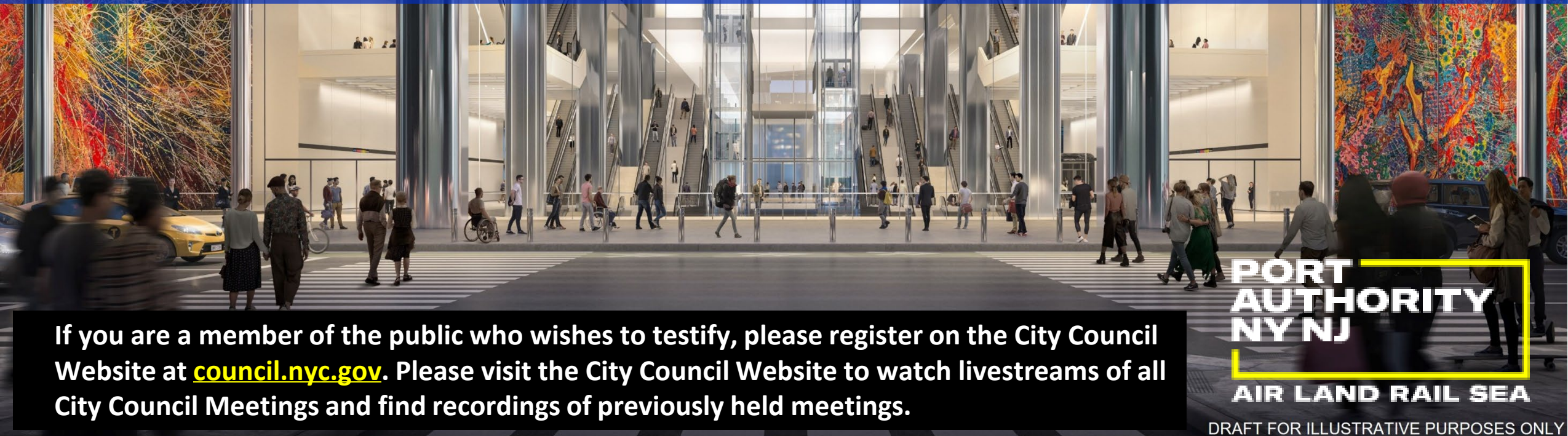


Port Authority Bus Terminal Replacement

Land Use Nos: LU 0185-2024, LU 0186-2024, and LU 0187-2024

ULURP Nos: C 240353 ZSM, C 240336 MMM, and N 240354 ZRM

New York City Council
Subcommittee on Zoning & Franchises
November 12, 2024



If you are a member of the public who wishes to testify, please register on the City Council Website at council.nyc.gov. Please visit the City Council Website to watch livestreams of all City Council Meetings and find recordings of previously held meetings.

**PORT
AUTHORITY
NY NJ**

AIR LAND RAIL SEA

DRAFT FOR ILLUSTRATIVE PURPOSES ONLY

Requested Land Use Actions

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



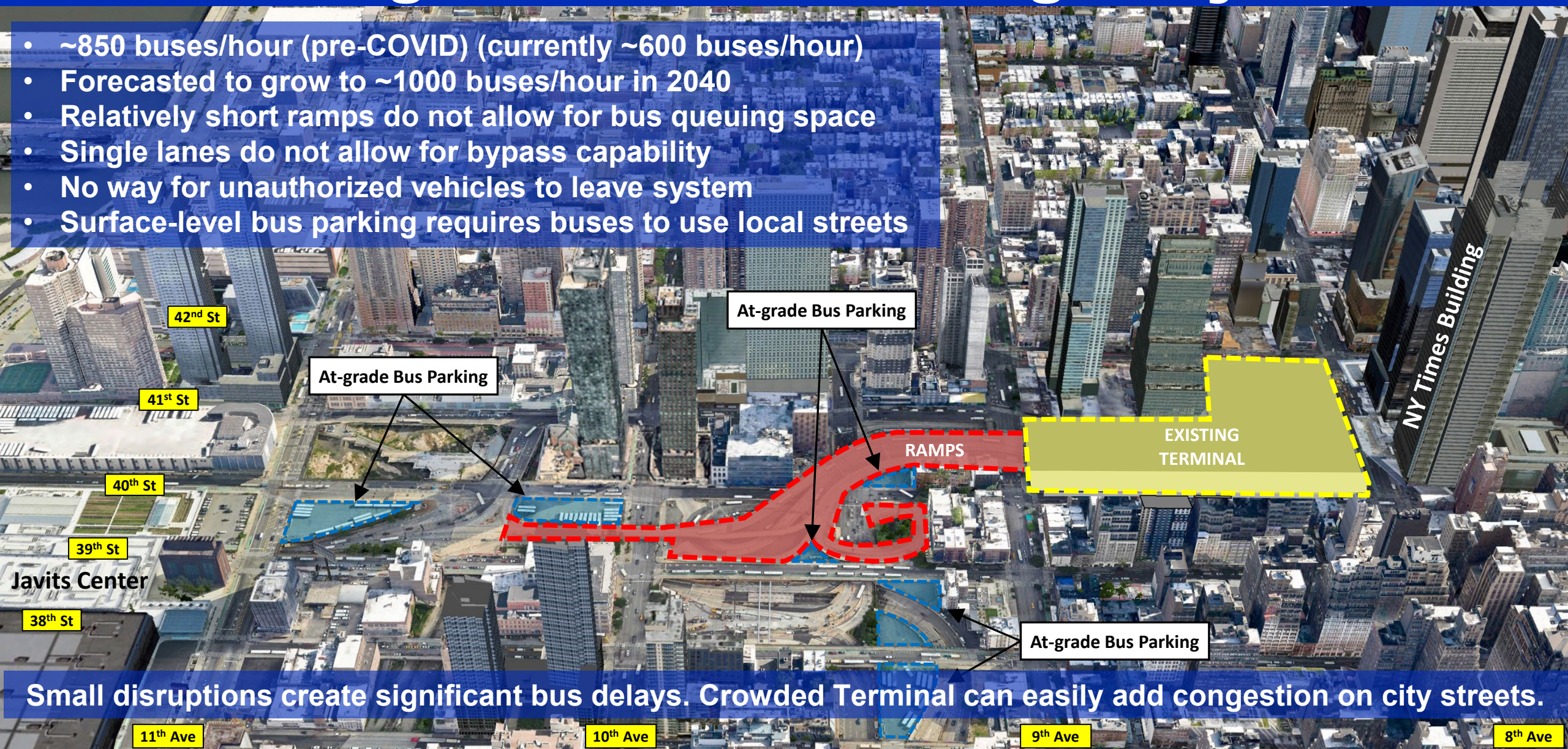
Existing Conditions

41st Street – Today



Existing Conditions – A Fragile System

- ~850 buses/hour (pre-COVID) (currently ~600 buses/hour)
- Forecasted to grow to ~1000 buses/hour in 2040
- Relatively short ramps do not allow for bus queuing space
- Single lanes do not allow for bypass capability
- No way for unauthorized vehicles to leave system
- Surface-level bus parking requires buses to use local streets



Small disruptions create significant bus delays. Crowded Terminal can easily add congestion on city streets.

PROJECT OBJECTIVES

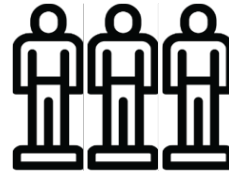
Project Objectives

- Meet the needs of commuters.
- Meet the needs of the community.

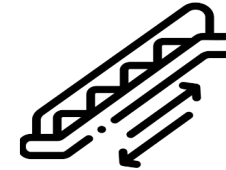
Improve Trans-Hudson
bus operations



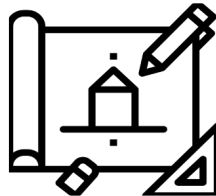
Improve passenger
experience within and
around terminal



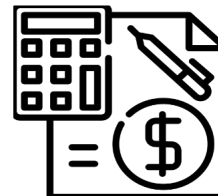
Provide seamless
passenger accessibility



Consistency with local
and regional land-use
plans



Optimize life cycle costs

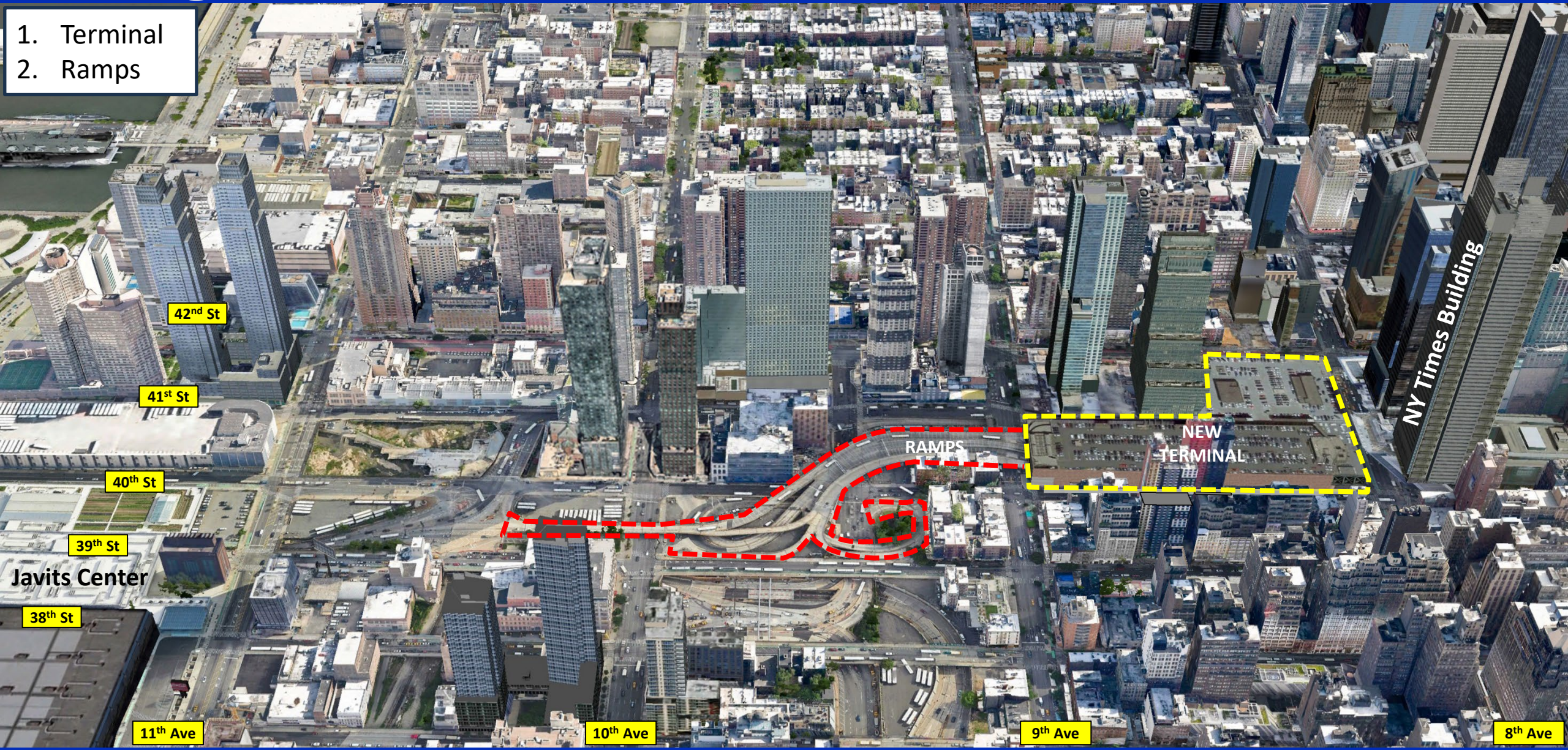


Reduce impact of bus
operations on surrounding
built & natural
environments



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

- 1. Terminal
- 2. Ramps



COMMUNITY ENGAGEMENT

Extensive Stakeholder Outreach

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

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



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

- Ramp structure provides sufficient bus queuing space
- Bypass capability on all travel lanes
- Unauthorized vehicles easily directed to rejection ramp
- Bus parking inside system eliminates need to travel on streets



Staging/Storage
Ask from City & Community

Street Facing Retail
Ask from City & Community

Curbside Intercity
Ask from City & Community

New Open Space
Ask from City & Community

Not part of ULURP

TOWER 1

TOWER 2

MAIN TERMINAL
w/Curbside Intercity

STAGING / STORAGE
“TEMPORARY TERMINAL”

DECKOVERS /
NEW OPEN SPACE

DECKOVERS /
NEW OPEN SPACE

41st St

40th St

39th St

38th St

Javits Center

11th Ave

10th Ave

9th Ave

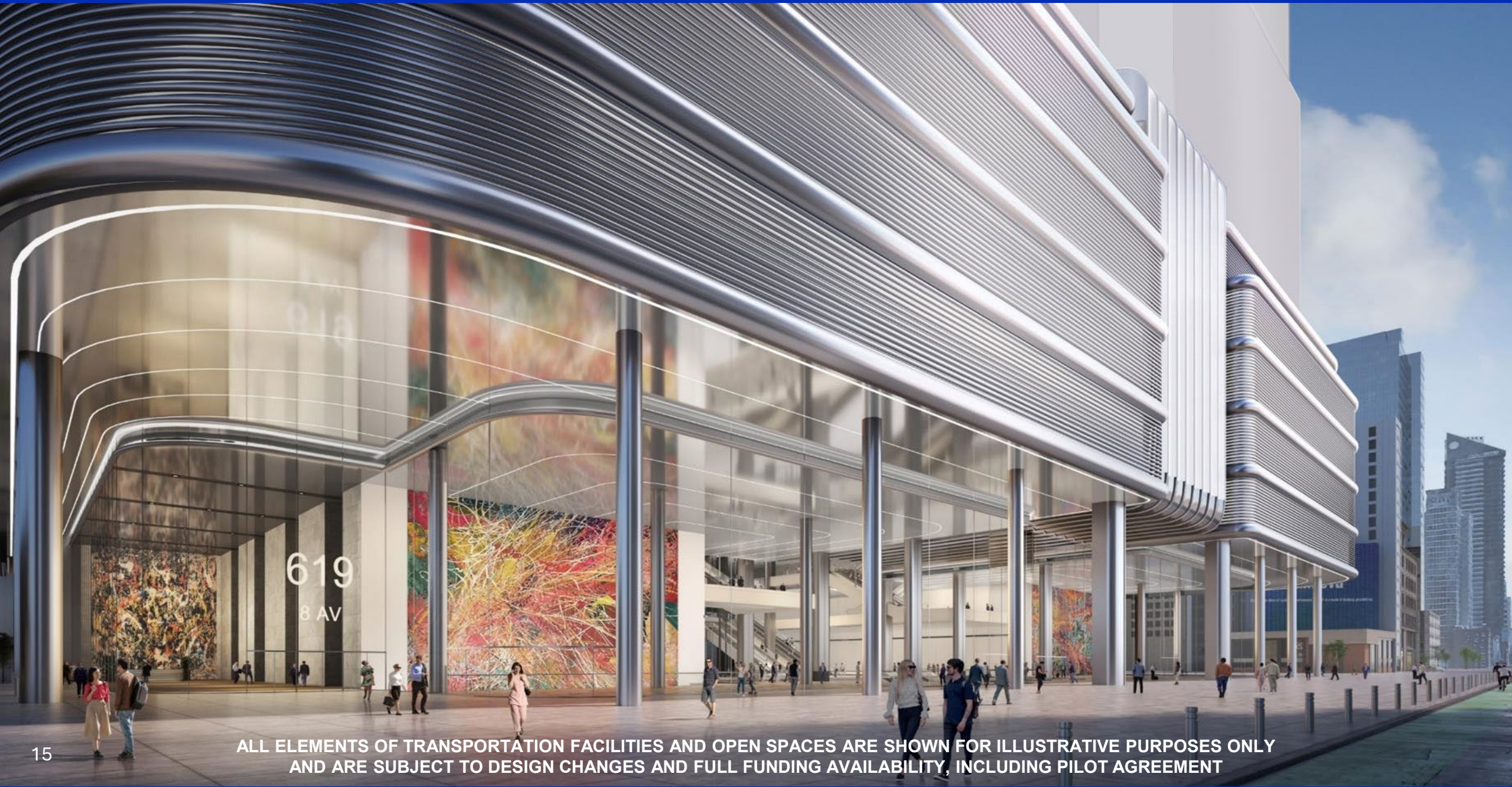
8th Ave

PROJECT VIEWS – TODAY vs. TOMORROW

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



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

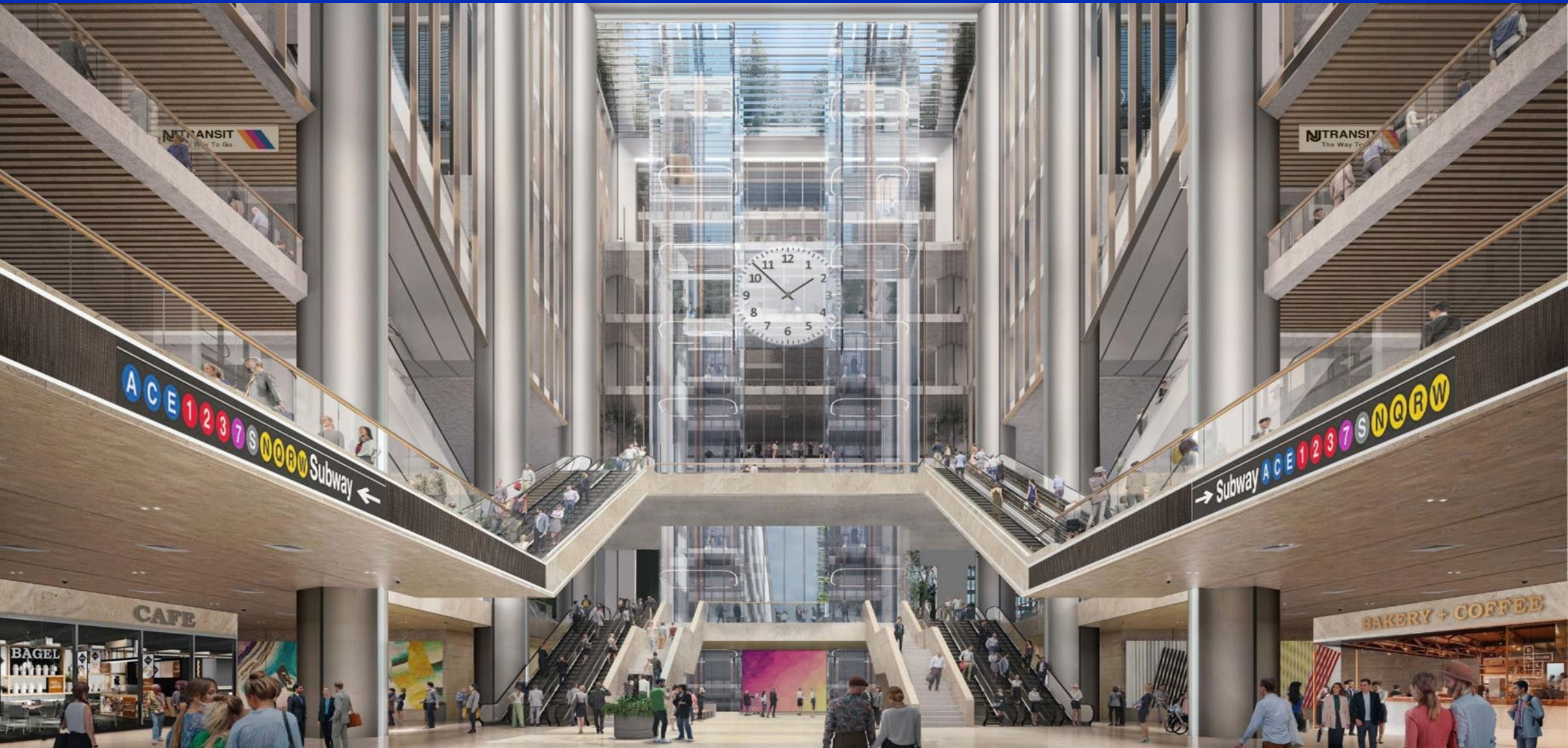


ALL ELEMENTS OF TRANSPORTATION FACILITIES AND OPEN SPACES ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO DESIGN CHANGES AND FULL FUNDING AVAILABILITY, INCLUDING PILOT AGREEMENT

Subway Level Entrance – Today



Subway Level Entrance – Tomorrow



40th Street – Today



40th Street – Tomorrow Community Facing Retail Street Activation



Dyer Plaza - Today



Staging & Storage Facility, Deck Overs at End State - Tomorrow



39th Street Looking West - Today



39th Street Looking West - Tomorrow



10th Avenue and 39th Street Looking North - Today



10th Avenue and 39th Street Looking North - Tomorrow



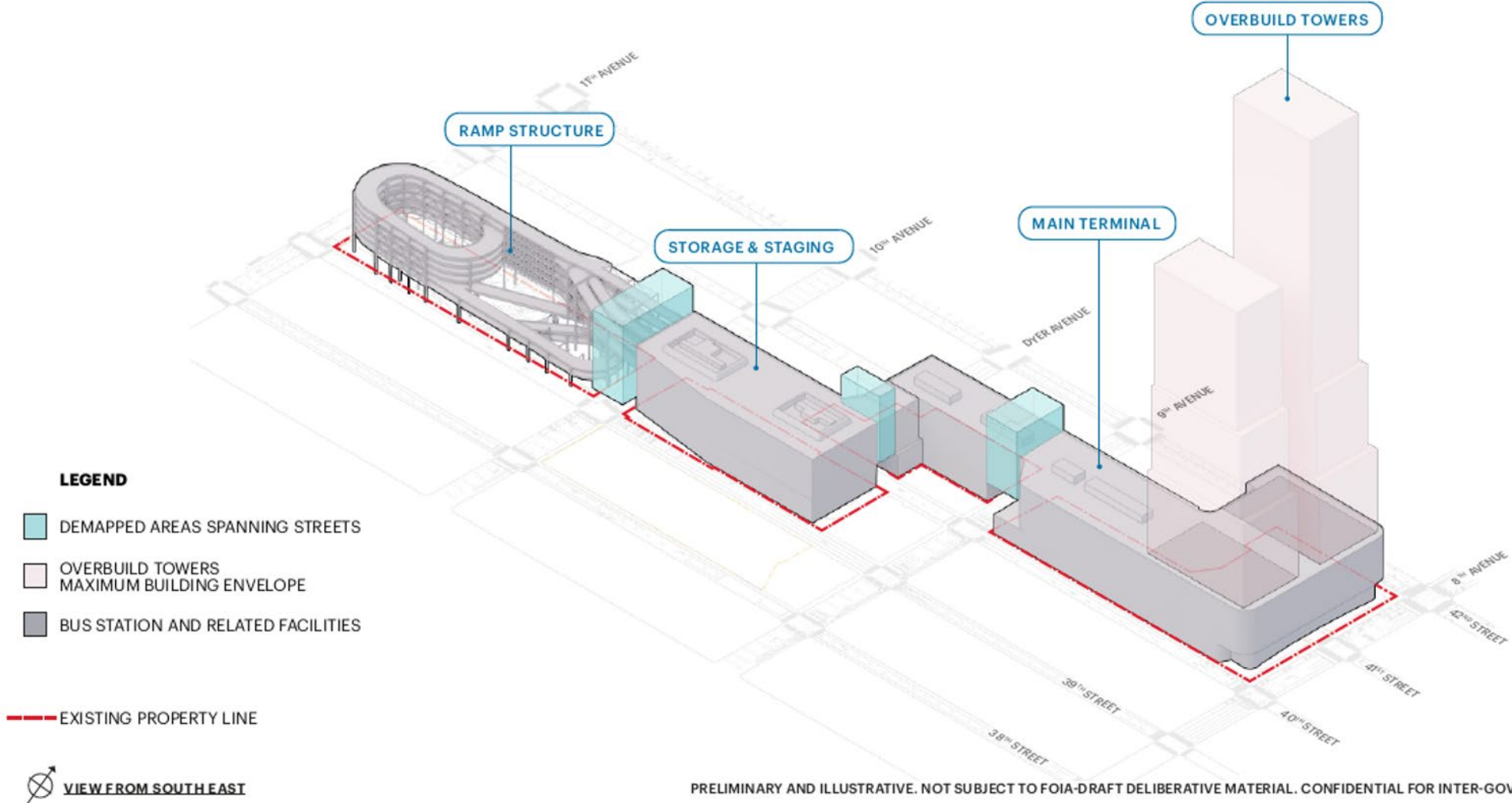
Uniform Land Use Review Procedure (ULURP)

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



Zoning Special Permit

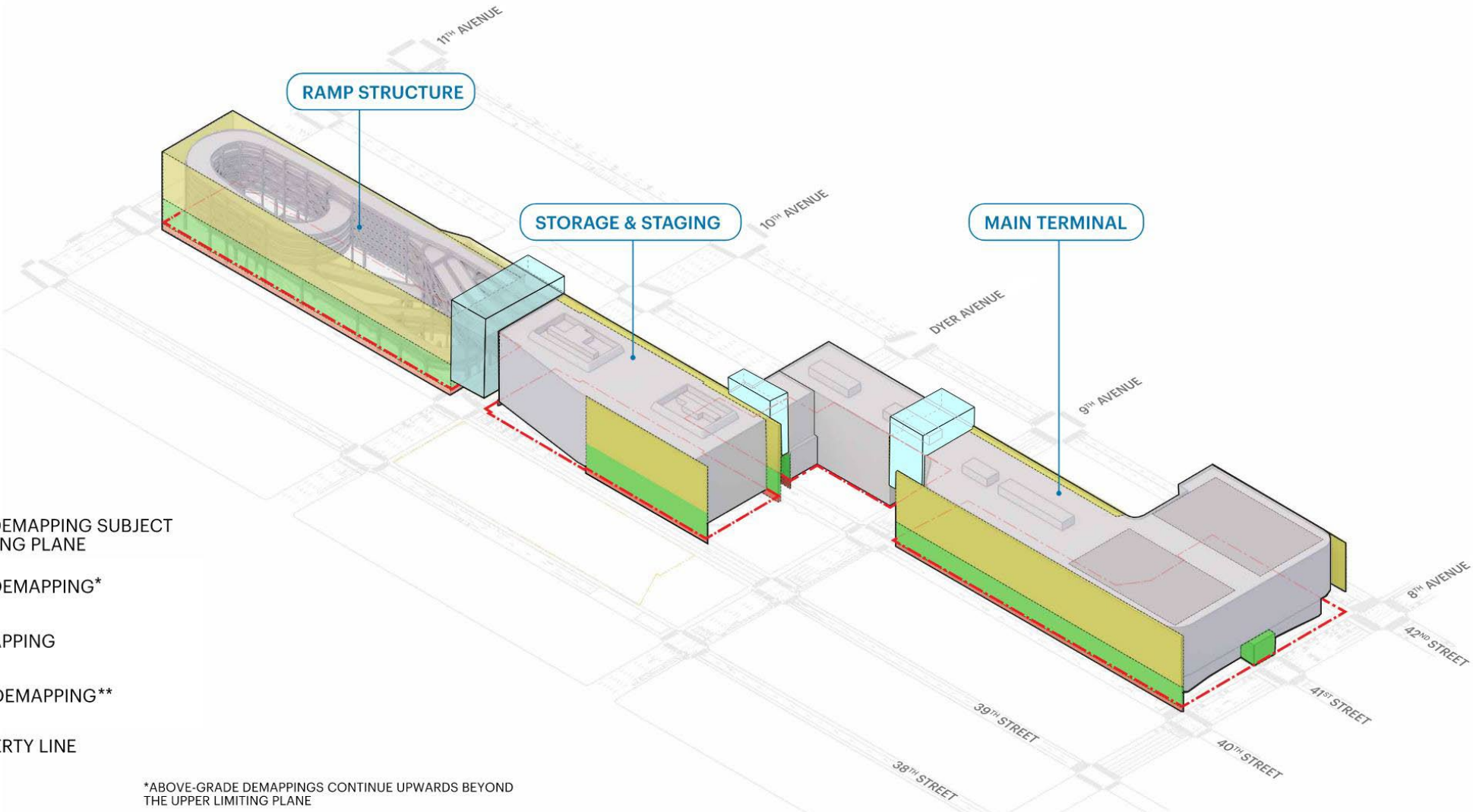


PRELIMINARY AND ILLUSTRATIVE. NOT SUBJECT TO FOIA-DRAFT DELIBERATIVE MATERIAL. CONFIDENTIAL FOR INTER-GOVERNMENTAL REVIEW

PRELIMINARY & ILLUSTRATIVE

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

Conclusion

Project Timeline & Phasing

Environmental / ULURP /
Industry Feedback / Procurement
Construction Begins

Phase 1
Temporary Facility Open

Phase 2
Permanent Facility Open



Win for the City – Win for the Community – Win for the Commuters

Modern 21st century transportation facility with civic presence.

Dyer Avenue Deck-Overs Public Open Spaces



Dyer Avenue Deck Overs will be two parcels totaling approx. 3.5 acres

After being used for temporary operations and passenger service, the parcels will be converted to **much-needed public open space to reconnect the community.**

Storage & Staging Facility Reduced Traffic Idling



Storage & Staging Facility will consist of 5 levels of storage

Approx. 300 to 350 storage spots that will **reduce idling and traffic on city streets** and throughout the Lincoln Tunnel during rush hour.

Intercity Gates Improved Operations



New Main Terminal will consist of 40 gates dedicated to intercity buses

Will **reduce congestion and other adverse impacts from growing curbside intercity bus operations** in surrounding neighborhoods.

Community-facing Retail Activation



Street-facing retail is integrated into the design of the new Main Terminal and Storage & Staging Facility

Active retail streets **encourage walkability, improves safety, and enhances urban experience.**

The PA is committed to maintaining an ongoing dialogue with community stakeholders throughout the project's development and construction. In response to additional community requests, we are carefully considering opportunities for improvements where feasible, ensuring it benefits both the community and commuters—a positive outcome for all involved.

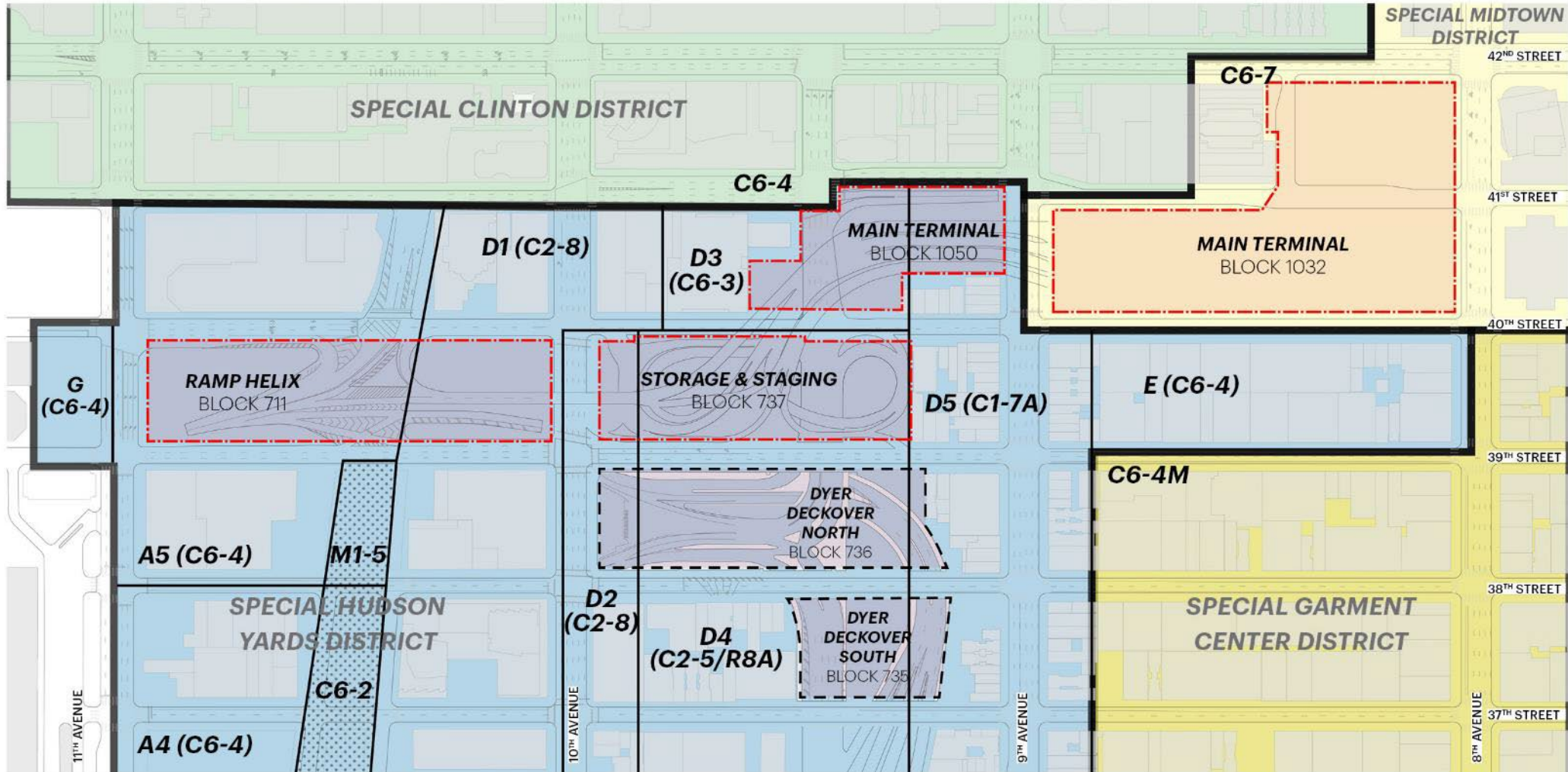
Thank You!

 @panynj  @panynj  @panynj www.panynj.gov

Appendix

Uniform Land Use Review Procedure (ULURP)

Existing Zoning



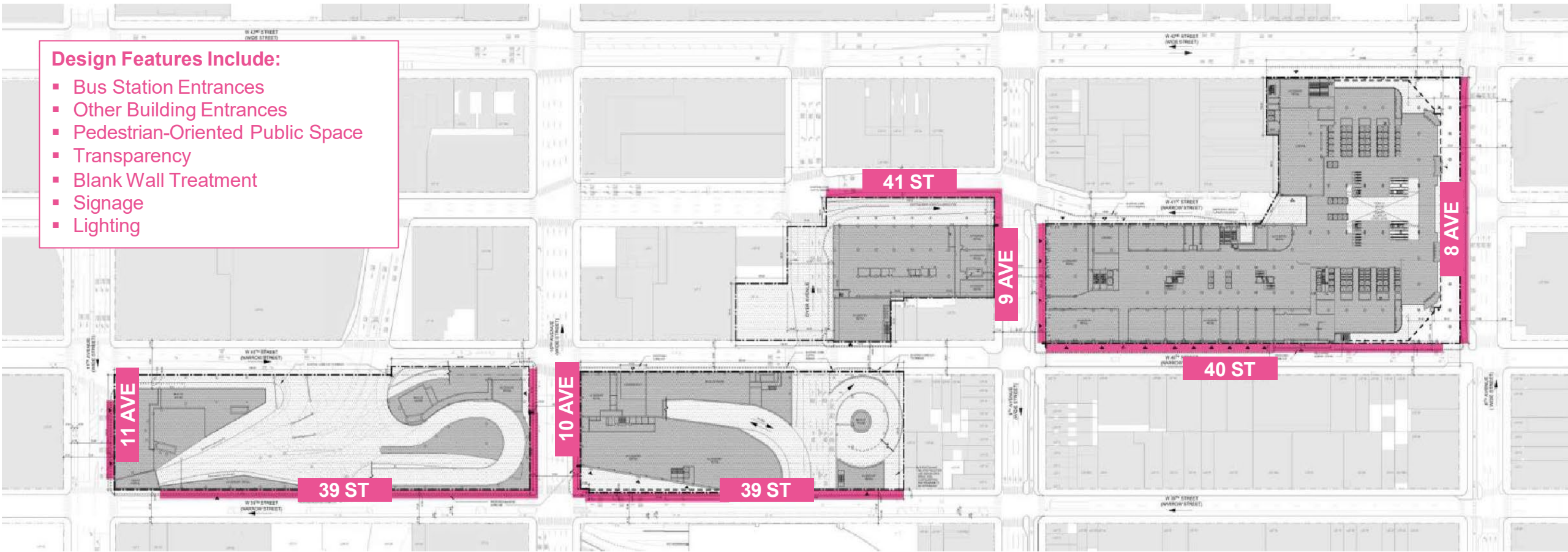
LEGEND:

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

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

Urban Design Controls - Streetscape

- Design Features Include:**
- Bus Station Entrances
 - Other Building Entrances
 - Pedestrian-Oriented Public Space
 - Transparency
 - Blank Wall Treatment
 - Signage
 - Lighting



Urban Design Controls - Overstreet Elements

Design Features Include:

- Visual Expression
- Mechanical Equipment
- Lighting



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.

Zoning Text Amendment

74-145

Bus stations

* * *

- (c) In any #Commercial District# or #Manufacturing District#, the Commission may permit the construction of a bus station with 10 or more berths for buses on a site of any size, where the #bus station and related facilities# are located wholly or partially in the #Special Midtown District# within Community District 4 in the Borough of Manhattan.

For purposes of this paragraph (c), a “bus station and related facilities” shall refer to (i) any bus station and #uses accessory# thereto that are #developed# in accordance with a special permit granted under this paragraph (c) and (ii) any #uses# that are constructed and maintained pursuant to Chapter 8 of Title 17 of the Unconsolidated Laws of New York.

In conjunction with a permit for a bus station, when the air space above a #street# or portion thereof is closed, demapped and conveyed by the City to the owner of an adjoining #zoning lot# that will contain such bus station, the Commission may permit, in such demapped air space, the #development# or #enlargement# of a #building# or portion thereof which is part of such bus station. The Commission may also permit, in connection with such bus station or any other #use# #developed# on the same #zoning lot# as such bus station, the modification of any applicable mandatory district plan elements, #bulk# regulations of this Resolution other than #floor area ratio# provisions, or the distribution of total allowable #floor area# without regard for #zoning lot# lines or district boundaries.

In order to grant such a permit, the Commission shall determine that the conditions set forth in paragraph (c)(1) and the findings set forth in paragraphs (c)(2) and (c)(3) of this Section, as applicable, are met.

Where the #bus station and related facilities# allowed under this Section will be #developed# pursuant to Chapter 8 of Title 17 of the Unconsolidated Laws of New York, any #buildings or other structures# comprising such #bus station and related facilities# shall not be subject to the #bulk# regulations or other applicable regulations of this Resolution, and the floor space within such #buildings or other structures# shall be excluded from the calculation of #floor area#.

Zoning Text Amendment

The curb level of a zoning lot of which the demapped air space is a part shall not be affected by the closing and demapping of air space above such street. However, the Commission may establish an appropriate level or levels instead of curb level as the reference plane for the applicable regulations relating to open space, yards, level of yards, equivalent rear yards, rear yard setback, minimum distance between buildings, and height and setback.

(1) Conditions

Where the #development# or #enlargement# of a #building# is allowed within one or more demapped air spaces pursuant to this Section, such demapped air spaces and any adjoining tracts of land containing such #building# may be considered as part of a single #zoning lot#, but such demapped air spaces shall not generate #floor area# to be utilized on such #zoning lot#.

(2) Findings applicable to bus station #use#

In order to allow such bus station #use#, the Commission shall find that:

- (i) the operation of such bus station does not create serious traffic congestion, and is not detrimental to public health or general welfare of the city;
- (ii) the principal access for such #use# is not located on a local #street# but is located either on an arterial highway, a major #street# or a secondary #street# within one-quarter mile of an arterial highway or major #street#;
- (iii) the site plan for the #bus station and related facilities# includes pedestrian-oriented public spaces that, in their sizes and locations, reflect appropriate consideration of existing or planned at-grade pedestrian circulation networks;
- (iv) the design of the facility, including public entrances to the bus station, vehicular entrances and exits, bus ramps or overpasses, and accessory #uses# within the #bus station and related facilities# are sited and designed in a manner that reflects appropriate consideration of the civic importance of the site and of the experience of pedestrians within existing or planned #streets# or open areas;

Zoning Text Amendment

- (v) the locations of at-grade entrances to such #bus station and related facilities# are designed to encourage pedestrian circulation into and on the #zoning lot# and are well-situated in relation to existing and proposed at-grade pedestrian and bicycle circulation networks;
- (vi) the bus station provides adequate connections to and from existing transportation facilities;
- (vii) the bus station and surrounding transportation network accommodate projected bus volumes and reduces potential conflicts between buses and other modes of transportation in the surrounding area; and
- (viii) the #use# and #development# of the bus station will not have undue adverse impacts on the character of or land uses in the surrounding area.

(3) Findings applicable to modifications other than those allowing the #bus station and related facilities#

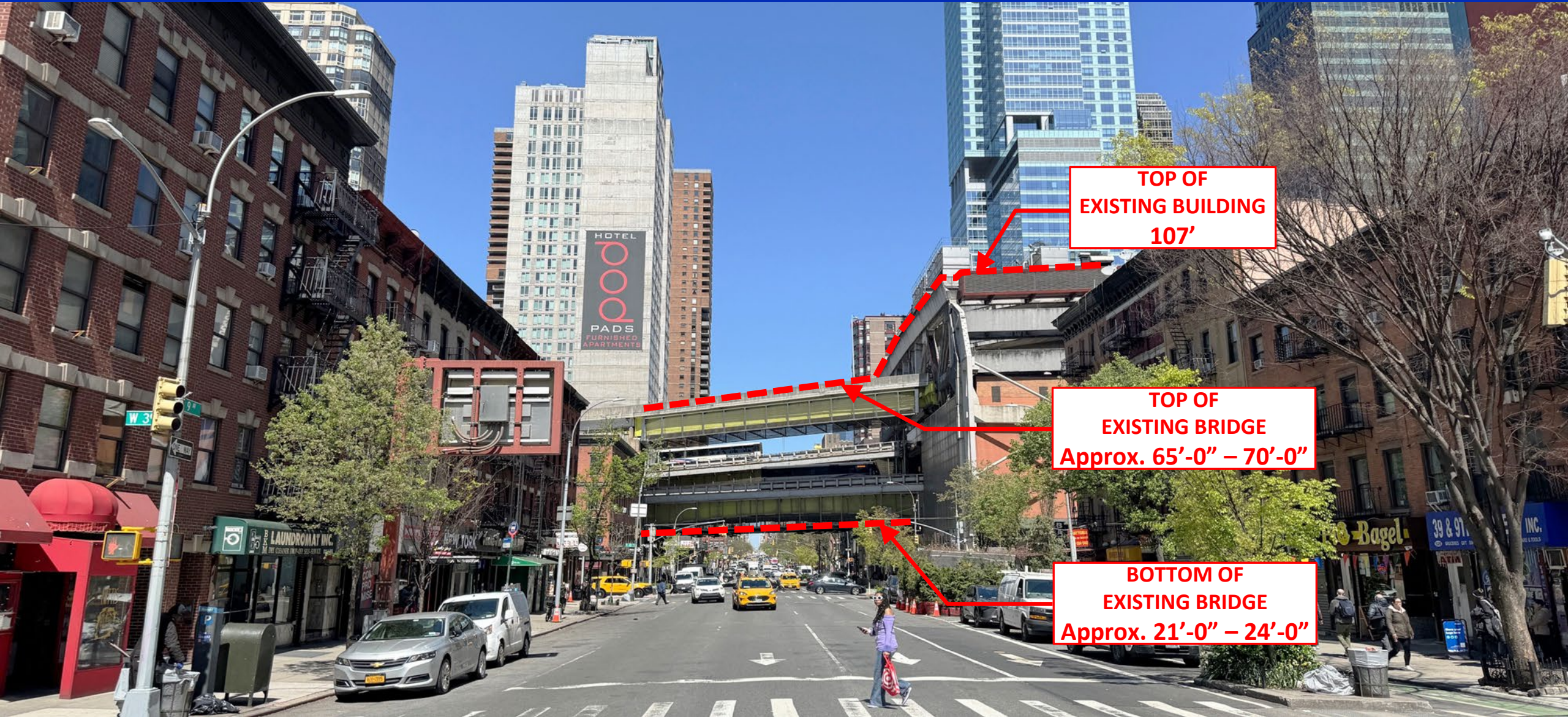
In order to modify any other applicable regulations of this Resolution, the Commission shall find that:

- (i) such modifications will facilitate an improved site plan for the #bus station and related facilities# or are otherwise in furtherance of the bus station project;
- (ii) such modifications will not unduly obstruct access to light and air from surrounding #streets#, open areas and properties; and
- (iii) any proposed modification of regulations governing #zoning lots# divided by district boundaries or the permitted transfer of #floor area# will not unduly increase the #bulk# of any #development# or #enlargement# on the #zoning lot# or the intensity of #use# on any #block# to the detriment of occupants of #buildings# on the #block# or the surrounding area.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

Bridging Elements – Conceptual Massings

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

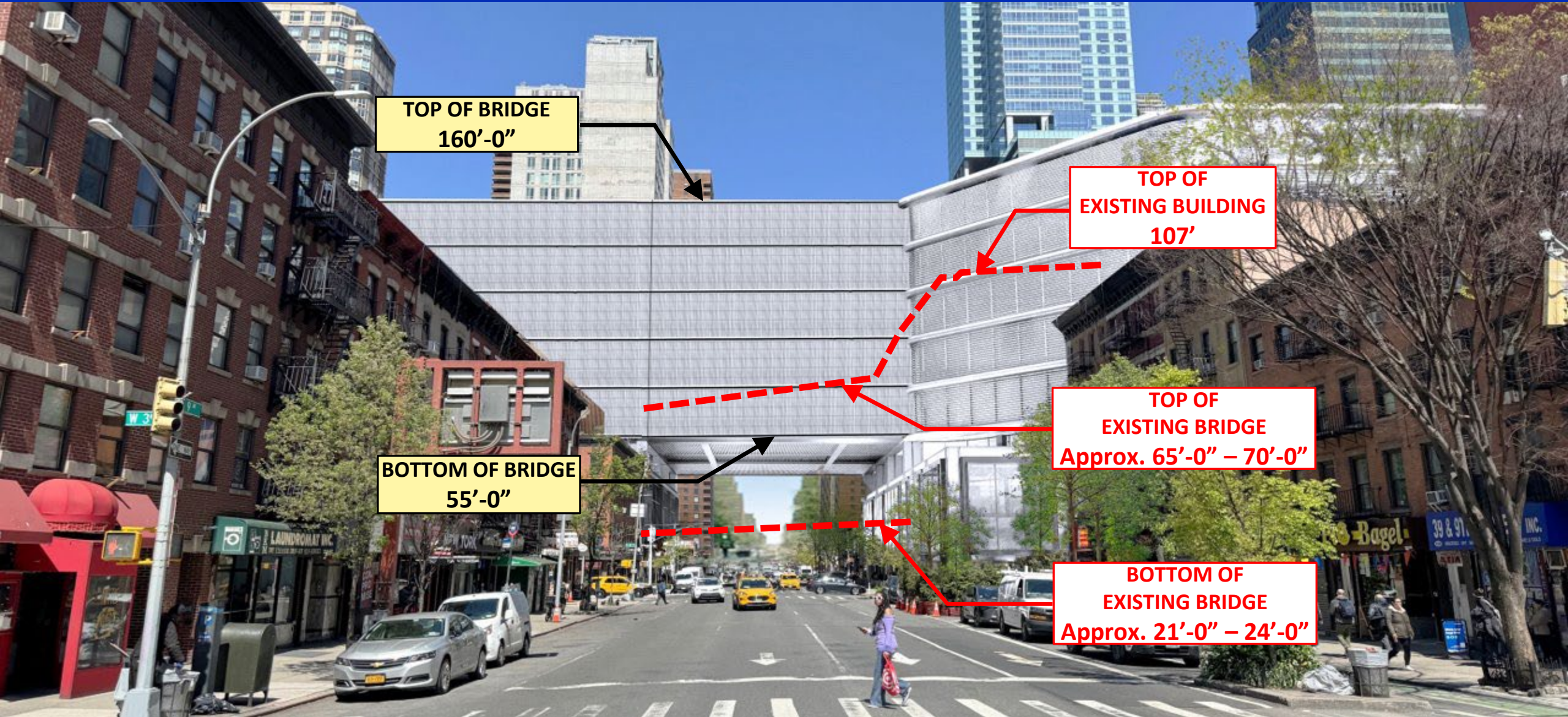


**TOP OF
EXISTING BUILDING
107'**

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

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

Future Conditions – 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"

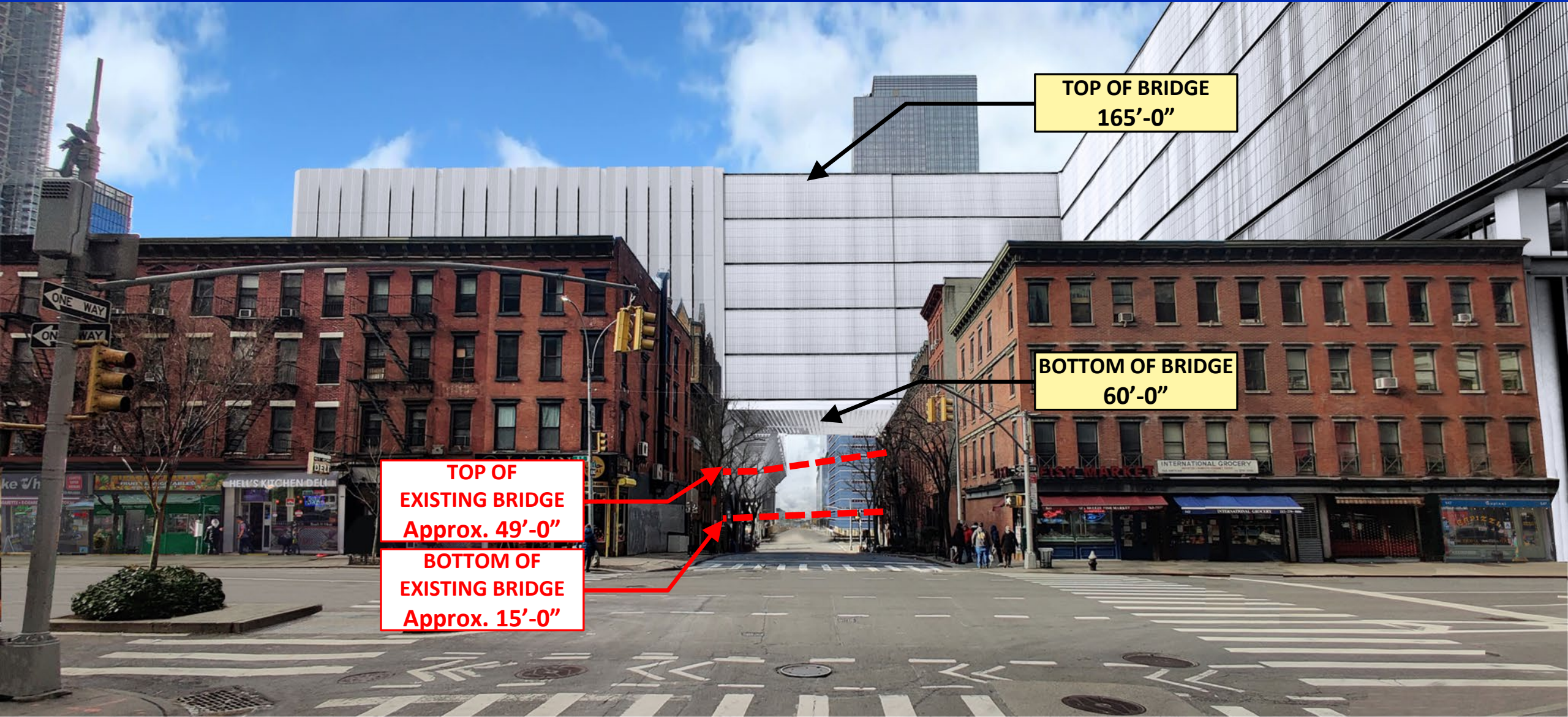
Existing Conditions – Bridge Over 40th Street (Looking West)



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

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

Future Conditions – Bridge Over 40th Street (Looking West)



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

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

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

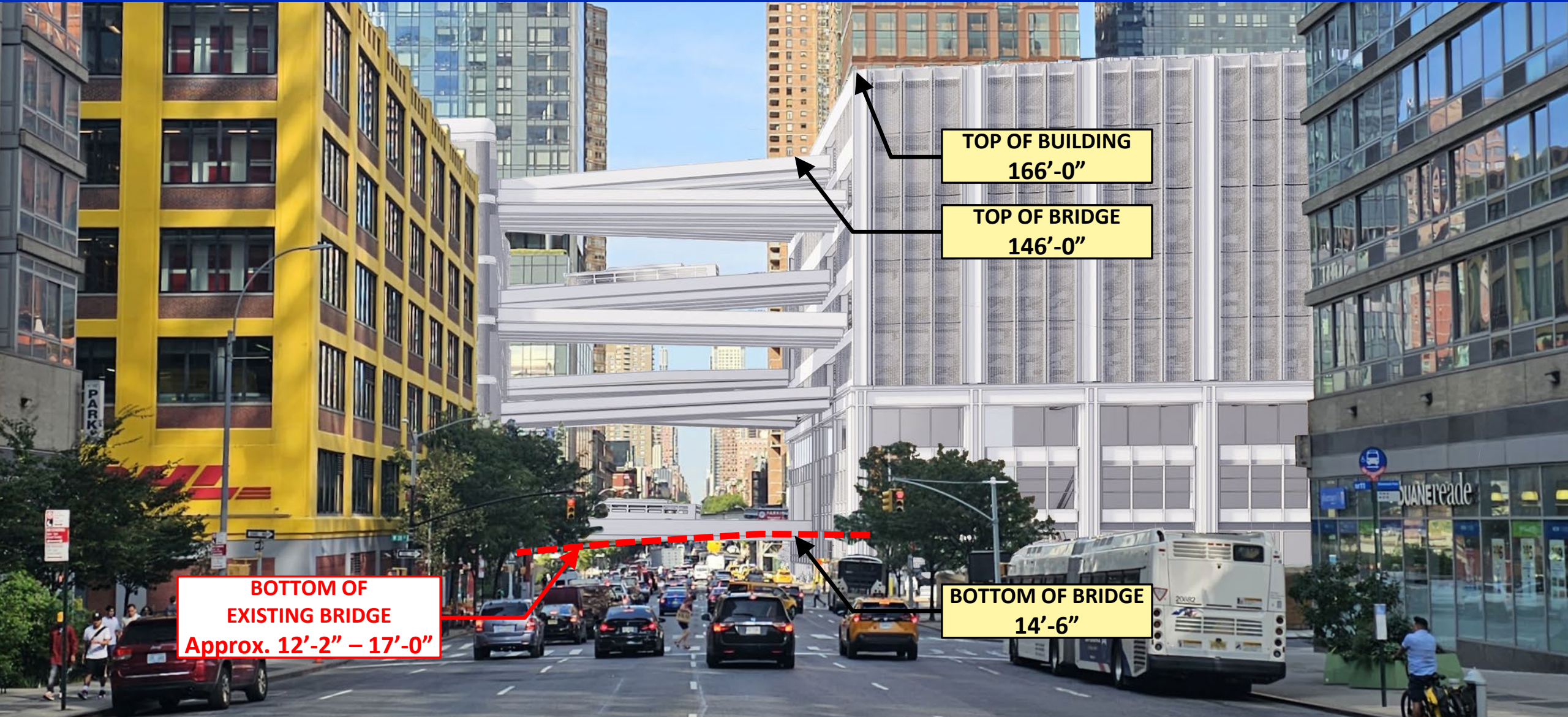
**BOTTOM OF
EXISTING BRIDGE
Approx. 15'-0"**

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



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

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



TOP OF BUILDING
166'-0"

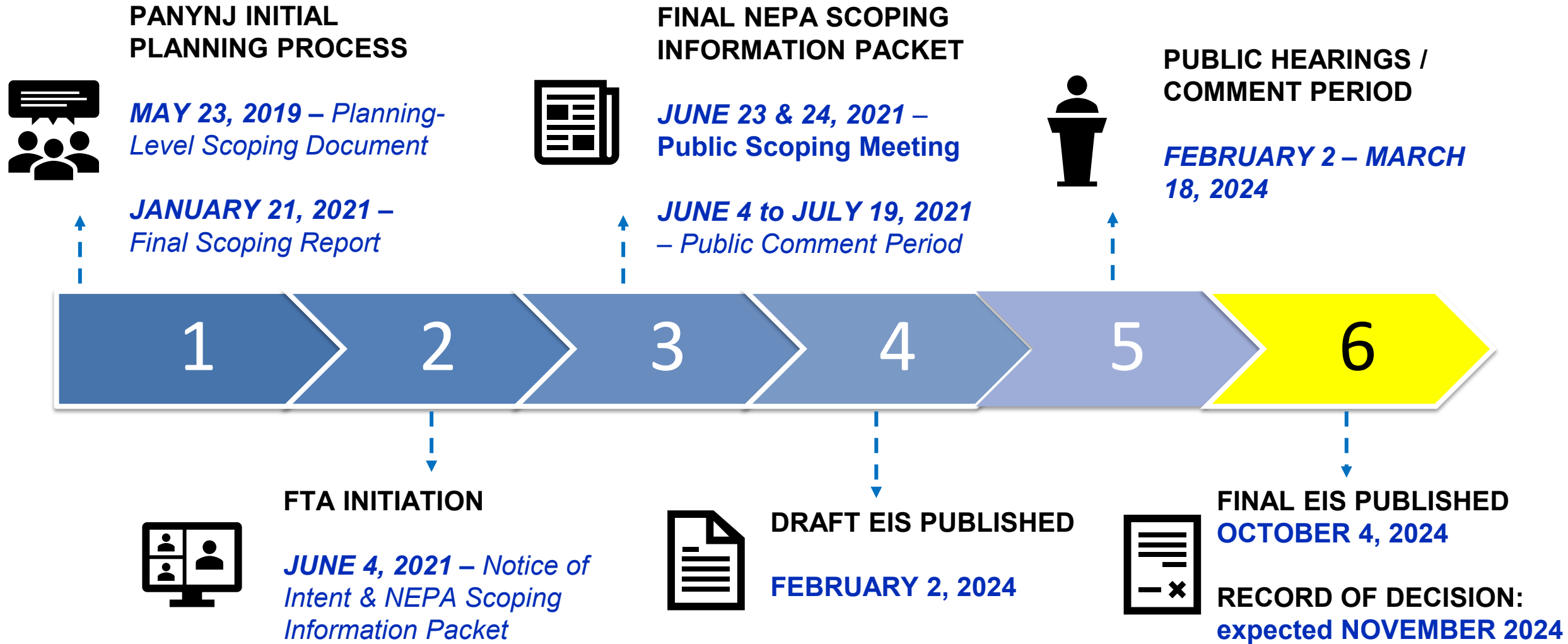
TOP OF BRIDGE
146'-0"

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

BOTTOM OF BRIDGE
14'-6"

NEPA – Environmental Impact Statement

NEPA Timeline



DEIS Chapter Overview (Feb. 2, 2024)

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



FEIS Overview (Oct. 4, 2024)

- 1. Introduction**
- 2. Project Purpose, Need, Goals & Objectives**
- 3. Project Alternatives**
- 4. No Action Alternative**
- 5. Locally Preferred Alternative**
- 6. Potential Impacts Evaluated in the EIS & Mitigation Measures**
- 7. Section 106 Consultation**
- 8. Section 4(f) Evaluation**
- 9. NEPA Process**
- 10. Public Involvement & Agency Coordination**
- 11. DEIS Revisions**
- 12. Supplemental Analyses**
- 13. Appendices**

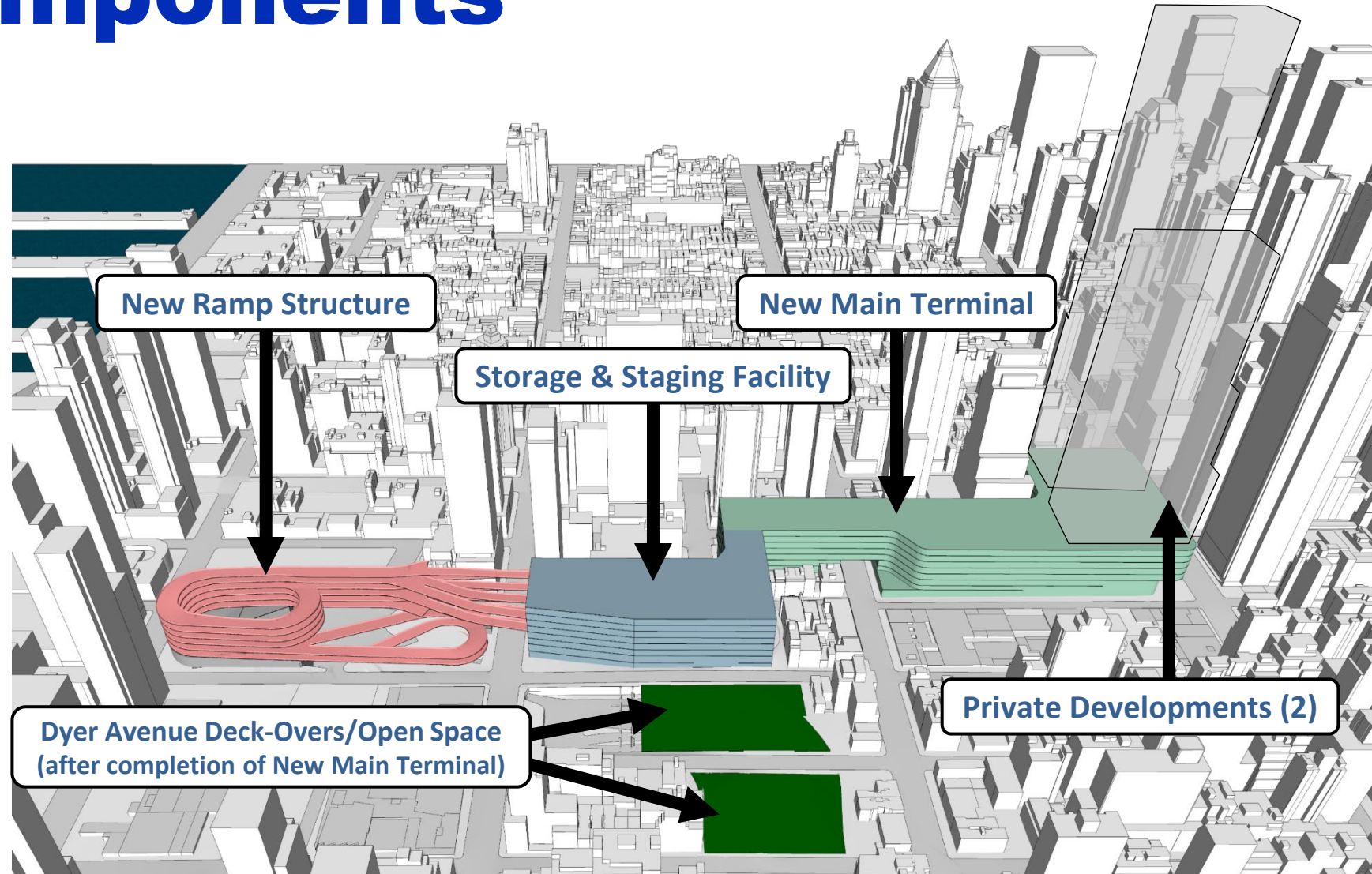


Project Components

Project Components

A New Midtown Bus Terminal

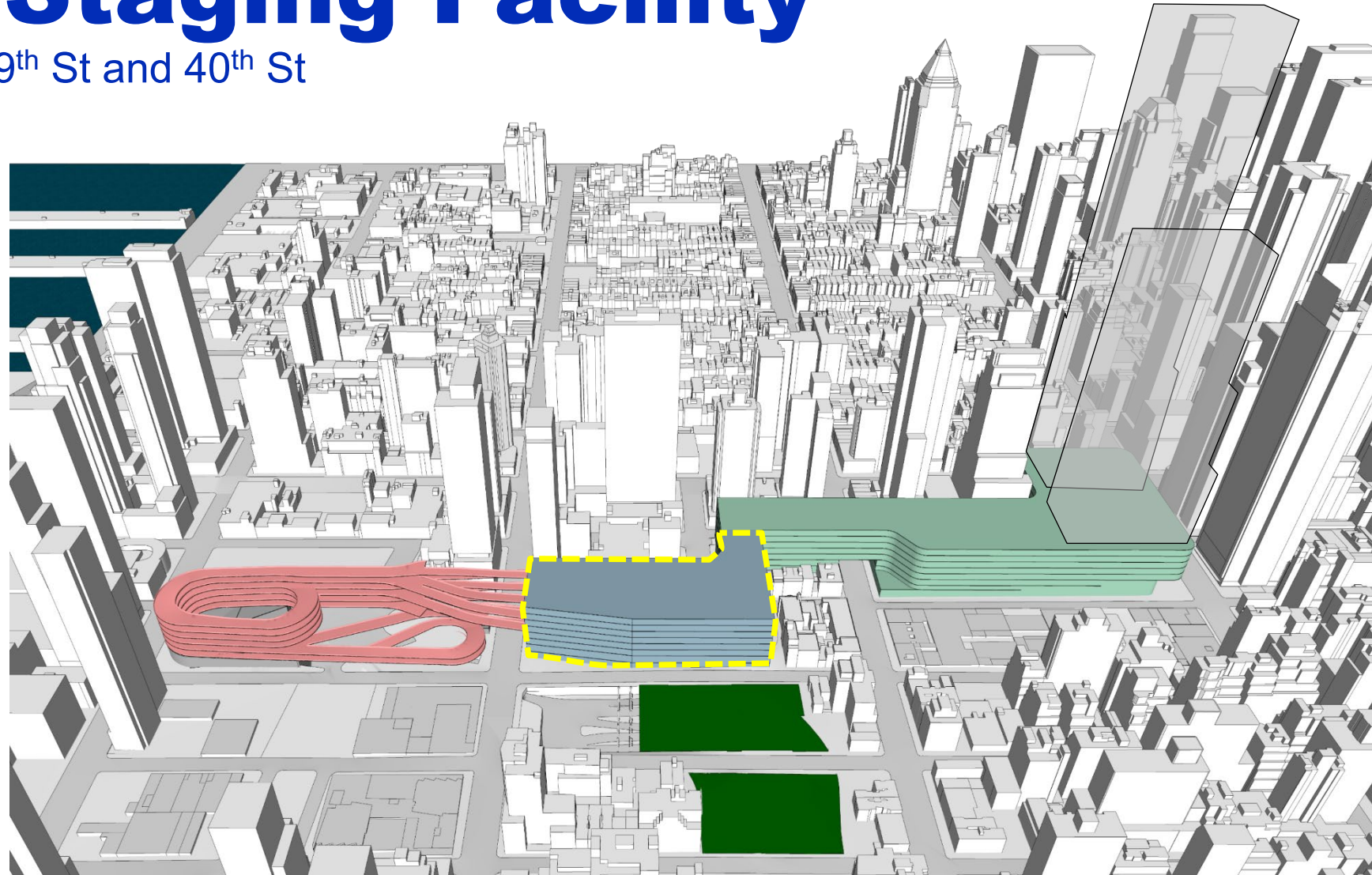
- New Main Terminal (Commuter and Intercity Bus Facility) at the location of the existing PABT;
- Storage and Staging Facility to the west of the Main Terminal
- New Ramp Structure
- Dyer Ave deck-overs to be converted to publicly accessible open space
- Private development



Storage & Staging Facility

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

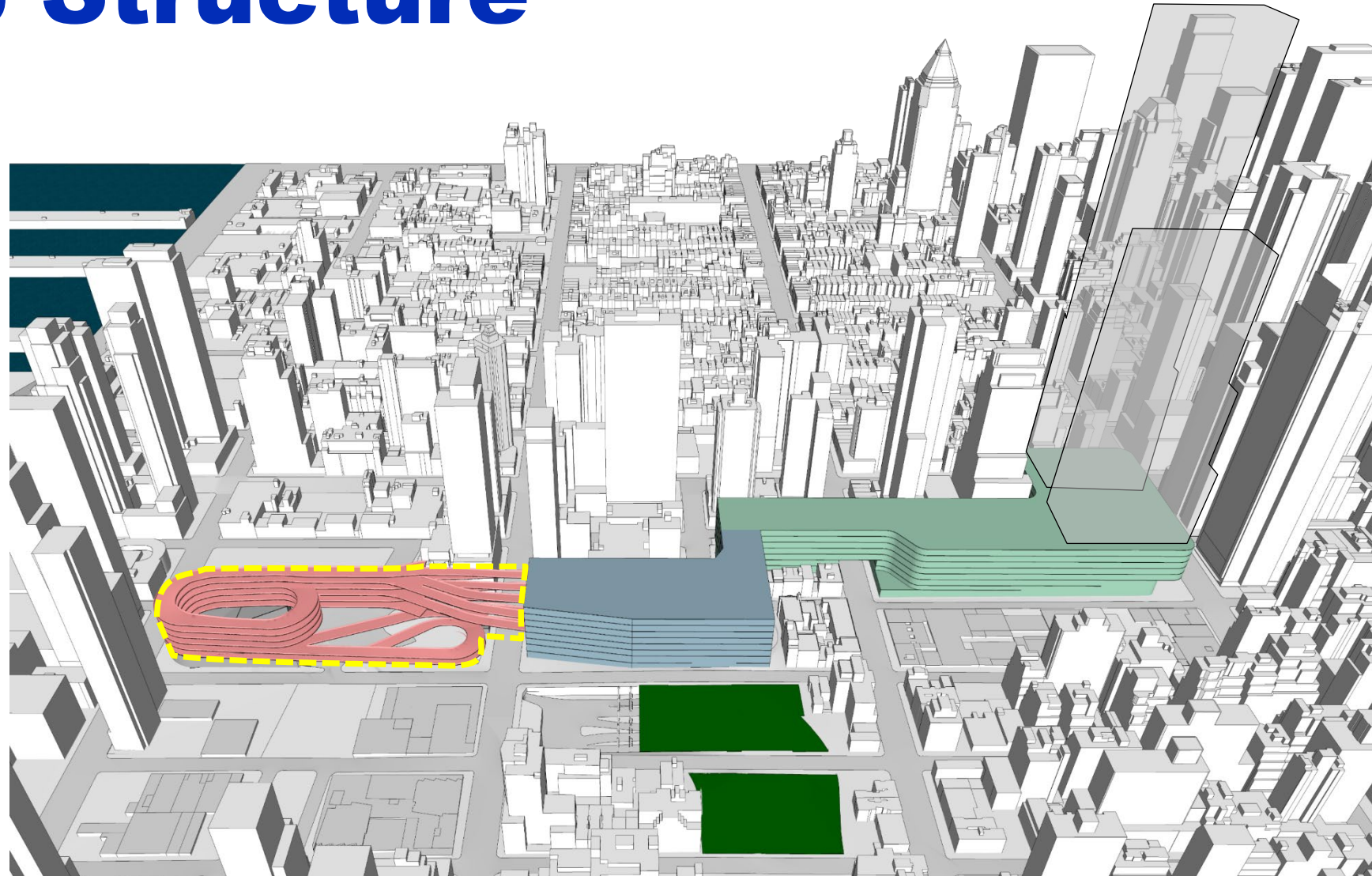
- 5 levels of storage
- Approx. 300-350 storage spots that reduce traffic on streets and throughout the Lincoln Tunnel during rush hour
- Serve as temporary bus terminal for commuters during main terminal construction
- Approx. 65,700 sf of street facing retail space



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

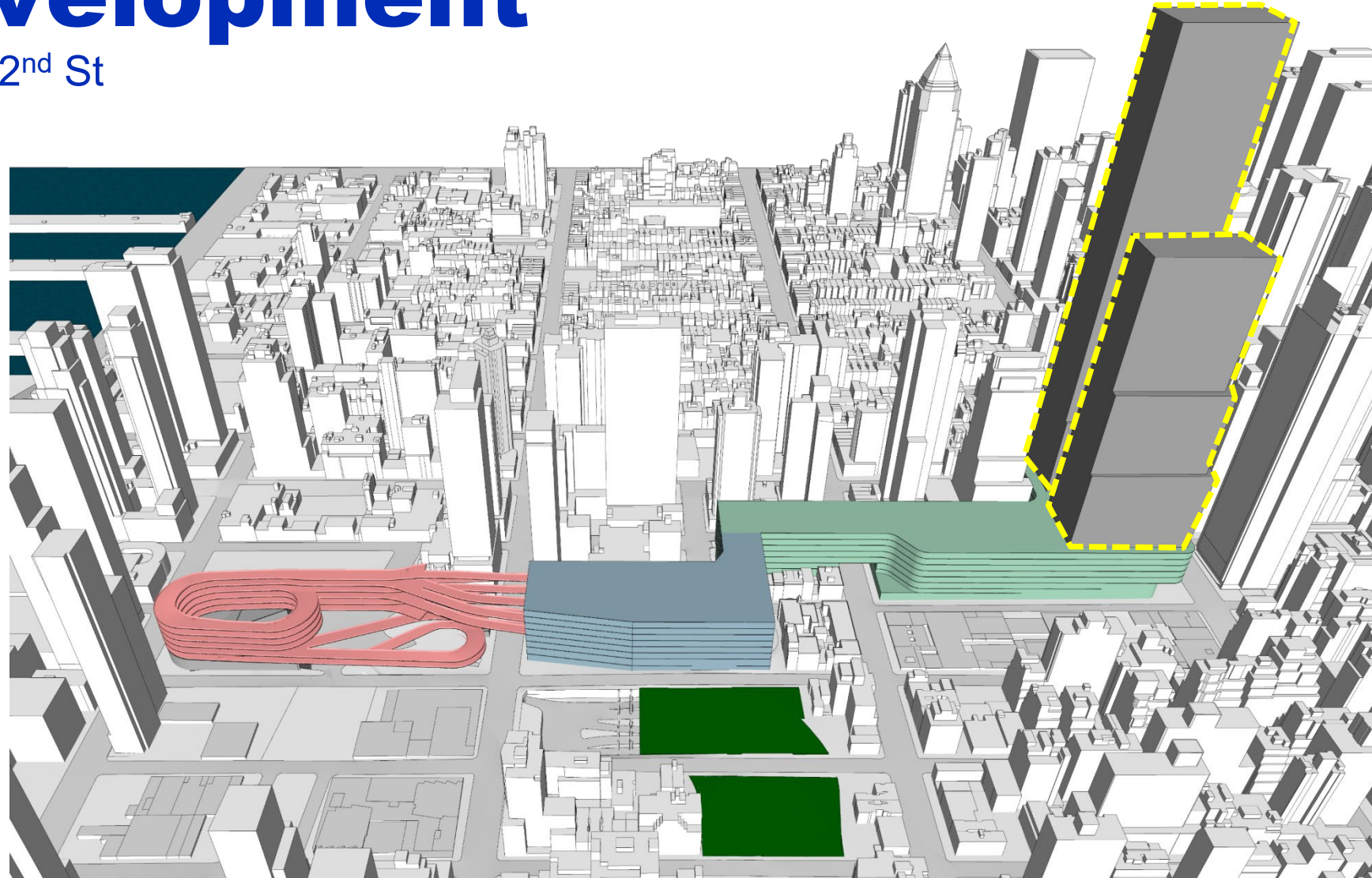
Tower 1

- 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

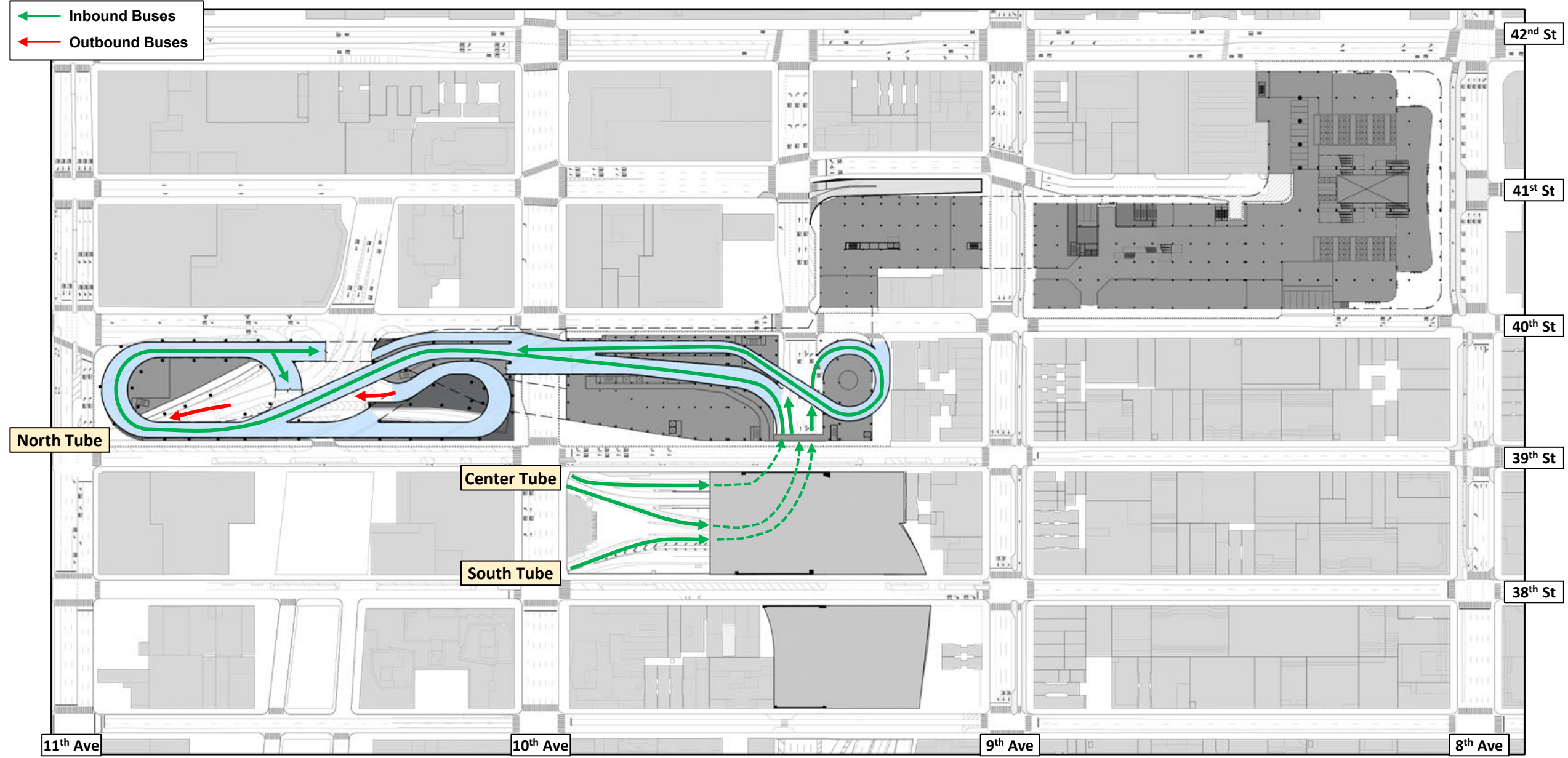
(Subject to market demand)



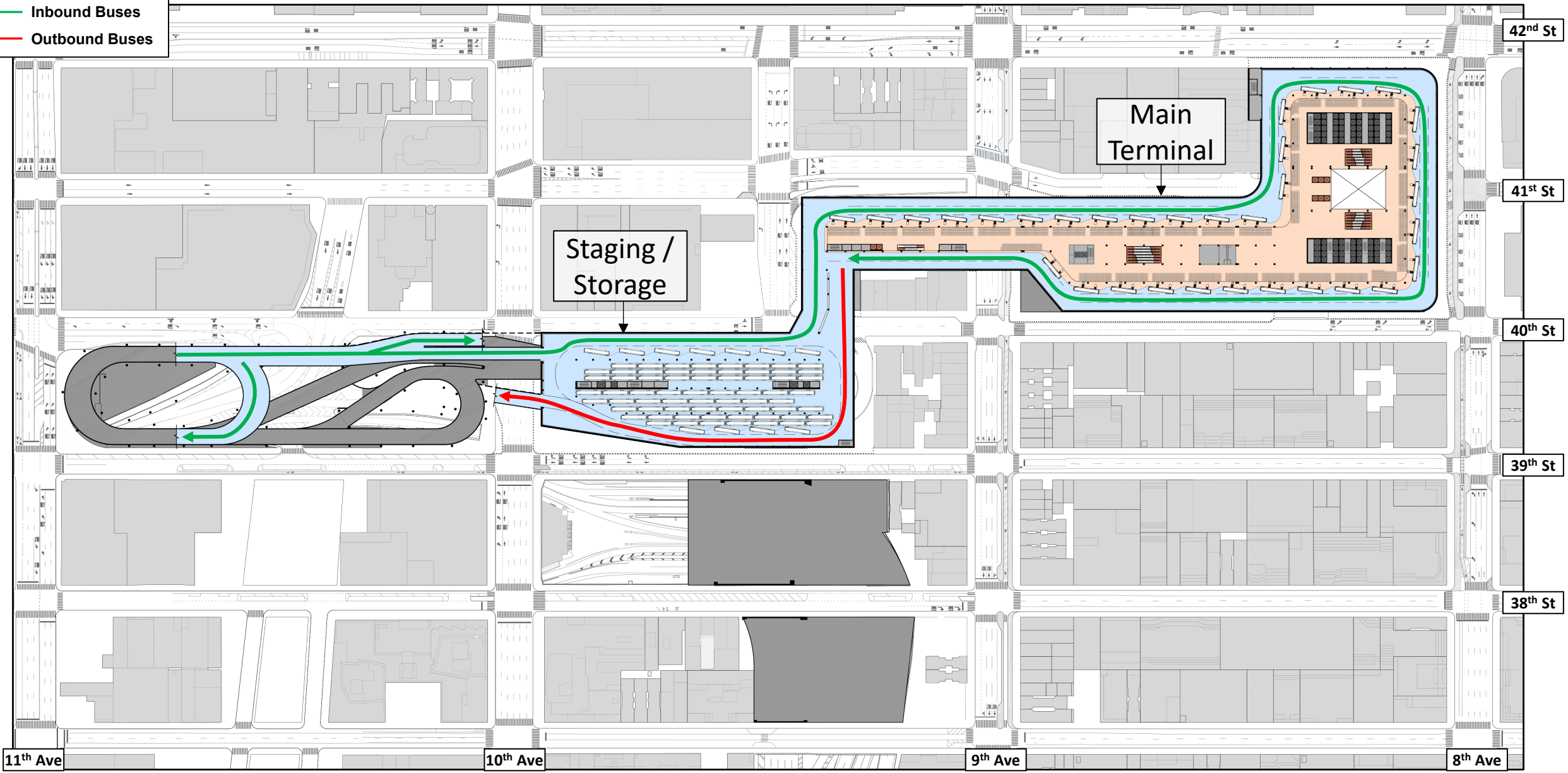
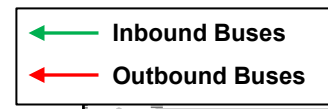
Typical Bus Level

Street Level – Bus Circulation (AM Peak)

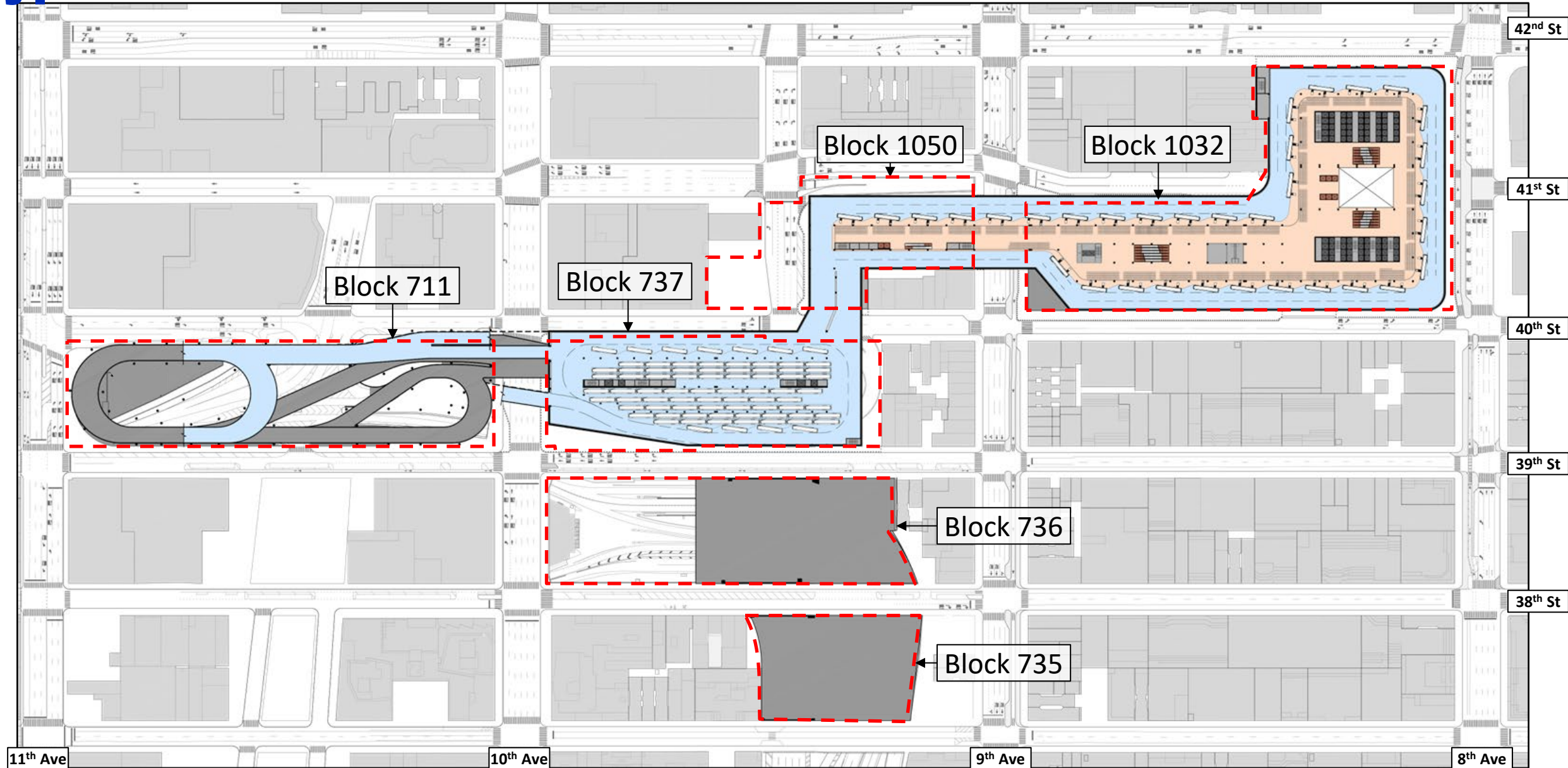
← Inbound Buses
← Outbound Buses



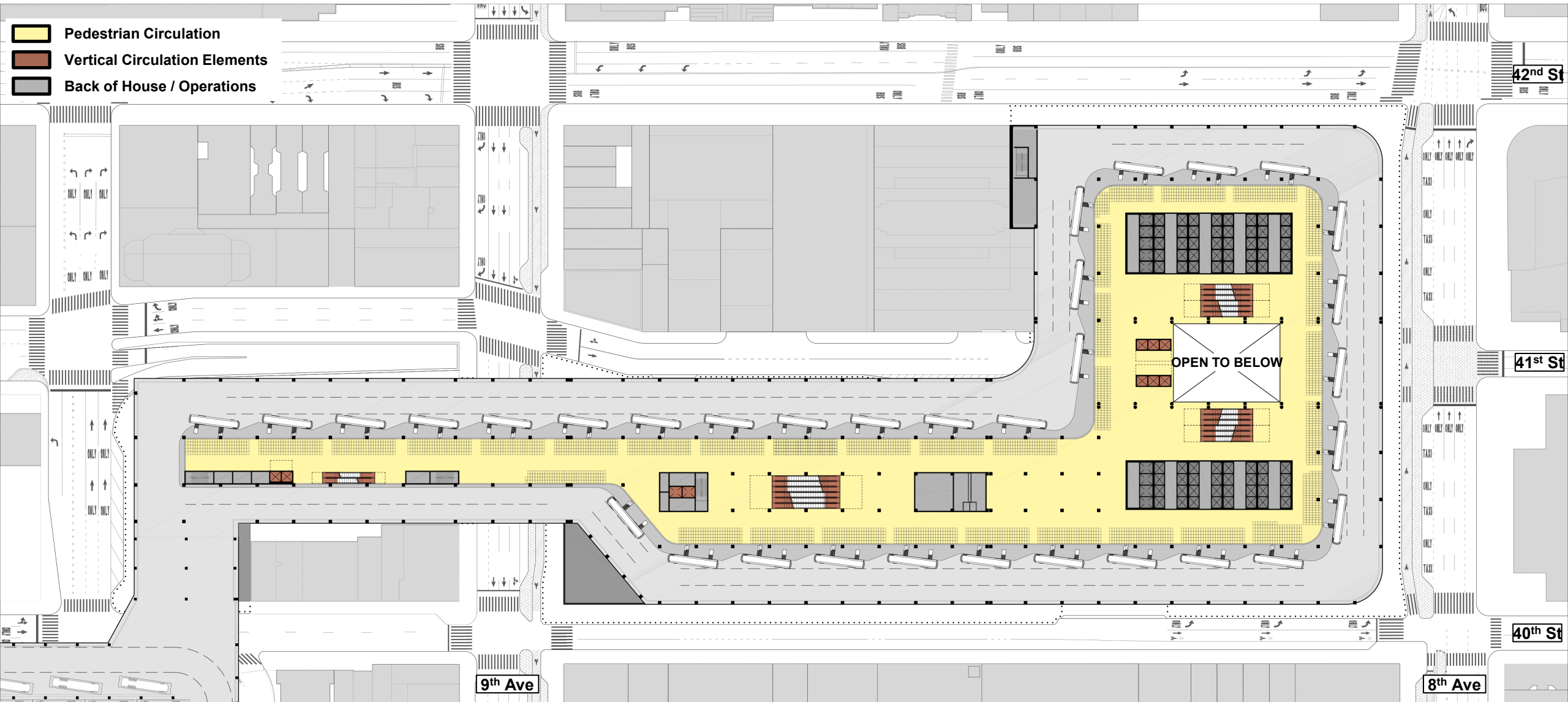
Typical Bus Level – Bus Circulation



Typical Bus Level



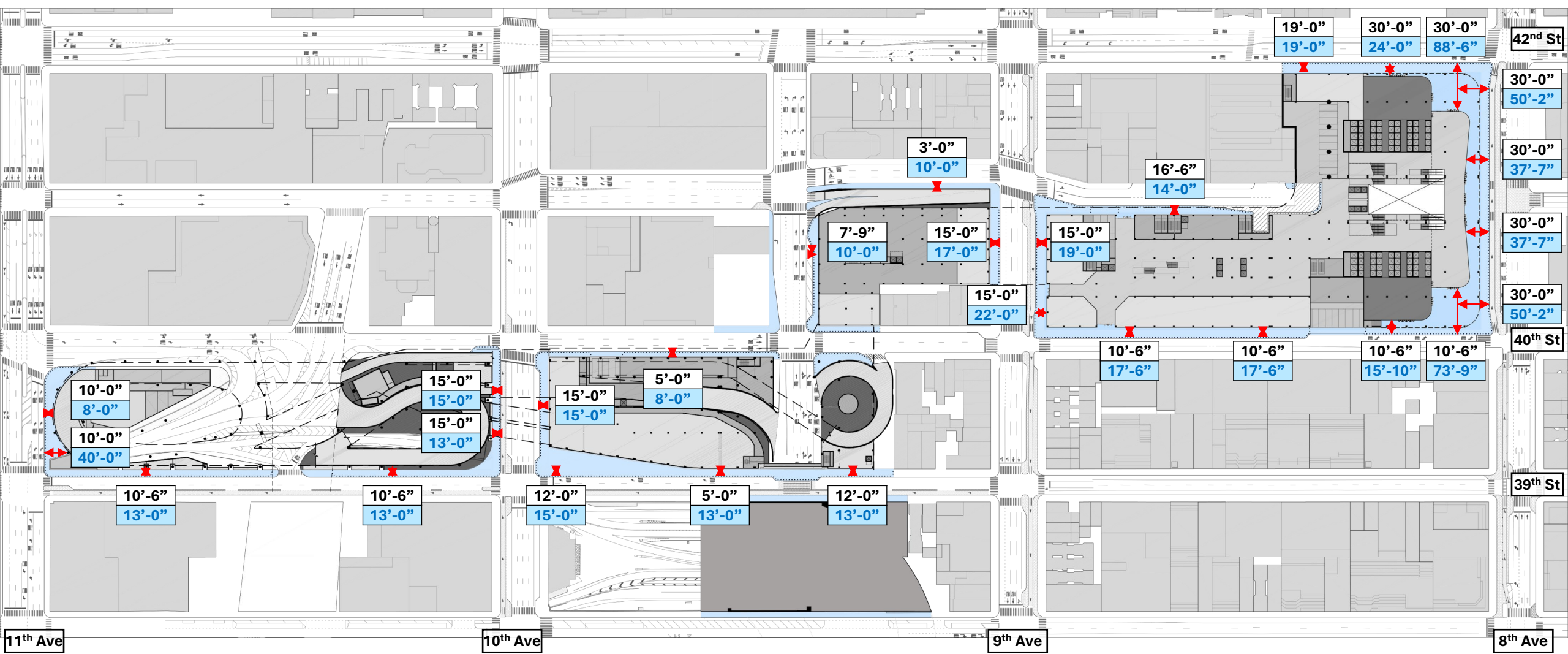
Typical Bus Level – Main Terminal



Sidewalks

Sidewalk Extents

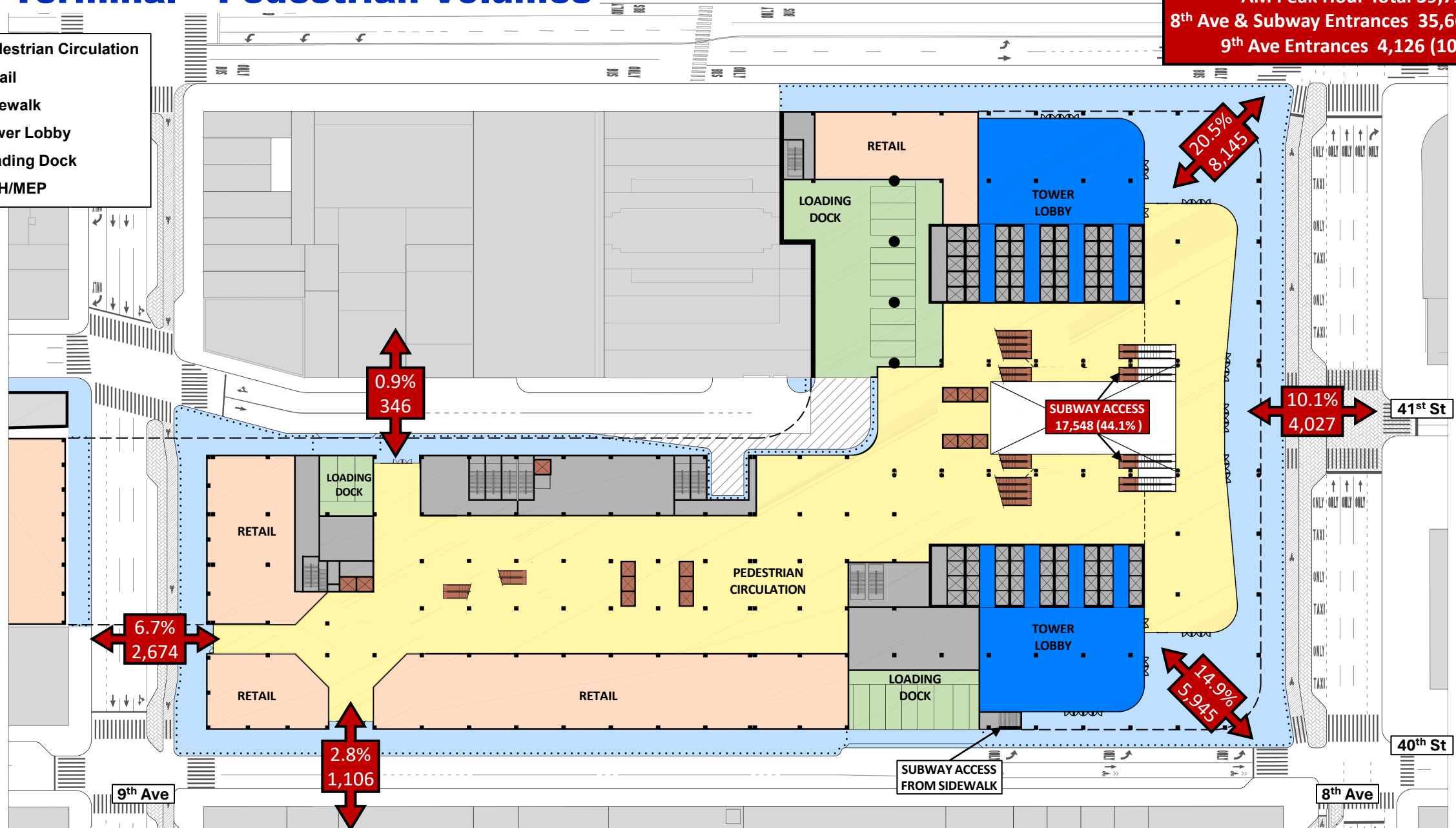
Existing Sidewalk
 Proposed Sidewalk (incl. ULURP Demapping & DOT Coordination)



Main Terminal – Pedestrian Volumes

AM Peak Hour Total 39,791
8th Ave & Subway Entrances 35,665 (89.6%)
9th Ave Entrances 4,126 (10.4%)

- Pedestrian Circulation
- Retail
- Sidewalk
- Tower Lobby
- Loading Dock
- BOH/MEP

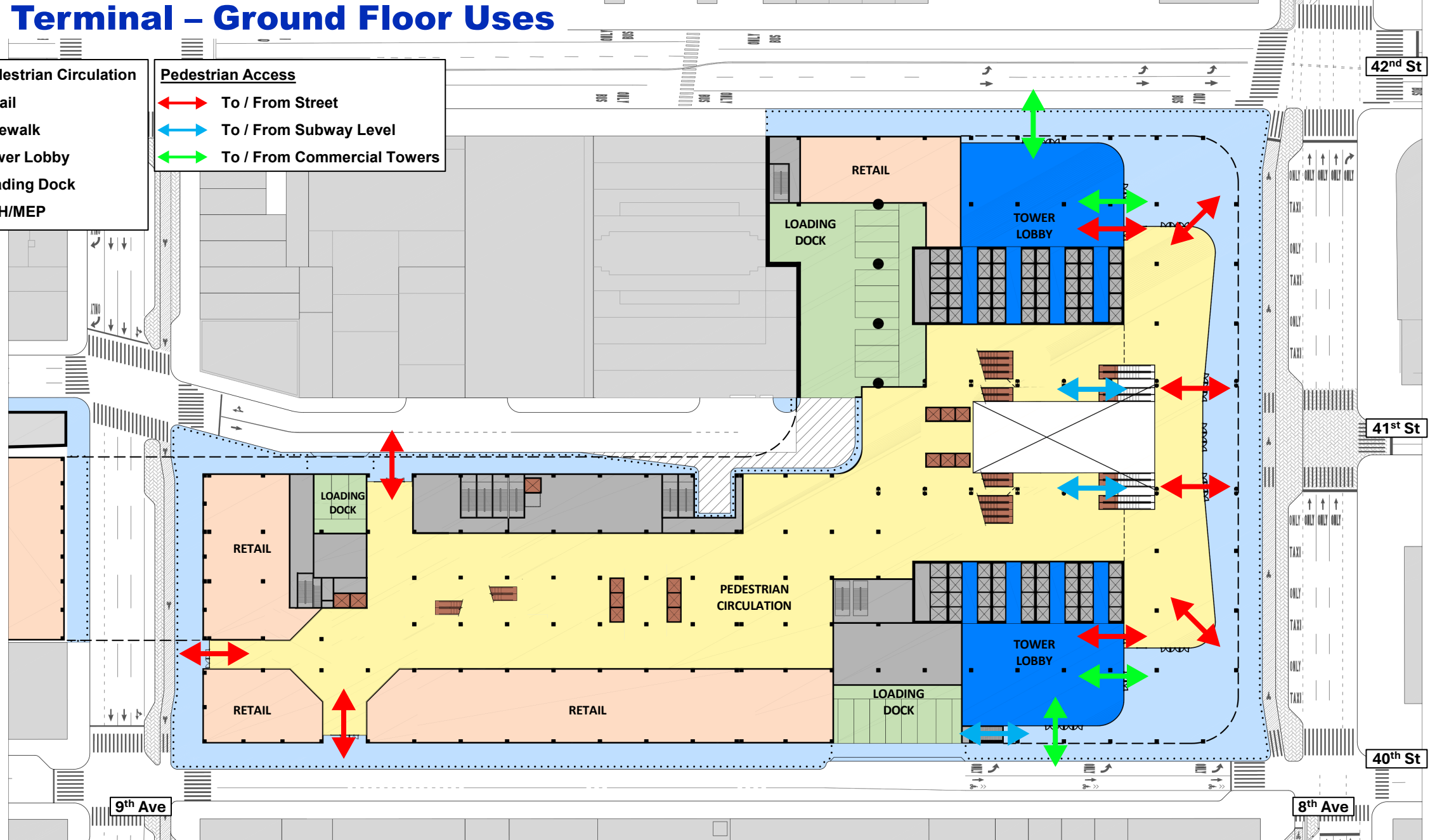


Main Terminal – Ground Floor Uses

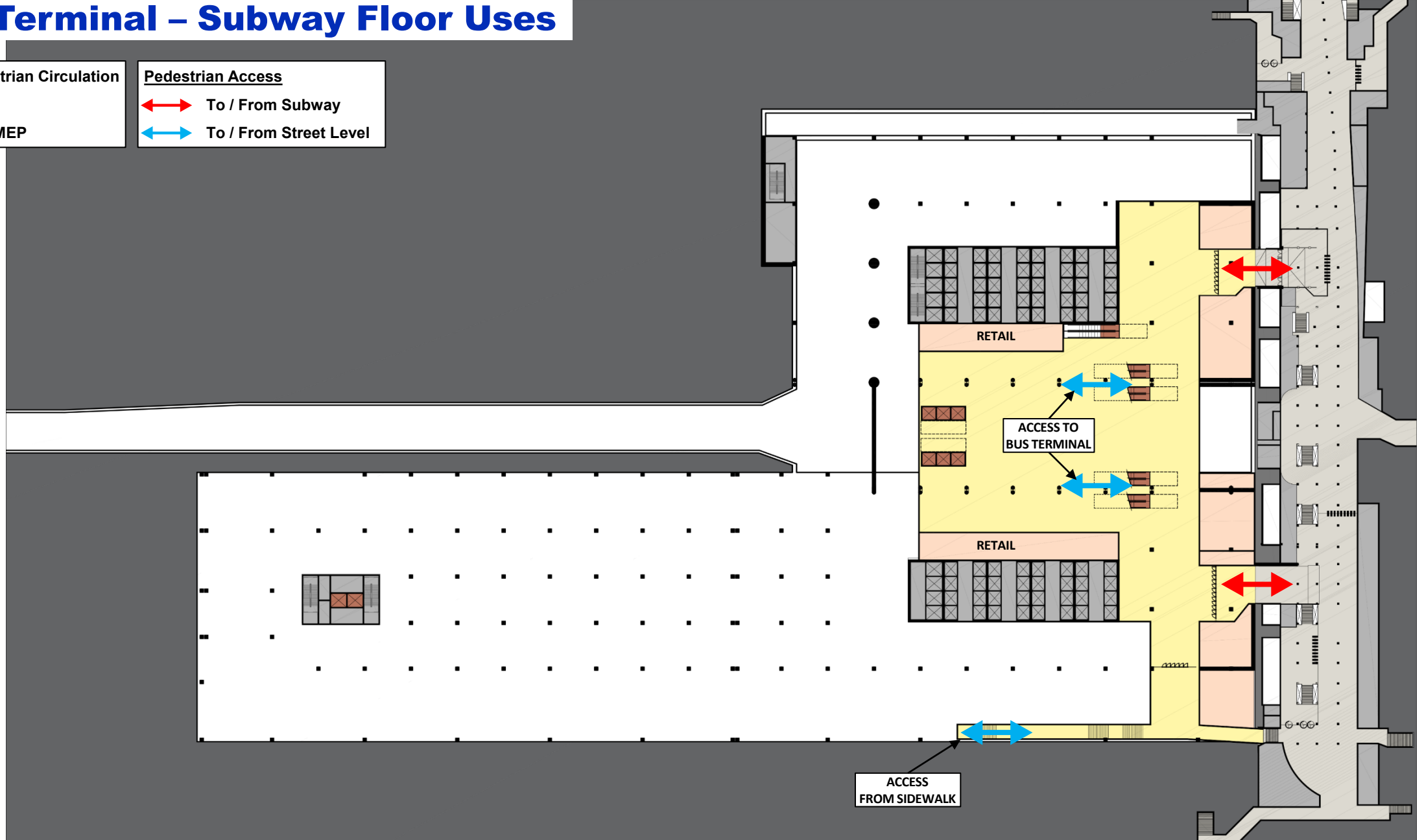
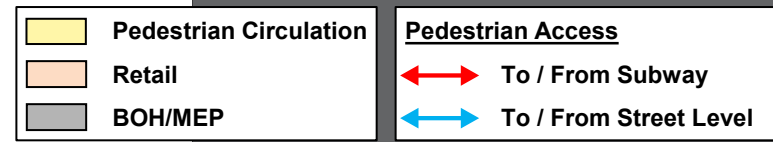
- Pedestrian Circulation
- Retail
- Sidewalk
- Tower Lobby
- Loading Dock
- BOH/MEP

Pedestrian Access










- To / From Street
- To / From Subway Level
- To / From Commercial Towers

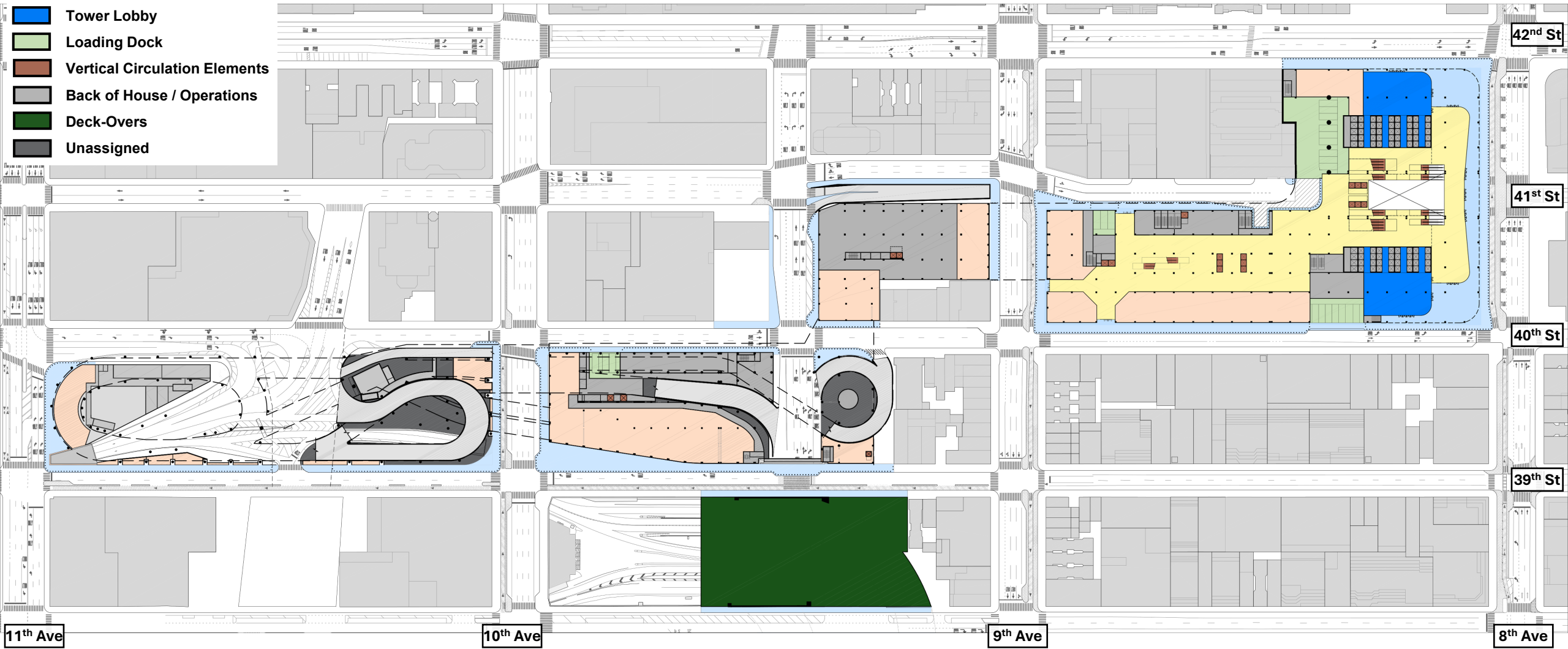


Main Terminal – Subway Floor Uses



Street Level

-  Retail
-  Pedestrian Circulation
-  Sidewalk
-  Tower Lobby
-  Loading Dock
-  Vertical Circulation Elements
-  Back of House / Operations
-  Deck-Overs
-  Unassigned



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**

Official Comment from the City

*“The reconstruction and expansion of the PABT presents an opportunity to **minimize and avoid the growing burdens related to on-street intercity bus operations.***

*The City strongly supports the use of off-street facilities for bus passenger loading and **storage**, especially where these off-street operations can be designed to minimize bus traffic circulation on congested local streets. A well-designed off-street intercity bus facility will enable more efficient use of scarce street space, provide a higher quality waiting environment for passengers, and generally reduce overall adverse impacts.*

*Based on the description of increased demand for travel, the City’s priority to alleviate vehicular traffic congestion around the PABT, and the Port’s historic role in housing both commuter and intercity buses within the bus terminal, **the City believes that the Project should provide capacity to accommodate the existing and growing trend of intercity buses using curbside dropoffs** in part due to the lack of capacity within the existing terminal.”*

- New York City Department of City Planning - September 5, 2019

Response to City Comments

*“The Proposed Project, which would now incorporate additional bus storage and staging and Curbside Intercity buses, as well as public amenities, is **substantially more expensive than the initial Build-in-Place concept**. To help offset these increased costs and make the Proposed Project fiscally practicable, PANYNJ will need financing and/or funding from a variety of sources in addition to its Capital Plan(s), including: **revenues generated by the new development; contribution of Payments In Lieu Of Taxes (PILOTs) subject to an agreement with the City of New York, following the model of the Empire Station [Moynihan Station] General Project Plan; and potential financial assistance sought from the FTA or other government sources.**”*

- Final Scoping Report, January 2021 (as reviewed by NYC and Community Board)

A New Bus Terminal Will Bring...

A Reimagined Neighborhood

- Inspiring architecture and public spaces that will make New Yorkers proud
- 3.5 acres of new public green spaces, public realm improvements, enhanced retail and amenities
- Safer and more secure neighborhood on the west side of Manhattan
- New front door befitting the greatest city in the world

Sustainability

- Relief from idling buses on city streets
- Infrastructure to support a transition to 100% electric bus fleet
- Cleaner environment

Economic and workforce development

- Port Authority spending \$10B, dramatically higher property tax revenue
- Approx. 6,000 direct good-paying construction jobs, providing a career path to the middle-class
- Hundreds of millions of dollars in contracting opportunities for diverse / disadvantaged businesses

All, without any private property takings

The project is responsive to AND supported by the community.

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

8th Avenue & 40th Street - Today



8th Avenue & 40th Street - Tomorrow



8th Avenue & 41st Street - Today



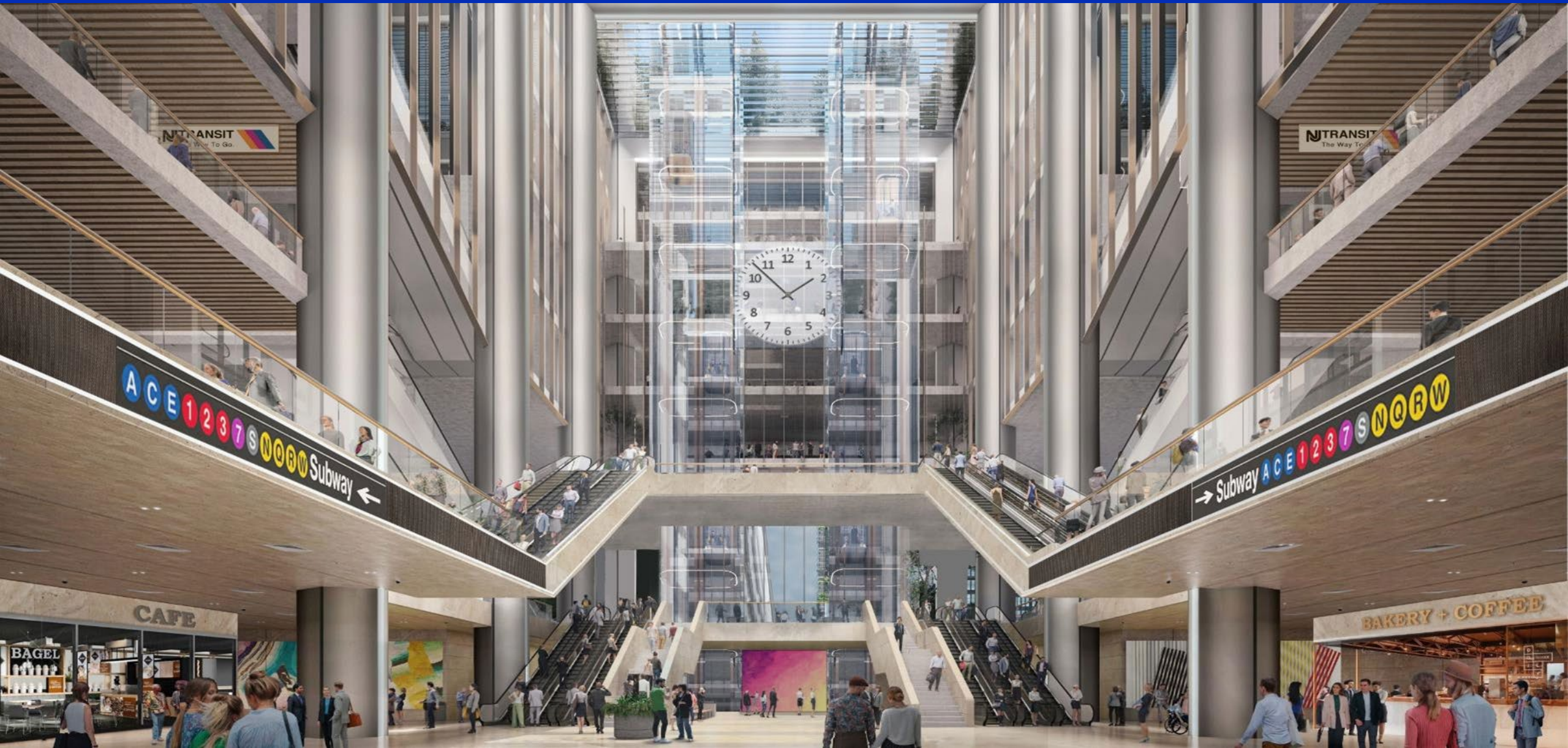
8th Avenue & 41st Street - Tomorrow



Subway Level Entrance - Today



Subway Level Entrance - Tomorrow



40th Street - Today



40th Street - Tomorrow Community Facing Retail Street Activation



Dyer Plaza - Today



Staging & Storage Facility, Deck Overs at End State - Tomorrow



39th Street Looking West - Today



39th Street Looking West - Tomorrow



39th Street Looking East - Today



39th Street Looking East - Tomorrow



10th Avenue & 39th Street Looking North - Today



10th Avenue & 39th Street Looking North - Tomorrow



11th Avenue between 39th & 40th Streets - Today



11th Avenue between 39th & 40th Streets - Tomorrow

Ramps Facility



39th Street, between 10th & 11th Avenues Looking North - Today



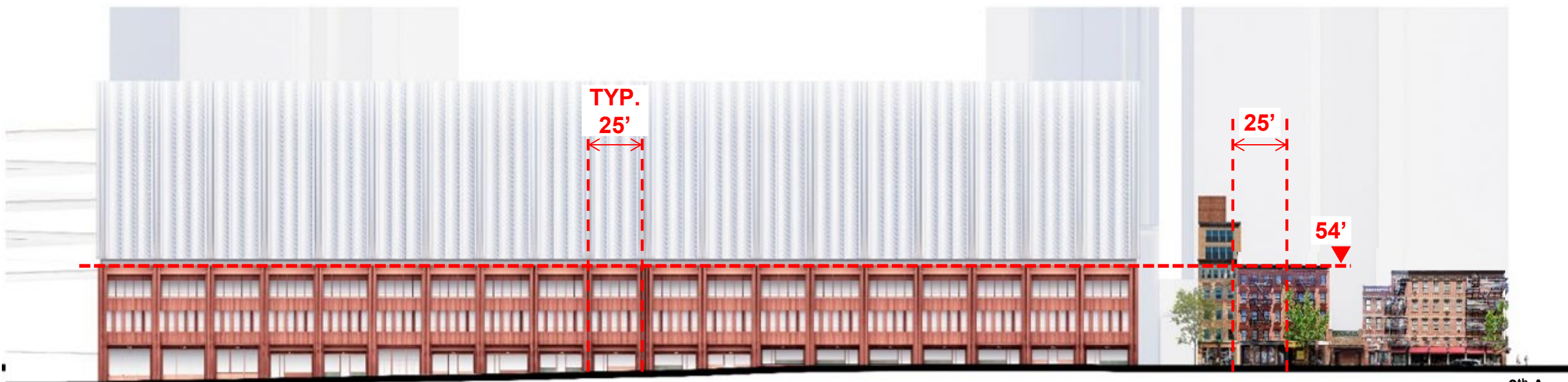
39th Street, between 10th & 11th Avenues Looking North - Tomorrow

*Ramps Facility Looking North
from (future) Bella Abzug Park*



SSF Analysis

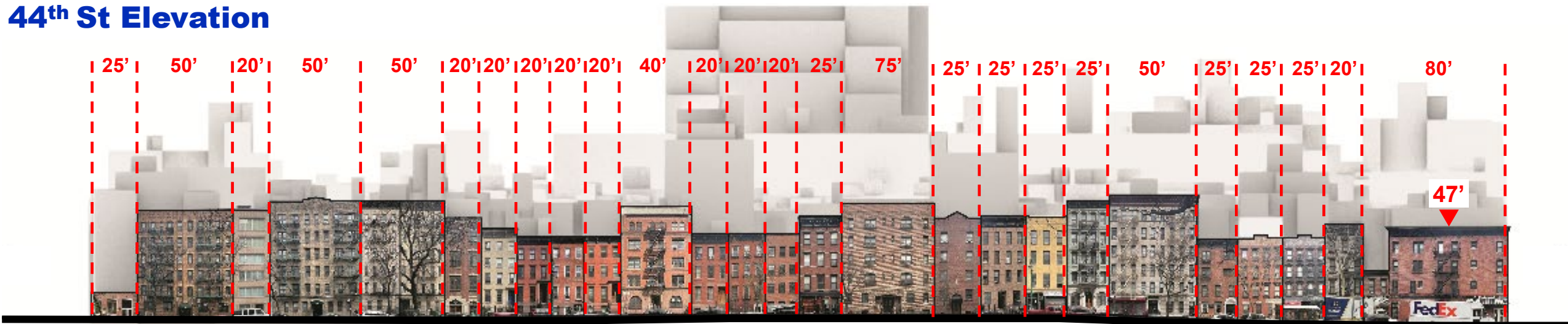
39th St Elevation



10th Ave

9th Ave

44th St Elevation



10th Ave

9th Ave

54'



13'

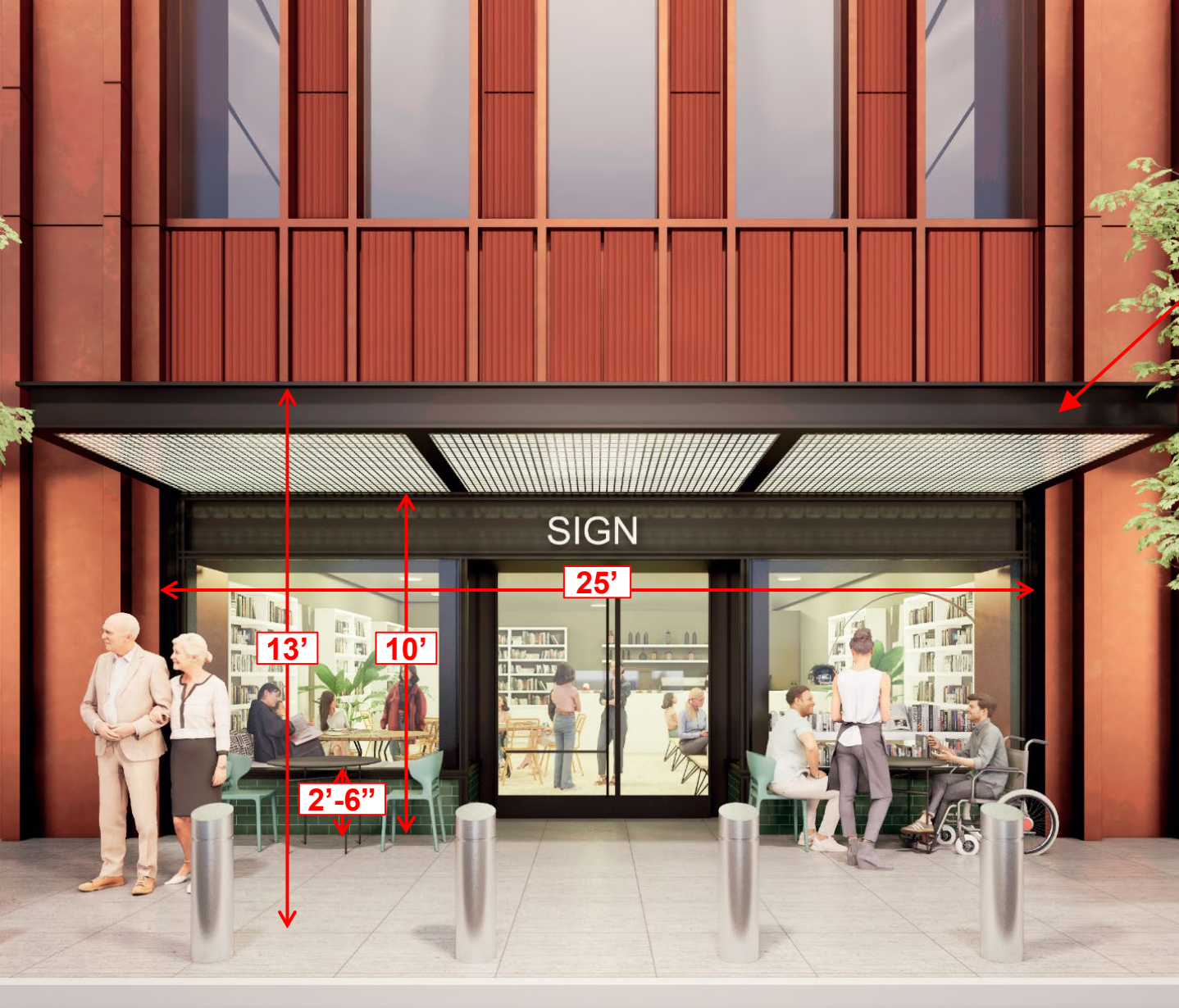
10'

25'



25'

ALL ELEMENTS OF TRANSPORTATION FACILITIES AND OPEN SPACES ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO DESIGN CHANGES AND FULL FUNDING AVAILABILITY, INCLUDING PILOT AGREEMENT



Dyer Plaza - Today



Staging & Storage Facility, Deck Overs at End State - Tomorrow



39th Street Looking West - Today



39th Street Looking West - Tomorrow



39th Street Looking East - Today

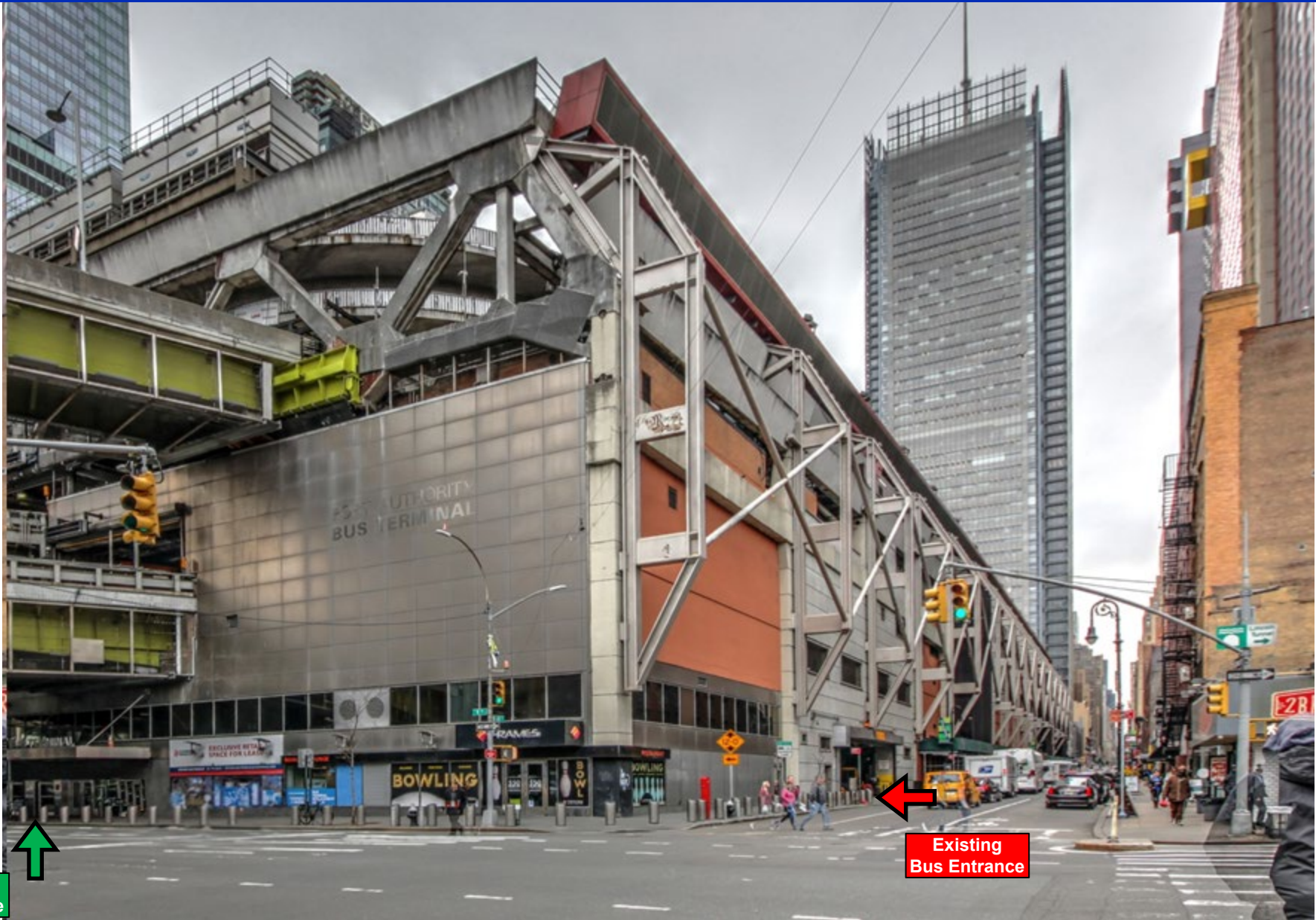


39th Street Looking East - Tomorrow



9th Avenue Entrances

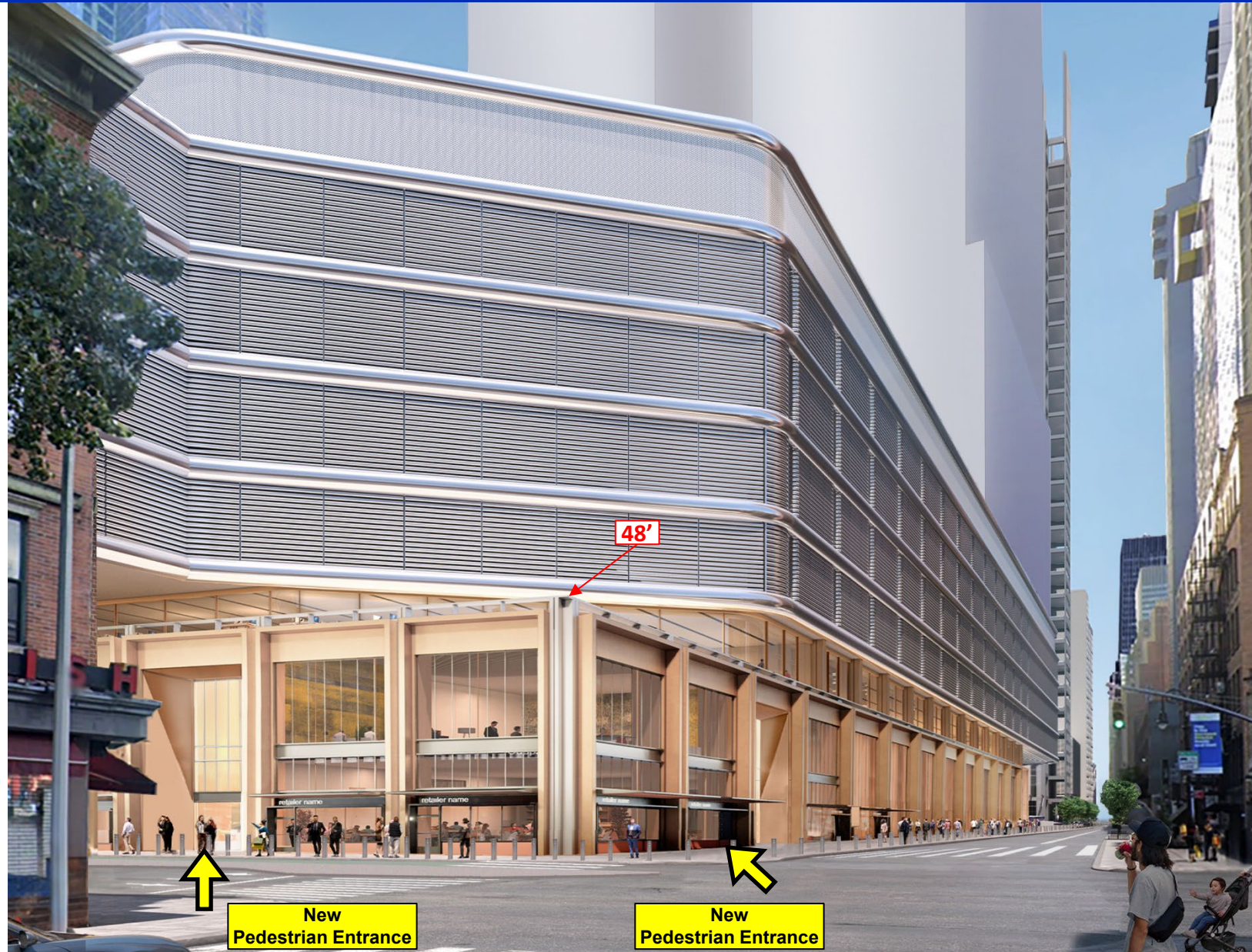
9th Avenue & 40th Street Looking East - Today



Existing
Pedestrian Entrance

Existing
Bus Entrance

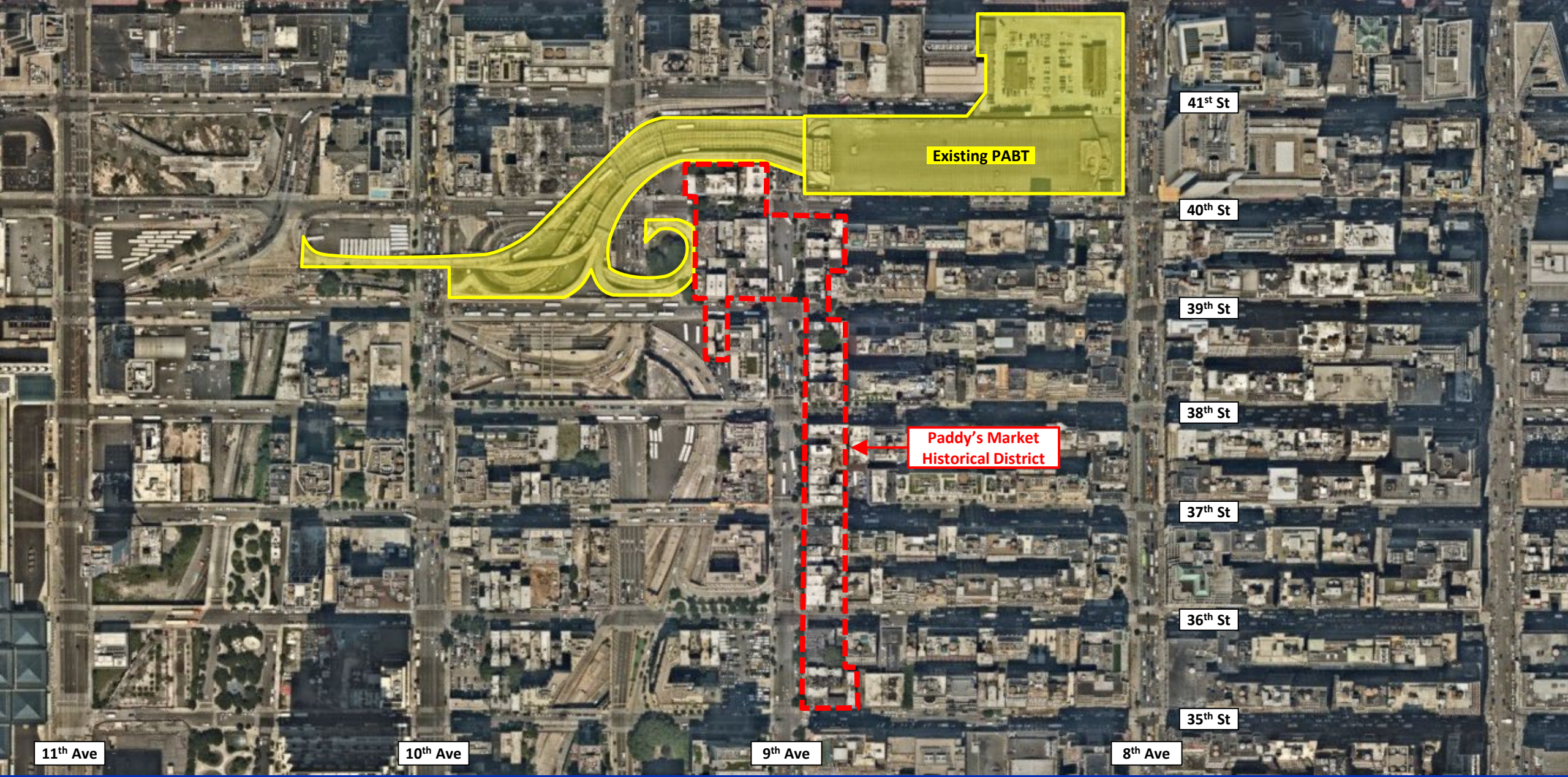
9th Avenue & 40th Street Looking East - Tomorrow



9th Avenue & 40th Street Looking East - Tomorrow



Paddy's Market Historic District



Existing PABT

Paddy's Market
Historical District

11th Ave

10th Ave

9th Ave

8th Ave

41st St

40th St

39th St

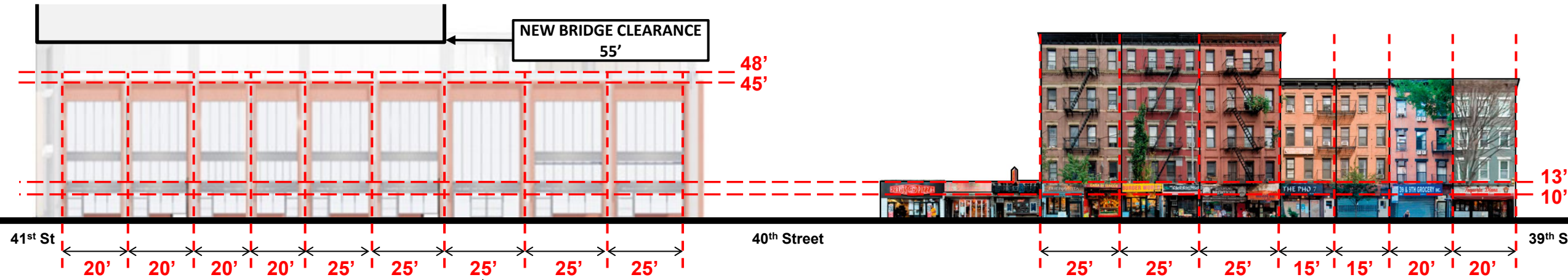
38th St

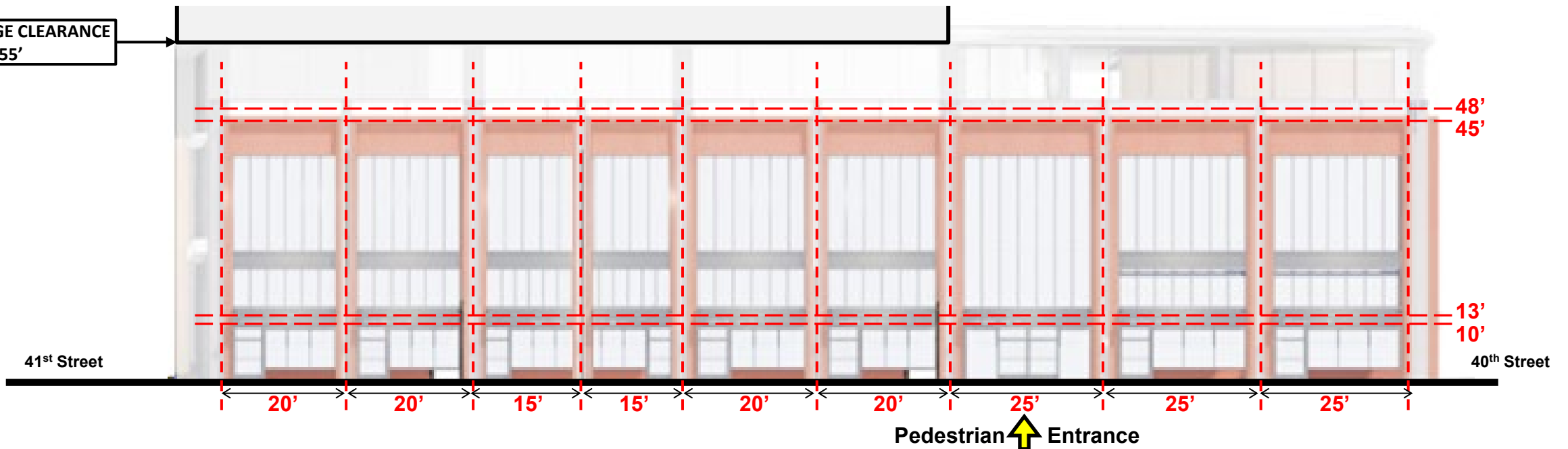
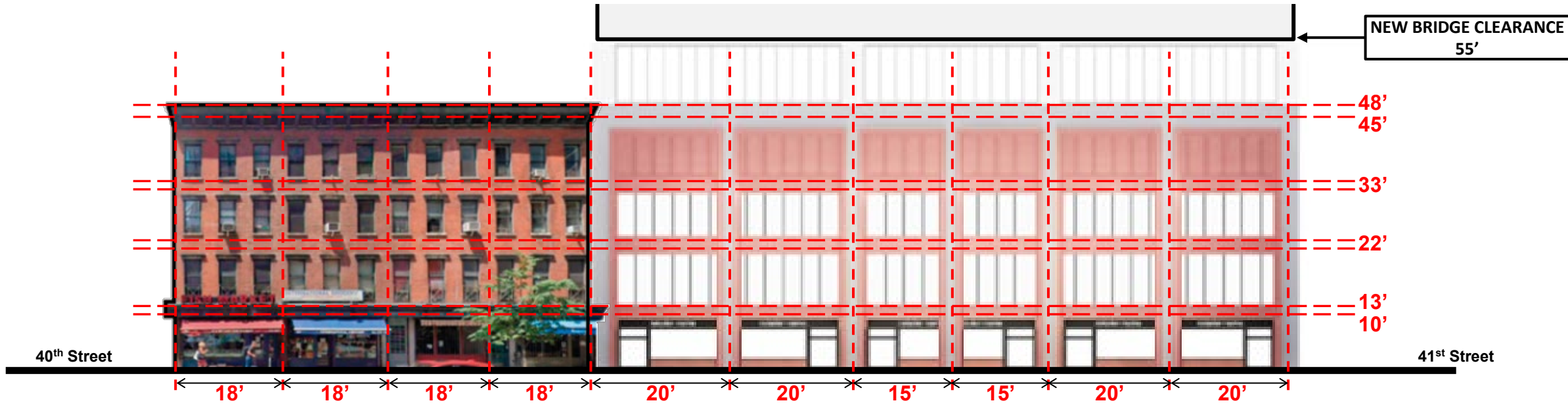
37th St

36th St

35th St

9th Ave Elevations Paddy's Market Historical District





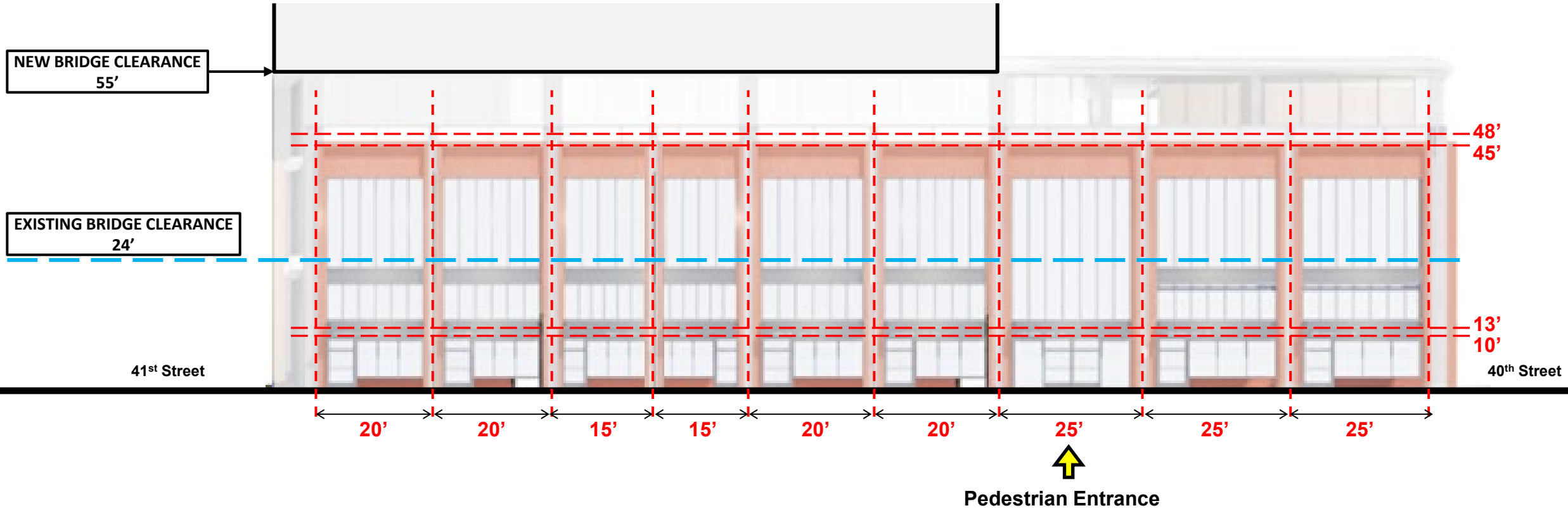
ALL ELEMENTS OF TRANSPORTATION FACILITIES AND OPEN SPACES ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY AND ARE SUBJECT TO DESIGN CHANGES AND FULL FUNDING AVAILABILITY, INCLUDING PILOT AGREEMENT

9th Ave Elevation Looking East – Existing



EXISTING BRIDGE CLEARANCE
24'

9th Ave Elevation Looking East



9th Ave Elevation Looking West – Existing



EXISTING BRIDGE CLEARANCE
21'

9th Ave Elevation Looking West

