

# MADISON SQUARE GARDEN SPECIAL PERMIT APPLICATION

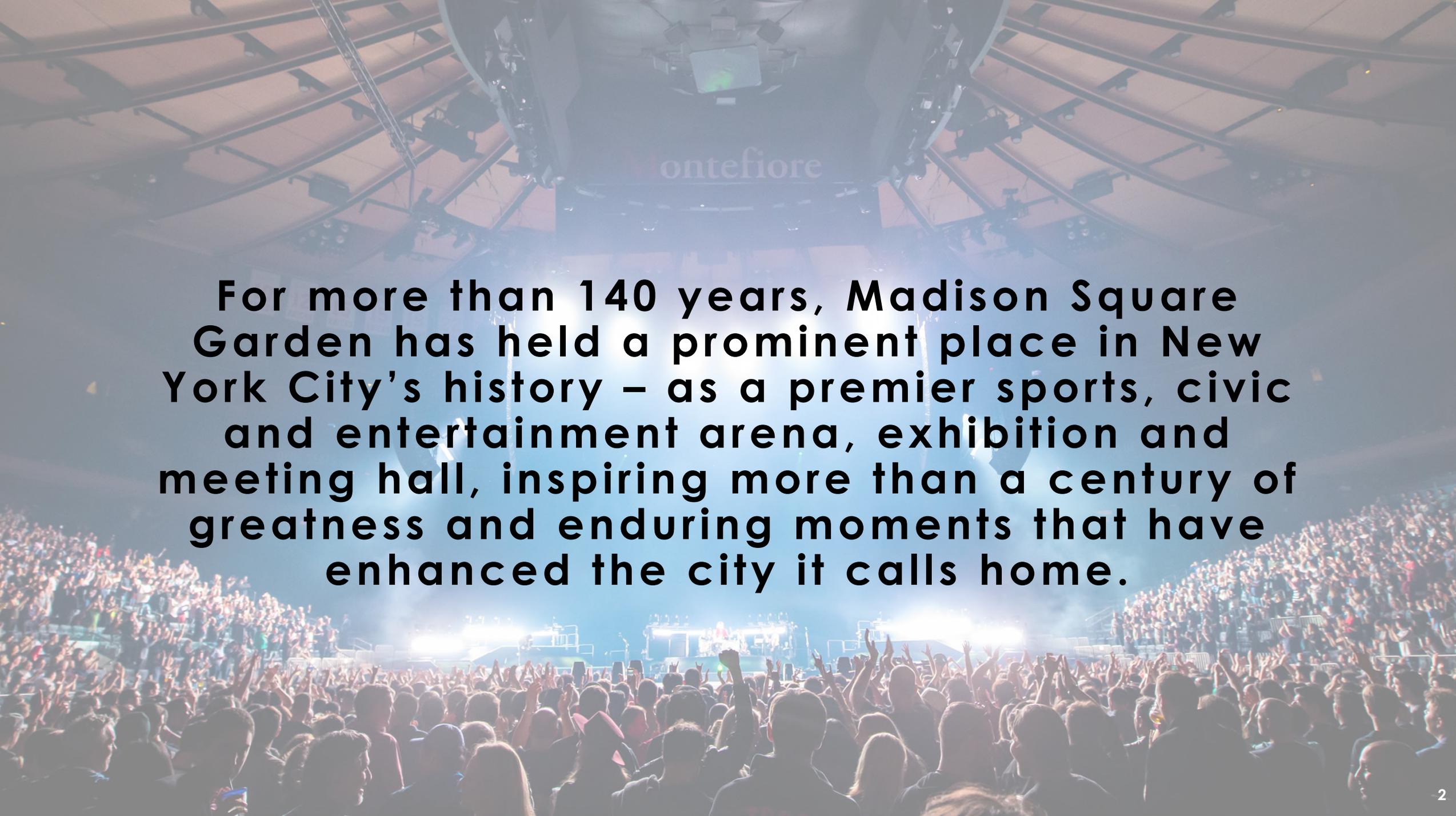
Application No. C230238ZSM



**July 18, 2023**

Subcommittee on Zoning and Franchises

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

A large crowd of people is gathered in an arena, likely Madison Square Garden, for a concert. The crowd is dense, and many people have their arms raised in the air. In the background, a stage is visible with bright lights. The name "Montefiore" is visible on the arena's ceiling structure. The overall atmosphere is vibrant and energetic.

**For more than 140 years, Madison Square Garden has held a prominent place in New York City's history – as a premier sports, civic and entertainment arena, exhibition and meeting hall, inspiring more than a century of greatness and enduring moments that have enhanced the city it calls home.**

## The Garden & Our Community

- The Garden is part of this community. We are a true partner, actively engaging in a variety of important initiatives.
- Whether through the Garden of Dreams Foundation or affecting positive change through social impact and cause-related initiatives, we are deeply committed to leveraging the power of The Garden to enrich our community.





NEW YORK FOREVER  
NEW YORK FOREVER

NEW YORK FOREVER

NEW YORK FOREVER

THE THEATER  
AT MADISON SQUARE GARDEN

PENNSYLVANIA STATION

STATION

StreetEasy

TAXI

NYC

T

NYC

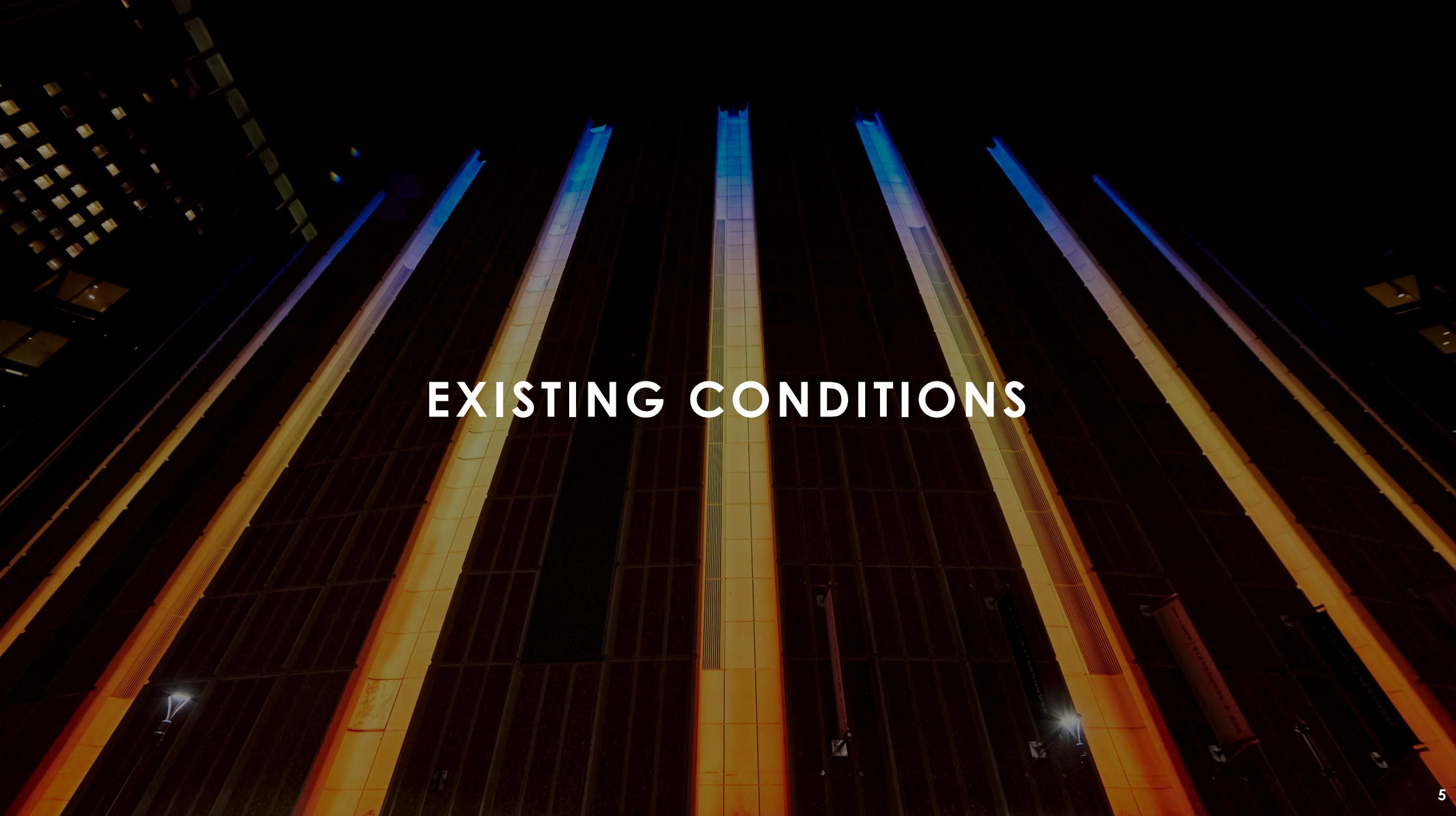
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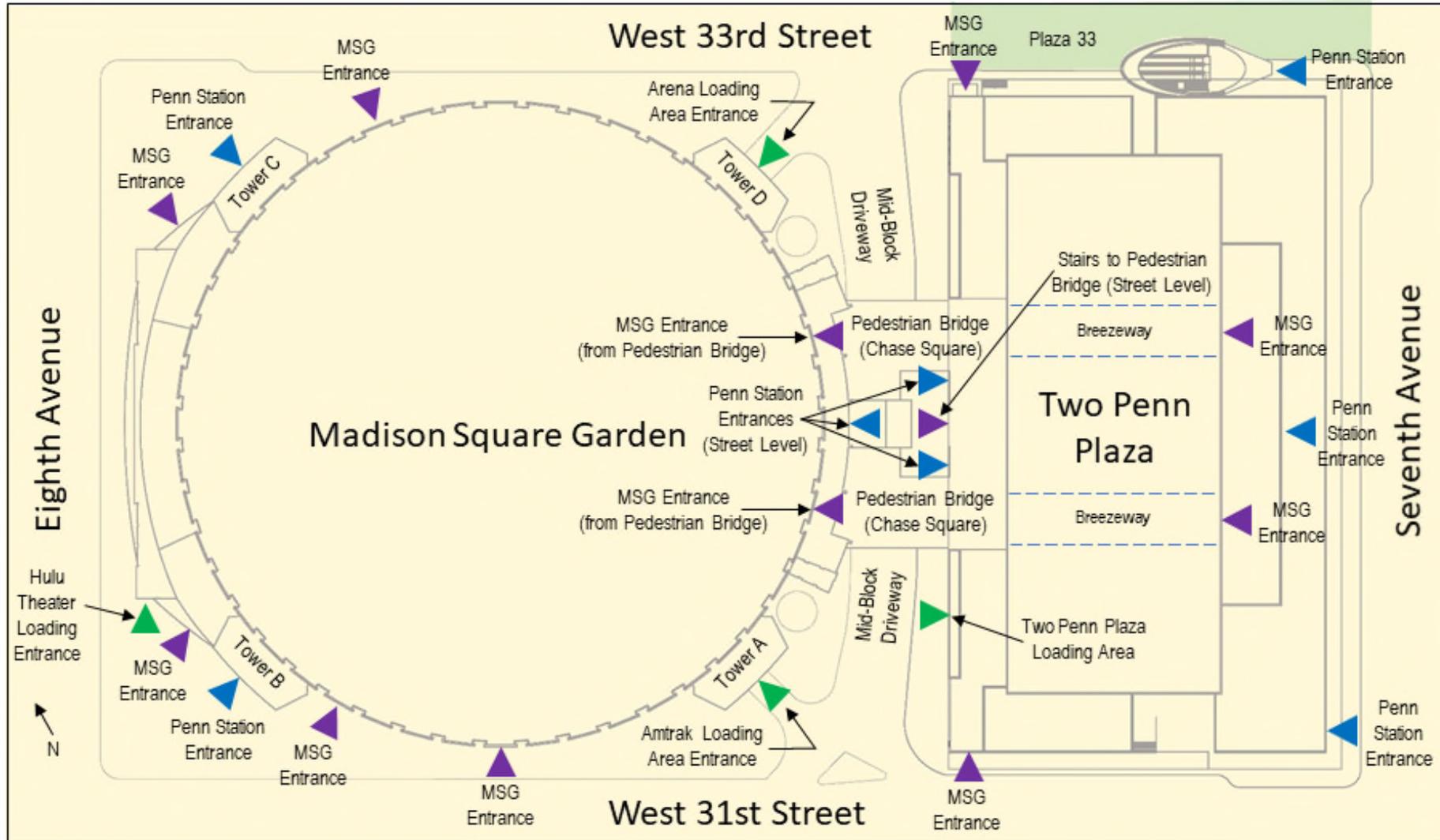
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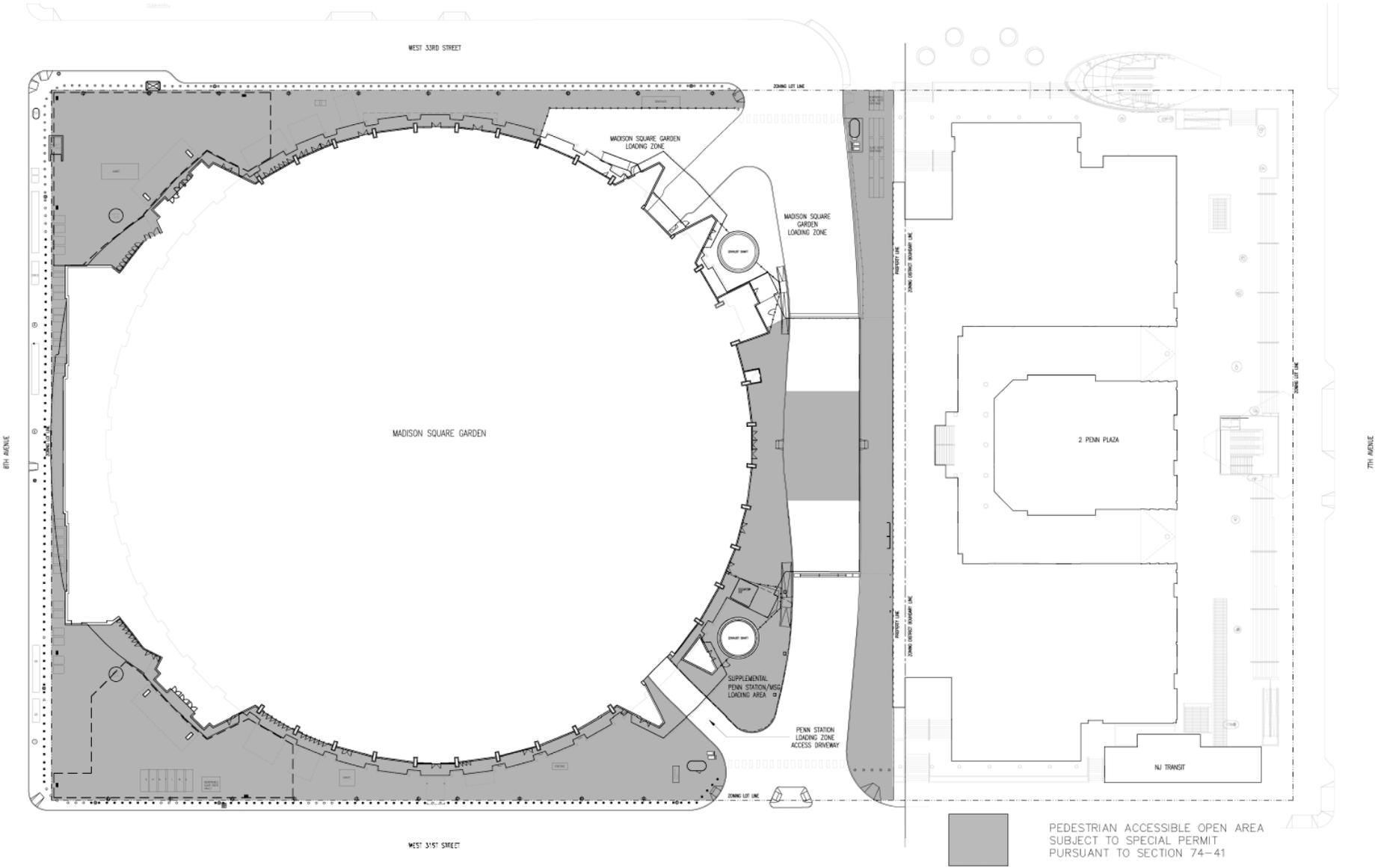


# EXISTING CONDITIONS

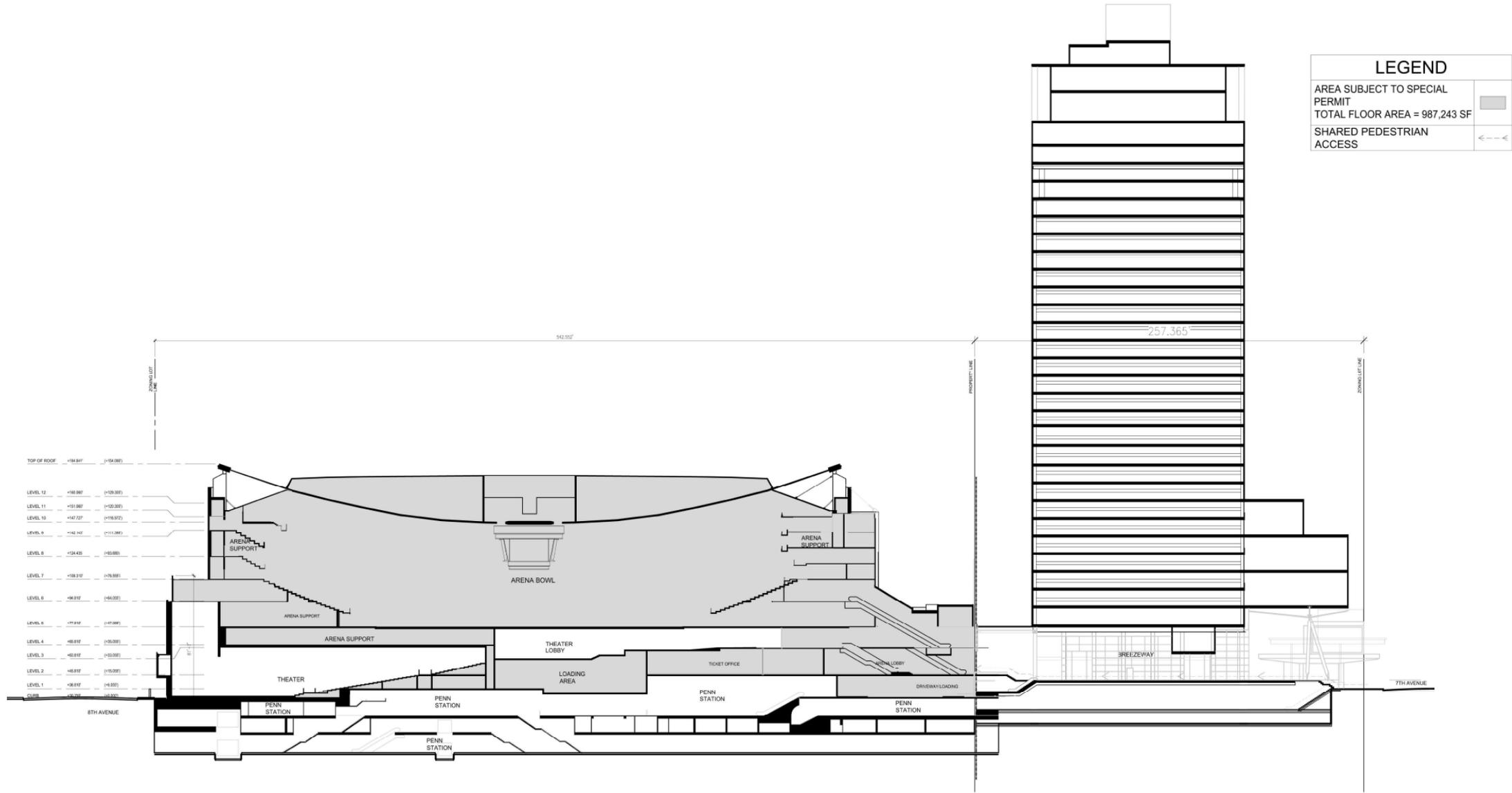
# Site Plan – Pedestrian and Vehicular Circulation



# Site Plan – Designated Pedestrian Areas



# Section



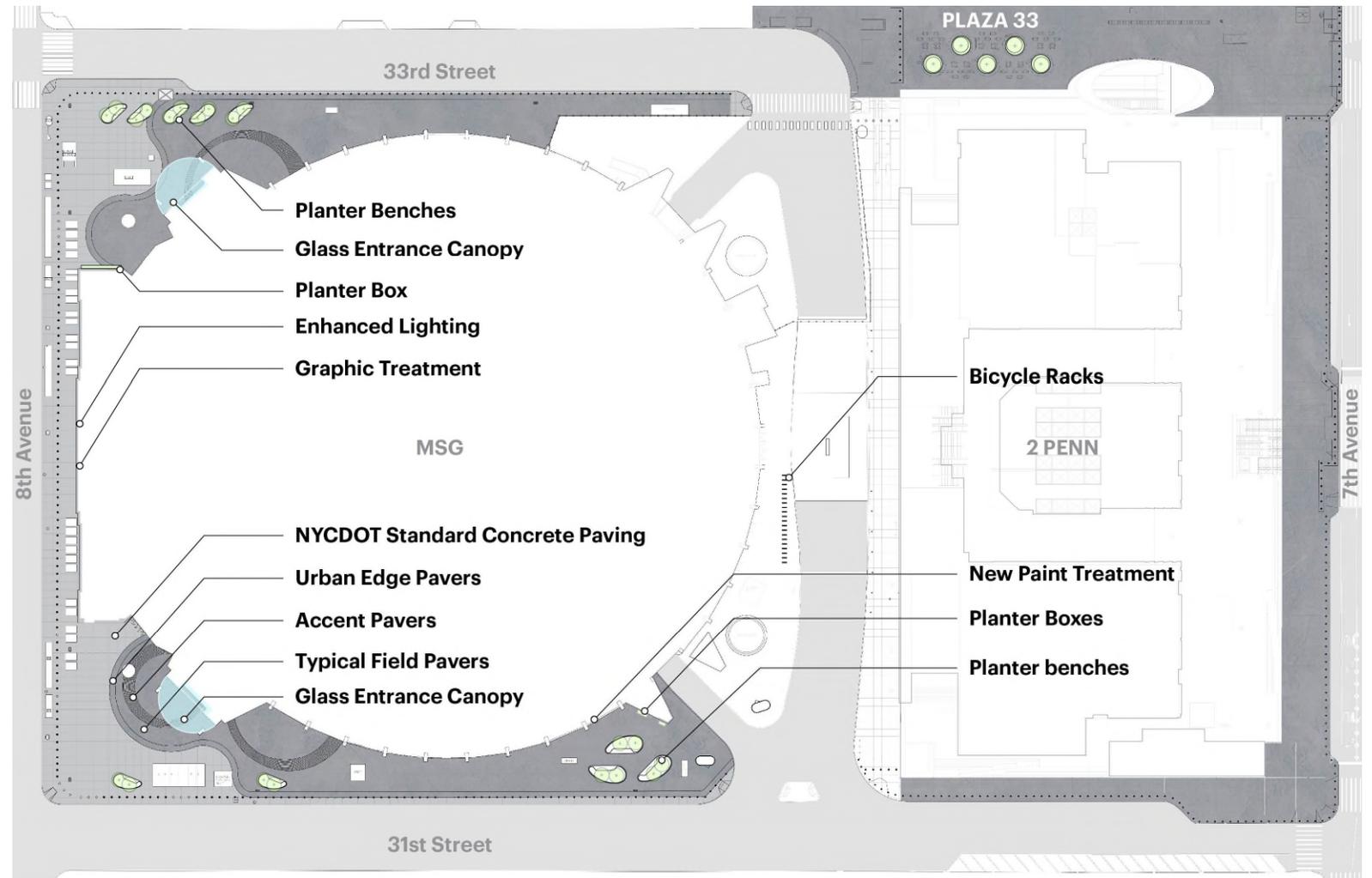


# PUBLIC REALM

# Public Realm Proposal

## Proposed Improvements

- New decorative pavers and pigmented concrete
- 10 total planter benches at NW, SW, and SE corners
- Bicycle parking
- Planter boxes
- Enhanced lighting
- Enhanced lighting
- New POPS signage
- New Penn Station entrance canopies and signage at Eighth Avenue
- Unified design language for signage
- Graphic treatment on 8<sup>th</sup> Ave
- Plantings and/or bench seating, and new paint treatment, at 31<sup>st</sup> Street and 33<sup>rd</sup> Street facades
- Improved lighting and wayfinding at midblock driveway



# Public Realm – Additional Concepts

## Penn Station Entrance Canopies and Signage



SKETCH FOR ILLUSTRATIVE PURPOSES ONLY

# Public Realm – Additional Concepts

## Unified Design Language for Entrance Signage

Precedent Canopy Signage



Example reorganized hierarchy of graphics



# Public Realm – Additional Concepts

## Planter Benches (Southeast Corner)

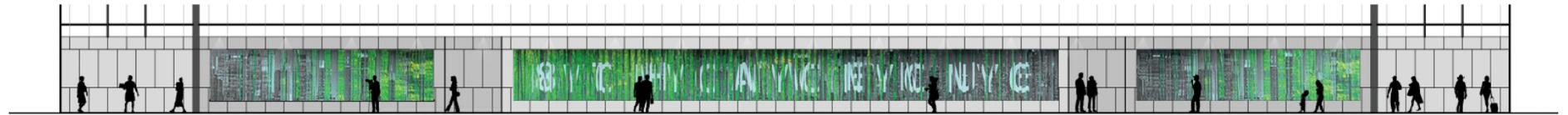


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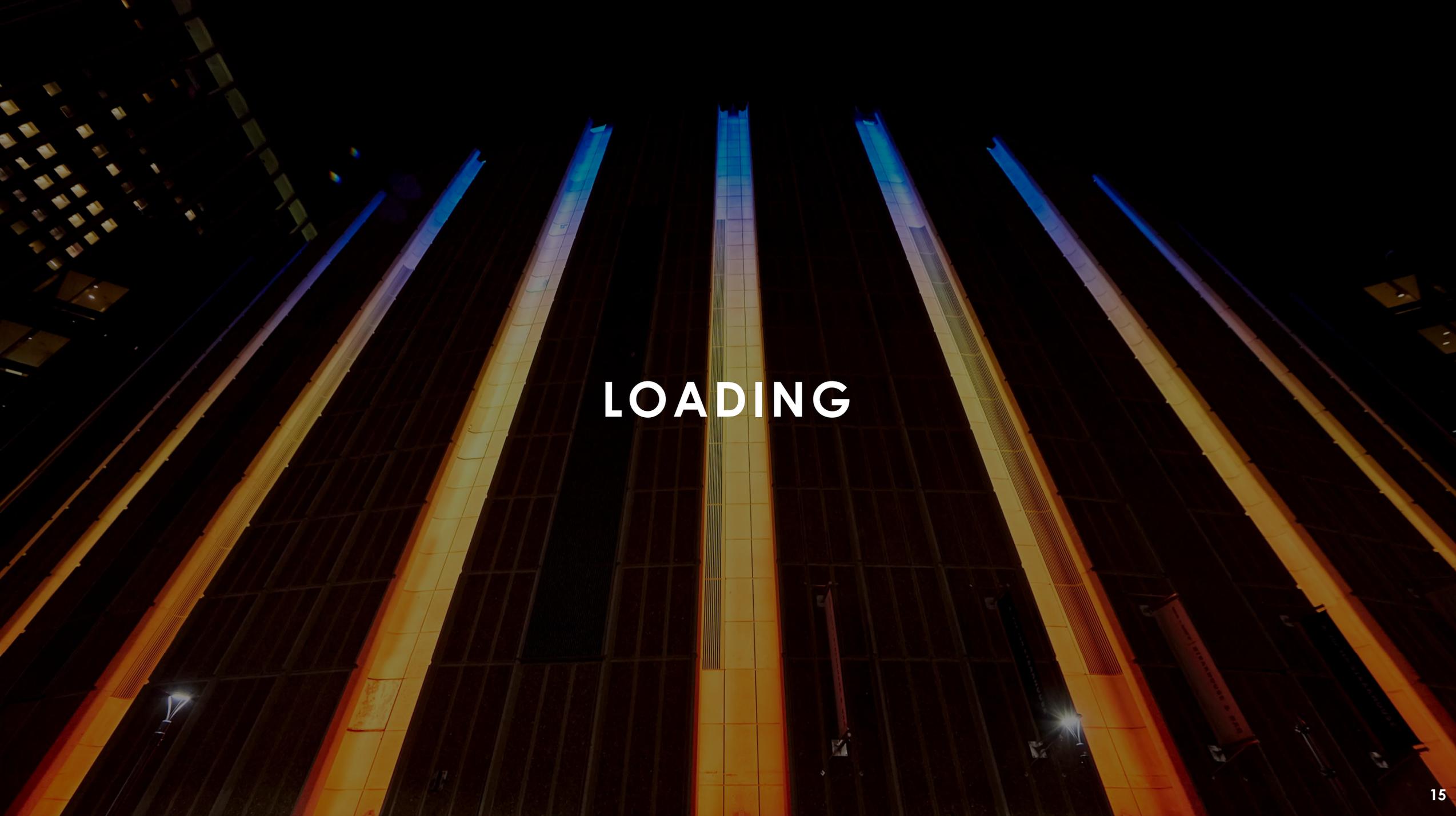
# Open Space – Additional Concepts

## 8<sup>th</sup> Avenue Façade – 3D Lenticular Graphic Treatment

Example graphic concept



SKETCHES FOR ILLUSTRATIVE PURPOSES ONLY



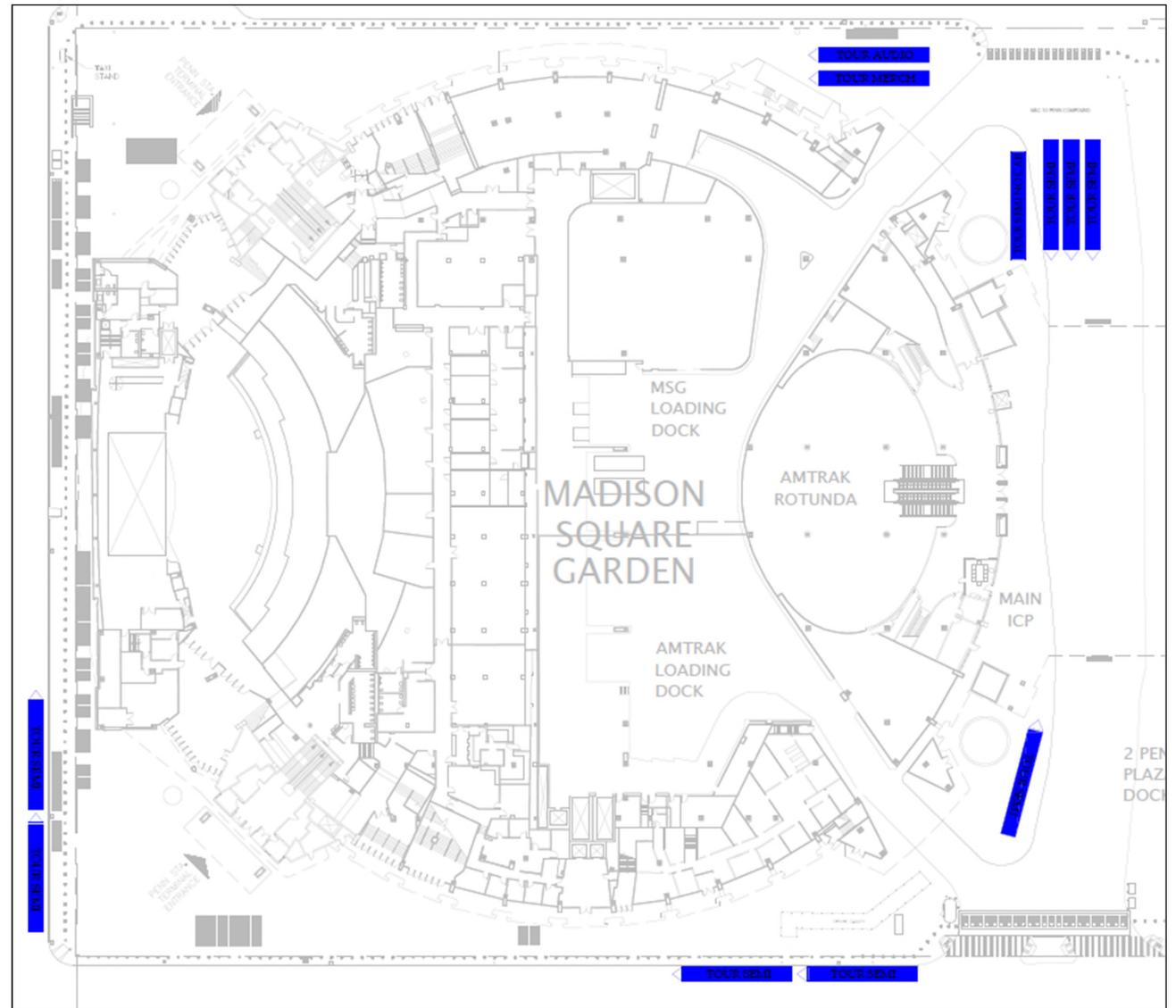
**LOADING**

# MSG's Loading Plan

- Sports events
  - 2 to 6 TV trucks, plus team buses and bobtail trucks with equipment
  - All trucks accommodated on-site
- Concerts/special events
  - Load-in and/or load-out approximately 90 days per year
  - Average of 10 semi-trailers, with some shows requiring 20 or more
  - Events with more than four to six semi-trailers require use of adjacent streets for load-in, load-out and/or staging
- Other events (e.g. graduations)

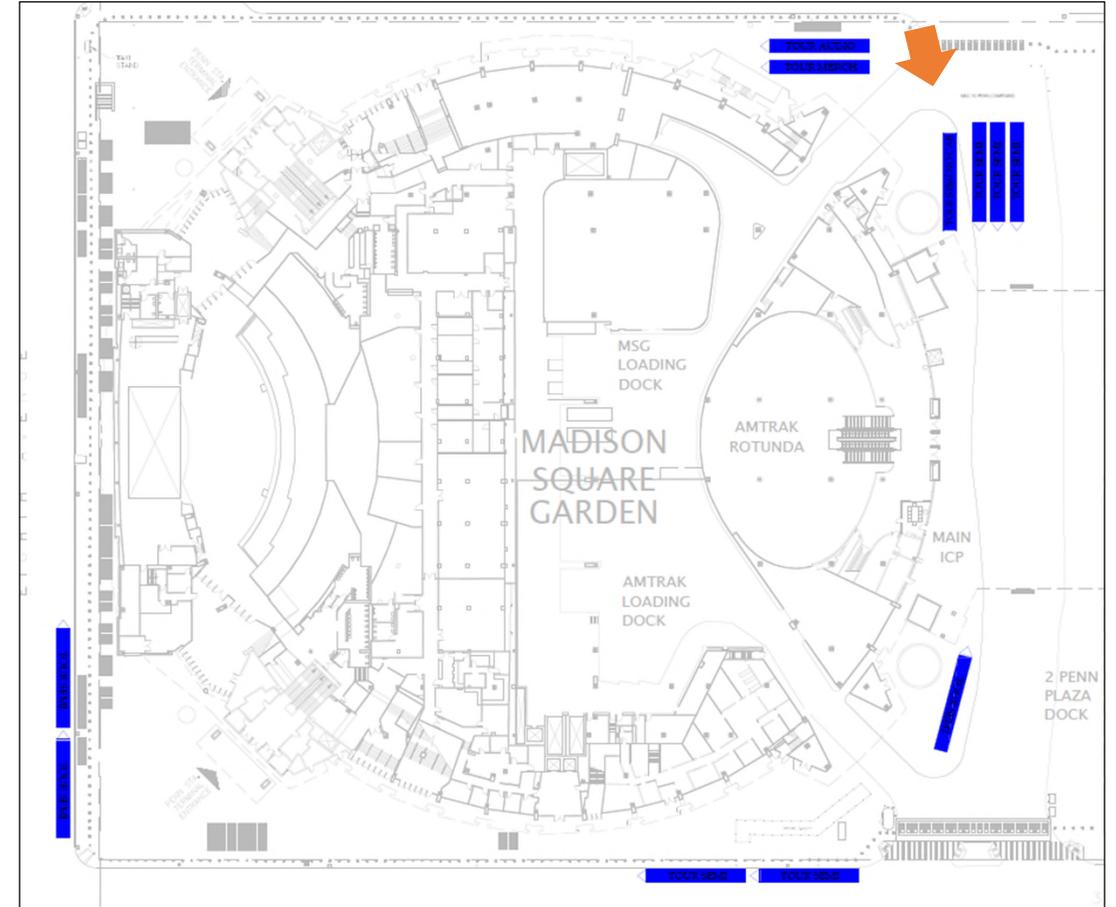
# Loading Operations Site Plan

Concerts and Special Events  
(Approximately 90 days per year)



# MSG's Loading Plan – Arena Loading Entrance

Concerts and Special Events (Approximately 90 days per year)







# PROPOSED ACTIONS

# Proposed Actions

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- **Proposed by MSG:** Arena special permit pursuant to ZR 74-41 in perpetuity.
- **Proposed by City Planning:** Text amendment to ZR 74-41

# Proposed Text Amendment – Summary of Required Findings

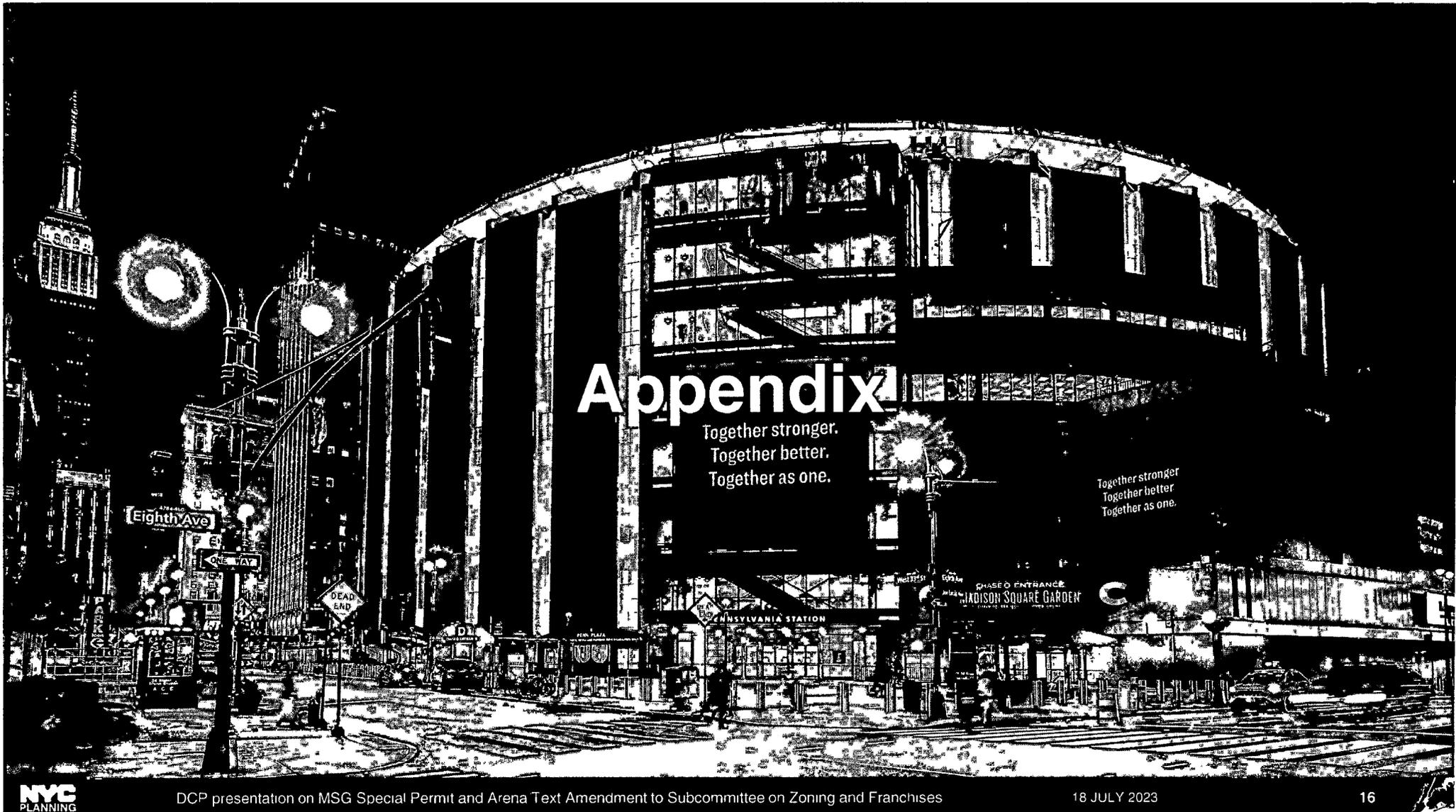
Section 74-41, as amended, will require that the Arena meet certain standards in the following areas:

- Vehicular access and public transportation
- Size and design of open spaces
- Open space amenities and integration with pedestrian circulation network
- Entrances and exits of the arena and adjacent open spaces
- Relationship of loading to open spaces, pedestrians and adjacent streets
- Relationship between the Arena and adjacent transit facilities

Post-ULURP Chairperson's certifications required for: (i) public realm improvements and (ii) DOT Traffic Management Plan.

# MADISON SQUARE GARDEN SPECIAL PERMIT APPLICATION





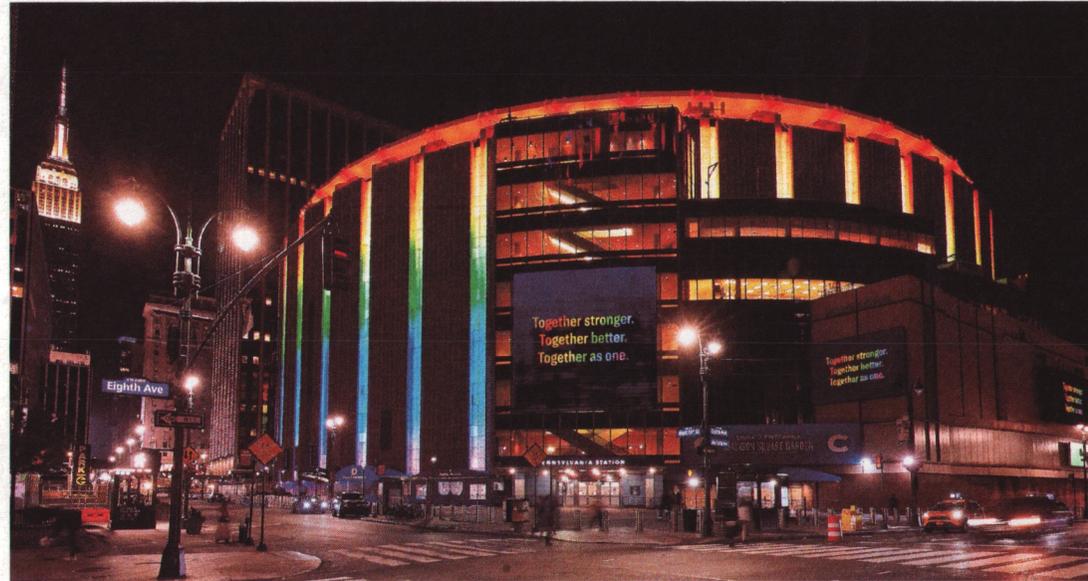
# Appendix

Together stronger.  
Together better.  
Together as one.

Together stronger  
Together better  
Together as one.

# Madison Square Garden Special Permit & Arena Text Amendment

1. Special Permit pursuant to ZR Section 74-41
2. Zoning Text Amendment, as modified, to Section 74-41
  - Chair Cert for Public Realm
  - Chair Cert for Transportation Management Plan
  - Future Transit Improvements - Modification to Special Permit



# Modification to Arena Text Amendment

- Chair Certification for Public Realm
- Chair Certification for Transportation Management Plan (TMP) with DOT

In order to ensure that the continued design development of the proposed arena would enhance the character of the surrounding area in a manner commensurate with the civic importance of the site, the Commission may request that, within six months of approval of the special permit, the applicant submit to the Chairperson of the City Planning Commission:

(aa) design drawings and any other supporting documents necessary to detail the design of the public realm spaces; and

(bb) a transportation management plan, developed in consultation with the Department of City Planning and the Department of Transportation, to detail the proposed loading operations plan.

The Chairperson shall certify that the arena design, inclusive of required public spaces, as shown on the design drawings, and the loading operations plan, as described in the transportation management plan, comply with the relevant conditions of the Commission's resolution.

## Existing Conditions ~ Loading and Staging

### Off-Street

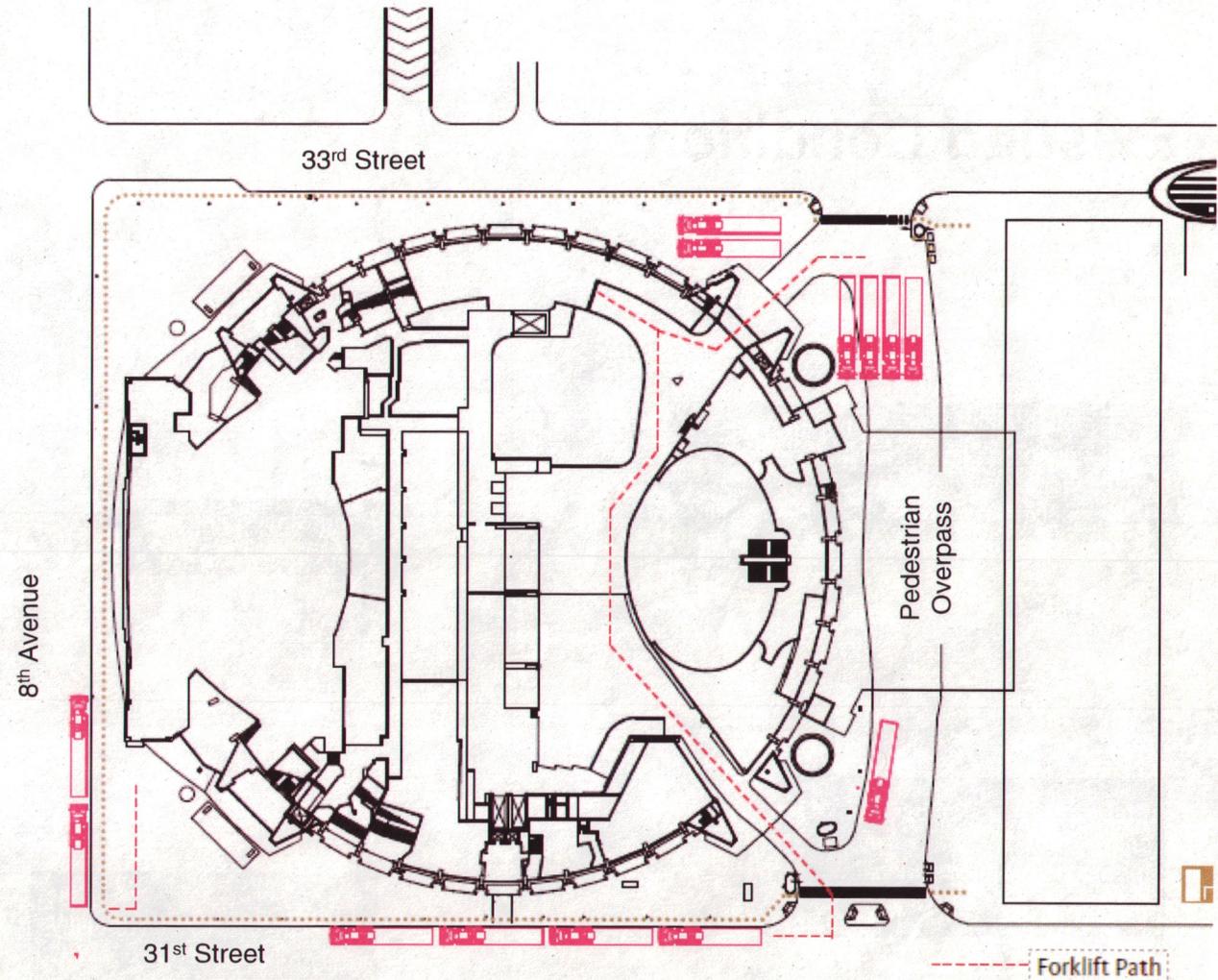
- 6-7 Trucks off-street

### On-Street Right-of-Way

- 8<sup>th</sup> Avenue right-of-way
- 31<sup>st</sup> Street right-of-way
- 33<sup>rd</sup> Street right-of-way (construction)
- 33<sup>rd</sup> Street between 8<sup>th</sup> and 9<sup>th</sup>
- 11<sup>th</sup> Avenue between 31<sup>st</sup> and 33<sup>rd</sup>

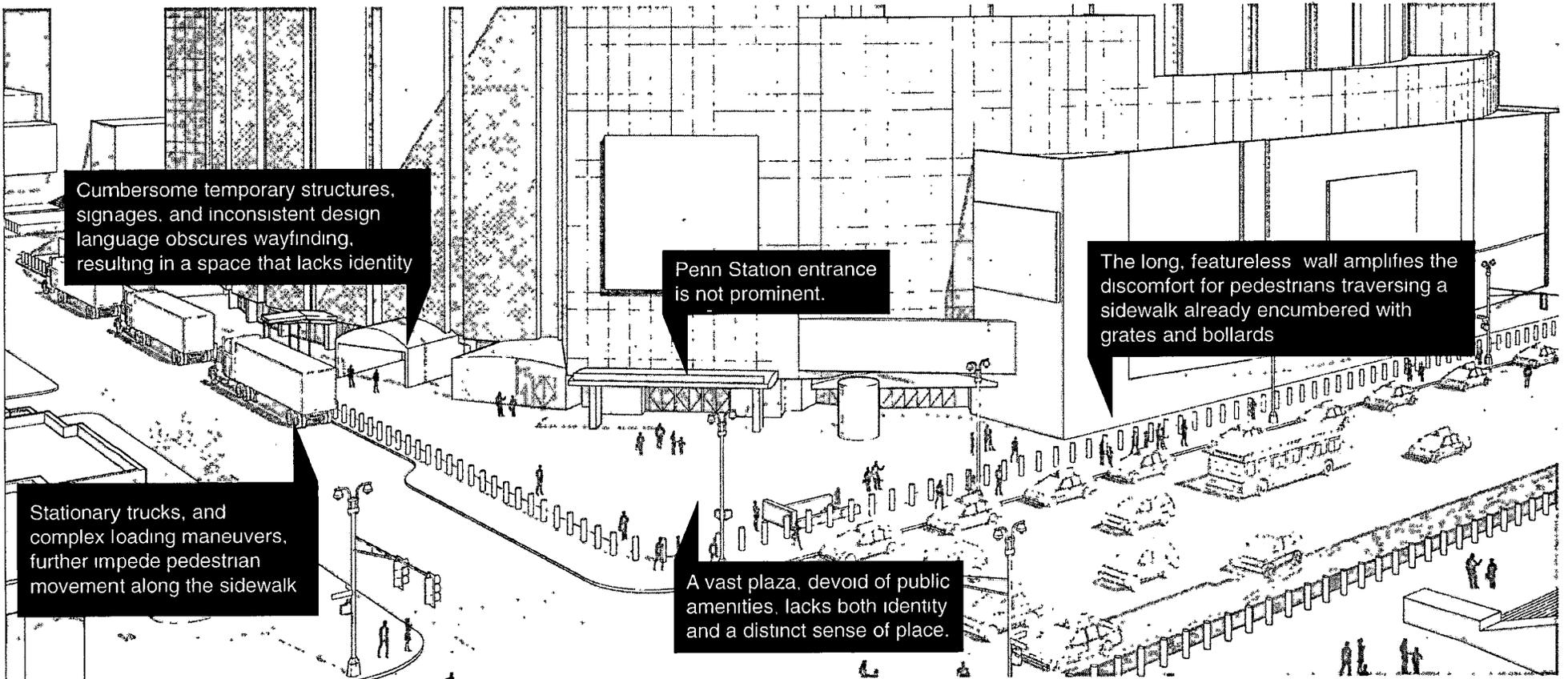
### Other

- Large events can have up to 24 trucks
- Prep for multiple events
- Trailers, satellite trucks, etc.



Gensler

# Existing Conditions



Cumbersome temporary structures, signages, and inconsistent design language obscures wayfinding, resulting in a space that lacks identity

Penn Station entrance is not prominent.

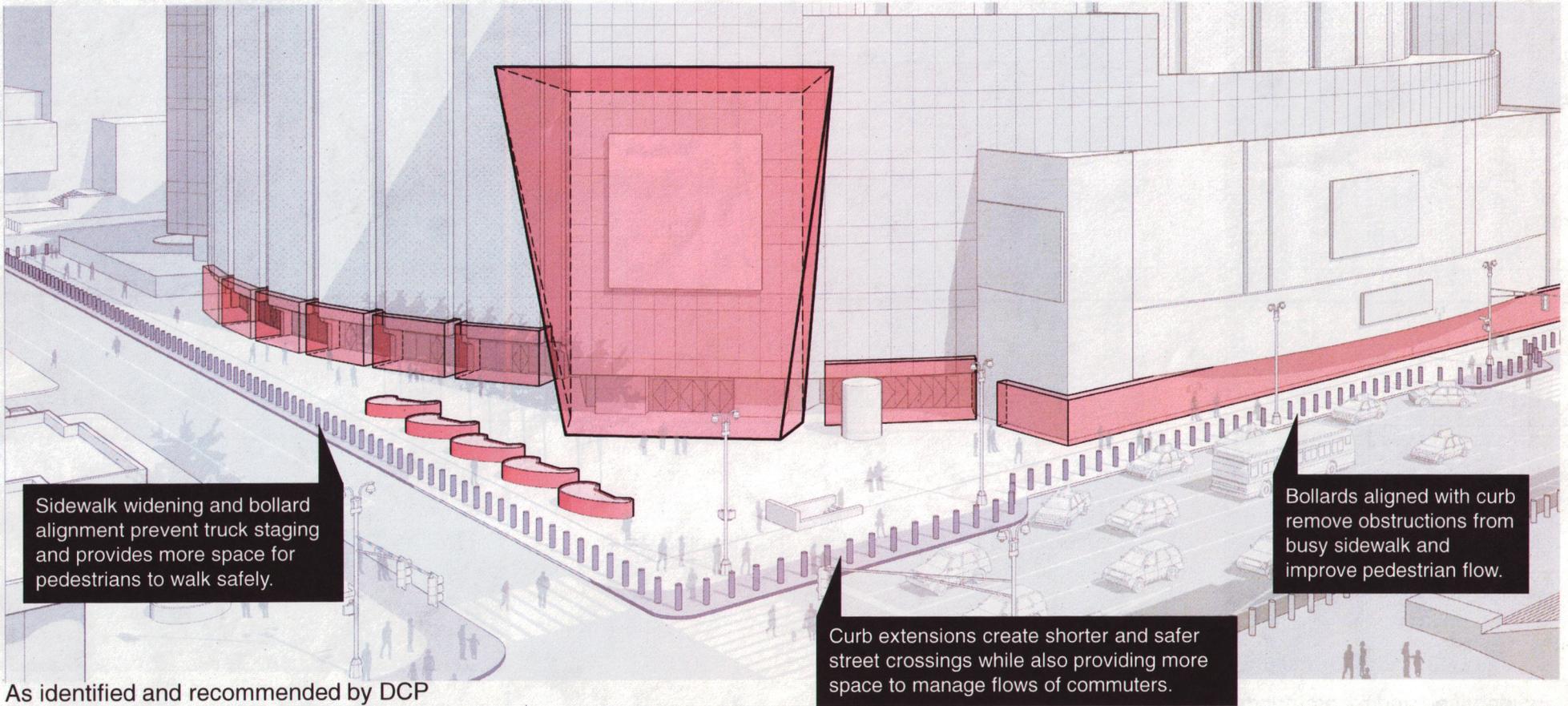
The long, featureless wall amplifies the discomfort for pedestrians traversing a sidewalk already encumbered with grates and bollards

Stationary trucks, and complex loading maneuvers, further impede pedestrian movement along the sidewalk

A vast plaza, devoid of public amenities, lacks both identity and a distinct sense of place.

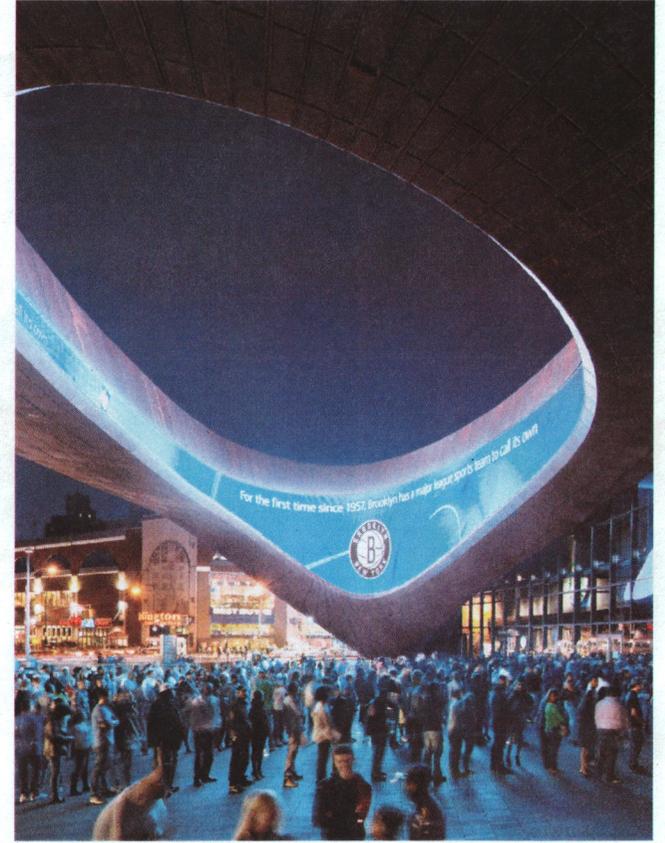
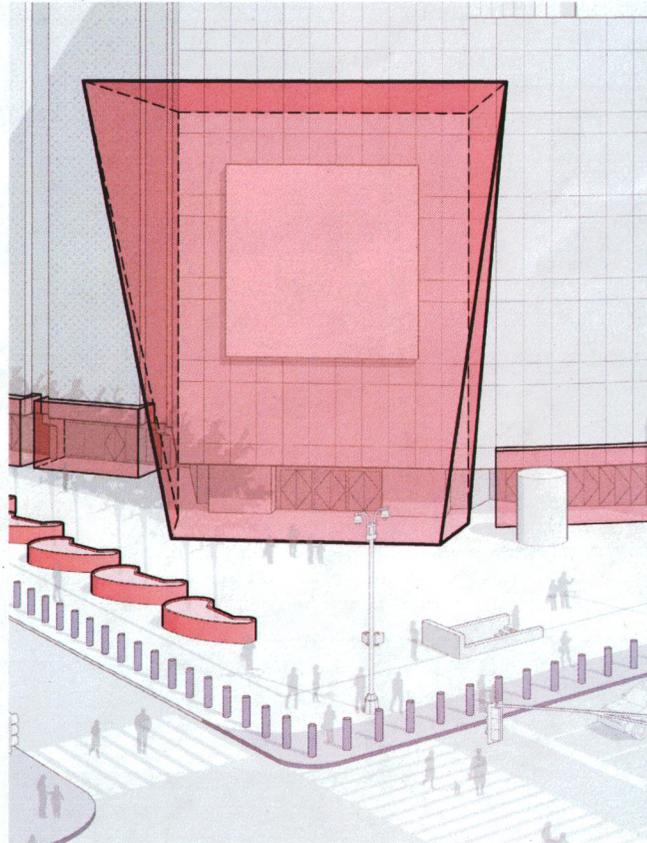
As identified and recommended by DCP

# Design Strategies – requires coordination with DOT & RR



Public Realm

# Verticality



As identified and recommended by DCP

# Verticality – Canopy Examples



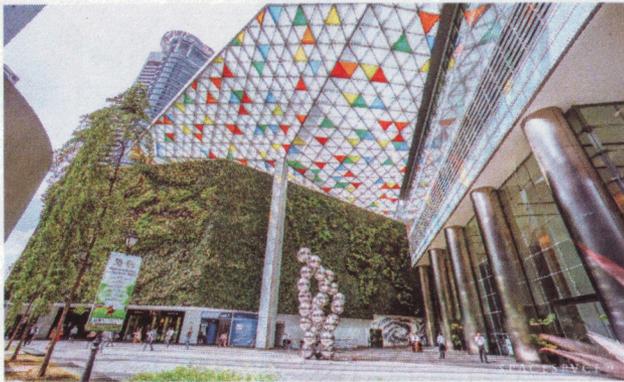
*George Street Plaza & Community Building (Sydney)*



*Vieux Port Pavilion (Marseille)*



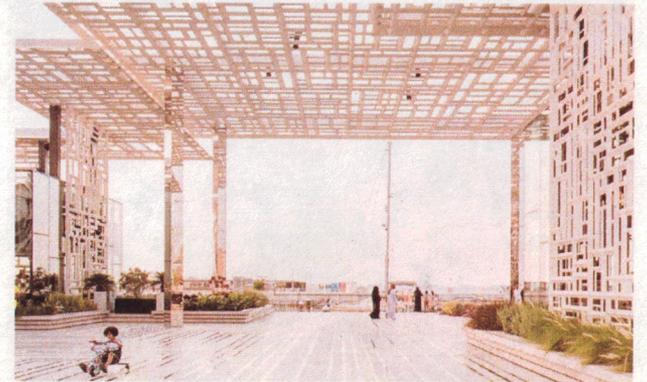
*Milan Trade Fair (Milan)*



*Ocean Financial Center (Singapore)*



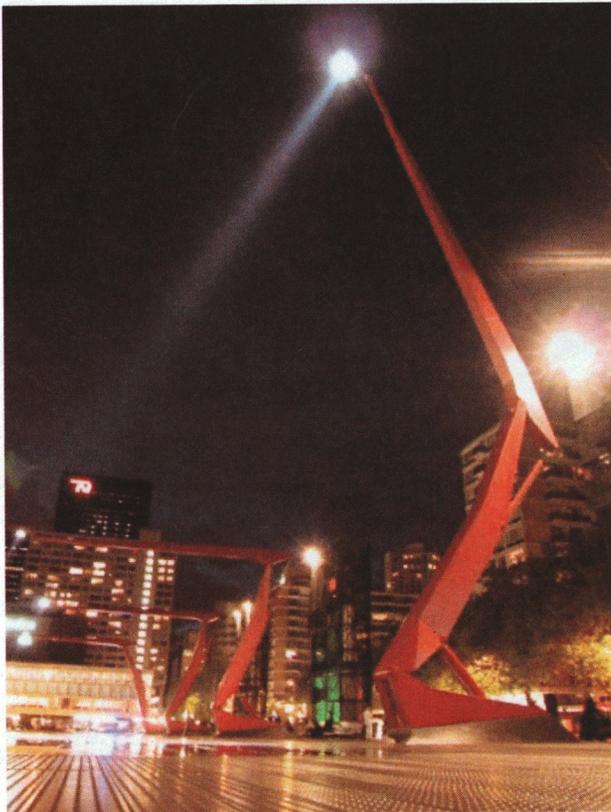
*Utrecht Centraal (Netherlands)*



*Marsa Plaza (Oman)*

As identified and recommended by DCP

# Verticality – Lighting Examples

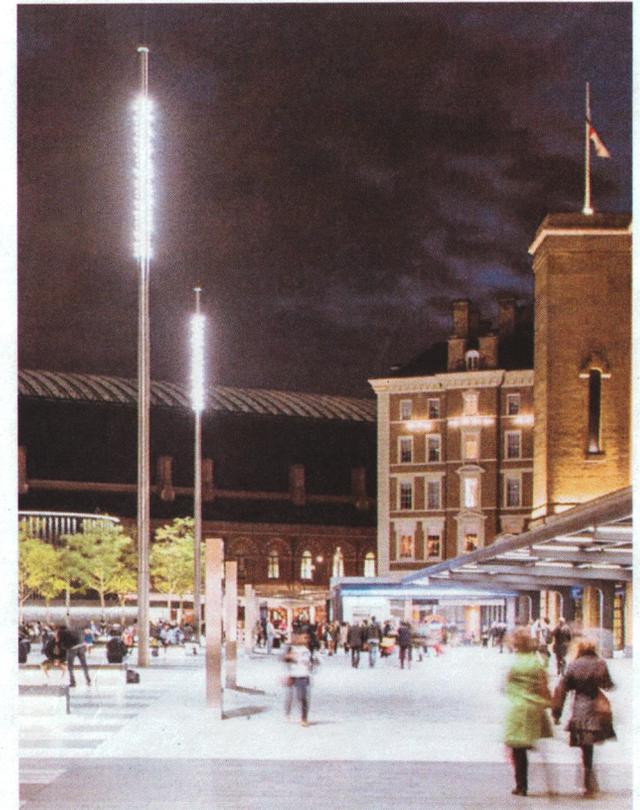


*Light Sculpture* (Schouwburgplein, Rotterdam)

As identified and recommended by DCP

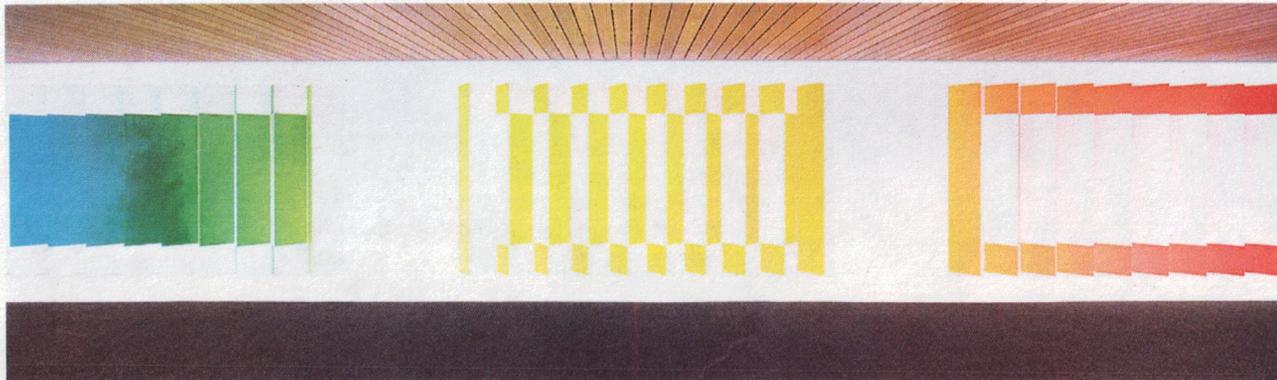


*Catenary Lighting* (Lawn on D, Boston)

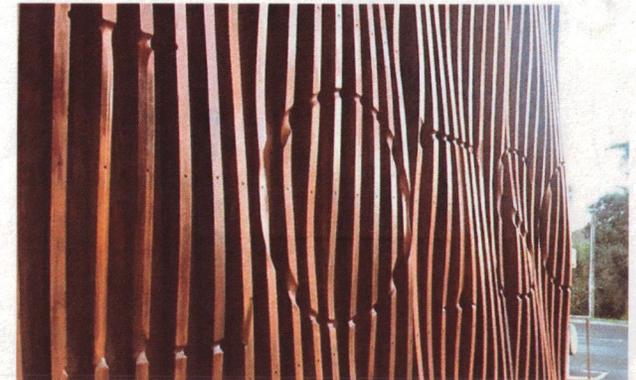


*Lighting Fixtures* (King's Cross, UK)

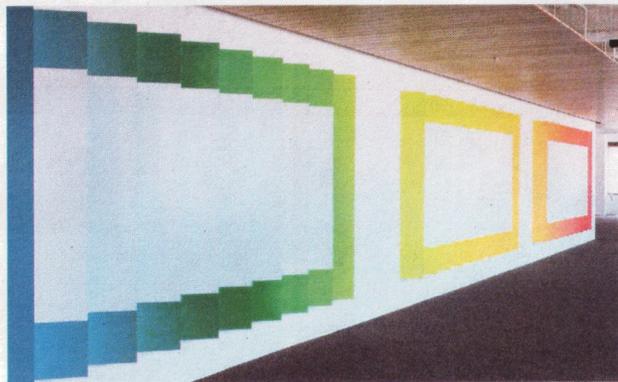
# 8th Avenue Sidewalk – Wall Treatment Examples



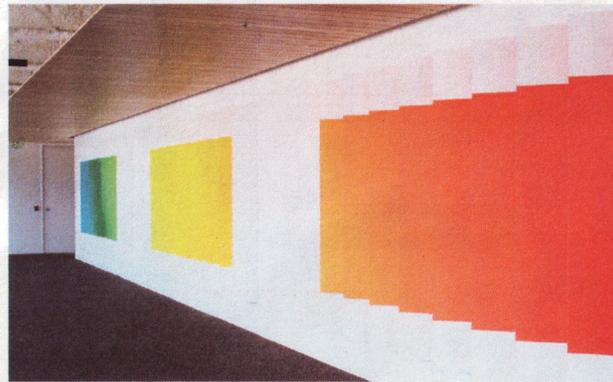
*Lenticular Wall Elevation (Derek Bruno)*



*Undulating Surface (Waiheke Library)*



*Lenticular Wall From Left Side*



*Lenticular Wall From Right Side*

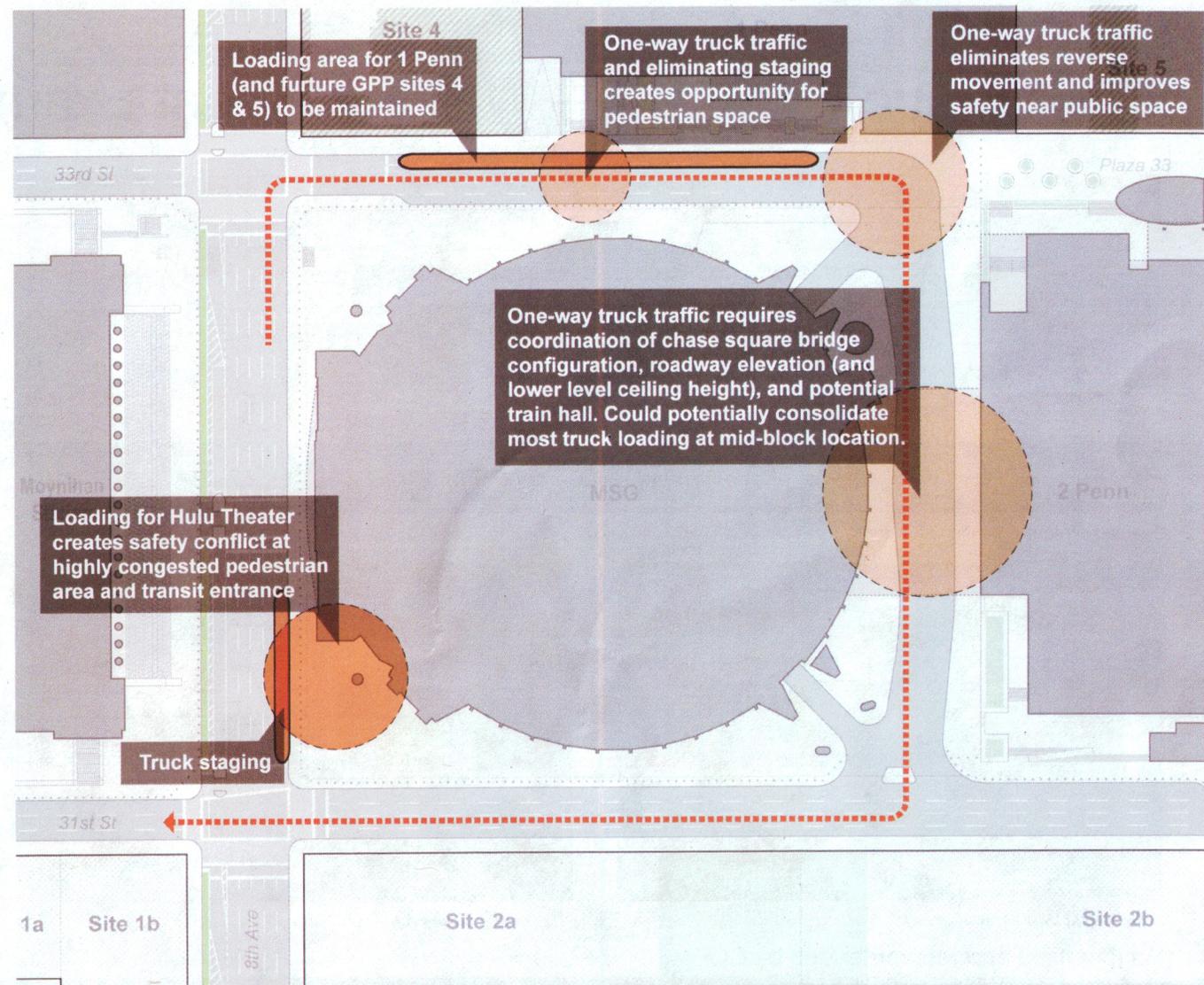


*Cutouts to Reveal Text / Image (Schomburg Center)*

As identified and recommended by DCP

# One-way Truck Circulation

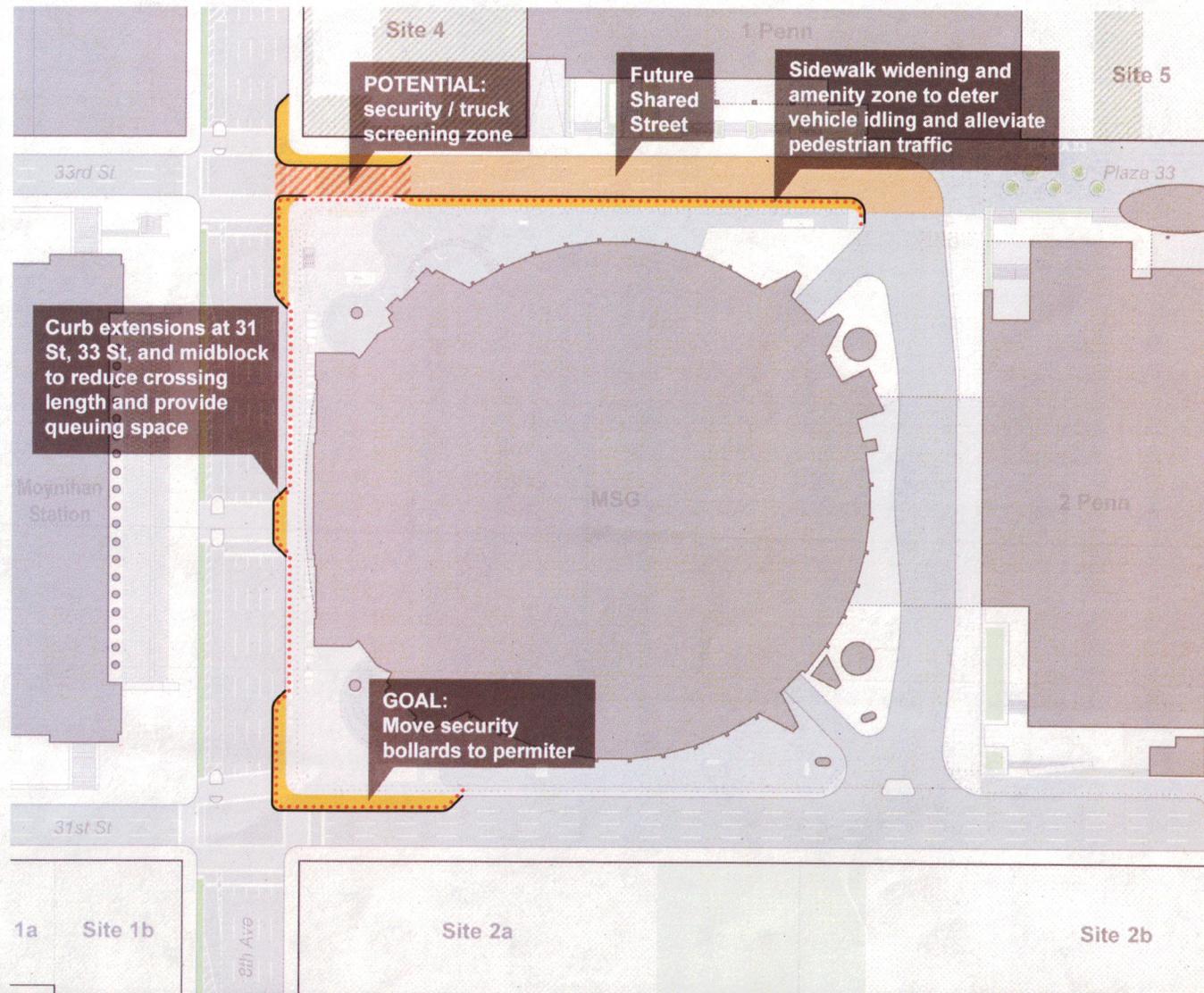
- 1) IN at 33rd St and OUT at 31st St eliminates some pedestrian safety conflicts.
- 2) Requires significant coordination between MSG, MTA, Amtrak, and Vornado to consolidate loading and facilitate truck movement.
- 3) Potentially requires off-site staging coordination and traffic management.



As identified and recommended by DCP

# Sidewalk Improvements

- 1) Improve pedestrian safety, legibility, and facilitate movement of commuters.
- 2) Prevent unwanted vehicular movement and idling through physical design of curb.



As identified and recommended by DCP

**City Council Hearing (7/18/23):**  
**MSG's Presentation - SCRIPT**

My name is Rich Constable and I lead Government Affairs and Social Impact for Madison Square Garden.

I'd like to thank Chair Riley and the subcommittee members for having us here today.

We are here to respectfully request that our application for a special permit – which responds to feedback from City Planning and other stakeholders – be granted in perpetuity.

Madison Square Garden is at the center of New York City's cultural life and serves as a significant driver of the City's economy – contributing more than 2 billion dollars in economic impact to the City every year. This includes over 12,000 direct and indirect New York City jobs.

MSG also employs thousands of union workers representing 14 labor unions, including 32BJ, District Council of Carpenters, and IBEW Local 3...

In fact, over two-thirds of the full-time jobs at The Garden are union jobs. These are the people who make it possible for MSG to hold concerts, games, and other events for over 4 million guests annually.

Further, MSG supports an entire ecosystem of businesses around the arena – and throughout the city – that depend on our events for their own success.

But MSG is more than just a driver of economic activity – we are also deeply committed to our community.

The centerpiece of our philanthropy is the Garden of Dreams Foundation, which provides life-changing opportunities for more than 400,000 local kids and their families, and has contributed \$75 million dollars for capital grants, scholarships, tickets and mentoring programs.

Throughout the special permit process, we have been committed to working collaboratively with all key stakeholders toward a shared goal of improving Penn Station and the surrounding area. And I'm proud to say that the application before you today clearly reflects that collaboration.

For example, we listened to City Planning, and made significant commitments to create a welcoming and vastly improved public realm surrounding The Garden. This includes:

- i. Two new glass canopies that will add important visibility to Penn Station's entrances;
- ii. Additional planters and seating; and
- iii. Artistic treatments to beautify the 8th Avenue façade.

Taken together, these commitments would add a level of grandeur to a civic space as important as Penn Station, and benefit commuters, guests, and pedestrians alike.

Additionally, we have worked with City Planning on commitments that would improve our truck loading operations, including:

- i. Moving trucks off 33<sup>rd</sup> Street;
- ii. Hiring flaggers to ensure safe truck travel to our loading area; and
- iii. Developing a detailed Transportation Management Plan with DOT.

Because these efforts are important to both the community and MSG, we have already started moving forward on a number of these commitments.

As we've continuously said, MSG is committed to working closely with the rail agencies to ensure The Garden remains compatible with any future improvements to Penn Station.

As you know, the arena and Penn Station have successfully operated on the same site for more than 60 years – and we look forward to continuing our work together in the Station's next chapter.

Finally, I would like to address the term of our special permit...

Contrary to some arguments, a longer special permit would expedite, not hinder, any Penn Station improvement project.

A long-term special permit would provide certainty to the rail agencies that after spending \$7 billion + in public funding to renovate Penn Station, a future ULURP process would not undermine that work.

The Garden is a key part of the Governor's, Mayor's and rail agencies' shared long-term vision for Penn Station, and it's appropriate to secure that vision with a long-term special permit.

I will now turn it over to Elise Wagner from Kramer Levin to formally present our application.

Thank you, Rich.

This is an application for a special permit in perpetuity for the continued operation of Madison Square Garden Arena.

The Arena is located on a superblock that also contains the 2 Penn office building and above- and below-grade Penn Station facilities.

This slide shows the complex, but well-organized, pedestrian and vehicular circulation on the block.

As shown by the purple arrows, the main entrance to the Arena, where 70% of guests arrive for a typical event, is at the eastern end of the MSG building, at the second level. Pedestrians arriving from 7<sup>th</sup> Avenue can access the entrance by two breezeways that run through 2 Penn and lead to the "Chase Square" pedestrian bridge, which spans the midblock driveway.

MSG is surrounded by at-grade open areas.

The open areas consist of designated pedestrian-accessible areas (shown in gray); and exterior loading areas for the Arena, 2 Penn, and Penn Station (shown in white).

This drawing shows the arena facilities in gray. Those are the areas that are subject to the special permit.

The other uses on the site – including the Theater, the Amtrak Rotunda and the Penn Station and 2 Penn loading facilities above grade, and Penn Station below grade – are not subject to the special permit and are shown in white.

As Rich mentioned, MSG has made a number of commitments that will significantly enhance the public realm around the arena.

These include:

- i. Decorative pavers;
- ii. Ten planter benches;
- iii. Weather-protected bicycle parking;
- iv. New planter boxes; and
- v. A number of additional design concepts based on working closely with the Department of City Planning.

These include:

- vi. Large glass canopies with internally illuminated signs for the Penn Station entrances at 31<sup>st</sup> and 33<sup>rd</sup> Streets and Eighth Avenue.
- vii. A unified design language for MSG and Penn Station signage.
- viii. A modified design for the open area at the southeast corner of the site, incorporating a total of three large planter benches in a social-seating configuration.
- ix. A graphic art installation for the building's 8<sup>th</sup> Avenue wall, to enliven the space for pedestrians on both sides of 8<sup>th</sup> Avenue.

We are moving forward quickly to develop these proposals.

MSG has also made significant commitments to improve its truck loading operations, reflecting important input from City Planning and DOT.

As one of the busiest arenas in the world, MSG could not operate without carefully orchestrated loading operations.

The arena's internal loading facilities are challenged by low vertical clearances and other structural conditions that cannot be practicably modified.

MSG has developed a complex set of loading protocols that allow it to operate with minimal impacts on vehicular and pedestrian traffic.

- x. The on-site loading areas can accommodate up to 7 semi-trucks for concerts and special events. For events requiring more than 7 semi-trucks, MSG uses the adjacent streets for load-in/load-out or for staging.
- xi. These are photographs of trucks within the on-site loading area.
- xii. MSG obtains permits in advance from the Mayor's Office of Film, Theatre and Broadcasting to allow loading and staging activities in the adjacent streets.

In collaboration with City Planning and DOT, MSG has committed to a number of changes. MSG will:

- xiii. Eliminate the parking or staging of trucks along 33<sup>rd</sup> Street;
- xiv. Use flaggers or security personnel to walk trucks along 33<sup>rd</sup> Street; and
- xv. Work with DOT to prepare a Traffic Management Plan for MSG's loading operations. The Traffic Management Plan may include:
  - (A) Restrictions on hours for commercial vehicular traffic;
  - (B) Identification of an off-site location for truck staging;
  - (C) Designated locations for security checks; and
  - (D) Increased reliance on zero-emissions vehicles.

MSG's special permit application is being reviewed along with a text amendment proposed by the Department of City Planning.

The text amendment requires the Arena to meet a number of new findings, including that the arena is appropriately consistent and compatible with adjacent transit facilities.

As Rich said, MSG has cooperated, and will continue to cooperate, with the rail agencies in redeveloping Penn Station. The City Planning Commission's resolution establishes a process whereby MSG would return to the Commission when the rail agencies have advanced a Penn Station plan to 30 percent design development.

I will now turn things back to Rich.

Thank you, Elise.

I'd also like to introduce other members of our team here who are available to answer questions:

- b. Joel Fisher, EVP, Marquee Events and Operations;
- c. Bobby Castronovo, SVP and General Manager, The Garden; and
- d. Cawsie Jijina, Structural Engineer and Principal at Severud Associates

With that, we are happy to take questions from the Council.



July 24, 2023

Honorable Kevin Riley (VIA EMAIL)  
New York City Council  
250 Broadway, Room 1771  
New York, NY 10007

Re: Madison Square Garden Special Permit (LU 0246-2023)

Dear Chair Riley,

I'd like to thank you and the members of the Subcommittee once again for your time and thoughtful consideration during Wednesday's hearing on Madison Square Garden's Special Permit Application and Arena Text Amendment. We're grateful to you for giving all members of the public an opportunity to participate in this important process.

Enclosed, please find the additional information you requested during the hearing.

If you would like to discuss these responses further, or require additional information, please don't hesitate to reach out. MSG is happy to provide any information needed throughout the Council's review.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Richard Constable'.

Richard Constable  
EVP, Global Head of  
Government Affairs & Social Impact

cc: Perris Straughter

## **Follow-Up Questions for Madison Square Garden**

NY City Council, Subcommittee on Zoning & Franchises

Public Hearing on MSG's Special Permit Application (July 18, 2023)

### **1. How many events per year does the Arena have?**

An average of approximately 235 events per year were scheduled at the Arena from 2017 through 2019 (the last three years prior to the COVID-19 pandemic). The total for FY23 was 228 as follows:

- **Live:** 108 events (105 concerts; 3 special events)
- **Sports:** 96 events (47 Rangers, 49 Knicks)
- **Marquee:** 24 events (14 college basketball, boxing, PBR, WWE, UFC)

### **2. How many tickets are sold annually for Arena events?**

Approximately 3,300,000 annually (based on FY23 forecast/actuals):

- **Live:** 1,500,000 paid attendance
- **Sports:** 1,500,000 paid attendance
- **Marquee:** 300,000 paid attendance

### **3. How many days of the year is the Arena sold out?**

On average, we have approximately 230 events annually and the overwhelming majority of those events are sold out.

### **4. What is the capacity of the Arena?**

The Arena has a maximum capacity of 22,000 seats pursuant to the 1963 and 2013 special permits. In practice, the maximum seated capacity of the Arena is:

- **Knicks Games:** 19,812
- **Rangers Games:** 18,006
- **Concerts:** ~20,000 (set-ups vary)

### **5. Which entrances and exits do guests use?**

7<sup>th</sup> Avenue and 8<sup>th</sup> Avenue

### **6. At typical show, how many (and what percentage of total # of) guests use each entrance?**

- 7<sup>th</sup> Avenue: 68%
- 8<sup>th</sup> Avenue: 32%

**7. How many times per year does MSG obtain permits from the Mayor's office for loading/unloading activities?**

MSG obtains permits from the Mayor's office as required by all applicable regulations. In FY23, MSG obtained permits for 91 arena concerts. FY23 was an exceptionally busy year; average annual number of permits is 75-80.

**8. What time do these events usually begin?**

Typical start times for events are:

- **Knicks Games:** 7:30pm
- **Rangers Games:** 7:00pm
- **Concerts:** 7:30 or 8:00pm

**9. When do our guests typically line up to enter the Arena for these shows?**

Doors typically open 60 minutes prior to show start; guests rarely line up prior to doors opening. For extremely popular concerts, guests may line up 30 minutes before doors open.

**10. When do our guests typically exit the Arena?**

Typical exit times for events are:

- **Knicks Games:** 10:00pm
- **Rangers Games:** 9:30pm
- **Concerts:** 11:00pm

**11. What percentage of Arena/Theatre guests access MSG through public transportation (Penn Station and connecting subways)?**

Depending on the type of event (Live or Sports) and the day of the week (weeknight or weekend), approximately 47 to 59% of our guests arrive by rail (train or subway). If we include bus travel, the percentage of guests taking public transit goes up to 51 to 61%, as stated at the hearing.

**12. What is the breakdown of travel modes (public transit vs. car) used by guests for events at MetLife Stadium?**

To the best of our knowledge, guests travel to MetLife stadium by: automobile (85-90%), and public transportation (10-15%).

**13. Provide information on shows/concerts at the Theatre:**

*How many shows per year?*

On average, there are approximately 100 shows/concerts per year.

*How many people attend (tickets sold) per year?*

On average, approximately 310,000 people attend Theatre shows/concerts per year.

Approximately 215,000 in FY23, but this was impacted because of the absence of the annual holiday show. The Holiday show has approximately 95,000 attendees, which would increase total attendance to 310,000.

- **Live:** 147,000 paid attendance (115k concerts; 30k family events; 2k special events)
- **Holiday show:** 95,000 (Cirque, not in FY23 but in FY24)
- **Marquee:** 67,000 paid attendance (50k other sports (e-gaming, darts, etc.), 17k boxing)

*What permits do we need to obtain for Theatre events?*

MSG obtains the same street permits for Theatre events as we do when we stage trucks prior to unloading for Arena events.

*How many permits does MSG obtain annually for Theater loading/unloading? On how many days per year do we request these permits?*

MSG obtains permits from the Mayor’s office as required by all applicable regulations; 33 permits were obtained on 33 days in CY22 for the Theatre.

*How much gross revenue do we generate from these shows annually?*

MSG does not release revenue figures by venue.

**Where do our attendees come from?**

In CY22, guests coming to the Arena came from the following locations:

- NY City ..... 28%
- NY State ..... 18%
- Other Domestic ..... 15%
- New Jersey ..... 14%
- International ..... 4%
- Connecticut ..... 3%
- Unknown ..... 18%

**Tuesday, July 18, 2023**

**Mark Levine, Manhattan Borough President**

**Testimony Before the New York City Council Subcommittee on Zoning and Franchises  
L.U. Nos. 245 and 246 – Arena Text Amendment and Madison Square Garden Special  
Permit**

Good morning. I'm Manhattan Borough President Mark Levine and I'd like to thank Chair Riley for leading this hearing today, along with Councilmember Bottcher who has worked thoughtfully on this application for MSG's special permit.

The discussion of this application is uniquely intertwined with our work to build a better Penn Station. This process has required MSG, along with the rail agencies, to come to the table and plan for a station that will relieve overcrowding, improve accessibility and safety, bring daylight into the terminal, and significantly enhance the passenger and public realm experience. And thanks to the zoning text amendment put forth by City Planning, we will have an opportunity to ensure that the arena is compatible with Penn Station well into the future—particularly at a juncture when plans for the station reach 30% completion.

And all of this is coming at a time when we have a unique window of opportunity to dramatically improve Penn Station. In addition to the leverage of this special permit process, we only have a couple of years before the Metro North line comes in. And most importantly we now have allies in Washington in President Biden and Leader Schumer. As painful as it is to contemplate, we don't know if they'll be in those positions beyond 18 months from now, so it's critical we secure federal financing before then.

And for these reasons I have called for aggressive, bold action now to improve Penn.

In my recommendation I proposed a 5-year term on the special permit to improve our leverage to deliver on the promise of a better train station. I believe that better station has a number of key elements:

- The creation of a grand entrance on 8th Avenue—notably, the number of passengers who use that entrance alone makes it the 4th biggest rail hub in north America;
- Demolition of the Theater at MSG, also known as the Hulu Theater, which allows pillars on the track platforms to be removed, and new means of egress from the tracks to be added;
- Creation of a street wall around the arena with street-activating ground floor retail; and
- Moving all the trucks to an underground parking below the arena to alleviate traffic and pedestrian crowding.

As well all know, MSG owns the much of the property in and around the station and they legally have to be compensated for any space they give up for station improvements, be it the theater, the taxiway, or the pedestrian bridge. Every plan for a new Penn Station is going to run into this

requirement. And I certainly don't like putting money into MSG's pockets. But to me the right way to make things fairer isn't to block the public from getting a better Penn, it's to cancel MSG's tax exemption, which last week the IBO estimated has already cost us close to a billion.

So we must focus now on planning a better Penn. The railroad agencies have committed to considering all options that will maximize transportation benefits. And as part of the process, MSG will have to cooperate in good faith. Together, we can help deliver the world class station that we all deserve.

Thank you for your consideration of this application.



**Testimony of New York State Senators Liz Krueger and Brad Hoylman-Sigal**  
**& Assembly Member Tony Simone**  
**Before the New York City Council Committee on Zoning and Franchises**  
**on the Madison Square Garden Arena Special Permit**  
**July 18, 2023**

Thank you for the opportunity to comment on Madison Square Garden's (MSG) application for a Special Permit to allow it to continue operating in its current location.

As members of the State Senate and Assembly whose districts overlap with the Penn District, we urge New York City to reject MSG's renewal application. On June 2, 2023 the leadership of Amtrak, the Metropolitan Transit Authority (MTA) and New Jersey Transit concluded that the venue is incompatible with Penn Station. The Compatibility Report issued by the transit agencies states that "MSG's existing configuration and property boundaries impose severe constraints on the station that impede the safe and efficient movement of passengers and restrict efforts to implement improvements." However, if New York City ultimately decides to issue a renewal of the Special Permit, it must be for a maximum of three years and be contingent on MSG making all the concessions deemed necessary by the rail agencies and the City of New York to make the arena fully compatible with the planned redesign of Penn Station.

Penn Station is the heart of New York City's transportation system, and the busiest rail hub in the Western Hemisphere. Sitting at the key point of the Northeast Corridor, and serving New York City Transit, Amtrak, Long Island Railroad, and New Jersey Transit, it is the point of arrival and departure for more than 650,000 people every day. Its importance to the economic and social fabric of our city, state, and country is incalculable.

For too long, Penn Station has played second fiddle to MSG's operations as an entertainment facility. The current arena was first constructed in 1968 at the cost of much of Penn Station's functionality. This involved the complete demolition of the original above-ground Pennsylvania Station and the major redesign of the station's

below-ground elements, including the placement of support columns which affect the ability of passengers to wait safely and comfortably on train platforms. In addition to impeding the functionality of Penn Station, Madison Square Garden pays no property taxes. This tax break, which was first awarded in 1982, is valued at about \$42 million per year.

The constraints placed on Penn Station by MSG's current location are considerable. The current station, designed for 200,000 daily users, now handles more than 650,000 daily users, and is straining under the effects of an increase in usage absent an increase in capacity. This contributes to severe congestion on the rail platforms and transit corridors, and places limitations on train frequency. The low ceiling heights and limited air flow into the concourses and rail platforms caused by the supremacy of MSG over the public transit infrastructure below also presents a safety risk. As Community Board Five stated in its resolution, the National Fire Protection Association (NFPA), the organization responsible for setting fire safety code for public structures, has ruled that the current state of Penn Station platforms do not meet the requirements for safe evacuation in the case of emergency. This is due in great part to the columns needed to support MSG taking up valuable platform space, along with the aforementioned lowered ceilings.

It is essential in our view as public representatives that Penn Station receive a redesign deserving of its status as a world-class transit hub, emphasizing increased space for riders and greater safety measures than are allowed by the present infrastructure. While we would prefer to see MSG move to facilitate a total transformation of Penn Station, absent of that we believe the granting of a new Special Permit should be limited to three years. A new special permit must be contingent on MSG making itself fully compatible with Penn Station as defined by the leaders of the transit agencies that utilize the facility. MSG must be required to provide the MTA all the spaces necessary for the agency's Penn Station Reconstruction Plan at no cost. This includes the taxiway for the construction of the mid-block train hall, which is essential to increase light and air in the station and areas along 8th Avenue to construct new higher-capacity and accessible entrances. A renewal limited to three years will ensure the rail agencies have sufficient certainty of an agreement with MSG to begin construction work during the limited window of opportunity of lower train volumes now that Grand Central Madison service is in place and before Metro-North service to Penn Station begins in 2027.

A new Special Permit, limited to three years, should additionally be contingent on MSG transforming how it handles loading operations and improving access to public spaces above and below ground. MSG's loading has long taken place on public streets and

caused significant disruptions to vehicular and pedestrian flow; all loading must be moved beneath the arena. We also fully support the Department of City Planning's proposal to require MSG to provide adequate public spaces, amenities, and entrances compatible with transit facilities and encourage Madison Square Garden to work with Community Board 5 and local stakeholders to achieve an "ambitious public realm scheme." This should include positive activation of the plazas, high quality public realm design, improved wayfinding, increased bike storage, and public bathroom facilities. It is also essential that MSG enter into a restrictive declaration with the City, which outlines all of the aforementioned requirements, which is recorded against the property.

The MTA, New Jersey Transit, and Amtrak have a rare opportunity to transform Penn Station into the modern, safe, and efficient transit facility that New Yorkers and visitors deserve. We strongly urge the City Council to ensure that this opportunity is not wasted by placing the needs of Penn Station and the surrounding community above MSG's desire to operate its arena as it has for decades.

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Thank you for your time and consideration of our comments.

## **FOR THE RECORD**

### **Testimony on behalf of the Grand Penn Community Alliance July 18, 2023**

Chair Riley, Members of the Council.

My name is Alexandros Washburn and I am testifying on behalf of the Grand Penn Community Alliance, a group which advocates for great public architecture and great civic spaces. Its supporters have no financial stake in this.

If the Council grants a full ten-year extension of the special permit, the opportunity for either will be lost.

Ten years ago, the Council modified the special permit approved by the City Planning Condition from 15 to 10 years. Promises were made to the Council and the public that there would be improvements to the streetscape. They were never kept, because ten years was enough time for most to forget they ever were made. This time we are told it will be different, but we -you- won't know until it does, if it does, and we -you- won't be able to do anything about it either way. In the meantime, the Garden will get the benefit of being able to operate just as it always has. No disrespect to my former colleagues at City Planning but this is the body the Charter intends to keep agencies and applicants accountable.

This application is happening against a backdrop of challenge and change. After the Cuomo plan for Penn Station collapsed, new ideas emerged. One was from the rail agencies that use Penn, which told us that MSG on top creates safety hazards that must be addressed (not just promised). Another was for a new Eighth Avenue train hall and disguising the Garden. Perhaps better than what's there now, but doing little for the immediate area except creating a new train mall.

Then there are the ideas, like ours, which don't accept the premise that the Garden can never move, as it has three times before. Imagine a modern Madison Square Garden just nearby, an arena to be proud of, the arena New York deserves, an opportunity for transformational development of a mixed use, equitable neighborhood, an opportunity for open space the size of Bryant Park.

This is a once-in-a-generation opportunity to build a great new train station and public space for New Yorkers and those who visit -- why throw it away? We implore the City Council to limit the special permit to a 3- to 4-year term, at the most. A 10-year permit will silence the exciting conversations that are occurring right now, and the transformative visions and ideas now being conceived will be still-born.

Let MSG come back prove to this Council that it will live up to its obligations. At the same time, create some breathing room allowing for exciting new plans to be conceived, fine-tuned and debated. The passionate discussions occurring now around Penn Station and Madison Square Garden could yield one of the great public works of our time. Why cut them off?

One last note, to those who say its too complicated or too expensive or takes too much will to overcome the powerful economic interests.

You need go no further than the Highline to see a civic vision that with public support unleashed transformation. Why, because this Council lent its weight to the idea. Your leadership made a difference then, and it can make a difference now.



**Amtrak Testimony**  
**City Council Subcommittee on Zoning & Franchises**  
**Hearing on MSG Special Permit and Arena Text Amendment**  
Tuesday, July 18, 2023

First Remarks (Jeannie Kwon)

- Good afternoon, Councilmembers. I'm Jeannie Kwon, Vice President for Major Stations Capital Project Delivery at Amtrak. Thank you for the opportunity to speak today.
- As the owner of Penn Station and the Northeast Corridor rail infrastructure that runs through it, Amtrak recognizes that Penn Station isn't merely a station - it is a gateway to New York City, serving an estimated 600,000 passengers daily before the pandemic, making it busier than all three New York airports combined.
- The station is a testament to the city's interconnectedness and serves as a key transit point for individuals travelling locally, regionally and nationally, playing a critical part in our economy, infrastructure, and communities.
- Amtrak's rebound from the pandemic has been robust, and we're now carrying more riders through Penn Station than before the pandemic crisis.
- The modernization and expansion of Penn Station is a priority for Amtrak. Coupled with investments like the Gateway Program, this initiative will ensure that our rail network can support our region's population growth and economic prosperity in the decades to come.
- This is why Amtrak is collaborating with our railroad partners on a vision to modernize and expand Penn Station that will integrate Moynihan Train Hall and a future Penn Expansion into a unified, world-class transportation complex that provides safe and reliable transportation service.
- Achieving this vision will necessitate close collaboration with our neighbor, Madison Square Garden, given the arena's location and intricate and complex structure.
- While it is the City's purview to make decisions concerning the Garden's special permit, we are appreciative of the mechanism for collaboration proposed by the City Planning Commission — especially now that we are on a path forward to reach 30% design in the next 12 months.
- Our relationship with Madison Square Garden has been nurtured over many years of close collaboration. We value our relationship and look forward to continued partnership.
- I'll now turn it over to my colleague Sara Appleton to elaborate on our priorities and desired collaboration with MSG.



## Second Remarks (Sara Appleton)

- Thank you, Jeannie, and thank you to members of this subcommittee for the opportunity to speak today.
- Over the past three years, Amtrak and our railroad partners have developed a conceptual “Master Plan” to serve as the starting point for the station’s reconstruction. Our Master Plan identified priorities for the reconstruction, including:
  - Expanding public circulation space to relieve overcrowding and improve passenger comfort and security;
  - Simplifying the station’s layout on a single public level with more intuitive wayfinding for our passengers and the public;
  - Improving station and platform accessibility and egress;
  - Modernizing operational spaces and systems to enhance safety and efficiency; and
  - Enhancing the station’s presence and entrances at street-level.
- We’re committed to creating a unified station complex with spacious, prominent new entrance halls at street-level wherever possible, looking at the station holistically from 7<sup>th</sup> Avenue to 8<sup>th</sup> Avenue and across 8<sup>th</sup> Avenue to Moynihan Train Hall.
- Our railroads are now beginning (what we refer to) as our “preliminary engineering” process that will update and refine our Master Plan concept based on more extensive engineering, public input, and environmental review work.
- During this process, we will be open to all ideas that advance our priorities for the station, as Governor Hochul recently emphasized.
- And we will be looking to partner with Madison Square Garden – particularly to improve the station’s prominence at street-level along 8<sup>th</sup> Avenue and the mid-block zone, upgrade loading facilities, relocate structural elements and equipment where necessary, and explore financial partnership where investments will provide mutual benefits for our organizations and customers.
- We appreciate Governor Hochul’s leadership on advancing this important project and we look forward to collaborating with the MTA, NJ TRANSIT, the City of New York, community stakeholders, and the Garden to create a 21<sup>st</sup>-century station worthy of New York City and our region.
- We’ll be happy to answer any questions from this subcommittee during the Q&A session.



# **PENN STATION RECONSTRUCTION**

**Reference Appendix**

**New York City Council Subcommittee on Zoning & Franchises**

**July 18, 2023**

# Issues facing the station today



Poor visibility of entrances



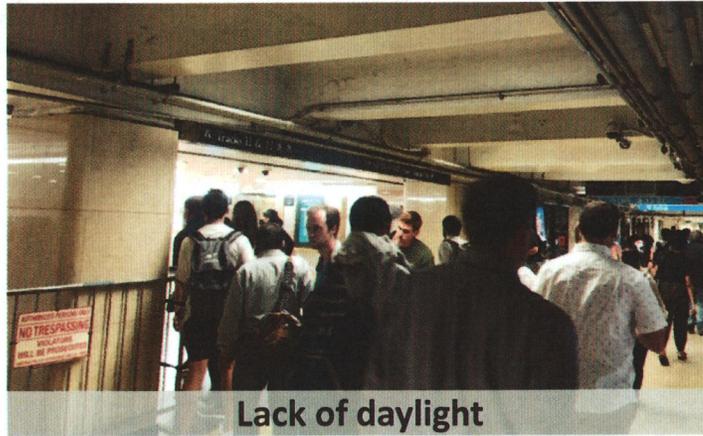
Low ceilings in concourses



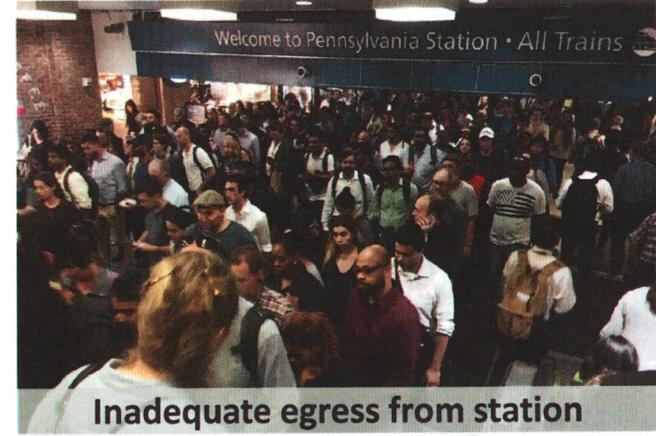
Inadequate egress from platforms



Severe crowding

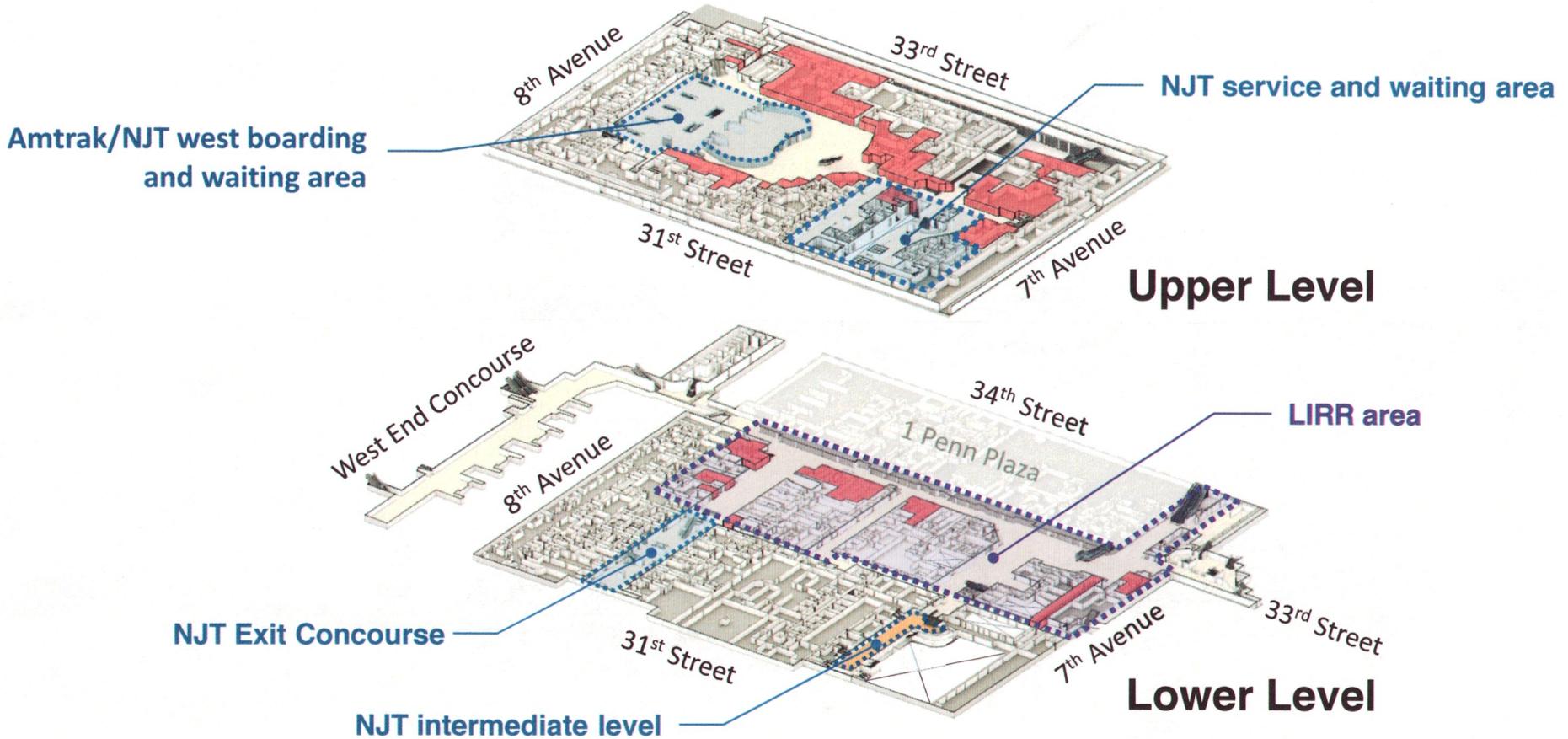


Lack of daylight



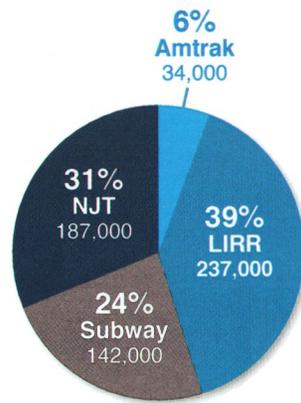
Inadequate egress from station

# A scattered, confusing layout



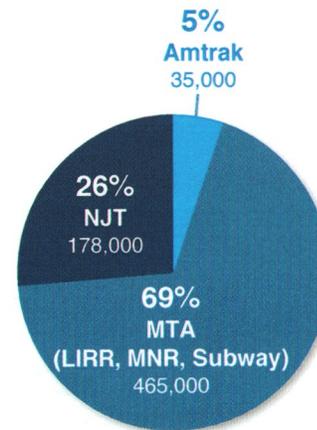
# The Master Plan accounts for future growth

**Penn Station  
Daily Trips – All Users  
600,000**



**2019**

**Penn Station  
Daily Trips – All Users  
678,000**

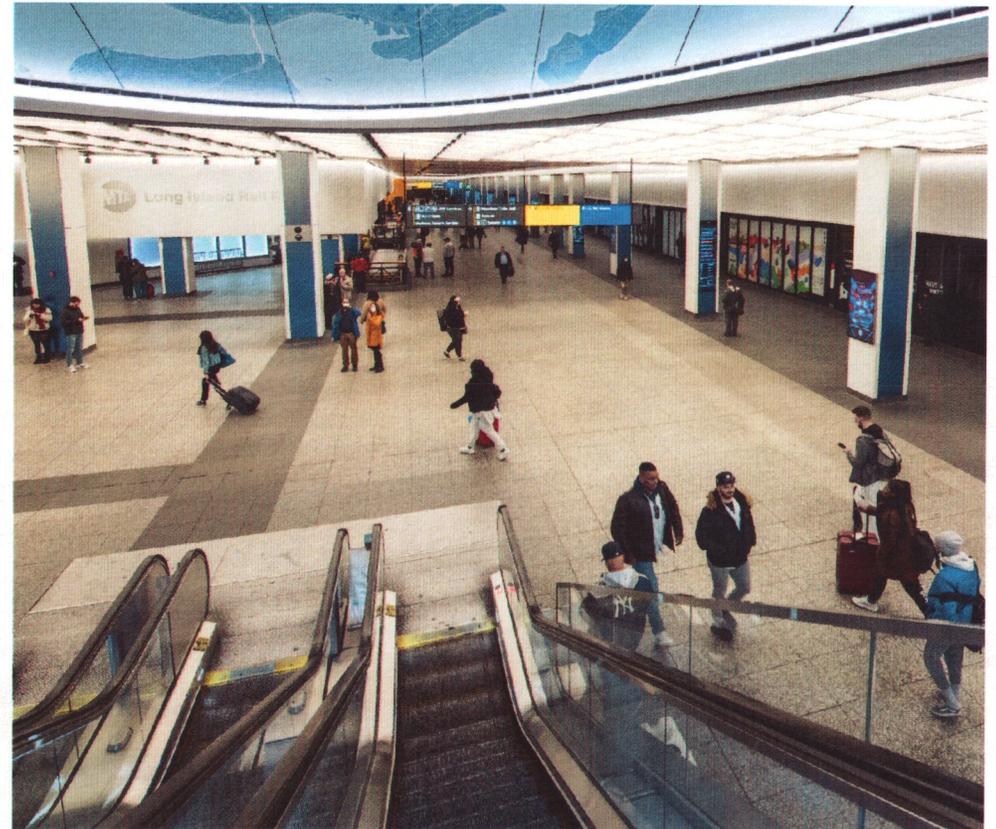


**2038**

# We've started tackling these issues

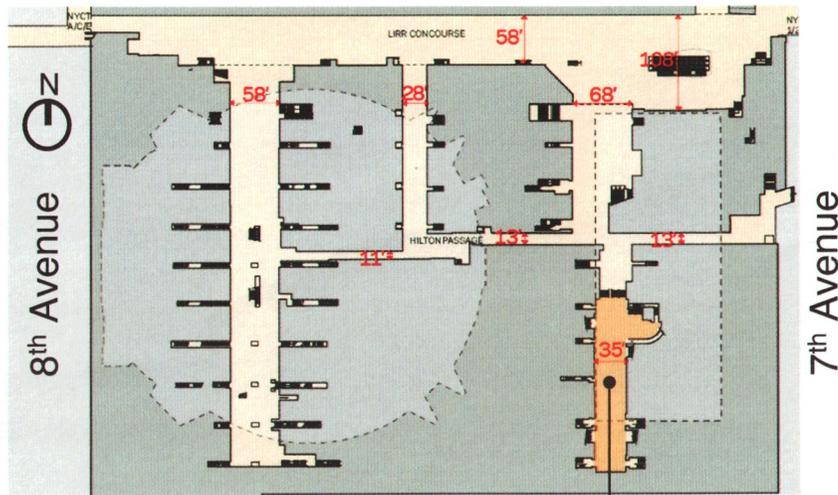


**Moynihan Train Hall**



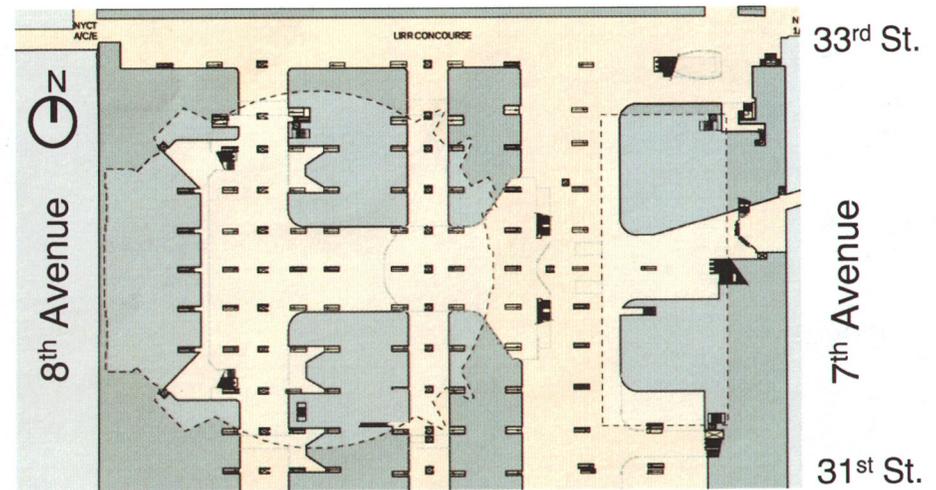
**LIRR Concourse**

# Single-level station: Relieve overcrowding and improve pedestrian flow



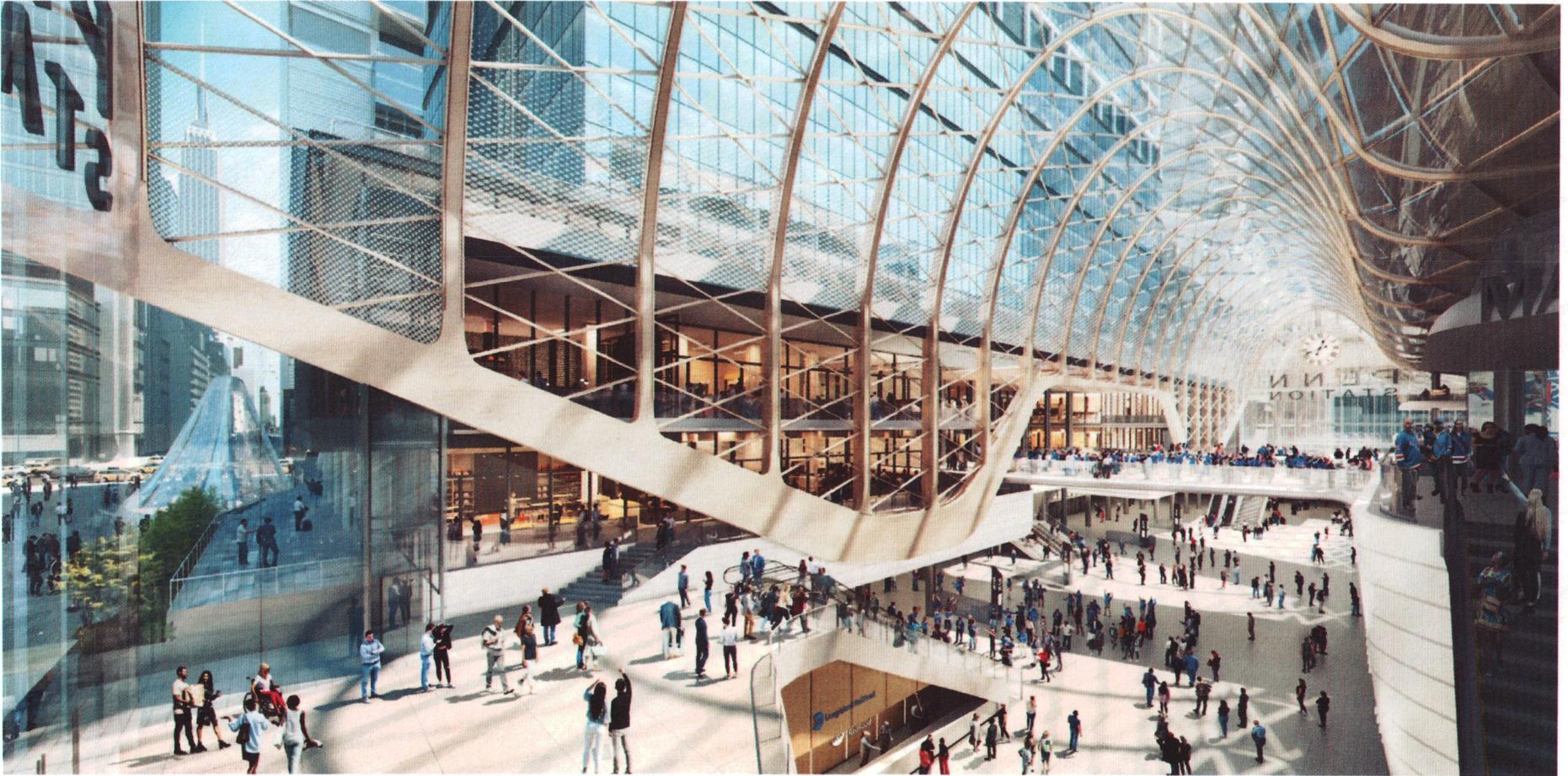
NJT intermediate-level concourse

**Existing Lower-Level Plan**  
Circulation space: 125,000 GSF



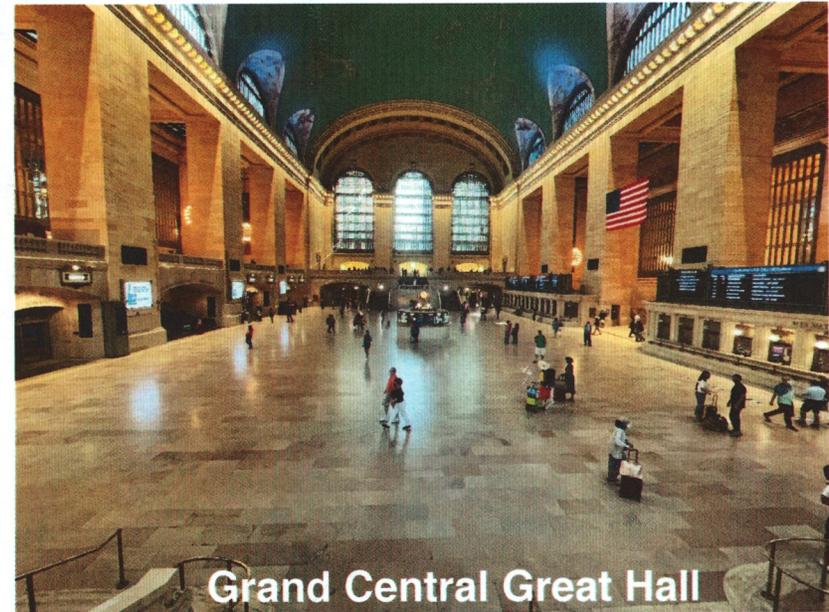
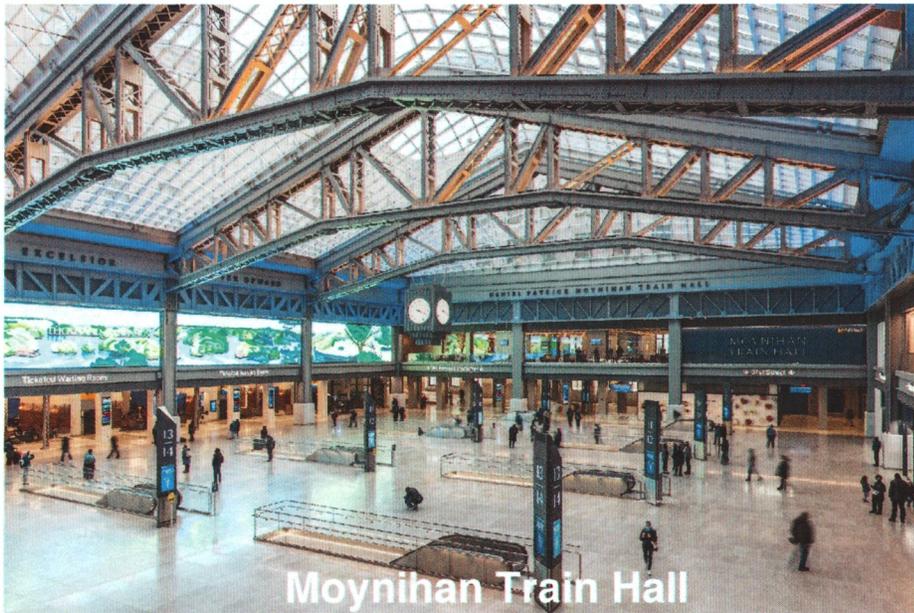
**Proposed Lower-Level Plan**  
Circulation space: 240,000 SGF  
(equal to 4 football fields)

## New mid-block train hall with daylight

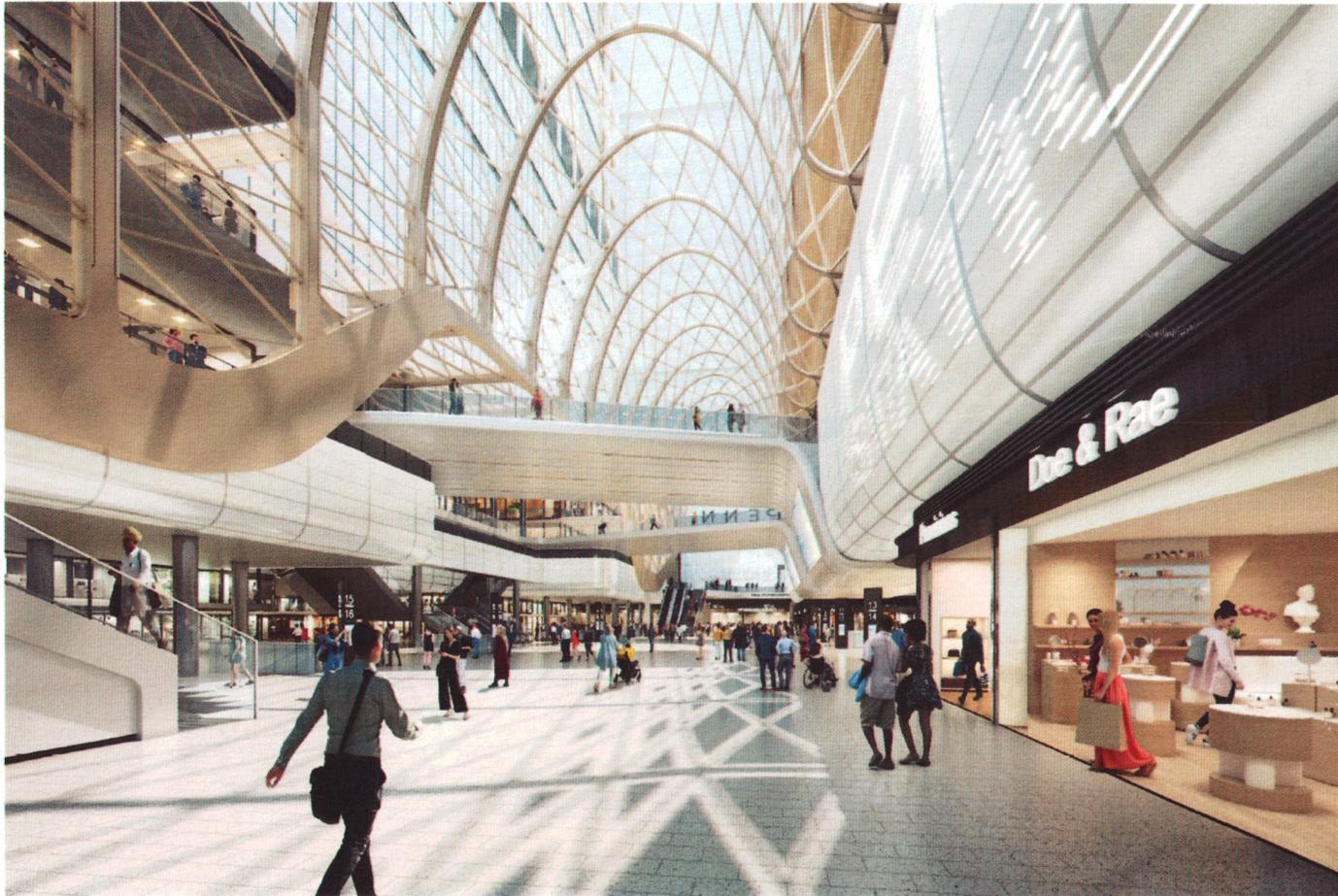


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## New mid-block train hall: 75% more than the area you see here



## New mid-block train hall with daylight



# Wider concourses with higher ceilings



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## Improved façade and entrances on 8<sup>th</sup> Avenue



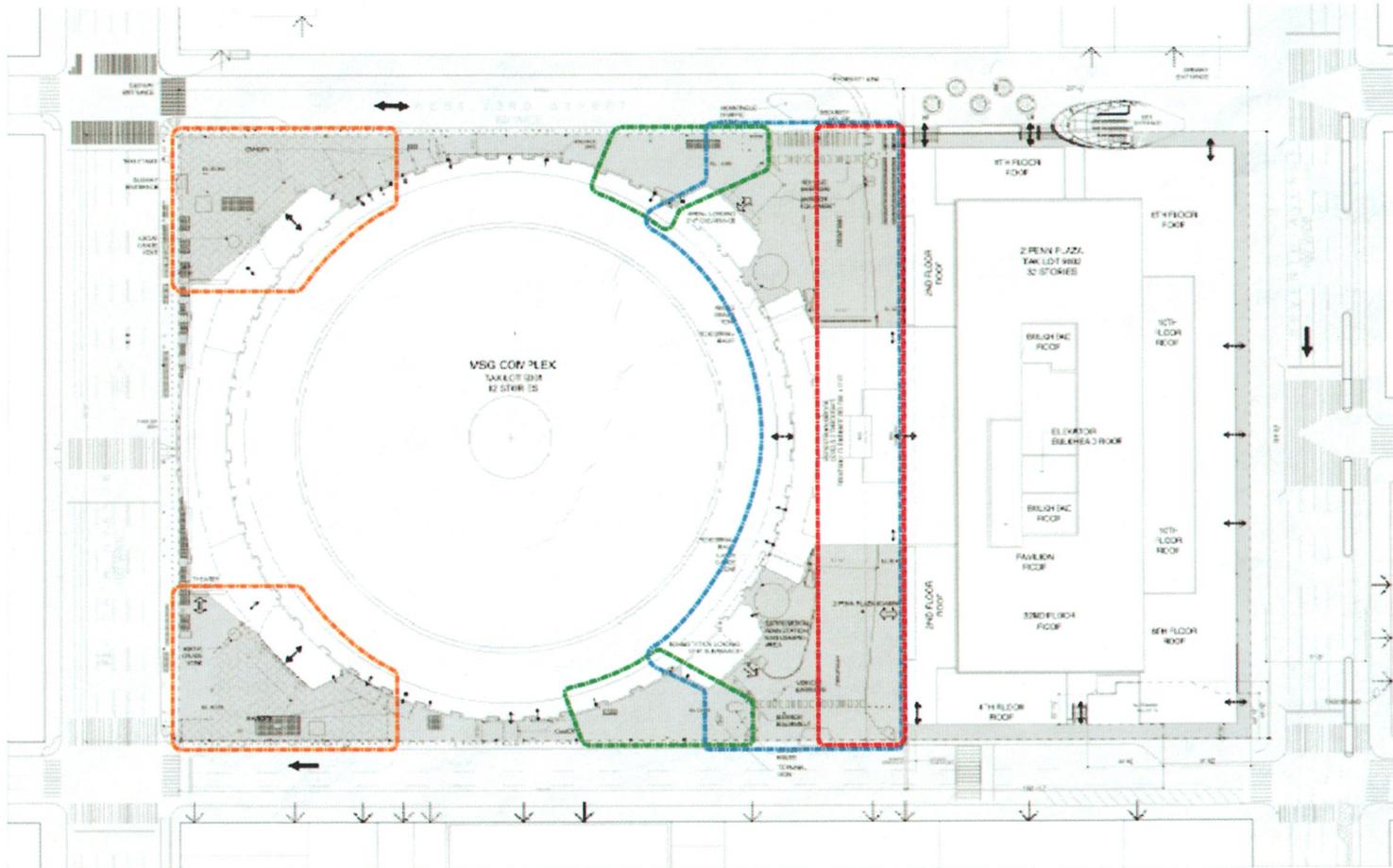
## Improved 8<sup>th</sup> Avenue entrances – 33rd Street & 8th Avenue



## Improved 8<sup>th</sup> Avenue entrances

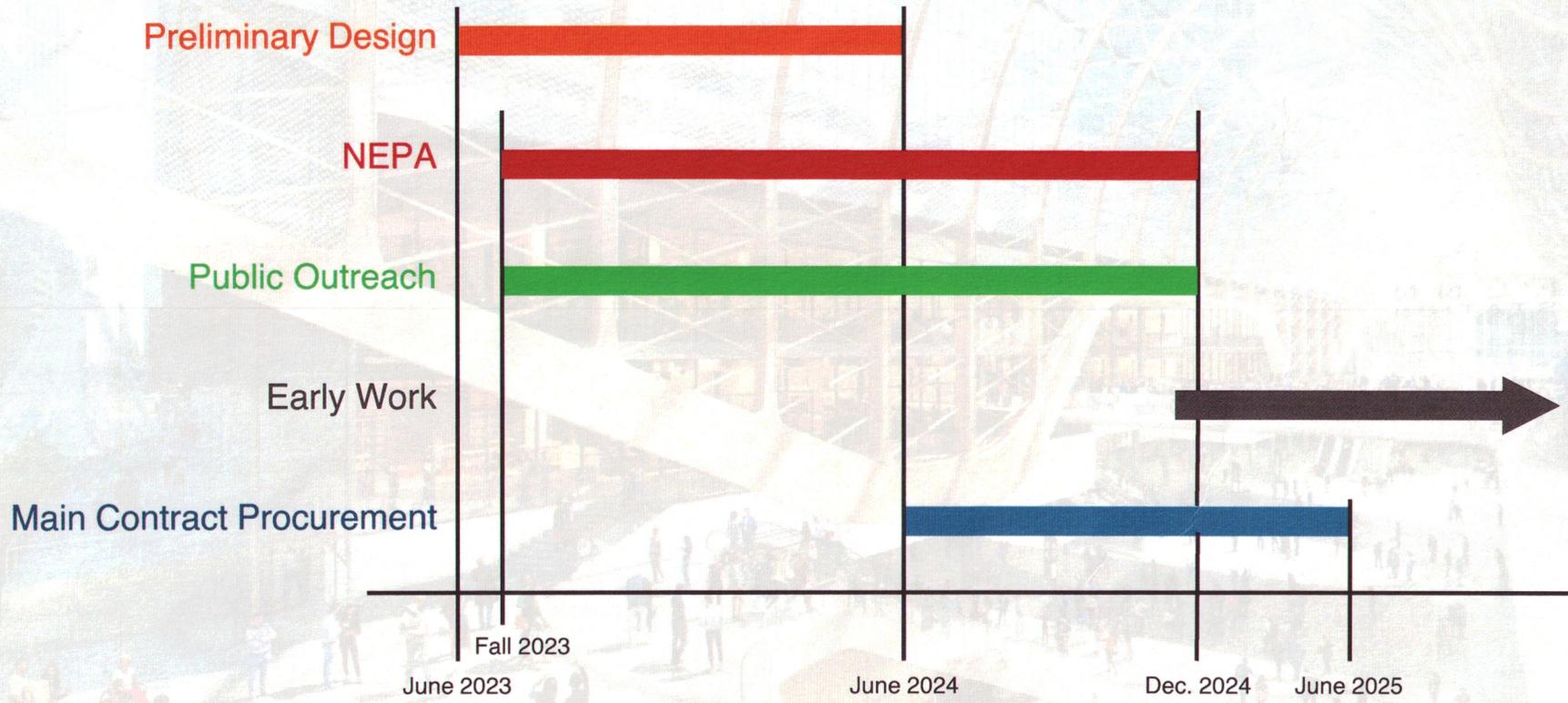


# To ensure compatibility, changes are needed at MSG



**MSG Submitted Site Plan**  
Including “Potential Modifications Under Master Plan”

# Project Development Schedule



**Note:** Preliminary schedule subject to change



## Construction & Development

**MTA Testimony**  
**Re: Madison Square Garden Special Permit**  
**New York City Council Subcommittee on Zoning & Franchises Hearing**  
**July 18<sup>th</sup>, 2023**

**Peter Matusewitch**

*Senior Vice President and Project Executive for Penn Reconstruction, MTA Construction & Development*

I'm Peter Matusewitch, MTA SVP and Project Executive for Penn Station Reconstruction. I will add more detail regarding the plans for Penn Reconstruction that the Railroads have spent the last few years developing.

The Penn Station Master Plan would simplify and open up the Station's layout to significantly improve safety, circulation and navigation, and reduce crowding. The plan would transform the station by shifting all public circulation, boarding, and public-facing services to the lower level and doubling ceiling heights in all the public concourses.

A centerpiece of this approach is a new train hall on the east side of the Station. A new, expanded east concourse below the former MSG taxiway would be complemented at street-level by a new atrium and skylight, with new station entrances at 33<sup>rd</sup> and 31<sup>st</sup> Streets that would significantly improve safety in the event of an evacuation. On Eighth Avenue, the Master Plan envisions expanding the Station entrances into the underutilized corner plazas, increasing accessibility and visibility, and providing architectural features along Eighth Avenue worthy of a world-class transportation complex.

We are now advancing this plan on an aggressive schedule to complete preliminary design in one year, launch the environmental review process concurrently, and initiate early construction work by the end of 2024. This allows us to do the most impactful track level work before Metro-North Penn Station Access opens in 2027.

Our plans have, and will continue to consider the interaction of our work with our neighbor, MSG. We are committed to making sure that any impact on MSG's operations is minimized during construction, just as we did successfully during the recent reconstruction of the LIRR 33<sup>rd</sup> Street Concourse. Where possible, the Master Plan proposes changes within the Station's existing envelope, but given that it sits on top of Penn Station, many critical elements require changes to MSG's envelope at street level.

Jamie Torres-Springer, President of MTA Construction & Development, will detail the implications of those changes for MSG's compatibility with the station.

**Jamie Torres-Springer**

*President, MTA Construction & Development*

I'm Jamie Torres-Springer, President of MTA Construction & Development. As described in the testimony of my colleagues, the Railroads have a real plan to transform Penn Station and an urgent deadline to do it now—and we need MSG's cooperation to make that happen.

As you consider whether or under what terms to grant the MSG's Special Permit, I want to lay out what MSG needs to do to become compatible with Penn Station and the plans for its reconstruction, one of the permit's key findings.

We are not asking MSG to move; we want to work with it to address the constraints its location creates. Even as our design will continue to progress over the next year, our plans today are sufficiently developed that we know what we need from MSG now to form the basis of an agreement.

First, we are looking for a swap of property interests with MSG. This includes the former mid-block taxiway, closed since 9/11, and the corner plazas on 33rd and 31st Streets on Eighth Avenue. MSG currently uses portions of these spaces for its loading operations, which adversely impacts Penn Station and the surrounding public realm.

Second, we can collaborate with MSG now to develop a relocation plan for certain equipment that we know today must be moved to facilitate Penn Reconstruction, like HVAC systems and a Con Ed vault.

Third, we believe that MSG should contribute toward the cost of aspects of the project that benefit it, like improvements to its loading and entrances. To be clear, any financial contribution we are seeking from MSG would be proportionate only to the benefits it would receive from new shared infrastructure – not the larger public benefit.

And finally, we need MSG to allow the Railroads access to undertake specific elements of construction on its property, like necessary structural work.

For MSG to become compatible, we need to enter into an agreement as outlined. We appreciate that the City Planning Commission proposed a mechanism for this collaboration once we reach 30% design, but again, our plan is advanced enough to come to an agreement with MSG now. Only an agreement now will enable us to meet our timeline and complete critical work before Metro-North Penn Access customers arrive from the Bronx in 2027.

We look forward to MSG coming to the table with the railroads and ask that the Council not extend the permit unless we come back with an agreement that paves the way for a modern Penn Station worthy of New York City.

Good afternoon; my name is Peter Cipriano, Senior Vice President at ASTM North America, a global developer of transportation infrastructure projects. We're pleased to testify today in support of Madison Square Garden's application, but it is vital that New Yorkers *also* get a new Penn Station.

This is a moment of inflection and reinvention for our great City. Periodically we endure immense challenges that require creative solutions, innovation, and its core – change. We have an enormous housing shortage, our central business districts are facing existential crisis, we yearn for a more equitable city across the board and the climate crisis looms in the background of it all.

I, for one, do not envy the members of this committee and their responsibilities, but I do applaud you for taking them on.

Today, I want to humbly offer you one small idea. While no one thing can solve for all of our challenges, perhaps one thing can spark hope and

signal the start of something new. I believe our team has created that in our proposal for a new Penn Station.

We all know the things this city doesn't need more of: billionaire penthouses, empty cash havens for oligarchs, and exclusive spaces that cater to the super-rich while struggling New Yorkers shuffle by drawn drapes. New York has enough of those things.

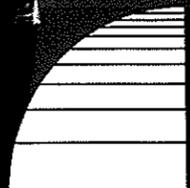
Our plan for Penn Station would make a step – however small – to correcting this imbalance, and signal a civic gesture for a new age. We have many monuments to our past, but this would be one to our future.

The famous quote goes that where “one once entered Penn Station like a god, they now scurry like a rat.” Our plan will correct this 60-year old error, and restore Penn Station to a place worthy of its deserving citizens.

Our plan permits this with MSG in place, and can be accomplished quickly. While we cannot present the entire plan today, we're happy to do so at the earliest opportunity.

# A New Penn Station

## July 2023



**ASTM North America**

**PAU HOK HNTB**

**Severud Associates**  
CONSULTING ENGINEERS P. C.

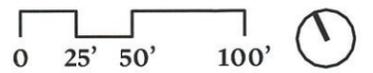
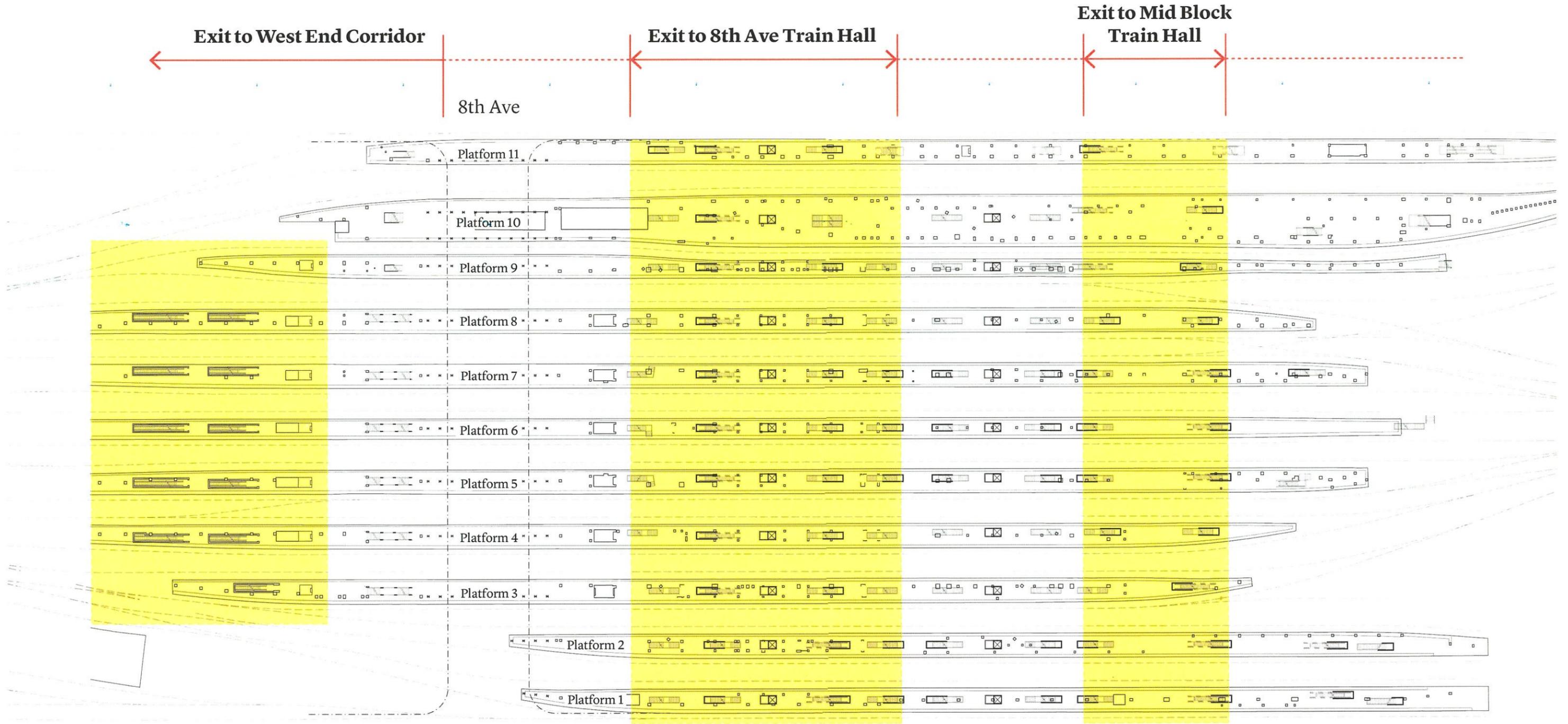
**HALMAR**  
International



**lendlease**

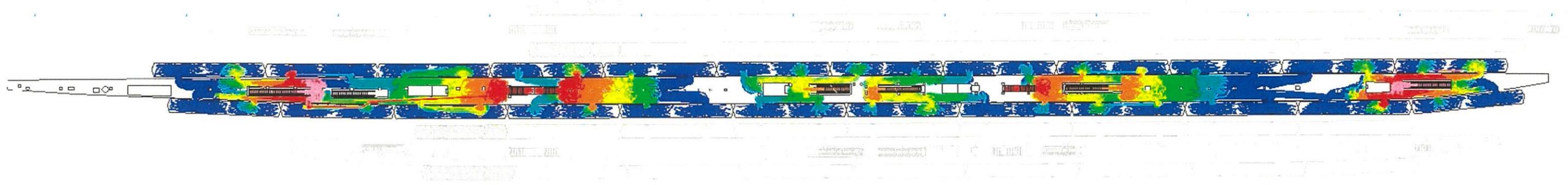
**me**  
engineers

# Daylit Arrival Zones

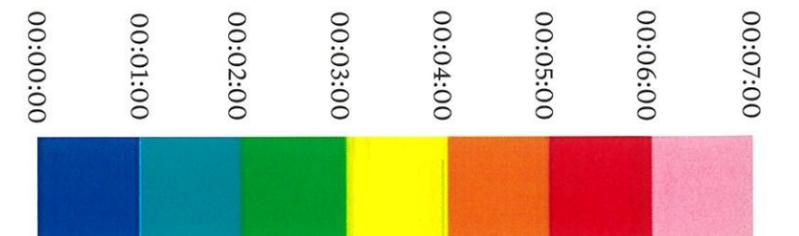
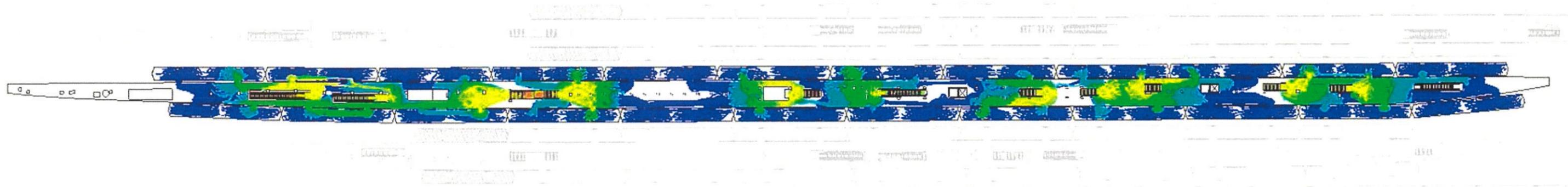


# Pedestrian Flow Model | Egress Analysis of Existing and Proposed VCE Layouts

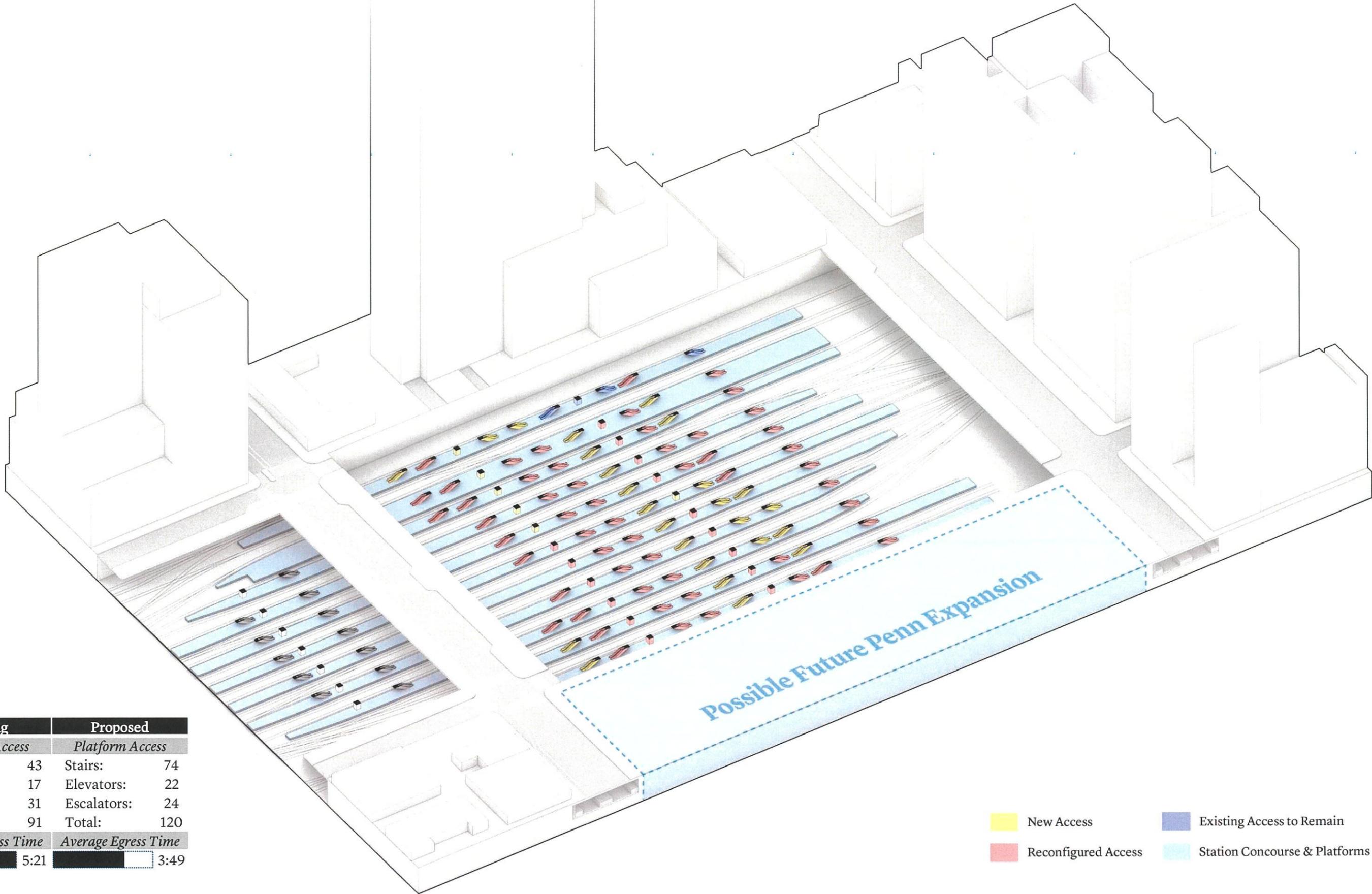
**Existing Platform 4**



**Proposed Platform 4**



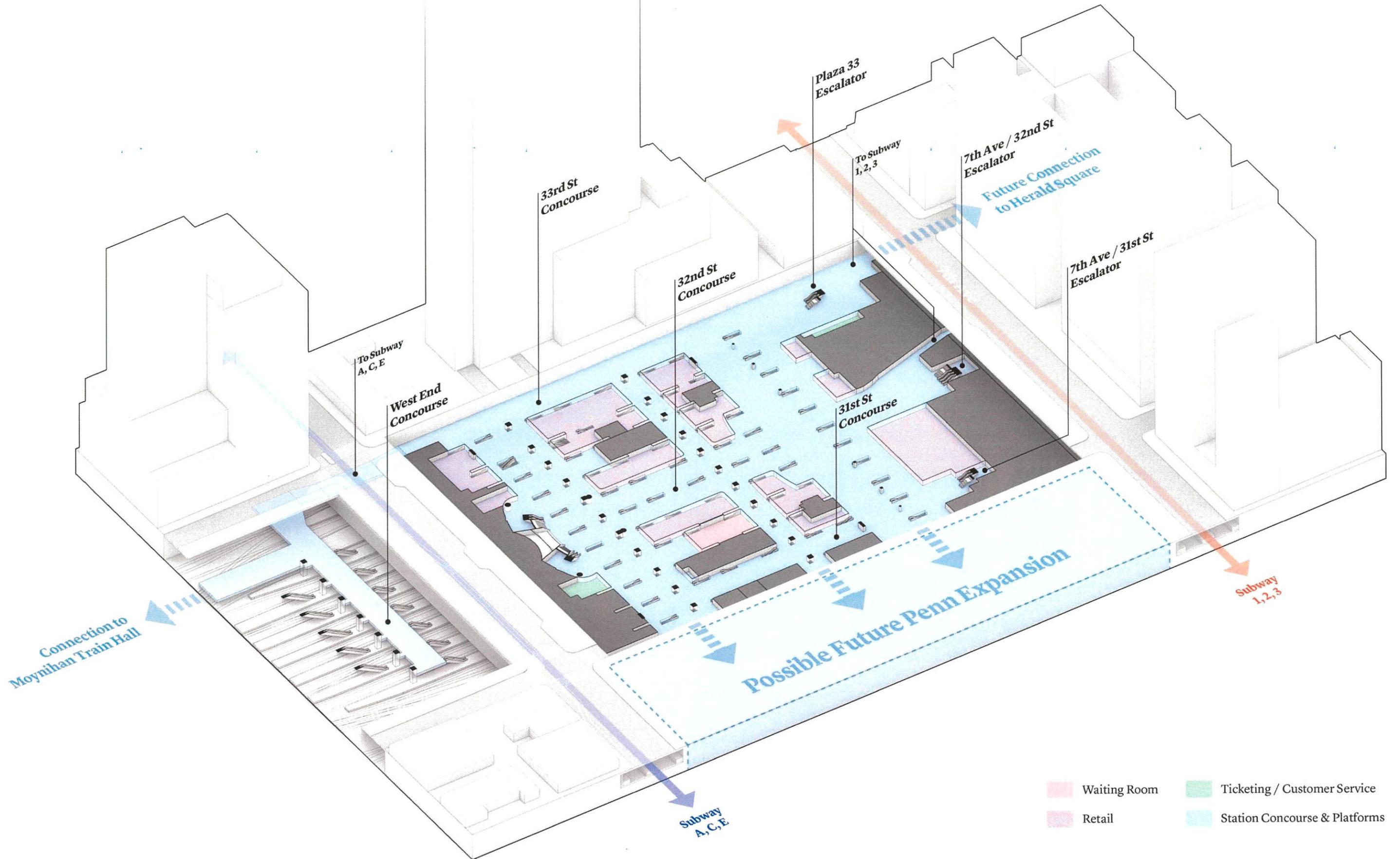
# Track Level | New & Reconfigured Access Points



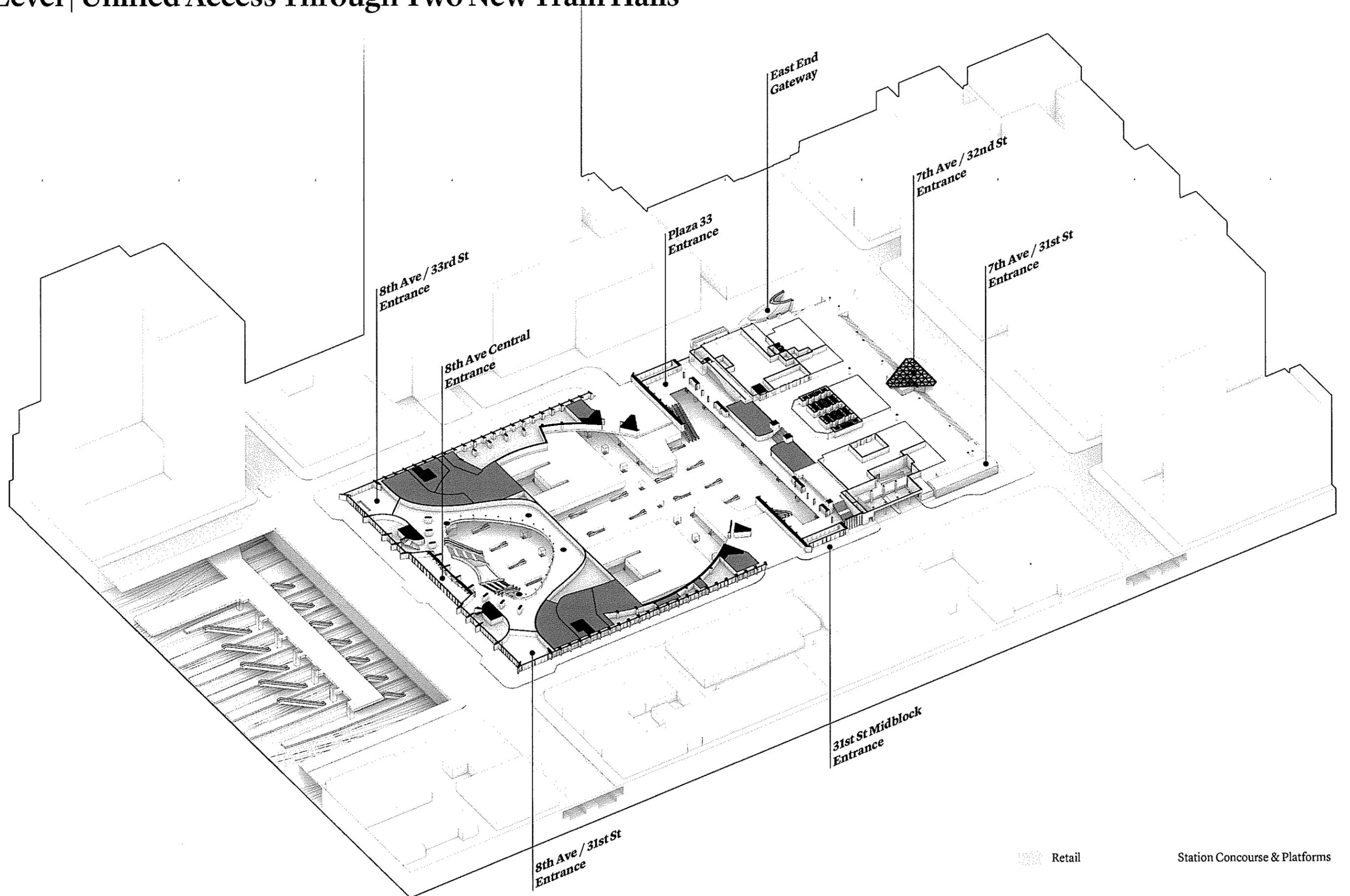
Existing		Proposed	
<i>Platform Access</i>		<i>Platform Access</i>	
Stairs:	43	Stairs:	74
Elevators:	17	Elevators:	22
Escalators:	31	Escalators:	24
Total:	91	Total:	120
<i>Average Egress Time</i>		<i>Average Egress Time</i>	
	5:21		3:49

- New Access
- Existing Access to Remain
- Reconfigured Access
- Station Concourse & Platforms

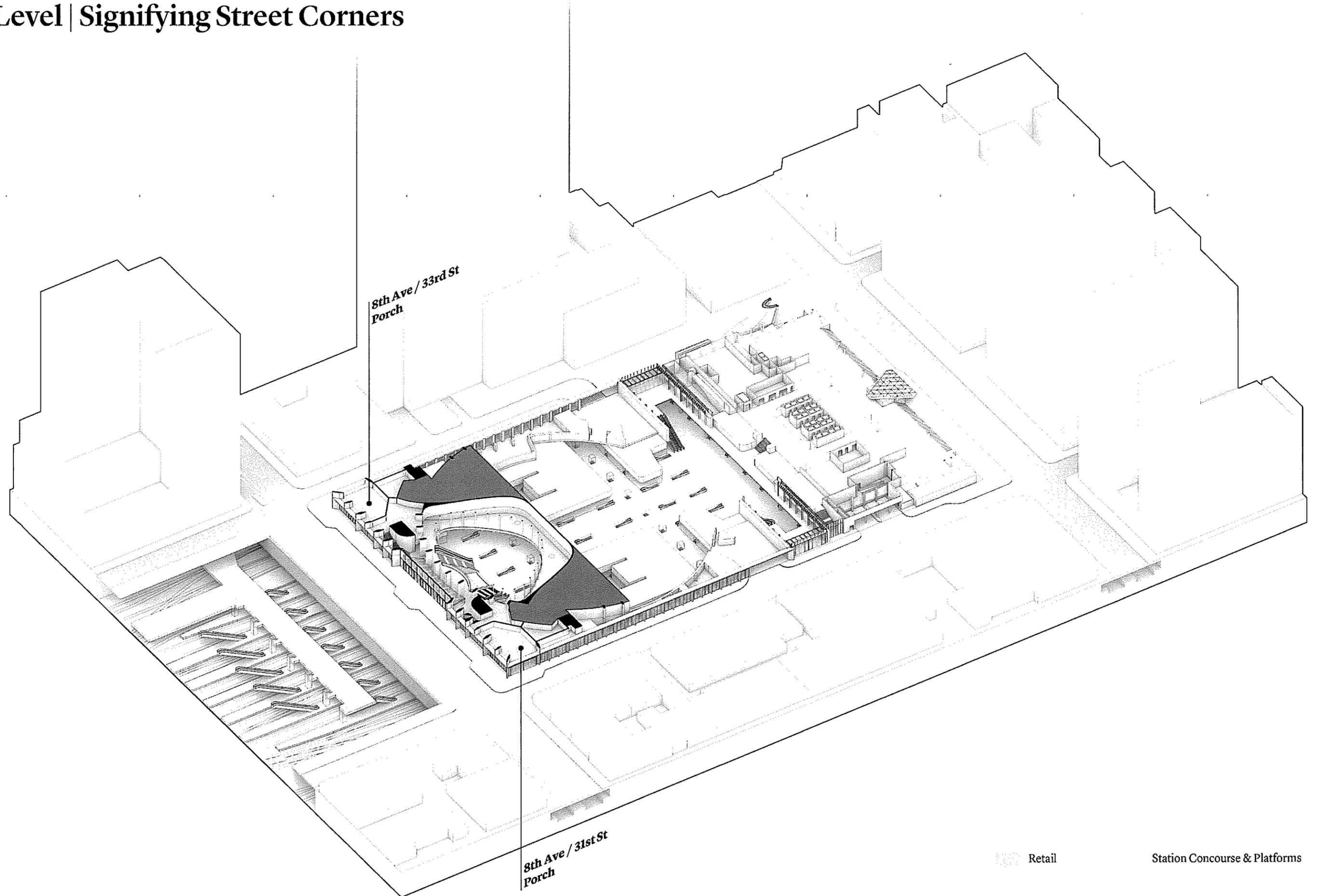
# Concourse Level | Single-Level Concourse with Retail



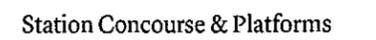
# Street Level | Unified Access Through Two New Train Halls



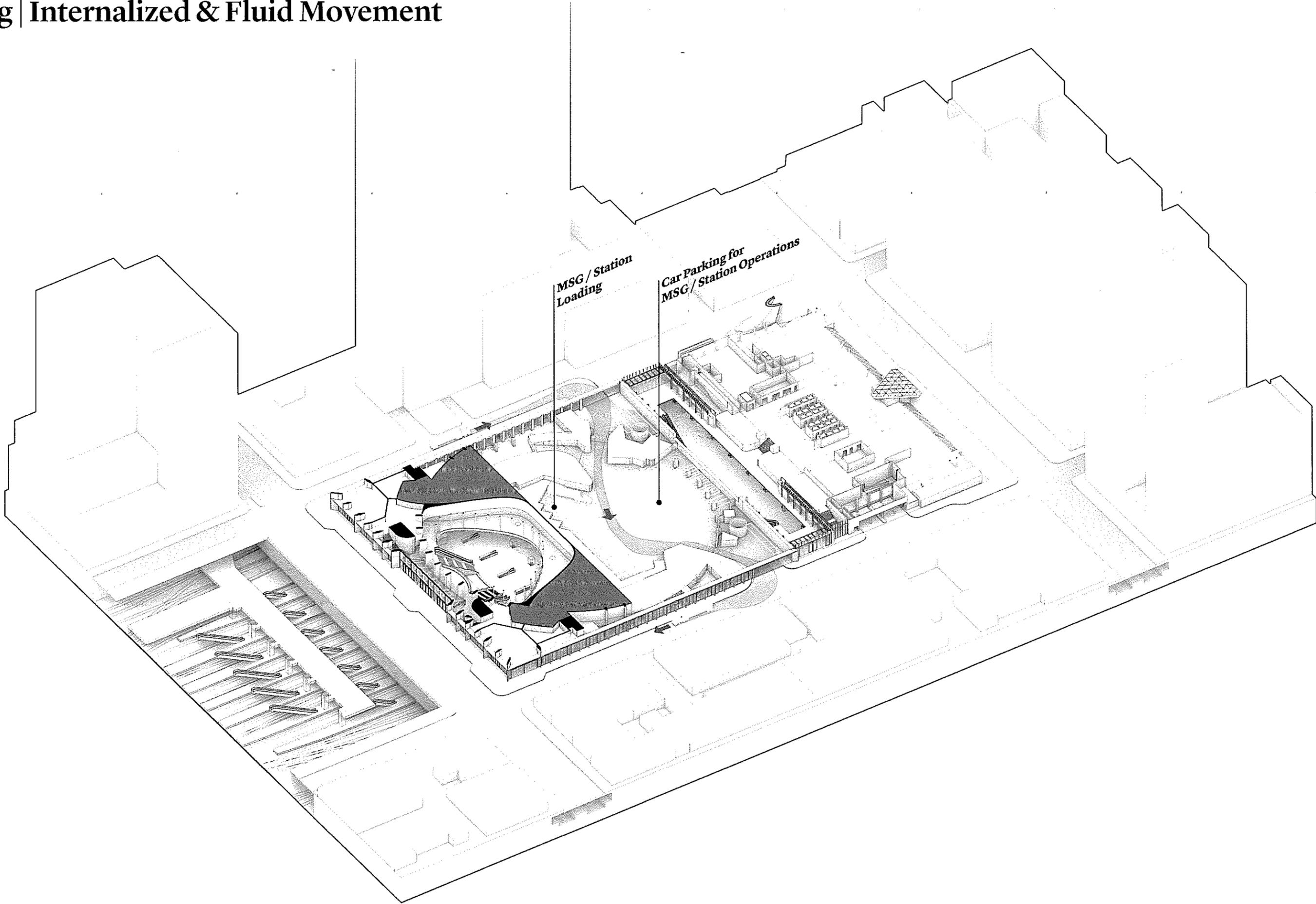
# Porch Level | Signifying Street Corners



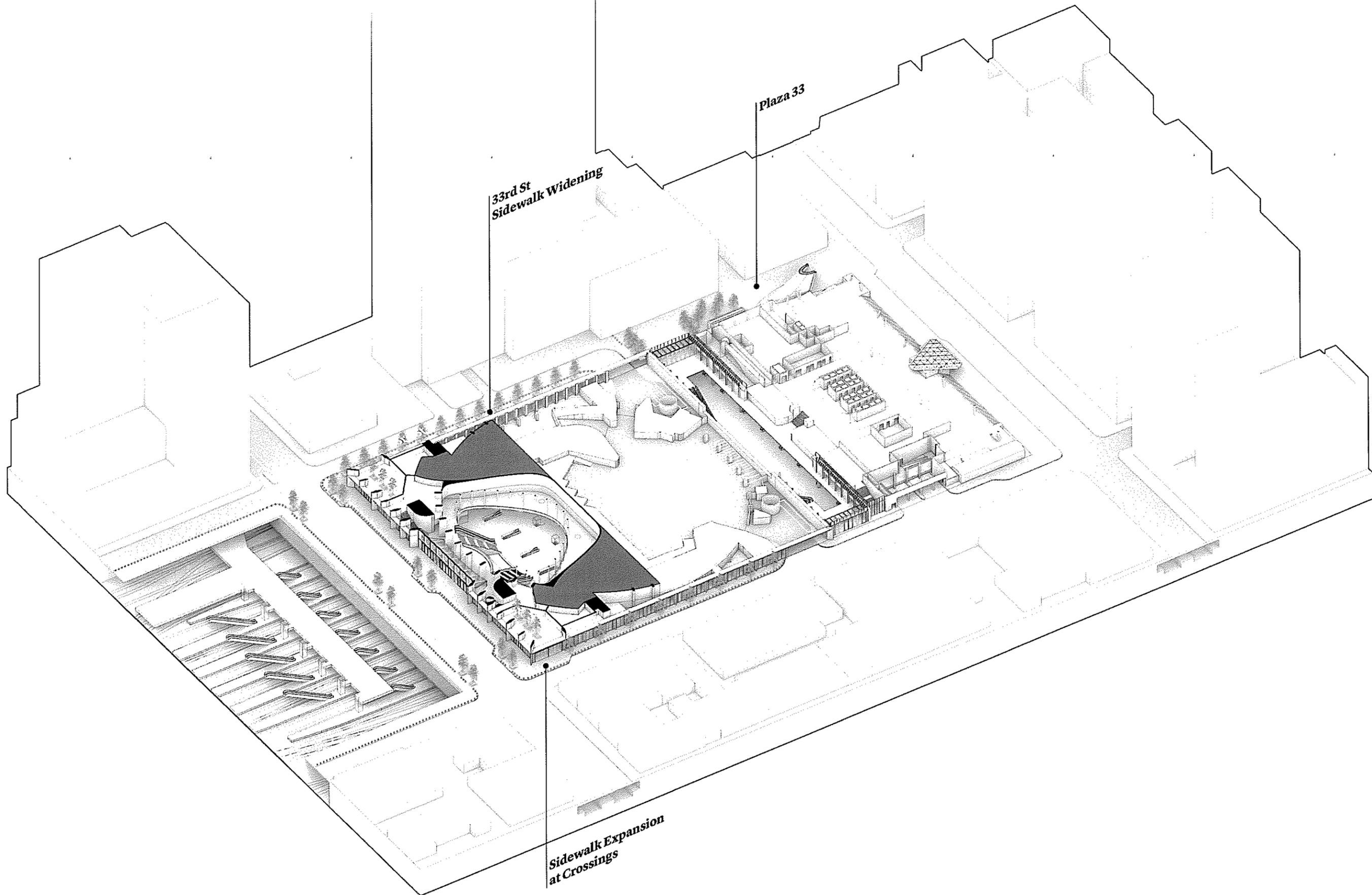
 Retail

 Station Concourse & Platforms

**Loading | Internalized & Fluid Movement**



# Public Realm | Tying Together Area Improvements

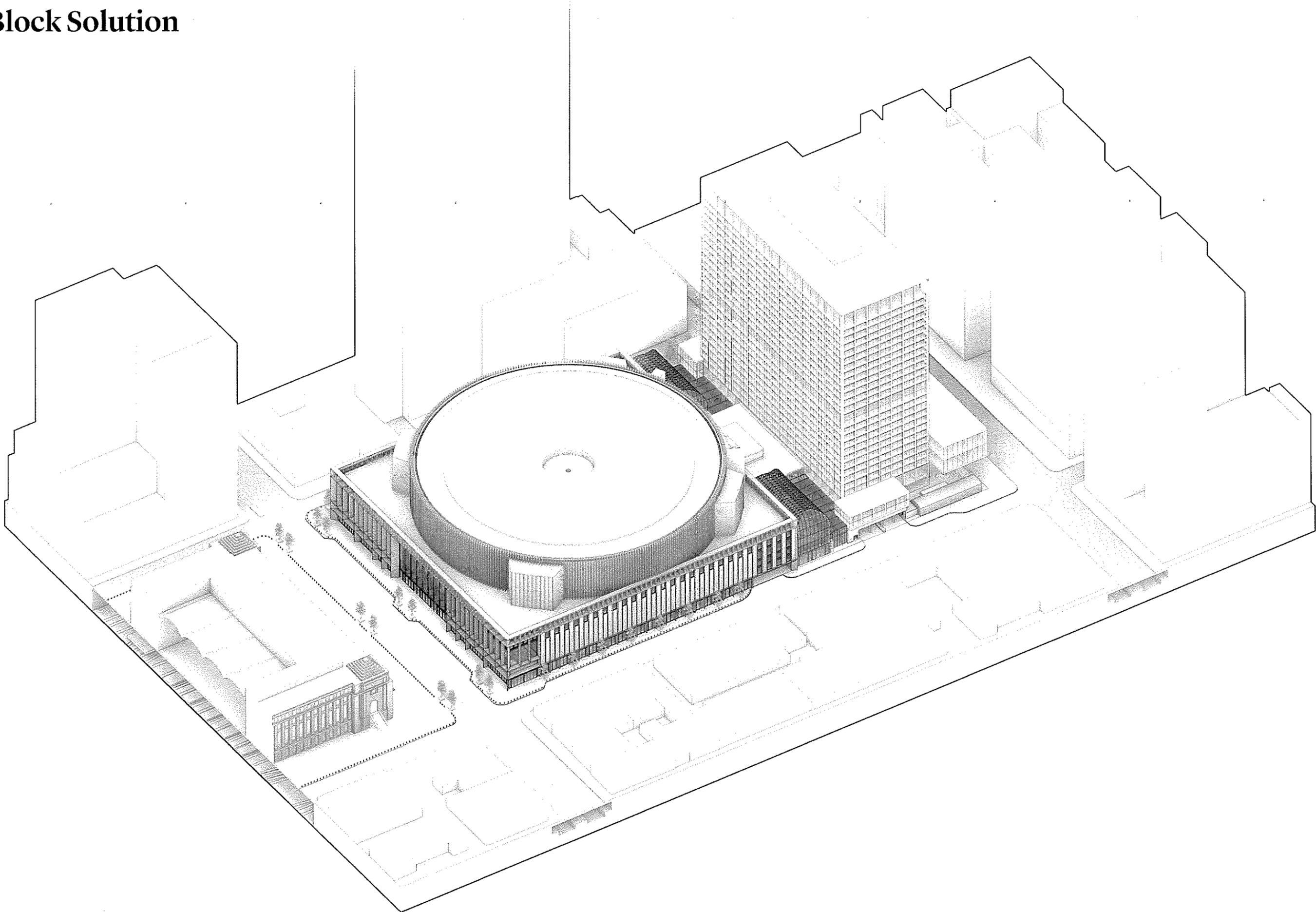


33rd St  
Sidewalk Widening

Plaza 33

Sidewalk Expansion  
at Crossings

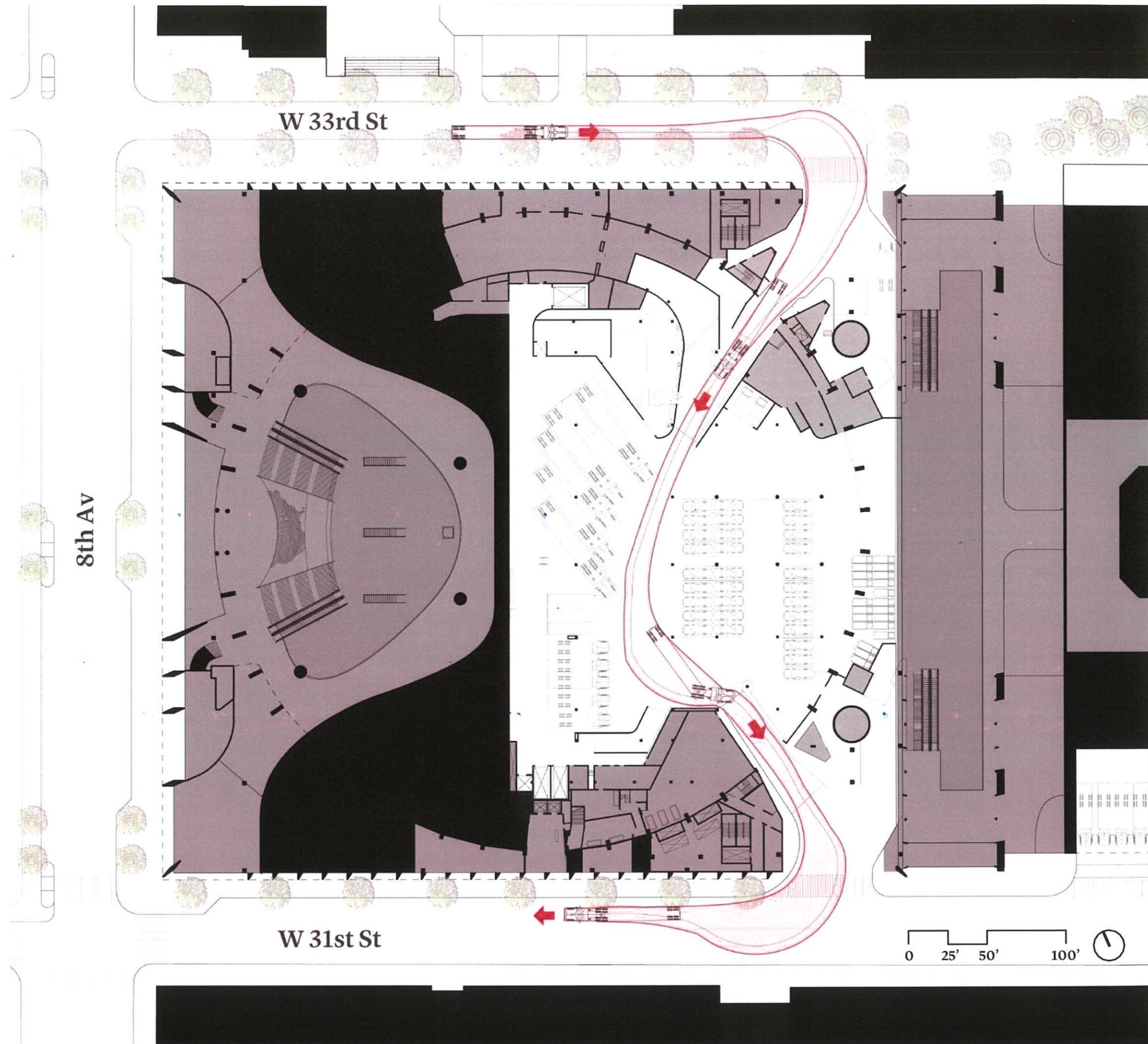
**A Full Block Solution**



# Proposed Loading

## Access to Loading Dock:

- One fluid movement into MSG/Amtrak loading dock
- One fluid movement out of MSG/Amtrak loading dock
- Truck enter/exit time reduced significantly
- All berths can be accessed
- No staging on 33rd Street
- Enhances pedestrian safety/circulation/experience
- Improved streetscape



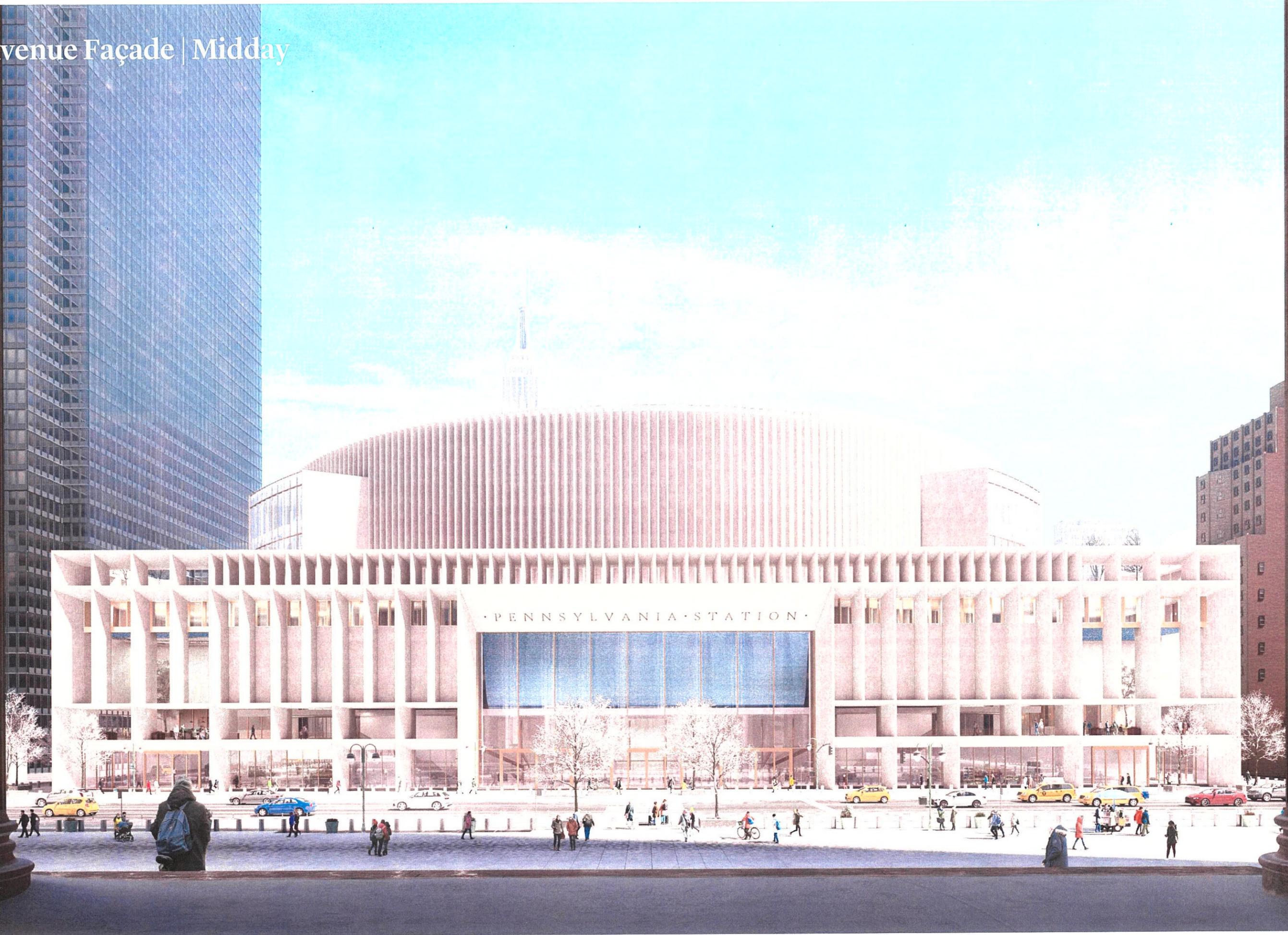
# Existing 8<sup>th</sup> Avenue Façade



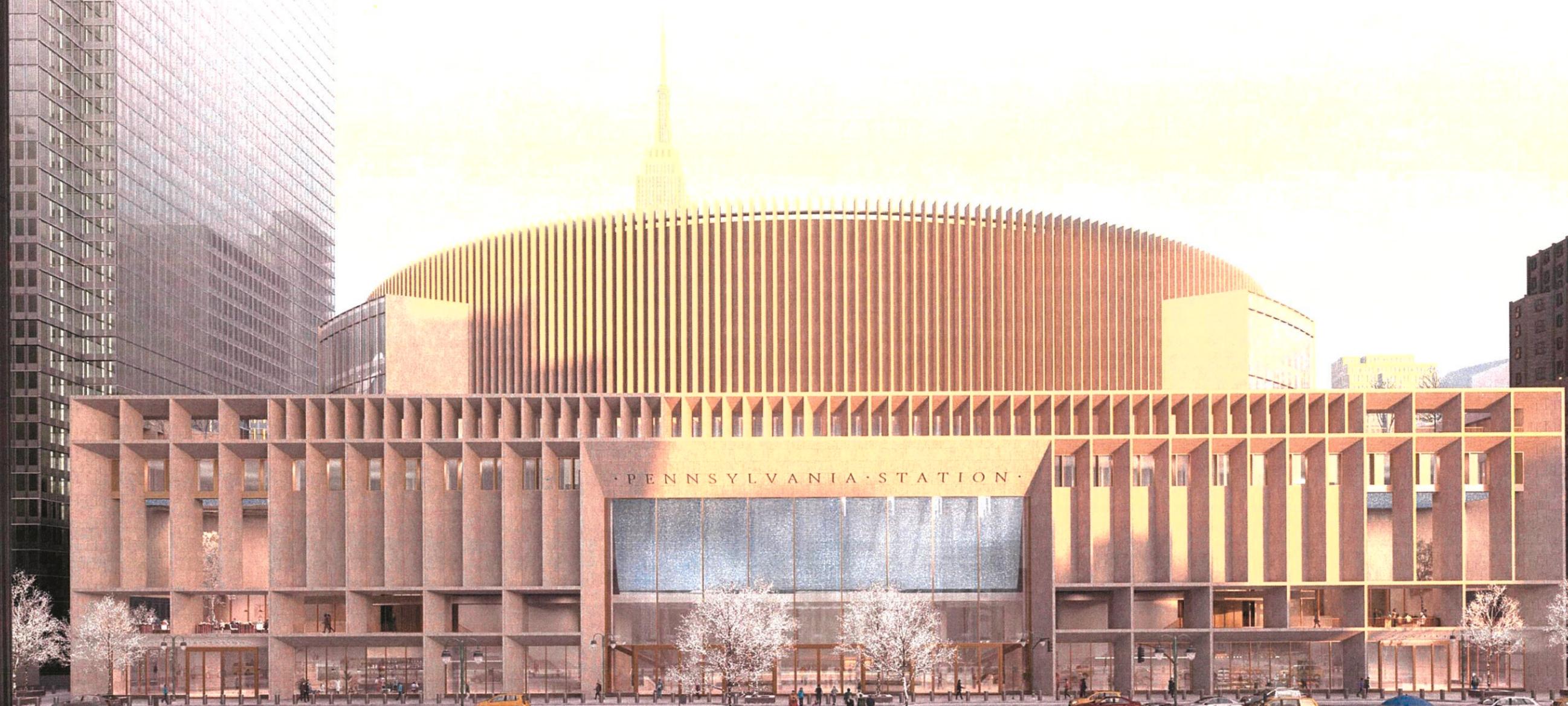
8<sup>th</sup> Avenue Façade | Morning



8<sup>th</sup> Avenue Façade | Midday



8th Avenue Facade Design

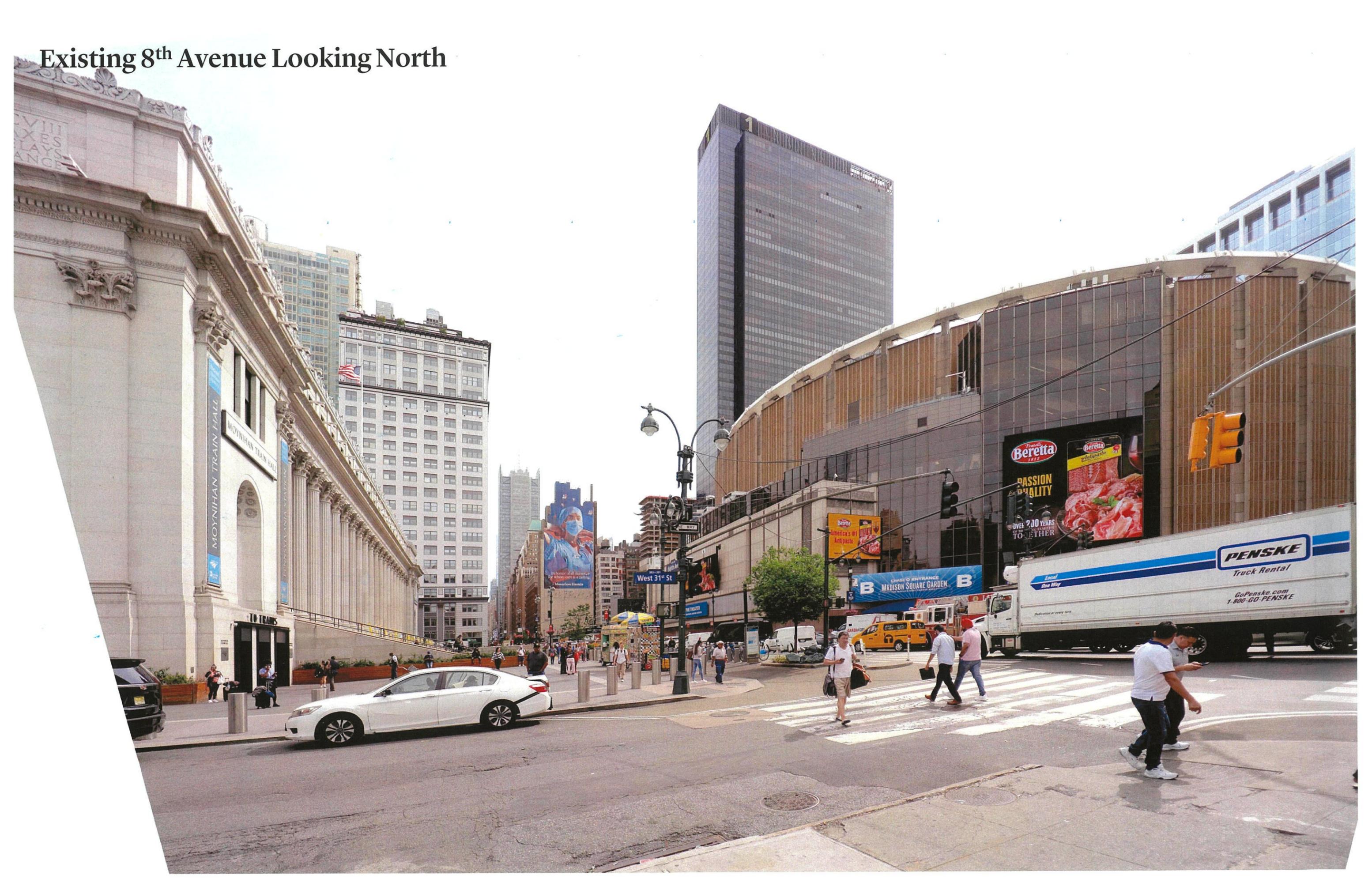


PENNSYLVANIA STATION

8<sup>th</sup> Avenue Façade | Evening



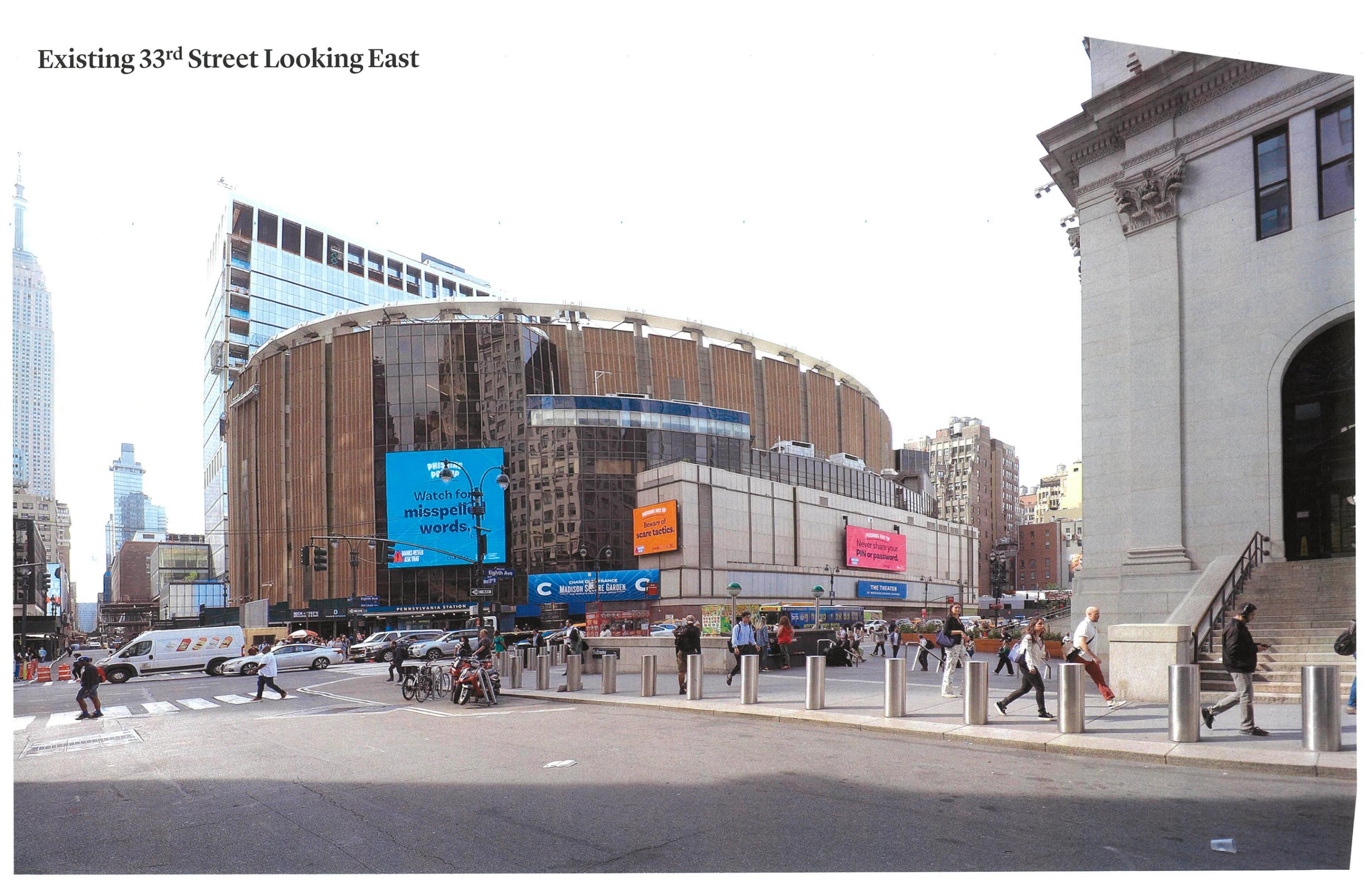
Existing 8<sup>th</sup> Avenue Looking North



Proposed 8<sup>th</sup> Avenue Looking North



# Existing 33<sup>rd</sup> Street Looking East



Proposed 33<sup>rd</sup> Street Looking East



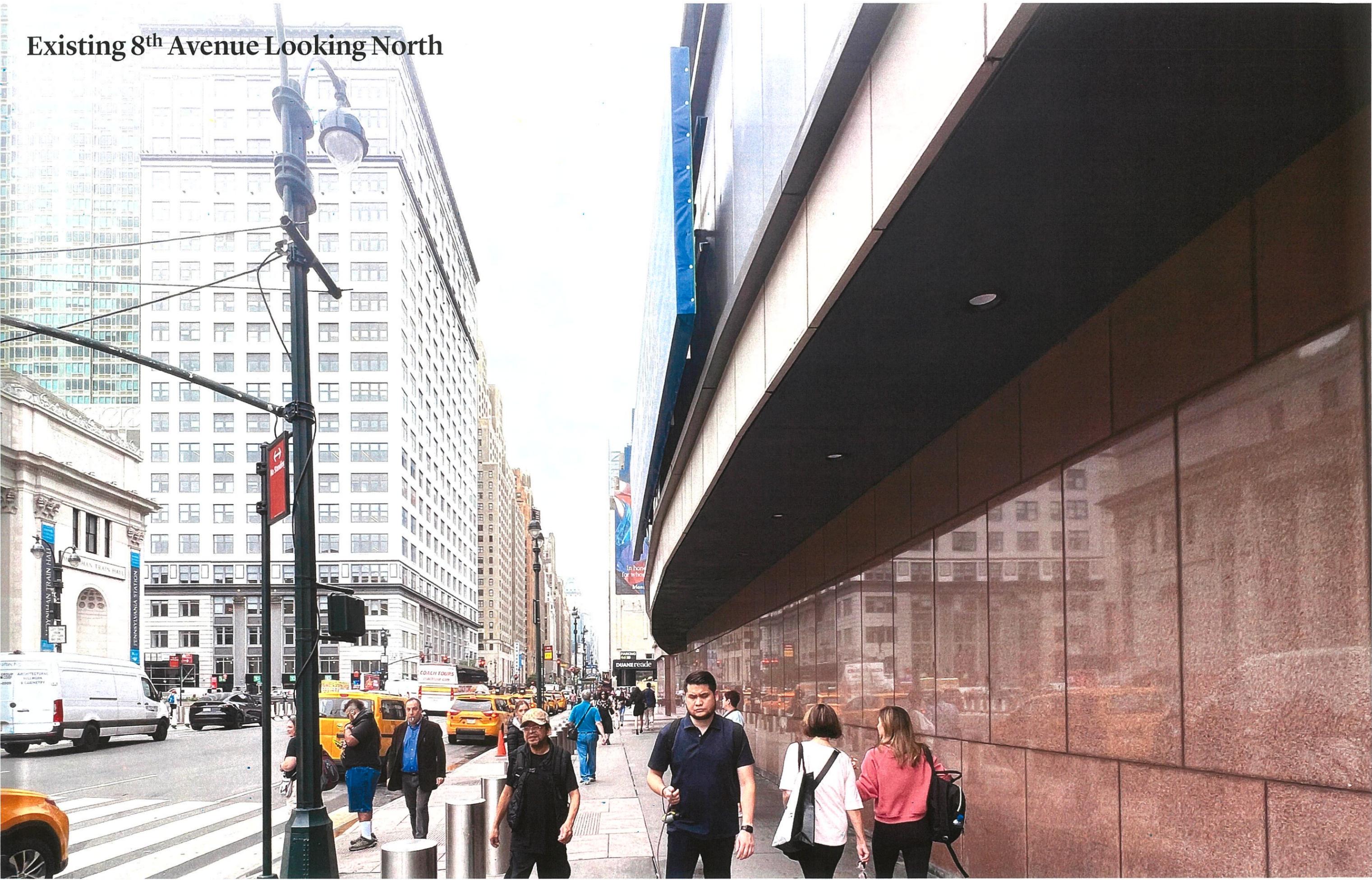
Existing 33<sup>rd</sup> Street Looking West



Proposed 33<sup>rd</sup> Street Looking West



Existing 8<sup>th</sup> Avenue Looking North



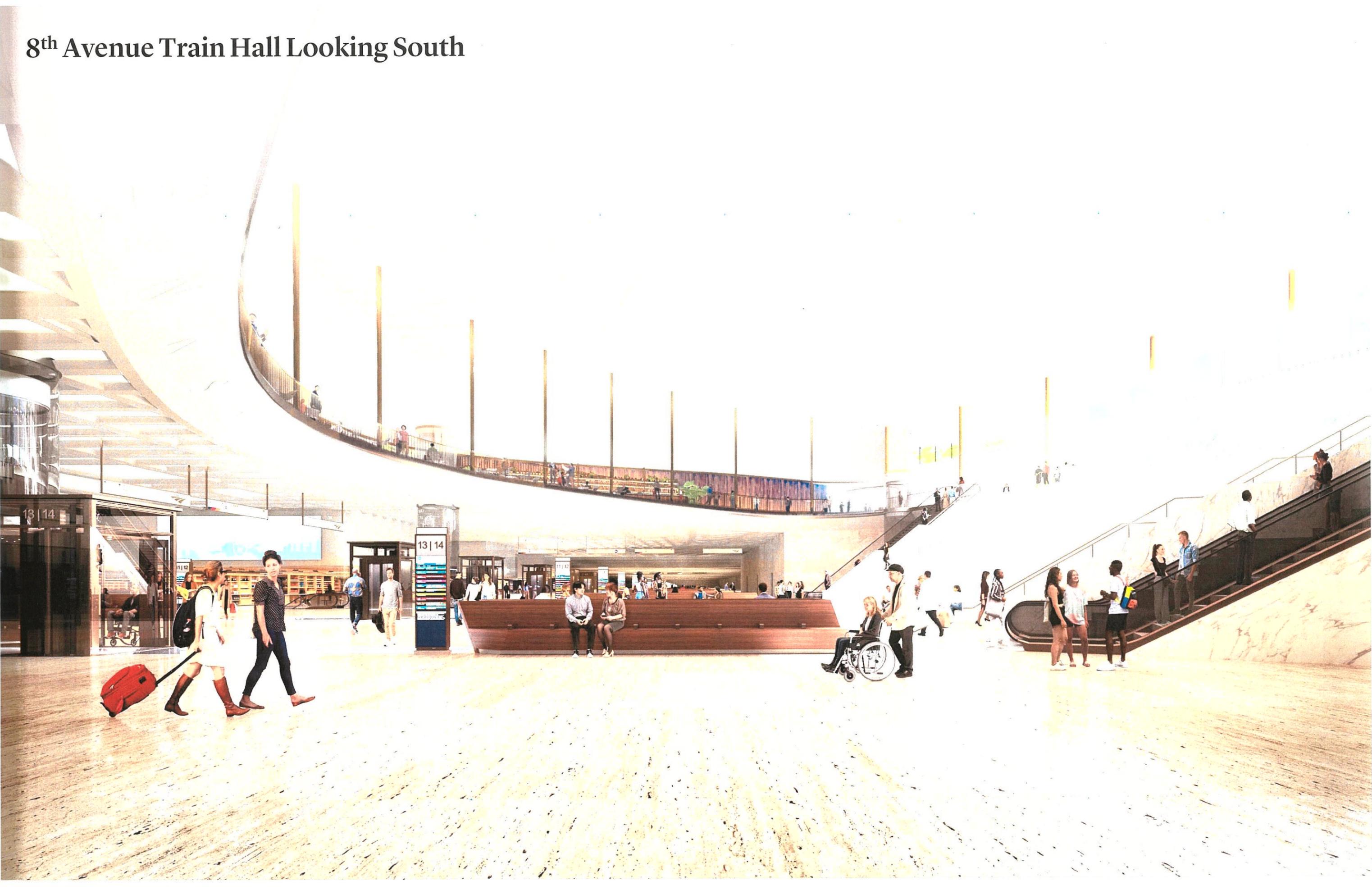
Proposed 8<sup>th</sup> Avenue Looking North



Existing Exit Concourse Looking South



8<sup>th</sup> Avenue Train Hall Looking South



Existing 32<sup>nd</sup> Street Corridor Looking East



# Proposed 32<sup>nd</sup> Street Corridor Looking East



Train	Time	Destination
0097	7:30 pm	Miami
6182	7:45 pm	Babylon
7568	8:02 pm	Huntington
0019	8:15 pm	New Orleans
0174	8:30 pm	Boston
093	8:45 pm	Norfolk

Train	Time	Destination
0093	7:30 pm	Miami
6091	7:45 pm	Babylon
2163	7:45 pm	Huntington
7866	8:02 pm	New Orleans
0178	8:30 pm	Boston
6667	8:45 pm	Norfolk

Existing Mid-Block Location Looking South



Proposed Mid-Block Looking South



7 | 8

DEPARTURES	
12:00 PM	PORT JEFFERSON
12:15 PM	PORT JEFFERSON
12:30 PM	PORT JEFFERSON
12:45 PM	PORT JEFFERSON
1:00 PM	PORT JEFFERSON
1:15 PM	PORT JEFFERSON
1:30 PM	PORT JEFFERSON
1:45 PM	PORT JEFFERSON
2:00 PM	PORT JEFFERSON
2:15 PM	PORT JEFFERSON
2:30 PM	PORT JEFFERSON
2:45 PM	PORT JEFFERSON
3:00 PM	PORT JEFFERSON
3:15 PM	PORT JEFFERSON
3:30 PM	PORT JEFFERSON
3:45 PM	PORT JEFFERSON
4:00 PM	PORT JEFFERSON
4:15 PM	PORT JEFFERSON
4:30 PM	PORT JEFFERSON
4:45 PM	PORT JEFFERSON
5:00 PM	PORT JEFFERSON

soup & bread

View from 7<sup>th</sup> Avenue & 33<sup>rd</sup> Street Looking West



View from 7<sup>th</sup> Avenue & 33<sup>rd</sup> Street Looking West



Existing Midblock Looking South



Proposed Midblock Looking South



Existing Midblock Looking North



Proposed Midblock Looking North







- I'm Luke Bridle, Director of Transportation for HOK. We are a global architecture and design firm currently celebrating our 50th year in New York.
- We designed the new LaGuardia Airport Terminal B, the largest P3 in US aviation history, and are ASTM's collaborating design architects with PAU.
- The ASTM Proposal is consistent and compatible with MSG's arena use and in dramatic fashion will bring what we all desire and agree on what Penn Station lacks: space, light and air, and enhanced safety.
- Recognizing that Penn Station is the nation's busiest regional hub with multiple transit modes, the ASTM Proposal will seamlessly resolve the intersections and interconnections of these modes.
- Most crucially, the ASTM Proposal will be executed with a phasing plan that allows the public to continue to use Penn Station facilities and enjoy MSG programming — much like how HOK developed the phasing to keep LaGuardia Airport in operation during construction.
- Integral to our proposal is a new truck-loading plan that improves street safety and activates new pedestrian spaces at one of the city's busiest superblocks by moving trucks off the street — which is also made possible by removing the theater.
- Our proposal will be fully ADA compliant, and will improve platform egress times by 30%, thereby clearing all platforms in less than 4 minutes as required the National Fire Protection Association's NFPA-130 standard.
- The reutilization of the area of the theater will enable ASTM to provide all the essential elements of clear vision, high-quality experience, first-class public realm, distinctive architecture, operational excellence, and vibrant retail.
- These goals only can be accomplished by the removal of the Theater at MSG and the retention of the mid-block MSG pedestrian bridge at Chase Square.
- The ASTM proposal also does not preclude through-running. We are not adding any additional complexities to carry out through-running, and this concept can be achieved with MSG remaining on-site.
- We believe that a competitive master developer RFP is the best way forward for a New Penn Station.
- Thank you.

**Testimony on Behalf of  
The City Club of New York to  
New York City Council – Subcommittee on Zoning & Franchise  
Madison Square Garden Special Permit And Arena Text Amendment  
July 18, 2023**

Good morning Chairperson Riley, Council Member Bottcher, and distinguished members of the Subcommittee:

I am Liam Blank, Chair of the Transportation & Infrastructure Committee at the City Club of New York. I appreciate the opportunity to testify on the pivotal issue of the proposed 10-year extension for Madison Square Garden's special permit.

For over a century, the City Club has upheld the crucial balance between the needs of residents, businesses, and the political landscape in New York City's urban planning. Today, I speak for an organization with a rich history of advocacy for the judicious development of our city's infrastructure, which strongly believes in the potential of Penn Station to play a more significant role in our Tri-State Region's vibrancy, functionality, and economic competitiveness.

Penn Station, located beneath Madison Square Garden and occupying the same city block in the heart of Manhattan, served over 600,000 commuters and visitors each day before the pandemic. However, its operations and accessibility are compromised due to the constraints of co-existing with MSG.

The current setup has resulted in a station that is congested, challenging to navigate, and not in alignment with New York's reputation as a global city. MSG's physical presence and operational demands negatively impact Penn Station's functionality, leading to persistent safety concerns, severe crowding during peak hours, and inadequate wayfinding.

Furthermore, MSG's design severely inhibits local pedestrian and vehicular traffic around the site. From my personal experiences, I've seen how trucks loading for MSG events block bike lanes, sidewalks, and bus lanes for extended periods, causing significant disruption and safety concerns.

Granting a 10-year permit extension will further entrench this dysfunction and remove the urgency for all stakeholders to collaboratively develop a future-proof strategic plan for Penn Station. Such a decision would be a grave error.

We strongly dispute the notion that MSG can coexist with a revamped Penn Station. MSG's presence significantly limits New York's potential to plan competitively for the needs and amenities of the 21st century.

I am here today to urge you, with all the conviction and urgency this issue warrants, to reject the proposed 10-year special permit extension. Instead, we strongly recommend a shorter-term permit of ideally 3 years or less. This term will maintain necessary pressure on MSG and its partners to develop a concrete relocation plan and a more actionable funding strategy.

**Testimony on Behalf of  
The City Club of New York to  
New York City Council – Subcommittee on Zoning & Franchise  
Madison Square Garden Special Permit And Arena Text Amendment  
July 18, 2023**

Since 1982, the City Club has advocated for the relocation of MSG. Today, four decades later, the need is more acute than ever. We believe it is time to move beyond piecemeal fixes and temporary extensions. We must embrace comprehensive, strategic planning in order to achieve a modern, unified regional rail network and station complex that mirrors New York City's global stature.

As members of the City Council, you have the unique opportunity to lead this change. I urge you to consider a short-term special permit, a decision that will catalyze immediate action and serve our city and region's shared long-term interests.

I am ready to answer any questions you may have regarding the City Club's perspective and provide additional insights. Thank you for your time and for your considered attention to this significant matter.

**Liam Blank**

Chair, Transportation & Infrastructure Committee

The City Club of New York

[liam@liamblank.com](mailto:liam@liamblank.com)

July 16, 2023

Mr. Kevin Riley  
Chair  
Subcommittee on Zoning and Franchises  
New York City Council

Email Delivery

**RE: Public Hearing July 18, 2023  
Madison Square Garden Special Permit and Arena Text Amendment**

Dear Chair Riley, and Subcommittee Members Bottcher, Abreu, Shulman, Moya, Louis, Hanks and Carr:

Thank you for this opportunity to provide testimony regarding Madison Square Garden's (MSG) special permit application. The MSG special permit application is our opportunity to answer critical, complicated questions: *What do we want for Penn Station, and can we get there with MSG in its current location and configuration?*

When the City was contemplating the renewal of MSG's operating permit in 2013, it anticipated that substantial planning for a new Penn Station would be underway. In fact, at the time, the City Planning Commission (CPC) recommended that the operating permit be extended fifteen years to create an opportunity for City, State, and federal government agencies to reach an agreement with MSG on a plan to relocate the facility and rebuild Penn Station. Unfortunately, that did not happen. However, there is ample evidence that a plan for improvements to the existing Penn Station is imminent and that the station may be expanded. Also, unlike 2013, there is applicable federal funding available through the Infrastructure Investment and Jobs Act. All told, this is an opportunity to transform a subpar train station, the nation's busiest, into a world-class one with a quality design of public space that facilitates public use and a better pedestrian circulation network, commensurate with the civic importance of the Penn district. This opportunity must not be squandered.

The City Council should grant an Arena Special Permit for a maximum of only five (5) years, not in perpetuity as requested by MSG or for ten years as recommended by the CPC. This will encourage our elected officials and MSG to act, and work with all stakeholders and the public to find a solution for the future of Penn Station that reflects its importance to the economy of New York City and the Northeast region, with its reconstruction being publicly funded and embracing many functions: a transit hub, critical neighborhood infrastructure, and a part of a commercial and residential district.

If we falter and do not build a Penn Station for the future, we will be burdened with a deficient, dangerous train station for at least a generation. Every decision we make now, about the future of Penn and MSG put New Yorkers either on a path to a substantially better Penn District, or one that will drag the hopes for a midtown recovery and renaissance into non-existence. By granting an operating permit to MSG in perpetuity, we will have lost a key lever to ensuring a better future for the Penn District.

There have been some who have argued that the MSG operating permit is a minor administrative matter. MAS begs to differ with this thinking. The role of stadiums in New York City life and culture is rightfully considered by many to be as important as the city's theaters, and art museums. They both provide vital stages for sports teams and musical performances and draw both city residents and out-of-town visitors.

However, their very stature and importance to New York City mean that they should play the role of respectful and responsible civic partners in the broad community needs of the city. The terms of this operating permit raise the question of whether MSG will be that respectful and responsible civic partner and recognizes the complex dynamics that drive the visioning for the redevelopment of Block 781.

MAS has long believed that MSG should move to allow for a thorough rethinking and ultimately rebuilding of Penn Station to take place. Over the few years, we have also come to believe that New York City also deserves a better MSG. The lack of deep civic dialogue about what is best for both Penn Station and MSG has left the civic community with little choice but to call repeatedly for a relocation. It is neither the civic community's job to envision a better stadium for MSG, nor to find it the right location. However, for decades that is what we have tried to do. It is also not the public sector's responsibility to pay for it.

The operating permit before you is an opportunity for the City to express its support for the transformation of both Penn Station and MSG. We hope that you will provide that strong direction with the appropriate balance of carrots and sticks.

In recent weeks, a new approach to Penn Station and Madison Square Garden has rekindled hope for achieving a grand train hall and gracious public space. At the moment, the proposal has no standing. However, it holds promise to resolve critical issues such as pedestrian circulation, establishing street presence, internal station coherence and wayfinding, placemaking, and freight access. This proposal should affect the current decision-making regarding the operating permit. It shows that we have vastly more expansive options than have been presented to the public for an improved train hall and area circulation. ***We must not shy away from exploring and selecting amongst the most innovative options, within the real practical constraints of the moment, including the availability of Federal funding.***

The CPC's proposed Zoning Text Amendment to Section 74-41 to incorporate additional required findings for the Arena Special Permit clearly signals that the ongoing development of Penn Station as a main transit hub with suitable public realm amenities above-ground for the movement of people must be the priority for Block 781. ***Indeed, the public use of Penn Station must be paramount to all the uses on the block, including Madison Square Garden and 2 Penn.***

MAS recommends the City Council approach the future of MSG in two phases. The first phase, assuming the special permit is granted for five years, should produce substantial improvements to Penn Station above- and below-ground with MSG remaining in its current location and configuration. Phase two would be executed as part of a subsequent permit, when MSG has moved to another site or is reconfigured on-site.

MAS's specific recommendations are outlined below.

- I. A revitalized public open space is essential for improvements to Penn Station. The addition of benches, planters, and decorative pavers are nice amenities, but are not sufficient. The City Council should prioritize pedestrians and commuters along all adjacent streets and avenues and the 33<sup>rd</sup> Street corridor (Plaza 33) should be expanded westward toward 8<sup>th</sup> Avenue to provide appropriate proportions and quality design of public space that facilitates public use and a better pedestrian circulation network.
- II. MSG's Loading and Staging must first and foremost be responsive to the changing configuration of Penn Station, including the development of a Transportation Management Plan consistent with DOT policies. In addition, the plan should be referred to the Chief Public Realm Officer for review, be consistent with the recommendations of the Public Realm Task Force, and finally be referred to the Public Design Commission for review of the overall public open space.
- III. MAS urges the City Council to compel MSG to be a responsible partner to city and regional infrastructure. MSG must produce a long-term plan for the creation of a vibrant pedestrian/commuter corridor between 31<sup>st</sup> -33<sup>rd</sup> streets, consistent in color and design with the open areas along Moynihan Train Hall's Eighth Avenue frontage.

- IV. The Special Use Permit should not be extended beyond 5 years unless there is objective evidence that the reconfiguration or re-siting of MSG has made significant planning progress at the time of an extension application. Significant progress will be evaluated on the basis of written agreement amongst the parties on Block 781 including MSG, and/or the existence of substantial plans for that reconfiguration or re-siting is submitted with the extension application.

Thank you for this opportunity to submit written testimony and welcome any opportunity to discuss these comments with your committee.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Elizabeth Goldstein', with a long horizontal flourish extending to the right.

Elizabeth Goldstein  
President



SERVICE EMPLOYEES  
INTERNATIONAL UNION  
CTW, CLC

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305.672.7071

**Hudson Valley District**

914.328.3492

**National Conference of  
Firemen and Oilers**

276.706.3210

**New England District 615**

617.523.6150

**New Jersey District**

973.824.3225

**Western Pennsylvania District**

412.471.0690

[www.seiu32bj.org](http://www.seiu32bj.org)

July 21, 2023

Dear Chair Riley and members of the Subcommittee on Zoning and Franchises,

As you know, SEIU 32BJ is the largest property services union in the nation--representing 175,000 members across 11 states and Washington, DC. I am writing to you today on behalf of the 85,000 SEIU 32BJ members in New York. Our members are the backbone of the property services sector in New York City, performing essential work in commercial and residential buildings, stadiums, airports, and many more locations.

32BJ represents 45 full-time custodians working year-round at MSG and 168 part-time workers cleaning the arena and the restrooms and operating passenger elevators during and after events. 32BJ strongly supports MSG Arena, LLC's application to grant it a special permit to continue working at Madison Square Garden. We also support the City Planning Commission's 10 year reward for MSG Arena.

Madison Square Garden is home to more than 25 labor unions, with 32BJ being a proud member of this list. Our members are indispensable to the numerous events hosted by MSG, and limiting the number of spectators to just a maximum of 2,500, the amount MSG will be able to accommodate without the 10 year permit, will severely depress the \$2 billion that MSG contributes to New York City's economy.

This is why the failure to reward MSG Arena LLC's special 10 year permit will not only be devastating to impacted labor unions but will also harm the City's economy. A temporary permit that only lasts a few years jeopardizes the hundreds of events that MSG hosts annually and underscores the need for a permanent permit that will allow MSG to operate with greater certainty. This will also enable MSG, its stakeholders, and our affiliates to plan for the future.

32BJ understands and appreciates MSG's contribution to the City's economic, social, and cultural landscape. Losing an iconic landmark like MSG would represent a phenomenally demoralizing moment for our city. For our members, MSG's departure from the city would be more than symbolic--it would threaten their very livelihoods.

I strongly encourage you to renew MSG Arena, LLC's special permit permanently. 32BJ welcomes the opportunity to work with you in any way to grant MSG Arena, LLC's application for a permanent permit. I encourage you to speak to us regularly and in advance so that we may collaborate on how to support approving the permanent permit.

Sincerely,

Manny Pastreich  
President, SEIU 32BJ

July 18, 2023

## **AIA New York Statement on CPC's Recommendation on MSG's Special Operating Permit and Penn Station Redevelopment**

For too long commuters and visitors have suffered from the inadequate accessibility, efficiency, and connectivity at Penn Station. Right now, there is a unique opportunity to shape the future of Penn Station, create transformative change to improve the customer experience of both Penn Station and Madison Square Garden (MSG), and design a space that meets the current demands of the largest transit hub in North America. Since MSG was first granted a special operating permit 60 years ago, the needs of Penn Station have evolved. These needs, in conjunction with the incompatibilities of the shared space between the railroads and the arena, have created a heightened burden on the public experience.

The City is currently considering two actions related to the application by the owners of MSG for a renewal of its Special Operating Permit:

- NYCDCP's proposed text amendment to Zoning Resolution ZR 74-41, which introduces additional findings criteria to be used in evaluating an application for MSG's Special Permit;
- MSG's application for a Special Operating Permit in perpetuity for Madison Square Garden Arena. The arena's current ten-year Special Permit expires on July 24, 2023.

Recognizing the extraordinary significance of MSG's location directly above Penn Station and the millions of riders who use the station, we believe that the following key principles must be considered in helping to inform the decision-making process for these actions.

### **Civic importance of the public realm surrounding Penn Station and MSG**

Penn Station is the busiest public transportation hub in the nation, with more than 600,000 daily commuters and visitors served by the region's rail networks. Yet the current street entrances are difficult to find, often congested, and lack the civic presence appropriate for public gateways to the station. The NYC Department City Planning's (DCP) text amendment to ZR 74-41 would for the first time acknowledge the civic importance and impacts of an arena of the scale of MSG on the local neighborhood, users of Penn Station as well as MSG, and the broader public. The new criteria elevate the primacy of the public realm by providing a strong basis for ensuring high-quality outdoor public space surrounding MSG and Penn Station, improved pedestrian access and circulation to the facilities, more specific criteria for MSG's truck-loading/unloading operations, and a much-needed requirement for consistency and compatibility with existing and proposed transit facilities at Penn Station.

### **Need for a transformation of Penn Station**

Despite its fundamental importance as a linchpin to the city and regional economy, Penn Station has not benefited from a complete reconstruction since the destruction of the original superstructure in 1963. Significant expansions of service to Penn Station are being planned by the MTA, Amtrak, and NJ Transit; the station's users deserve a better facility. The railroads who own and operate out of Penn Station developed the Penn Master

Plan, outlining goals and objectives necessary to upgrade the station to modern standards for a regional transportation hub. These improvements were further developed in the MTA's proposed Penn Reconstruction Project and will be refined in the next design and review phases. The design addresses critical life safety deficiencies within the station; rationalizes station operations; improves station circulation at the street, concourse, and platform levels; provides ADA accessibility through the station complex; and enhances user experience through a consolidated concourse featuring high ceilings, extensive daylighting, and more visible and generous station entrances oriented to passenger destinations.

### **Interrelationship of Madison Square Garden and Penn Station**

By recognizing the complex, interconnected nature of MSG and Penn Station's physical properties and operations, the city has the opportunity to implement appropriate mechanisms to ensure that the highest quality design for a truly transformative Penn Station can be achieved. Under the new DCP text amendment, MSG is required to be "consistent and compatible" with Penn Station, and the transfer of property rights to the mid-block taxiway, MSG staging area, and Eighth Avenue entrances are critical to achieving the vision for the project. AIANY supports an appropriate limited-term extension of MSG's Special Permit tied to DCP's criteria that prioritize the creation of vibrant public spaces in and around Penn Station and MSG, as well as the realization of a modernized Penn Station with the civic presence and scale envisioned by the MTA and the region's railroads. New Yorkers have suffered long enough with an inadequate and disjointed station, and now is the time to return the major transportation hub to a design that New Yorkers deserve.



**Local Union No. 3**  
**International Brotherhood of Electrical Workers**  
**OF GREATER NEW YORK AND VICINITY**

**OFFICES AND HEADQUARTERS**  
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Phone 718-591-4000 • Fax 718-380-8998  
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BUILDING & CONSTRUCTION  
TRADES COUNCIL  
OF GREATER NEW YORK  
AFL-CIO  
AND ALL STATE AND  
CENTRAL BODIES

---

**MEMORANDUM IN SUPPORT**  
**of Granting Madison Square Garden, a Permanent**  
**Permit to Continue Operating**

July 18, 2023

The New York City Council Subcommittee on Zoning & Franchises:

**Local Union No. 3 IBEW strongly supports granting Madison Square Garden a permanent special permit to continue operating at 4 Pennsylvania Plaza.**

Madison Square Garden (MSG) works with more than twenty-five labor unions, including Local 3 IBEW, employing thousands of full and part-time union employees. A failure to permanently renew MSG's special permit would be devastating to our hard-working union members and their families. Moreover, MSG brings in billions of dollars to the City's economy at a time when working from home is keeping workers out of the City's offices. Businesses around MSG rely upon the attendees of the Garden's many sold-out events. A permit that only lasts a few years jeopardizes the hundreds of events that MSG hosts yearly, not to mention the thousands of jobs, including many union jobs, that those events support. A permanent permit, on the other hand, would provide stability that assures not only the Garden's benefits, but also all its stakeholders, including my members. Calls to relocate MSG are unrealistic and come from a vocal minority of City residents. Therefore, Local 3 IBEW supports a permanent renewal of MSG's permit.

Christopher Erikson  
Business Manager, Local Union No. 3, IBEW  
Chairman, MSG Labor Committee

JR/jg  
OPEIU: 153



**NEW YORK CITY  
CENTRAL LABOR COUNCIL, AFL-CIO**

President  
**VINCENT ALVAREZ**  
Secretary-Treasurer  
**JANELLA T. HINDS**

**Testimony of Vincent Alvarez  
before the  
New York City Council  
Subcommittee on Zoning and Franchises  
Madison Square Garden Special Permit Application  
June 18, 2023**

Good morning Chair Riley and members of the Council's Sub-Committee on Zoning and Franchises. My name is Vincent Alvarez, and I am the President of the New York City Central Labor Council, AFL-CIO. The New York City Central Labor Council, AFL-CIO, represents 1.3 million workers across 300 affiliated unions and we strongly support MSG Arena, LLC's application to grant it a special permit to continue operating in Madison Square Garden. While the New York City Planning Commission granted MSG's application for a 10 year period, we are in support of the Council permanently renewing MSG Arena, LLC's special permit.

Madison Square Garden is home to more than 25 labor unions, some of whom are our affiliates, boasting over 1000 full-time and part-time members. Our members are indispensable to the numerous events hosted by MSG and limiting the amount of spectators to just a maximum of 2,500, the amount MSG will be able to accommodate without the special permit, will severely depress the \$2 billion that MSG contributes to New York City's economy. Additionally, as public and private employers continue to provide employees with a work from home option, there are fewer and fewer people coming into the City to work. This makes the millions of people who flock to MSG every year extremely important to the City's economy because even the surrounding business community benefit from MSG's presence.

This is why it is important to permanently renew MSG Arena, LLC's special permit because not only will it positively affect our affiliates, but it will also have a net positive impact on the City's economy. While the City Planning Commission granted MSG's permit for 10 years, this temporary permit jeopardizes the hundreds of events that MSG hosts annually and underscores the need for a permanent permit which will allow MSG to operate with greater certainty. This will also allow MSG, its stakeholders, and our affiliates to plan for the future.

Our affiliates understand and appreciate MSG's contribution to the City's economic, social, and cultural landscape. No one wants MSG to move now or in the future because we all understand that it would be devastating to our union members and New York City.

I strongly encourage you to permanently renew MSG Arena, LLC's special permit.

I would like to end by stating that the CLC and our affiliates welcome the opportunity to work with you in any way to grant MSG Arena, LLC's application for a permanent permit. I encourage you to speak to us regularly and in advance so that we may collaborate on how to support approving the permanent permit. Thank You.



**From:** [Brian Fritsch](#)  
**To:** [Land Use Testimony](#)  
**Subject:** [EXTERNAL] Testimony for NYC City Council Zoning Subcommittee Meeting on MSG Special Permit Renewal  
**Date:** Tuesday, July 18, 2023 3:11:32 PM  
**Attachments:** [Outlook-ldj4oeuk.png](#)

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Good afternoon, I'm Brian Fritsch, Communications Director for Regional Plan Association. For over 100 years, RPA has used its position as a research, planning, and advocacy organization to conceive of and help to advance long-range plans that promote the health, equity, sustainability, and prosperity of the Tri-State region.

Having worked on transportation, public realm, and regional planning issues surrounding Penn Station for many decades, RPA is strongly supportive of the City Planning Commission's plans to renew Madison Square Garden's Operating Permit for only a limited time and their proposed zoning text amendments.

More important than the question of the length of the extension, though, is a guarantee that MSG will be a supportive partner of the MTA, Amtrak, and NJ Transit's plans to revitalize the station, including likely selling or contributing parts of their current physical holdings. This could include the mid-block taxiway between the arena and 2 Penn Plaza, the Theater at MSG, and other spaces that impact the public realm, especially around the arena's entrances and exits and its freight loading practices. We believe MSG should not get a permanent renewal of its operating permit until an upgraded Penn Station is firmly started to address the station's many flaws, in part delivered with MSG's cooperation and financial support.

As the busiest transportation hub in the Western Hemisphere, Penn Station is pivotal to reaching our region's environmental goals and keeping our region economically competitive. Transportation is the number one driver of carbon emissions in New York and New Jersey, and improved transit options are essential to reducing those negative impacts as the region grows and changes. Even under our most conservative assumptions about economic growth and work from home, [RPA has projected](#) that trans-Hudson travel will be at or above pre-pandemic levels by the time a renovation of Penn Station could be completed. It will increase by at least 15% by 2050, and possibly by as much as 32%. We must plan for that future now and support the Gateway Program, the Penn Station Access Program and upgrades to Penn, including an expansion of the station.

For those with a keen memory, in 2013 RPA submitted [similar testimony](#) as to why it was appropriate for MSG to be granted a temporary extension on their special permit as opposed to a permit in perpetuity. While much has changed over the past decade, including the

pandemic and the opening of Moynihan Train Hall across 8th Avenue from MSG, the core of that statement remains the same.

Perhaps our biggest internal shift in thinking since that time is the assumption that MSG must necessarily move in order for Penn Station to reach its potential. We no longer believe that to be the case. We've now seen a number of plans that would allow MSG to remain in place while delivering a safer, more accessible, reliable, and unified station. None of these plans work, however, without MSG being a willing partner with the transportation agencies and larger regional community as plans are created to renovate and expand Penn Station. Limiting the operating permit will help support that goal.

Penn Station upgrades - necessary and long overdue - will be mostly funded by taxpayers. Because MSG is a venue dependent on this public transportation hub to fill seats, this taxpayer funding will benefit MSG for decades. But instead of MSG helping subsidize this project, taxpayers continue to instead subsidize MSG. MSG's property tax exemption – in place since 1982 – has cost NYC roughly \$875 million (adjusted for inflation) and is currently a \$43 million-a-year staggering example of corporate welfare. MSG must contribute financially, as well as politically, to renovating Penn.

MSG creates a significant obstacle to improving the station below it. But whether this obstacle is insurmountable depends entirely on MSG and its willingness to be a good neighbor. This ULURP process is a unique opportunity for the city to hold them accountable as a partner. With an unparalleled investment in infrastructure at the federal and state levels, it's highly unlikely we'll have a better chance to fix Penn than we do now. We must invest now.

Thank you to Chair Riley and the committee for the opportunity to testify today.

## **Brian Fritsch**

Communications Director  
Regional Plan Association  
One Whitehall, 16th Floor, New York, NY 10004  
brian@rpa.org | 319-432-8503





## Testimony to the NYC Council Subcommittee on Zoning and Franchises

*MSG's Tax Subsidy Should End, Its Permit Only Be Renewed 3 Years, and Taxiway and 31st and 33rd St/8th Ave Entrances Given to Railroads at No Cost*

July 18, 2023

Reinvent Albany is providing written testimony for the New York City Council Subcommittee on Zoning and Franchises hearing as it considers the Madison Square Garden Special Permit and Arena Text Amendment.

We advocate for a more transparent and accountable New York government. We also fight to reduce New York's \$10 billion/year in taxpayer subsidies to corporations and ensure that subsidies are transparent and justified by facts and careful analysis.

The City can and should ask for much more from MSG as part of any permit renewal.

[According to the Independent Budget Office](#), since 1982, state law has exempted Madison Square Garden (MSG) from paying close to a billion dollars. In return for being forced to give MSG a billion dollars in foregone tax revenue, the people of New York City have gotten little to nothing in return.

Let's not forget that MSG also receives an enormous benefit by virtue of its location on top of Penn Station – the busiest train station in the country. MSG and James Dolan are reaping the benefits of a huge amount of public investment in Penn Station, and will continue to as upgrades are made. We urge the Council to:

1. Extend MSG's permit for only 3 years, as [recommended by Community Board Five](#), to encourage MSG to be a help, not a hindrance to improvements at Penn Station.
2. MSG must give the Railroads the taxiway and any property needed to build out new 31st and 33rd Street/8th Avenue entrances at no cost, given the \$1 billion in tax breaks MSG has received with the public getting little to nothing in return.
3. Pass a resolution supporting [A846 \(Weprin\) / S1632-A \(Kavanagh\)](#), state legislation that would repeal the MSG tax abatement.
4. Require MSG to report data regarding employment and job creation data to the City and Independent Budget Office.

### **Extend MSG's Permit for 3 Years, Not 10**

We support [Community Board Five's Resolution and Recommendation](#) calling for MSG's permit to be extended only three years, rather than 10. We understand that the [City Planning Commission's report](#) would create a mechanism to require MSG to come back to CPC with proposed property improvements to facilitate Penn Station improvements, when the project reaches a threshold of 30 percent design development. Given the complexity of the redesign, this may take years and be subject to different interpretations over when this threshold is met.

A three-year extension is a cleaner and more effective mechanism than the 30 percent design threshold for reevaluating whether MSG is truly facilitating improvements at Penn Station

### **Require MSG to Give the Railroads the Taxiway and Property Needed for 31st & 33rd St/8 Ave Entrances at No Cost**

The [compatibility report](#) produced by the Railroads clearly shows that, as it is now, Madison Square Garden will make it impossible for renovations to take place at Penn Station.

We ask the City Council to ensure that MSG gives the Railroads the taxiway and any property needed to build out new 31st and 33rd Street/8th Avenue entrances at no cost, given the \$1 billion in tax breaks MSG has received with the public getting little to nothing in return.

### **Pass a Resolution in Support of Ending MSG's Tax Abatement**

MSG's owner also owns the NBA New York Knicks, which are worth [\\$5.8 billion](#) and NHL Rangers, valued at [\\$2 billion](#). There is zero public policy, fiscal, or economic reason for New York City to subsidize the billionaire owner of Madison Square Garden, while depriving city schools and other basic services of millions a year in revenue and creating an unfair burden on other businesses and taxpayers.

Roughly 21% of NYC revenue goes to NYC public schools (see Chart 7, Table 9 of the [NYC Comptroller's Comments on the FY23 Adopted Budget](#)). This means that Madison Square Garden's tax break has starved NYC schools of \$185 million in operating support, and continues to cost NYC schools \$9 million every year.

We urge you to pass a resolution supporting [A846 \(Weprin\) / S1632-A \(Kavanagh\)](#), state legislation that would repeal the MSG tax abatement.

### **Add Reporting Requirements**

MSG is not required to report any employment data, including the number of jobs created and retained by the entity, as a condition of its property tax exemption. Because there are no reporting requirements, the Independent Budget Office (IBO) and other experts have been unable to evaluate the impact of a nearly \$1 billion tax abatement on MSG as an employer, nor is it able to analyze the quality of jobs offered by the entity. As the [IBO notes](#) in its latest report on MSG: “There is no means-testing or financial proof required from MSG to demonstrate the need for the property tax exemption, neither at the time the exemption was granted nor at present.”

Data reporting requirements are standard for businesses receiving subsidies. For example, the IBO is able to review detailed employment data for other firms receiving subsidies in order to evaluate the effectiveness of those subsidies. Before watchdog groups, the press, and other interested parties can make sense of what the government funding has been used for and compare it to democratic expectations, data is needed to identify what public benefits have followed that public spending.

We urge the City Council to require MSG to report the number of jobs it creates and retains on an annual basis, as well as other necessary data, to the IBO as a condition for receiving a special permit. The IBO already evaluates tax expenditures per New York City Administrative Code 11-2901, and it should be empowered to evaluate MSG tax expenditures.

Thank you for your consideration.

July 21, 2023

To: Honorable City Council Members

RE: MSG Special Operating Permit

Fr: Brian J. Mattlin, Pres. 200 W 25<sup>th</sup> St Block Association

Ten more years? Ten MORE years? Are you kidding? Any councilmember who plans to vote in favor of extending the MSG permit for another ten years might just as well be honest about it and give them the grant in perpetuity they are requesting – because that is, make no mistake about it, what you will *really* be voting for. You know it, and we know it too.

Am I a prophet, to claim I can see the future? Of course not – but I can see the past. The past in which MSG was granted another 10-year “extension” on the explicit basis that it would never be granted again, and they had 10-years, no extension options available, to relocate.

What did MSG do? Absolutely nothing. And that is what they will do again and again and again, because if you grant a 10 year extension now you will be telling them, in no uncertain terms, that doing nothing is a winning strategy.

Let’s take a little look back, shall we?

Rich Constable, EVP of MSG Entertainment, presented on behalf of MSG at the special CB5 Land Use Committee meetings. The real essence of his argument for MSG being allowed to continue doing what they are doing, where they are doing it, if you trim away all the meaningless grace notes, really comes down to ‘we’ve been doing this here for a long time so we should be allowed to continue to do so forever.’ A weak argument at best, but let’s look closer at some of the history as provided by Mr. Constable.

In 1963, MSG got a 50 year lease on the land, and a 50 year operating permit. 50 years is a good long run in any location for any business and I'm sure it made good sense.

In 1993 MSG purchased the land outright. They made this choice knowing they had only 20 years left on their operating permit. Maybe not so much good sense, but maybe good enough. Or maybe they believed they would not have to abide by their operating agreements with the city.

With 20 years remaining, they did absolutely nothing to plan for a relocation that would allow them to operate as they wanted, without the need for a special permit.

In fact, per MSG EVP Joel Fisher's testimony, in the last two years of their fifty year special agreement, between 2011 and 2013 the facility underwent a "\$1 Billion dollar top to bottom renovation." Which, he went on stress was "fully funded by MSG and not by taxpayers." Whoa - let's just hit pause here for a second.

That claim might hold water if MSG had not also stiffed the city for about, yes, \$1 Billion dollars in taxes over the years. So thanks but no thanks, Mr. Fisher. MSG didn't fund those improvements, us actual NYC taxpayers did.

Maybe if MSG actually had been spending its own money it would have been less sanguine about doing so in the final two years of a limited operating permit.

And so in 2013, at the end of their 50 (FIFTY!) year special operating permit, what did they do? They begged and threatened, cajoled and coerced, until they got an extension to their special operating permit. Not the extension they wanted, but 10 years - long enough to move the facility in an orderly manner. By design, that agreement had no extension mechanism because it was never intended to be extended.

Did they productively spend those 10 years planning for the next chapter in the storied history of Madison Square Garden in New York City? Of course not. They did nothing. Deadline be damned, MSG felt free to move ahead, rather than move on, as by prior agreements and understandings with the city they should have done.

It is this hubris of the wealthy and well-connected, that the rules don't apply to them and they will ultimately have their own way, no matter the negative impact on others, that is perhaps one of the most galling aspects of this application for another renewed special operating permit.

But wait – to be fair—why shouldn't MSG get this special operating permit that, they point out, is enjoyed by other major venues and arenas in the city?

Maybe because those other facilities do not sit on top of a major transportation hub. Maybe because those other facilities, by virtue of their physical presence, do not stand in the way of maximizing the operational functionality of a facility that services as many members of the public—each week—as MSG does in a year!

How can you city councilmembers, in good conscience, weigh these competing interests, these relative public goods in the balance, and find even a shred of equivalence?

And when MSG talks about the annual economic impact on New York City, think about the economic impact of all those who would pass through Penn Station for work and for play. Indeed, as we move into a world with an increasingly distributed workforce, it becomes even more critical to New York City's economic survival to lower as much as possible any barriers to those who would still find good reason to come to and through our city.

MSG is a sports arena. In fact MSG owns major sports teams. They more than most should understand the concept that every game has a clock on it. A certain amount time, or periods, or what have you before the game is up. When the shot clock runs down on the Knicks, what happens? Penalty is what happens. If the Rangers are tied at the end of the game, what happens? Well, actually what happens is overtime, but eventually, the game is over.

MSG had 50 years of regulation play. They've had 10 years of overtime. But now they want to change the rules, and get infinite extra play time. Sorry, no – it's game over.

In his testimony to CB5, Mr. Constable of MSG said ""We are so much more than a building." And indeed they are. MSG has a long history with New York City and there's no reason they shouldn't have a long future with New York City as well. Just not in that building.

It's time for MSG to move on. As bartenders all over New York City say nightly, "you don't have to go home but you can't stay here." This is "last call" for MSG in that location. Anything less than relocation will block a once-in-a-century opportunity to keep New York City in the forefront, where it belongs.

Granting a ten-year extension to the special operating permit now would send exactly the wrong message. It would say 'keep doing what you're doing and we'll just pretend that we mean it when we say we want generational transformation at Penn Station – when we really don't care as much about meeting public needs as you do about meeting private ones.'

Honorable members of the city council – Don't Make That Mistake. Don't grant another 10-year extension to the special operating permit. Three years is enough to show that you mean business and for them to get the ball rolling.

Oh, and us actual taxpayers would appreciate it if they would start paying their share of taxes too.

Thank you,

Brian J. Mattlin, President  
200 West 25<sup>th</sup> Street Block Association.

**100 W19th/20<sup>th</sup> Street BA**  
The *Chelsea* block association with the *Green*

July 18, 2023

To: The New York City Council

Re: "Madison Square Garden Special Permit and Arena Text Amendment"

The members of our Chelsea 100 W19th/20<sup>th</sup> Street Block Association support the CB5 proposal for a three-year permit extension. An extension that also requires Madison Square Garden to move from its current location. A ten-year extension as suggested by the City Planning Commission is way too long and requires way too few improvements from MSG during that period.

All New Yorkers, everyone that lives here, works here, visits here, from around the country, from around the world, deserves a modern state of the art transit station. No more band aids please. With the expiration of MSG's current permit, New York has a once in a lifetime opportunity to build better free of the encumbrances that stand in the way of Penn Station's potential greatness.

We implore the City Council to produce a majority vote that gets this right.



July, 2023

### **CCBA Testimony to The New York City Council Regarding MSG Move and Permit Renewal Extension**

My name is Sally Greenspan. I am president of the Council of Chelsea Block Associations. I appreciate the opportunity to present this testimony to the City Council.

It was disappointing news to learn that the City Planning Commission voted to grant MSG another 10 year extension on their operating permit. While we realize that the Commission's MSG extension is coupled with a commitment to improve certain existing conditions at Penn Station, CCBA believes that the 10 year extension limits the city's leverage to ensure desperately needed transformative change in an appropriate time frame. The proposed ten-year permit term is far too generous and its requirements of MSG are clearly inadequate.

City Planning Chair Dan Garodnick has stated that "there has not been a meaningful alternative site proposed for the Garden". Yet other groups advocating for MSG to move have indeed presented a viable location across Seventh Avenue including the site of the Hotel Pennsylvania currently under demolition.

It is likely the financial reality of implementing this plan contributes to it not moving forward. But CCBA remains convinced that this renovation and construction so central to the creation of a state-of-the-art transit hub that is sustainable and considers the future, not just tomorrow, should not be compromised by cost. Serious people holding serious discussions about the best plan for New York City and all the stakeholders, should be able to figure out the finances. If it costs MSG something to move, it should be noted that a new home would likely also contribute to increased revenue for them. And considering the decades of tax breaks by the city hovering over a billion dollars, perhaps it can be agreed that MSG owes the city something

The three-year permit extension recommended by CB5 would place enough pressure on MSG's owner to finally get moving. On a parallel path new plans for the station and arena should proceed, be studied and discussed. Does anyone recall the adage, *if you want something done, ask a busy person to do it*. Similar thinking is applicable here, want to get this done? Do not bless MSG with another excruciating 10 years to accomplish nothing. MSG needs to be faced with time constraints that force them to get to work and stop stalling. The plans for Penn Station Redevelopment need to be accelerated, not kicked down the road for another decade.

**From:** [Cher Carden](#)  
**To:** [Land Use Testimony](#)  
**Subject:** [EXTERNAL] "Madison Square Garden Special Permit and Arena Text Amendment"  
**Date:** Sunday, July 16, 2023 4:21:27 PM

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To: Chairperson Garodnick and the NY City Planning Commission:

From: Cher Carden Manhattan resident

I am writing as a concerned citizen living in Chelsea, Manhattan. This letter is in opposition to the granting of a permit without time deadlines to the MSG corporation unless MSG agrees to relocate and the permit is three years or less. From what I understand there have been numerous suggestions on how to deal with the potentially dangerous situation that presents itself now since the population of commuters and concert goers has greatly increased over the years since MSG was originally built. The area where Hotel Pennsylvania was located may be a better new location than other proposals that include relocating residents and established businesses in that area to accommodate a new arena. I am also concerned for the safety of the public and the safe transit of passengers and concert attendees in an area that is already steeply congested. As someone who uses Penn Station regularly, I have great concern for the safety of all who will be using this area now, during future construction while MSG relocates, and secure and free from criminal or terrorist threats.

Sincerely,  
Cher Carden

**From:** [David Holowka](#)  
**To:** [Land Use Testimony](#)  
**Subject:** [EXTERNAL] Madison Square Garden Special Permit and Arena Text Amendment  
**Date:** Saturday, July 15, 2023 12:12:09 PM

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Dear Chair Adams and City Council Members:

As an architect, I read with great concern the Compatibility Report for Madison Square Garden and Penn Station prepared by the railroads. Fundamental safety concerns of egress and smoke evacuation are compromised. Some egress travel distances exceed code minimums by over 40%. To know of these risks and fail to act on them is to share responsibility for their consequences. The longer a permit Madison Square Garden is granted, the longer these emergency conditions will persist.

Granting Madison Square Garden's request for an arena permit in perpetuity as requested would leave the city with no leverage at all to make Penn Station safe, and we've already seen how unresponsive the Garden is to a ten-year permit like the one for which the City Planning Commission just voted. The risk Penn Station poses to human life is far too pressing for anything longer than a three-year permit. The station's critical importance to the city and potential as a terror target leave it unconscionably vulnerable.

Driving Madison Square Garden to find a new home—the option that would allow for the safest and most appropriately welcoming Penn Station—requires the kind of pressure and urgency a three-year permit would bring to bear. Creating a Penn Station worthy to stand as New York's main entrance will require vision and initiative—the kind of big thinking that created Rockefeller Center and the High Line. That won't come of giving Madison Square Garden ever more time to stay where and what it is.

The City Planning Commission's vote to support a ten-year permit contingent only on peripheral improvements is disappointing. As we've already seen, ten years might as well be perpetuity when it comes to motivating the Garden's owner. Approving only a three-year permit will show the city means business this time. That's the message Madison Square Garden's owner needs to hear.

Sincerely,  
David Holowka

**From:** [DIANE NICHOLS](#)  
**To:** [Land Use Testimony](#)  
**Subject:** [EXTERNAL] Madison Square Garden Special Permit and Arena Text Amendment"  
**Date:** Thursday, July 20, 2023 6:45:09 PM

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To Whom it may concern:

I am a member of the multi block Chelsea Community Block Association (CCBA) and my local 19/20th St. 100 Block Association.

My neighbors and associates urgently request that you do the right thing. There is no reason that Madison Square Garden (MSG) should continue to be a blight and a Goliath sitting atop of Penn Station. The Dolan family has taken advantage of New York City for long enough. I guess they have gotten their way for so many years by donating to as many elected officials as possible.

Please be open to considering the new plans which would allow New York City to have another mid 20th Century Pennsylvania Station. New York City, needs a transportation hub that isn't squashed down by monstrous Madison Square Garden. Thank you.

Diane Nichols



New York,  
NY 10011

**From:** [Harvey Montague](#)  
**To:** [Land Use Testimony](#)  
**Subject:** [EXTERNAL] MSG recommendation to move off site / my testimony  
**Date:** Thursday, July 20, 2023 5:53:33 AM

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Dear Council Chair Riley and Council Members,

First observation is one cannot put "LIPSTICK ON A PIG" and expect a good outcome.

My name is Harvey Montague and I am owner and founder of Harvey Montague and Associates LLC, ARCHITECTURE URBAN DESIGN. I have degrees from Cornell University in architecture and urban planning. I have 50 years of professional experience in working with cities and towns to improve their economic vitality through good urban planning and architectural design. I have been assisted by Bayliss Simon, Architect intern from Virginia Tech.

Part of my experience includes work with Bauhaus architect Marcel Breuer and with Harvard GSD Dean Jose Luis Sert, the founder of the Urban Design department at the Harvard Graduate School of Design.

I have studied this site and consulted with neighborhood proponents and my architectural colleagues in a professional "think tank" called DZC Decentralization, Zoning Decongestion for 5 years and given much thought to this issue. A New Penn Station for our city cannot be achieved with MSG Madison Square Garden in its present location. There are many compromises and accommodations that must be accepted if MSG is to remain its present location. MSG should be allowed to relocate within the 3 year period. We have an opportunity now to correct the misstep of 60 years ago and create a wonderful Public Urban Space for Pennsylvania Station and New York City.

I would be pleased to meet to elaborate on this recommendation. I have designed a conceptual Urban Design Plan PSUAD Penn Station Area Urban Design. This will be presented to peer groups for comment. This will include the thru running plan as I learn about how that will be engineered.

Thank you for considering my testimony.

Respectfully submitted,

Harvey Montague AIA Emeritis

Sent from my iPad  
Harvey Montague AIA Emeritus Architect West Orange, NJ 07052. 508-380-0425

July 19, 2023

**Personal Testimony to the New York City Council regarding MSG Move & Permit Renewal.**

Dear City Council,

I am a longtime Chelsea resident and member of my block association the 100 W. 19<sup>th</sup> and 20<sup>th</sup> St Block Association. Thank you for the opportunity to present this testimony to the City Council.

It was disappointing news to learn that the City Planning Commission voted to grant MSG another 10 year extension on their operating permit. While we realize that the Commission's MSG extension is coupled with a commitment to improve certain existing conditions at Penn Station, I feel that the 10 year extension limits the city's leverage to ensure desperately needed transformative change in an appropriate time frame. The proposed ten-year permit term is far too generous and its requirements of MSG are clearly inadequate. A 3 year extension would be more reasonable in this situation.

City Planning Chair Dan Garodnick has stated that "there has not been a meaningful alternative site proposed for the Garden". Yet other groups advocating for MSG to move have indeed presented a viable location across Seventh Avenue including the site of the Hotel Pennsylvania currently under demolition.

It is likely the financial reality of implementing this plan contributes to it not moving forward. But I feel that this renovation and construction so central to the creation of a state-of-the-art transit hub that is sustainable and considers the future, not just tomorrow, should not be compromised by cost. If it costs MSG something to move, it should be noted that a new home would likely also contribute to increased revenue for them. And considering the decades of tax breaks by the city hovering over a billion dollars, perhaps it can be agreed that MSG owes the city something. In addition MSG should begin paying taxes as all other local businesses are required.

The three-year permit extension recommended by CB5 would place enough pressure on MSG's owner to finally get moving. On a parallel path new plans for the station and arena should proceed, be studied and discussed. Does anyone recall the adage, *if you want something done, ask a busy person to do it*. Similar thinking is applicable here, want to get this done? Do not bless MSG with another excruciating 10 years to accomplish nothing. MSG needs to be faced with time constraints that force them to get to work and stop stalling. The plans for Penn Station Redevelopment need to be accelerated, not kicked down the road for another decade.

Thank you,

Michael Walsh  
Mwalshny@gmail.com



PO Box 1315 Old Chelsea Station New York, NY 10113-1315  
website: [www.savechelseany.org](http://www.savechelseany.org) email: [savechelseanyc@gmail.com](mailto:savechelseanyc@gmail.com)

July 15, 2023

New York City Council  
250 Broadway, New York NY 10007

**Re: Madison Square Garden Special Permit and Arena Text Amendment**

Dear Chair Adams and City Council Members:

Save Chelsea strongly opposes granting Madison Square Garden a special permit to operate its arena in perpetuity, and supports Community Board 5's recommendation to deny any special permit unless MSG agrees to pursue relocation, and unless the length of the permit is restricted to three years.

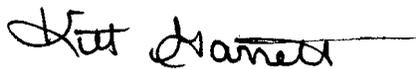
The time is ripe to find an alternate location for Madison Square Garden. Midtown Manhattan is decompressing at a historic rate. The city now has nearly 75 million square feet of vacant office space—enough to fill more than 26 Empire State Buildings. The half-block formerly occupied by the Hotel Pennsylvania directly across Seventh Avenue from Penn Station is now available, with no realistic prospect of development. Combined with the half block to its north, it could accommodate a new MSG. Penn Station and the Hotel Pennsylvania were historically linked by a tunnel under Seventh Avenue. This connection could be developed as an indoor passage between the station and a new Madison Square Garden, and even extend covered Penn Station access points to the north and east.

Plans that would keep Madison Square Garden above Penn Station are currently being explored. These will inevitably amount to unacceptable compromises. The two uses are clearly incompatible, as documented in the railroads' recent report. Deep disagreements between representatives of the railroads and Madison Square Garden in the City Planning Commission's June 7th public hearing made clear that only a seriously flawed resolution can ever emerge.

Madison Square Garden was built when Penn Station had even fewer users than the 200,000 it was built for. The station now serves over 600,000, a number that is expected to grow significantly. The station's original platforms have been interrupted by countless columns introduced to support MSG, inhibiting not just circulation but critical emergency egress. It is alarming that the station's egress travel distances exceed current code minimums by over 40%, and that its smoke-purge capacity is less than required by law. This is especially critical given Penn Station's high profile as a potential terror target. Public officials who know of this vulnerability and allow its perpetuation must share responsibility for any tragedy that may result.

The fortune that would be spent on a merely expedient solution keeping MSG above Penn Station could far more rewardingly be invested in better and separate homes for each. The ripple effect would benefit the entire city and invaluable enhance its power to attract visitors and talent. That crucial return shouldn't be left out of the equation.

Sincerely,

A handwritten signature in black ink that reads "Kitt Garrett". The signature is written in a cursive style with a long horizontal line extending to the right from the end of the name.

Kitt Garrett  
President, Save Chelsea

I am Vishaan Chakrabarti, and after decades of effort, I am the most optimistic I have ever been about building a great Penn Station because I recently became ASTM's design architect. Our comprehensive plan is bold and achievable because it leaves MSG in place, but does not preclude it from moving someday. It replaces MSG's theater with a civic gateway on Eighth Avenue, creates a luminous mid-block train hall, and establishes a unified single-level station with high ceilings, fewer columns, full disability access, and a generous public realm free of idling trucks. Our design—which includes substantial MSG contributions—is compatible with both the arena and expanded rail service. We serve everyone including Penn South, NYCHA, and other residents who live west of Eighth Avenue because we have a full block approach, unlike the MTA scheme, compared to which the NY Times said our plan is "Clearly Superior".

The Special permit establishes a \$25 million MSG public realm contribution, but provides no definite path to prove MSG's long-term compatibility with the train station when—if ever—a 30% design is done. Our design can be 30% complete within 6 months, which would allow the public to establish MSG-Penn Station compatibility with certainty.

By contrast, the MTA seeks a multi-billion dollar property and capital contribution from MSG through the Special Permit, which I believe to be an illegal use of the permit as former DCP Manhattan Director. Absent these MSG contributions, the MTA plan is billions of dollars short, and therefore cannot achieve a credible 30% design. Their plan is a path to litigation, stagnation, and an inability to ever hold MSG's feet to the fire.

We request a Master Developer RFP to be issued soon by an entity like ESDC—akin to the Moynihan process—with stakeholder representation from the railroads, the City, and the community. This is the only fair, transparent, and certain path to complete a 30% design, establish MSG compatibility, and meet the findings of the Special Permit.

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Tom Devaney

Address: for behalf of Elizabeth Goldstein

I represent: MAS

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7/18/23

(PLEASE PRINT)

Name: Maura Avington

Address: Astoria Ny 1105

I represent: Grand Penn Alliance

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7/18/23

(PLEASE PRINT)

Name: Liam Blank

Address: NY, NY

I represent: The city club of New York

Address: \_\_\_\_\_

THE COUNCIL  
THE CITY OF NEW YORK

MSG

Appearance Card

7/18

I intend to appear and speak on Int. No. MSG Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: State Senator Brad Hoylman-Sigal

Address: 322 8th Ave

I represent: \_\_\_\_\_

Address: NY 10001

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Chris Schimpf

Address: \_\_\_\_\_

I represent: MSC / Applicant Q + A

Address: \_\_\_\_\_

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. MSG Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7-18-23

(PLEASE PRINT)

Name: PAMELA WOLFA

Address: W 21 NYC

I represent: SAVE DITELSEA

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0246 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7/18/2023

(PLEASE PRINT)

Name: Peter Cipriano

Address: \_\_\_\_\_

I represent: ASTM North America

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: JAMIE TORRES-SPRINGER

Address: MTA

I represent: MTA

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Sara Appleton

Address: \_\_\_\_\_

I represent: Antrak

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: JEANNIE KWON

Address: \_\_\_\_\_

I represent: AMTRAK

Address: \_\_\_\_\_

*Please complete* **THE COUNCIL** *Sergeant-at-Arms*  
**THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. ✓  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: RYAN MORSON

Address: WILMINGTON BL. 19067

I represent: AMTRAK

Address: PENN STATION

**THE COUNCIL**  
**THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Stephen Johnson

Address: \_\_\_\_\_

I represent: applicant / DCP

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. MBC7 Res. No. \_\_\_\_\_

in favor  in opposition

Date: July 18, 2023

(PLEASE PRINT)

Name: Elizabeth Goldstein

Address: 488 Madison Ave Suite 1900 NY 10022

I represent: The Municipal Art Society

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 02462023 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Eugene Singallicano

Address: West 30th St. N.Y.N.Y. 10001

I represent: Penn at Risk Neighborhood

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. LV02-16 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7-

(PLEASE PRINT)

Name: Anthony Bonane

Address: M 56

I represent: 47th H R E

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. LV0246 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7-18-23

(PLEASE PRINT)

Name: VISHWAN CHAKRAVARTY

Address: West 15th St.

I represent: ASTM

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7/18/23

(PLEASE PRINT)

Name: Ken Fisher

Address: Greenwich St.

I represent: Grand Penn Alliance

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0246 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: PETER MATUSEWICZ

Address: 2 B'WAY

I represent: MTA

Address: 2 B'WAY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0246 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7/18/23

(PLEASE PRINT)

Name: JACK ROBBINS

Address: 166 DUANE ST

I represent: FXC / MTA

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0246 2023 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 18 July 2023

(PLEASE PRINT)

Name: Mark Levine

Address: \_\_\_\_\_

I represent: Manhattan BP

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0245-2023 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Tony Simone, Assembly Member

Address: 214 W 29th St, Suite 1002, NY, NY 10001

I represent: NYS Assembly District 25

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

0245 2023

I intend to appear and speak on Int. No. 0246 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Elihu Hsu-Chen

Address: 120 Broadway

I represent: NYC Dept City Planning

Address: Bk NY 11231

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0246 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Erik Botsford (DCP)

Address: 120 Broadway

I represent: Dept of City Planning

Address: 120 Broadway

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7/18/23

(PLEASE PRINT)

Name: Adam Graves

Address: 180 WILLIAM ST

I represent: OAKMILL, ON

Address: 65107

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7/18/23

(PLEASE PRINT)

Name: Matthew Robinson

Address: West 16th St

I represent: Self / Chelsea Residence

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7.18.23

(PLEASE PRINT)

Name: DAVID HOLOWKA

Address: W. 19TH ST.

I represent: MYSELF

Address: "

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Steve Schirripa

Address: West end Ave

I represent: MSG

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. MS6 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7/18

(PLEASE PRINT)

Name: LAYLA LAW-GISIKO

Address: 7TH AVE

I represent: COMMUNITY BOARD 5

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: July 18, 2023

(PLEASE PRINT)

Name: Joanne Dunbar

Address: Park Row NY

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 07/18/2023

(PLEASE PRINT)

Name: CAWSIE JIJINA

Address: \_\_\_\_\_

I represent: MADISON SQUARE GARDEN

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 02462023 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: ROBERT CASTRONOVO

Address: 2 PENN PLAZA / MADISON SQUARE GARDEN

I represent: MADISON SQUARE GARDEN

Address: 2 PENN PLAZA

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 02462023 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Joel Fisher

Address: 2 Penn Plaza, NY, NY, 10121

I represent: Madison Square Garden

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0246-2023 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: ELISE WAGNER

Address: Kramer Levin

I represent: MADISON SQ GARDEN

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 02462023 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Rich Constable

Address: 2 Penn Plaza

I represent: MSG (Applicant)

Address: 2 Penn Plaza, MSG

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. L00296 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 7/18/23

(PLEASE PRINT)

Name: LUKE BRIDLE

Address: \_\_\_\_\_

I represent: ASTM

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms