

Midtown Bus Terminal Replacement Project

Manhattan Community Board 4 Meeting

July 24, 2024

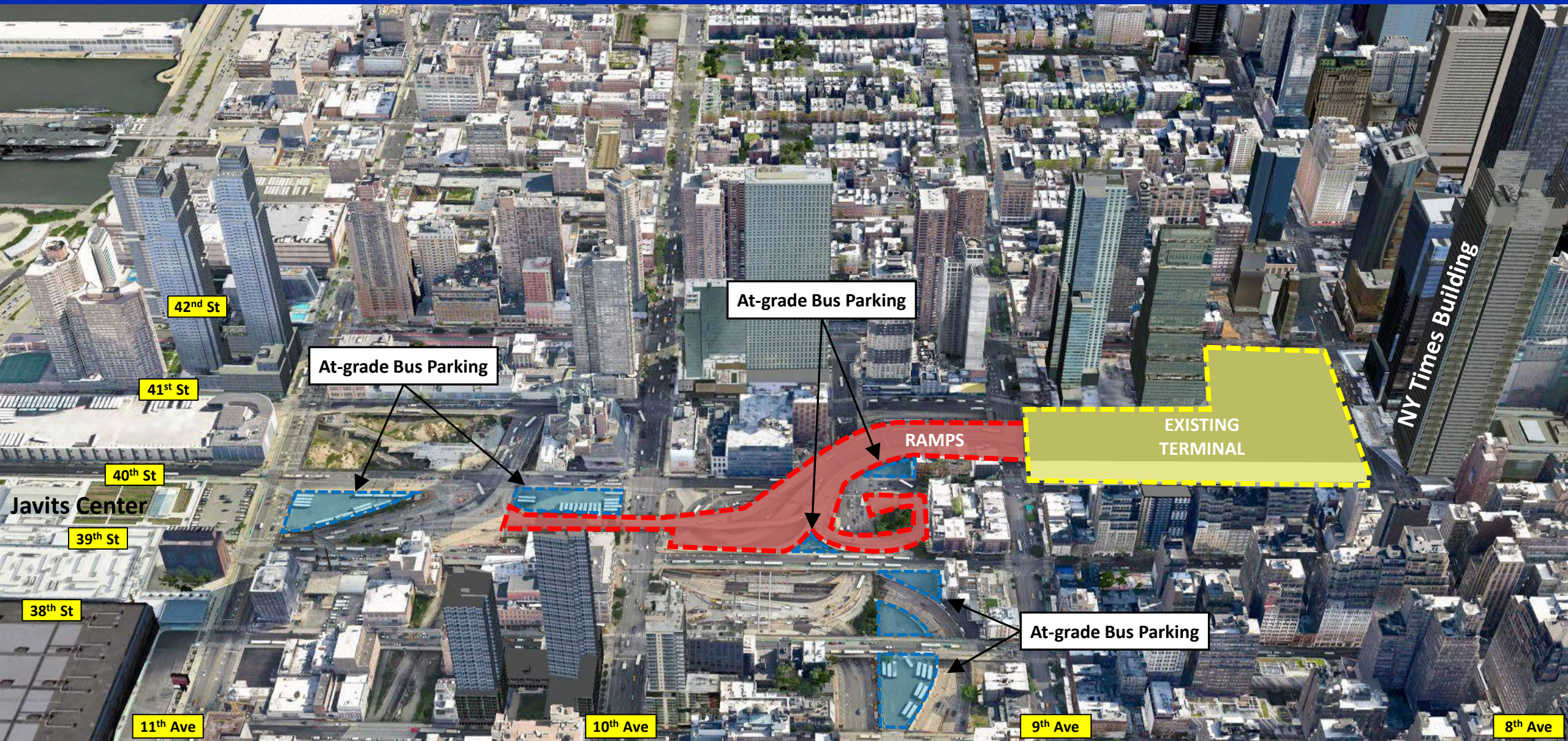


Agenda

1. **Project Overview**
2. **Current & Future Conditions**
3. **Uniform Land Use Review Procedure (ULURP)**
4. **NEPA - Environmental Impact Statement**
5. **Community Deliverables, Benefits & Mitigation Requests**
6. **Conclusion**

PROJECT OVERVIEW

Existing Condition



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 – Response
to City & Community**

**STAGING / STORAGE
“TEMPORARY TERMINAL”**

**MAIN TERMINAL
w/Curbside Intercity**

**Curbside Intercity- Response
to City & Community**

**Street facing retail – Response
to City & Community**

**DECKOVERS /
NEW
OPEN SPACE**

**New Green Space – Response
to City & Community**

**DECKOVERS /
NEW
OPEN SPACE**

42nd St

41st St

40th St

39th St

38th St

11th Ave

10th Ave

9th Ave

8th Ave

Javits Center

RAMPS

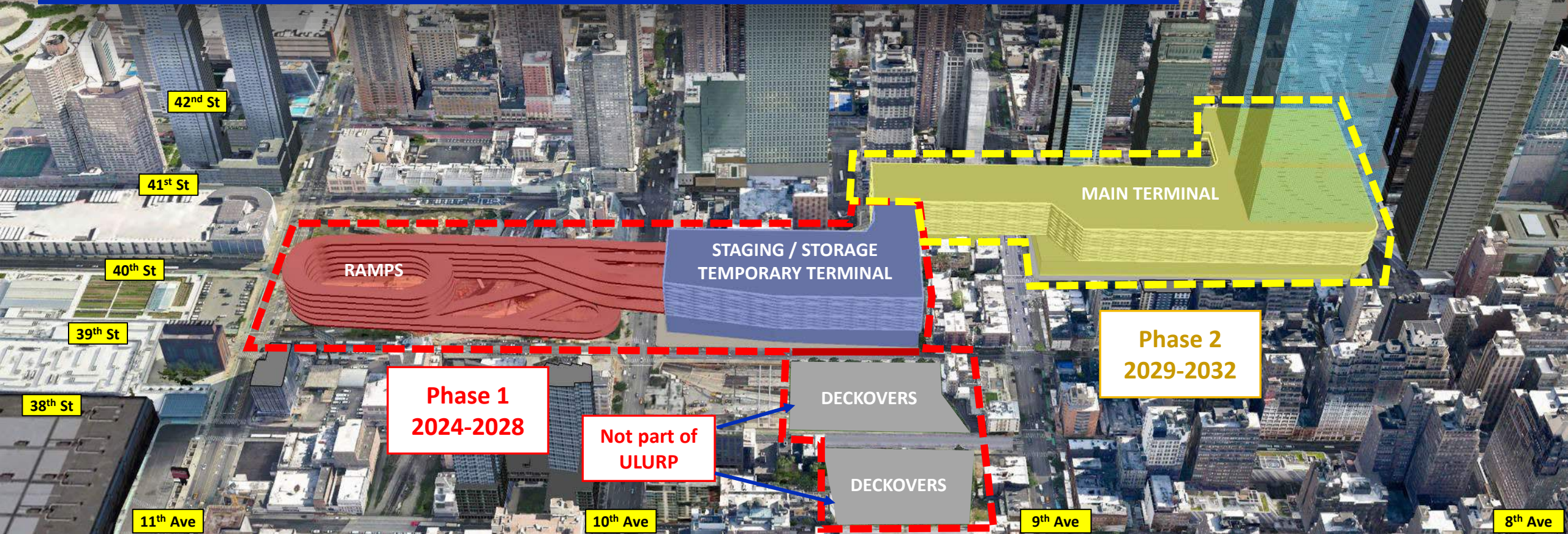
Construction Timeline & Phasing

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

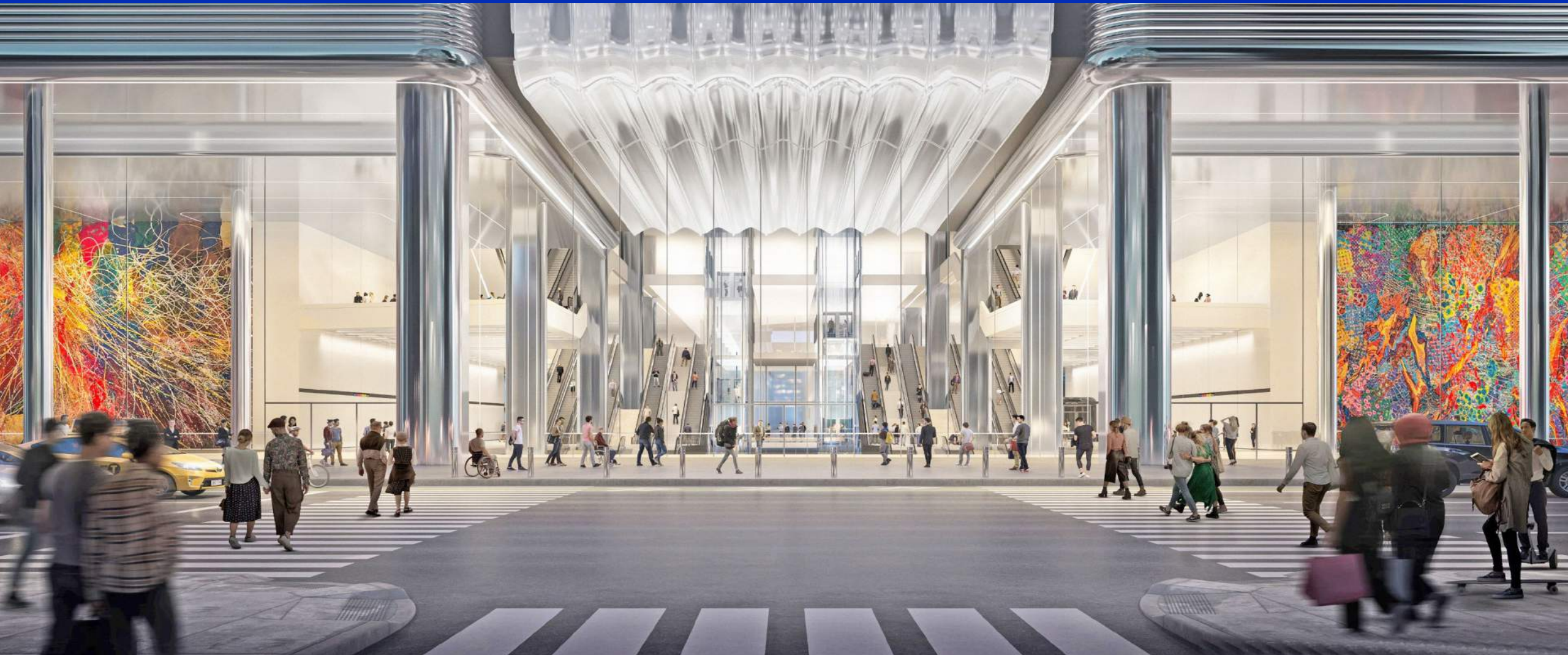


CURRENT & FUTURE CONDITIONS

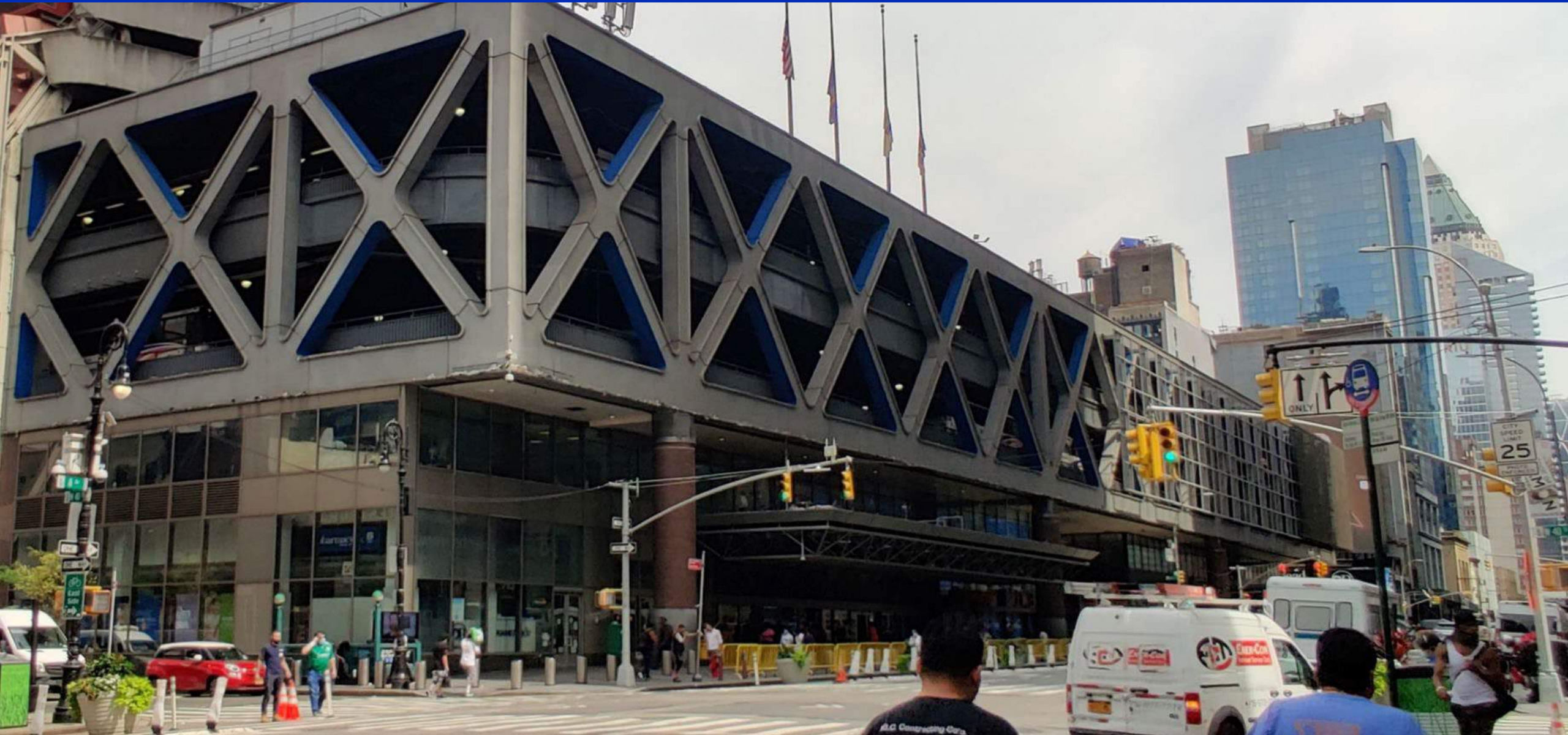
41st Street – Today



41st Street – Tomorrow



Main Terminal – 8th Ave. & 40th Street – Today



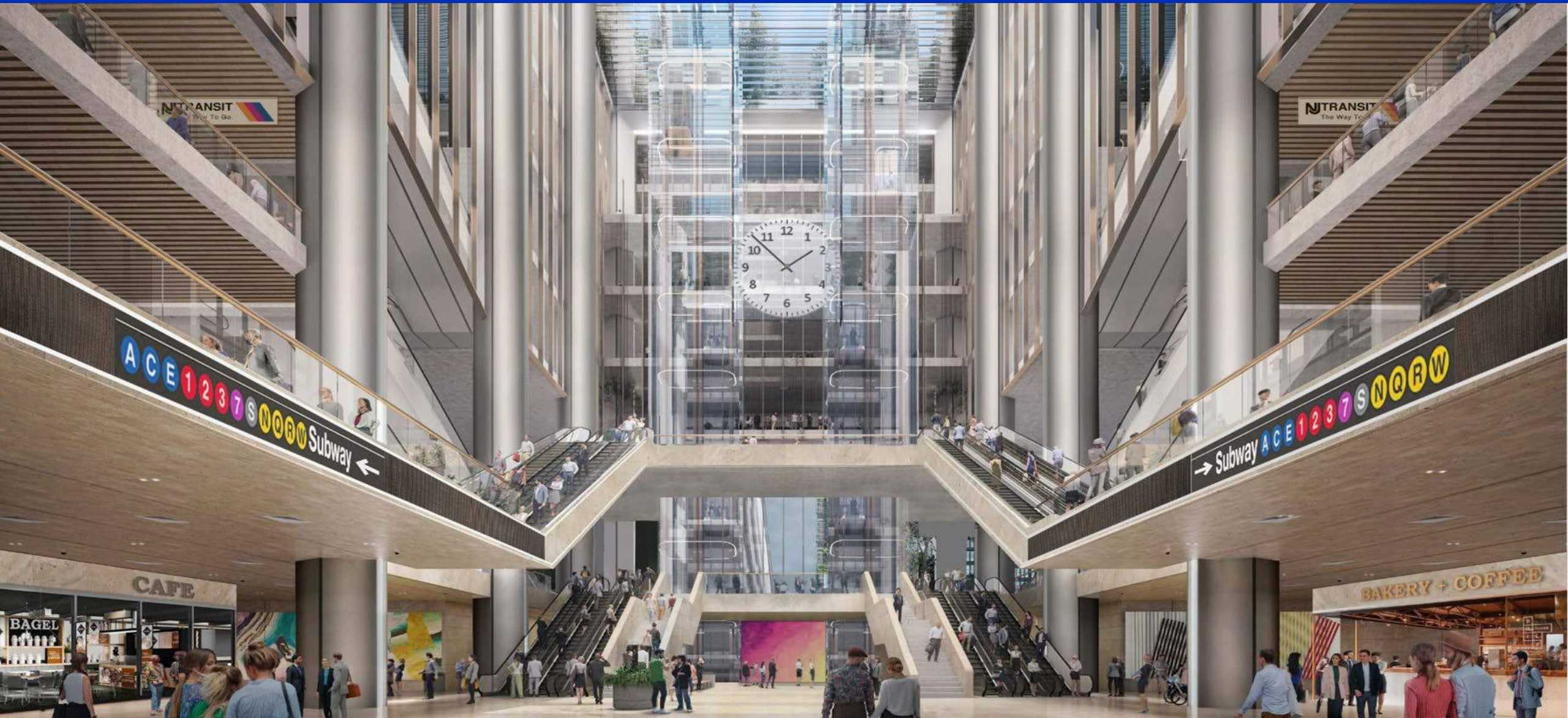
Main Terminal – 8th Ave. & 40th Street – Tomorrow



Existing Condition Subway Level Entrance – Today

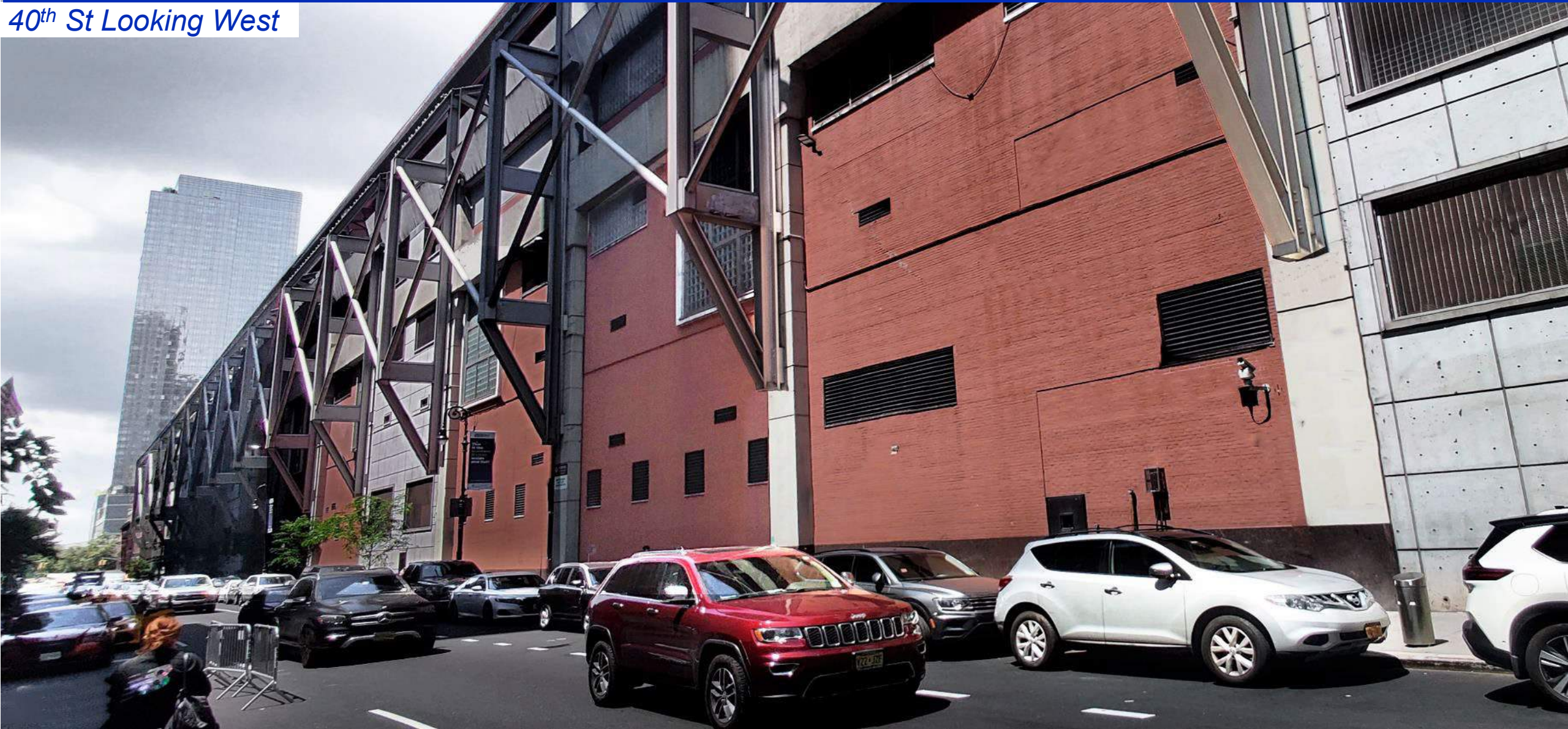


Subway Level Entrance – Tomorrow



Existing Condition Community Facing Retail Street Activation

40th St Looking West

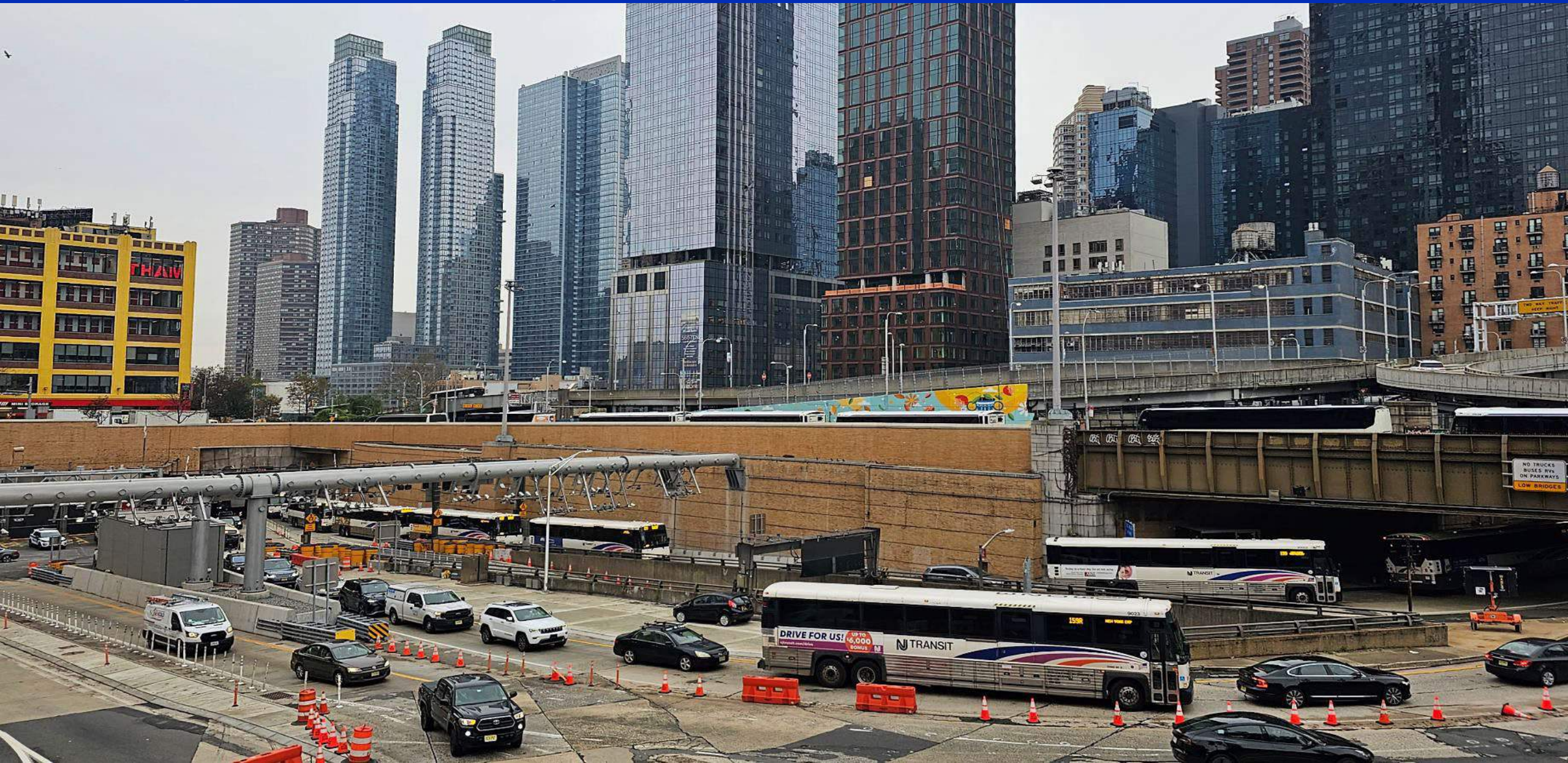


Future Condition – Community-Facing Retail Street Activation

40th St Looking West



Existing Condition – Dyer Plaza

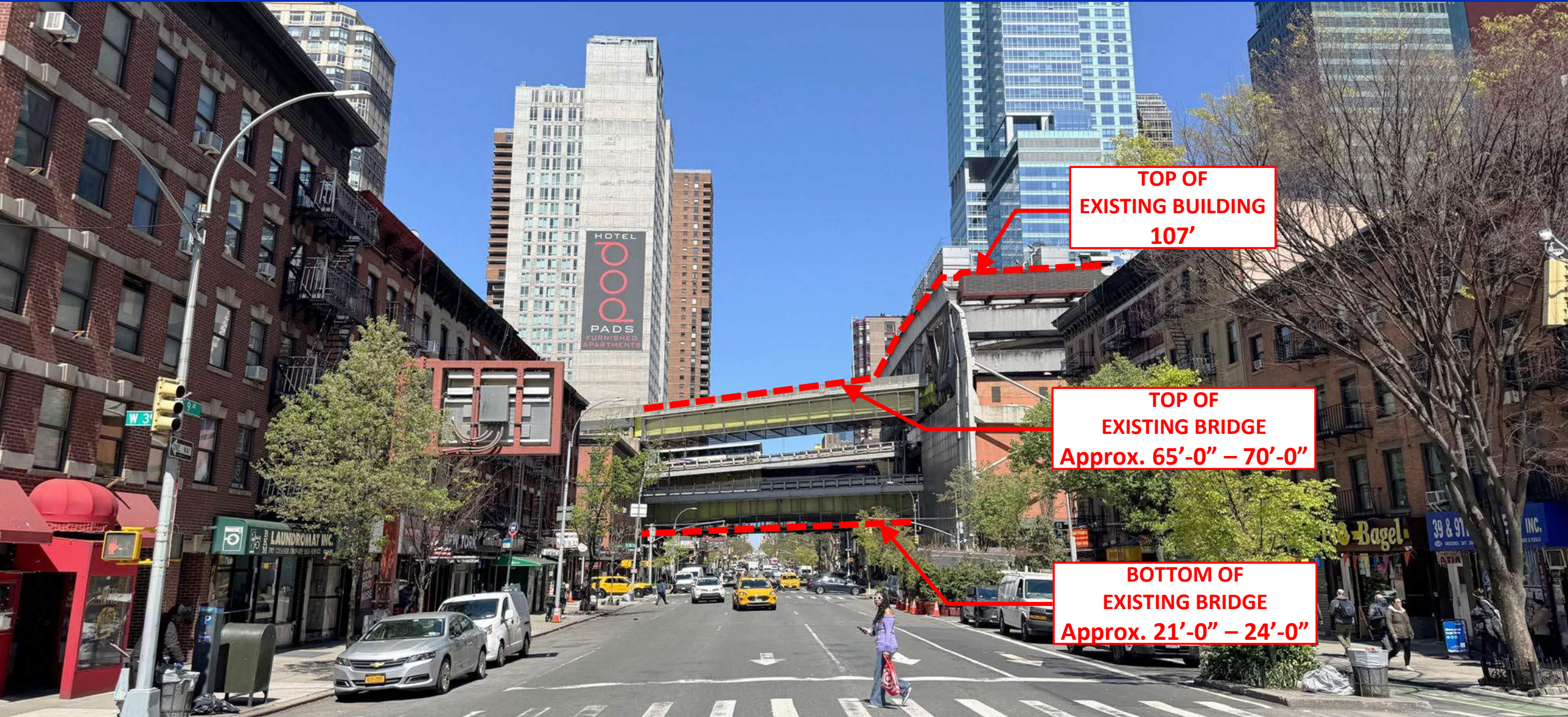


Future Condition – Staging & Storage Facility, Deck Overs at End State



BRIDGING ELEMENTS – CONCEPTUAL MASSINGS

Existing Conditions – Main Terminal Bridge Over 9th Ave (Looking North)

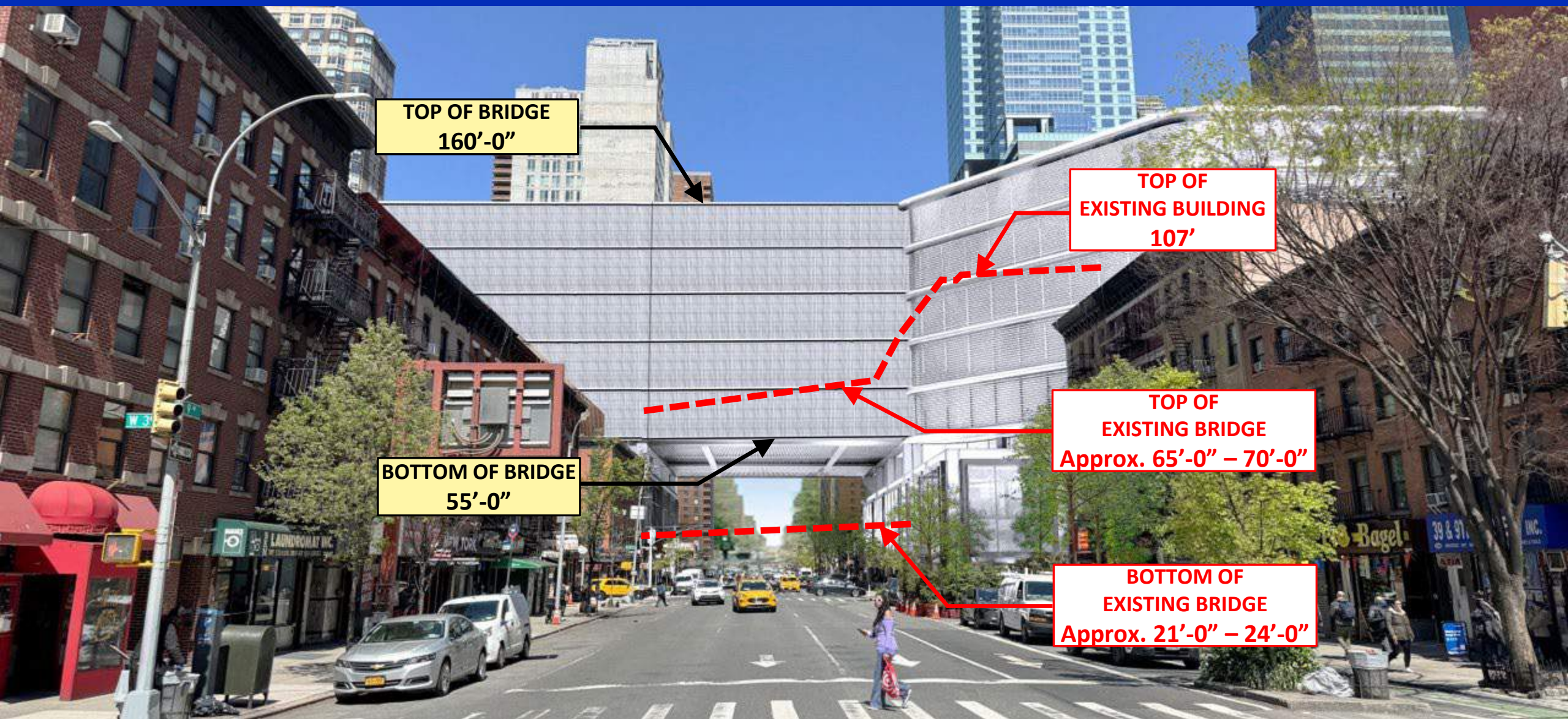


**TOP OF
EXISTING BUILDING
107'**

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

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

Future Condition – Main Terminal Bridge Over 9th 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"

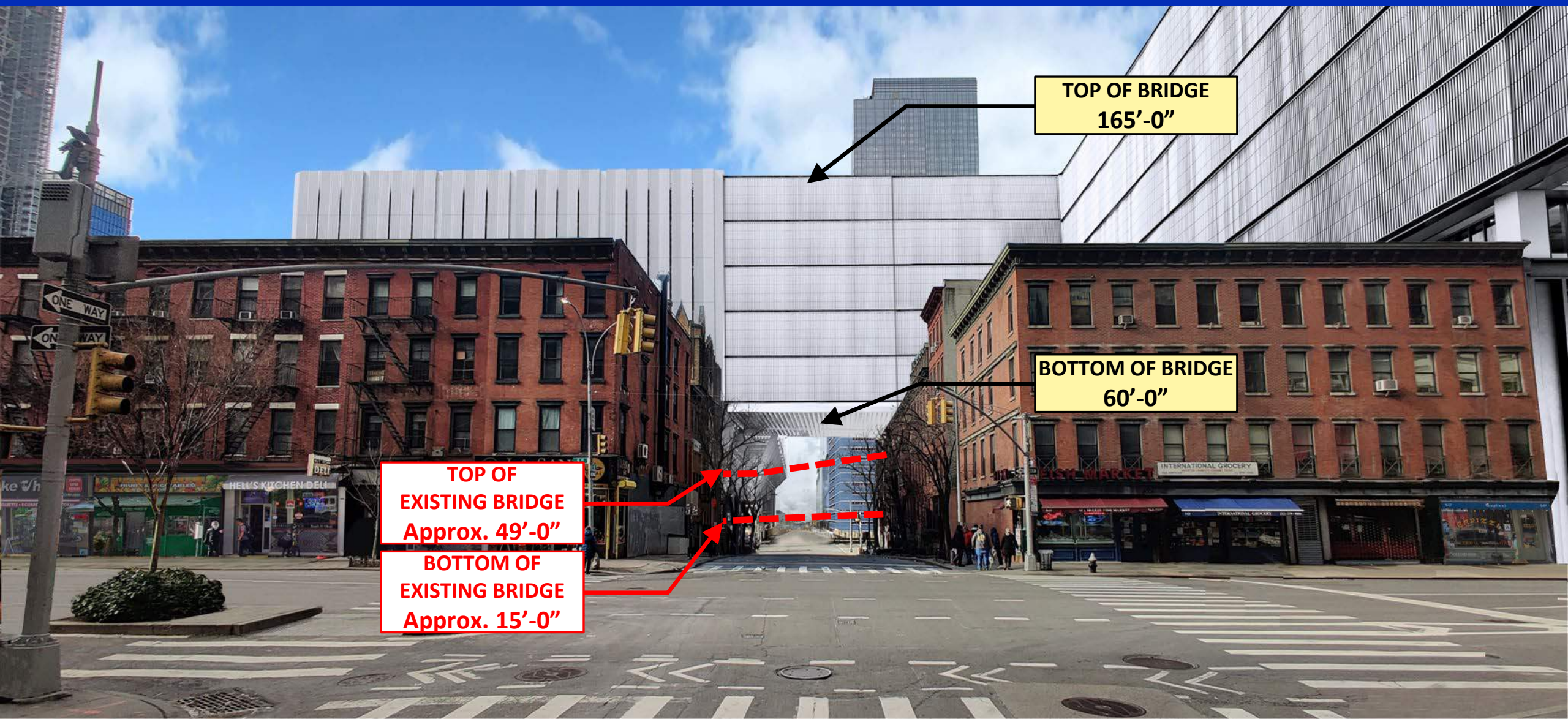
Existing Conditions – Bridge Over 40th St (Looking West)



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

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

Future Condition – Bridge Over 40th St (Looking West)



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

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

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

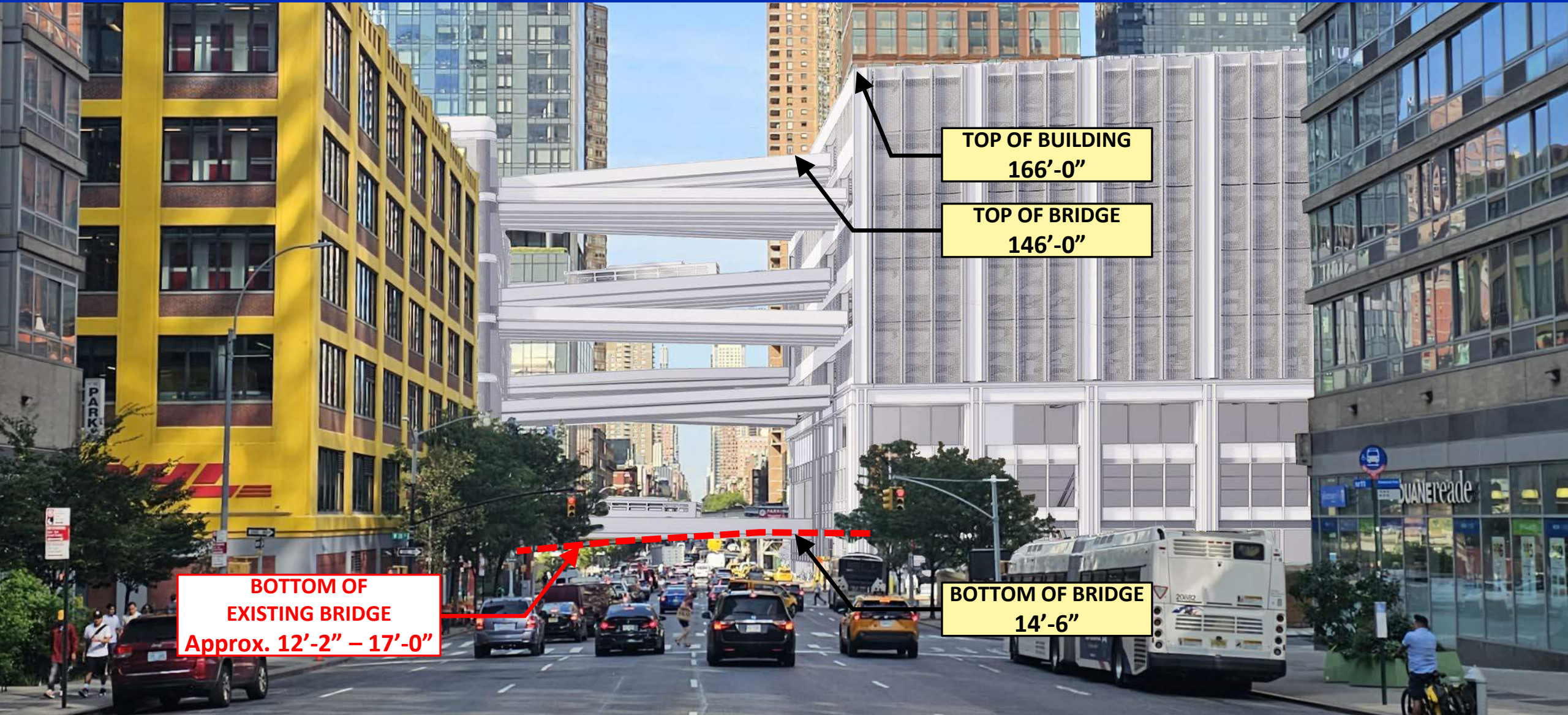
**BOTTOM OF
EXISTING BRIDGE
Approx. 15'-0"**

Existing Conditions – Bridge Over 10th Ave (Looking North)



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

Future Condition – Bridge Over 10th 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"

Uniform Land Use Review Procedure (ULURP)

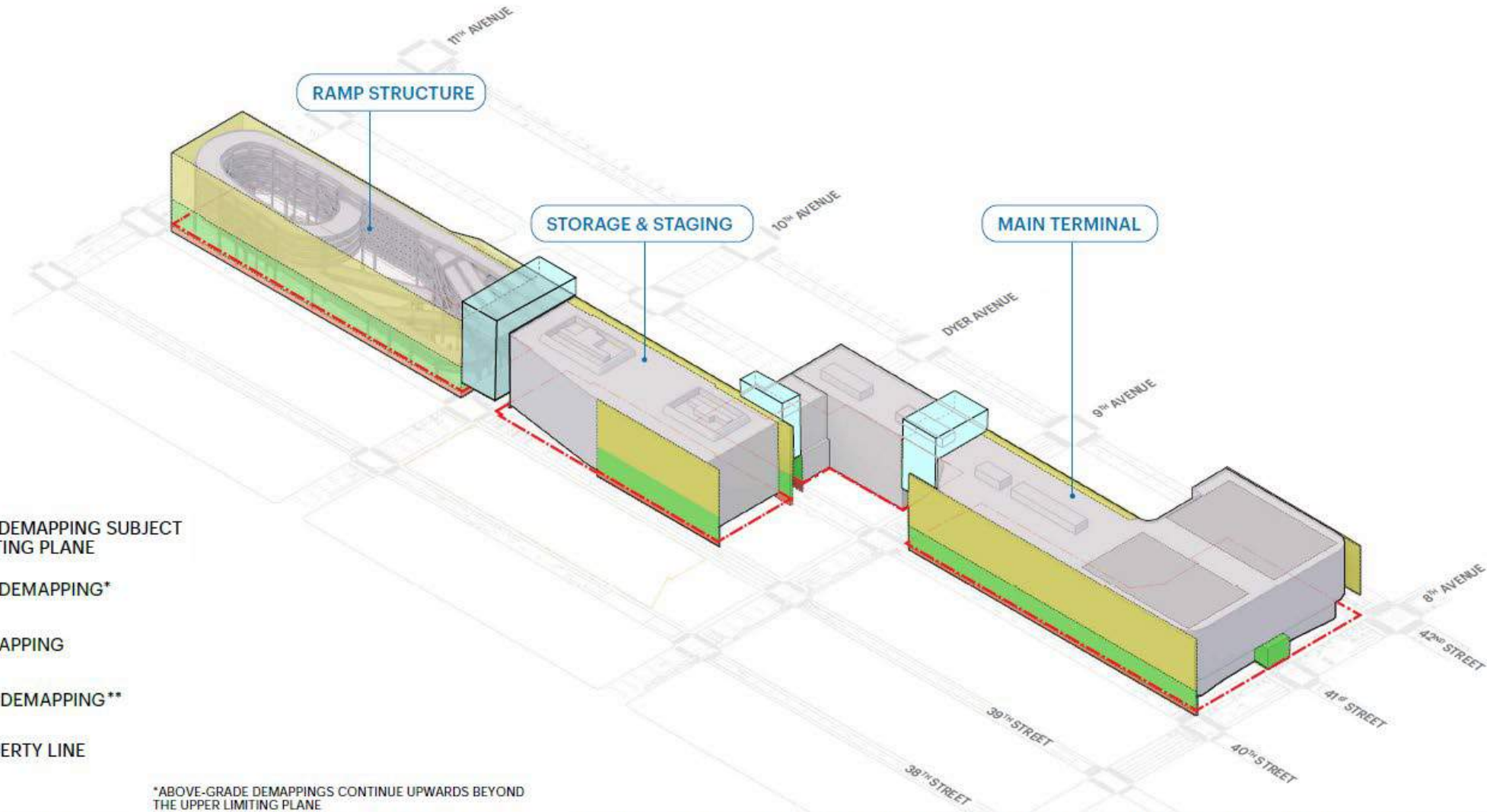
Proposed Land Use Actions

- 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



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

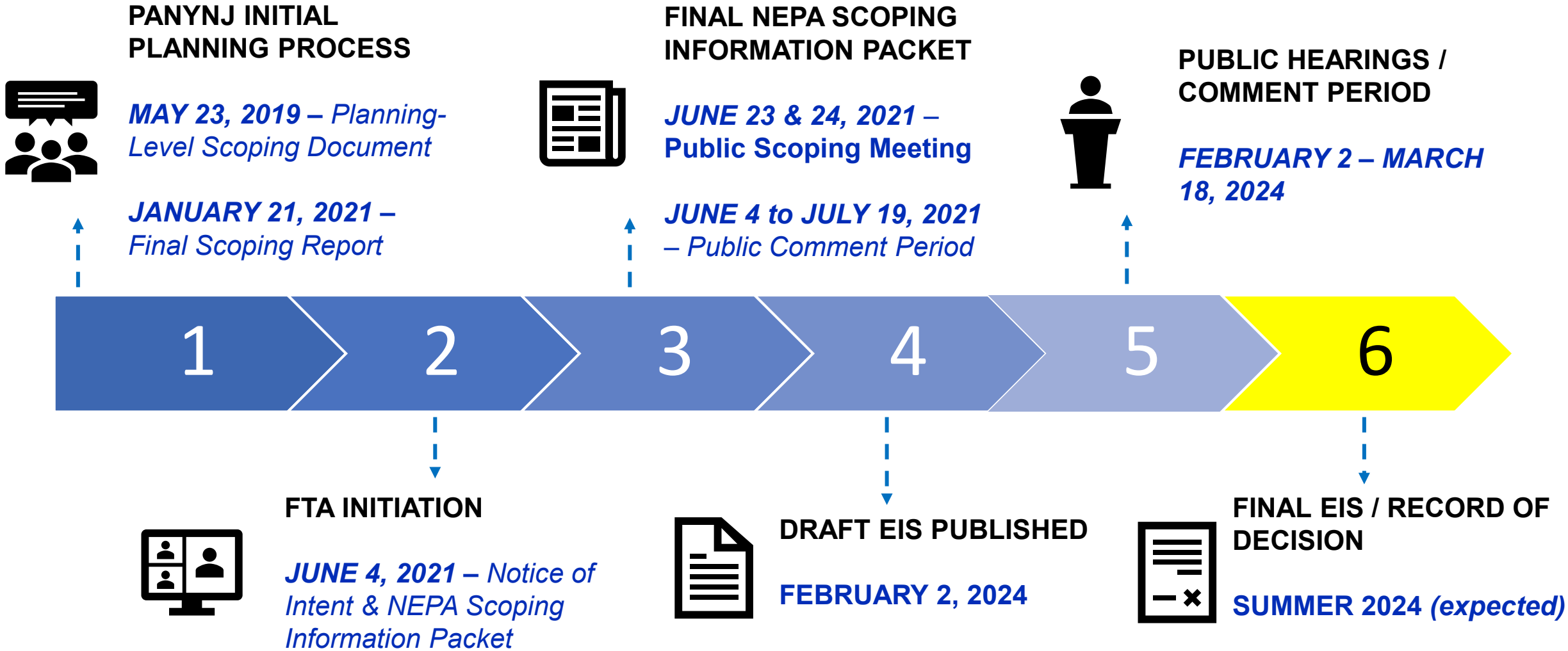
*ABOVE-GRADE DEMAPPINGS CONTINUE UPWARDS BEYOND THE UPPER LIMITING PLANE

**BELOW-GRADE DEMAPPINGS CONTINUE DOWNWARDS

VIEW FROM SOUTH EAST

NEPA – Environmental Impact Statement

NEPA Timeline



COMMUNITY DELIVERABLES, BENEFITS, & MITIGATION REQUESTS

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 9th Avenue by removing mid-block bus entrances and exits.
- Direct access to the Lincoln Tunnel for intercity buses.
- Preservation of direct connections to MTA 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.

Community Benefits/Mitigations Requests

1. Park Space and Neighborhood Greening
2. Traffic and Pedestrian Safety/Air Quality
3. Design and Construction
4. Affordable Housing Sites
5. Ground Floor Sites: Retail and Community Facilities
6. Sustainability Measures
7. Historic Preservation

CONCLUSION

Project Next Steps & Project Contact

Next Steps



- ULURP: Manhattan Borough President, City Planning Commission, and City Council
- July 25 – Seeking PA Board Authorization to Award Contracts for Dyer Avenue Deck Overs:
 - Construction
 - Construction Management

**Subject to Final EIS and Record of Decision.
Construction Start Date TBD.**

- Ongoing coordination with Community Board 4 Working Group, Elected Officials, and Other Stakeholders
- Discussion about requests for community benefits & mitigations.

For More Information



WEB:

WWW.PABTreplacement.com



EMAIL:

MBTReplacement@panynj.gov

Scan here with your camera app and register your email to stay connected and receive updates directly to your inbox



Thank You!

 @panynj  @panynj  @panynj www.panynj.gov

APPENDIX

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



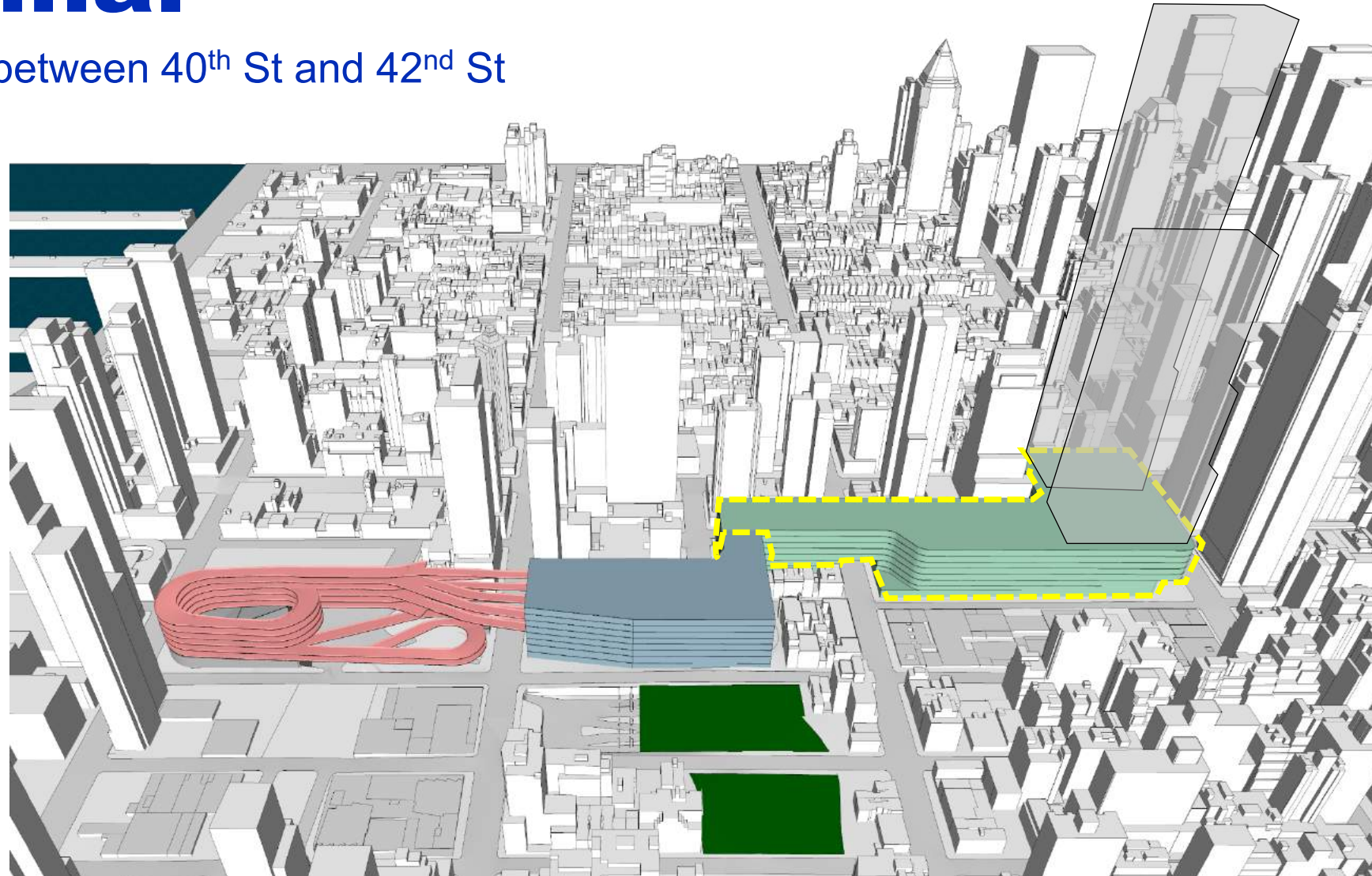
Project Financial Plan

- **\$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**

Main Terminal

8th Ave crossing over 9th Ave between 40th St and 42nd St

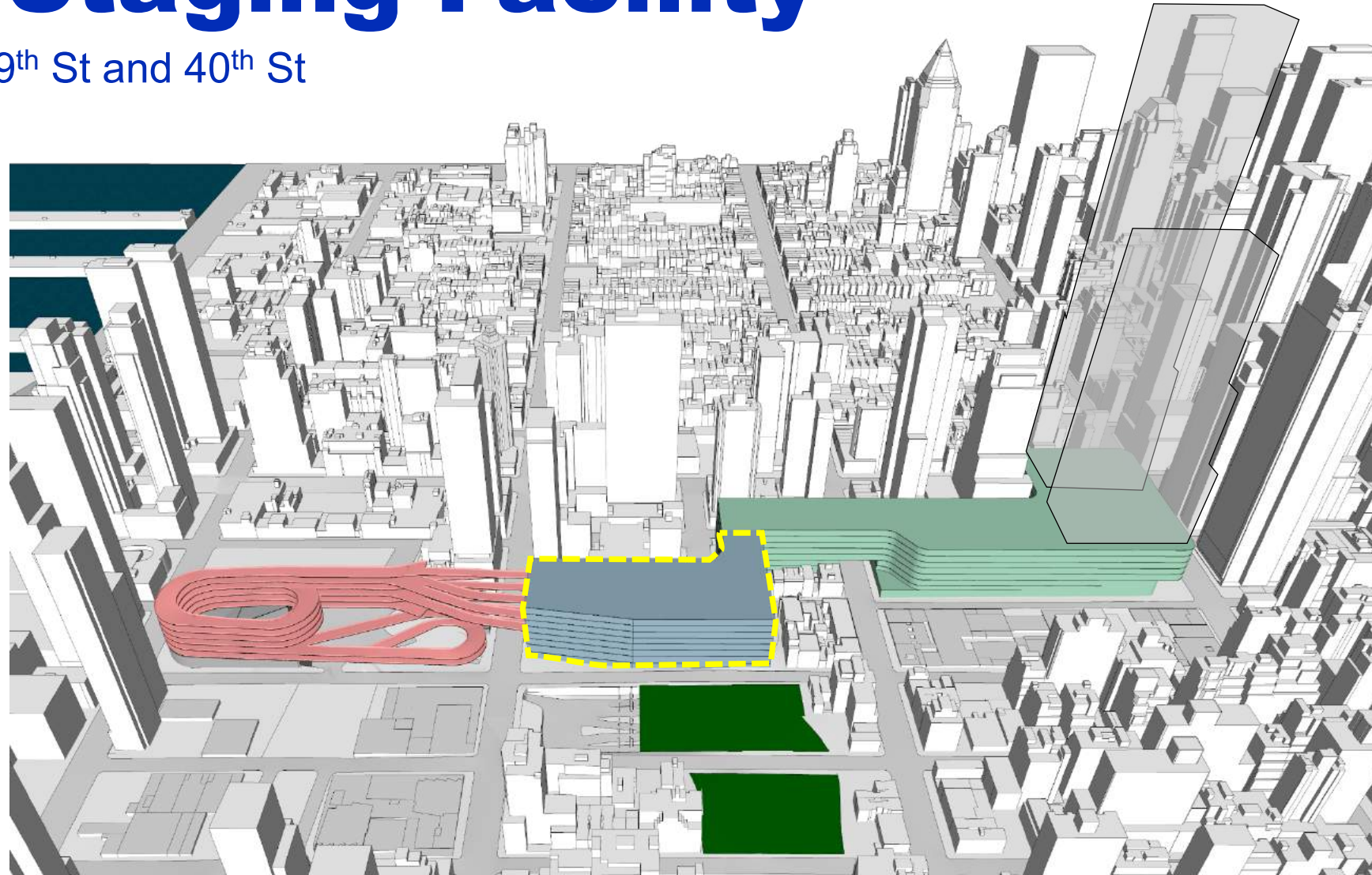
- 5 floors of bus gates
- 160+ gates for commuter buses
- Direct connection to the subway and Times Square transit hubs
- Best-in-class passenger amenities
- ADA standards integrated into layout and design
- Linking North and South Wings with the closure of 41st street, increasing operational efficiency 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

9th Ave to 10th Ave between 39th St and 40th St

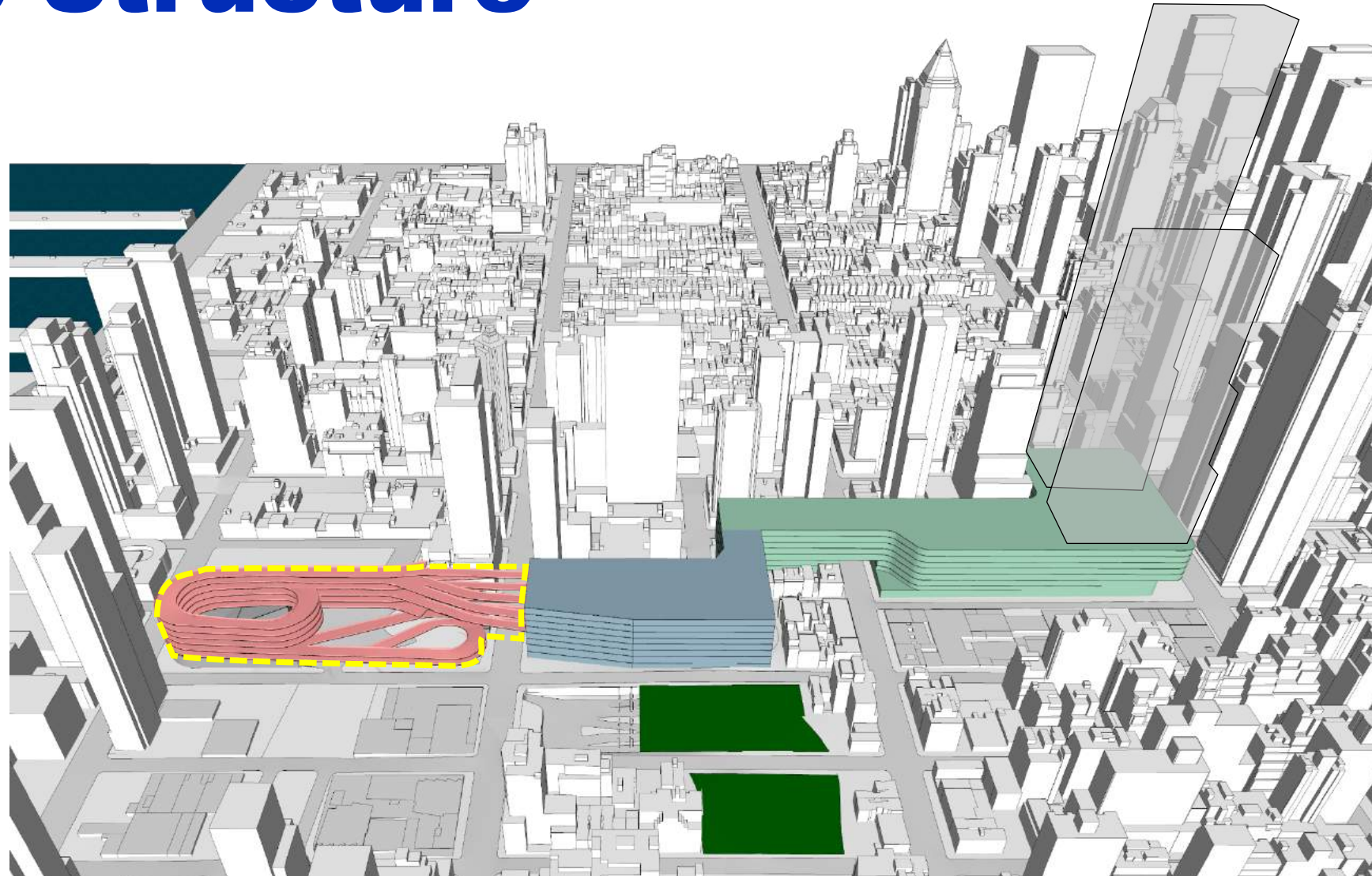
- 5 levels of storage
- Approx. 300-350 storage spots that reduce traffic on streets and throughout the Lincoln Tunnel during rush hour
- Serve as temporary bus terminal for commuters during main terminal construction
- Approx. 65,700 sf of street facing retail space



New Ramp Structure

Galvin Plaza west of 10th 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 37th St and 39th St, 9th Ave and 10th 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

8th Ave between 40th St and 42nd St

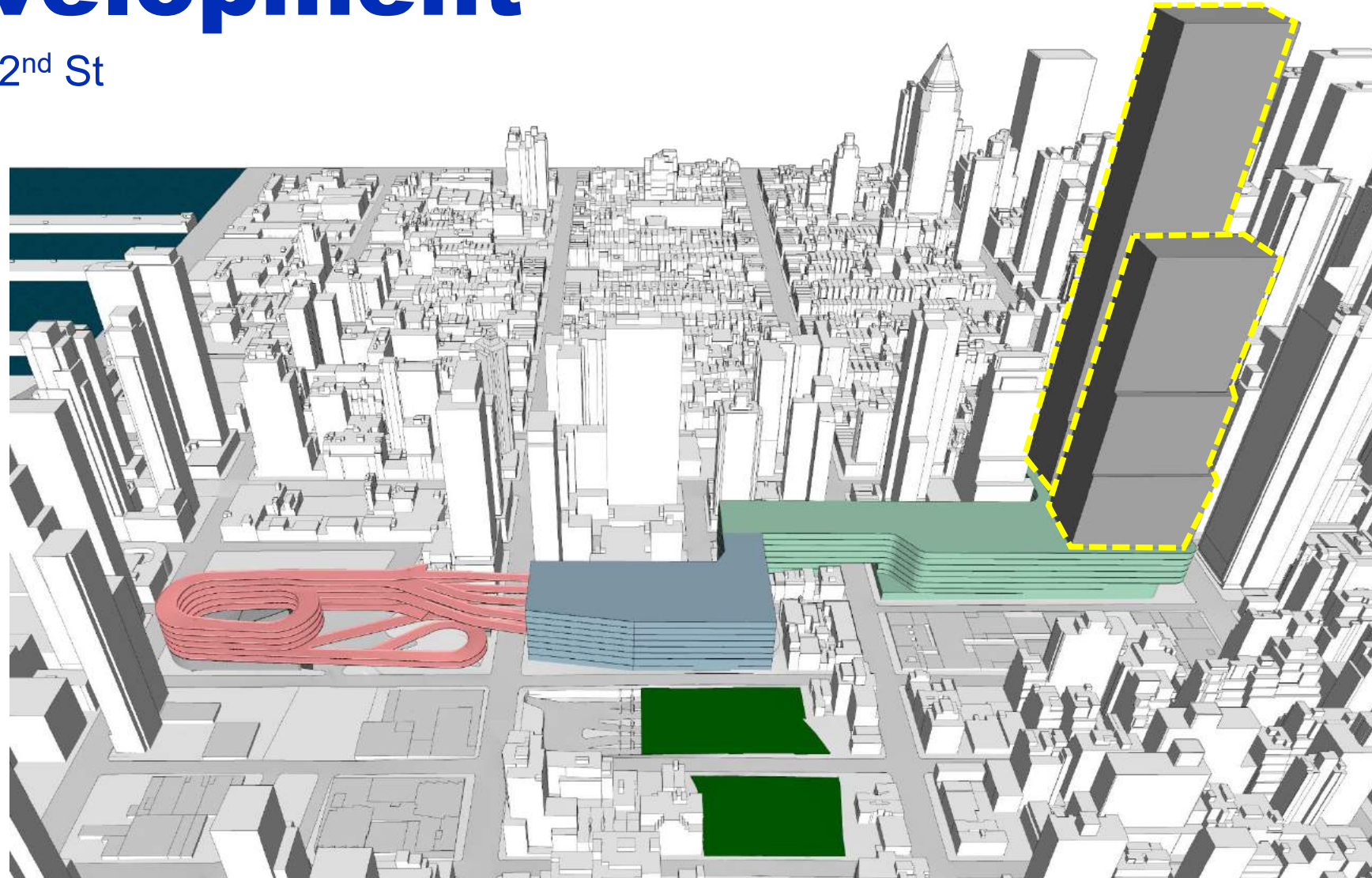
Tower 1

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

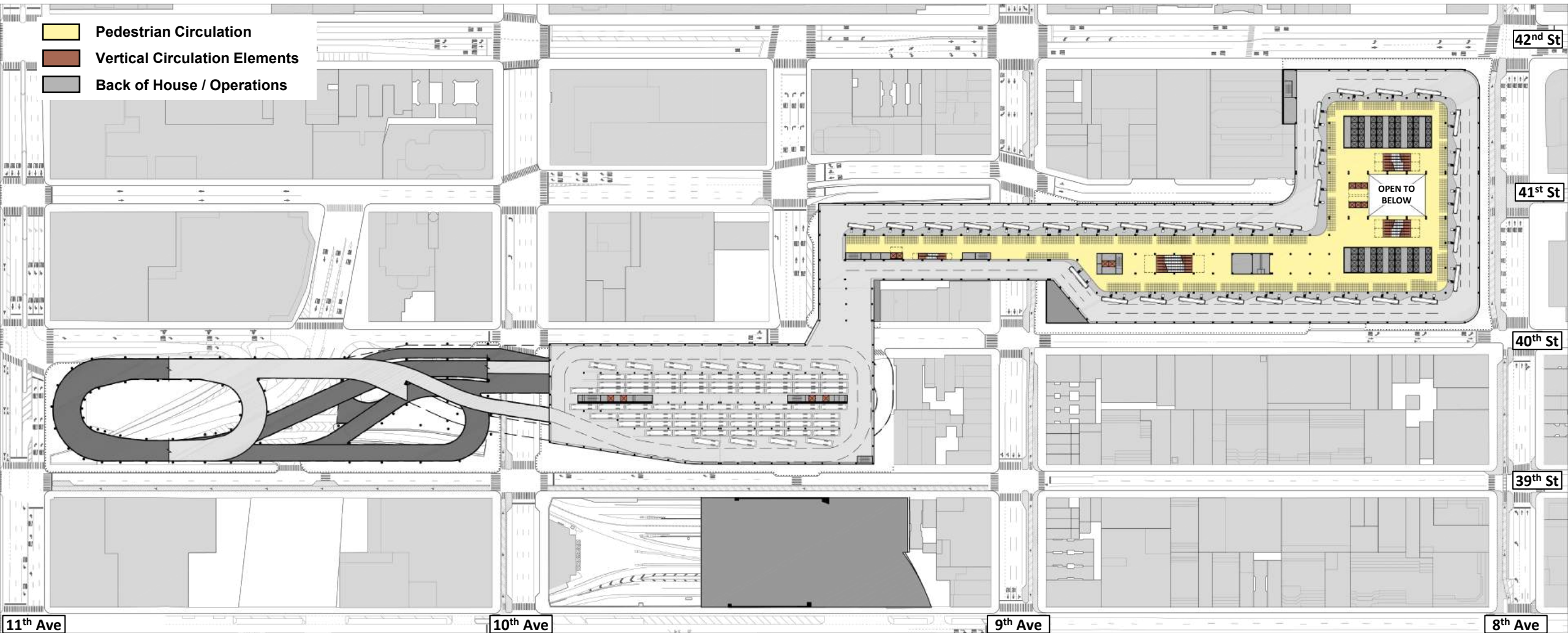
Tower 2

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

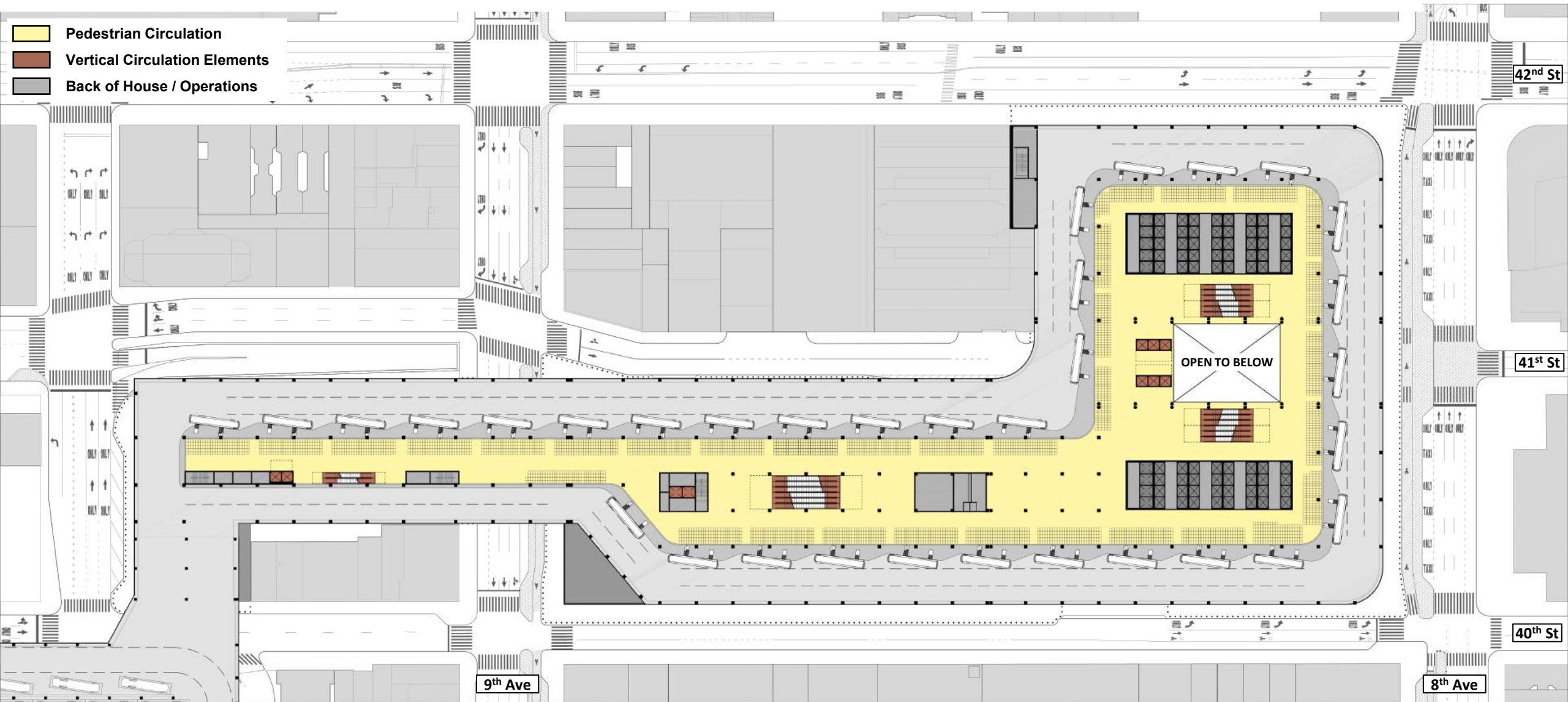
(Subject to market demand)



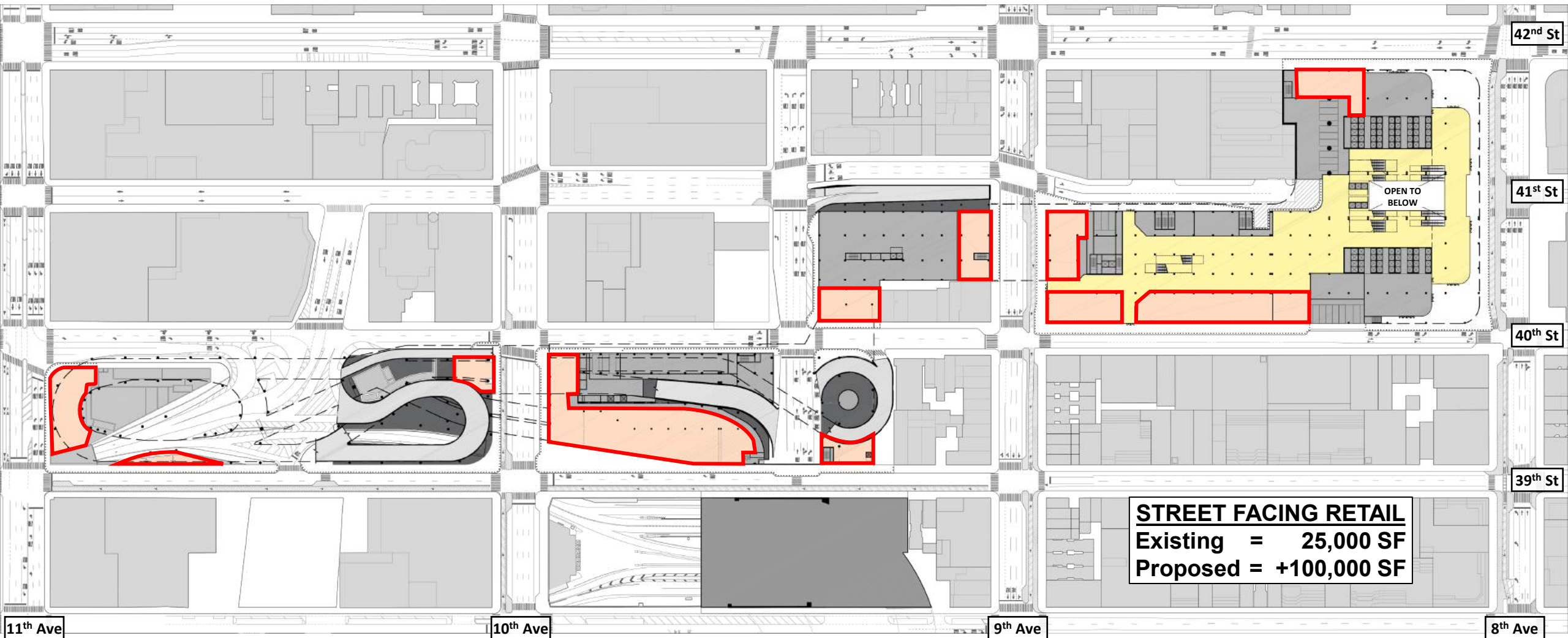
Typical Bus Level



Typical Bus Level – Main Terminal



Street-Facing Retail



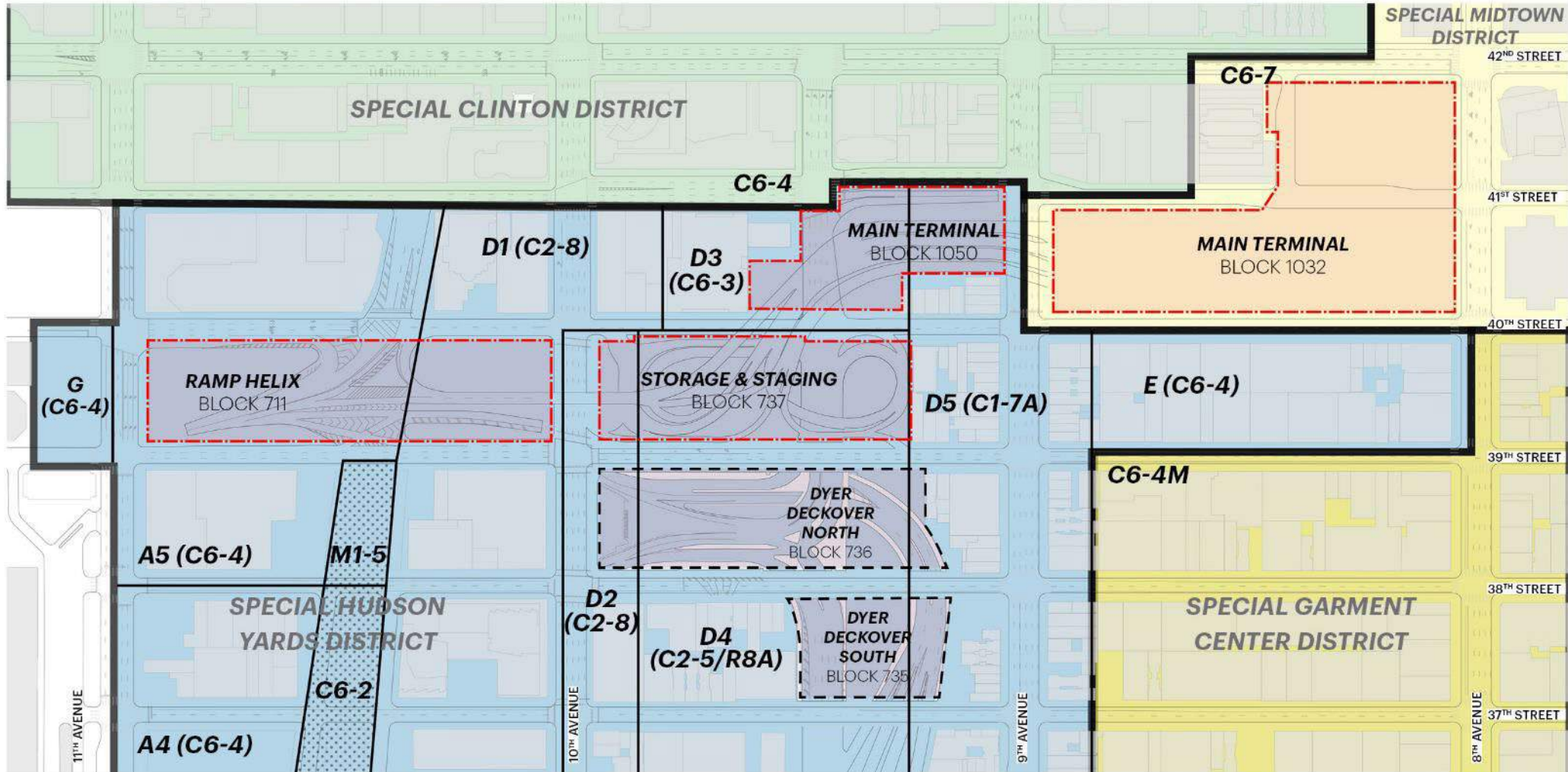
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Proposed Land Use Actions

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Existing Zoning

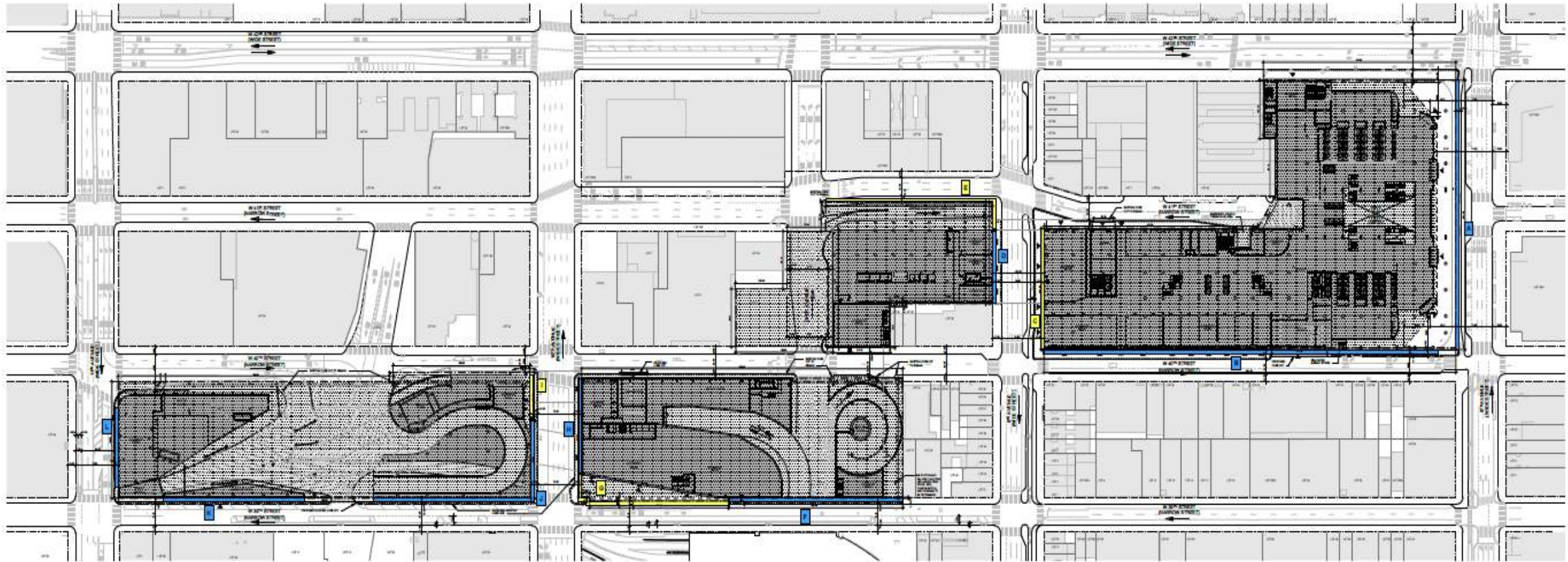


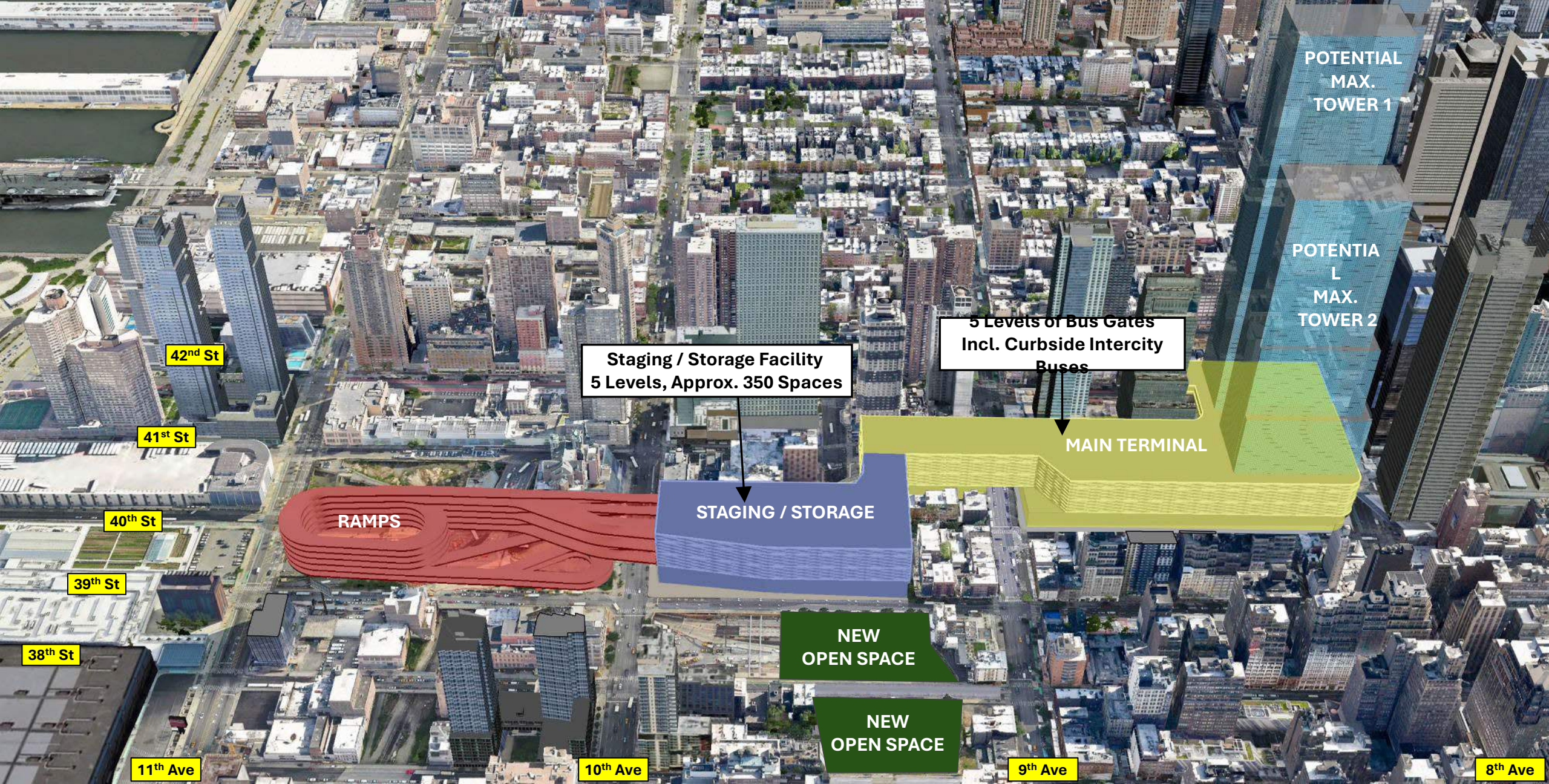
LEGEND:

- 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

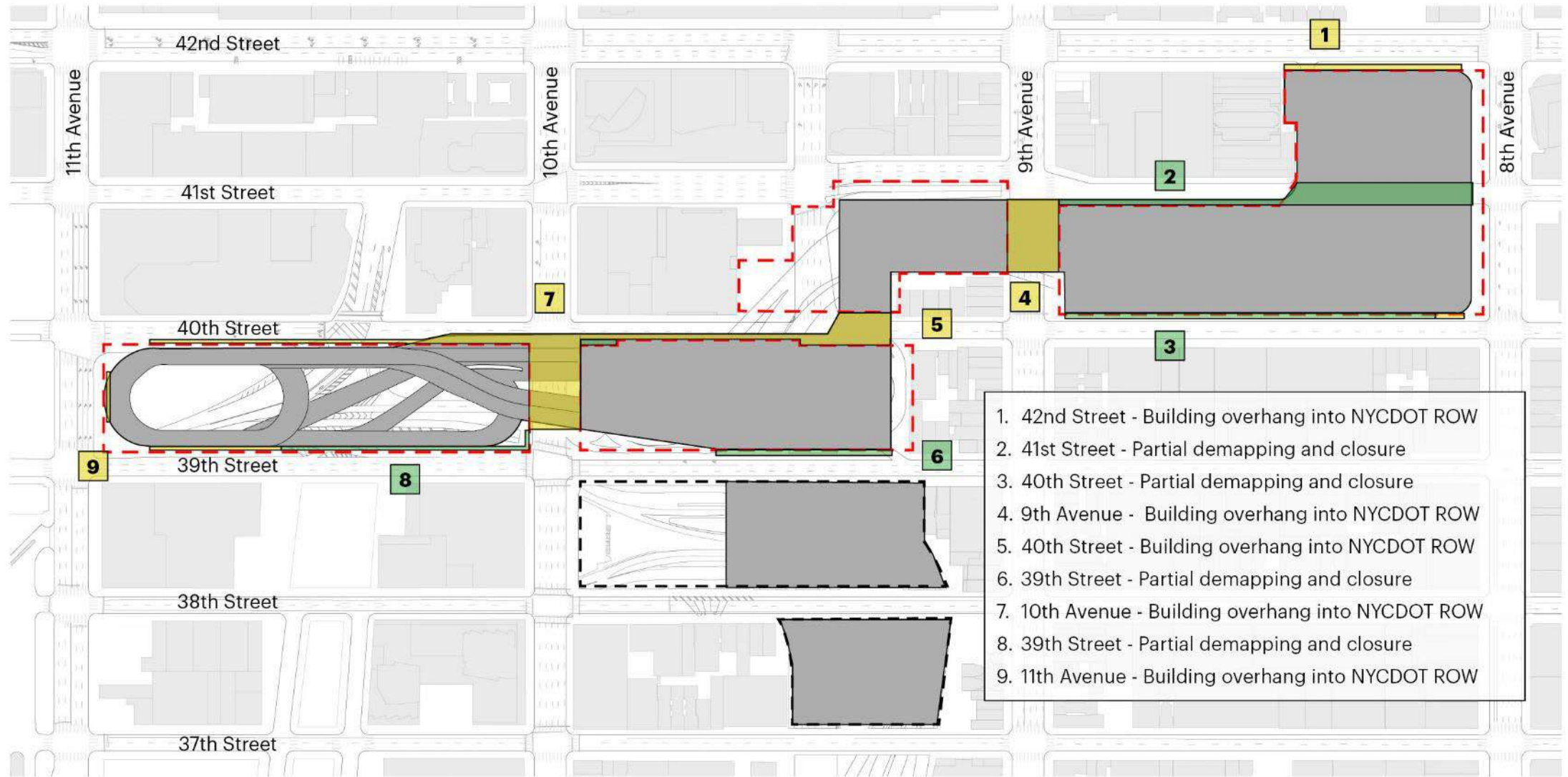
11th Ave

10th Ave

9th Ave

8th Ave

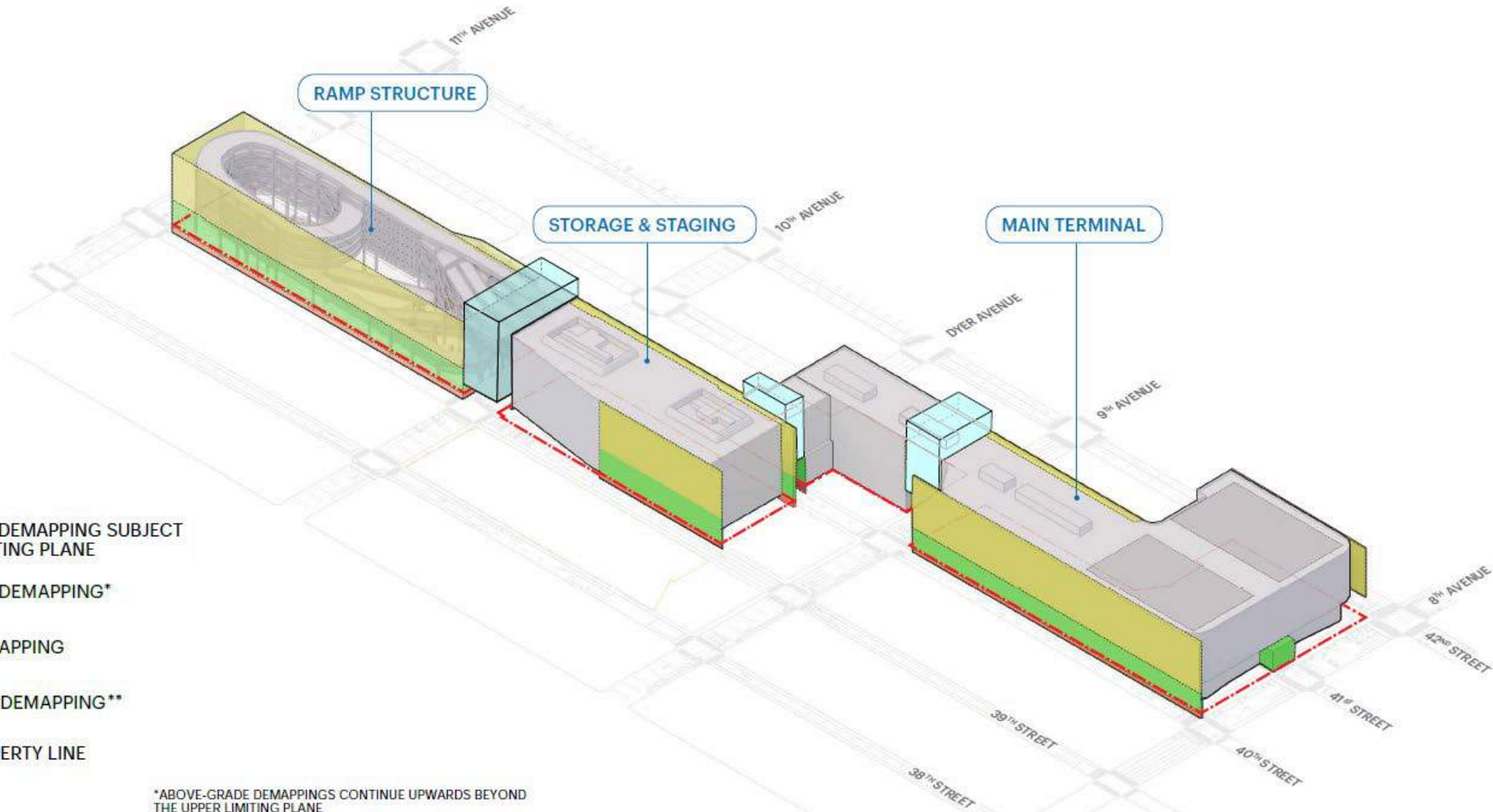
Demapping



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

PORT AUTHORITY BUS TERMINAL REDEVELOPMENT-MAPPING APPLICATION

OVERALL SITE



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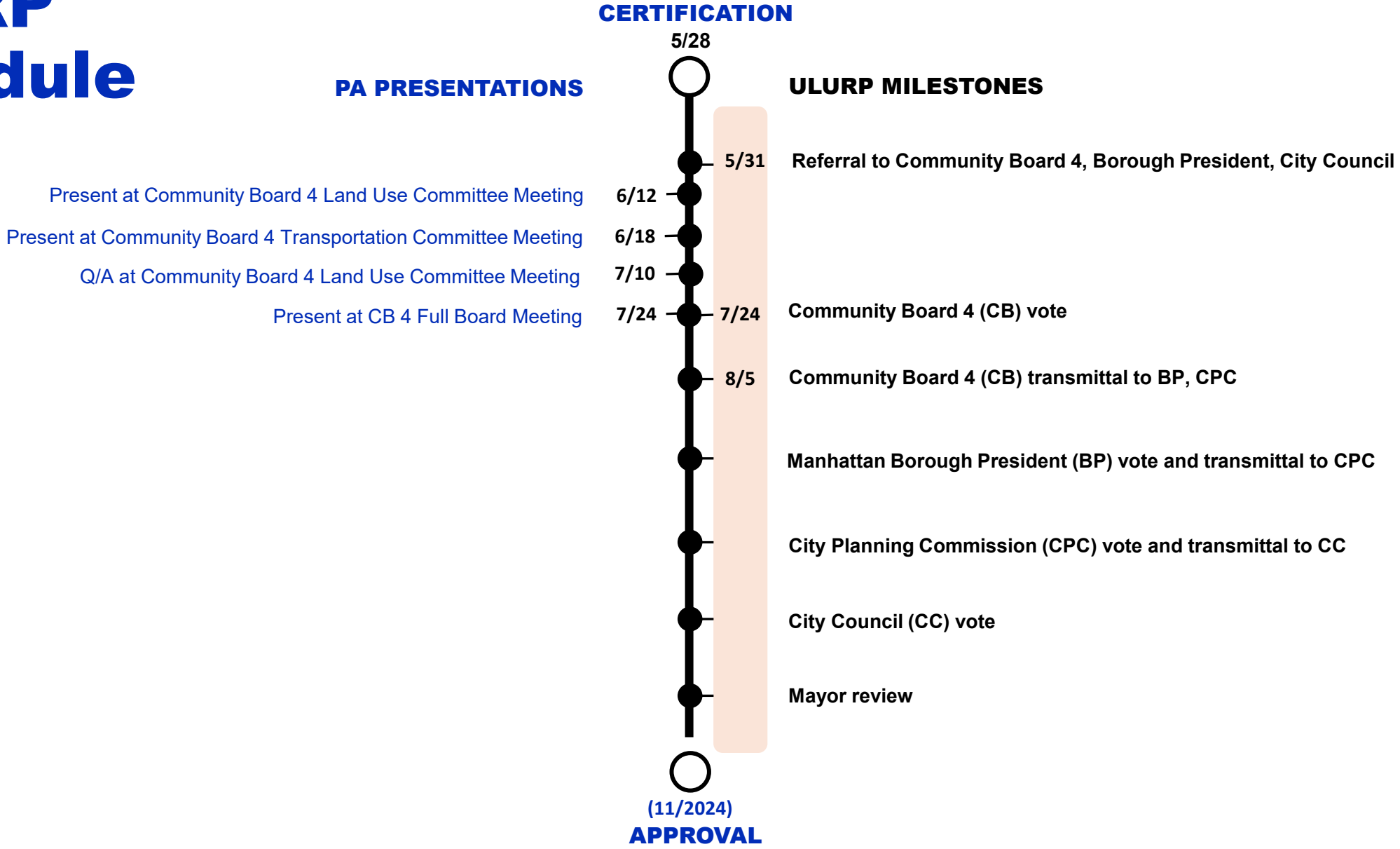
VIEW FROM SOUTH EAST

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

ULURP Schedule



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

