

A RENEWED CALL TO CIVIC ACTION

RETHINK NYC'S TRANSFORMATIVE
PROPOSAL FOR PENN STATION &
REGIONAL TRANSPORTATION

ReThink
PENN STATION
NYC

THIS IS WHAT WE STAND FOR

- 1** We need a modern, forward-looking transit plan: through-running.
- 2** We need to move Madison Square Garden to an appropriate Manhattan site. Then, we could have a great Madison Square Garden and a great above-ground Penn Station.
- 3** We need an above-ground, 21st century train station modeled on the original McKim, Mead and White Penn Station that captures the imagination of the public, highlights New York's leadership in architecture and urbanism and, like Grand Central Terminal, elevates the public realm and ennobles the traveling public.
- 4** We need to do all of the above in the context of the Miracle on 34th Street neighborhood, not in spite of it.

THIS IS THE WRONG KIND OF URBAN RENEWAL

THE PENNSYLVANIA STATION CIVIC AND LAND USE PROJECT FROM
GOVERNOR HOCHUL AND THE EMPIRE STATE DEVELOPMENT CORPORATION

- Will displace hundreds of long-term residents including many seniors in rent regulated apartments
- Will displace thousands of small businesses and decimate much Class B and Class C office space.
- Will generate a huge shadow footprint and eviscerate view corridors to the Empire State Building.
- Doubles down on the original decision to pin Penn Station in the basement of Madison Square Garden
- Ignores the opportunity to implement unified regional rail via the modern international standard of through-running.
- Will demolish a great deal of pre-war architecture by some of our greatest architects—many landmark-worthy.



WE HAVE THE OPPORTUNITY
TO DO THIS RIGHT

A REBUILT PENN STATION TO MOVE PEOPLE BODY AND SOUL



TRACK LEVEL AT A NEW PENN STATION WITH WIDENED PLATFORMS MADE POSSIBLE BY
CONVERSION TO A THROUGH-RUNNING OPERATING MODEL
Design modifications by Richard Cameron, Atelier & Co.

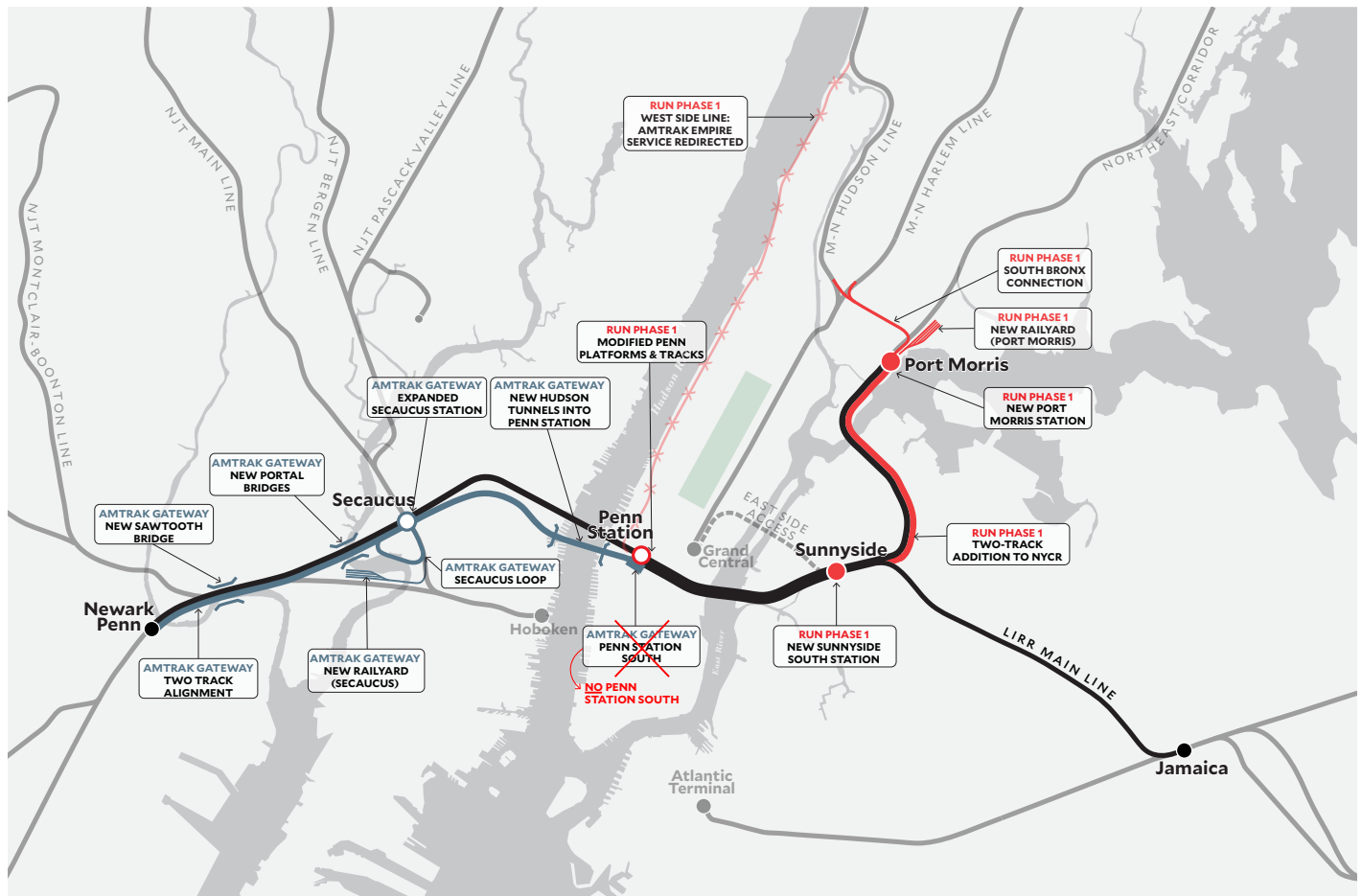
Illustration by Jeff Stikeman

PROPOSED 31ST ST ARCADE & PEDESTRIAN RAMPS (LOCATION OF FORMER CARRIAGEWAYS)
Design modifications by Richard Cameron, Atelier & Co.

To paraphrase Jane Jacobs, we could not save the original Penn Station, but we can save New York. We can do this, in part, by having the courage to rebuild an architectural masterpiece that should never have been destroyed. Further, we can let logic, need, and geography rather than political infighting and man-made jurisdictional limits define our future transit operations.



PART OF A COMPREHENSIVE REGIONAL TRANSIT PLAN (RUN)



Phase 1 of the Regional Unified Network

WHICH INCLUDES THROUGH-RUNNING AT PENN STATION

Through-running makes it possible to run more trains on fewer tracks. Penn Station is unusual in that it is laid out like a through-running station, but operated like two separate terminals. RUN insures that Penn Station is able to operate at its maximum possible capacity by extending train service through Penn rather than terminating at it.



WE SUPPORT A GREAT AND NEW MADISON SQUARE GARDEN EAST OF 7TH AVE

A Re-imagined Madison Square Garden
at 34th and 6th Avenue / Broadway modeled on the Stanford White version



Design and watercolor by Richard Cameron, Atelier & Co.

The image is a full-page architectural rendering of a proposed new Penn Station main waiting room. The space is vast and grand, featuring a high, vaulted ceiling with a repeating pattern of octagonal medallions. Large, classical columns line the walls, supporting the structure. A large, arched window at the far end of the hall allows bright light to enter, casting long shadows. The floor is polished and reflective. Numerous people are shown walking through the space, giving a sense of scale and activity. In the foreground, there are ornate black lampposts with multiple white globe lights. The overall atmosphere is one of a well-lit, spacious, and historically inspired modern transit hub.

THE CENTERPIECE OF OUR PLAN:

A RE-IMAGINED PENN STATION

ReThinkNYC proposes a competitively priced investment that will bring the excellence of Grand Central Terminal, the Highline, or Central Park to the neighborhood, rather than mediocrity, waste and unnecessary disruption and displacement. Our plan will lift the economy and tax base of the city, state and entire region. Some planners and commentators object to the circulation limitations of the original station. What they fail to realize, however, is that a highly effective and porous reconstruction of the original Penn Station can both renew its best qualities and correct its capacity flaws.

MAIN WAITING ROOM AT A NEW PENN STATION

REBUILDING HISTORIC STRUCTURES IS MORE FEASIBLE THAN PRESUMED



ABOVE 90 West Street's facade was destroyed on 9/11, and its ornate masonry was craftily rebuilt using a combination of old skills and new techniques.

RIGHT Frauenkirche in Dresden was a unique baroque Church that was destroyed near the end of WWII. For decades, only a corner survived. Its 21st century rebuilding restored the skyline of the city. Subsequently, surrounding blocks were rebuilt, giving Dresden a new center with incalculable economic and social benefit: drawing and retaining its citizens.



An aerial, stylized illustration of Lower Manhattan at night. The scene is dominated by a dense cluster of skyscrapers. A prominent, newly designed skyscraper with a dark, reflective facade and two glowing red circular lights at its top stands out on the left. To its right and slightly further back is the historic Grand Central Terminal, recognizable by its large, arched glass and steel roof. The surrounding city is filled with other buildings of various heights, some with lit windows. The overall color palette is a mix of deep blues, purples, and warm yellows from the city lights. The text "We can dramatically improve this unique and historic neighborhood and provide tremendous benefits to our city, state and region WITHOUT DEMOLISHING IT." is overlaid in the upper left quadrant.

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LET YOUR ELECTED OFFICIALS KNOW YOU WANT A BETTER PLAN.

1. Tell them you support moving MSG so a worthy station can be built
2. Tell them to oppose MSG's special permit application which would leave MSG atop Penn Station

KEY DATES:

May 18

Manhattan Borough President Mark Levine's recommendation on the MSG Special Permit is due. Write to him at: mlevine@manhattanbp.nyc.gov.

June 7

The NYC Department of City Planning (aka City Planning Commission) holds a public hearing on the matter. Write Manhattan Borough Director Erik Botsford at: ebotsford@planning.nyc.gov.

Date TBA(within 50 days of CPC's report)

The NYC Council votes on the special permit. It's considered to be the final word on the matter--unless Mayor Adams opts for a Veto within five days of the Council's decision. Write District 3 Council Member Erik Bottcher at: ebottcher@council.nyc.gov.

OTHER ELECTED OFFICIALS TO CONTACT:

Adrienne E. Adams (D), City Council Speaker
SpeakerAdams@council.nyc.gov

New York State Governor Kathy Hochul
<https://www.governor.ny.gov/content/governor-contact-form>

New York City Mayor Eric Adams
<https://www.nyc.gov/office-of-the-mayor/mayor-contact.page>

To find out more visit

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