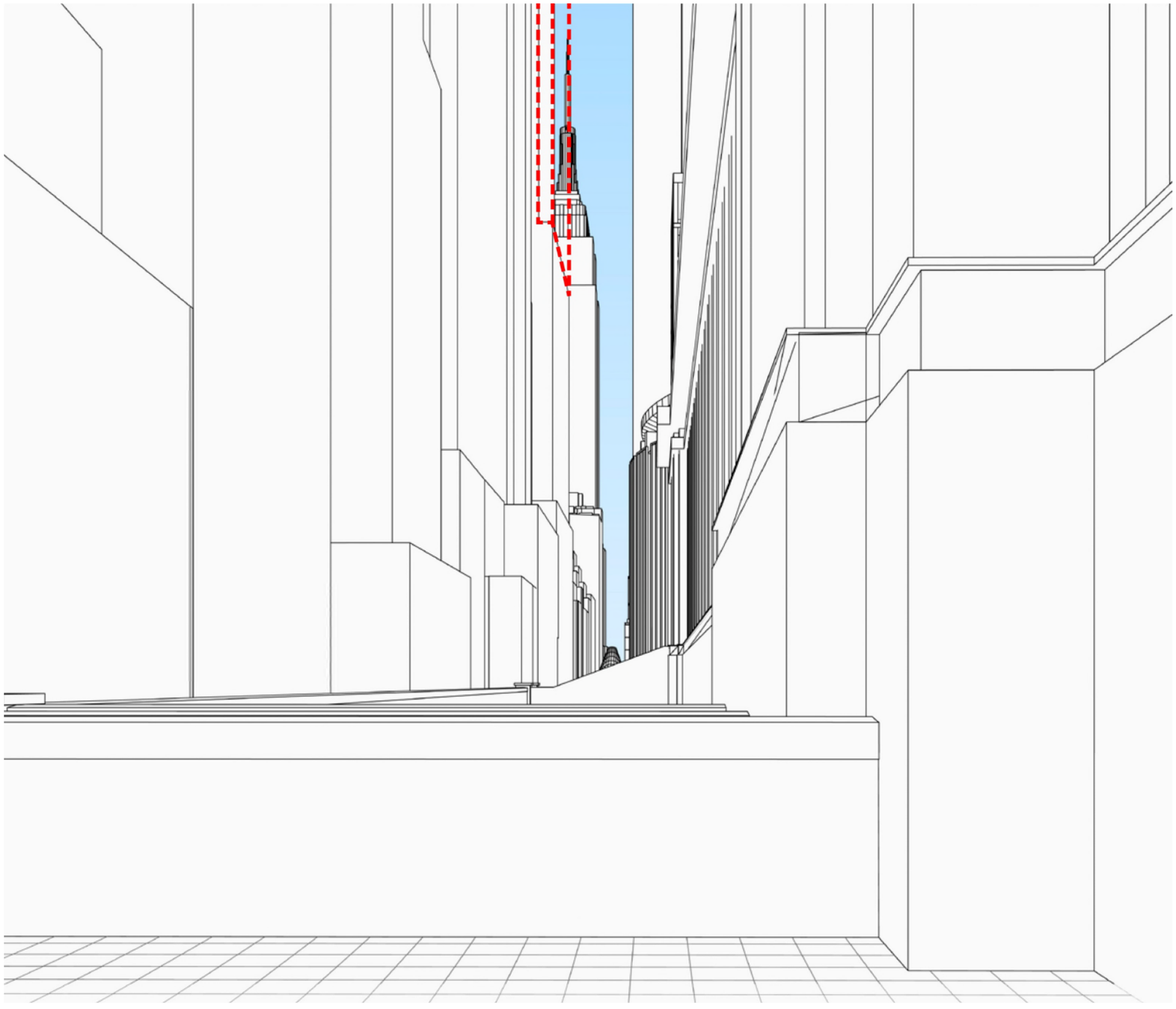

33rd St between 8th & 9th, exiting Moynihan

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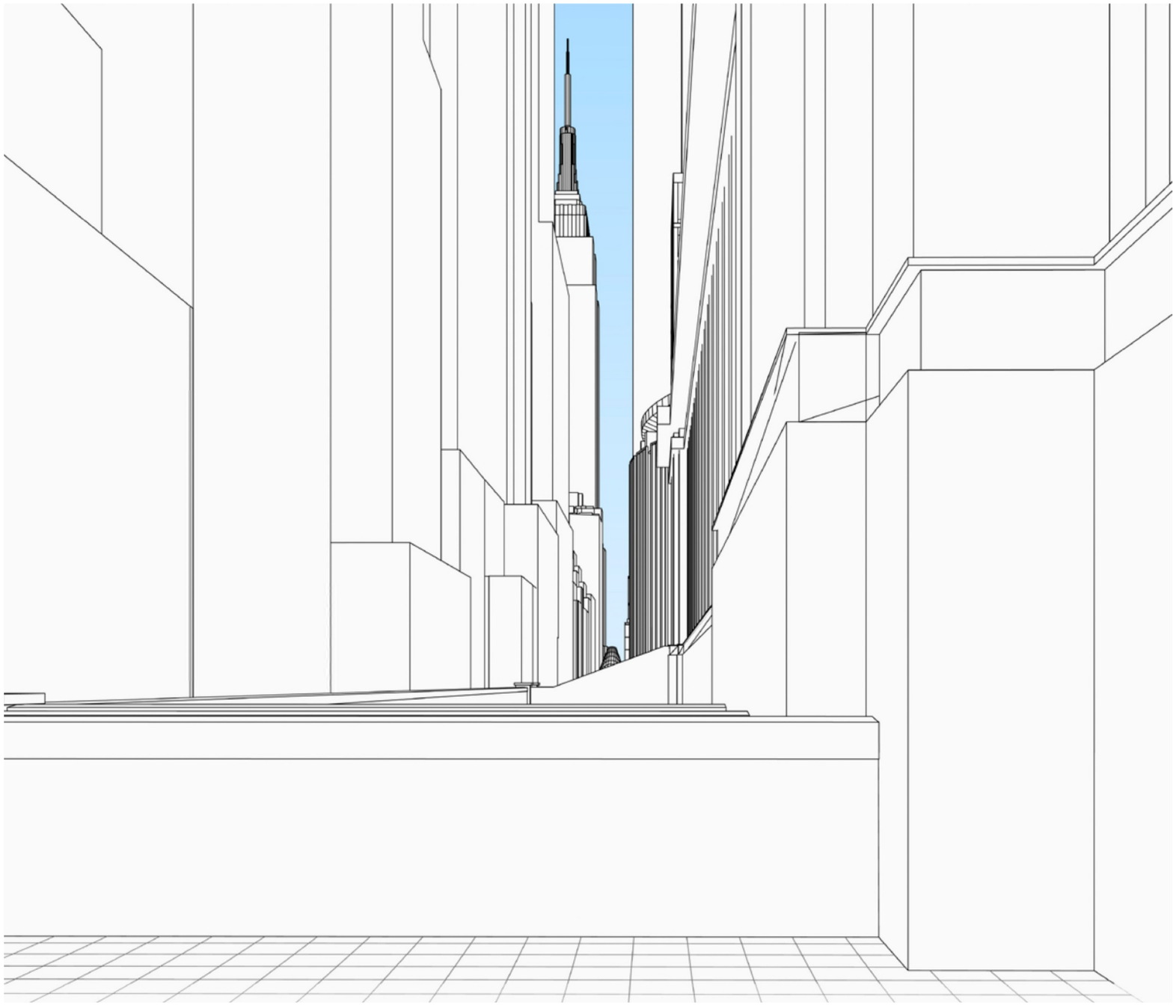

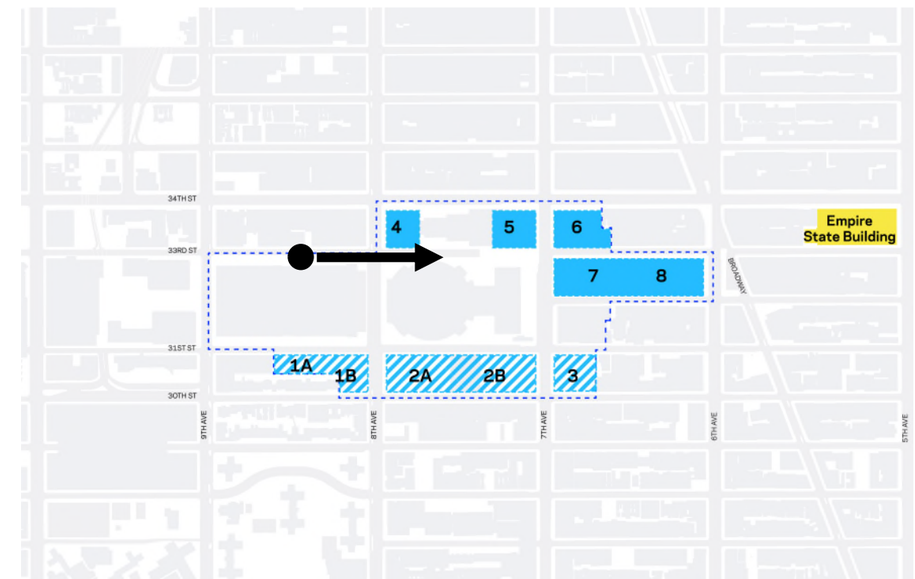


33rd St between 8th & 9th, exiting Moynihan

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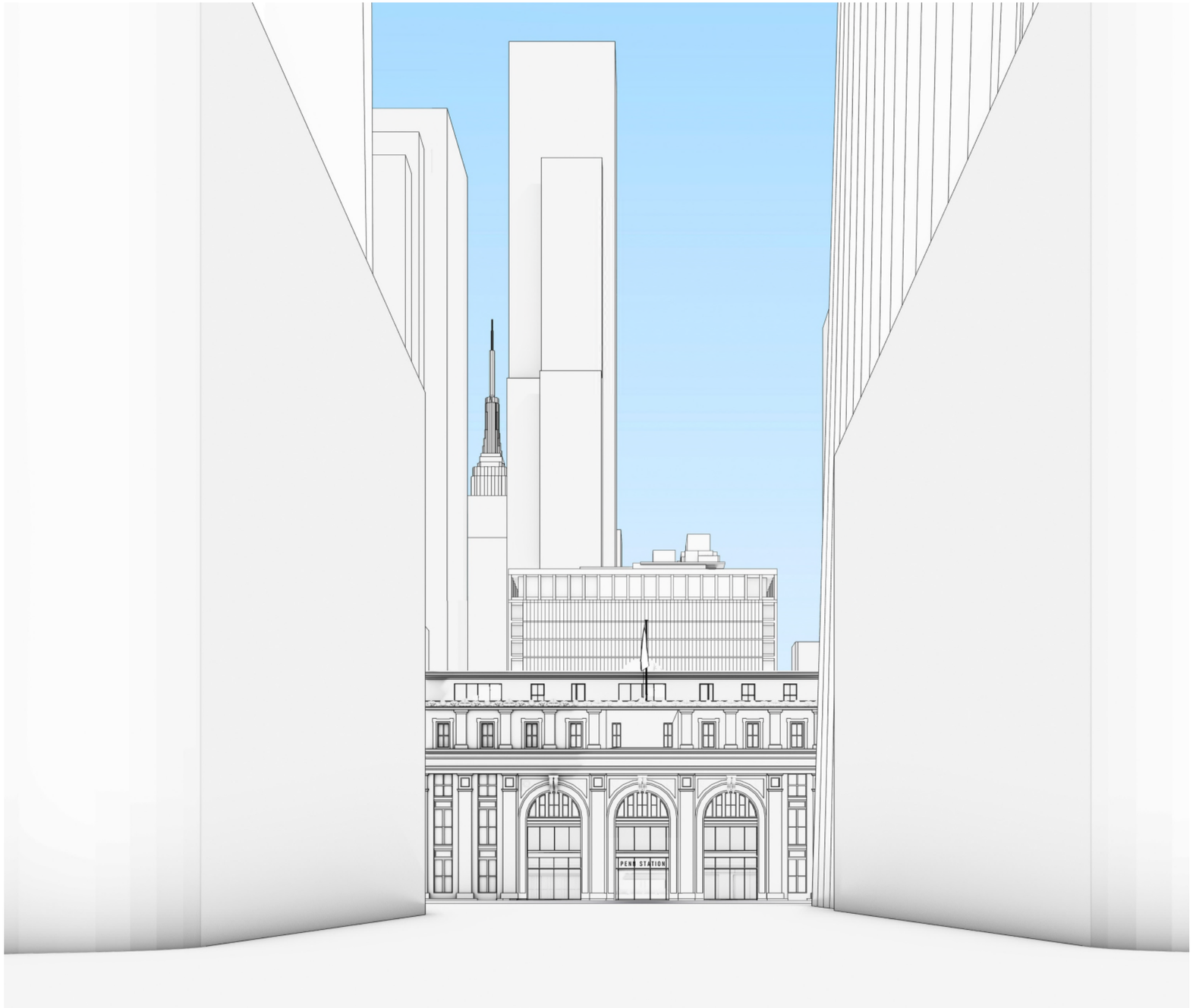
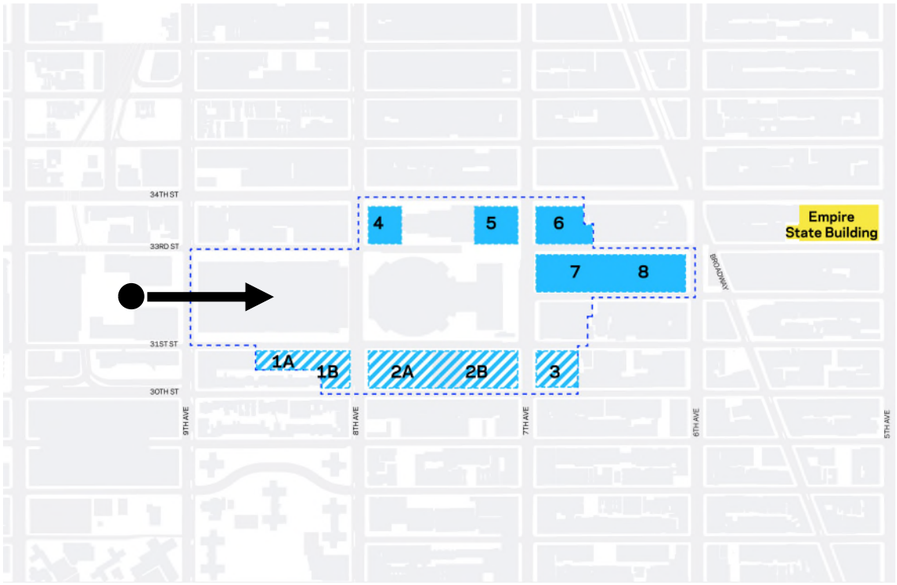
**PROPOSED REVISIONS**

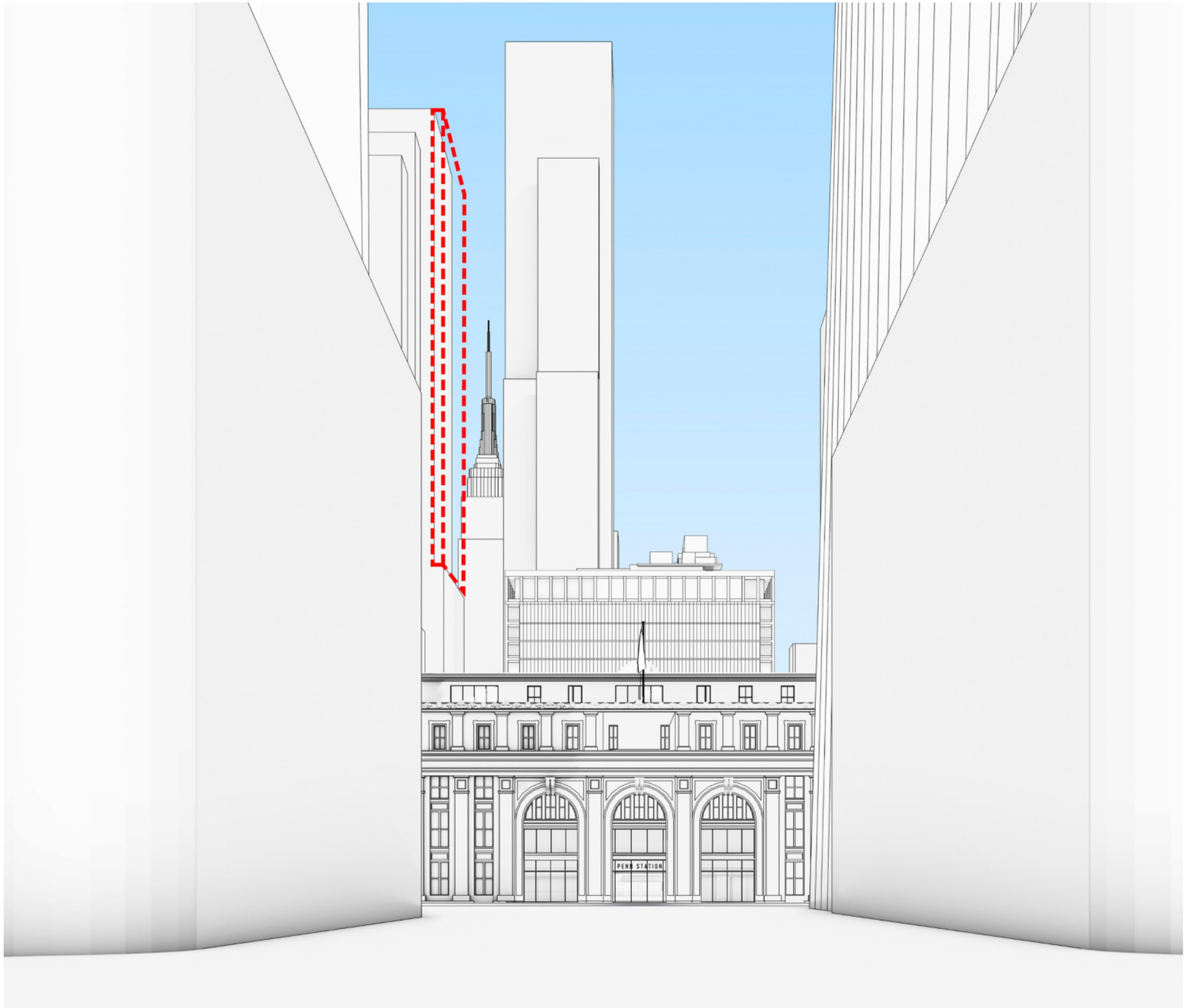
# 9) Prioritized Empire State Building Views Along 33rd Street Corridor

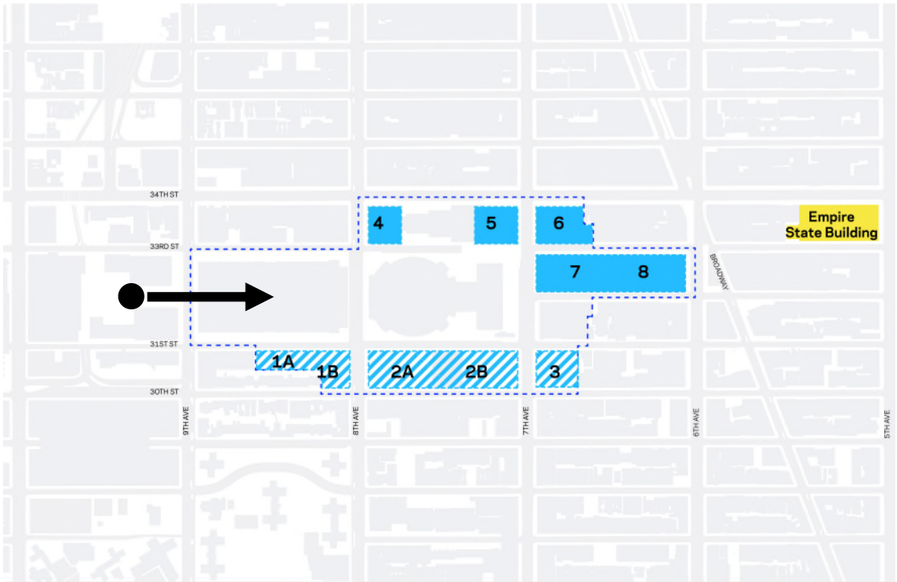



32nd St between 9th & 10th, Manhattan West

# 9) Prioritized Empire State Building Views Along 33rd Street Corridor




32nd St between 9th & 10th, Manhattan West

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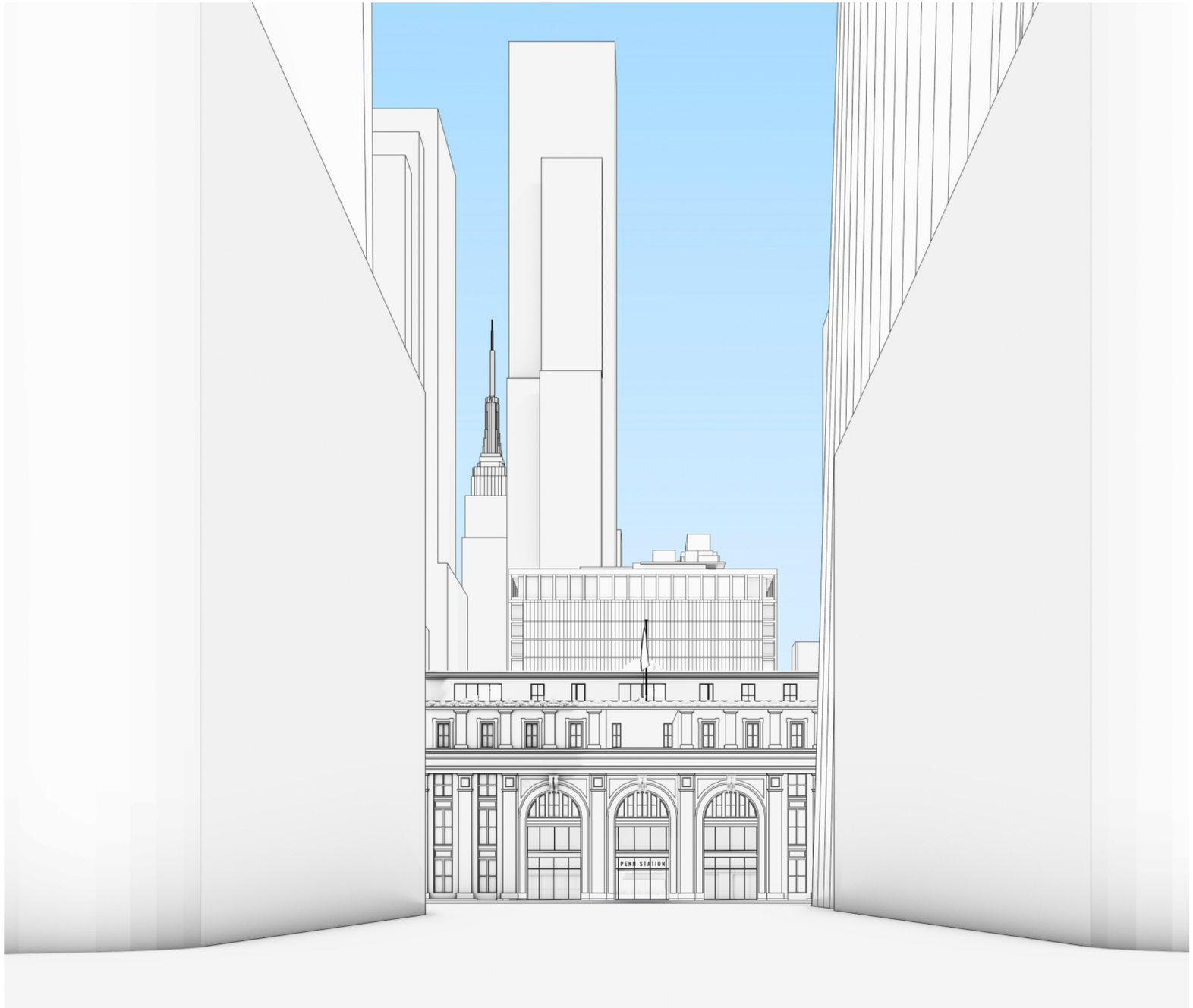
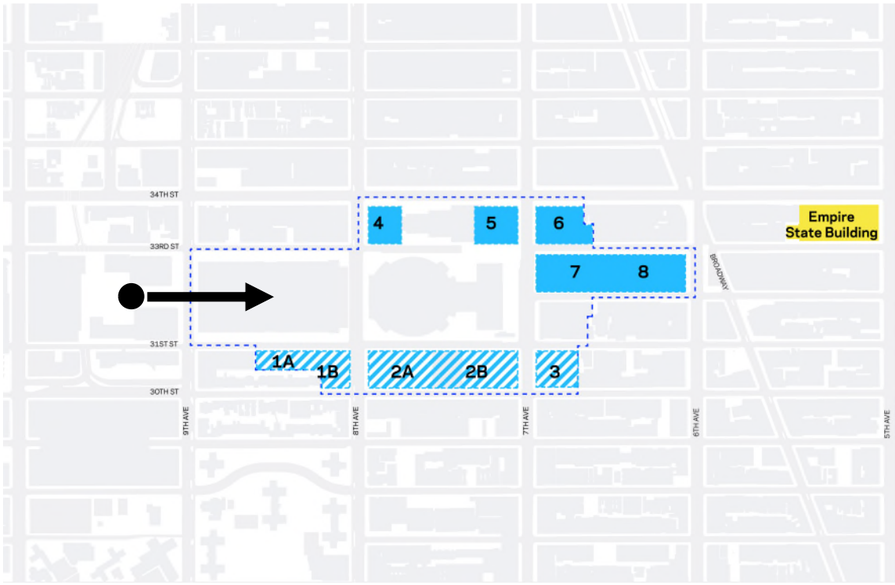
**PROPOSED REVISIONS**

# 9) Prioritized Empire State Building Views Along 33rd Street Corridor




32nd St between 9th & 10th, Manhattan West

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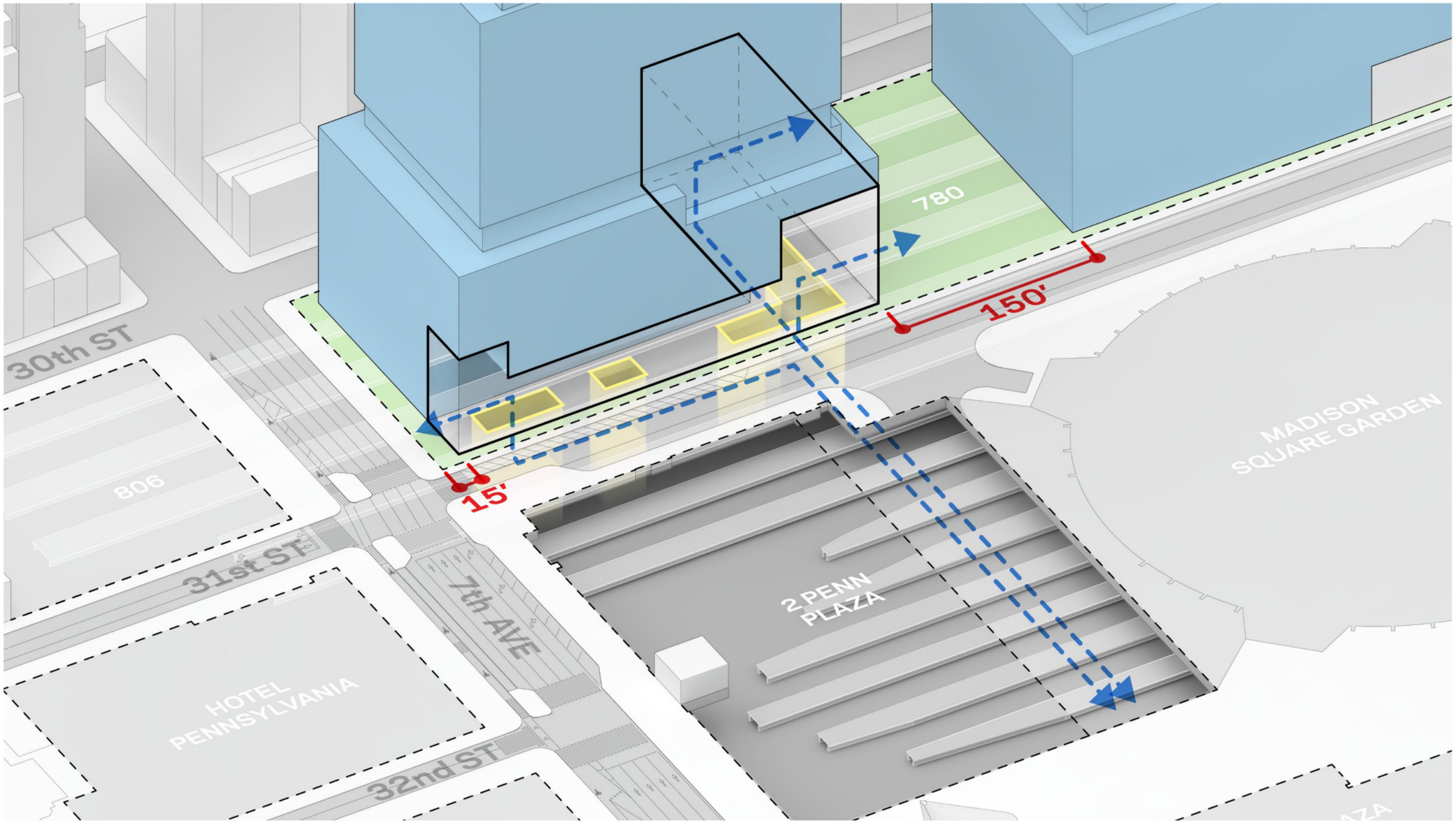
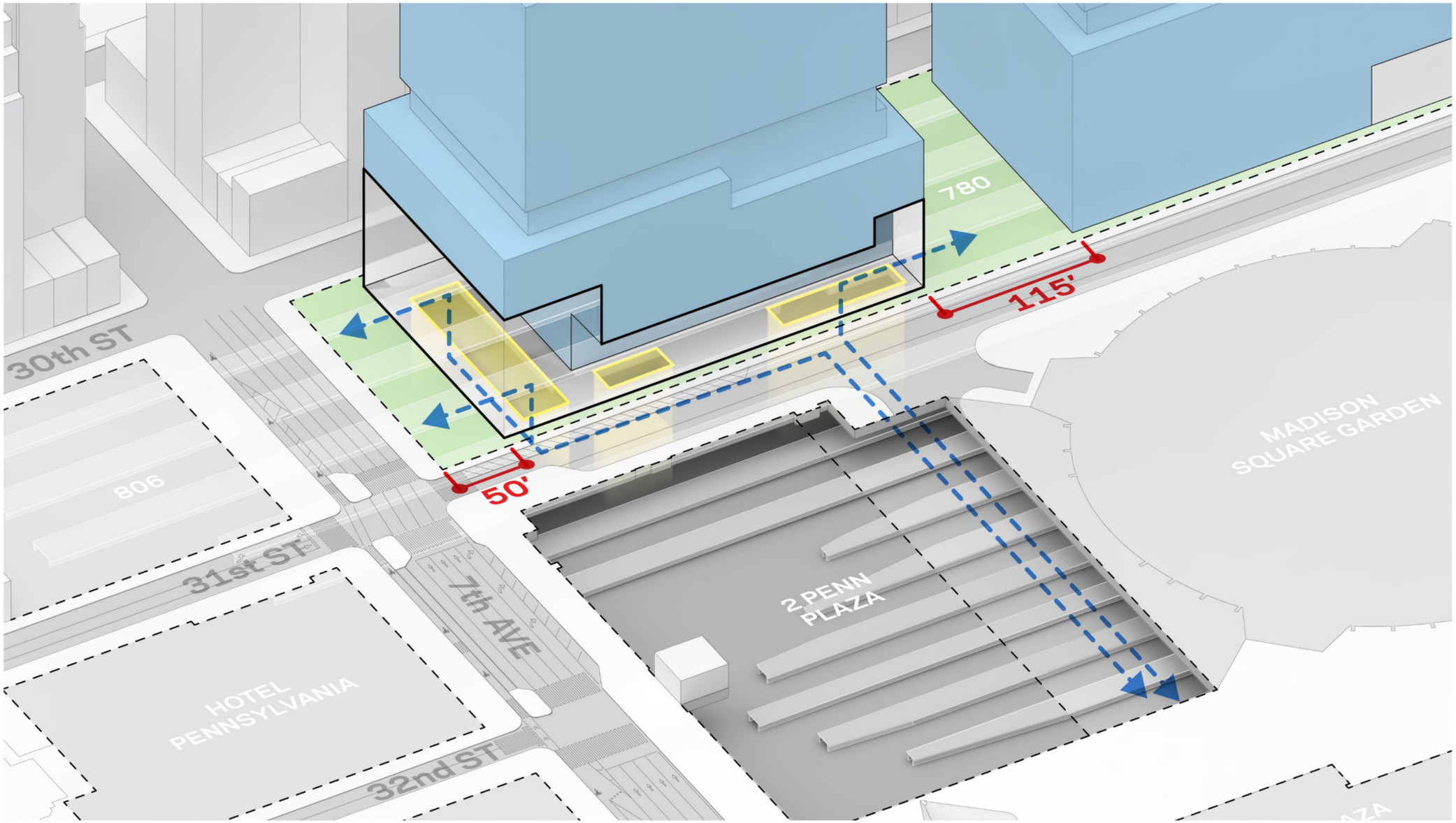
**PROPOSED REVISIONS**

# 10) Two Options for Train Hall on Potential Penn Expansion Block




**DRAFT GPP: MIDBLOCK ONLY**

# 10) Two Options for Train Hall on Potential Penn Expansion Block

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**PROPOSED REVISION: 7TH AVENUE OPTION**

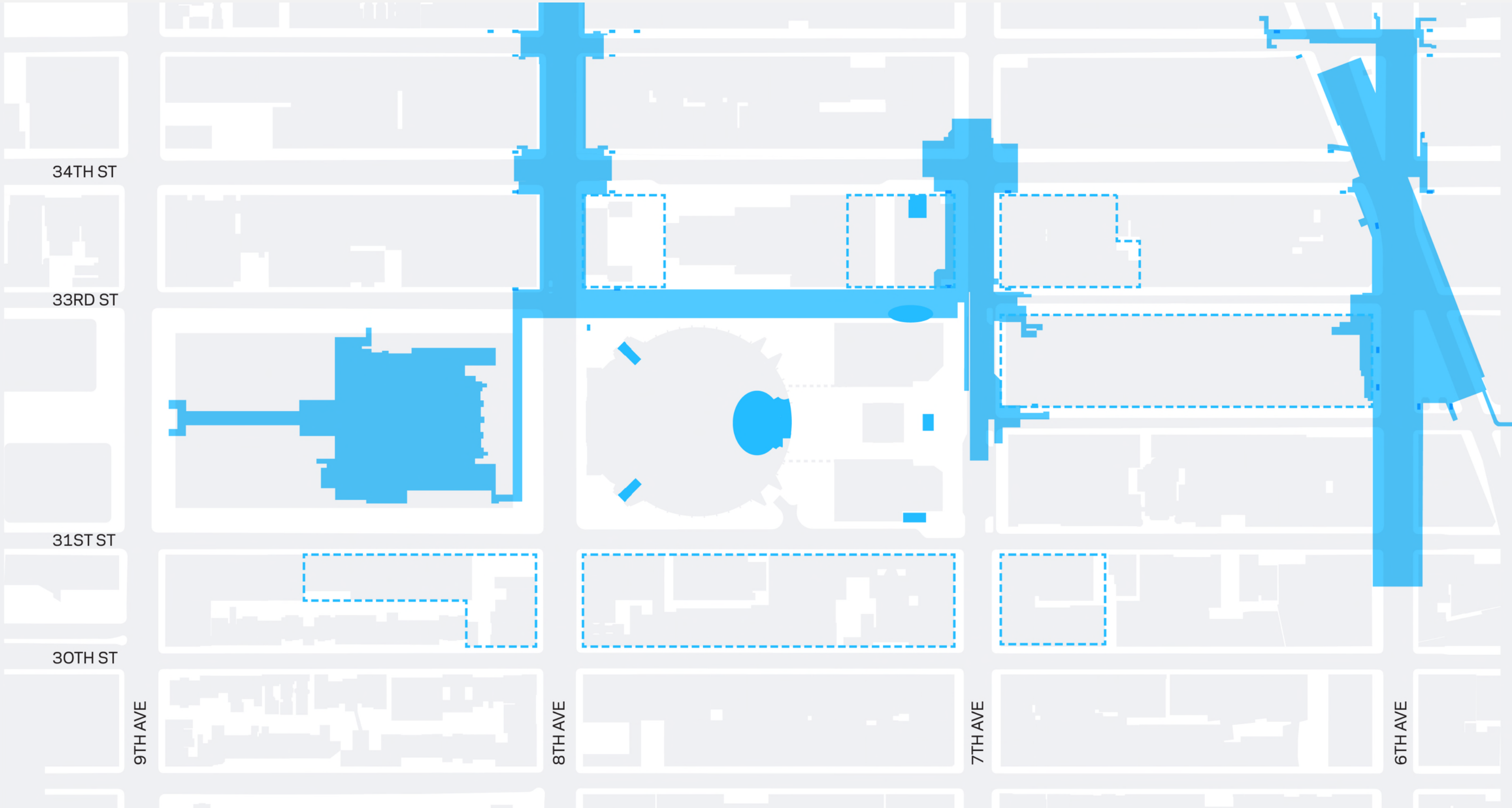
# 11) Two Options for Below-Grade Pedestrian Concourse

- Below-grade **pedestrian concourse system** would alleviate pedestrian congestion on sidewalks and streets going east and north.

- EIS will study **two options for the east-west connection** to Herald Square Station:
  - Along 33rd Street (expanding the former Gimbels Passage), and
  - Along 32nd Street with associated crossing under Seventh Avenue to the south.

- Southernmost crossing of Seventh Avenue and northward extension (orange hatch in following slides) would be considered as part of the Penn Expansion project rather than the GPP.

# 11) Two Options for Below-Grade Pedestrian Concourse

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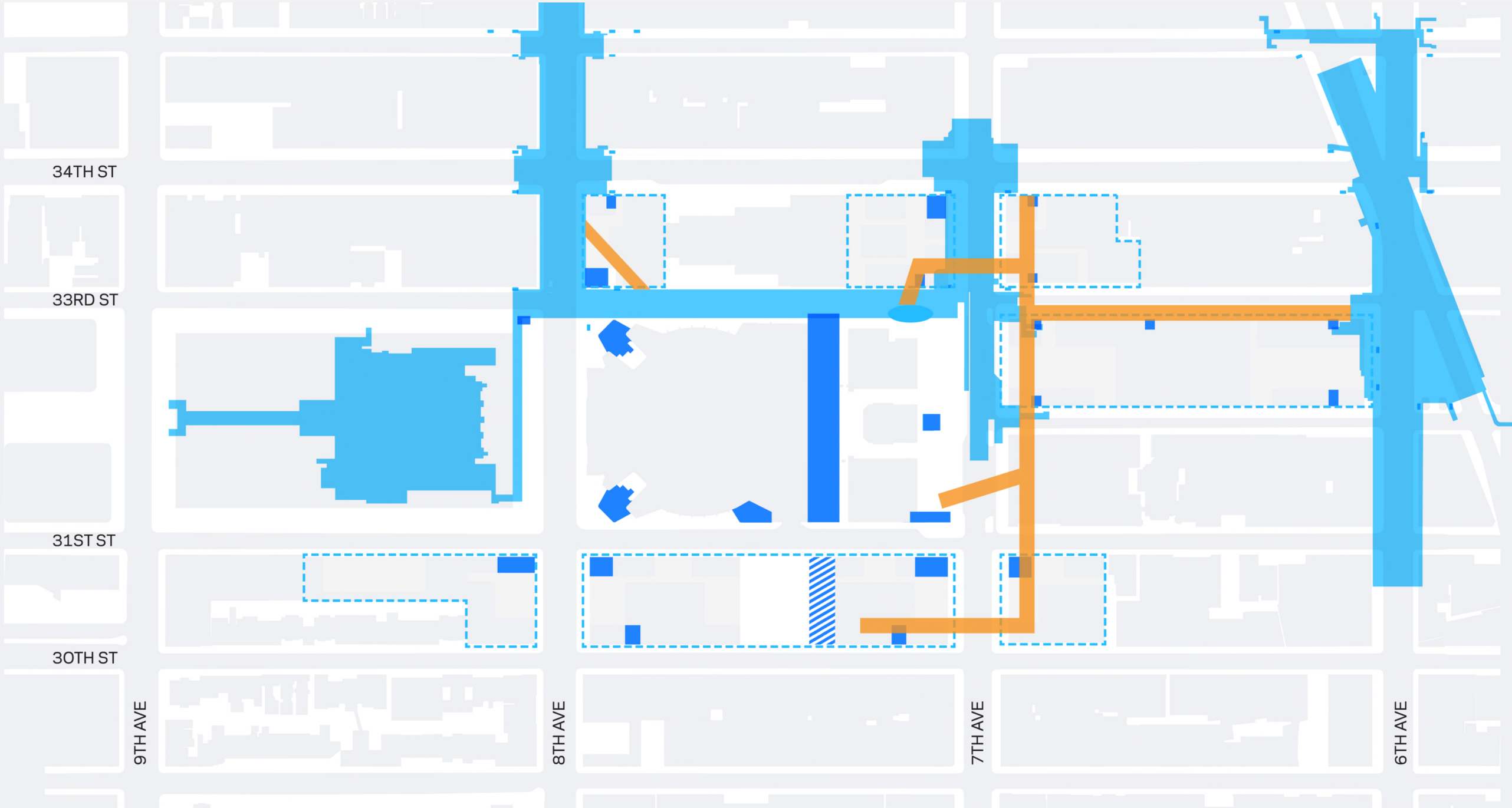
**EXISTING CONDITION**

# 11) Two Options for Below-Grade Pedestrian Concourse

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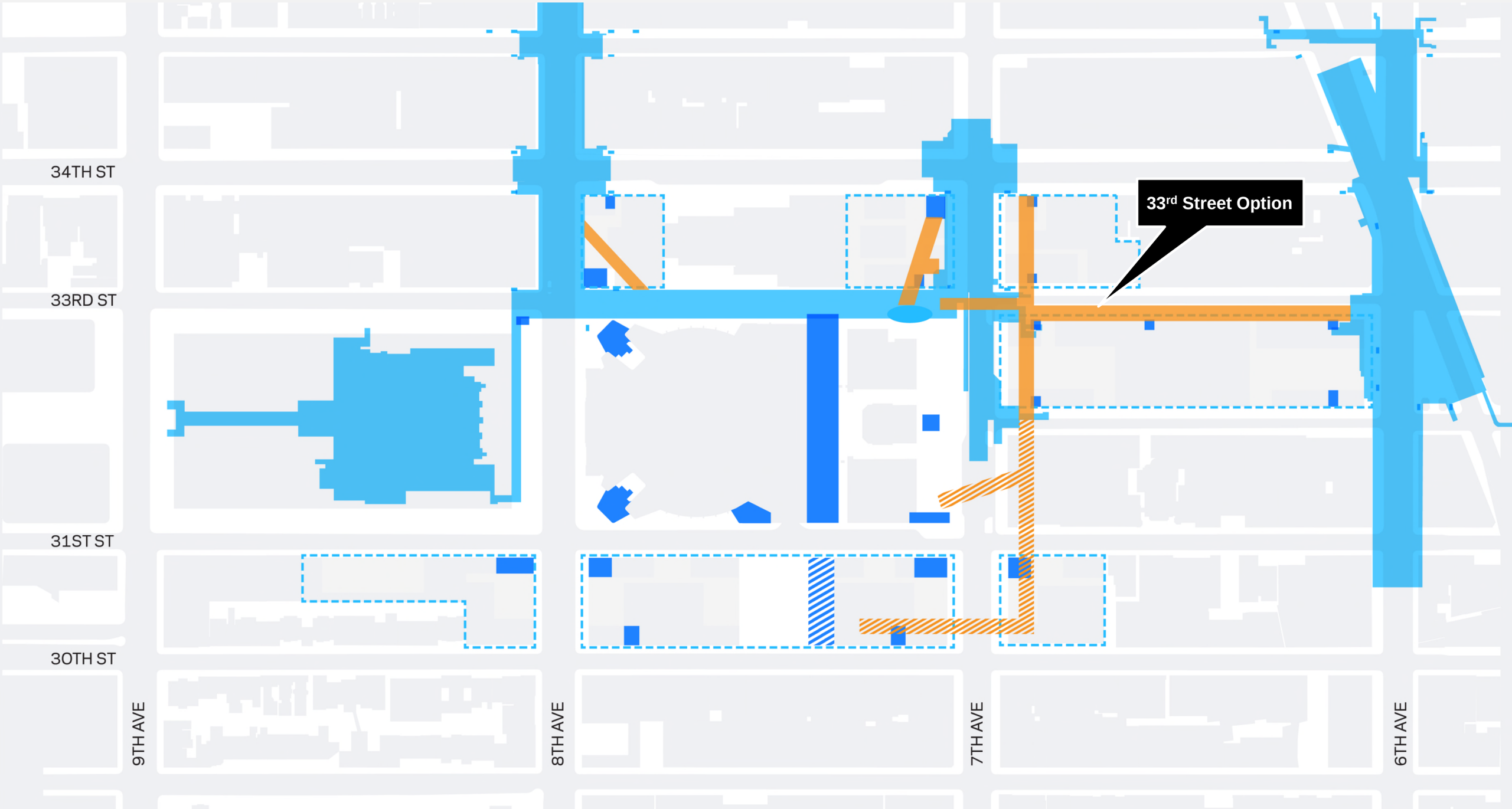
**DRAFT GPP**

# 11) Two Options for Below-Grade Pedestrian Concourse

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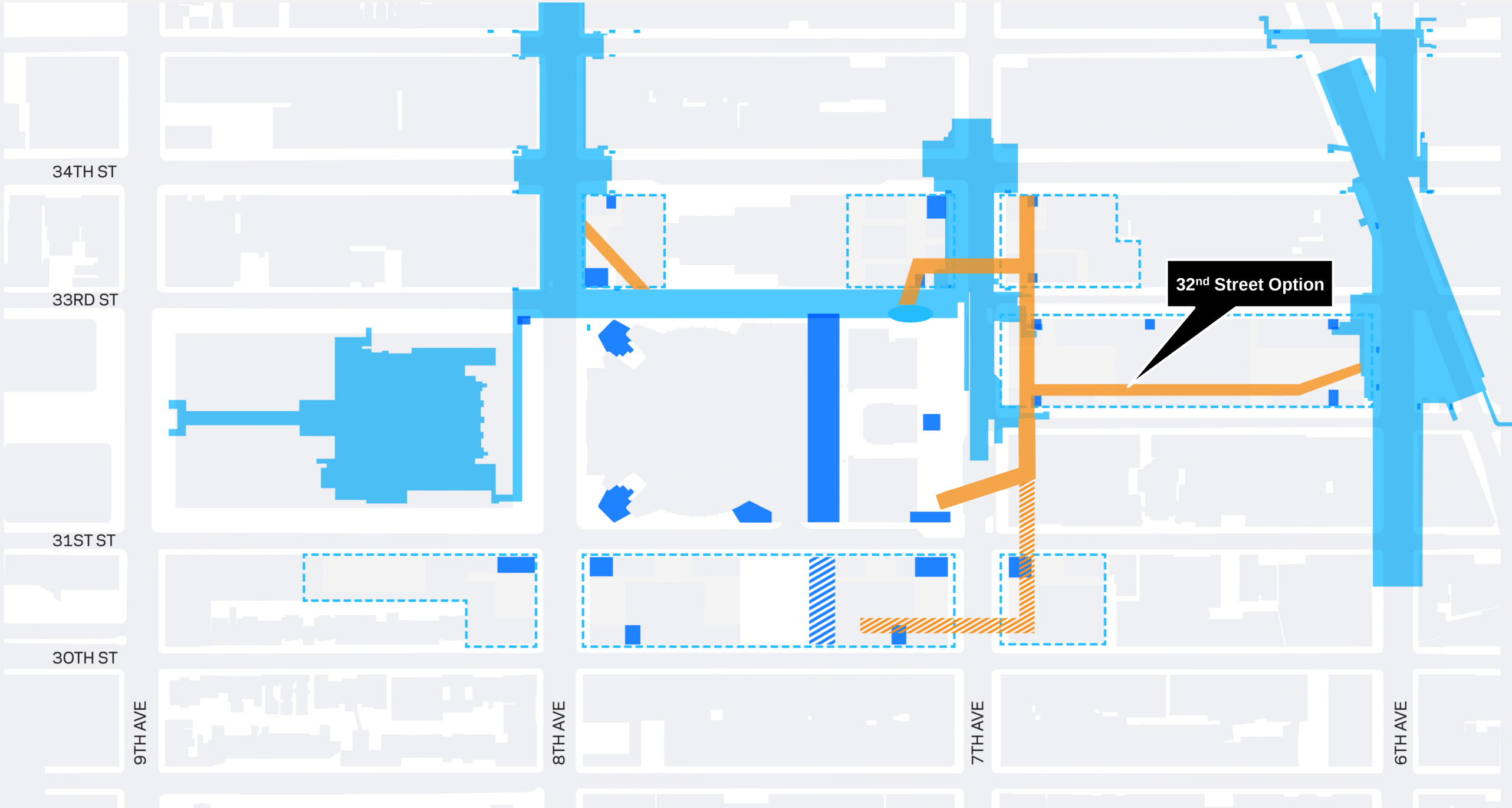
**PROPOSED REVISION - OPTION 1**

# 11) Two Options for Below-Grade Pedestrian Concourse

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**PROPOSED REVISION - OPTION 2**

# 12) Greener Buildings

- All buildings would be **built to be fully electric** (except for emergency back-up generators, per NYC DOB mandate) and **compliant with Local Law 97** to achieve **carbon neutrality** when NYC/NYS “green the grid” (projected by 2040).

- **Energy-efficient materials** and energy conservation strategies would be mandated.

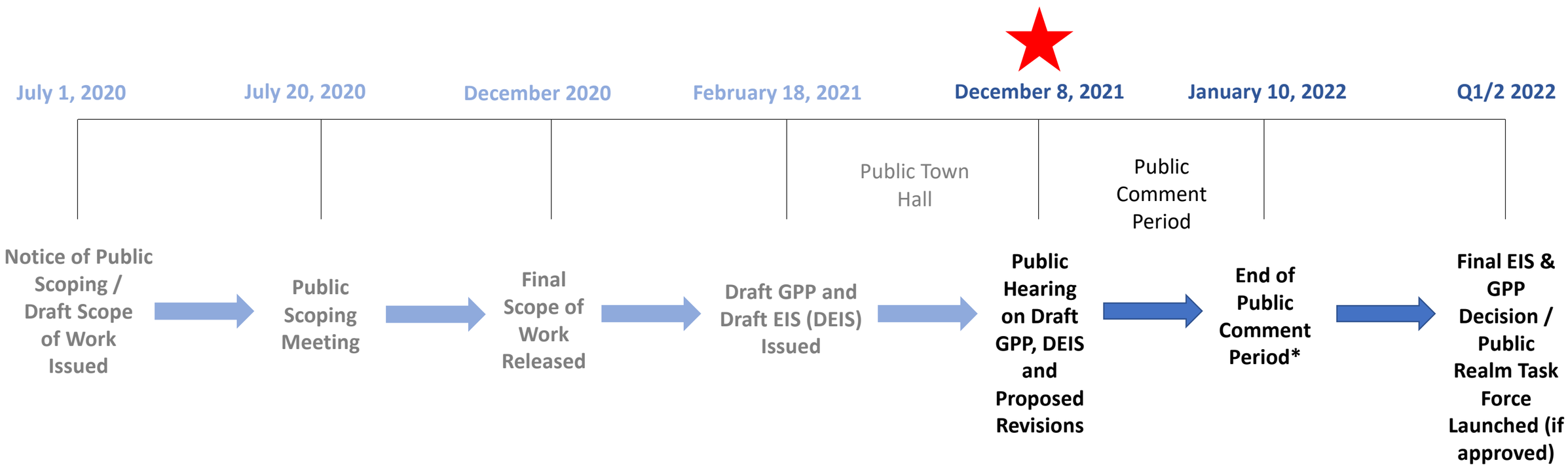
- A **detailed, enforceable plan for more sustainable construction** would require measures such as drilling rather than driving piles, electric-powered equipment, use of Ultra Low Sulfur Diesel fuel, Best Available Tailpipe Reduction Technologies for engines on non-road vehicles of 50 horsepower or greater, and noise and air quality monitoring throughout construction.

# 13) Labor and MWBE Commitments

- Construction of all buildings would be covered by one of more **Project Labor Agreements or similar forms of agreement** negotiated with the trades.

- **Minority- and Women-Owned Business Enterprise (MWBE) goals** (currently 30% for State projects) would apply to construction of all buildings.

# EIS and GPP Timeline




*Following the public comment period, ESD will review and respond in writing to all substantive comments, prepare and issue a Final EIS and GPP, and present both to the ESD Board for consideration in Spring 2022.

# Illustrations and Clarifications of Components of the February 2021 Draft GPP

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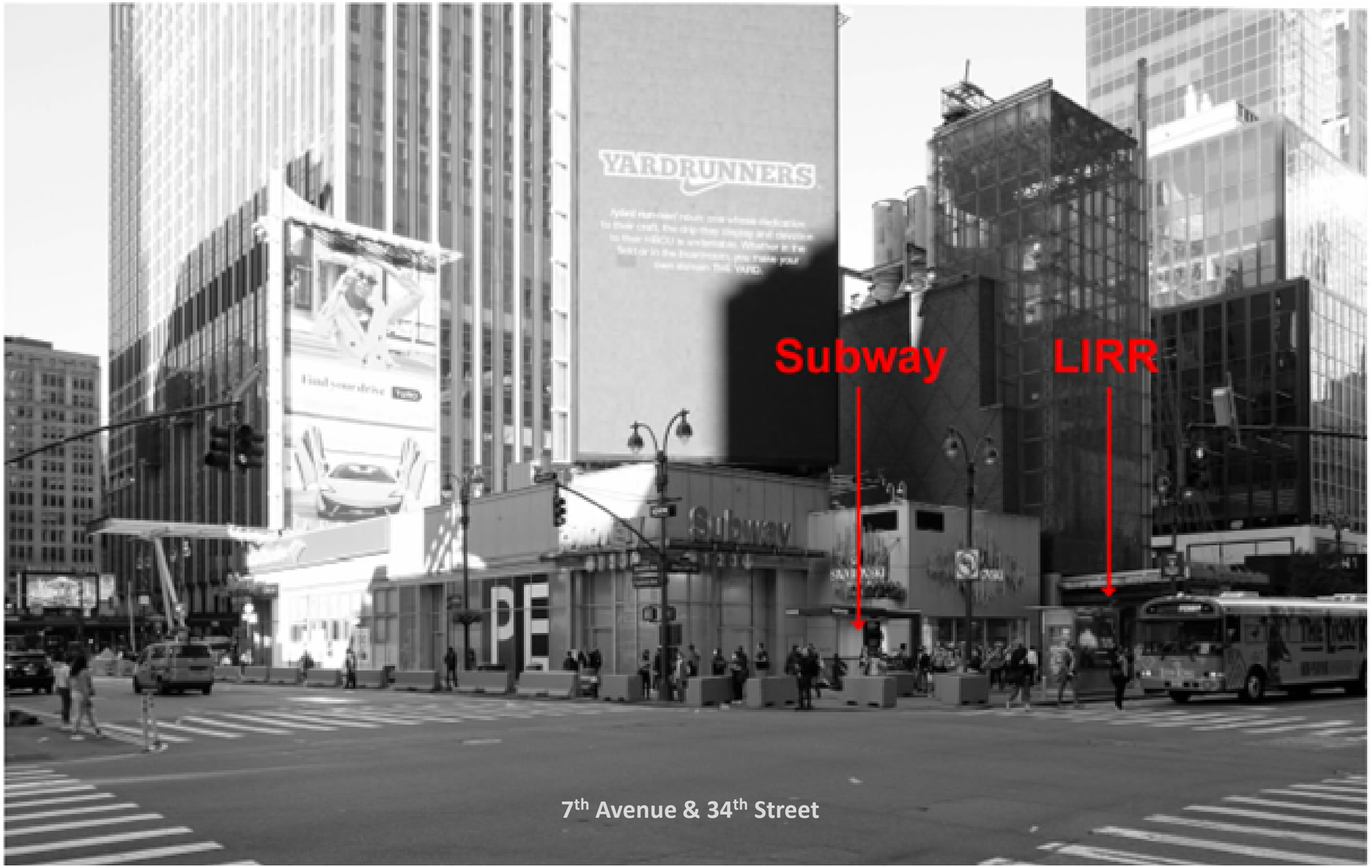
# Required In-Building Entrances to Penn & Subways

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**Site 5 – CURRENT CONDITION**

# Required In-Building Entrances to Penn & Subways

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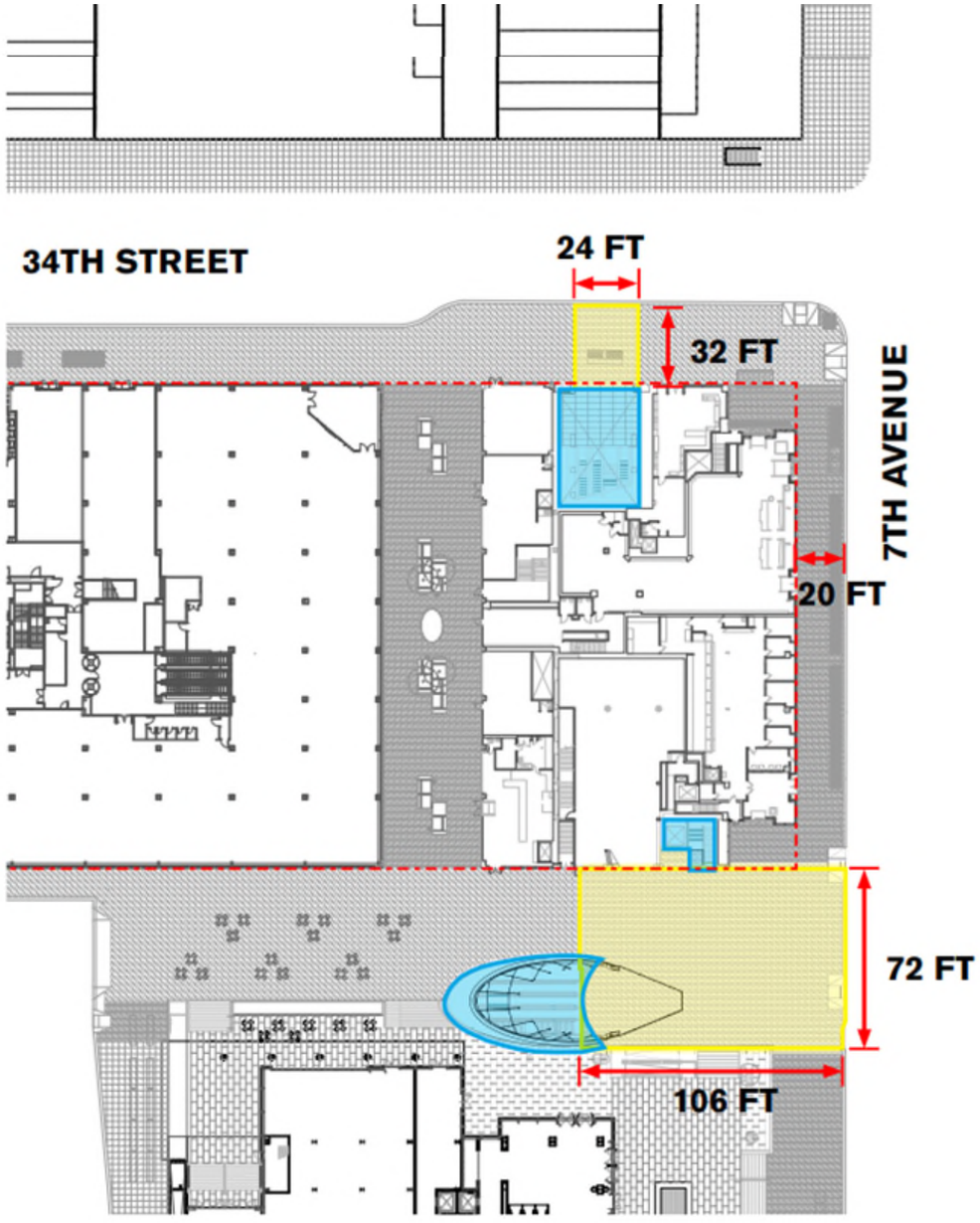
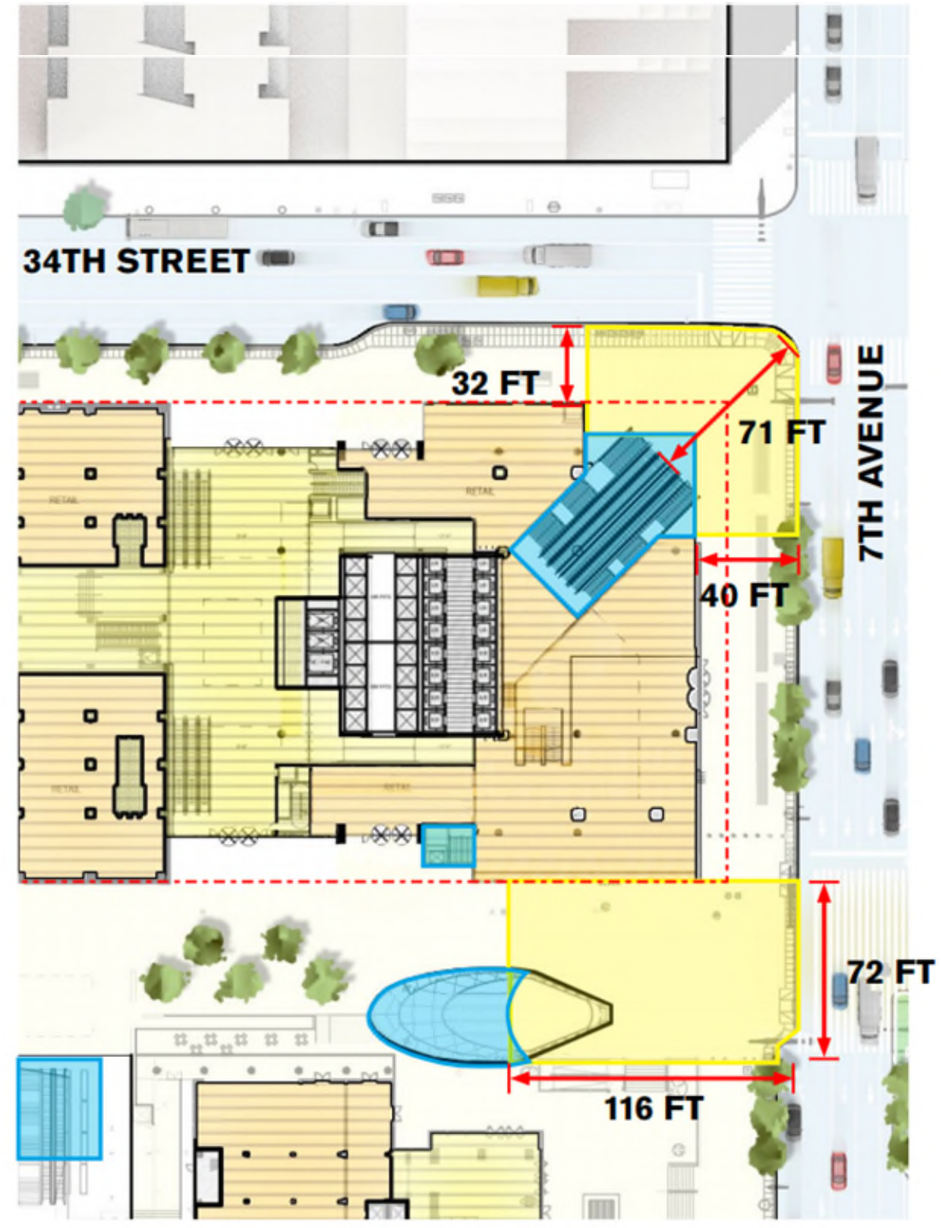
**Site 5 - PROPOSED**

# Required In-Building Entrances to Penn & Subways




CURRENT




PROPOSED

# Required In-Building Entrances to Penn & Subways

**EXISTING**

Site 4 Transit Entrance

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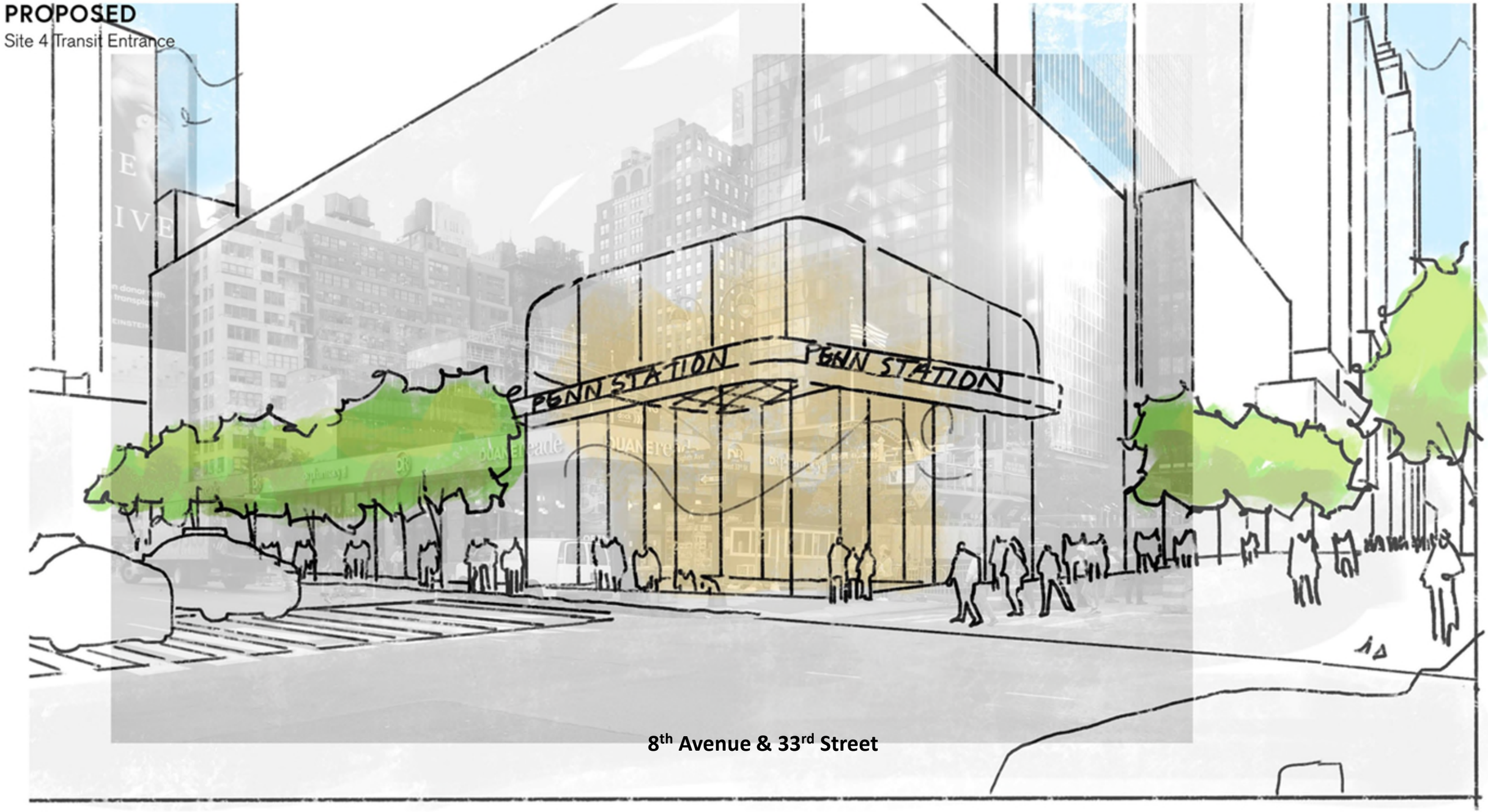
**Site 4 – CURRENT CONDITION**

# Required In-Building Entrances to Penn & Subways

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**Site 4 - PROPOSED**

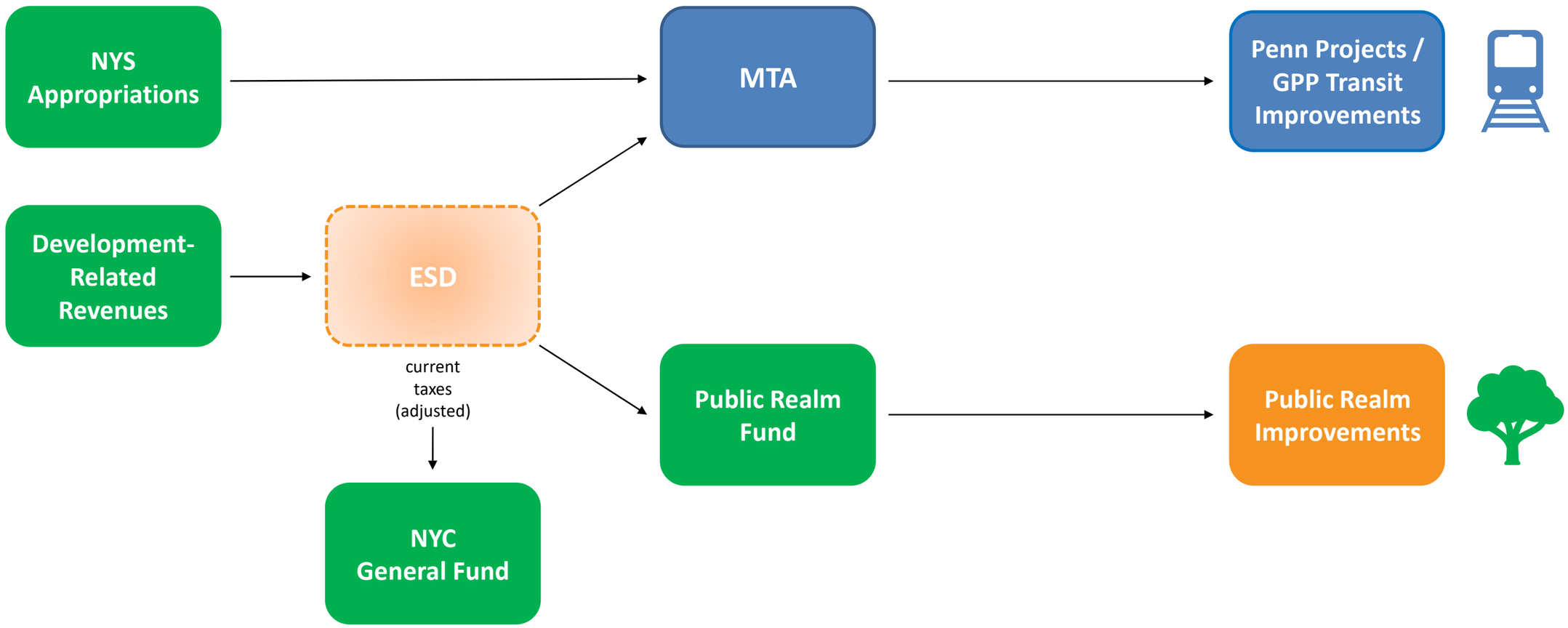
# Less Vehicular Parking & More Bike Parking

- Allowable parking in the Project Area would be reduced from the current 2,508 spaces to no more than 800 spaces, a **reduction of 68%.**

- No parking would be allowed on Sites 1-3, and Sites 4,6,7 and 8 would be allowed no more than 100 spaces per Site. Parking would not be required on any Site.

- 1 Penn Plaza currently has 665 parking spaces, which would be reduced to 400 when Site 4 is built.

- **In-building bicycle parking would be doubled** from current zoning requirement, to 3,000 spaces across the Project Area. Fewer than 400 bike parking spaces exist today in the Project Area.

# Flow of Development-Related Revenues to Public Projects

Any development-related revenues to the State would be strictly **dedicated to the Penn railroad projects and the GPP transit and public realm improvements.**