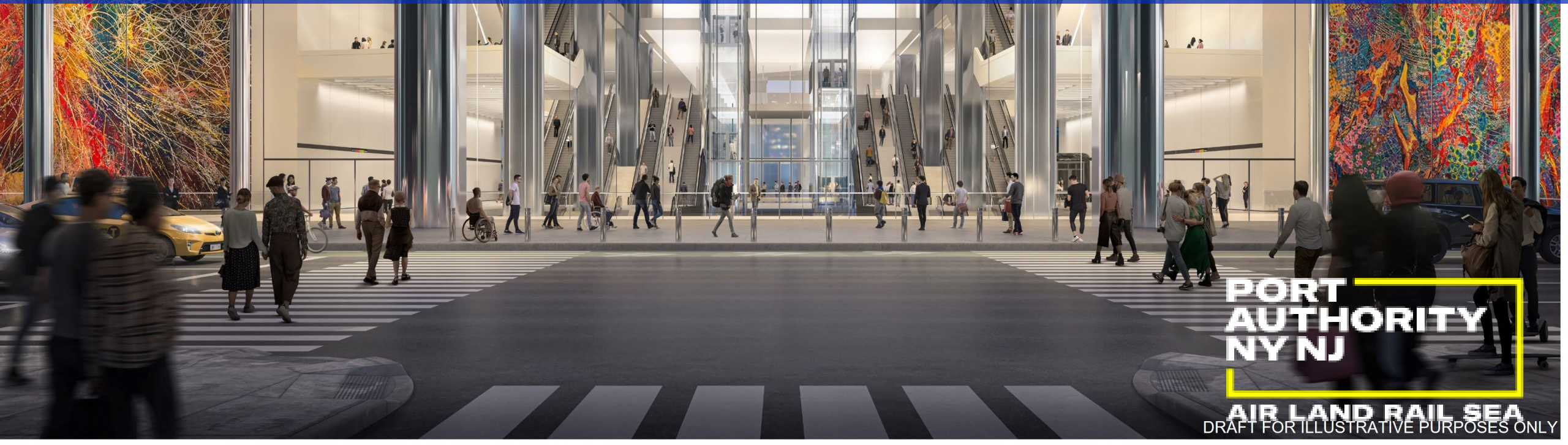


# Midtown Bus Terminal Replacement Project

Manhattan Community Board 4

Land Use Committee

June 12, 2024



**PORT  
AUTHORITY  
NY NJ**

**AIR LAND RAIL SEA**  
DRAFT FOR ILLUSTRATIVE PURPOSES ONLY

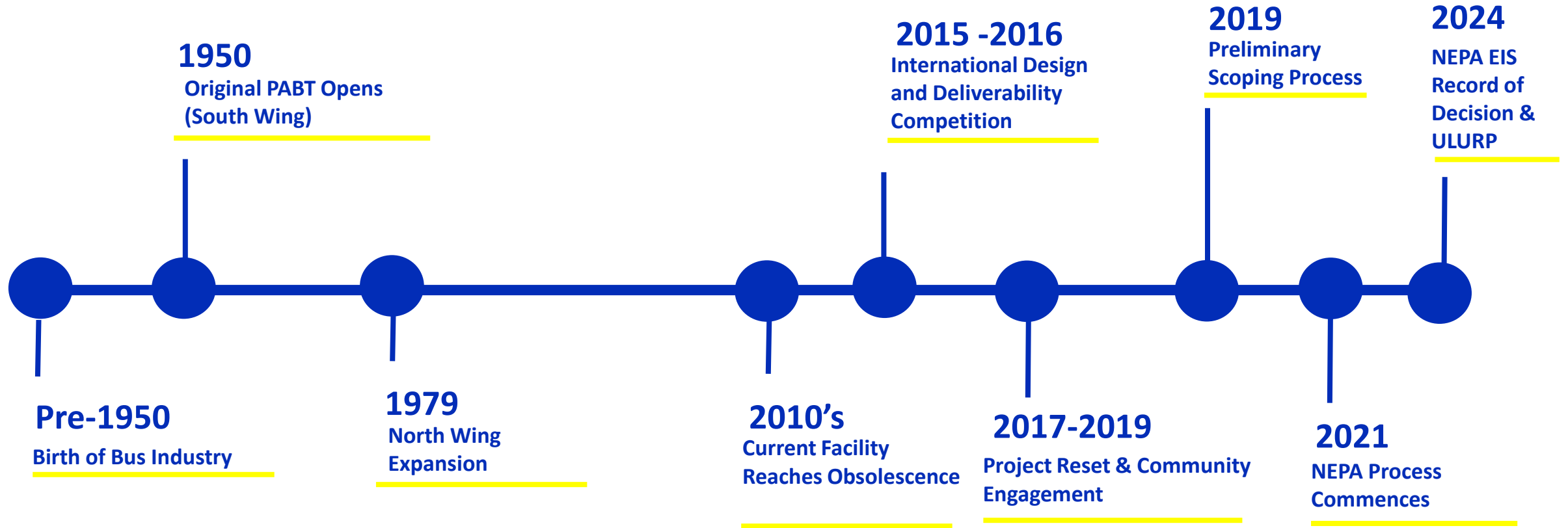


# Agenda

1. **Introduction**
2. **Project History**
3. **Project Goals and Objectives**
4. **Project Architect**
5. **Site plans**
6. **Current & Future Conditions**
7. **Bridging Elements-Conceptual Massings**
8. **Construction & Phasing Process**
9. **Community Engagement**
10. **Project Financial Plan**
11. **NEPA - Environmental Impact Statement**
12. **Uniform Land Use Review Procedure (ULURP)**
- 2 13. **Conclusion**

# PROJECT HISTORY

# History of the Midtown Bus Terminal





# Current Facility Reaches Obsolescence

2010's

Why a new terminal is needed:

- After 60 years of continued heavy use, the terminal itself was reaching the end of its useful life. Various structures and systems were due for major overhauls.
- Growth of trans-Hudson commuter demand further taxed the facility which was at capacity.
  - Congestion on local streets
  - Curbside bus operations
  - Idling buses
- The current bus terminal precludes us from efficiently managing future bus fleets. Functional obsolescence prevents us from meeting future demand.



# Preliminary Scoping Process

2019

- Through this process the 'build in place' alternative became the locally preferred option.
- Community and commuter feedback strengthened the need to expand scope of the project to include expanded Inter-city operations and a Storage and Staging Facility.
- Additionally, the agency added to the final plan 3.5 acres of publicly accessible space to the project scope in order to mitigate impacts from the project.
- The additional community and city requests increased project scope and budget.



# Formal NEPA EIS Process

2021-2024

- The Port Authority, starting in 2021, began a formal National Environmental Policy Act (NEPA) Environmental Review process.
- The Port Authority alongside the Federal Transit Administration, worked to develop a Draft Environmental Impact Study which provides a detailed report on any potential impacts of the project.
- The Draft EIS was published in 2024 and a series of public hearings were held in order to allow the community to provide comments through the formal process.





# **PROJECT GOALS & OBJECTIVES**

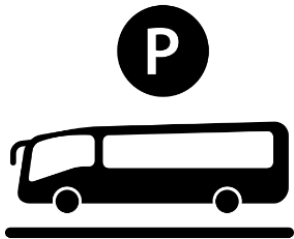
# Project Purpose & Need



Support Projected Growth of Commuter and Intercity Travel Crossing the Hudson



Address Functional and Physical Obsolescence of the Existing Bus Terminal



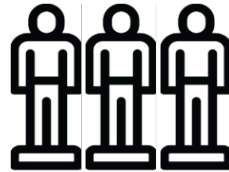
Address Bus Storage and Staging for Existing and Future PABT Operations

# Project Goals

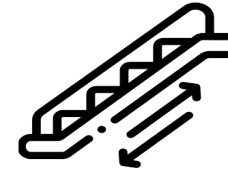
Improve Trans-Hudson bus operations



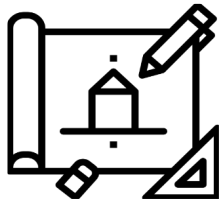
Improve passenger experience within and around terminal



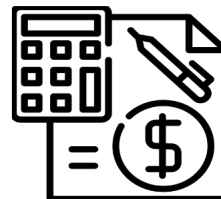
Provide seamless passenger accessibility



Consistency with local and regional land-use plans



Optimize life cycle costs



Reduce impacts of bus services on built and natural environments





# Mission

**Build a best-in-class bus terminal for the  
21<sup>st</sup> Century**

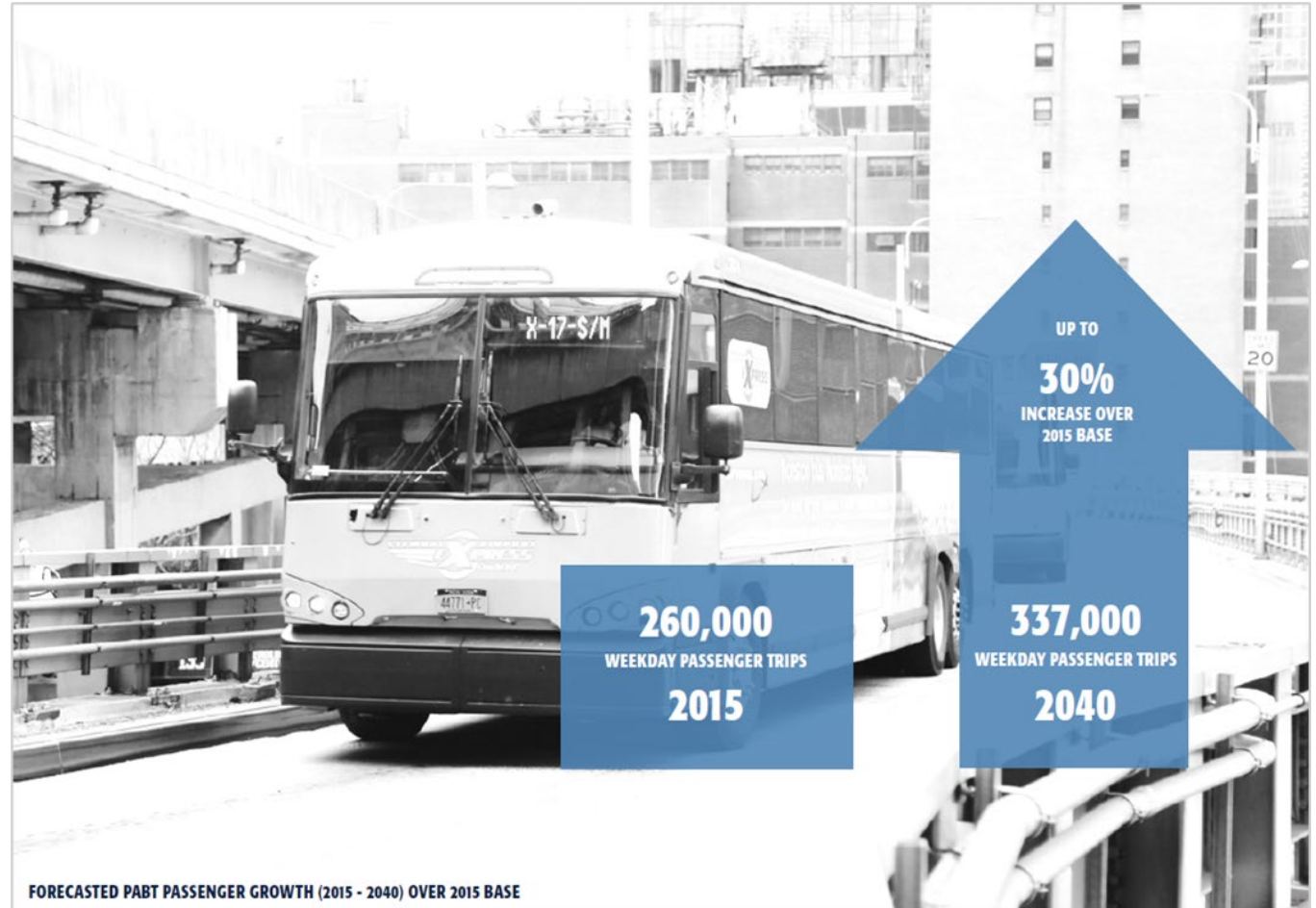
**Two imperatives:**

- **Meet the needs of customers**
- **Meet the needs of the community**



# Project Objectives

- World class, state-of-the-art, sustainable building design.
- Include pedestrian and ADA accessibility to origins and destinations.
- Maintain and improve connections to NYC buses and subways.
- Provide direct linkages to the Lincoln Tunnel.



# Sustainability

## Sustainability / Resiliency Measures

- Supports zero-emission goals
- At least LEED Silver Certification
- PA Clean Construction initiative
- Onsite generation/renewable energy options
  - Geothermal or other alternative energy source for HVAC
  - Heat recovery reuse (target zero BTU loss)
- Zoned Ventilation
- Water recovery/reuse

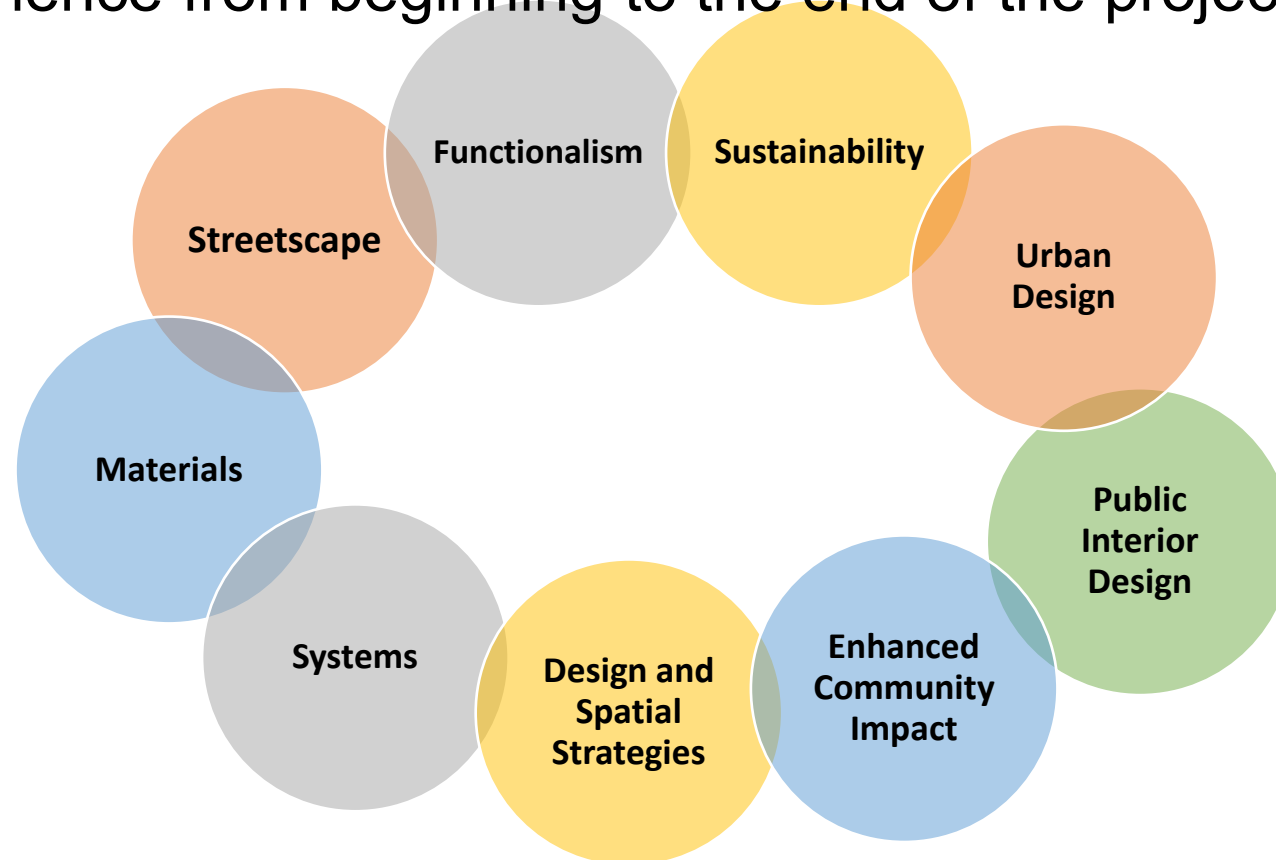




**PROJECT ARCHITECT**

# Project Architect

Develop a unified programmatic vision with particular focus on commuter and community experience from beginning to the end of the project development.

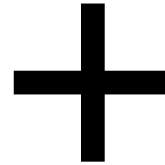


*The Project Architect will play a critical role, on an as needed basis, throughout the design and construction phases.*

# Project Architect Team

## Foster + Partners

- A global studio for sustainable architecture, urbanism, engineering and design
- World-renowned firm founded by Norman Foster
- Proven track record of integrating state of the art transportation projects into existing communities



## Epstein and Sons International

- Over 100 year of architectural, engineering and construction experience
- Provides sustainability services, including LEED/BREEAM consulting, energy modeling services worldwide
- Expertise in completion of complex projects in dense urban environments

**Foster + Partners**





# Expertise in Densely Populated Urban Environments

1

## Urban Densification

The design team's extensive experience in densely populated urban areas will be crucial in developing a transportation facility that seamlessly integrates with the surrounding community and optimizes space utilization.

2

## Multimodal Integration

They will explore innovative ways to facilitate the seamless integration of various modes of transportation, including public transit, pedestrian, and infrastructure, ensuring a cohesive and efficient transportation network.

3

## Community Impact

The team will thoughtfully consider the project's impact on the local community, prioritizing design solutions that enhance accessibility, connectivity, and the overall quality of life for residents and visitors.

4

## Adaptive Design

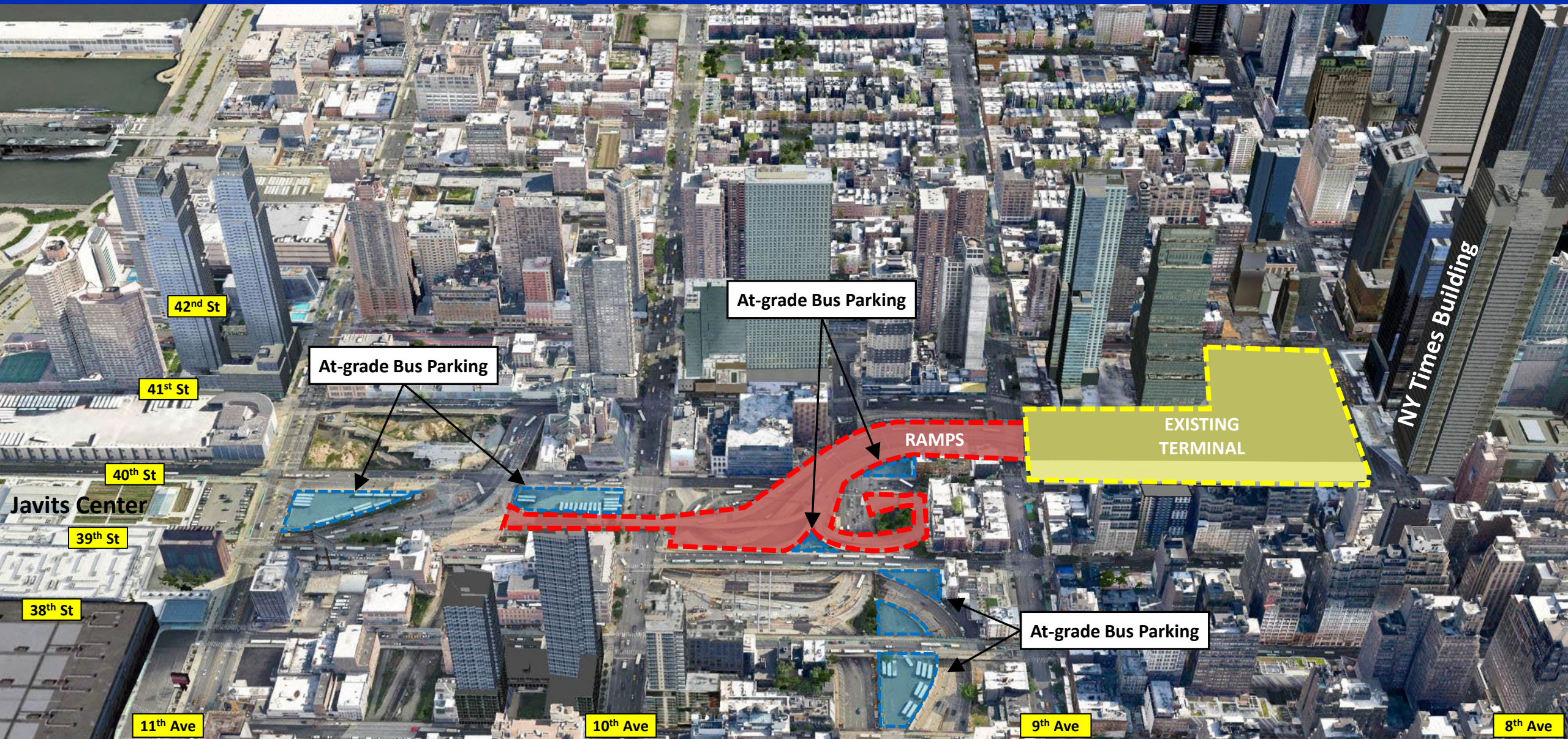
With an understanding of the evolving needs of densely populated urban areas, the design team will incorporate flexible and adaptable design elements to future-proof the transportation facility and enable it to respond to changing demands.



# **PROJECT SITE PLANS**



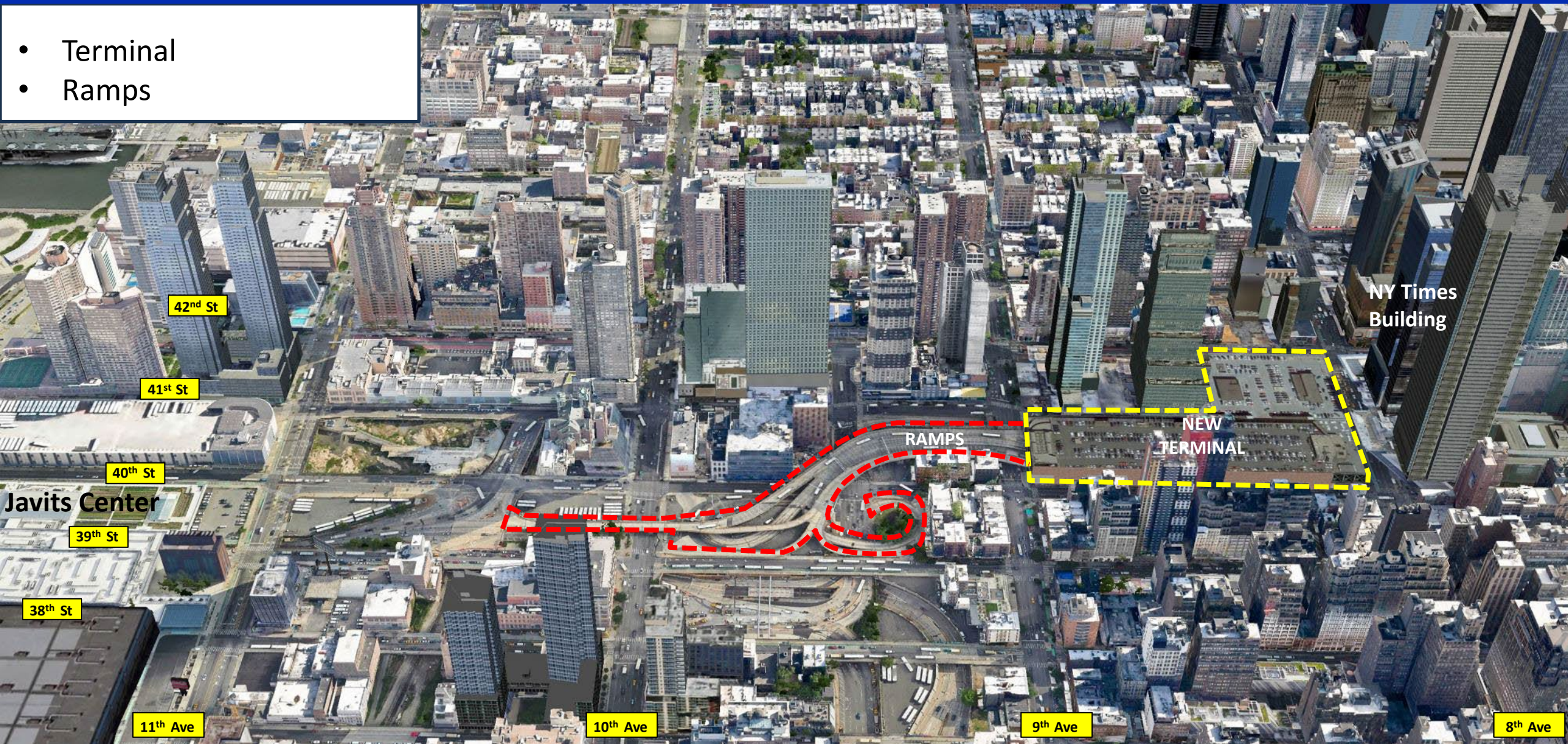
# Existing Condition





# Original Proposal – “Build in Place” - \$5.5B+

- Terminal
- Ramps





# Current Proposed Project – “Enhanced Build in Place”

**\$10 Billion  
World-Class Facility**

- Responsive to Community
- Responsive to Commuters

**No Taking of Private  
Land – Built entirely  
on PA Property**



**Staging/Storage - Ask  
from City & Community**

**STAGING / STORAGE  
“TEMPORARY TERMINAL”**

**MAIN TERMINAL  
w/ Curbside Intercity**

**Curbside Intercity- Ask  
from City & Community**

**Street facing retail - Ask  
from City & Community**

**DECKOVERS /  
NEW  
OPEN SPACE**

**New Green Space - Ask  
from City & Community**

**RAMPS**

**TOWER 1**

**TOWER 2**

**NY Times Building**

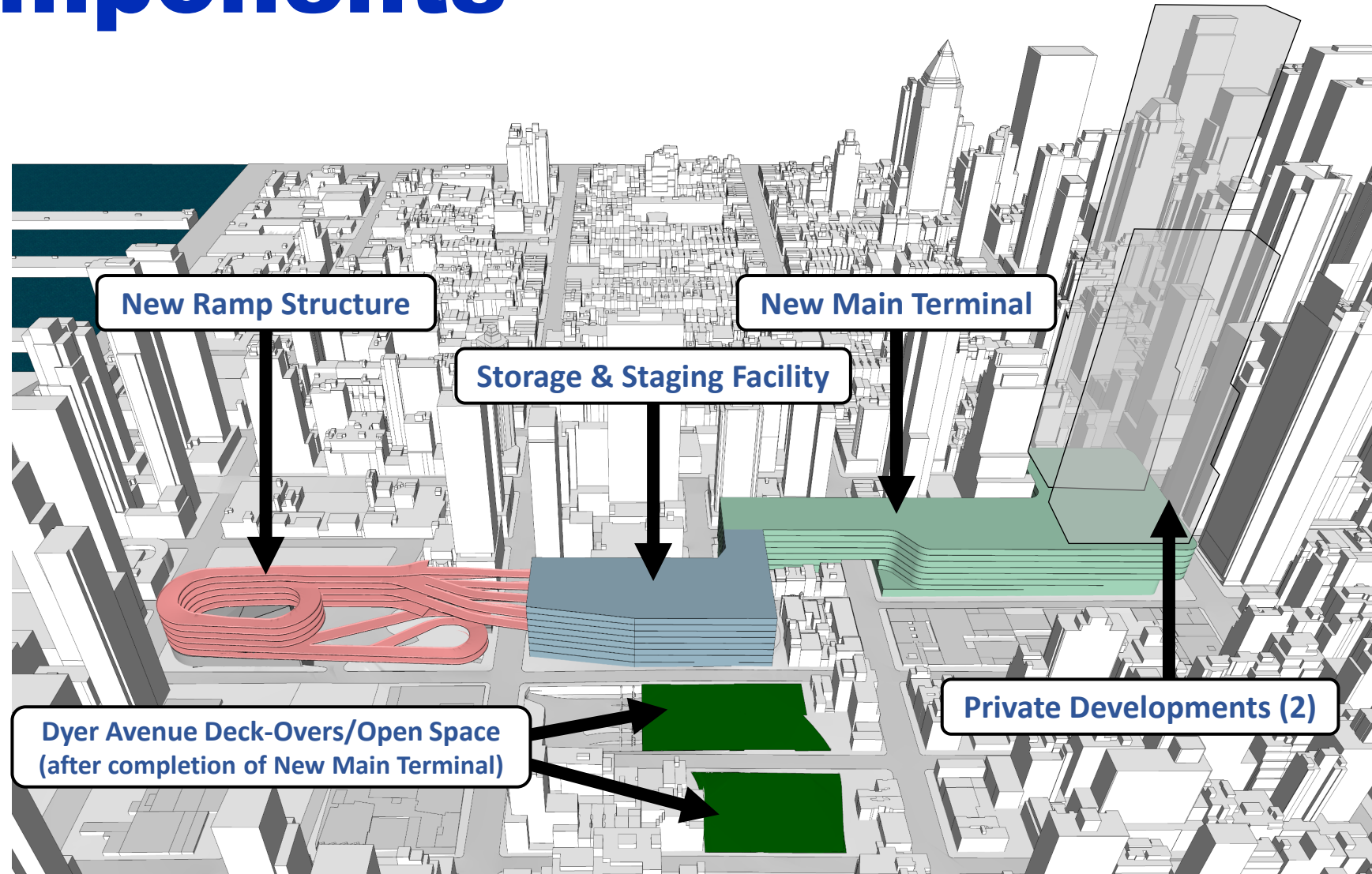
**Javits Center**



# Project Components

## A New Midtown Bus Terminal

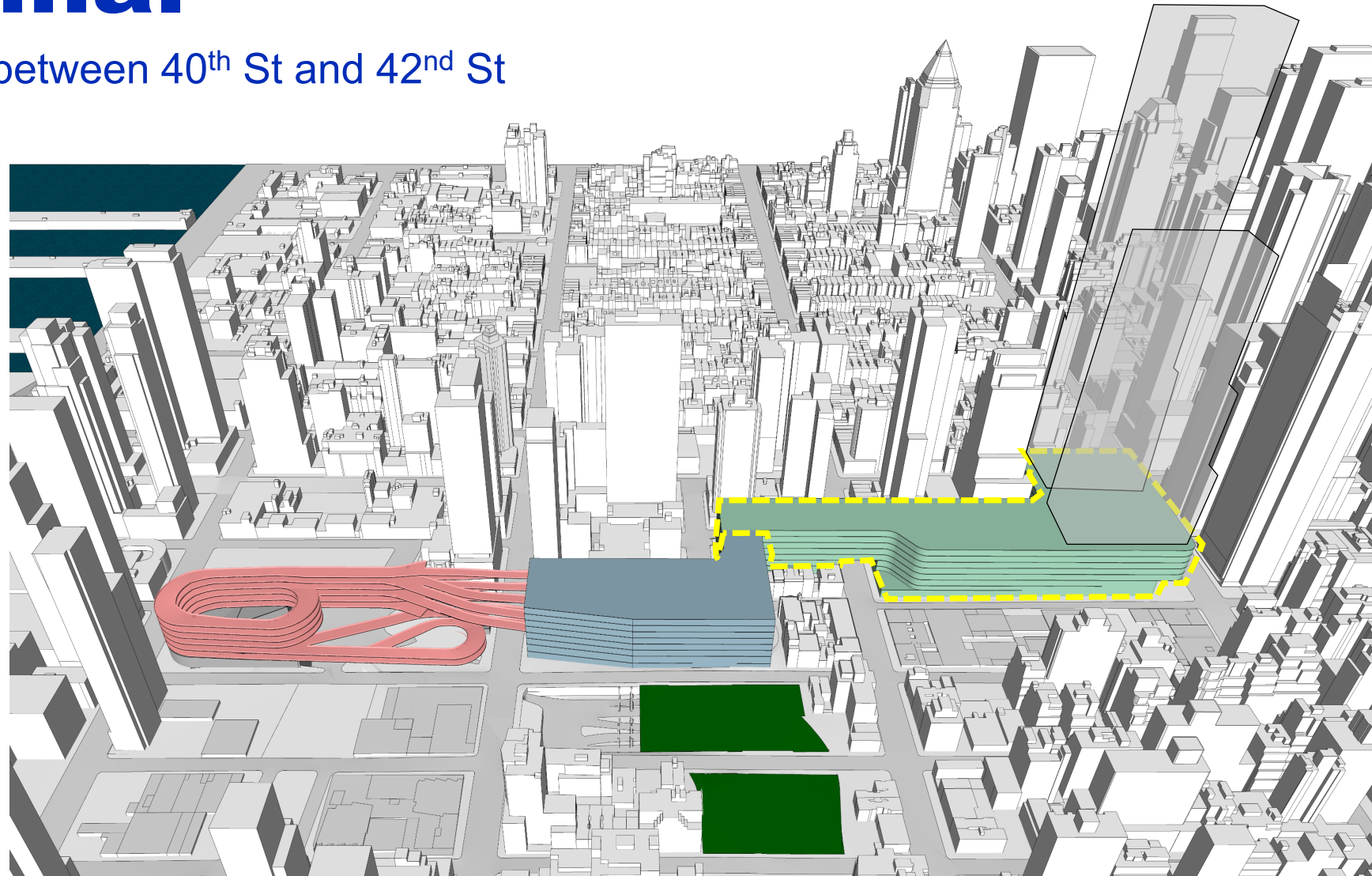
- New Main Terminal (Commuter and Intercity Bus Facility) at the location of the existing PABT;
- Storage and Staging Facility to the west of the Main Terminal
- New Ramp Structure
- Dyer Ave deck-overs to be converted to publicly accessible open space
- Private development



# Main Terminal

8<sup>th</sup> Ave crossing over 9<sup>th</sup> Ave between 40<sup>th</sup> St and 42<sup>nd</sup> St

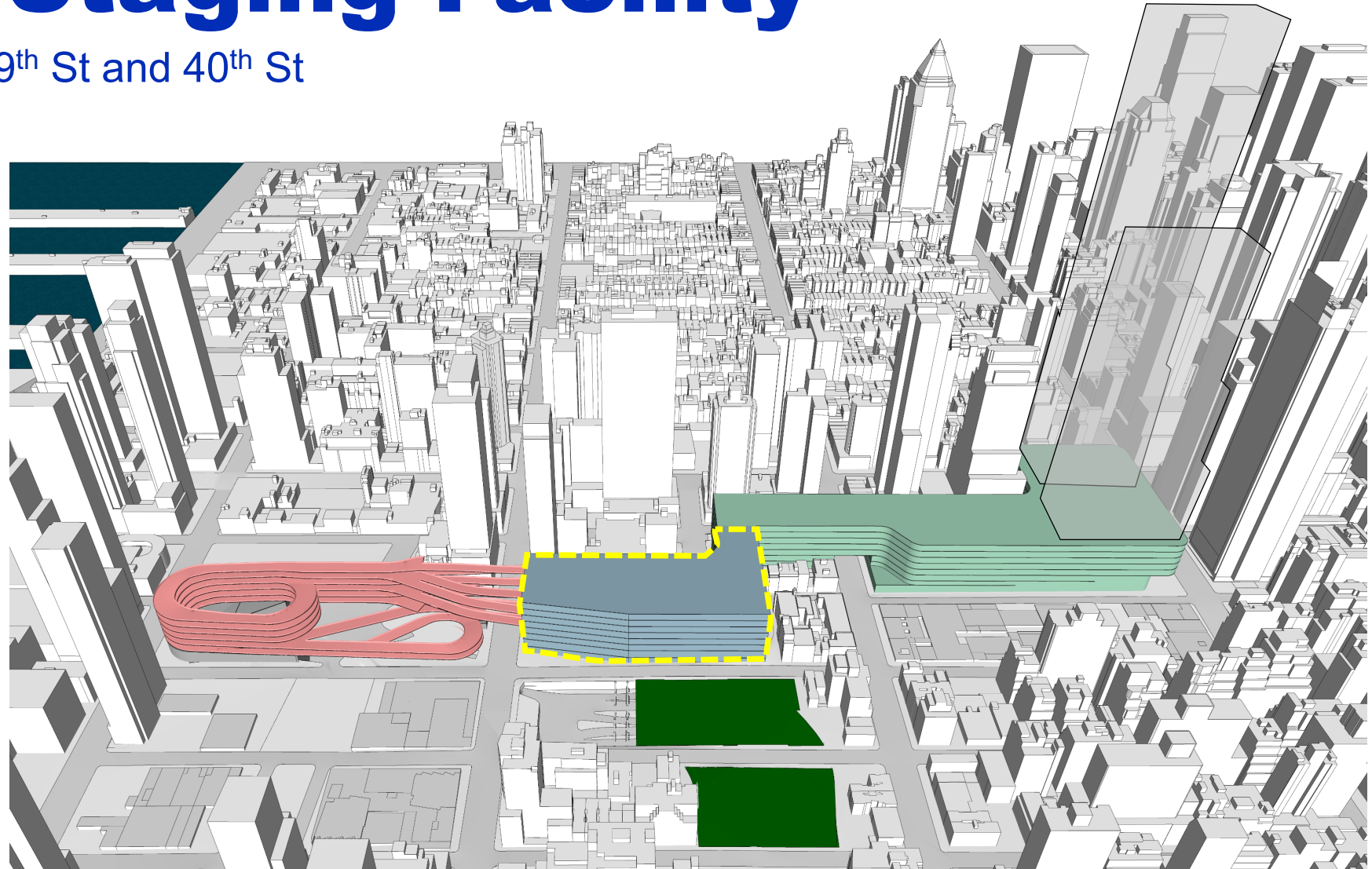
- 5 floors of bus gates
- 160+ gates for commuter buses
- Direct connection to the subway and Times Square transit hubs
- Best-in-class passenger amenities
- ADA standards integrated into layout and design
- Linking North and South Wings with the closure of 41<sup>st</sup> street, increasing operational efficiency and public access
- Unified central atrium
- Approx. 46,834 sf of street-facing retail and 13,700 sf of interior retail space



# Storage & Staging Facility

9<sup>th</sup> Ave to 10<sup>th</sup> Ave between 39<sup>th</sup> St and 40<sup>th</sup> St

- 5 levels of storage
- Approx. 300-350 storage spots that reduce traffic on streets and throughout the Lincoln Tunnel during rush hour
- Serve as temporary bus terminal for commuters during main terminal construction
- Approx. 65,700 sf of street facing retail space

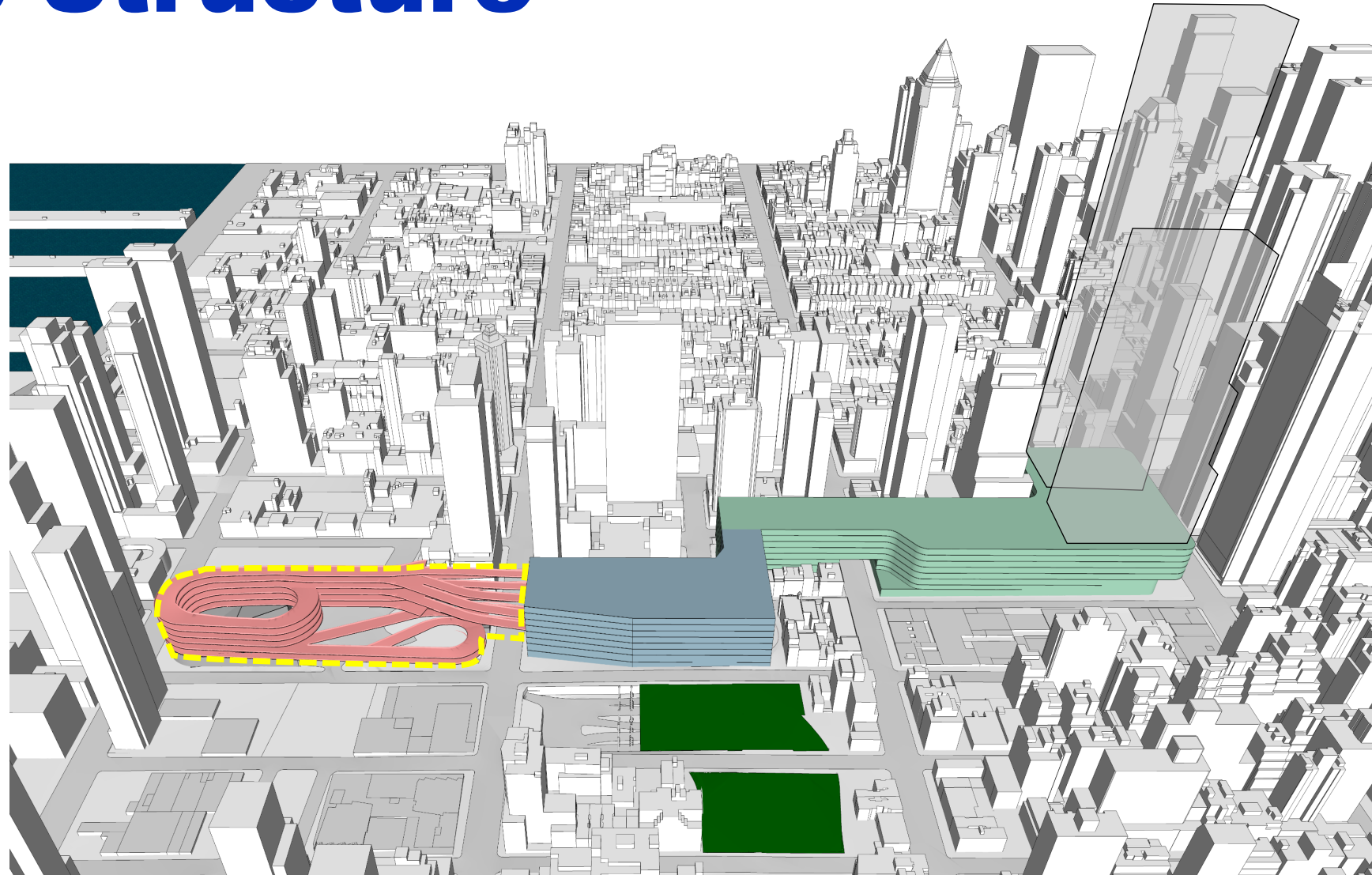




# New Ramp Structure

Galvin Plaza west of 10<sup>th</sup> Ave

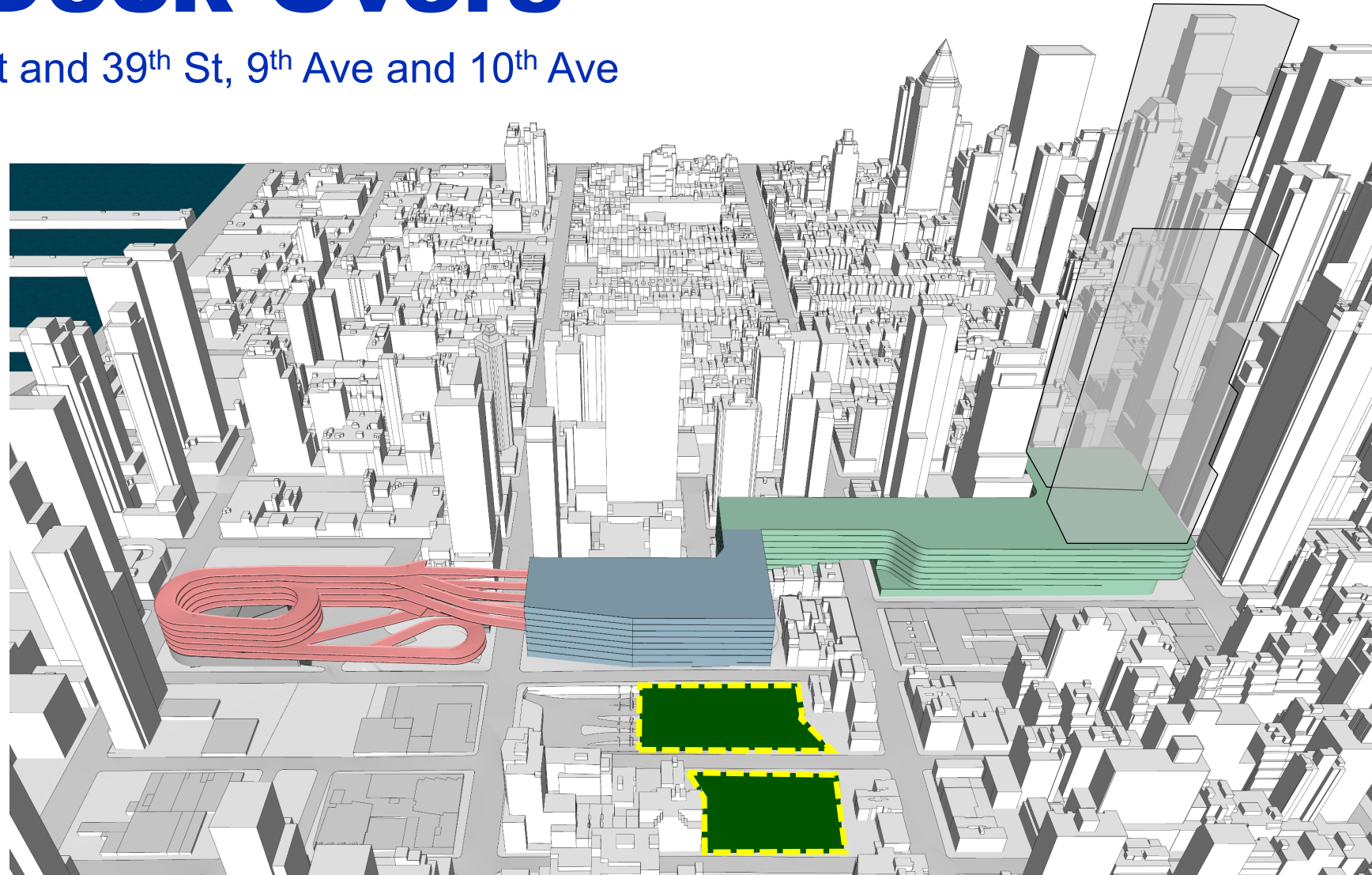
- Serve all bus movements into and out of the above-grade bus levels of the replacement facility to and from the Lincoln Tunnel
- Significant reduction of buses utilizing city streets and miles traveled.
- Maintains the connections to existing street networks, no additional connections to be created



# Dyer Ave. Deck-Overs

Lots 9 and 10 between 37<sup>th</sup> St and 39<sup>th</sup> St, 9<sup>th</sup> Ave and 10<sup>th</sup> Ave

- The Deck-Overs on Dyer Avenue will be used for temporary operations/passenger service during construction
- Will be converted to 3.5 acres of new publicly accessible open space after construction of Main Terminal is complete.





# Private Development

8<sup>th</sup> Ave between 40<sup>th</sup> St and 42<sup>nd</sup> St

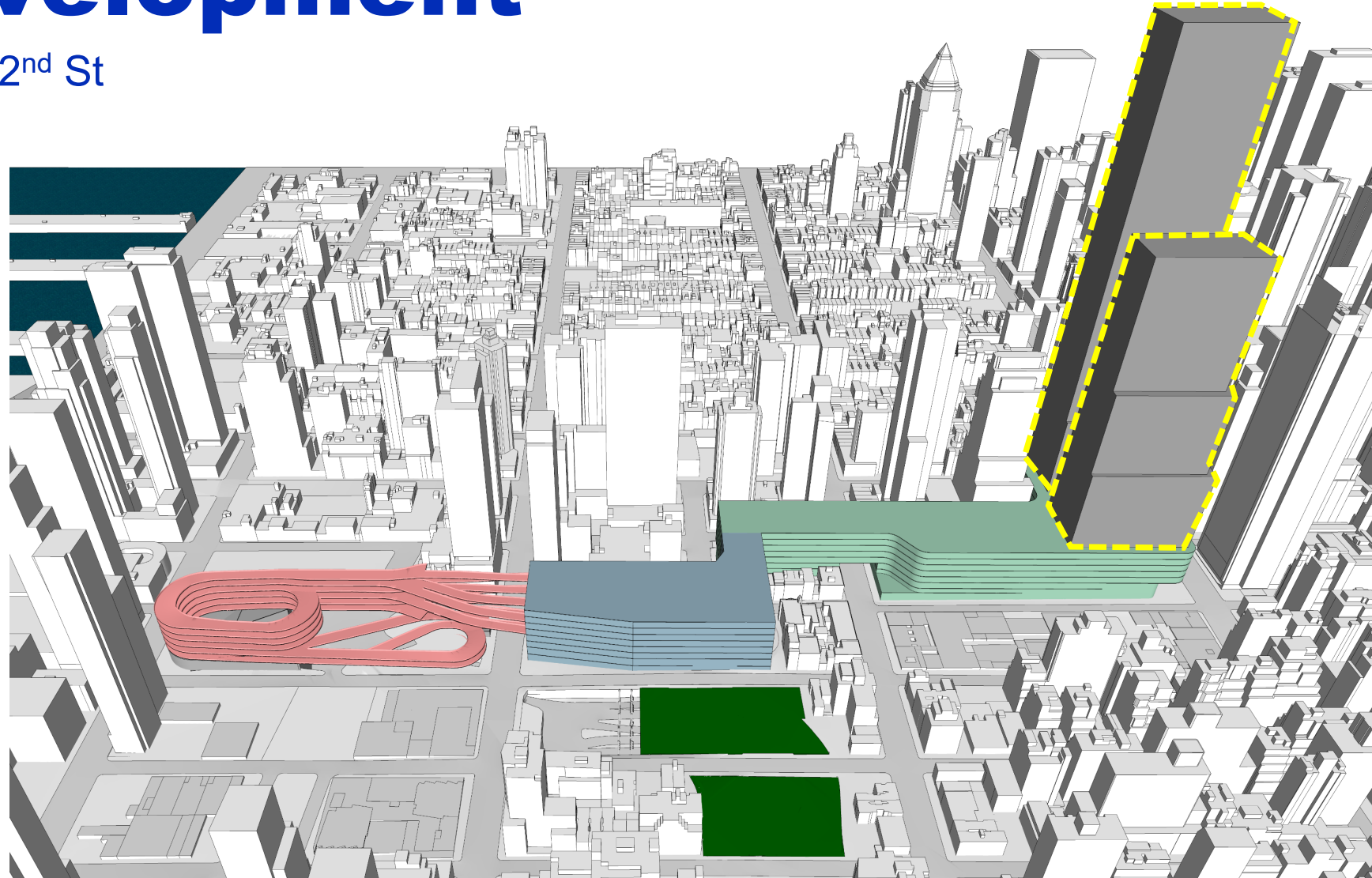
## Tower 1

- Approx. 3.0 million GSF of commercial space; approx. height of 1,346 ft above grade, with lobby on corner of 8<sup>th</sup> Ave and 42<sup>nd</sup> St

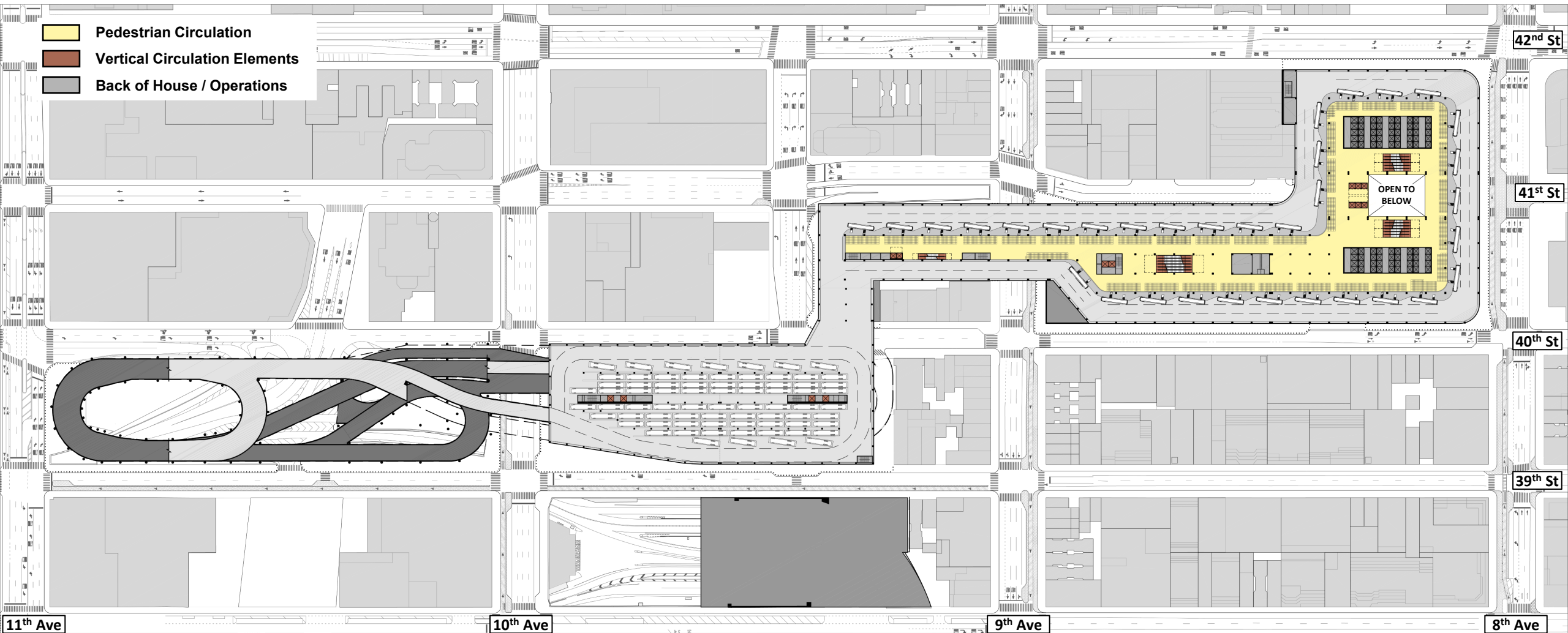
## Tower 2

- Approx. 2.0 million GSF of commercial space; approx. height of 926 ft above grade, with lobby on corner of 8<sup>th</sup> Ave and 40<sup>th</sup> St

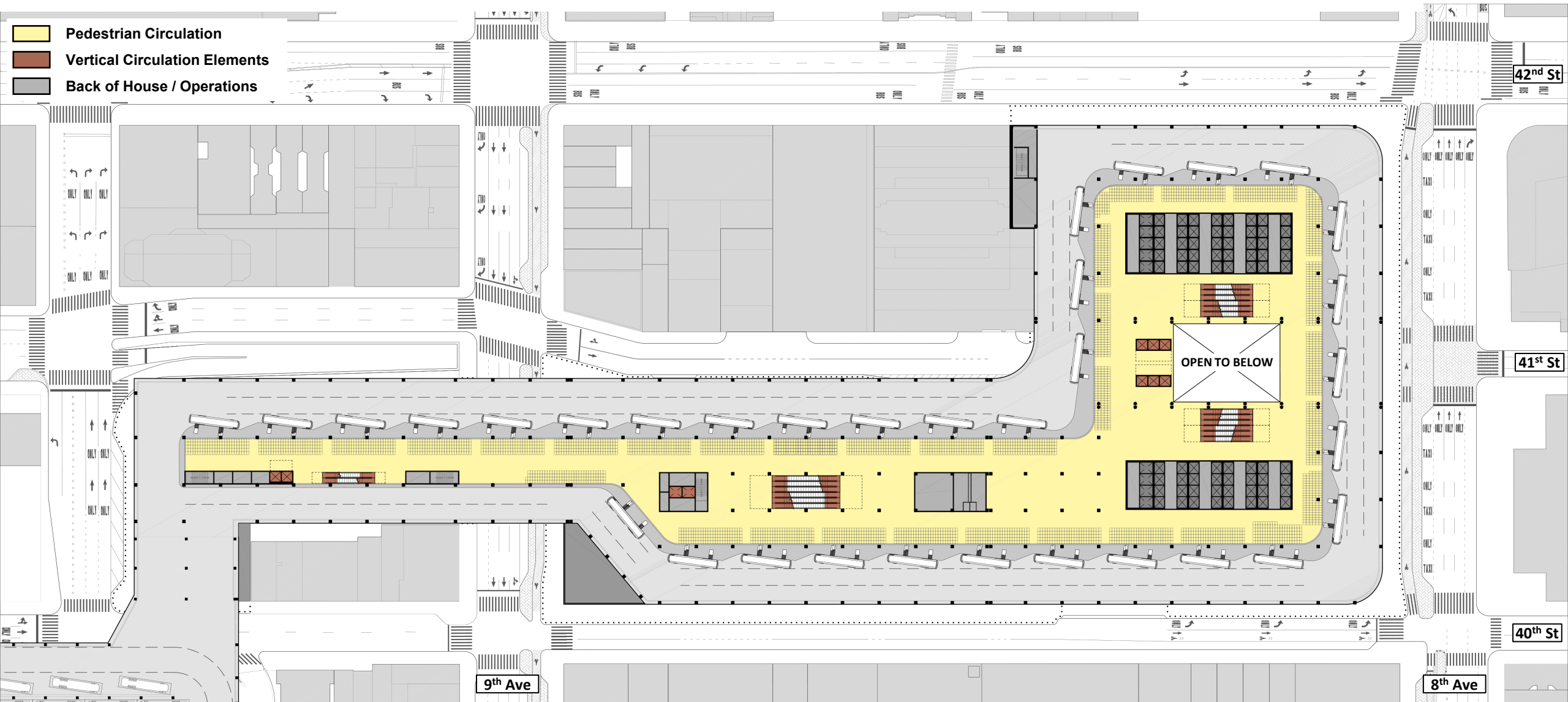
*(Subject to market demand)*



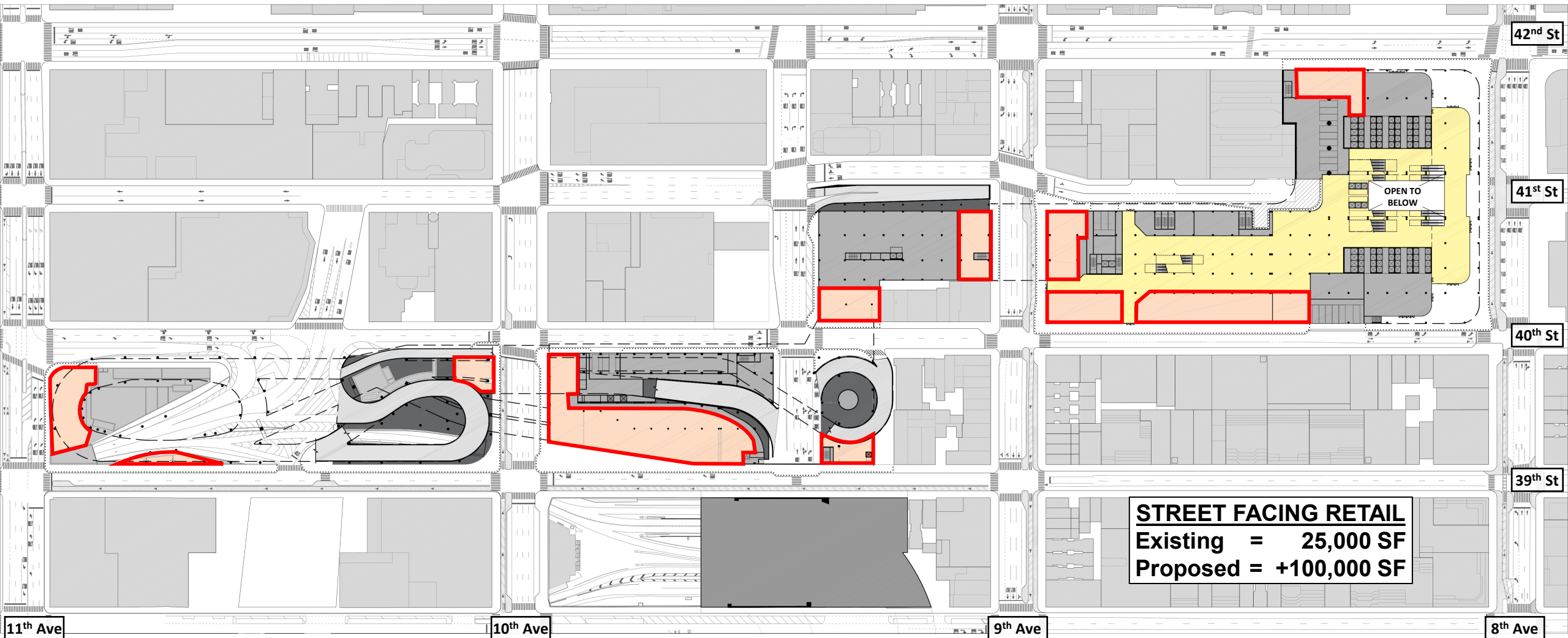
# Typical Bus Level



# Typical Bus Level – Main Terminal



# Street-Facing Retail

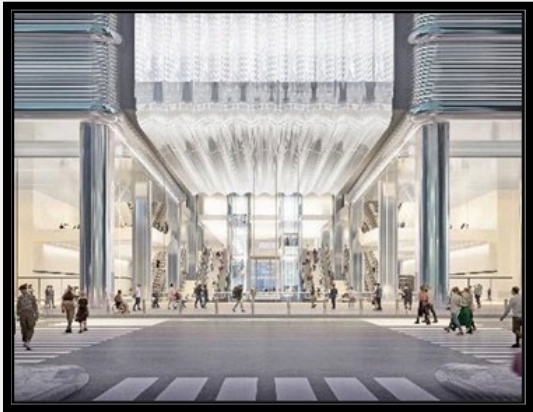


# **CURRENT & FUTURE CONDITIONS**



# Project Deliverables

## Elevated Public Realm



- Modern, world-class, 21st Century facility with civic presence and public art
- Centralized main entrance for improved streetscape
- Wider sidewalks/enhanced pedestrian safety
- Community-friendly street-facing retail space
- Vibrant 3.5-acre of open space

## Enhanced User Experience



- A unified Atrium lobby improves and maintains connections to MTA's subway lines and bus routes
- Enables intuitive wayfinding and enhances spatial experience within terminal
- Accessibility-minded design

## Improved Vehicular & Pedestrian Flow



- Storage & Staging Facility reduces street congestion and need for surface parking lots
- Project eliminates bus traffic and congestion on 40th/9th by removing mid-block bus entrances and exits
- Brand new floor and direct access to Lincoln Tunnel for intercity busses

## Green Energy Transition



- Supports zero-emission goals
- Commits to green energy transition and achieving LEED v4 Silver Certification
- Intent to pursue Envision Gold Rating
- Implementation of electric fleet changes for Net Zero profile

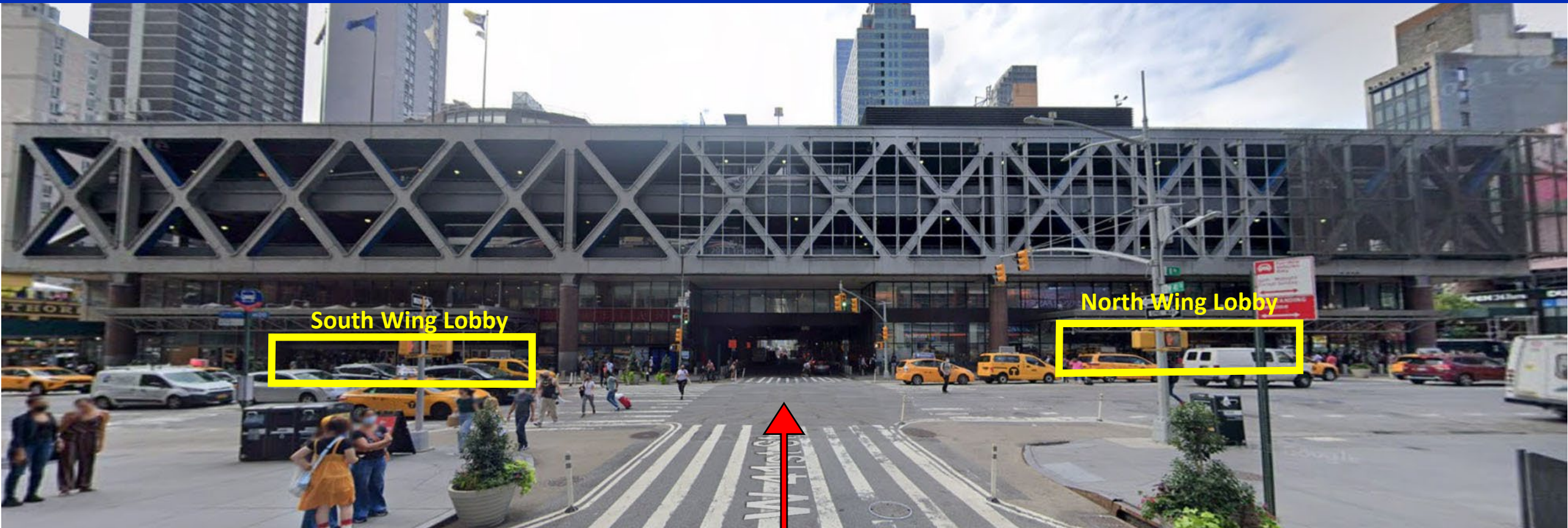


# 41<sup>st</sup> Street – Today





# 41<sup>st</sup> Street – Today



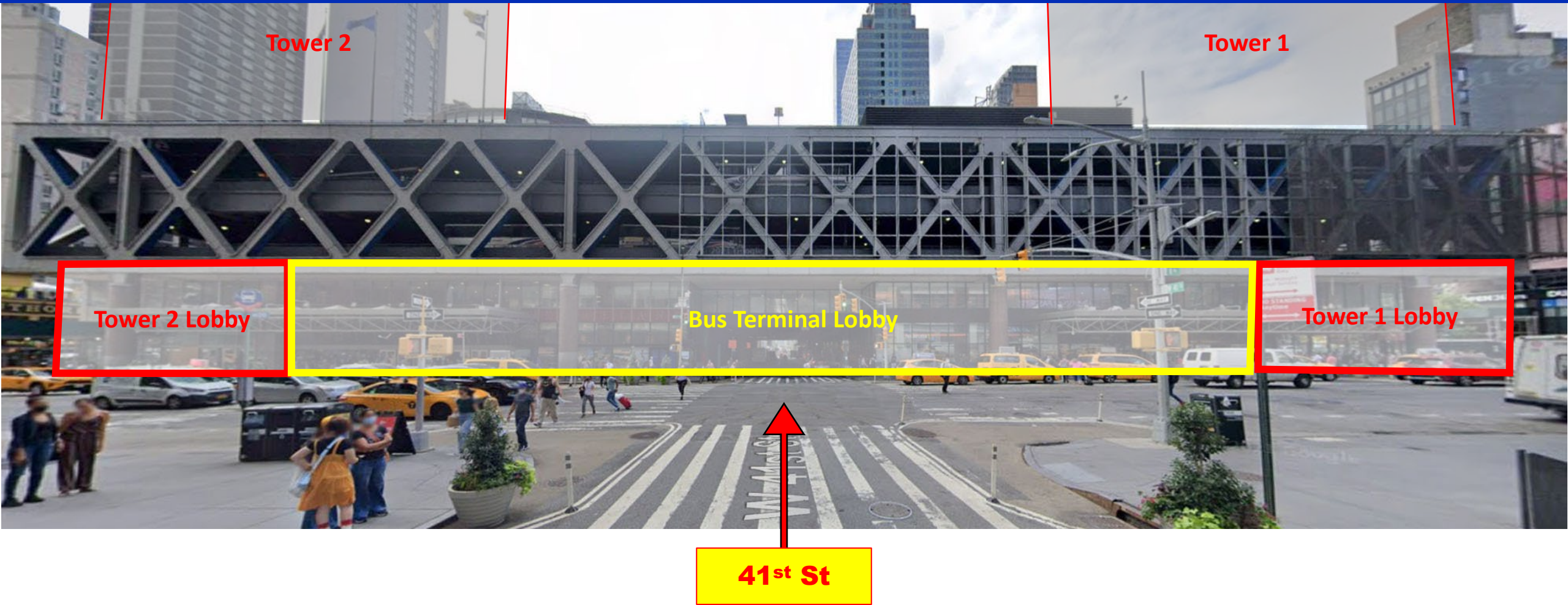
South Wing Lobby

North Wing Lobby

41<sup>st</sup> St



# 41<sup>st</sup> Street – Tomorrow



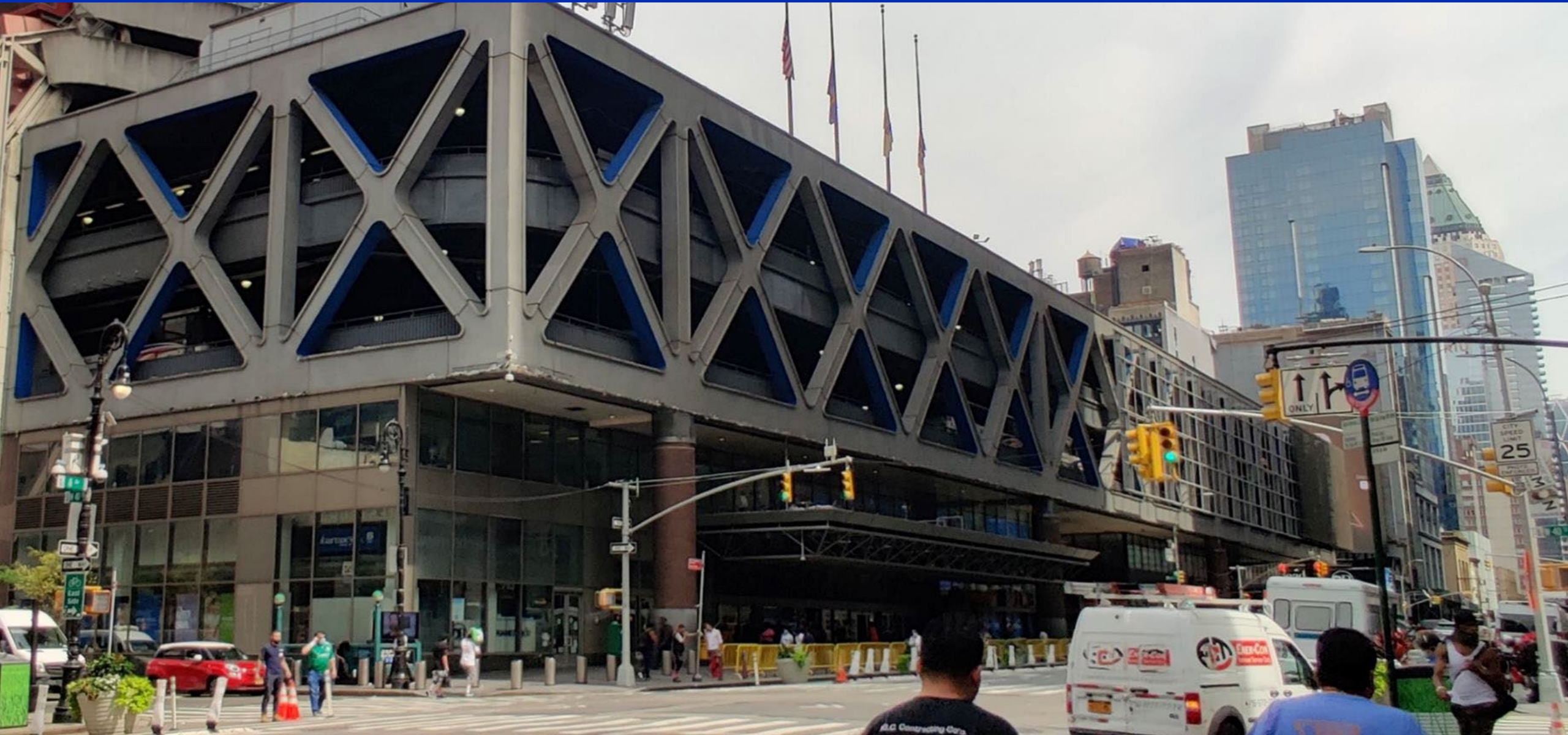


# 41<sup>st</sup> Street – Tomorrow





# Main Terminal – 8<sup>th</sup> Ave. & 40<sup>th</sup> Street – Today





# Main Terminal – 8<sup>th</sup> Ave. & 40<sup>th</sup> Street – Tomorrow



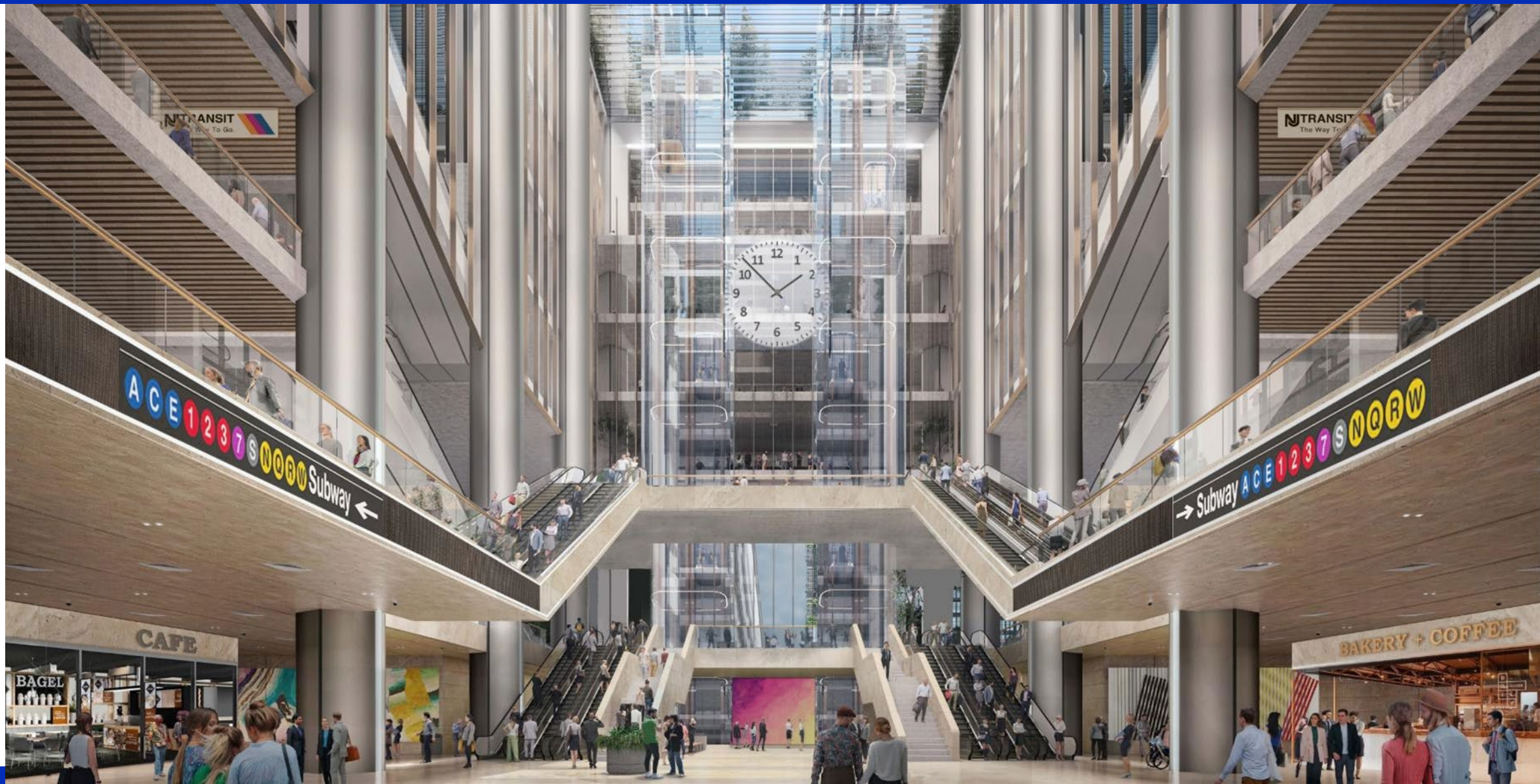


# Existing Condition Subway Level Entrance – Today





# Subway Level Entrance – Tomorrow





# Existing Conditions – 40<sup>th</sup> St (Looking West)





# Future Conditions – 40<sup>th</sup> St (Looking West)





# Existing Condition Community facing Retail Street Activation

40<sup>th</sup> St Looking West





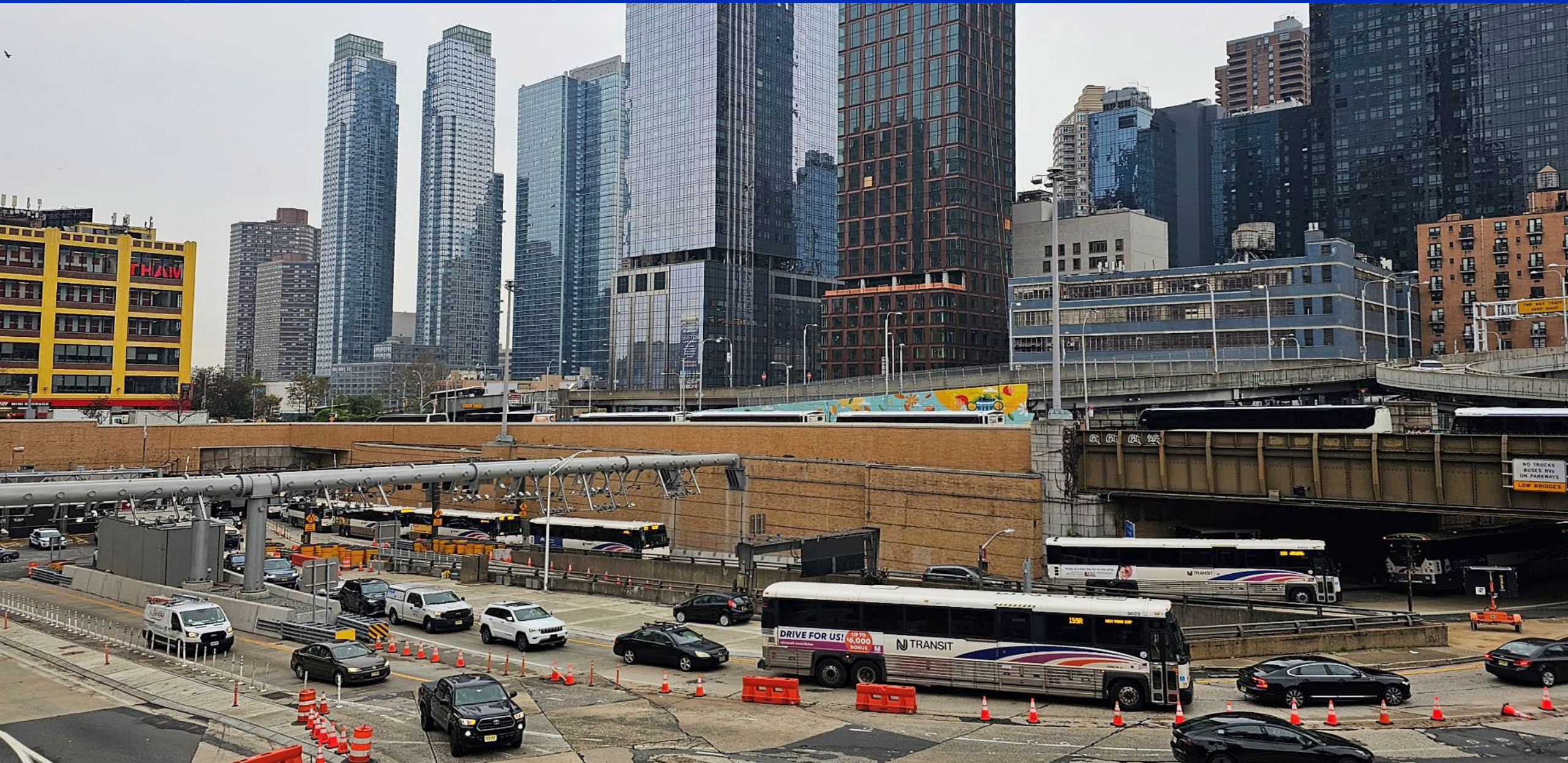
# Future Condition – Community-facing Retail Street Activation

40<sup>th</sup> St Looking West





# Existing Condition – Dyer Ave. Plaza





# Future Condition – Staging & Storage Facility, Deck Overs at End Stage

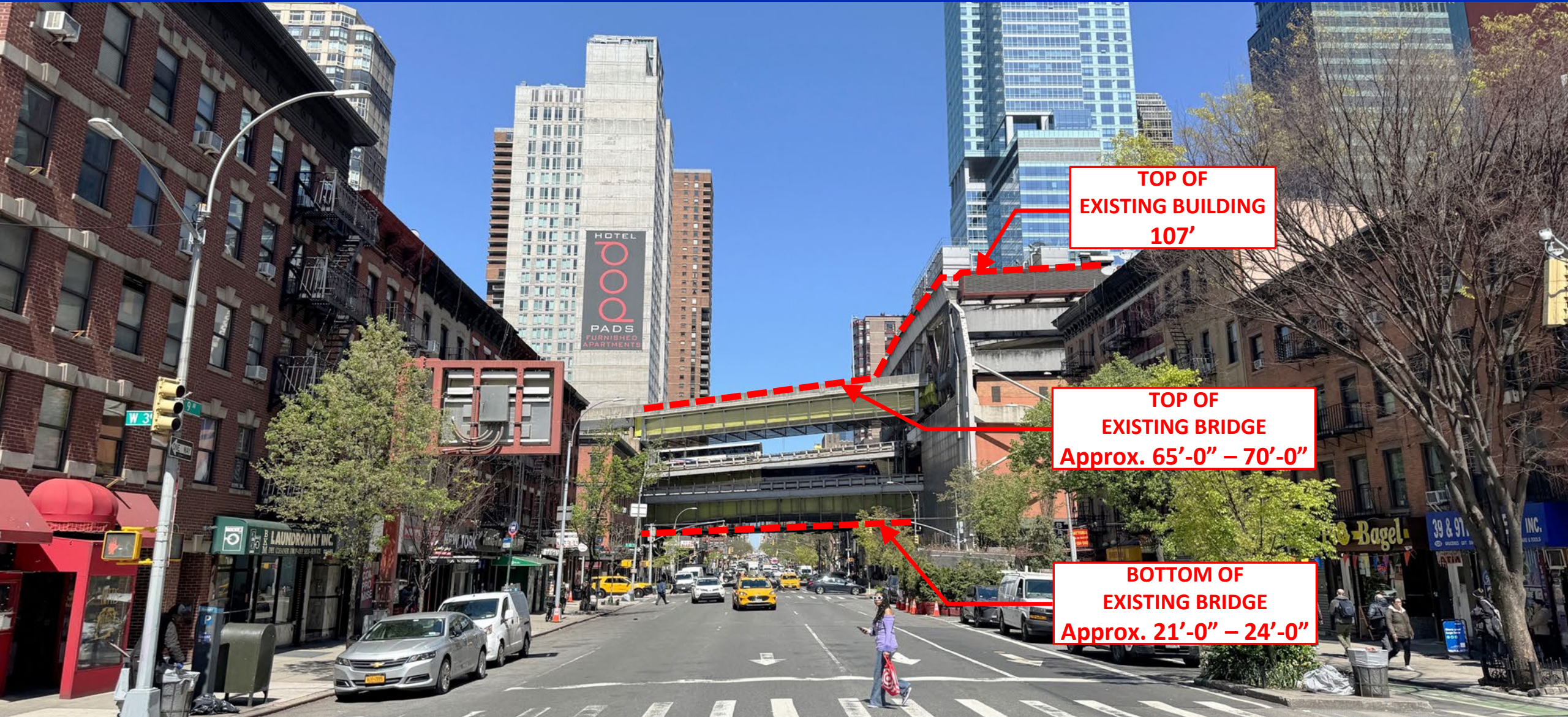




# **BRIDGING ELEMENTS – CONCEPTUAL MASSINGS**



# Existing Conditions – Main Terminal Bridge Over 9<sup>th</sup> Ave (Looking North)



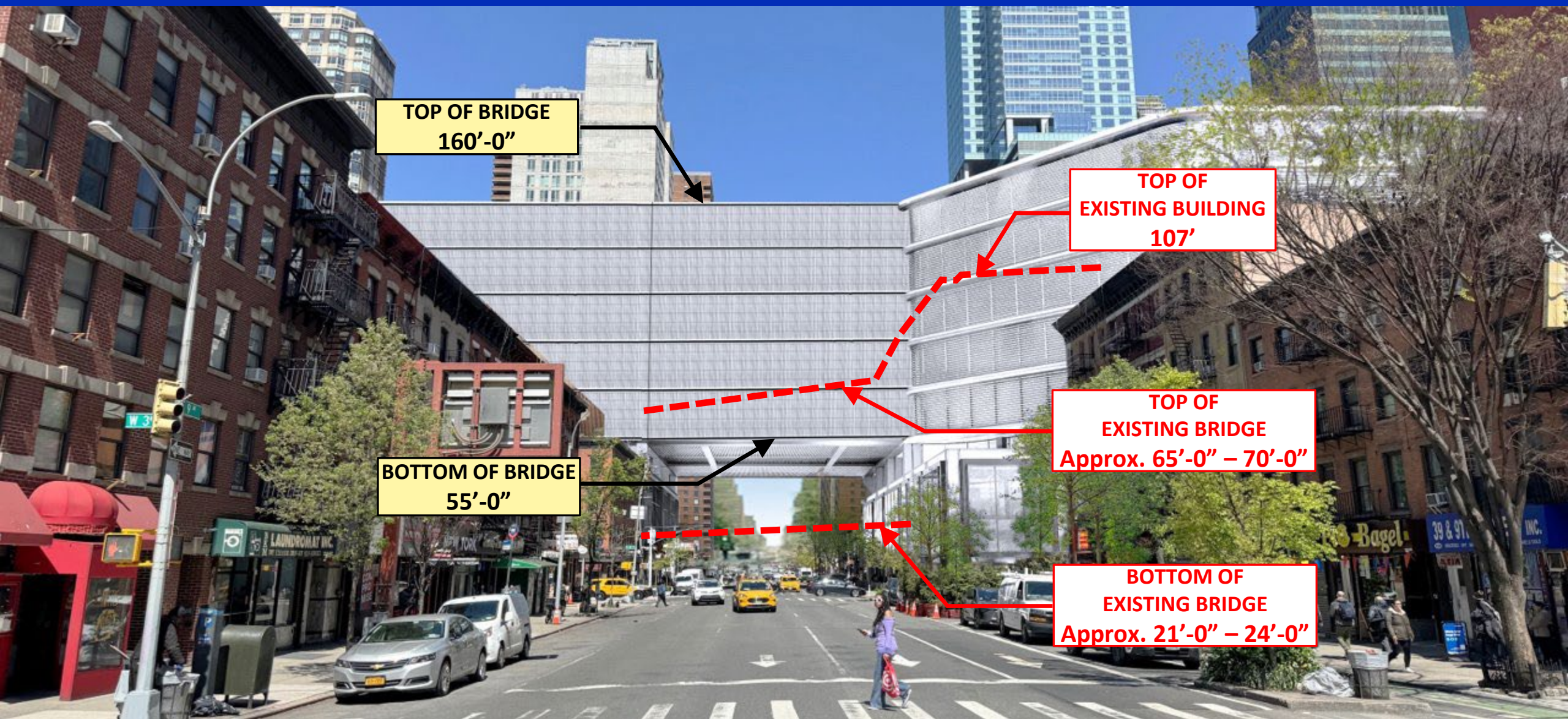
**TOP OF  
EXISTING BUILDING  
107'**

**TOP OF  
EXISTING BRIDGE  
Approx. 65'-0" – 70'-0"**

**BOTTOM OF  
EXISTING BRIDGE  
Approx. 21'-0" – 24'-0"**



# Future Condition – Main Terminal Bridge Over 9<sup>th</sup> Ave (Looking North)



**TOP OF BRIDGE**  
160'-0"

**TOP OF EXISTING BUILDING**  
107'

**TOP OF EXISTING BRIDGE**  
Approx. 65'-0" – 70'-0"

**BOTTOM OF BRIDGE**  
55'-0"

**BOTTOM OF EXISTING BRIDGE**  
Approx. 21'-0" – 24'-0"



# Existing Conditions – Bridge Over 40<sup>th</sup> St (Looking West)

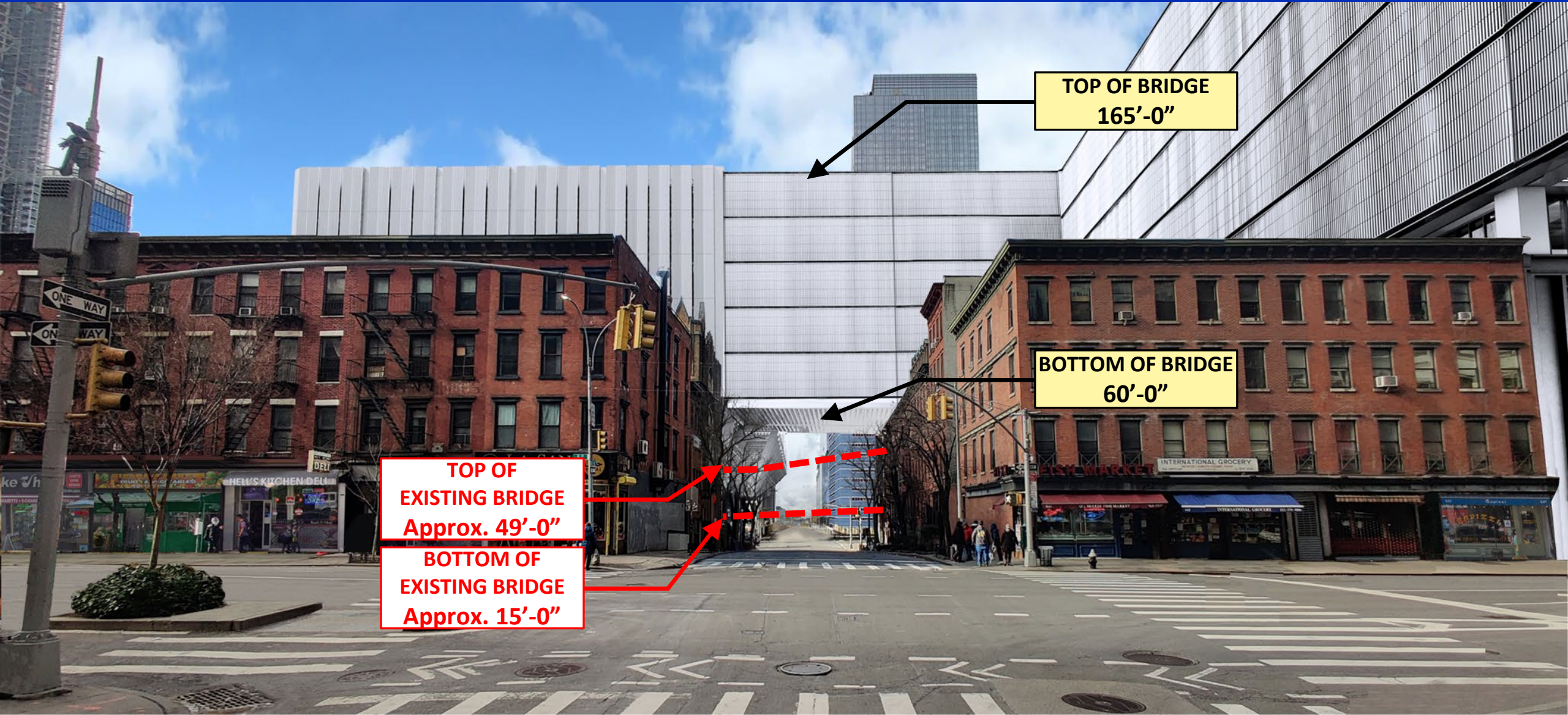


**TOP OF  
EXISTING BRIDGE  
Approx. 49'-0"**

**BOTTOM OF  
EXISTING BRIDGE  
Approx. 15'-0"**



# Future Condition – Bridge Over 40<sup>th</sup> St (Looking West)



**TOP OF BRIDGE  
165'-0"**

**BOTTOM OF BRIDGE  
60'-0"**

**TOP OF  
EXISTING BRIDGE  
Approx. 49'-0"**

**BOTTOM OF  
EXISTING BRIDGE  
Approx. 15'-0"**



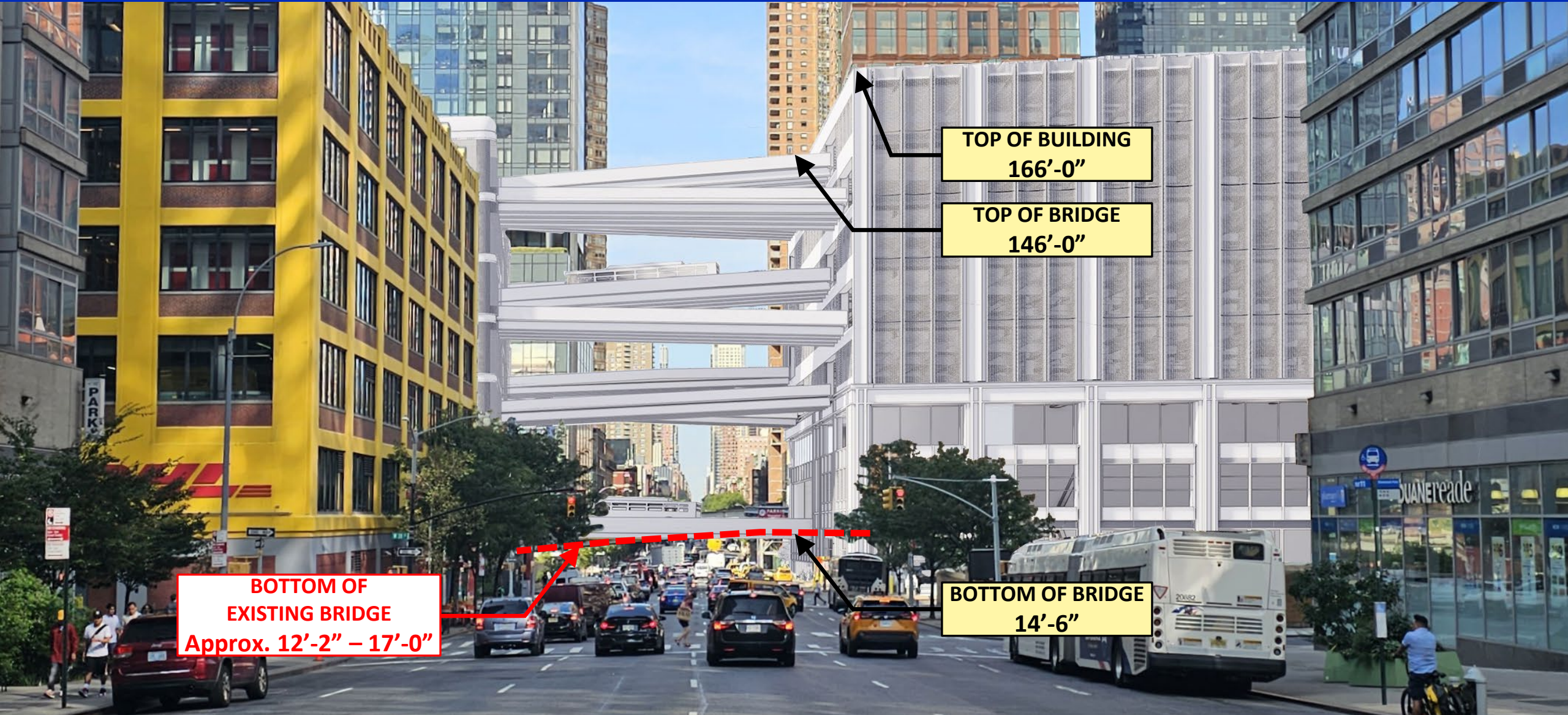
# Existing Conditions – Bridge Over 10<sup>th</sup> Ave (Looking North)



**BOTTOM OF  
EXISTING BRIDGE**  
Approx. 12'-2" – 17'-0"



# Future Condition – Bridge Over 10<sup>th</sup> Ave (Looking North)



TOP OF BUILDING  
166'-0"

TOP OF BRIDGE  
146'-0"

BOTTOM OF  
EXISTING BRIDGE  
Approx. 12'-2" - 17'-0"

BOTTOM OF BRIDGE  
14'-6"



# **CONSTRUCTION & PHASING PROCESS**



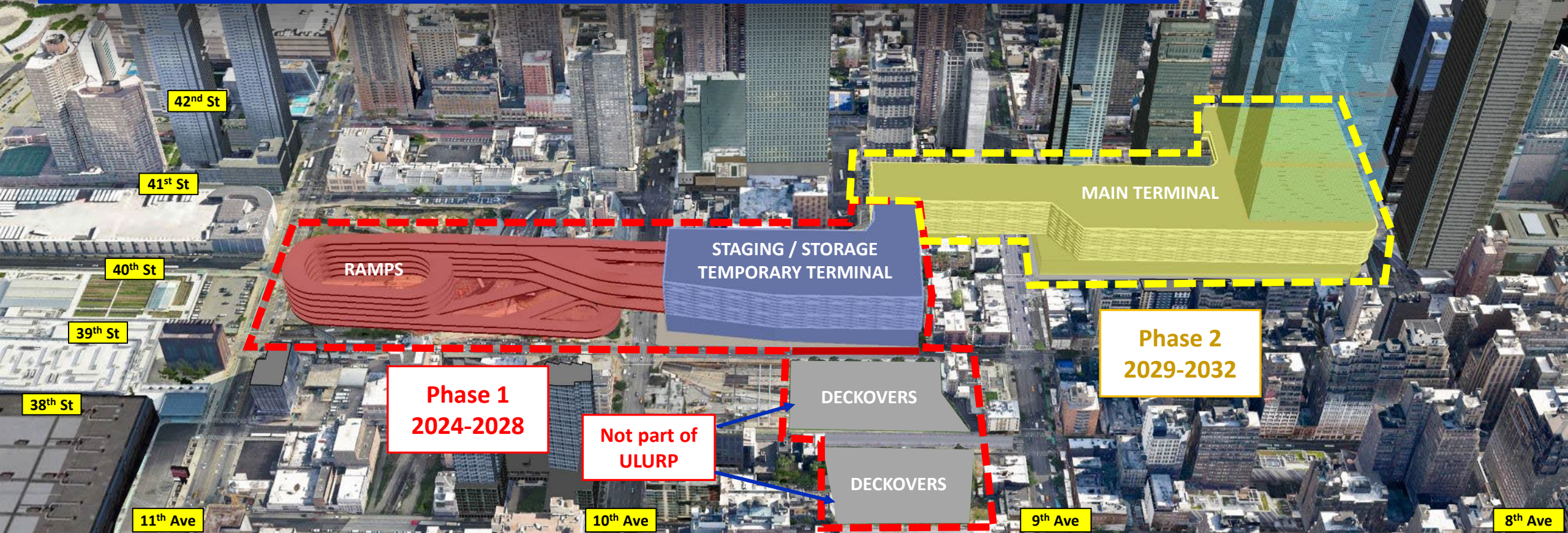
# Construction Timeline & Phasing

Environmental / ULURP /  
Industry Feedback / Procurement  
Construction Begins

Phase 1  
Temporary Facility Open

Phase 2  
Permanent Facility Open

2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033



Preliminary & Illustrative



# **COMMUNITY ENGAGEMENT**



# Extensive Stakeholder Outreach

Hundreds of meetings with community, government, and transportation stakeholders, including but not limited to:

- Manhattan Community Board 4
- Manhattan Community Board 5
- Hudson Yards Hell's Kitchen Alliance
- Garment District Alliance
- Times Square Alliance
- 34<sup>th</sup> Street Partnership / Bryant Park Corp.
- Metro Baptist Church
- Manhattan Chamber of Commerce
- Real Estate Board of NY
- Regional Plan Association
- PABT Advisory Council
- Various NYC agencies (DOT, DEP, EDC, FDNY, NYPD)
- MTA
- NJ Transit
- North Jersey Transportation Planning Authority
- Meadowlands Chamber of Commerce
- Newark Regional Business Partnership





# Environmental Justice Engagement

## Stakeholder Engagement Focus Group

- In 2021 Environmental Justice Focus Group was created.
  - Quarterly meetings held to discuss project progress
- In August 2023 nine small group meetings were held to ensure equitable discussions could take place.
- 18 organizations from NY and NJ participated in the discussion.
- Organizations who participated supported project's environmental and socio-economic benefits





# **FINANCIAL PLAN**



# Project Financial Plan

- **\$10B+ Construction Cost**
  - **No meaningful source of revenue from passenger use**
- **Phase One (\$4B):**
  - **\$3B from PA Capital Plan**
  - **\$1B pending federal loan (Urgency – NEPA / ULURP)**
- **Phase Two (\$6B) -- Funding from development essential**
  - **\$500M from air rights/development rights**
  - **\$2B from PILOT payments – once construction complete**
  - **\$3B from next PA Capital Plan**
  - **Potential additional federal loan/grant**

# **NEPA – Environmental Impact Statement**

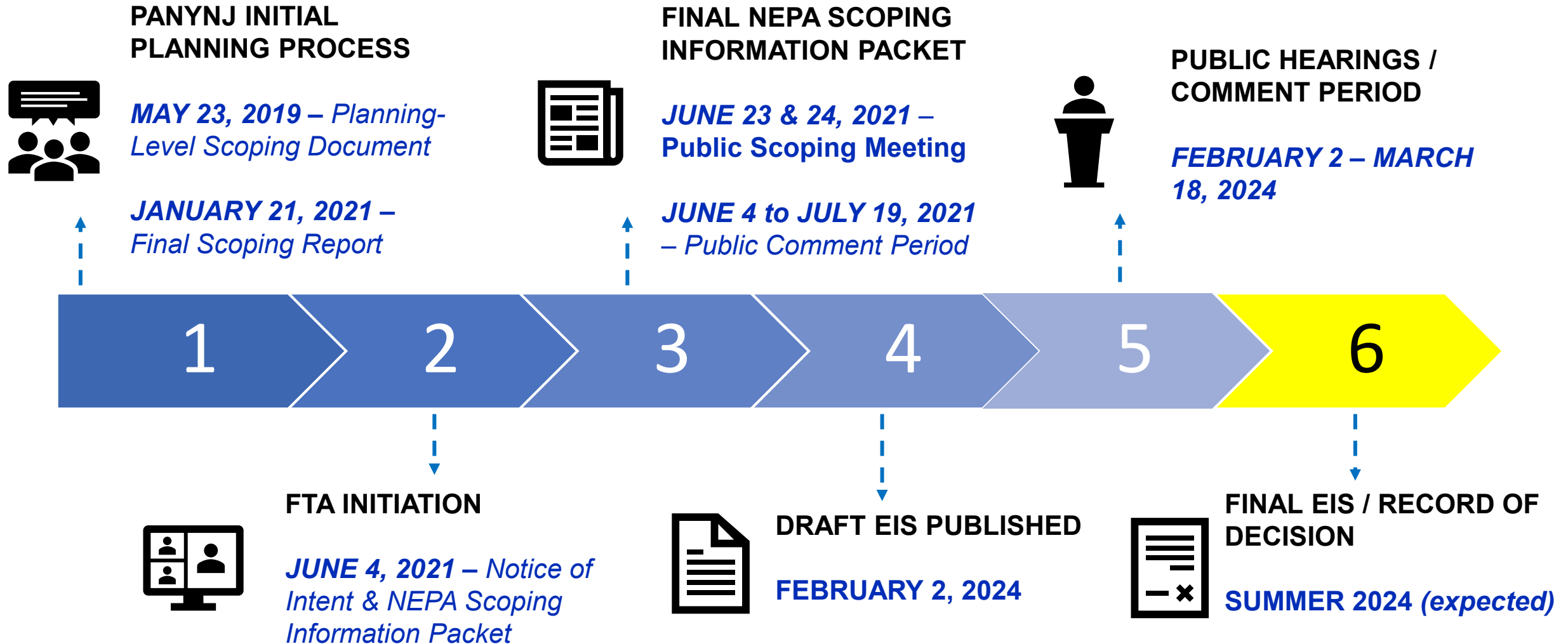


# DEIS Chapter Overview

- 1. Purpose and Need**
- 2. Project Alternatives**
  - Analysis Framework
  - Mitigation
- 3. Land Use, Zoning, and Public Policy**
  - Community Facilities
  - Open Space
- 4. Socioeconomic Conditions**
- 5. Environmental Justice**
- 6. Historic and Cultural Resources**
  - Shadows
- 7. Natural Resources**
- 8. Hazardous Materials**
- 9. Transportation**
  - Bus Services
  - Vehicular Traffic
  - Transit in New York City
- 10. Air Quality**
- 11. Noise and Vibration**
- 12. Utilities and Infrastructure**
- 13. Safety and Security**
- 14. Construction**
- 15. Section 4(f) Evaluation**
- 16. Public and Agency Participation**
- 17. List of Preparers**



# NEPA Timeline





# **Uniform Land Use Review Procedure (ULURP)**

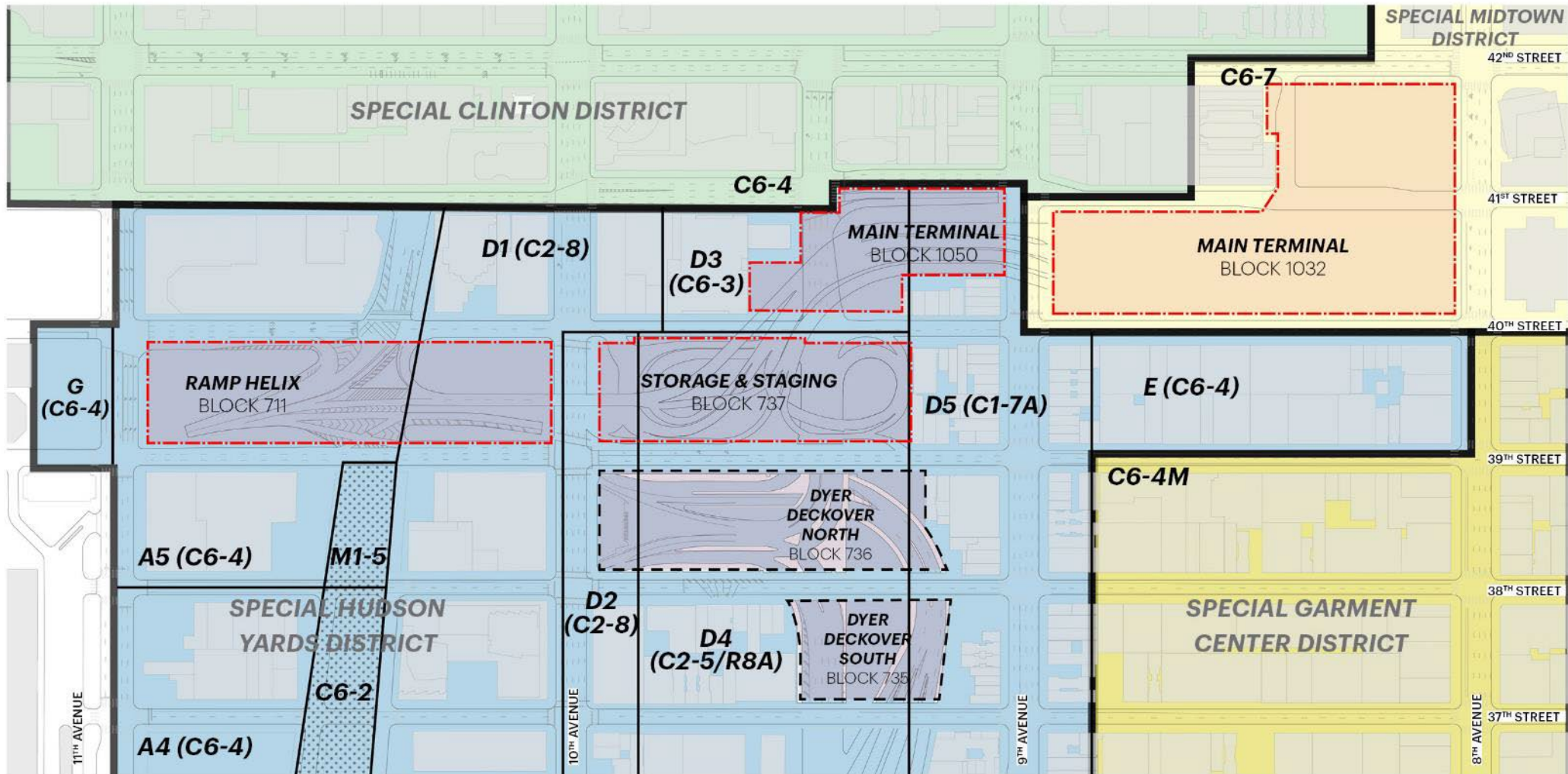
# Proposed Land Use Actions

- Zoning text amendment to ZR 74-145
  - New Bus Stations with Ten or More Berths
- Zoning special permit pursuant to ZR 74-145
- Change in City Map
  - Demapping and disposition





# Existing Zoning

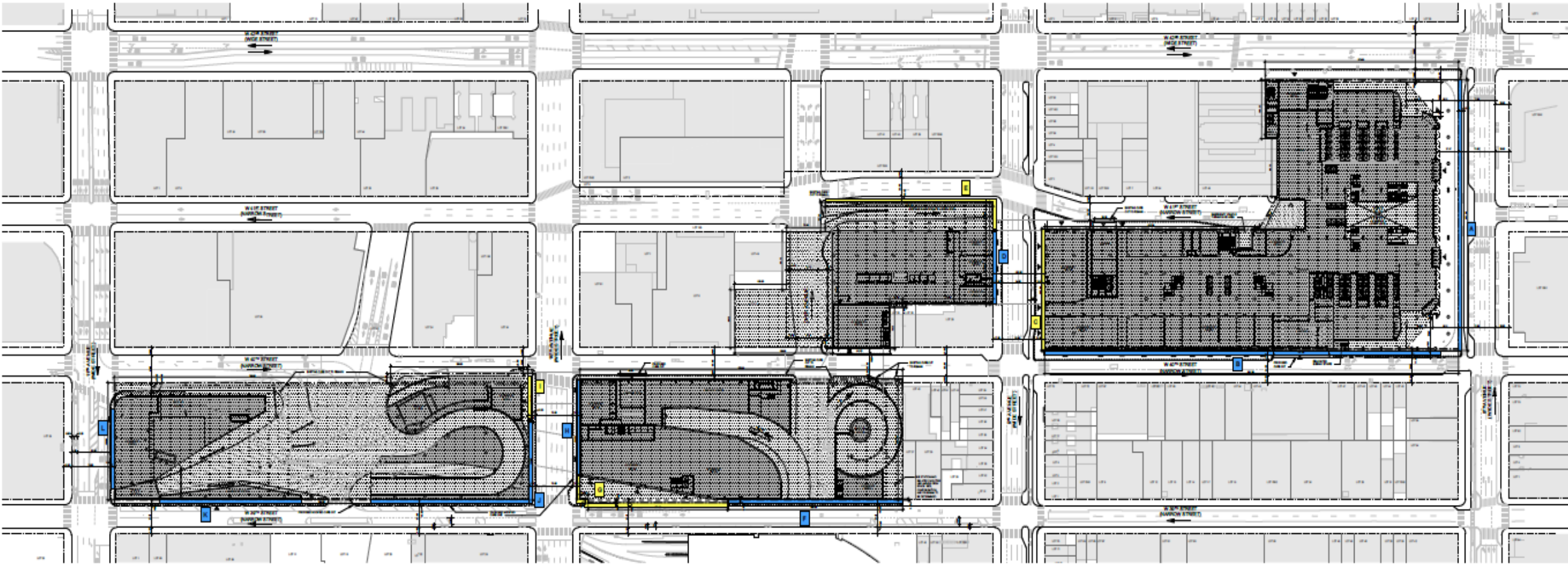


**LEGEND:**

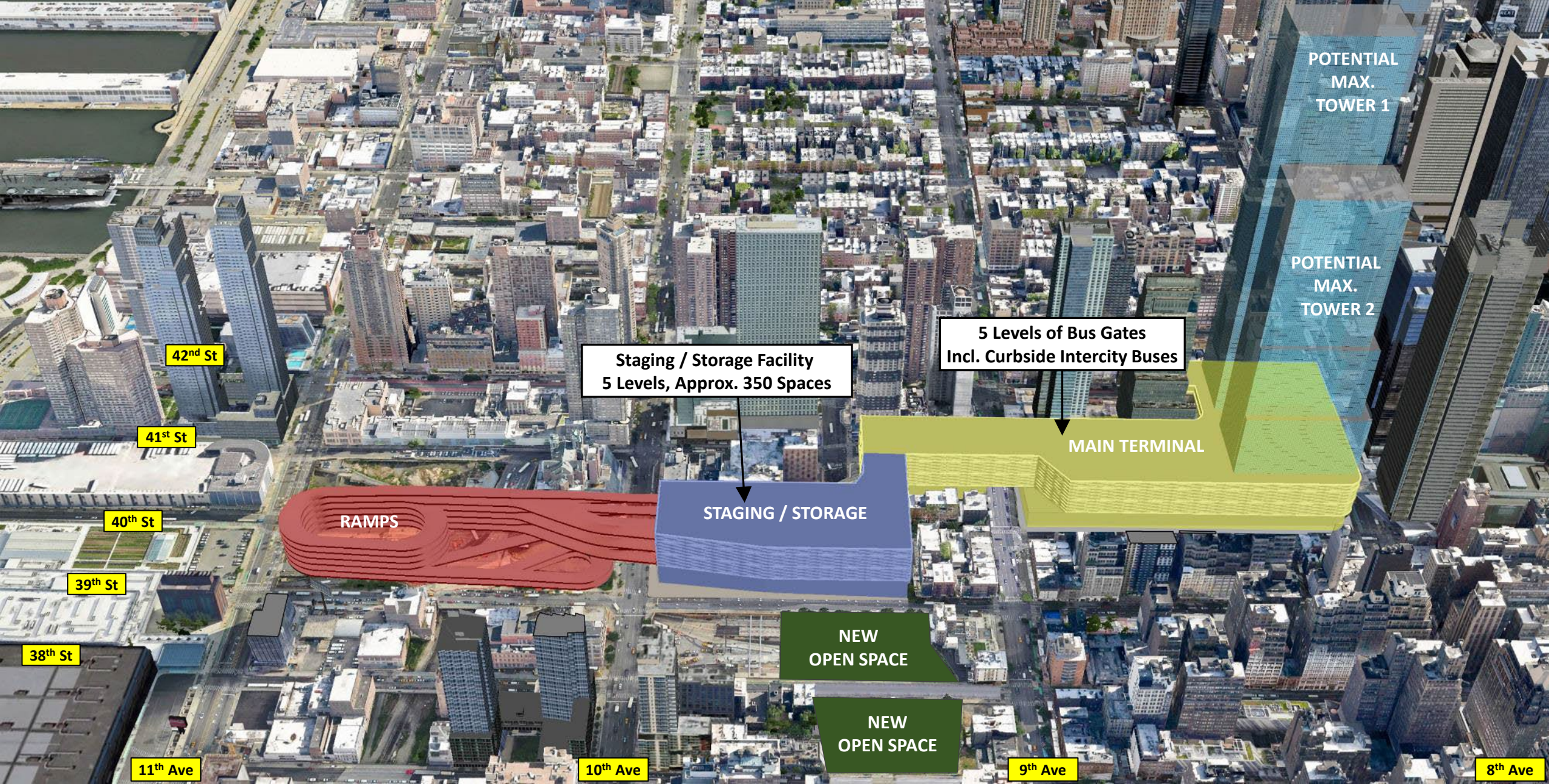
- DEVELOPMENT SITE
- DYER DECKOVER
- C2-8** ZONING DISTRICT

**D1 (C6-3)** HUDSON YARD SUBDISTRICTS & UNDERLYING ZONING DISTRICT

# Zoning Special Permit







POTENTIAL  
MAX.  
TOWER 1

POTENTIAL  
MAX.  
TOWER 2

Staging / Storage Facility  
5 Levels, Approx. 350 Spaces

5 Levels of Bus Gates  
Incl. Curbside Intercity Buses

MAIN TERMINAL

RAMPS

STAGING / STORAGE

NEW  
OPEN SPACE

NEW  
OPEN SPACE

42nd St

41st St

40th St

39th St

38th St

11th Ave

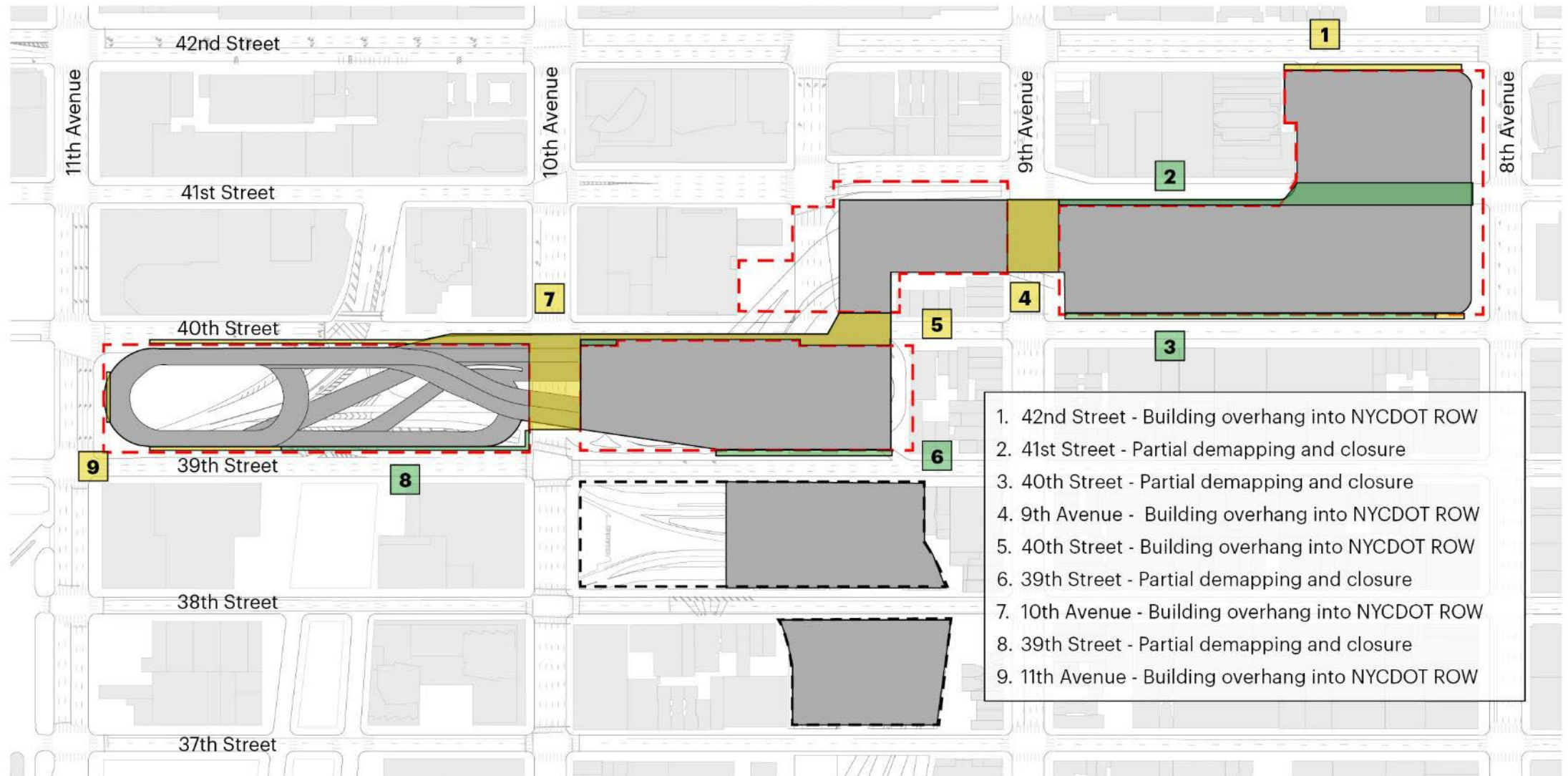
10th Ave

9th Ave



8th Ave



# Demapping



## LEGEND:

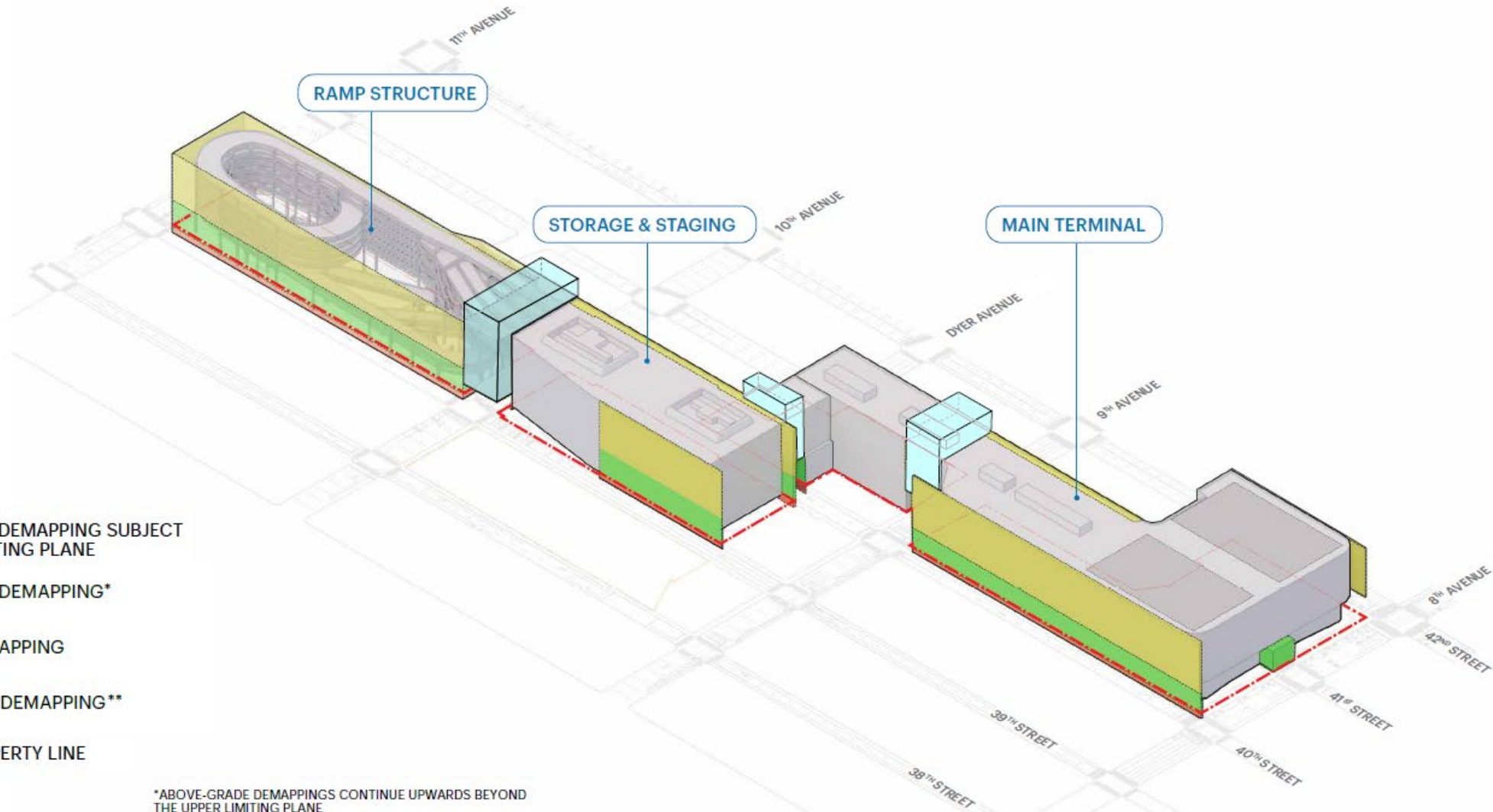
-  AREAS TO BE DEMAPPED ABOVE GRADE
-  AREAS TO BE DEMAPPED AT GRADE

NO PUBLIC OR PRIVATE UTILITY IMPACTS WITHIN AREA OF ABOVE OR BELOW GRADE DEMAPPING ZONE.



# PORT AUTHORITY BUS TERMINAL REDEVELOPMENT-MAPPING APPLICATION

## OVERALL SITE



### LEGEND

- ABOVE GRADE DEMAPPING SUBJECT TO UPPER LIMITING PLANE
- ABOVE GRADE DEMAPPING\*
- AT GRADE DEMAPPING
- BELOW GRADE DEMAPPING\*\*
- EXISTING PROPERTY LINE

**VIEW FROM SOUTH EAST**

\*ABOVE-GRADE DEMAPPINGS CONTINUE UPWARDS BEYOND THE UPPER LIMITING PLANE

\*\*BELOW-GRADE DEMAPPINGS CONTINUE DOWNWARDS

PRELIMINARY AND ILLUSTRATIVE. NOT SUBJECT TO FOIA-DRAFT DELIBERATIVE MATERIAL. CONFIDENTIAL FOR INTER-GOVERNMENTAL REVIEW

# Conclusion



# Project Community Deliverables

- Modern 21st century facility with civic presence.
- Curbside intercity buses move into the new Main Terminal.
- Significant increase in community-friendly outward facing retail space.
- Bus storage / staging facility reduces street congestion and need for surface parking lots.
- Project will reduce bus traffic and improve pedestrian experience on 40th Street and 9<sup>th</sup> Avenue by removing mid-block bus entrances and exits.
- Direct access to the Lincoln Tunnel for intercity buses.
- Preservation of direct connections between NYC MTA's 12 subway lines and 5 bus routes.
- Unified Atrium lobby improves connection to transit/subway and enhances facility experience for users.
- Vibrant, new 3.5-acres of publicly accessible open space.
- Public realm improvements includes wider sidewalks/enhanced pedestrian safety and active experience.
- Strong focus on sustainability and supports PA commitment to net-zero.

# Presentation Schedule & Project Contact

## Presentation Schedule



**Community Board 4 meeting Dates:**

**Land Use:**

**Date:** June 12, 2024

**Time:** 6:30 PM

**Transportation Committee:**

**Date:** June 18, 2024

**Time:** 6:30 PM

**Full Board Meeting:**

**Date:** July 24, 2024

**Time:** 6:30 PM

## For More Information



**WEB:**

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# Thank You!

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