



# EMPIRE STATION COMPLEX

## Neighborhood Conditions Study

February 2021

FOR  
Empire State Development



IN ASSOCIATION WITH  
WXY architecture + urban design  
SharpLens Photography

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Neighborhood Conditions Study

# Empire Station Complex

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PREPARED FOR

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# A

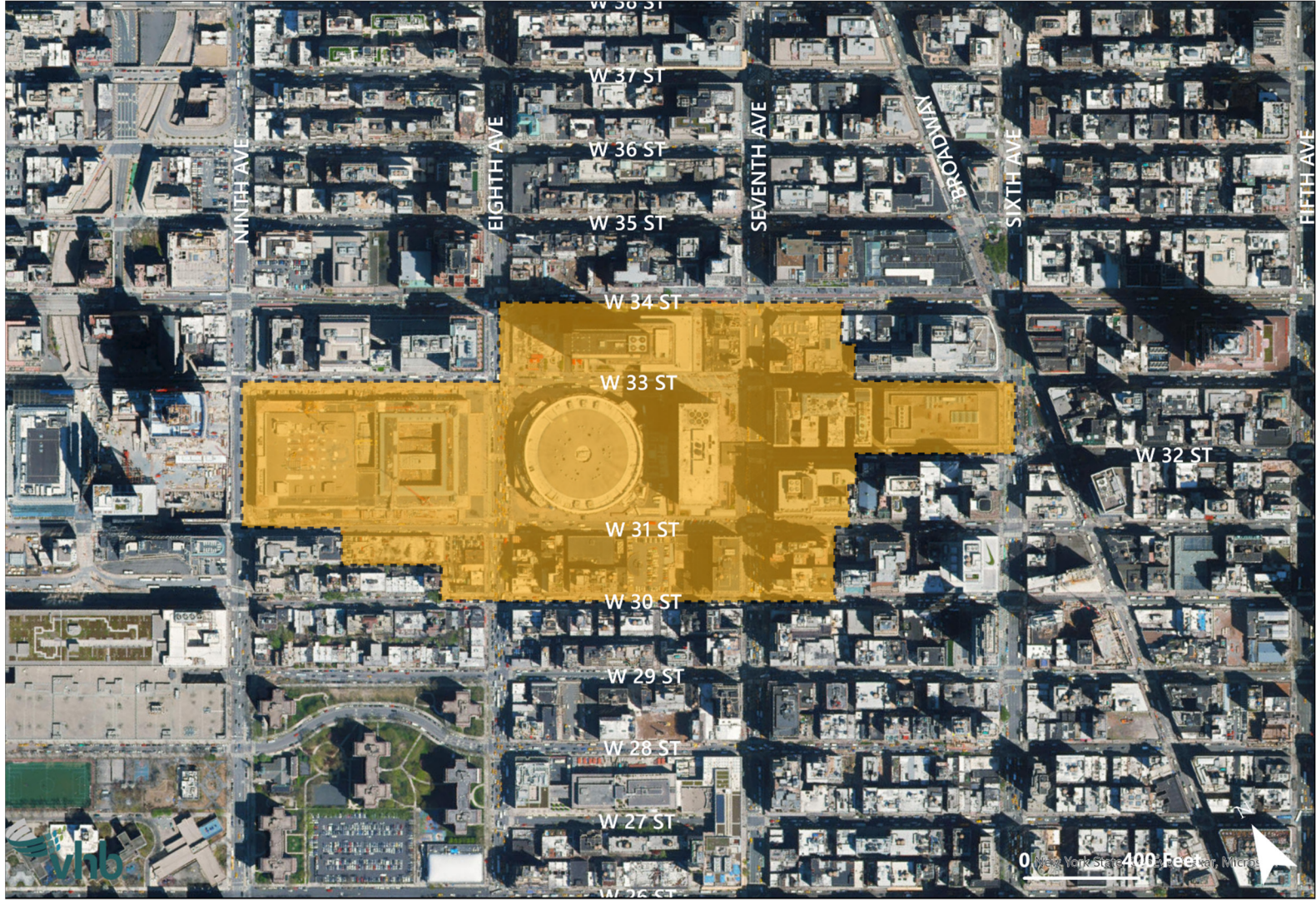
## Introduction and Methodology

The Empire Station Complex Neighborhood Conditions Study presents a detailed evaluation of existing site conditions in and around New York Pennsylvania Station (Penn Station) in Manhattan. The study area (see *Figure A-1*) includes nine city blocks and 61 tax lots that are within or approximately coterminous with the boundaries of the proposed Empire Station Complex Civic and Land Use Improvement Project, currently under consideration by the New York State Urban Development Corporation, doing business as Empire State Development (ESD).

Under the New York State Urban Development Corporation Act, ESD may undertake projects aimed at promoting a vigorous economy, preventing economic stagnation, addressing substandard and insanitary conditions, creating new job opportunities, and achieving other public purposes. Among the projects that ESD may undertake are “land use improvement projects,” which the ESD Directors may authorize upon finding:

1. That the area in which the project is to be located is a substandard or insanitary area, or is in danger of becoming a substandard or insanitary area and tends to impair or arrest the sound growth and development of the municipality;
2. That the project consists of a plan or undertaking for the clearance, replanning, reconstruction and rehabilitation of such area and for recreational and other facilities incidental or appurtenant thereto;
3. That the plan or undertaking affords maximum opportunity for participation by private enterprise, consistent with the sound needs of the municipality.

Figure A-1 Study Area Map



 Study Area

Source: ESRI World Imagery, MapPLUTO, LION 2020 Street Basemap



The purpose of this study is to understand the presence or absence of underutilized or underdeveloped sites; outmoded or obsolete facilities; and blighted, substandard, insanitary, or blighting conditions that may exist in the study area. The existing conditions assessment is based on a combination of physical, land use, and other socioeconomic and real estate indicators. Criteria used in assessing conditions include: appropriateness of current zoning regulations, quality of the public realm, zoning conformance, lot utilization, lot configuration, property ownership, age of buildings, building and site conditions, energy efficiency, accessibility, building code violations, environmental conditions, economic performance, and crime. Analysis for this study began in February 2020 and continued through January 2021.

## The Empire Station Complex

The Empire Station Complex is a comprehensive redevelopment initiative to revitalize the study area by creating a revitalized, transit-oriented commercial district centered around Penn Station. The project would result in new commercial buildings on eight development sites and introduce public transportation and public realm improvements. It would also support the reconstruction of the existing Penn Station and the potential expansion of Penn Station into the blocks south of the existing station, which would be accomplished through separate but related project that would be undertaken by one or more of the involved railroads (MTA, Amtrak, and/or New Jersey Transit). In summary, the project would:

- › Create a revitalized, transit-oriented commercial district to benefit Penn Station and revitalize the surrounding area;
- › Improve area subway stations and transit connections with Penn Station
- › Implement public realm improvements
- › Support the reconstruction of the existing Penn Station;
- › Support the expansion of Penn Station;

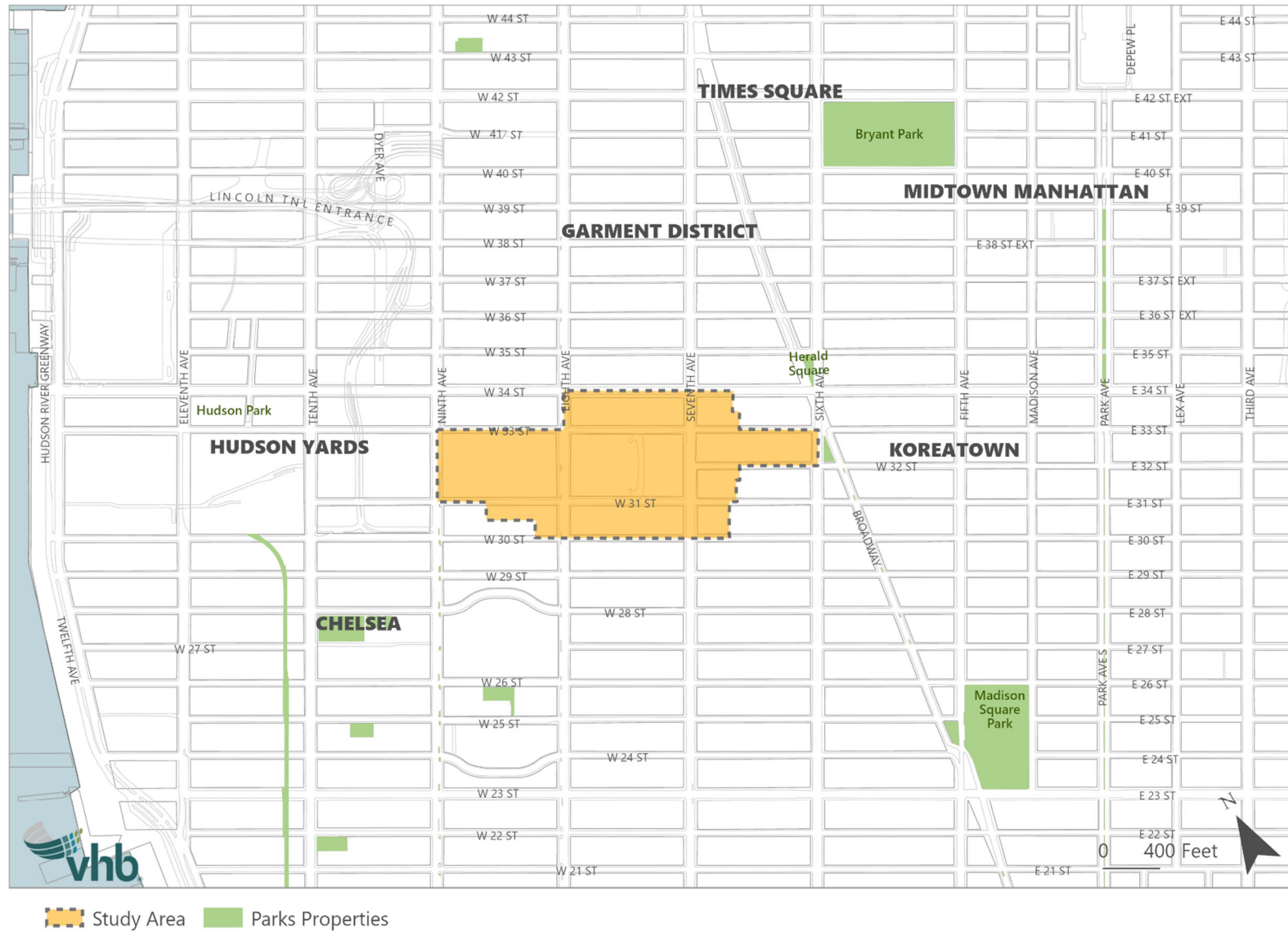
## Study Area

The study area is generally bounded by Sixth Avenue to the east, Ninth Avenue to the west, West 30<sup>th</sup> Street to the south, and West 34<sup>th</sup> Street to the north in Midtown Manhattan (see *Figure A-2*). It is centrally located in Manhattan, near Hudson Yards and the Midtown central business district, and includes Penn Station (see *Figure A-3*). It includes all or portions of nine city blocks and 61 tax lots (see *Figure A-4* and *Table A-1*).

**Table A-1 Blocks and Lots within the Study Area**

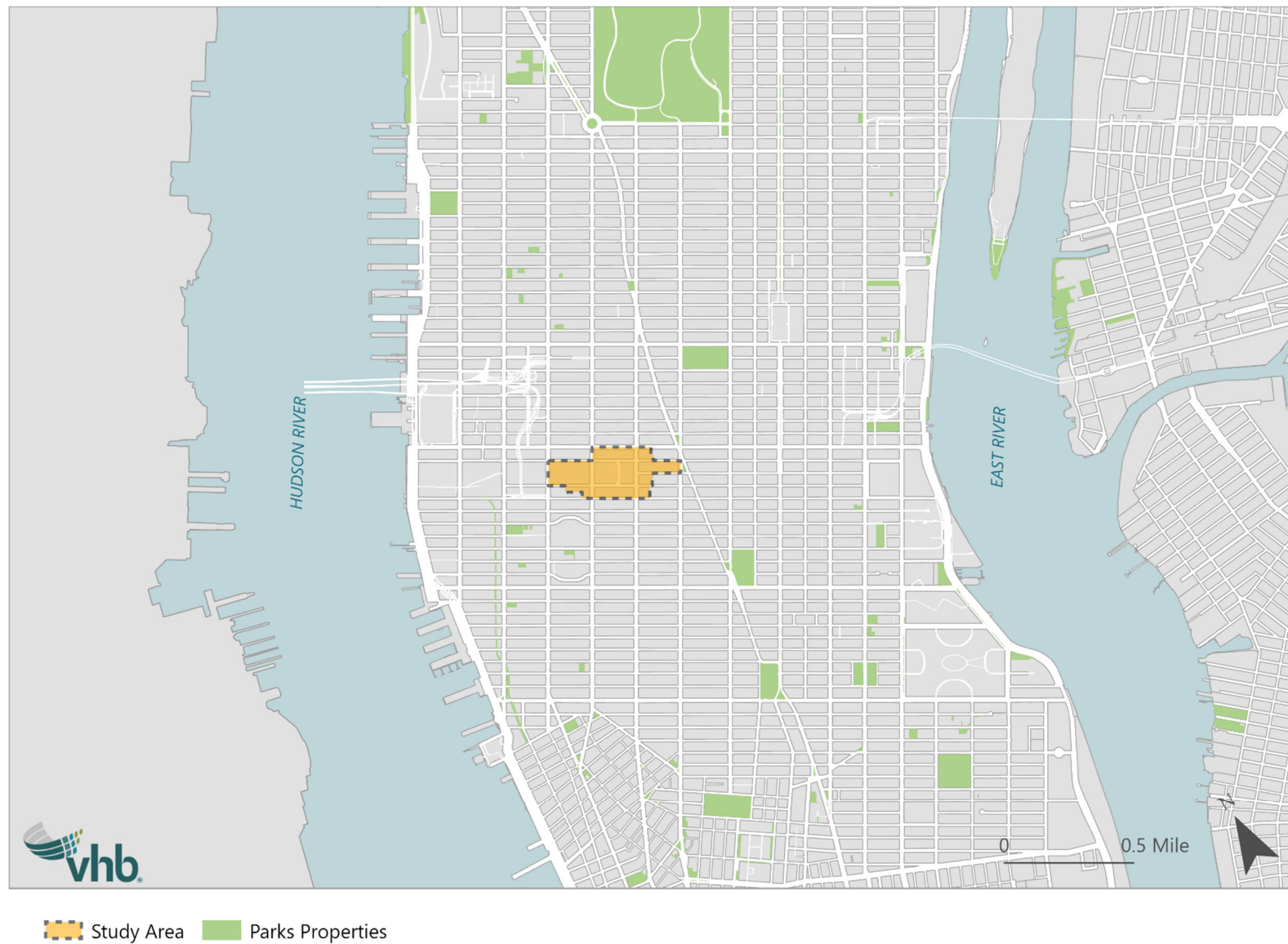
Blocks	Lots
754	34, 35, 36, 37, 38, 39, 40, 41, 44, 51, 63
755	40
780	1, 2, 5, 6, 7, 9, 10, 13, 15, 17, 19, 26, 36, 45, 60, 70, 71, 73, 74, 75, 76, 7501
781	1, 2, 10
783	1, 34, 48, 70
806	1, 3, 6, 9, 69, 76
807	1
808	40 and 7501
809	1, 3, 4, 5, 8, 16, 17, 69, 73, 80, 82

Figure A-2 Study Area Boundaries



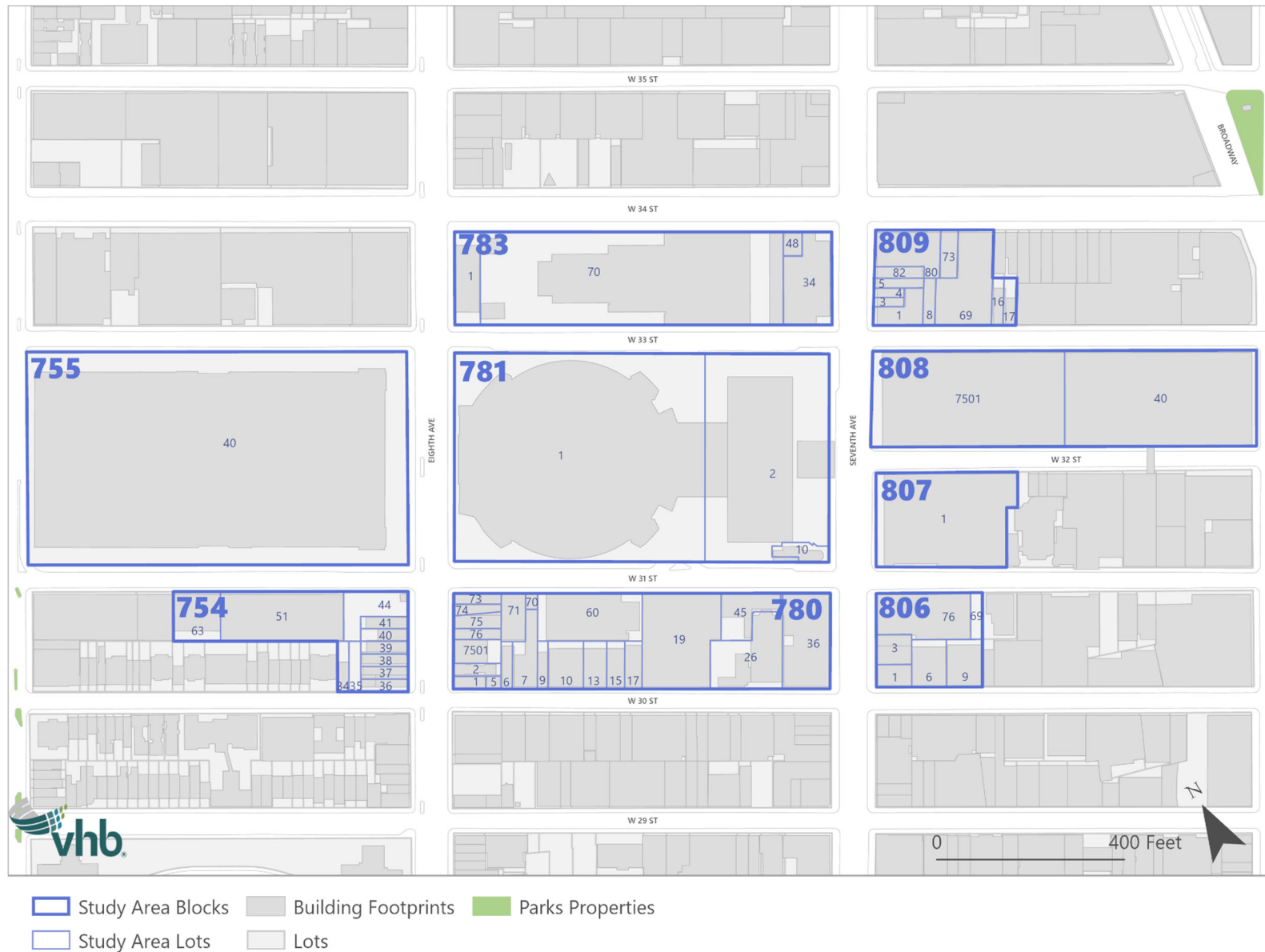
Source: MapPLUTO, LION 2020 Street Basemap, NYC Department of Parks and Recreation, NYC DCP Neighborhood Names

**Figure A-3 Study Area Context**



Source: MapPLUTO, LION 2020 Street Base Map, NYC Department of Parks and Recreation

**Figure A-4 Study Area Lots**



Source: MapPLUTO, NYC DOITT Building Footprints, NYC Department of Parks and Recreation

Below is a brief block-by-block description of the study area, beginning with Block 781, where Penn Station is located. It next describes the blocks to the north (Block 783), west (Block 755), east (Blocks 807 and 808), and south (Block 780) of Penn Station. It concludes with a description of the blocks to the southwest (Block 754), southeast (Block 806), and northeast (Block 809) of Penn Station.

## Block 781

Situated at the center of the study area is Penn Station, the busiest transit hub in North America.<sup>1</sup> With approximately 600,000 rail and subway trips per day<sup>2</sup>, it serves more travelers than John F. Kennedy, LaGuardia, and Newark Airports combined.<sup>3</sup> Penn Station is owned by Amtrak, which provides intercity service to points north and south of New York City. Commuter rail services are operated by the Long Island Rail Road (LIRR) and New Jersey Transit (NJT). Connections are available to the New York City Subway's IND Eighth Avenue Line (the A, C, and E trains) and the IRT Broadway-Seventh Avenue Line (the 1, 2, and 3 trains).

Penn Station is largely underground. The existing station replaced the original Pennsylvania Station, which was built in 1910 by the Pennsylvania Railroad on an eight-acre plot bounded by Seventh Avenue, Eighth Avenue, West 31st Street, and West 33rd Street. Following a decline in train travel in the mid-twentieth century, the Pennsylvania Railroad sold the property's air rights and reduced the size of the station. In 1963, the above-ground train station was demolished, and its below-grade concourses and waiting areas were reconfigured to become the existing Penn Station.<sup>4</sup> From 1963 to 1968, Madison Square Garden (MSG) and 2 Penn Plaza were constructed above Penn Station.

MSG (Block 781, Lot 1) is a multi-purpose indoor arena. Located on the western portion of the block bounded by West 31st Street, West 33rd Street, Seventh Avenue, and Eighth Avenue, it seats approximately 20,000 people and is home to the New York Rangers of the National Hockey League (NHL) and the New York Knickerbockers of the National Basketball Association (NBA).<sup>5</sup> In addition to the arena, MSG includes an approximately 5,000-seat theater.<sup>6</sup> MSG has twice been renovated. The most recent renovation, which took place between 2011 and 2013, cost \$1 billion and included an enlarged entrance, enlarged concourses, and two suspended pedestrian walkways.<sup>7</sup>

2 Penn Plaza (Block 781, Lot 2) is a 31-story, Class A office building.<sup>8</sup> Like MSG, it was constructed above Penn Station, on the eastern portion of the same block; it spans the west side of Seventh Avenue, between West 31st Street and West 33rd Street. Also opened in 1968, the building is surrounded by a raised plaza. The sidewalk level provides direct access to Penn Station and MSG while commercial tenants occupy portions of the building at the plaza level. A taxiway previously ran between MSG and 2 Penn Plaza (connecting West 31st Street to West 33rd Street) but is now closed to vehicular traffic with the exception of loading and service vehicles.

Block 781 contains entrances to Penn Station at the following locations: Seventh Avenue at West 32nd Street; Seventh Avenue and West 31st Street; Eighth Avenue and West 31st Street; Eighth Avenue and

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<sup>1</sup> <https://www.amtrak.com/stations/nyp>

<sup>2</sup> As of February 2020

<sup>3</sup> <https://www.governor.ny.gov/news/governor-cuomo-announces-30th-proposal-2020-state-state-creating-21st-century-empire-station>

<sup>4</sup> <http://www.greatamericanstations.com/stations/new-york-penn-station-ny-nyp/>

<sup>5</sup> <https://www.msg.com/madison-square-garden/history>

<sup>6</sup> <https://www.msg.com/venue-rentals>

<sup>7</sup> <https://nymag.com/intelligencer/2013/10/photos-the-renovated-madison-square-garden.html>

<sup>8</sup> <https://42floors.com/us/ny/new-york/2-penn-plz>

West 33rd Street; and via the taxiway between MSG and 2 Penn Plaza. The East End Gateway, was recently constructed on West 33rd Street (west of Seventh Avenue), creating a new entrance to LIRR's Penn Station Concourse and a wider reconstructed passenger concourse.

## Block 783

Block 783 is characterized by one high density building midblock bookended by two one-story buildings with a varied street wall and surrounded by plazas with varying elevations. 1 Penn Plaza (Block 783, Lot 70) is a 57-story, Class A office building located to the north of Penn Station, on the block bounded by West 33rd Street, West 34th Street, Seventh Avenue, and Eighth Avenue.<sup>9</sup> Built in 1972, it is the tallest of the buildings in the Penn Plaza complex and in the study area. Like 2 Penn Plaza, the building is surrounded by a raised plaza and commercial tenants occupy portions of the building at plaza level. Passageways from the building's ground floor lobby provide access to Penn Station (via the LIRR Concourse). The building also has an underground parking garage that is accessible from West 33rd Street and West 34th Street.

1 Penn Plaza shares Block 783 with two one-story commercial buildings, which were constructed together with the office building. The first spans the west side of Seventh Avenue, between West 33rd Street and West 34th Street (Block 783, Lot 34), and the second spans the east side of Eighth Avenue, between West 33rd Street and West 34th Street (Block 783, Lot 1). Plazas separate the two buildings from 1 Penn Plaza and provide midblock pedestrian connections between West 34th Street and West 33rd Street.

Block 783 contains an entrance to Penn Station on West 34th Street, near Seventh Avenue; entrances to the Seventh Avenue Subway Line (the 1, 2, and 3 trains) on Seventh Avenue, at West 33rd Street and West 34th Street; and entrances to the Eighth Avenue Subway Line (the A, C, and E trains) on Eighth Avenue at West 33rd Street and West 34th Street.

## Block 755

Located to the west of Penn Station is the James A. Farley Building (Farley Building), which occupies the block bounded by Eighth Avenue, Ninth Avenue, West 31st Street, and West 33rd Street (Block 755, Lot 40). It was constructed between 1910 and 1913 for the United States General Post Office and expanded in 1934. In subsequent years, the United States Postal Service (USPS) expanded and modernized its operations off-site (at the Morgan General Mail Facility and Annex). The USPS has consolidated mail processing, sorting, and distribution operations into the nearby Morgan Facility and vacated considerable space in the Farley Complex.<sup>10</sup> The Farley Building's historic retail lobby (fronting Eighth Avenue) remains in operation as a post office facility. The Farley Building also provides passenger access to Penn Station via the recently expanded West End Concourse.<sup>11</sup> Entrances are located on Eighth Avenue, at West 31st Street and West 33rd Street. Prior to ESD's intervention, discussed below, the building was substandard, outmoded and virtually vacant.

Under the Moynihan Station Civic and Land Use Improvement Project, which was established in 2006, the Farley Building is currently undergoing a \$1.6 billion renovation. One important component—an approximately 250,000-sf train hall in the building's former courtyard—has recently been completed. Redevelopment of the remainder of the building with 700,000 square feet (sf) of civic and commercial

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<sup>9</sup> <https://42floors.com/us/ny/new-york/1-penn-plz>

<sup>10</sup> [https://cdn.esd.ny.gov/subsidiaries\\_projects/msdc/Data/FEIS/00ExecutiveSummary.pdf](https://cdn.esd.ny.gov/subsidiaries_projects/msdc/Data/FEIS/00ExecutiveSummary.pdf)

<sup>11</sup> <https://esd.ny.gov/moynihan-station-west-end-concourse>

space is well underway. The train hall, named for the late Senator Daniel Patrick Moynihan, has greatly improved passenger access to the existing Amtrak and LIRR platforms. The renovation also includes restoration of the building's historic features, including the façade, windows, and columns.

## Block 808

Located to the east of Penn Station is the Hotel Pennsylvania (Block 808, Lot 7501). The 23-story hotel was built by the Pennsylvania Railroad in 1919. Portions of the ground floor are leased to commercial tenants. A Vornado Company Release in November 2020 noted that it had been closed and employees furloughed.<sup>12</sup> It is not clear that the hotel will reopen and an Alternatives Analysis for the building found that retaining and renovating the building for continued hotel use, office use, or residential use would not be feasible.<sup>13</sup> It occupies the western half of the block bounded by Sixth Avenue, Seventh Avenue, West 32nd Street, and West 33rd Street. The eastern half of the block is occupied by the Manhattan Mall, a 12-story commercial building (Block 808, Lot 40). Built in 1910 as the flagship of the Gimbels department store chain, it has since undergone renovation. Today there is an indoor mall on the lower levels and Class B office space on the upper floors.<sup>14</sup> Anchor tenants in the mall, such as JCPenney, have permanently closed due to COVID-19.<sup>15</sup> An underground pedestrian tunnel, known as the Gimbels Passageway, connects the 34th Street-Herald Square subway station to the 34th Street-Penn Station subway station on the IRT Broadway-Seventh Avenue Line. The tunnel was closed in the 1980s.<sup>16</sup> Even though the MTA has determined that connections between the Sixth Avenue and Seventh Avenue subway stations are important, the tunnel still remains closed. It is in poor condition, has insufficient ventilation, inadequate egress, and would require substantial capital investment to reopen.

Block 808 contains entrances to the Seventh Avenue Subway Line (the 1, 2, and 3 trains) on West 32nd Street and West 33rd Street (near Seventh Avenue). There is also an entrance for the 34th Street-Herald Square subway station (the B, D, F, M, N, Q, R, and W trains) and Port Authority Trans-Hudson (PATH) station on Sixth Avenue and West 32nd Street.

## Block 807

Also located to the east of Penn Station is 11 Penn Plaza (Block 807, Lot 1). The 26-story, Class A office building was built in 1926 and occupies the western portion of the block bounded by Sixth Avenue, Seventh Avenue, West 31st Street, and West 32nd Street.<sup>17</sup> Portions of the ground floor are leased to commercial tenants. The eastern portion of Block 807 is not included in the study area.

## Block 780

Block 780, located to the south of Penn Station, contains 22 lots of varied size and use. It is bounded by West 30th Street, West 31st Street, Seventh Avenue, and Eighth Avenue. Many of the buildings in this area

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<sup>12</sup> <https://investors.vno.com/press-releases/news-details/2020/Vornado-Announces-Third-Quarter-2020-Financial-Results/default.aspx>

<sup>13</sup> Proposed Empire Station Complex Project Alternatives Analysis for the Hotel Pennsylvania Building, January 20, 2021

<sup>14</sup> <https://www.commercialcafe.com/commercial-property/us/ny/new-york/manhattan-mall/>

<sup>15</sup> <https://www.forbes.com/sites/michaellisicky/2020/07/12/jcpenny-has-permanently-closed-its-once-celebrated-manhattan-store/?sh=61ccdc0426f>

<sup>16</sup> <https://nypost.com/2010/11/28/remembering-the-gimbels-tunnel/>

<sup>17</sup> <https://www.commercialcafe.com/commercial-property/us/ny/new-york/11-penn-plaza/>

were shaped by manufacturing zoning that governed development in the area at the time they were constructed and were built originally as loft buildings. Overall, the buildings range from 2 to 17 stories, with lower density mid-block and on the western side of the block. The largest property is occupied by a six-story parking garage, which was built in 1957. It is situated on a midblock through lot, with frontage on West 30th Street and West 31st Street (Block 780, Lot 19).

Beside the parking garage, to the east, are two properties that contain six buildings including St. John the Baptist Roman Catholic Church (Block 780, Lots 26 and 45), a stone church that was constructed in the 1872, with frontage on West 30th Street, and a monastery that was built in 1974, with frontage on West 31st Street. Demolition plans have been filed for the monastery, which is surrounded by scaffolding.

7 Penn Plaza, a 17-story, Class B office building, occupies the easternmost lot on Block 780.<sup>18</sup> It spans the west side of Seventh Avenue, between West 30th Street and West 31st Street (Block 780, Lot 36). Built in 1921, portions of the ground floor are leased to commercial tenants.

Located west of the parking garage is the Penn Station Service Building, which was constructed in 1908 (Block 780, Lot 60). Fronting West 31st Street. Today it houses mechanical, electrical, and plumbing systems that serve Penn Station, including steam piping and chiller units, as well as systems that service tracks, including switches and compressors. The electricity that powers the tunnel ventilation systems is supplied by electrical equipment in the Service Building.<sup>19</sup>

The remaining 17 lots on the western portion of Block 780 contain buildings that are predominantly commercial in use. They range in height from one to 17 stories. A majority of the buildings have ground floor retail. Office space on this portion of the block is considered Class B or Class C.<sup>20</sup> The buildings nearest to the corner of West 30th Street and Eighth Avenue also contain residential units on upper floors.

## Block 754

Located southwest of Penn Station, Block 754 is bounded by West 30th Street, West 31st Street, Eighth Avenue, and Ninth Avenue. The study area portion of the block includes seven lots with frontage on Eighth Avenue. Six of the seven lots are occupied with three- and four-story buildings constructed in the early-twentieth century and establish a low-density environment on the portion of the block within the study area. Many of these buildings were constructed as loft buildings or residential row house buildings. The lot at the corner of West 31st Street and Eighth Avenue is vacant and currently used for parking; the lot at the corner of West 30th Street and Eighth Avenue is used as a hotel (currently closed); and the lots located midblock are predominantly commercial in use, with primarily ground floor restaurants and some residential units on the upper floors.

The study area also includes two properties with frontage on West 31st Street: a four-story building that was built in 1953 and used by Touro College (Block 754, Lot 51) and an eight-story parking garage that was built in 1972 (Block 754, Lot 63).

In addition, the study includes two lots with frontage on West 30th Street: a lot that contains a four-story commercial building (Block 754, Lot 34) and a vacant lot that is fenced but appears to be accessed via the

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<sup>18</sup> <https://42floors.com/us/ny/new-york/7-pennsylvania-plz>

<sup>19</sup> <https://esd.ny.gov/sites/default/files/EmpireStationComplex-ScopingNotice.pdf>

<sup>20</sup> <https://www.commercialcafe.com/commercial-property/us/ny/new-york/254-west-31st-street/>  
<https://www.commercialcafe.com/commercial-property/us/ny/new-york/259-west-30th-street-1/>  
<https://www.commercialcafe.com/commercial-property/us/ny/new-york/251-west-30th-street/>  
<https://www.commercialcafe.com/commercial-property/us/ny/new-york/247-west-30th-street/>  
<https://www.commercialcafe.com/commercial-property/us/ny/new-york/brenley-building/>



parking lot on the corner of West 31st Street and Eighth Avenue and used for vehicle storage (Block 754, Lot 35).

## Block 806

Located southeast of Penn Station, Block 806 is bounded by West 30th Street, West 31st Street, Sixth Avenue, and Seventh Avenue. The study area includes five lots on the western portion of the block, the largest of which is the Stewart Hotel (Block 806, Lot 76). Situated at the corner of West 31st Street and Seventh Avenue, the 28-story hotel was constructed in 1929, converted to residential use, and then returned to hotel usage in the 2000s. At the corner of West 30th Street and Seventh Avenue is a 22-story, Class B office building with ground floor retail (Block 806, Lot 1).<sup>21</sup> A four-story building is located midblock and contains a mix of commercial and residential space (Block 806, Lot 3).

The study area also includes two 12-story office buildings on West 30th Street, which contain a mix of Class B and C office space (Block 806, Lots 6 and 9), plus a small parking facility that is located behind the Stewart Hotel and accessed from West 31st Street (Block 806, Lot 69).<sup>22</sup>

## Block 809

Located northeast of Penn Station, Block 809 is bounded by West 33rd Street, West 34th Street, Sixth Avenue, and Seventh Avenue. The study area includes 11 lots on the western portion of the block, which are predominantly commercial in use and contain mostly 3 story buildings. The largest is a midblock through lot with frontage on West 33rd Street and West 34th Street (Block 809, Lot 69). The lot is occupied with a three-story commercial building. Similarly, the corner of West 34th Street and Seventh Avenue is occupied by a three-story commercial building (Block 809, Lot 80). The corner of West 33rd Street and Seventh Avenue is occupied by a 14-story, Class B office building (Block 809, Lot 1).<sup>23</sup> The remaining lots within the study area are occupied with low-rise commercial buildings, with some residential units on upper floors.

Block 808 contains entrances to the Seventh Avenue Subway Line (the 1, 2, and 3 trains) on Seventh Avenue, at West 33rd Street and West 34th Street.

## Study Outline

The existing conditions analysis begins with a historic overview, *Section B, Historic Context*, which discusses development patterns in and around the study area. Particular attention is paid to the history of Penn Station. This section also discusses land use and zoning changes over time, as well as changes in urban design and the built environment.

*Section C, Conditions within Penn Station*, summarizes an assessment of Penn Station's existing spaces, systems, and structures, which was prepared by the FXC WSP USA Architecture and Engineering JV team.

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<sup>21</sup> <https://www.commercialcafe.com/commercial-property/us/ny/new-york/363-7th-avenue/>

<sup>22</sup> <https://www.commercialcafe.com/commercial-property/us/ny/new-york/151-west-30th-street/>  
<https://www.commercialcafe.com/commercial-property/us/ny/new-york/145-west-30th-street/>

<sup>23</sup> <https://www.commercialcafe.com/commercial-property/us/ny/new-york/421-seventh-avenue/>

Completed in 2020, this assessment is informing development of a NY Penn Station Master Plan by the Metropolitan Transportation Authority (MTA), Amtrak, and NJT.

*Section D, Study Area Public Realm Conditions*, provides an overview of the character and urban design of Penn Station, Penn Plaza, and the general study area. This section concentrates on elements of the study area pertaining to the pedestrian experience.

*Section E, Condition of Study Area Properties*, provides an overview of the physical and use characteristics of the properties located within the study area. The analysis addresses a variety of factors including lot utilization, lot configuration, property ownership, building code violations, and environmental concerns. The analysis also includes an evaluation of building and site conditions, based on an exterior visual survey of the 61 study area properties conducted by WXY in March through August of 2020.

There is also detailed profile of each of the 61 study area properties, ordered by block and lot included in *Appendix 1*. Each profile contains a description of the lot's location, current use, zoning district, and ownership. This information is followed by a discussion of building and site conditions, building code violations, lot utilization, and environmental concerns.

*Section F, Economic Conditions*, provides an analysis of economic conditions within the study area including an assessment of key economic, demographic and real estate indicators provided by Ernst & Young under separate contract to ESD.

*Section G, Crime*, discusses complaint data collected from the New York Police Department (NYPD) for Sectors B and C of the Midtown South Precinct (14th Precinct), which overlap with the study area.

*Section H, Conclusion*, synthesizes the findings of this neighborhood conditions study and assesses the presence or absence of underutilized or underdeveloped sites; outmoded or obsolete facilities; and other blighted, substandard, insanitary, or blighting conditions in the study area.

## Methodology

The analysis of existing conditions considers a combination of physical, land use, and other socioeconomic and real estate indicators. The methodology for each of the evaluation criteria is presented below.

### Land Use and Zoning

The appropriateness of current zoning regulations was assessed in the context of generally accepted land use planning principles as well as existing land use conditions, patterns, and trends. The quality of the public realm was also assessed, with an emphasis on observation of the pedestrian experience of public space. In addition, the land use and zoning assessment included consideration of zoning conformance, lot utilization, lot configuration, and property ownership.

A lot utilization rate was determined for each property in the study area by comparing the actual sf of built space on a given property (in gross square feet (gsf)) to the maximum allowable square footage that could be constructed under current zoning regulations (in zoning square feet (zsf)).<sup>24</sup> *Appendix 2* presents

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<sup>24</sup> The lot utilization rate compares gross square feet of actual built space to zoning square feet of allowable built space. Certain building areas such as mechanical space and elevators, which are included in a building's gross square feet, are not included in zoning square foot calculations. This means that the maximum floor area for zoning calculations is almost always less than the

the property utilization data for all study area properties. Utilization rates were calculated using building and lot square footage data from New York City Department of City Planning's MapPLUTO data. Lots that utilize less than 60 percent of the maximum allowable square footage (floor area ratio, or FAR) are considered to be underutilized.

## Building and Site Conditions

Building and site conditions of the 61 study area properties were evaluated based on an exterior visual survey from the vantage point of the street only. The visual survey was conducted in March through June of 2020. The buildings were also photographed during this period. Building and site characteristics catalogued for each lot and included wall, window, and door type and condition; ground floor uses; condition of the sidewalk and other site features in front of the property; and other factors such as graffiti, garbage, and debris that may be evidence of deterioration or disinvestment. An assessment of each building's accessibility on the ground floor was conducted when it could be determined from the public street.

The building and site conditions assessment also included consideration of the age of buildings and energy efficiency. The age of buildings was determined using data from New York City Department of City Planning's MapPLUTO data. Energy efficiency was evaluated using published energy efficiency score and grades for buildings that are subject and have made submissions pursuant to the NYC Benchmarking Law.

Typically, the building and site conditions assessment would include building vacancies. However, in response to the COVID-19 pandemic, New York State ordered all non-essential retailers and businesses to close on March 20, 2020. As a result, it was difficult to discern short-term closures from long-term vacancies, and a discussion of building vacancies was omitted.

## Open Building Code Violations

The number and type of building code violations issued by the New York City Department of Buildings (DOB) and the New York City Environmental Control Board (ECB) were collected for each property in the study area (see *Appendix 4*). Building code violations open as of February 2020 are listed for each lot.

## Environmental Issues

Environmental Data Resources, Inc. (EDR), a third-party database provider, was used to determine if the parcels within the study area appeared on regulatory agency lists. Freedom of Information Law (FOIL) requests were also submitted to the New York City Department of Health and Mental Hygiene (DOHMH) to obtain information on outstanding asbestos-containing materials (ACM) and lead-based paint reporting at each parcel within the study area. Additional FOIL requests were sent to the New York City Fire Department (FDNY) requesting tank registrations and violations associated with the buildings in the study area.

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actual gross floor area of a building. Comparing actual gross square footage to allowable zoning square feet results in a more conservative analysis, which overstates the utilization for any given lot.

## Economic Performance

The analysis of economic conditions focused on key economic, demographic, and real estate indicators. Prepared by Ernst & Young under separate contract to ESD, the analysis assessed the performance of the study area as compared to other transportation hubs in Manhattan between 1972 and the present. A set of Key Performance Indicators (KPIs) was identified and included current property value, value growth, current rental rate, rent growth, property inventory, density, inventory growth, and employment and income.

## Crime

Incidence of crime was assessed using the New York Police Department (NYPD) historic complaint data. This data includes each felony, misdemeanor, and violation crime reported to the NYPD. To analyze the incidence of crime in the study area, all complaint data within the 14th Precinct between 2015 and 2019 was geocoded using ArcGIS. To normalize the number of complaints, the number of complaints per square mile was calculated, and a comparison made between the two sectors that overlap with the study area (Sectors 14B and 14C) and the remaining sectors within the precinct.

# B

## Historic Context

This section begins with a history of Penn Station and the surrounding Penn Plaza development. It then characterizes development patterns in the study area since the demolition and replacement of Penn Station in the mid-1960s. This section describes the major land use and zoning changes that have taken place in and around the study area, including new buildings that have been constructed over the past fifty years.

### Pennsylvania Station

Pennsylvania Station was constructed by the Pennsylvania Railroad (PRR) between 1902 and 1910. It was located on an eight-acre plot bounded by Seventh Avenue, Eighth Avenue, West 31st Street, and West 33rd Street. Prior to the construction of Pennsylvania Station, PRR's network terminated in Jersey City, New Jersey requiring Manhattan-bound passengers to complete their journey via ferry.

PRR announced its plan to tunnel under the Hudson River and build a new train station on the west side of Manhattan in 1901. In 1903, work began on the two single-track North River Tunnels, which were bored under the Hudson River from the west. In addition, four single-track tunnels were bored under the East River from the east. The purpose of the East River Tunnels was to link the new station to the PRR-owned LIRR, thereby providing LIRR customers with direct railroad service to Manhattan. The project was estimated to cost over \$100 million.

Several blocks of the Tenderloin district, which was a largely African American community, were leveled to make way for Pennsylvania Station.<sup>25</sup> From the razed blocks came a train station twice the size of its inspiration, the Gare d'Orsay in Paris, France. The building was designed by Charles McKim of McKim,

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<sup>25</sup> Kimmelman 2019

Meade, and White, who intended for the station to be “the entrance to one of the great metropolitan cities of the world,” and was completed in 1910.<sup>26</sup>

Pennsylvania Station was designed in the Parisian Beaux-Arts style and would become iconic for its open spaces, Doric columns, and expansive sky lighting. The main waiting room, inspired by the Roman Baths of Caracalla, was the largest indoor space in New York City. A block and a half long, it had vaulted glass windows that soared 150 feet over a sun-filled chamber. Beyond that, trains emerged from bedrock to deposit passengers on a concourse lit by an arching glass and steel roof.<sup>27</sup> The station was designed to allow passengers to move in and out of the station quickly. To accomplish this, most levels of the station had direct access to key transport arteries. The number of entrances and exits also allowed for porosity around the entire site, creating a buzz of activity at the street level.<sup>28</sup>

The Farley Building, constructed between 1910 and 1913, was built as a companion to Pennsylvania Station. Also designed by McKim, Mead, and White, it afforded direct access to Pennsylvania Station’s tracks for postal operations. Other buildings that were constructed contemporaneously include the Hotel Pennsylvania, Gimbel’s Department Store (which today is the Manhattan Mall), and 11 Penn Plaza.

Pennsylvania Station was well-served by rail connections to the south and west, and passenger totals grew quickly after the opening of Pennsylvania Station in 1910. Along with LIRR trains, Pennsylvania Station also served the New Haven and Lehigh Valley Railroads. After the Hell Gate Bridge opened in 1917, service from the station was extended to Westchester and Connecticut. Alterations were made to increase the station’s capacity, including expansion of the LIRR concourse, waiting rooms, amenities, and platforms. In addition, connections were provided to the New York City Transit subway stations at Seventh Avenue and Eighth Avenue. Peak utilization of the original station occurred in 1945, when as many as 100 million passengers used Pennsylvania Station.<sup>29</sup>

Soon after its peak in 1945, PRR saw its ridership begin to decline. In 1947, PRR recorded its first annual operating losses. The rise of commercial airline travel and construction of the interstate highway system led to dramatic declines in train travel in the mid-twentieth century. Pennsylvania Station’s physical conditions had also been in decline, as maintenance of the massive facility proved demanding.<sup>30</sup>

In an effort to maintain financial solvency, PRR sold the property’s air rights. In exchange, the original Pennsylvania Station was to be demolished, a smaller underground train station would be constructed at no cost to PRR, and PRR would receive a 25 percent stake in the new MSG arena, which would be constructed above the underground station.<sup>31</sup> These plans resulted in the demolition of the station. The destruction of this iconic structure sparked a public outcry. Commenting on the destruction of Pennsylvania Station, The *New York Times* Editorial Board stated, “we will probably not be judged by the monuments we build but by those we have destroyed.” Up until this time, there was a generally held belief that architecture was expendable, and that its loss would be more than justified by new development. However, the loss of the original Pennsylvania Station fueled the historical preservation movement in New York that led to the creation of New York City’s Landmarks Preservation Commission.<sup>32</sup>

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<sup>26</sup> Plosky 2000

<sup>27</sup> Arbuckle 2020

<sup>28</sup> Ramil 2012 and Arbuckle 2020

<sup>29</sup> Plosky 2000

<sup>30</sup> Kimmelman 2019

<sup>31</sup> Plosky 2000

<sup>32</sup> Kimmelman 2019

## Penn Station

Around the time the original Pennsylvania Station was demolished, its below-grade concourses and waiting areas were subsequently reconfigured to become the existing Penn Station, which opened in 1968. Above ground, the landmark train station was replaced by MSG and 2 Penn Plaza, both of which opened in 1968.

MSG is a multi-purpose indoor arena. It was constructed above Penn Station, on the western portion of the block bounded by West 31st Street, West 33rd Street, Seventh Avenue, and Eighth Avenue, and completed in 1968. Designed by Charles Luckman and Associates, MSG is a 10-story, precast concrete-clad cylindrical building with a diameter of approximately 425 feet. The building contains one ground floor retail space, on West 33rd Street. Large swaths of the building's façade are windowless, creating an inhospitable environment for pedestrians. A pedestrian bridge connects MSG to 2 Penn Plaza, a 31-story office building that occupies the eastern portion of the same block. Surrounded by a raised plaza, the sidewalk level provides direct access to Penn Station and MSG. Commercial tenants occupy portions of the building at the plaza level.

MSG was constructed pursuant to a special permit, a discretionary land use action that modifies use, bulk, or parking controls. The special permit also included site plan approval, which limited future modifications without additional City review. Approved in 1963, the special permit for MSG established a maximum capacity of 22,000 seats for the arena and included a term limit of 50 years.<sup>33</sup> The special permit also established a series of plazas that, under the 1961 Zoning Resolution, generated bonus floor area. In 2013, the special permit to facilitate continued operation of MSG was extended for a period of 10 years.<sup>34</sup>

1 Penn Plaza, a 57-story office building located on the block to the north of MSG and 2 Penn Plaza, was opened in 1972. It was constructed as-of-right; the office building is surrounded by raised plazas that generated bonus floor area. It is bookended by two one-story commercial buildings.

## Land Use and Zoning Changes

The following section describes the major land use and zoning changes that have taken place in and around the study area since the demolition and reconstruction of Penn Station in 1963.

### Historic Zoning

When the original Pennsylvania Station was demolished in 1963, the study area primarily consisted of four zoning districts: C6-2, C6-4, M1-5, and M1-6. According to the New York City Department of City Planning, C6 districts allow a wide range of high-bulk commercial uses requiring a central location. Corporate headquarters, hotels, department stores, and entertainment facilities in high-rise mixed buildings are permitted in C6 districts. Often buffers between heavier manufacturing districts and residential or commercial districts, M1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Office, hotel, and most retail uses are also permitted.

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<sup>33</sup> CPC Report – C 130139 ZSM. (May 2013)

<sup>34</sup> CPC Report – C 130139 ZSM. (May 2013)

## Special Midtown District

Between 1963 and 1982, there were no significant zoning changes within the study area. In 1982, the Special Midtown District (MiD) was established (see *Figure B-1*). The purpose of the Special Midtown District is to guide development within the Midtown central business district. At its inception, it was intended to shift future development further to the west and to the south. The Penn Station-Herald Square area was designated, among others, for growth. Specifically, a portion of Block 783 and the entirety of Blocks 807, 808, and 809 were located within the South Midtown Growth Area. A report issued by the City Planning Commission in 1982 explained that “the restricted density limits of FAR 10-12 imposed by the current zoning inhibit consideration of sites in this area as alternatives to core locations” and found that a rezoning to allow FAR 12 on the midblocks and FAR 15 on the avenues was appropriate.<sup>35</sup>

The Special Midtown District also established floor area bonuses for public plazas and station improvements on eligible sites. For each square foot of plaza space provided on a zoning lot, six sf of additional floor area can be built on a site, not to exceed a total bonus of 1 FAR. The City Planning Commission may grant floor area bonuses not to exceed 20 percent of the basic maximum FAR permitted by the underlying district regulations for subway and/or rail mass transit facility improvements for non-residential or mixed buildings, and may modify or waive street wall continuity requirements, provided that such improvement is approved by the entities that own and/or operate the rail mass transit facility.

In 2000, a rezoning was approved within the Special Midtown District to allow for installation of larger, illuminated signage at Old Navy, a flagship retail store located on a midblock through lot on Block 809. The rezoning extended the C6-6 district that was mapped on Sixth Avenue and Seventh Avenue to cover the south side of West 34th Street. It did not result in an increase in the permitted floor area.

In 2001, a rezoning was approved to establish the Penn Center subdistrict within the Special Midtown District, the purpose of which was to foster a visually cohesive identity for the area along Seventh Avenue near Penn Station. Specifically, portions of Blocks 781, 783, 807, 808, and 809 were included within the subdistrict. One goal of the new subdistrict was to expand opportunities for advertising signage while requiring improved wayfinding signage for transit. The regulations also applied new street wall and retail continuity requirements and expanded the floor area bonus for station improvements to include the 34th Street IND subway station and the rail mass transit facilities at Penn Station.

In 2010, a rezoning and special permit were approved within the Special Midtown District to redevelop the site of the Hotel Pennsylvania with a new commercial office building, known as 15 Penn Plaza. The rezoning extended the C6-6 district (15.0 FAR) over the entirety of Block 808. It also allowed for a floor area bonus in exchange for subway station and rail mass transit facility improvements, among other actions. To date, the proposed project has not been built. The special permit issued in 2010 has expired.

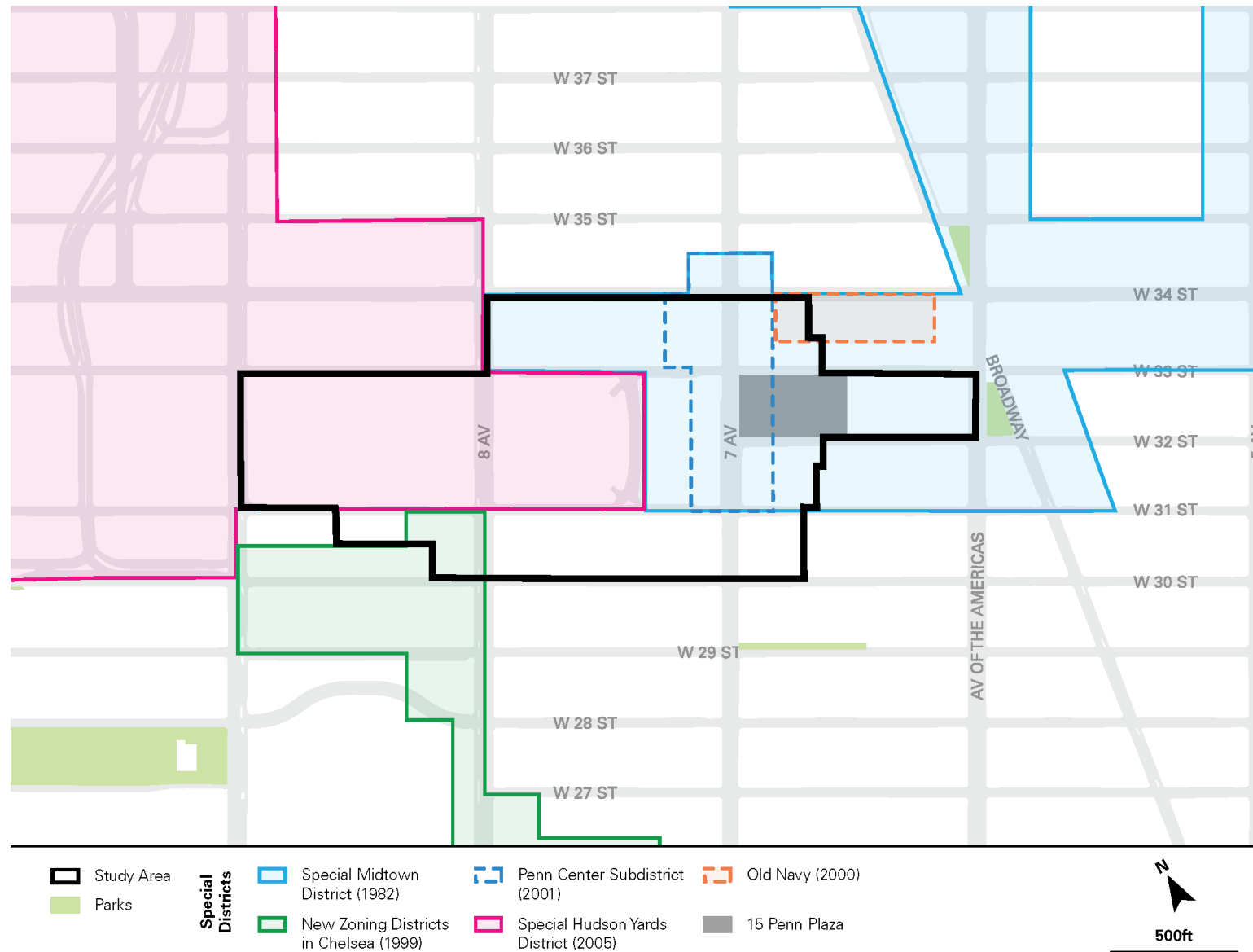
Today, 20 of the 61 lots within the study area are located within the Special Midtown District, including the eastern portion of Block 781 and the entirety of Blocks 783, 807, 808, and 809.

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<sup>35</sup> CPC Report – N 820253 ZRM (March 1982)



**Figure B-1 Special Districts in and Around the Study Area**



Prepared by WXY architecture + urban design

Source: NYC DCP GIS Zoning Features, LION 2020 Street Base Map, NYC Department of Parks and Recreation

## Chelsea Rezoning

In 1999, the Chelsea Rezoning was adopted. It rezoned a substantial portion of the Chelsea neighborhood in Manhattan, which is located to the south and west of the study area. The purpose of the rezoning was to implement the recommendations contained in a 1996 City Planning Commission resolution, which approved and modified Community Board 4's 197-a Plan, *The Chelsea Plan: A Contextual Zoning Proposal to Create Housing Opportunities*. As part of the rezoning, portions of Block 754 and 780 were rezoned from C6-2 (6.0 FAR) to C6-3X (9.0 FAR) to establish a higher built context that was more reflective of the MSG/Farley Building area.

## Special Hudson Yards District

In 2005, the Special Hudson Yards District was established, the purpose of which was to extend the Midtown central business district by providing opportunities for substantial new office and hotel development, reinforce existing residential neighborhoods, and encourage new housing on Manhattan's Far West Side, among other goals. The special district includes two new corridors for high-density commercial and residential development supported by a subway line extension, new parks, and an urban boulevard.

The Special Hudson Yards District is divided into subdistricts. A portion of Block 781 and the entirety of Block 755 are located within Subdistrict B, "The Farley Corridor," and were rezoned from C6-2 (6.0 FAR) to C6-4 (10.0 FAR). The City Planning Commission found that, "high density commercial development is appropriate in the Farley Corridor, given the area's excellent access to Pennsylvania Station and its subway and commuter rail lines" and would "encourage extension of the Midtown Central Business District into the Hudson Yards area."

The Farley Corridor subdistrict was further divided in subareas, each with its own modifications to the density, use, and bulk of the underlying C6-4 district. Block 755 is located within the Farley Post Office Subarea B3. As-of-right FAR increases are not permitted in this subarea. The western portion of Block 781, which is occupied by MSG, is located within the Pennsylvania Station Subarea B4. In this subarea, a floor area increase of up to 19.5 FAR could be achieved through either a special permit for transit and pedestrian improvements or transfer of landmark development rights.

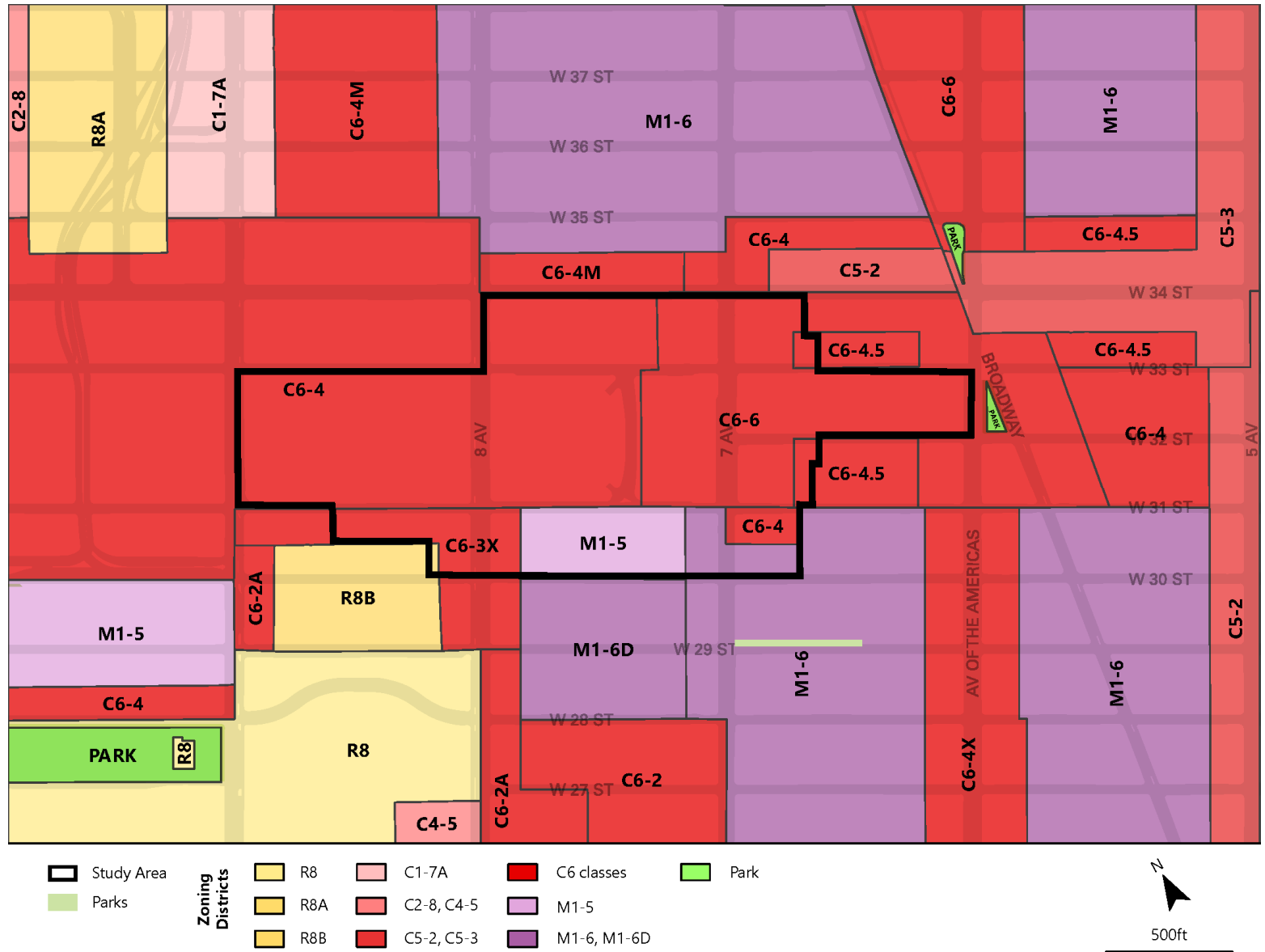
The Special Hudson Yards District also rezoned the portion of Block 754 that is located on the south side of West 31st Street between Eighth Avenue and Ninth Avenue from a C6-2 district (6.0 FAR) to a C6-3X district (9.0 FAR). The City Planning Commission found that, "an increase in density is appropriate, given excellent access to public transportation" and would "encourage development compatible with the activity generated by the proposed Moynihan/Pennsylvania Station."

Lastly, the Special Hudson Yards District extended the boundary of the Special Midtown District such that it fully included the eastern portion of Block 781 that is occupied by 2 Penn Plaza. It also rezoned 2 Penn Plaza from C6-2 (6.0 FAR) and C6-4 (10.0 FAR) to C6-6 (15.0 FAR).

## Current Zoning

Today, as in 1963, the study area primarily consists of C6 and M1 zoning districts (see [Figure B-2](#)). Permitted commercial densities have increased across much of the study area over the last five decades. However, they are significantly lower than the highest allowable commercial density in the adjacent

**Figure B-2 Study Area Zoning Districts**



Prepared by WXY architecture + urban design  
 Source: NYC DCP GIS Zoning Features, LION 2020 Street Base Map

Special Hudson Yards District and Special Midtown District. Moreover, despite the shift toward high-density commercial use in and around the study area, a sizable portion of the study area remains zoned for manufacturing use, as it was in 1963. The study area lacks a cohesive zoning framework that reflects its proximity to Penn Station, the busiest transit hub in North America.

*Table B-1* shows the maximum permitted FAR by zoning district within the study area today, which ranges from 4 to 19.5. The Special Hudson Yards District modifies the underlying C6-4 district to allow for a maximum non-residential FAR of 19.5 via special permit. However, within the study area, this provision applies only to the western portion of Block 781, which is occupied by MSG. The Special Midtown District modifies the underlying C6-6 district to allow for a maximum FAR of 18 via special permit. This provision applies to a larger portion of the study area, including the eastern portion of Blocks 781 and 783, the western portion of Blocks 806 and 807, and the entirety of Block 808.

**Table B-1 Maximum FAR within the Study Area**

Zoning District	Maximum FAR within the Study Area			
	Residential	Community Facility	Commercial	Manufacturing
C6-3X	9	9	6	0
C6-4	10 <sup>1</sup>	10	10	0
MiD			11 with as-of-right plaza bonus, 12 with special permit	
HY			19.5 with special permit	
C6-4.5 (MiD)	10 <sup>1</sup>	10	12, 13 with as-of-right plaza bonus, 14.4 with special permit	
C6-6 (MiD)	10 <sup>1</sup>	15	15, 16 with as-of-right incentives, 18 with special permit	
M1-5	0	6.5	5	5
M1-6	0	10	10	10
R8B	4	4	0	0

Source: NYC Zoning Resolution

<sup>1</sup> Increase in FAR for providing affordable housing in Inclusionary Housing Designated Area or R10-equivalent district

The maximum permitted FARs within the study area (which range from 4 to 19.5) are significantly lower than the highest allowable commercial density in the adjacent Special Hudson Yards District and Special Midtown District. Specifically, FARs in the Special Hudson Yards district range from 13 to 33. While FARs in the Special Midtown District generally range from 8 to 18, certain parts of the Vanderbilt Corridor Subarea of the East Midtown Subdistrict surrounding Grand Central can achieve an FAR of 30 with transfer of floor area.

Given the study area’s proximity to Penn Station, it would be reasonable to expect that the permitted commercial densities at this location would be comparable to the highest allowable commercial densities in the adjacent special districts or those surrounding Grand Central. Maximizing mixed-use development within walking distance of transit is a widely accepted land use planning principle known as transit-oriented development, or TOD. TOD offers many benefits. Promoting growth near transit capitalizes on public investments in transit infrastructure through increased ridership and associated revenue gains for transit systems.<sup>36</sup> By concentrating development and reducing vehicle usage, TOD also results in a more

<sup>36</sup> <https://www.transit.dot.gov/TOD>

efficient and sustainable use of land, energy, and resources.<sup>37</sup> Further, by promoting walking, TOD offers public health benefits and strengthens a neighborhood's sense of place.

In a similar vein, the manufacturing zoning found within the study area is not reflective of the land use trends toward high-density commercial development found in adjacent areas. The majority of Blocks 780 and 806 (located south of West 31st Street) are zoned M1-5 (5.0 FAR) and M1-6 (10.0 FAR), as they had been in 1963. Although commercial uses are permitted in M1 districts, the bulk and design controls do not provide the flexibility found in nearby commercial districts, making it difficult to construct buildings that meet modern office and retail standards.

While the Special Hudson Yards District and the Special Midtown District overlap with portions of the study area, the study area as a whole lacks a cohesive zoning framework that reflects its location in the transit-rich Penn Station area. Rather, the current zoning regulations that govern development within the study area are the result of piecemeal public and private proposals that fail to articulate a comprehensive vision for future growth at this location.

## Age of Buildings

Development in the study area has been largely stagnant since the completion of the Penn Plaza complex in 1972. Accordingly, the study area is largely characterized by an aging building stock. Aging buildings, such as those in the study area, are outmoded in terms of their ability to meet the modern needs of commercial tenants: the columns are spaced too close together, their ceiling heights are too low, and their mechanical systems are inefficient by modern standards. In addition, such buildings require more maintenance to meet safe building standards. Property owners may also face difficulties in retrofitting aging buildings to meet regulations around handicap accessibility and energy efficiency, among others.

Of the 58 lots that are currently occupied, 44 contain buildings that were constructed prior to 1932 (see *Figure B-3*). Two buildings were constructed in the 1950s—a building rented by Touro College (Block 754, Lot 51) and a parking facility (Block 780, Lot 19). While development of Penn Plaza was expected to catalyze commercial development on surrounding blocks, only five buildings have been constructed in the study area since its completion.<sup>38</sup> New buildings (constructed since 1972) account for just three percent of the study area by acreage, or 1.44 percent by existing gross building area (gsf):

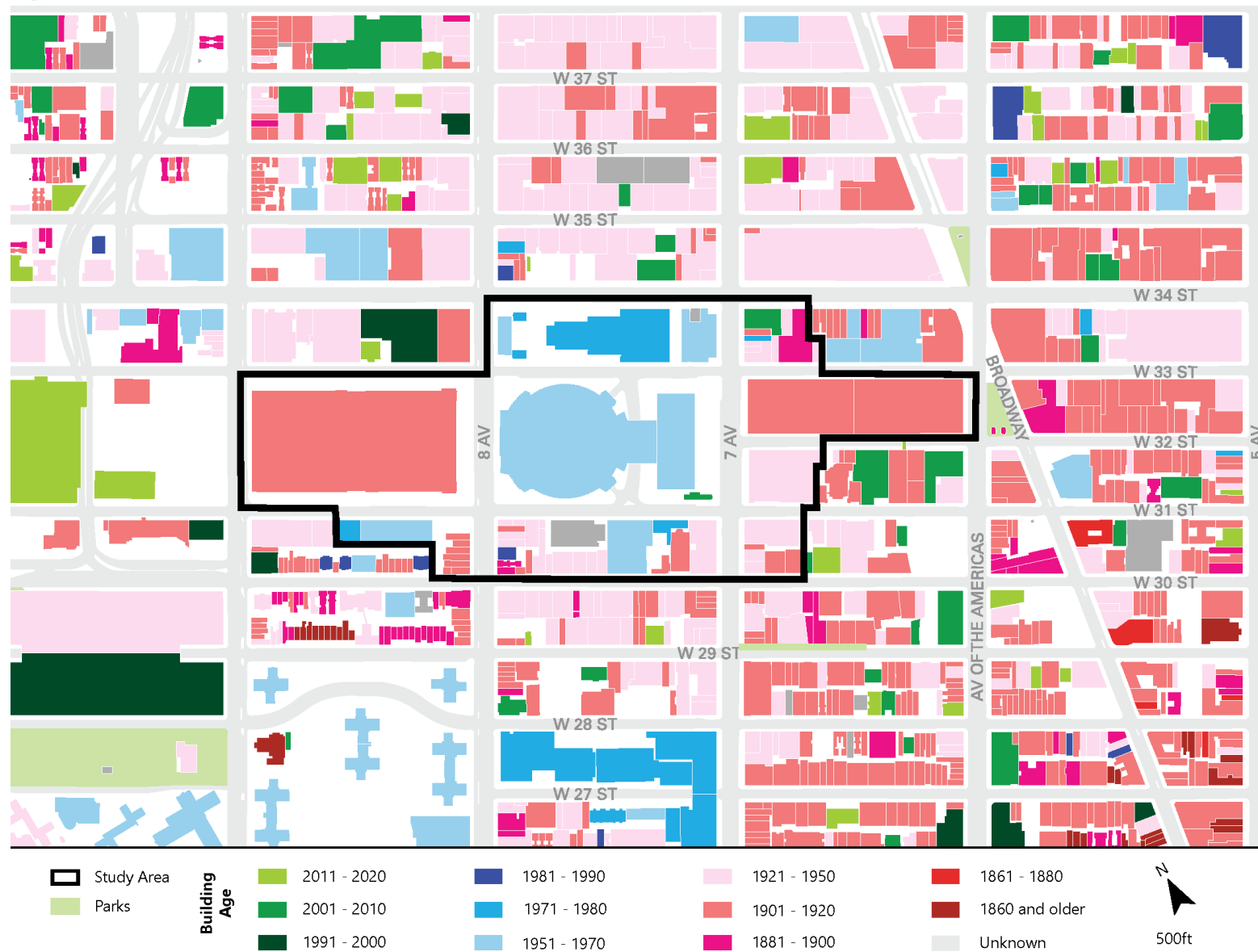
- › An eight-story parking garage, built in 1972 (Block 754, Lot 63);
- › A three-story commercial building, built in 1972 (Block 809, Lot 5);
- › A three-story community facility building associated with St. John the Baptist Roman Catholic Church, built in 1974 (Block 780, Lot 45);
- › A 12-story mixed commercial and residential building, built in 1986 (Block 780, Lot 7501); and
- › A three-story commercial building, built in 2002 (Block 809, Lot 80).

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<sup>37</sup> <http://ctod.org/pdfs/tod101.pdf>

<sup>38</sup> MapPLUTO.

**Figure B-3 Study Area Building Age**



Prepared by WXY architecture + urban design  
 Source: MapPLUTO, NYC DOITT Building Footprints, LION 2020 Street Base Map

Based on this information, the establishment of the Special Midtown District in 1982 did not achieve its purpose of stimulating new commercial development within the study area.<sup>39</sup> Similarly, approval of the Chelsea Rezoning in 1999 did not result in a higher built context within the study area. The 2001 creation of the Penn Station Center subdistrict (within the Special Midtown District) may have served only to facilitate construction of the three-story commercial building on Block 809, Lot 80.

An exception to this trend is the redevelopment of the Farley Building, which is occurring pursuant to the Moynihan Station Civic and Land Use Improvement Project's General Project Plan. Affirmed by the ESD Directors in 2006 and currently in construction, the renovation has created a 250,000-sf train hall in the building's courtyard and will redevelop the remainder of the building with 700,000 sf of civic and commercial space. The \$1.6 billion project is being funded with \$550 million from New York State and \$420 million from Amtrak, the MTA, the Port Authority and a federal grant.

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<sup>39</sup> While New York City Department of City Planning's MapPLUTO data indicates that the Manhattan Mall (Block 808, Lot 40) was constructed in 2001, information provided by the property owner indicates the building was originally constructed as a flagship department store in 1910 and underwent substantial renovation in 2001. Therefore, it is not included in the above analysis of new construction.

# C

## Conditions Within Penn Station

This section presents an evaluation of existing conditions within Penn Station. Penn Station is situated at the heart of the study area, on the block bounded by Seventh Avenue, Eighth Avenue, West 31st Street, and West 33rd Street, in Manhattan. It is the busiest transit hub in North America. With up to 600,000 rail and subway trips per day, it serves more travelers than John F. Kennedy, LaGuardia, and Newark Airports combined.

Penn Station is located largely underground. The existing station replaced the original Pennsylvania Station, which was built in 1910 by the Pennsylvania Railroad. Following a decline in train travel in the mid-twentieth century, the Pennsylvania Railroad sold the property's air rights and reduced the size of the station. In 1963, the above-ground station was demolished, and its below-grade concourses and waiting areas were reconfigured to become the existing Penn Station. When its reconstruction was completed in 1968, the facility was designed to accommodate up to 200,000 railroad passengers per day—less than one-half of current passenger volumes.

Below is a summary of a 2020 assessment of Penn Station's existing spaces, systems, and structures, which was prepared by the FXC WSP USA Architecture and Engineering JV team. This report was commissioned by the Penn Station Master Planning team, a consortium for MTA, NJT, and Amtrak in order to help the team define goals and objectives for the station renovation and reconstruction. This assessment demonstrates that the existing station is outmoded, obsolete, and characterized by substandard and insanitary conditions.



## Current Operations and Ridership

Penn Station is owned by Amtrak, which provides intercity service to points north and south of New York City. Commuter rail services are operated by LIRR and NJT. Connections are available to the New York City Transit's IND Eighth Avenue Line (the A, C, and E trains) and the IRT Broadway-Seventh Avenue Line (the 1, 2, and 3 trains). In addition, numerous local and regional public and privately-operated bus lines utilize the blocks surrounding Penn Station.

Penn Station's narrow underground corridors currently accommodate approximately 600,000 daily trips, including 442,000 rail trips and 155,000 subway trips (excluding rail-subway transfers from the number of subway trips). During peak holiday periods, the total can be as large as 650,000 users. Although Penn Station is owned by Amtrak, over 90 percent of railroad trips at the station are LIRR and NJT passengers. LIRR is the largest railroad in terms of overall ridership, with up to 237,000 daily trips on more than 450 daily trains. During weekday morning peak hour alone, LIRR's concourse accommodates more than 35,000 arriving customers. Similarly, NJT serves up to 172,000 daily trips and is experiencing greater increases in demand. LIRR and NJT customers also make heavy use of the NYCT subway stations within Penn Station. Approximately one-half of commuting daily customers enter or leave Penn Station via the Seventh Avenue or Eighth Avenue subway stations, which accommodate over 177,000 and 174,700 weekday trips, respectively. In the last decade, the number of average weekday Penn Station riders on Amtrak, LIRR, and NJT has grown by 26 percent and subway ridership on the Seventh and Eighth Avenue lines has increased by 34 percent. While the COVID-19 pandemic has changed short-term ridership patterns, it is reasonable to expect that as the pandemic subsides and the region reopens, such ridership patterns will resume.

## Station Layout

Penn Station is divided into vaguely distinct zones with varying degrees of functional overlap. Connections between these areas are poorly signed and confusing to first-time, occasional, and experienced station users alike. When the existing Penn Station was built, it was done with no cost to PRR, so station configuration and design efficiency took a backseat to the structural requirements of the buildings that were constructed above the station. This lack of attention to the architectural needs of a major train station resulted in a dysfunctional layout, where there is inadequate space on platforms, a lack of vertical circulation, cramped passages and waiting rooms with a lack of basic amenities, and few architectural clues to guide users through the station—a deficiency that is difficult to overcome with wayfinding signage alone. The existing station consists of vestiges of the below-ground portions of the original station, punctuated at all levels by structural columns that support MSG and 2 Penn Plaza. These structural elements, together with the remnants of the original station's subterranean infrastructure and the low priority given to intuitive design resulted in the disjointed and confusing station layout observed today.

The station consists of three primary levels—the Platform Level, Lower Level, and Upper Level—as well as NJT's Intermediate Concourse Level and Street Level entrances and access easements.

### Platform Level

The Platform Level is where passengers access arriving and departing trains from the station's eleven existing platforms. The eleven platforms are served by 21 station tracks. Tracks 1 through 4 serve Platforms 1 and 2; they are stub-ended and primarily used by NJT. Tracks 5 through 12 serve Platforms 3

through 6; they are jointly used by NJT and Amtrak. Tracks 13 and 14 serve Platform 7; they are jointly used by Amtrak and LIRR. Tracks 15 through 21 serve Platforms 8 through 11; they are used by LIRR.

## Lower Level

The Lower Level, also known as “Level A,” is the first level above Platform Level. This level provides vertical access to all platforms as well as passage to New York City Transit’s IND Eighth Avenue Line (the A, C, and E trains) and IRT Broadway-Seventh Avenue Line (the 1, 2, and 3 trains). LIRR passengers access the Platform Level from the Lower Level, while NJT passengers can access the Platform Level from the Lower Level, the NJT Intermediate Concourse Level, and the Upper Level.

The 33rd Street Connecting Concourse is the station’s primary east-west circulation corridor. Located on the Lower Level, it runs beneath West 33rd Street and connects the Seventh Avenue subway mezzanine to the Eighth Avenue subway mezzanine. The Hilton Passageway runs parallel to the 33rd Street Connecting Concourse, beneath West 32nd Street, and divides the level approximately in half. The LIRR and Amtrak occupy the northern half of the level, while NJT and Amtrak occupy the southern half.

There are four concourses on the Lower Level that run perpendicular to the 33rd Street Concourse and the Hilton Passageway. The West End Concourse is located on the west side of Eighth Avenue and provides access (via the Farley Building) to Platforms 7 through 11. This concourse was recently expanded as part of the Moynihan Station Civic and Land Use Improvement Project.

The Exit Concourse is located on the east side of Eighth Avenue and provides access to all platforms. It also connects to the 33rd Street Concourse and Hilton Passageway. The Central Concourse provides access to Platforms 7 through 11 and connects the 33rd Street Concourse and the Hilton Passageway. The Main Gate Concourse is located on the west side of Seventh Avenue (with access to Platforms 7 through 11) and connects to the NJT Intermediate Concourse Level via a stairway.

## NJT Intermediate Concourse Level

Added in the 1990s, the NJT Intermediate Concourse Level is located between the Upper and Lower Levels in the southeast quadrant of the station. This Concourse provides access to Platforms 1 through 6 and is used by most NJT passengers for boardings. Stairways connect it to the NJT Mezzanine on the Upper Level and the Main Gate Concourse on the Lower Level.

## Upper Level

The Upper Level, also known as “Level B,” is located between the Lower Level and the Street Level. Amtrak passengers access the Platform Level from the western portion of the Upper Level, as can NJT passengers.

The Amtrak Departure Concourse is located on the east side of Eighth Avenue and provides access to Platforms 1 through 9. Amtrak’s ticketing and waiting areas are also located on the western portion of the Upper Level. The NJT Mezzanine is located in the southeastern portion of the Upper Level, and includes ticketing, restrooms, and a waiting area. There is a second NJT waiting area near to the Amtrak Departure Concourse.

## Street Level

The Street Level, also known as “Level C,” provides pedestrian access to and from the station via the following entrances:

- › Seventh Avenue at West 32nd Street
- › Seventh Avenue and West 31st Street
- › Eighth Avenue and West 33rd Street
- › Eighth Avenue and West 31st Street
- › West 34th Street (located west of Seventh Avenue)
- › Former taxiway/rotunda entrance

The former taxiway, which provided a midblock connection between West 31st Street and West 33rd Street (between MSG and 2 Penn Plaza) was closed to vehicle traffic as a security precaution following the attacks of September 11, 2001, but still includes a pedestrian entrance to Penn Station.

There are also direct passageways to Penn Station from the building lobbies of 1 Penn Plaza and 2 Penn Plaza, and via the Farley Building.

## Existing Conditions

A 2020 assessment of Penn Station’s existing spaces, systems, and structures, commissioned by the MTA, was prepared by the FXC WSP USA Architecture and Engineering JV team. It identified issues related to code compliance, egress, and accessibility; mechanical, electrical, and plumbing systems; station operations; security; and architecture features and customer amenities.

## Fire Protection and Life Safety Systems

The age of the station and the way in which it was constructed have resulted in substandard fire protection and life-safety systems. This includes deficiencies in emergency ventilation systems, the air handling system and the wet standpipe system among others.

## Platform Egress

Passenger overcrowding within Penn Station poses significant safety issues. Platform egress times do not meet governing evacuation criteria, as specified in NFPA 130, due to an insufficient number of vertical circulation elements (VCEs), such as stairs, escalators, and elevators. This results in passenger congestion even during normal operations. The only platforms that comply with the maximum four-minute time to clear the platforms called for under NFPA Section 5.5.6.1 are Platforms 9 and 10. All other platforms require additional VCEs to evacuate occupants in four minutes or less. The only platforms that comply with the supplemental maximum six-minute egress time called for by NFPA Section 5.5.6.2 are Platforms 7 through 11. All other platforms require additional VCEs to evacuate the occupants in six minutes or less. In addition, columns, service spaces, and other platform obstructions impede egress.

## Accessibility

The entrances to Penn Station and the circulation within Penn Station do not meet federal accessibility requirements under the Americans with Disabilities Act (ADA), nor do they meet state and local accessibility requirements. In order to comply, 60 percent of all station entrances must be accessible. Where feasible, accessible entrances should be those used by the majority of people visiting or working in the building. Only three of the eight primary entrances to Penn Station are ADA-compliant. They include the Amtrak entrance at West 32nd Street and Seventh Avenue, the LIRR entrance on West 34th Street, and the NJT entrance at West 31st Street and Seventh Avenue.

Within the station, the NJT Intermediate Concourse has no accessible route to Platforms 11 through 21. Those requiring an accessible route must exit the NJT Intermediate Concourse and make use of an elevator in the concourses operated by Amtrak or LIRR. In addition, there are only two accessible routes between the Upper Level and the Lower Level: one elevator located in the Amtrak Departure Concourse and one ramp in the NJT Intermediate Concourse.

## Mechanical, Electrical, and Plumbing Systems

Many elements of the mechanical, electrical, and plumbing systems that currently serve Penn Station are substandard, inefficient, and past their useful life span. The existing HVAC systems do not provide adequate summer cooling and outdoor air changes.

Regarding the electrical systems, service to the Penn Station Service Building is not adequate for existing loading and poses a risk of system failure under peak demand. In addition, daylight within Penn Station is very limited, given that it is entirely underground, and lighting fixtures do not meet energy efficiency requirements.

Regarding the plumbing systems, there are an inadequate number of restrooms. Adding adequate restrooms is infeasible due to the layout of the station and the aged plumbing infrastructure.

## Support Spaces

Location and facilities for crew bases and ticket remittance offices are inadequate throughout Penn Station. LIRR currently leases office space in 1 Penn Plaza. This additional space does not work efficiently due to its distance from the station master. It is also prone to flooding. In addition, this LIRR space is active twenty-four hours a day while the HVAC system is only active from 9:00 am to 5:00 pm, providing poor environmental conditions for staff and crews working off-shifts.

## Passenger Circulation

The adequacy of the pedestrian circulation facilities within Penn Station was analyzed as part of the recent assessment of conditions within Penn Station. Congestion at key locations within the train station was described using Level of Service (LOS) designations, with LOS A being most comfortable, C being restricted, and F being severely restricted. New pedestrian spaces are now designed to operate at LOS C or better. The concourses within Penn Station, particularly on the Lower Level, operate at LOS C and the NJT Intermediate Concourse operates at LOS D under normal operating conditions. Many platforms and

VCEs operate at LOS D and E under normal operating conditions. Under perturbed operating conditions, when trains are significantly delayed or cancelled, the concourses become packed.

Overcrowding during peak hours impacts customer comfort and safety. A lack of overflow space also means that, in the event of significant train delays during peak hours, the authorities sometimes restrict or prohibit entrance to the station until the delays resolve and overcrowding is relieved.

## Wayfinding and Passenger Information

Wayfinding signage in and around Penn Station is inconsistent and confusing, even for experienced station users. At the Street Level, Penn Station lacks a unified presence. Entrances use inconsistent station naming and, in many cases, fail to identify one or more of the three railroads that operate within Penn Station. Wayfinding signage competes with advertisements and retail signage, as well as signage for MSG.

Within the station, architectural constraints compromise signage sight lines. There is a lack of signage perpendicular to travel paths and the signage that does exist is often blocked by architectural features. Visual clutter also makes it difficult to discern important wayfinding signage. In addition, too many messages on a single sign or too many signs in close proximity creates confusion for customers. The various signage systems used by the different railroads creates confusion as well.

Like the wayfinding systems, passenger information systems (including ticketing) are uncoordinated and confusing.

## Security

Penn Station lacks an industry-standard Joint Security and Operations Center (JSOC). Modern JSOCs are equipped with a building System Control and Data Acquisition (SCADA) system that provides the ability to remotely monitor and control all building systems from a single location.

## Ceiling Heights

Ceiling heights are as low as seven feet in various locations on the Lower Level. Low ceiling heights, together with the lack of daylight, poor artificial lighting, and a confusing layout, create a confined and uncomfortable spatial perception and contribute to a poor passenger experience, particularly during peak travel times.

## Restrooms

There are fewer than 100 publicly available restroom fixtures within Penn Station, creating long lines during peak times and making maintenance and cleaning difficult. In addition, there are no gender-neutral or family restrooms, and only one lactation room (in the LIRR Waiting Room on the Lower Level).

## Current Initiatives

The recently expanded West End Concourse was renovated as part of the Moynihan Station Civic and Land Use Improvement Project. This project, completed in December 2020, transformed the historic Farley

Building to include the Moynihan Train Hall and substantial commercial office space. The \$1.6 billion renovation created a 250,000-sf train hall in the building's former courtyard and redeveloped the remainder of the building with 700,000 sf of civic and commercial space. The train hall, named for the late Senator Daniel Patrick Moynihan, expanded passenger access to the existing Amtrak and LIRR platforms. Upon completion, the new Moynihan Train Hall increased the size of Penn Station's passenger facilities by 50 percent. However, the majority of trains and passengers arriving at Penn Station will continue to use the existing Penn Station.

LIRR's East End Gateway, a new widened and improved entrance from West 33rd Street, west of Seventh Avenue, down to LIRR's 33rd Street Connecting Concourse, was recently completed. The project improves access, egress, and circulation, and relieves overcrowding.

In addition to the recent improvements discussed above, MTA, Amtrak, and NJT are currently completing other improvements at Penn Station. NJT is conducting preliminary design work for the Central Concourse Extension on the Lower Level, a proposed concourse to provide additional access to Tracks 1 to 12. In addition, Amtrak has renovated the waiting room on the West side of the Upper Level, is improving the entrance at West 32nd Street and 7th Avenue in cooperation with Vornado Realty Trust (the owner of 2 Penn Plaza) and is undertaking an ongoing series of repairs and upgrades to tracks and switches at Penn Station, collectively referred to as the Penn Station Infrastructure Renewal Project.

## Penn Station Act

In response to the conditions within Penn Station, New York State adopted the New York Pennsylvania Station Public Safety Improvements Act (Penn Station Act) as Part MMM of Chapter 59 of the Laws of 2018. It found that Penn Station is "antiquated, substandard, and inadequate to meet current transportation and public safety needs and presents an unreasonable safety risk to the public." It also found that:

*Penn Station is currently overcrowded, hard to navigate, at times often chaotic and has a limited capacity for security and proper policing. Penn Station is in desperate need of more access and egress to allow better entrance and exit capacity and expedited evacuation procedures. In this time of heightened terrorist threats Penn Station needs more controlled points for security monitoring and equipment. Passenger flow and security access must allow manageability in emergency situations. The current station poses a clear public safety hazard.*

The combination of issues related to code conformance, egress, and accessibility; mechanical, electrical, and plumbing systems; station operations; security; and architecture features and customer amenities, together with the findings of the Penn Station Act, establish that Penn Station is characterized by outmoded, obsolete, and substandard conditions.

# D

## Study Area and Public Realm Conditions

In addition to lacking a cohesive zoning framework to guide development, the study area does not have a cohesive approach to its treatment of the public realm. The public realm is defined as the buildings, streets, sidewalks, public open spaces, and signage that together comprise the built environment. Zoning regulates permitted use, density, and bulk, including building size, shape, height, and setback, with the goal of providing a suitable amount of open space for light and air. Zoning can also establish the relationship between buildings and other elements of the public realm, thereby ensuring a consistent pedestrian experience. The Special Midtown District, Chelsea Rezoning, and Special Hudson Yards District all overlap with portions of the study area, imposing a mix of zoning strategies for the area that has proved to be unsuccessful in providing for a cohesive development. As described in more detail below, the study area consists of a patchwork assortment of outmoded buildings, transportation facilities, entertainment venues, and public spaces that combine to create a disjointed and uncoordinated public realm experience.

### Penn Station and Penn Plaza

Penn Station and the other Penn Plaza structures consist of disparate building typologies: a train station, an arena, and two large office buildings. Each typology is distinct in form, function, ground-floor use, and street-level connection. The public realm is not defined or designed for a specific typology. The train station is largely underground, with few points of direct connection with the public realm at street-level.

Pedestrian access to and from the 8 acre subterranean Penn Station is currently provided at the following locations:

- › Seventh Avenue at West 32nd Street
- › Seventh Avenue and West 31st Street
- › Eighth Avenue and West 33rd Street
- › Eighth Avenue and West 31st Street
- › West 34th Street (located west of Seventh Avenue)
- › Former taxiway/rotunda entrance

The primary entrance to Penn Station is located on Seventh Avenue at West 32nd Street, along with entrances to 2 Penn Plaza and MSG. As a result, these specific areas are often crowded with pedestrians: on a typical day, approximately 4,300 pedestrians utilized the sidewalk segment on the west side of Seventh Avenue, between West 32nd Street and West 33rd Street, during the morning one-hour peak period (see *Table D-1*). Approximately 4,000 pedestrians were observed during the evening one-hour peak period. During the midday period, approximately 3,300 were observed. Entrances surrounding the station are located within the sidewalk width impeding pedestrian flow. In addition, entrances are not clearly marked and the few available wayfinding signs compete with advertising signage, exacerbating confusion and contributing to pedestrian congestion.

Because large swaths of MSG’s building façade are windowless and ground floor retail is limited, there is an inhospitable pedestrian environment along significant portions of the streets framing the north and south sides of the Penn Station block. Due to modern needs for the arena, the interior loading configuration of MSG is no longer viable for the building.<sup>40</sup> Service and loading takes place on West 31st Street and West 33rd Street, as well as within the former Taxiway north and south of the pedestrian bridge and the area to the immediate west of the former Taxiway north of the pedestrian bridge (which is identified as a public plaza). These loading conditions adversely affects the quality of the public realm. Fewer pedestrians make use of these blocks: on a typical day, approximately 1,500 pedestrians were observed using the sidewalk on the south side of West 33rd Street during the morning one-hour peak period, while approximately 975 pedestrians were observed on the north side of West 31st Street.

**Table D-1 Pedestrian Volumes on a Typical Day**

Sidewalk Segment	Pedestrians Observed		
	AM Peak Period	Midday Peak Period	PM Peak Period
Seventh Ave, between W 32 <sup>nd</sup> St and W 33 <sup>rd</sup> St, west sidewalk	4,300	3,300	4,000
W 31 <sup>st</sup> St, between Seventh and Eighth Aves, north sidewalk	975	550	1,175
W 33 <sup>rd</sup> St, between Seventh and Eighth Aves, south sidewalk	1,500	700	1,950

Source: Empire Station Complex DEIS Chapter 14, “Transportation” Pedestrian Appendix- 2019 Existing Conditions Peak Hour Pedestrian Volumes

<sup>40</sup> In the 1963 site plan for MSG and 2 Penn Plaza, the midblock taxiway was designed to accommodate event goers and provide access to an interior loading space. However, shortly after MSG opened, tractor trailer size increased, and the interior loading space could no longer accommodate deliveries. Source: CPC Report. C 130139 ZSM. (May 2013)



## Privately Owned Public Spaces

Many of the open spaces in the area surrounding Penn Station were created as part of the Privately Owned Public Space (POPS) program. Introduced in the 1961 Zoning Resolution, the POPS program encouraged private developers to provide publicly accessible spaces, specifically plazas and arcades, on private property in exchange for a floor area bonus in certain high-density districts. However, the original standards did not require amenities expected in public spaces today, such as seating, lighting, and trees. The plazas developed as part of this program brought light and air to the street-level as intended, but many of them are substandard by modern measures, as explained below.

MSG is designed as a cylindrical building, a typical typology for an arena. However, this building typology generally prohibits street wall continuity. MSG is setback from Eighth Avenue, with two plazas at each street corner: one at the intersection of Eighth Avenue and West 31st Street and one at the intersection of West 33rd Street and Eighth Avenue. The plazas function as an extension of the sidewalks to accommodate the large amount of episodic foot traffic associated with events. The open spaces around MSG are barren and lack urban amenities, such as seating. As a result, bollards in the vicinity of MSG are often used as informal seating.

As described above, 2 Penn Plaza is surrounded by a raised plaza. The sidewalk level provides direct access to MSG and Penn Station. The building is set back from the street and accommodates a wide sidewalk on Seventh Avenue, between West 31st and West 33rd Streets. In the absence of seating, steps, ledges, and security bollards are used as seating.

The block on which 1 Penn Plaza is located (north of MSG and 2 Penn Plaza) includes 50,095 sf of public plaza areas and two arcades totaling 3,822 sf of area. While no amenities were required at the time of construction, the property owner upgraded substantial portions of the plaza in connection with an application to close the space overnight.<sup>41</sup> Today, the POPS at 1 Penn Plaza is required to provide artwork, bicycle parking, a drinking fountain, lighting, litter receptacles, retail frontage, and seating. Despite these requirements, the POPS at 1 Penn Plaza do not meet today's public plaza design standard. For example, under current regulations, approximately 1,797 linear feet of seating is required, as compared to the 685 linear feet that is provided today. In other words, the seating provided today is not sufficient, given the size of the POPS.

The POPS at 1 Penn Plaza are grouped into seven areas, described below. Typically, access to the 1 Penn Plaza building lobby is available via the North Plaza, West Plaza, and South Plaza. However, ground floor construction has resulted in the temporary closure of the North Plaza and a portion of the West Plaza.

- › *The North Plaza and Northern Arcade:* With frontage on West 34th Street, this plaza is raised approximately one-foot above sidewalk level at its eastern edge and approximately two feet, six inches at its western edge. The plaza is accessed by two sets of stairs and an ADA-accessible ramp. It includes raised, tiered planters along the sidewalk, which create a significant visual and physical barrier between the plaza and sidewalk.
- › *West Plaza:* Irregularly shaped, this plaza is located between the western edge of 1 Penn Plaza and the one-story commercial building on Eighth Avenue. It provides a two-level, raised through lot connection from West 33rd Street to West 34th Street as well as two circulation plazas: one at the intersection of West 33rd Street and Eighth Avenue and one at the intersection of West 34th Street and Eighth Avenue. The plaza includes raised planters along the sidewalk, 28 trees, seating walls, backless benches, and moveable tables and chairs.

<sup>41</sup> CPC Report. C 190273 ZSM (July 2019).

- › *South Plaza and Southern Arcade:* With frontage on West 33rd Street, this plaza is raised between two feet, six inches and three feet, nine inches above the sidewalk level. The plaza is accessed by two sets of stairs and a temporary ramp. It includes raised, tiered planters along the sidewalk.
- › *Southwest Plaza:* With frontage on West 33rd Street, this plaza is situated between the South Plaza and the West Plaza; it is bounded, on either side, by a parking garage entrance. It is raised between five feet and five feet, eight inches from the sidewalk level. The plaza is accessed by one set of stairs and includes raised, tiered planters along the sidewalk.
- › *East Plaza:* This plaza is located between the eastern edge of 1 Penn Plaza and the one-story commercial building on Seventh Avenue. It provides a through lot connection from West 33rd Street to West 34th Street and is lined with ground floor retail. It includes two circular raised planters as well as movable tables and chairs.
- › *Seventh Avenue Circulation Plazas:* There are two plazas, one at the intersection of West 33rd Street and Seventh Avenue and one at the intersection of West 34th Street and Seventh Avenue, which are used for circulation space; they do not include plantings or seating. Both are located beside entrances to the 34th Street—Penn Station subway station.

With the exception of the East Plaza and the Seventh Avenue Circulation Plaza, the public plazas around 1 Penn Plaza are raised above street level, creating a visual and physical barrier between the plaza and the sidewalk. In some instances, sightlines are partially obstructed by the presence of raised planters.

In 2015, Vornado Realty Trust, in partnership with the New York City Department of Transportation and the 34th Street Partnership, built a new pedestrian plaza with benches and bleacher seating on West 33rd Street, west of Seventh Avenue. What was initially a three-month pilot resulted in a permanent plaza known as Plaza 33. The surface of the street and sidewalks were painted in the same grey and white pattern, to unify the space. The layout of the new amenities accommodates pedestrian through traffic, which is very heavy along this corridor, while also providing a respite for eating, people watching, or gathering with friends. Although successful and widely used, this intervention did not extend to Eighth Avenue. The remaining portion of West 33rd Street remains open to vehicular traffic, as there are several loading docks for MSG as well as entrances to the parking garage and loading docks below 1 Penn Plaza. Multiple tractor-trailers are typically staged along West 33rd Street west of the former taxiway to facilitate load-ins and load-outs for entertainment events at MSG, largely taking over the street. Additionally, the portion of West 33rd Street in the vicinity of the former taxiway is the marshalling point for FDNY and NYPD vehicles responding to emergency events at MSG or Penn Station. This vehicular activity disrupts pedestrian movements and creates a gap within the streetscape. The frequency of deliveries often overpowers the sidewalks and the pedestrian experience.

## Study Area

For the most part, the study area is developed with older buildings; the last major building in the study area (1 Penn Plaza) was constructed almost 50 years ago (1970–1972). Overall, the density and building typology in the area varies greatly reflecting the different zoning and land use needs in the study area over time. The study area includes a mix of buildings of varying heights from different periods. These include full to half block mid-rise buildings like the James A. Farley Post Office and the Manhattan Mall, towers surrounded by elevated plazas like 1 and 2 Penn Plaza, large scale asymmetrically built hotels constructed in the early 20th century, a mixture of low and high density historically manufacturing loft and residential row house buildings, and the MSG complex. There are also vacant properties and surface parking lots intermixed with buildings. Many of the buildings in the study area have limited activation

along the sidewalk and long lengths of building frontages without entrances, windows, or visual interest. The lack of activating elements at the street level creates areas that are isolated from the surrounding network with a poor streetscape and pedestrian experience. There is limited publicly accessible open space in the study area, and it is largely comprised of the plazas described above.

Located in Midtown, the study area is developed in the typical Manhattan grid pattern with wide avenues running north–south and narrower streets running east–west, creating long, rectangular blocks. A number of superblocks interrupt this pattern, including the one occupied by MSG and 2 Penn Plaza, and below them Penn Station; and the superblock occupied by the Farley Building. Sixth, Seventh, and Eighth Avenues and West 34th Street—a wide cross street which carries two-way traffic—have a substantial amount of pedestrian and vehicular traffic through the study area. West 32nd Street also carries a fair amount of pedestrian traffic to Penn Station. The sidewalks in the vicinity of Penn Station are generally congested with pedestrians. A number of buildings are set back from the sidewalk, breaking the street wall—such as 1 and 2 Penn Plaza, which are set back from Seventh Avenue behind elevated public plazas and also set back from the sidewalks of the bordering cross streets.

The study area has a variety of street furniture—including streetlights, news racks, signposts, metal bollards at the sidewalks and trash receptacles. There are also several bus shelters as well as Citi Bike Stations—including on the north side of West 31st Street adjacent to 11 Penn Plaza and in front of the Farley Building on Eighth Avenue. Food vendors typically operate sidewalk carts and food trucks in the primary study area. A prominent feature of the primary study area’s streetscape along Seventh Avenue is large-scale advertising signage, including digital billboards, permitted within the Penn Center Subdistrict, including the large LCD display board for MSG set on the entrance canopy above the Penn Station entrance in front of 2 Penn Plaza.

# E

## Conditions of Study Area

This section describes the physical and use characteristics of the 61 properties located within the study area. The analysis includes consideration of zoning conformance, lot utilization, lot configuration, property ownership, energy efficiency, accessibility, building code violations, and environmental concerns. The analysis also includes an evaluation of building and site conditions, based on an exterior visual survey of the study area properties that was conducted in March through August of 2020.<sup>42</sup> These factors were selected as part of the criteria for evaluating existing conditions because they are generally accepted indicators of disinvestment in a neighborhood. The widespread presence of one or more of the factors can also demonstrate the need for revitalization and redevelopment of an area. Lot profiles for each lot are provided in *Appendix 1*.

### Land Use and Zoning

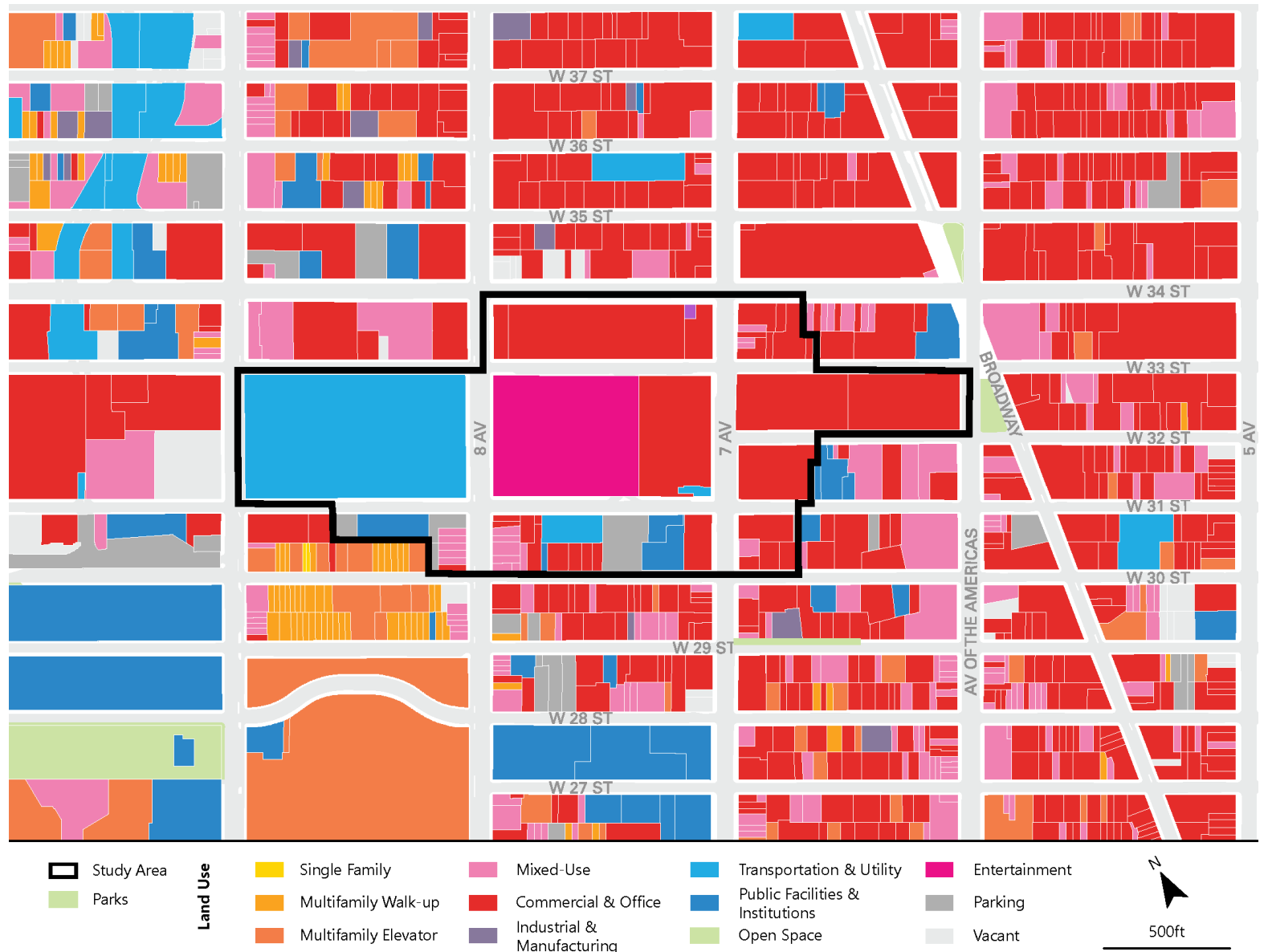
#### Existing Land Use

Commercial, entertainment, and hotel uses together constitute 82 percent of the study area (by acreage) (see *Table E-1*). Commercial uses include retail, service, and office uses. In addition, transportation and utility uses account for nearly a third of the study area. Public facilities and institutions, parking facilities, and mixed commercial and residential uses represent small proportions of the study area (see *Figure E-1*).

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<sup>42</sup> The evaluation of building and site conditions also typically assesses building vacancies. However, in response to the COVID-19 pandemic, New York State ordered all non-essential retailers and businesses to close on March 20, 2020. As a result, it was difficult to discern short-term closures from long-term vacancies, and a discussion of building vacancies was omitted.

**Figure E-1 Study Area Land Use**



Prepared by WXY architecture + urban design  
 Source: MapPLUTO, Survey Data provided by WXY, LION 2020 Street Base Map

**Table E-1 Existing Land Uses within the Study Area**

Land Use	Percentage of Study Area (by acreage)
Commercial	37%
Transportation and Utility	28%
Entertainment	17%
Hotel	7%
Public Facilities and Institutions	4%
Parking Facilities	4%
Mixed Commercial and Residential	3%

Source: MapPLUTO

Using the New York City Department of City Planning’s MapPLUTO data, each property within the study area was assigned an initial land use designation. This data was refined based on field visits. Additional categories were created to identify entertainment and hotel uses, and adjustments were made to land use designations to reflect existing conditions. For example, the lot on which 2 Penn Plaza is located (Block 781, Lot 2) was revised from transportation and utility to commercial use. The lot on which the Farley Building is located was also revised, from public facilities and institutions to transportation and utility use, as it provides passenger access to Penn Station via the recently expanded West End Concourse and was renovated to include Moynihan Train Hall in December 2020, an approximately 250,000-sf train hall that will expand passenger access to the existing Amtrak and LIRR platforms.

## Zoning Conformance

Zoning specifies which uses are permitted on a particular property. A non-conforming use is any use that does not conform to one or more of the use regulations of the applicable zoning district. Except for six properties (see *Table E-2*), all uses in the study area conform with zoning.

**Table E-2 Nonconforming Uses within the Study Area**

Block	Lot
754	34
754	35
780	6
780	10
780	13
806	3

Source: MapPLUTO, New York Law School New York City Loft Board Orders

Block 754, Lot 34 is occupied by a four-story building that was constructed in 1901. It is owned by the Lithuanian Alliance of America and contains office space. It is located in a R8B zoning district, which allows residential and community facility uses. Commercial uses, such as offices, are not permitted.

Block 754, Lot 35 is a vacant lot that is fenced but appears to be accessed via the parking lot on the corner of West 31st Street and Eighth Avenue and used for vehicle storage. It is owned by Kedem Realty 415 LLC, which also owns the connecting parking lot. The lot is located in a R8B zoning district, which allows residential and community facility uses. Parking facilities are not permitted on an as-of-right basis.

Per the New York City Department of City Planning's MapPLUTO data, the following properties are zoned M1-5 but contain residential units: Block 780, Lots 6, 10, and 13, and Block 806, Lot 3. (In the instance of Block 806, Lot 3, a small portion of the property also falls within the C6-4 zoning district, which permits residential use.) The buildings located on Block 780, Lots 10 and 13, and Block 806, Lot 3, appear to be Interim Multiple Dwellings (IMDs) under the Loft Law, the purpose of which is to bring buildings that were illegally converted to residential uses into compliance with state and city housing laws relating to health, safety, and fire protection.<sup>43</sup> Therefore, IMDs are typically a legally non-conforming use.

## Lot Utilization

A lot utilization rate was determined for each property in the study area by comparing the actual sf of built space on a given lot (in gsf) to the maximum allowable square footage that could be constructed under current zoning regulations (in zsf), as provided by the New York City Department of City Planning's MapPLUTO data.<sup>44</sup> For purposes of neighborhood conditions studies, lots that utilize 60 percent or less of the maximum allowable square footage (or FAR) are generally considered to be underutilized under existing zoning.<sup>45</sup> Underutilization can be indicative of disinvestment in a neighborhood and contribute to economic stagnation.

Of the 61 lots within the study area, 59 are included in the lot utilization analysis. Block 780, Lot 60 (the Penn Station Service Building) and Block 783, Lot 48 (entrance to the LIRR Concourse in Penn Station) have been excluded, as existing floor area is not available for those properties. Block 781 is a single zoning lot, so a combined utilization rate was calculated for Lots 1, 2, and 10. Similarly, Block 783 is a single zoning lot (except for Lot 48) so a combined utilization rate was calculated for Lots 1, 34, and 70.

Analysis indicates that half of the properties in the study area are underutilized under existing zoning (see [Appendix 2](#)). The 35 underutilized lots account for a 63.2 percent of the study area (by acreage) (see [Table E-3](#)). Based on current zoning, the study area could support an additional 5,334,216 sf of development, or an approximately 75 percent increase in development beyond what exists today. Block 781, which is occupied by MSG and 2 Penn Plaza, accounts for 35.1 percent of the unused development rights within the study area.<sup>46</sup> Block 755, which is occupied by the Farley Building, accounts for 42.4 percent of the unused development rights.

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<sup>43</sup> New York Law School, New York City Loft Board Orders, Accessed April 2020

<sup>44</sup> The lot utilization rate compares gross square feet of actual built space to zoning square feet of allowable built space. Certain building areas such as mechanical space and elevators, which are included in a building's gross square feet, are not included in zoning square foot calculations. This means that the maximum floor area for zoning calculations is almost always less than the actual gross floor area of a building. Comparing actual gross square footage to allowable zoning square feet results in a more conservative analysis, which overstates the utilization for any given lot. It is important to note that a conservative approach was used where the built floor area is compared to the max FAR for the use present on the zoning lot as opposed to the highest FAR available in the zoning district.

<sup>45</sup> Manhattanville Neighborhood Conditions Study (2007), Downtown Far Rockaway Neighborhood Conditions Study (2016)

<sup>46</sup> MapPLUTO data on gross square footage for Block 781 is unavailable, therefore the buildings existing zoning square footage from the MSG Special Permit C 130139 ZSM report was used for utilization calculations.

**Table E-3 Underutilized Lots Under Existing Zoning**

Utilization Rate	Number of Study Area Lots	Percentage of Study Area, by Acreage
0-20%	11	2.4%
21%-40%	16	32.0%
41%-60%	8	28.8%
<b>Total</b>	<b>35</b>	<b>63.2%</b>

Source: MapPLUTO, MSG Special Permit C 130139 ZSM  
See Appendix 2 for Lot Utilization Table

Beyond Block 755, the lots that are underutilized are concentrated on Blocks 754, 780, and 809 (see *Figure E-2*). All but two of the properties with frontage on Eighth Avenue between West 30th Street and West 31st Street are underutilized. The building leased by Touro College, located on West 31st Street between Eighth and Ninth Avenues, is also underutilized, as are the properties occupied by St. John the Baptist Roman Catholic Church and the adjoining monastery, which have frontage on West 30th Street and West 31st Street, between Seventh and Eighth Avenues. Of the portion of Block 809 that is located within the study area, all but one lot is underutilized.

There are three vacant lots within the study area, two of which are used for surface parking (Block 754, Lot 44 and Block 806, Lot 69) and one of which is used for vehicle storage (Block 754, Lot 34). There are also 16 lots in the study area that have a utilization rate of greater than 100 percent and are thereby considered overbuilt per existing zoning, including 11 Penn Plaza and the Stewart Hotel.<sup>47</sup> The remaining overbuilt lots are commercial and office buildings that were constructed in the early-twentieth century and located south of West 31st Street. They offer Class B and Class C office space.

This lot utilization analysis demonstrates that a majority of the study area is underutilized per current zoning. However, as discussed above, the maximum permitted FARs within the study area (which range from 4 to 19.5) are significantly lower than the highest allowable commercial density in the adjacent Special Hudson Yards District and Special Midtown District, which allow for up to 33 and 30 FAR respectively. Given the study area’s proximity to Penn Station, the largest transit hub in North America, it would be reasonable to expect that the permitted commercial densities at this location would be comparable to the highest allowable commercial densities in the adjacent special districts or be comparable to those surrounding other transit hubs such as Grand Central. 40 lots in the study area have a maximum FAR of 10 or under. *Table E-4* below shows that 33 buildings in the study area have five or fewer floors. Therefore, although there are some well utilized properties in the study area per the above analysis, in the context of the density that would be expected around a major transportation hub, the analysis does not capture the full extent of underutilization in the study area.

**Table E-4 Number of Floors**

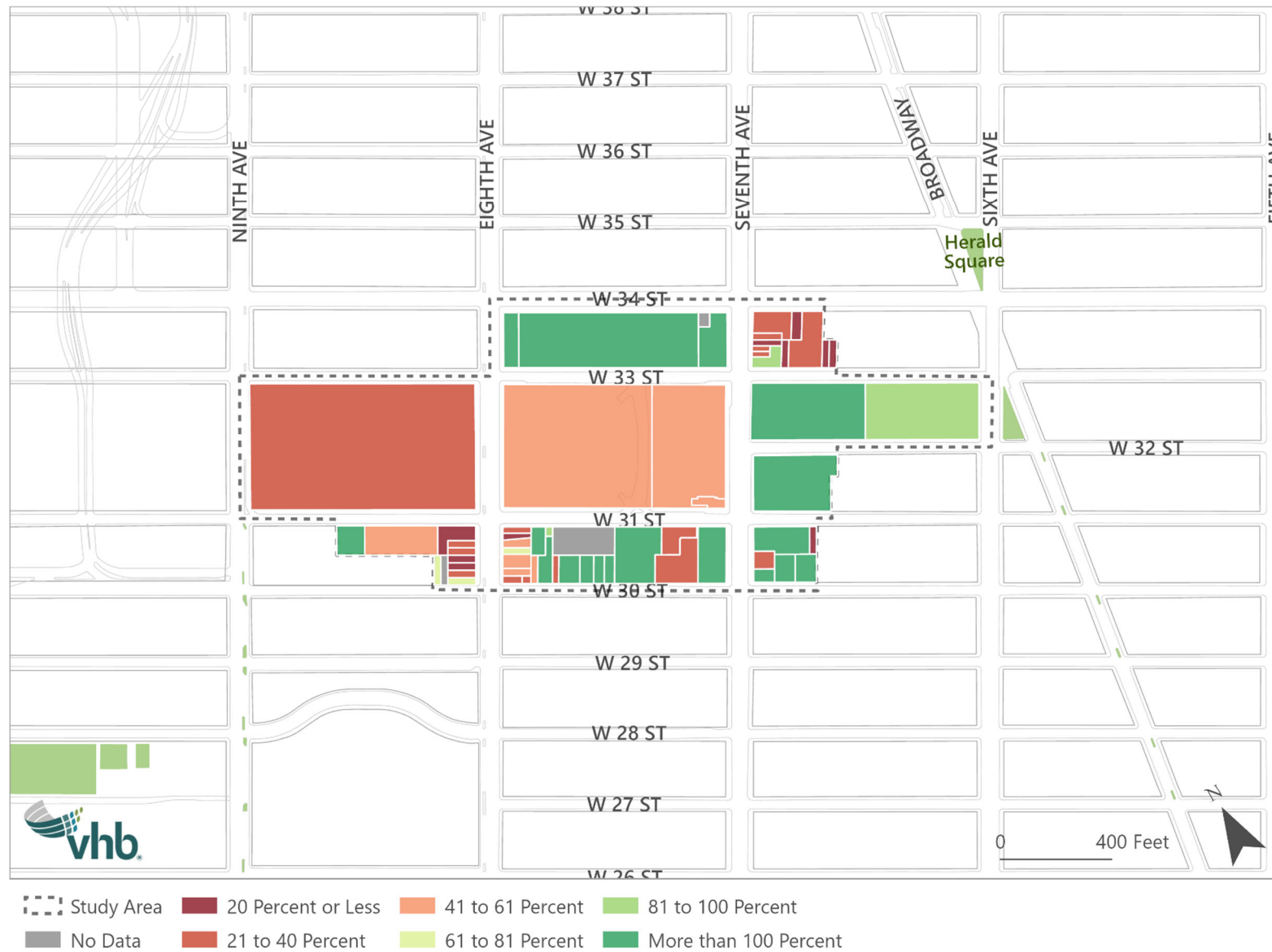
Number of Floors	Number of Study Area Lots
1-5 Floors	33
6-15 Floors	11
Over 15 Floors	10
No Building	3
No Data	4

Source: MapPLUTO

<sup>47</sup> Per the utilization calculations that use gsf, the zoning lot including lots 1,34, and 70 on Block 783 also appears to have a greater than 100% utilization, but zoning documents using zsf show that it is closer to 94% utilization



**Figure E-2 Lot Utilization in the Study Area**



Source: MapPLUTO, MSG Special Permit C 130139 ZSM, LION 2020 Street Base Map, NYC Department of Parks and Recreation

## Lot Configuration and Property Ownership

Irregular lot configurations together with multiple property owners can be an impediment to redevelopment of an area containing substandard buildings. According to New York City Department of City Planning's MapPLUTO data, 46 entities own the 61 properties within the study area (see [Appendix 3](#)). On the blocks south of West 31st Street, there is a particular diversity of owners. The 20 properties on Block 780 are held by 19 owners. In addition, irregular lots comprise a third of the block (by acreage). The portion of Block 754 that is located within the study area includes 11 lots that are held by 10 owners. One of the lots is irregularly shaped and used for surface parking. Similarly, the portion of Block 806 that is located within the study area includes six lots that are held by five owners. There is one irregular lot, which is occupied by the Stewart Hotel.

The largest property owner within the study area is Vornado Realty Trust (Vornado), which has a controlling interest in 14 properties, totaling 887,316 sf or 62.7 percent of the land acreage within the study area. Vornado has a controlling interest in Block 781 (2 Penn Plaza), Block 783 (1 Penn Plaza), Block 807 (11 Penn Plaza), and Block 808 (the Hotel Pennsylvania and Manhattan Mall). Vornado also has an interest in commercial space within the Farley Building on Block 754. The portion of Block 809 that is located within the study area includes 11 lots that are held by six owners; Vornado controls six properties and holds a master lease on one additional property, which account for a majority of the portion of the block that is located within the study area.

# Visual Assessment of Building and Site Conditions

A visual assessment of exterior building and site conditions for the 61 properties within the study area was conducted in March through June of 2020. The buildings were also photographed during this period. Building interiors were not assessed. Building and site characteristics catalogued for each lot and included wall, window, and door type and condition; ground floor uses; condition of the sidewalk and other site features in front of the property; and other factors such as graffiti, garbage, and debris that may be evidence of deterioration or disinvestment. A rating of good, fair, poor, or critical was assigned to each of the conditions observed. These criteria were aggregated and assigned numerical weights based on their grade. The numerical rating was then used to formulate an overall lot rating of good, fair, poor, or critical. Lots that contained two buildings that were rated differently may show a poor/fair or fair/good rating.

Buildings conditions were evaluated based on the condition of the walls, windows, and doors. The evaluation standards that determined building scores are shown in [Table E-5](#).

- › *Walls* that were in poor condition were observed to have significant cracks, widespread deterioration of building material, and significant areas of staining. (Block 754, Lots 37, 38; Block 780, Lots 6, 7, 9, 10, 13, 15, 19, 45, 7501; Block 783, Lot 34; Block 806, Lots 3, 76; Block 808, Lot 7501; Block 809, Lots 1, 3)
- › *Windows* that were in poor condition were observed to have damaged frames and/or cracked panes. Buildings with windows in critical condition had missing or improperly boarded up windows. (Block 754, Lots 37, 38, 39, 44; Block 780, Lots 6, 9, 10, 19, 60, 70, 7501)
- › *Doors* that were in poor condition were observed to be heavily corroded or showed significant damage to the hardware, frame, or door itself. (Block 754, Lots 37 and 38; Block 780, Lot 60)

Site conditions were evaluated based on the condition of sidewalks, curb cuts, security fencing, yard surface, and debris and garbage. On vacant lots that did not have a structure, the site score was used as the overall lot score.

- › *Sidewalks* that were in poor to critical condition were observed to have areas of widespread cracking, spalling, or crumbling as well as uneven surfaces. (Block 780, Lots 9, 17, 19, 60, 70; Block 806, Lot 1; Block 809, Lot 3, 8)
- › *Security fencing* that had moderate to severe corrosion, missing elements, or fencing that was bent was evaluated were considered to be in poor to critical condition. (Block 754, Lot 34; Block 780, Lots 26 and 60)
- › *Garbage and debris* were considered to be a poor to critical condition when moderate to excessive amounts of debris or trash had accumulated, causing insanitary conditions. (Block 754, Lots 34 and 37, Block 780, Lots 6, 10, 45, 60; Block 781, Lots 1 and 2; Block 806, Lots 3, 69, 76; Block 809, Lot 80)

The 61 lots within the study area contain a total of 68 buildings. Of the total 68 buildings, one was found to be in critical condition, 11 in poor condition, 26 in fair condition, and 30 in good condition ([Figure E-3](#)). All poor or critical condition buildings were located south of West 31st Street, on Blocks 754, 780, and 806. Thirty-nine percent of the lots south of West 31st Street (by acreage) were found to be in poor or critical condition. In addition, of the 61 lots that were evaluated, 30 were found to have at least one element in poor or critical condition.

**Table E-5 Building and Site Conditions Matrix (Visual Assessment)**

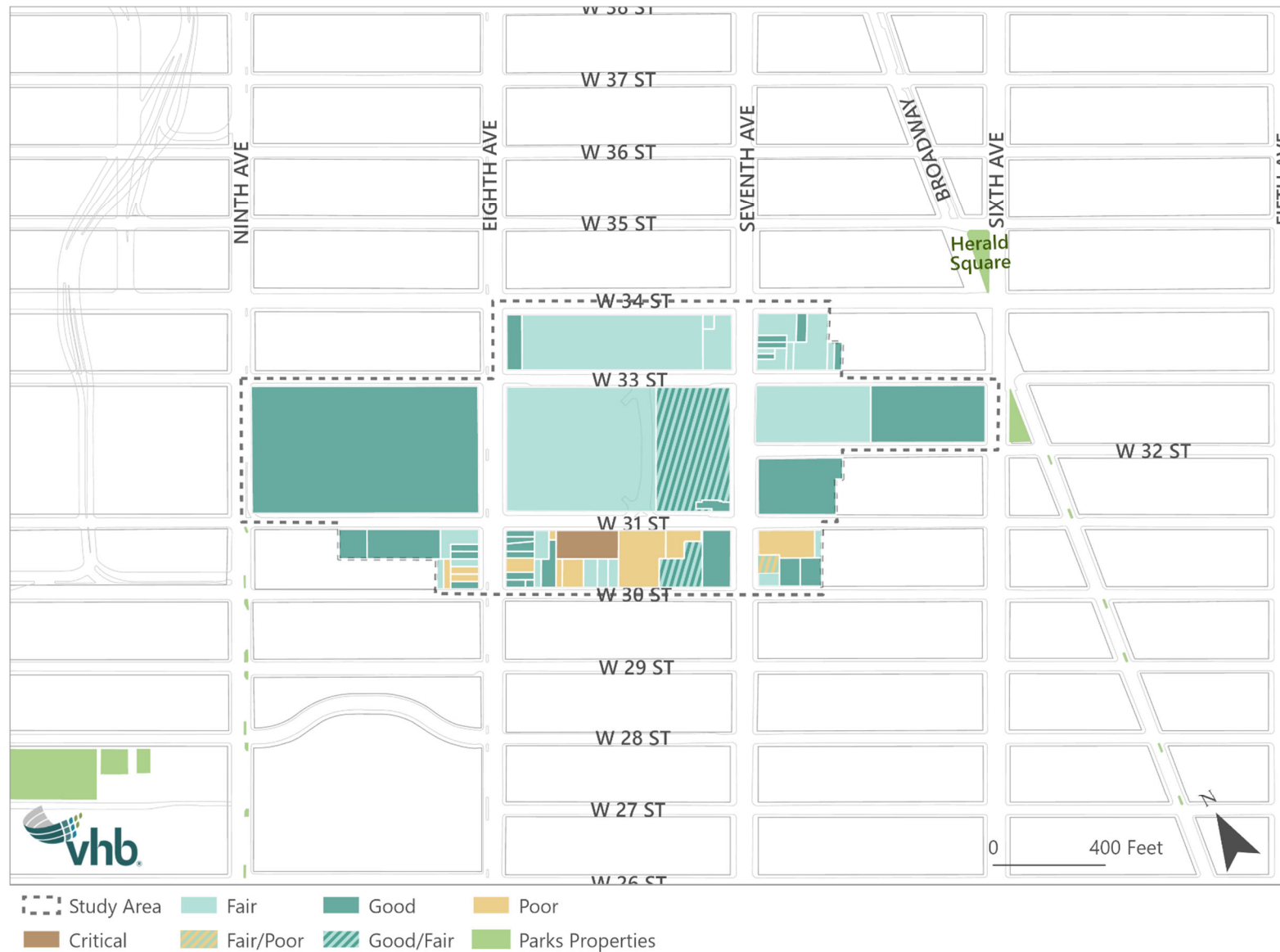
	<b>Good</b>	<b>Fair</b>	<b>Poor</b>	<b>Critical</b>
<b>Building Conditions</b>				
<b>Walls</b>	No damage (with the exception of minor corrosion, stain, and/or flaking paint)	Minor cracks (hairline), peeling paint, moderate corrosion or stain, or minor impact damage	Several wide cracks (greater than 1/8"), deterioration of masonry units and mortar joints, heavy but localized corrosion of metal, or impact damage or stain;	Bulges, wide cracks, or cracks through full thickness of the wall, large missing sections of exterior wall, extensive corrosion of metal, significant impact damage, or loose metal panels
<b>Doors</b>	No damage (with exception of minor corrosion and/or flaking paint)	Moderate corrosion or minor damage from local impact	Heavily corroded metal door or significant damage	Missing, severely damaged, or inoperable door
<b>Windows &amp; Window Openings</b>	No damage	Local minor damage, such as cracked caulking, peeling paint, or minor cracks in sill, moderately corroded metal security grills/bars	Number of windows with damaged frames, minor cracked glass, and/or cracked sills, severely corroded metal security grills/bars	Missing, cracked, broken, or improperly boarded up windows, excessive corrosion of metal security grills/bars
<b>Graffiti</b>	No damage	Graffiti in one location	More than one but less than six locations of graffiti or covers the surface.	Graffiti in more than six locations
<b>Site Conditions</b>				
<b>Sidewalk</b>	No damage	Minor cracks (hairline) or minor spalling, crumbling, or staining	Widespread cracking (greater than 1/8") and/or spalling or crumbling, or critical conditions of sidewalk in localized area(s)	(1) Ill-defined/poorly designed extension of the street surface, OR (2) Nonexistent / unpaved sidewalks, OR (3) Large portions of sidewalk's concrete is cracking, crumbling, spalling, or stained

**Table E-5 Building and Site Conditions Matrix (Visual Assessment)**

	<b>Good</b>	<b>Fair</b>	<b>Poor</b>	<b>Critical</b>
<b>Curb Cuts</b>	No damage	Minor cracks (hairline), spalling, crumbling, or staining	Significant cracks (greater than 1/8") and/or spalling or crumbling in several sections	(1) No concrete curb cut provided, OR (2) curb cuts of ad hoc and substandard construction, such as concrete poured onto the street surface to provide a ramp onto the lot
<b>Garbage and Debris<sup>1</sup></b>	No garbage or debris	Minor garbage and debris	Moderate amounts of garbage and debris	Excessive amounts of debris causing insanitary conditions
<b>Yard Surface<sup>2</sup></b>	No damage to paved areas, or ground is level and development ready. If landscaped, cared for and in good condition.	Minor cracks (hairline), moderate wearing of the yard surface (for paved surfaces). Minor overgrowth of vegetation for unpaved areas.	Significant wearing of surface, cracking (greater than 1/8"), spalling, or moderate ponding on paved surfaces. Significant overgrowth of vegetation, uneven soil or moderate piles of rocks, debris, combined with moderate amounts of garbage and debris on unpaved areas.	Damaged surface or excessive potholes, uneven surface, ponding, or no drainage observed on paved surfaces. Excessive overgrowth and lack of lawn maintenance, large piles or uneven ground surface, combined with excessive amounts of garbage and debris on unpaved areas.
<b>Security Fencing</b>	No damage	Minor corrosion or damage to fencing but can be secured	Moderate corrosion and/or impact damage, or small sections of loose wire mesh	Missing fence or large sections of gate, severely corroded chain link fence or metal panel fencing, disconnected horizontal rails, loose or broken wire mesh, or bent and/or torn metal panel fencing.

Notes:  
<sup>1</sup> On property including sidewalk  
<sup>2</sup> Including paved and unpaved areas

**Figure E-3 Visual Assessment of Building and Site Conditions in the Study Area**



Source: Building and Site Conditions survey, LION 2020 Street Base Map, NYC Department of Parks and Recreation

## Age of Buildings

As described in *Section B, Historic Context*, the study area is largely characterized by an aging building stock. Aging buildings, such as those in the study area, are outmoded in terms of their ability to meet the modern needs of commercial tenants: the columns are spaced too close together, their ceiling heights are too low, and their mechanical systems are inefficient by modern standards. In addition, such buildings require more maintenance to meet safe building standards. Property owners may also face difficulties in retrofitting aging buildings to meet regulations around handicap accessibility and energy efficiency, among others.

DOITT provides data on the building age of 65 buildings in the study area, which are located across 58 lots. Of the 58 lots that are currently occupied, 44 contain buildings that were constructed prior to 1932 (see *Table E-6*). Several large buildings were constructed within the study area between 1951 and 1975, including 1 Penn Plaza, 2 Penn Plaza, and MSG, which together account for 45 percent of the built floor area within the study area. Since 1986, only two new buildings have been constructed, accounting for less than one percent of the built square footage in the study area.

**Table E-6 Year Built**

<b>Year Built</b>	<b>Number of Buildings</b>	<b>Percentage of Study Area, by gross floor area</b>
Pre 1900	3	0.8%
1901-1920	18	32.6%
1921-1950	23	20.7%
1951-1980	10	45.4%
1981-2000	1	0.2%
Post 2000	2	0.3%
No Data	2	-
<b>Total</b>	<b>58</b>	<b>100%</b>

Source: DOITT via NYC Open Data, MapPLUTO

## Energy Efficiency

An evaluation of published energy efficiency score and grades for buildings that comply with the NYC Benchmarking Law was conducted. The NYC Benchmarking Law requires owners of large buildings to annually measure their energy and water consumption in a process called benchmarking. Benchmarking data is disclosed publicly. Local Law 133 of 2016 specifies the buildings required to benchmark for energy and water efficiency. They include:

- › a building that exceeds 25,000 gsf;
- › two or more buildings on the same tax lot that together exceed 100,000 gsf;
- › two or more buildings held in the condominium form of ownership that are governed by the same board of managers and that together exceed 100,000 gsf; or
- › a city building.

Local Law 133 of 2018 specifies that the energy efficiency scores and grades will be consistent with federal energy efficiency standards. The energy efficiency score is generated by the United States Environmental

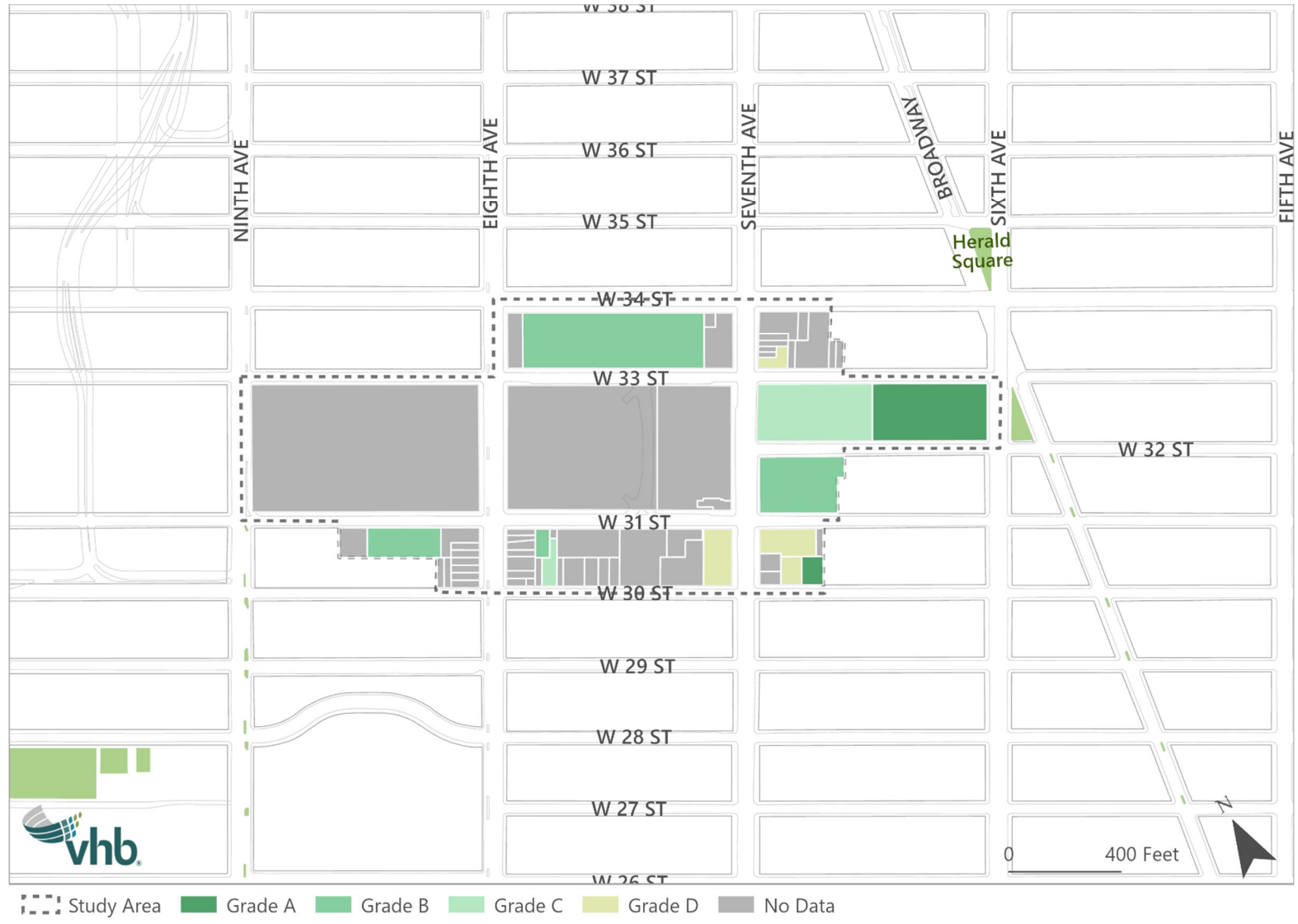
Protection Agency online benchmarking tool, Energy Star Portfolio Manager. Grades based on the Energy Star energy efficiency scores will then be assigned as follows:

- › *A* – score is equal to or greater than 85
- › *B* – score is equal to or greater than 70 but less than 85
- › *C* – score is equal to or greater than 55 but less than 70
- › *D* – score is less than 55

Since the NYC Benchmarking Law does not cover all buildings within the study area, it was excluded from the overall building and site conditions analysis. Nevertheless, energy grades provide useful information for buildings subject to the Law. As of 2018, data is available for 13 of the 61 lots within the study area, which account for 34 percent of the study area (by acreage). Two buildings are A rated, four buildings are B rated, two are rated C, and five are rated D (see *Figure E-4*).



**Figure E-4 Energy Efficiency of Buildings in the Study Area**



Source: Energy Star Portfolio Manager, LION 2020 Street Basemap, NYC Department of Parks and Recreation

## Accessibility

An assessment of each building's accessibility was conducted when it could be determined from the public street. Building accessibility on upper levels and floors below grade were not evaluated, as buildings interiors were not assessed. Generally, buildings in the study area were accessible via their ground floor entrances. Fifty-two lots, or approximately 87 percent of the total lots, appear to be accessible. Six lots, or eight percent of the total lots, appear to be inaccessible. The accessibility criterion is not applicable to the three lots, constituting five percent of the total lots, that are vacant lots.

## Building Code Violations

A review of published building code violation data indicates that approximately 85 percent of the total 61 lots within the study area had open building code violations with the DOB and ECB as of February 2020, indicating that the majority of structures are not being adequately maintained or are being used for purposes other than what is permitted (see *Figure E-5* and *Appendix 1* and *Appendix 4*). In seven of the nine blocks within the study area, all lots had open building code violations (Blocks 754, 755, 781, 783, 806, 807 and 808). Approximately 86 percent of lots in Block 780 and 63 percent of lots in Block 809 (which were located within the study area) were cited for various building code violations.

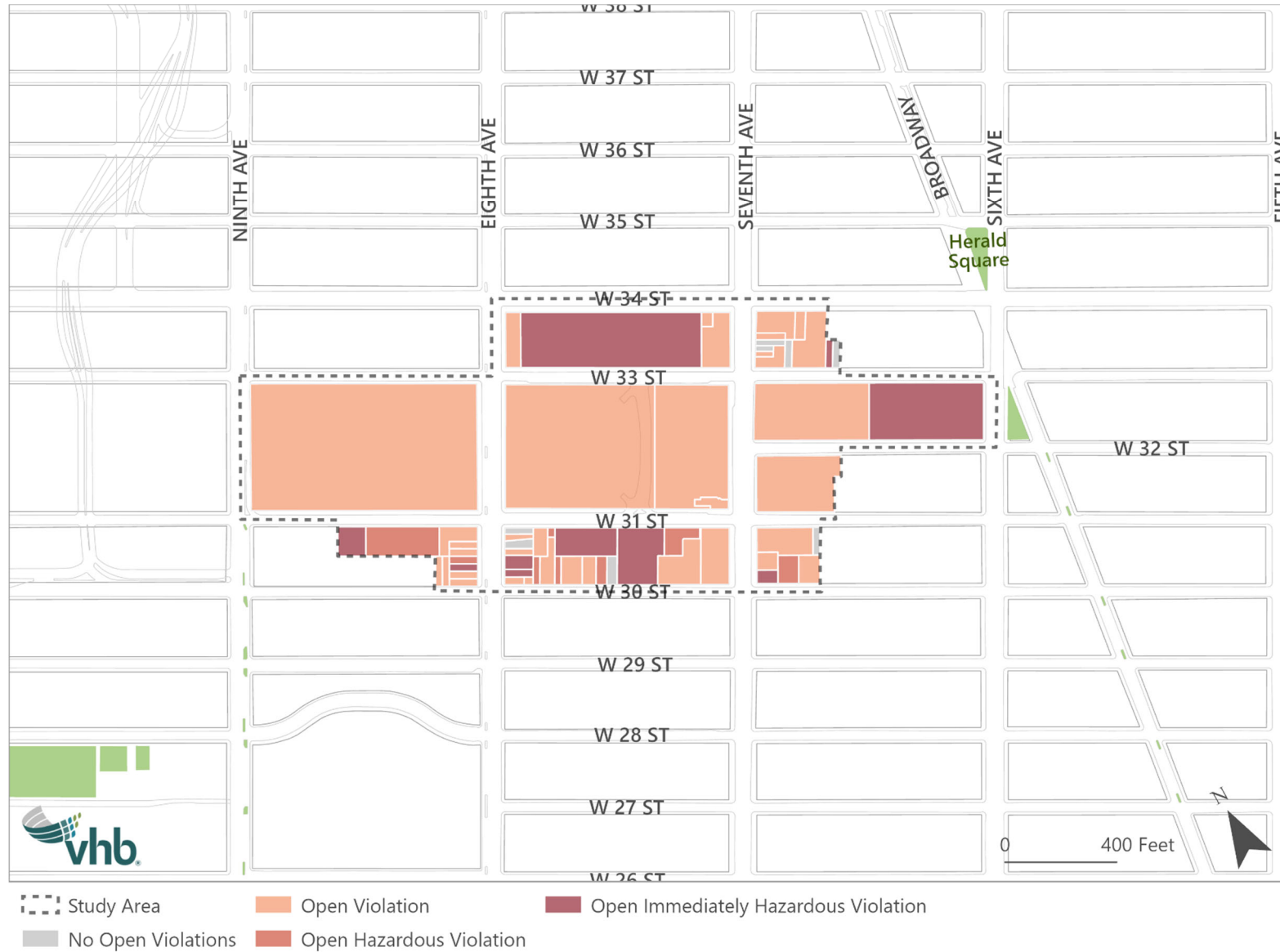
Elevator-related violations were the most common type of violation (217). Violations related to boilers were the second most common issues (85). Construction citations were most commonly issued in connection with unsafe and deteriorating facades, and failure to protect pedestrian safety (78). Business operations not permitted by the Certificate of Occupancy and building alterations without a permit were also frequently cited.

In addition, 74 violations at 23 individual properties were cited as "hazardous," according to the DOB or ECB. Hazardous violations pose a danger to an inspector, a mechanic, or to the general public. Open hazardous violations within the study area included the failure to maintain an exterior wall, an elevator, plumbing, or boiler as well as construction without a permit and hazards relating to public assembly.

The highest concentration of hazardous violations is on Block 754, where approximately 30 percent of all violations classified as hazardous are were located. Three blocks did not have any hazardous violations (Blocks 755, 807, and 809). While ECB and DOB have a specific method for identifying violations as hazardous or non-hazardous, VHB utilized this system as a foundation for a more in-depth classification system. The violations identified as hazardous by ECB and DOB were divided into three degrees of severity: violations that do not pose a threat to public safety, violations that present a generally hazardous condition, and violations that pose an immediate hazard to the public. Examples of violations that pose an immediate hazard to the public include the following:

- › *Block 754, Lot 38*: "Failure to maintain exterior building wall. Defect is section of the building façade from second story to roof level has collapsed on to the sidewalk...leaving loose and exposed bricks."
- › *Block 780, Lot 2*: "Openings – holes are not covered at the first floor and at the shaft at the second through fifth floors."
- › *Block 808, Lot 40*: "Failure to maintain elevator or conveying system. Decking unsecured by lower left handrail."
- › *Block 809, Lot 53*: "Failure to take required measures to provide safety measures to protect public from documented unsafe façade."

**Figure E-5 Building Code Violations in the Study Area**



Source: DOB and ECB, LION 2020 Street Base Map, NYC Department of Parks and Recreation

Several ECB violations classified as hazardous do not necessarily present an immediate hazard to the public because they are either long-standing issues or temporary in nature. Examples of these hazardous conditions include the following:

- › Block 754 Lot 39: "Demolition operation: excessive debris left on sidewalk causing pedestrians to walk into street with no flagman."
- › Block 806 Lot 6: "Failure to provide safety measures such as a sidewalk shed."

The remaining ECB and DOB hazardous violations include the following:

- › Block 780, Lot 10: "Filed a certificate, form, application etc. containing a material false statement. At the time of the inspection, observed incorrect entries on DOB records made by applicant contrary to actual conditions."
- › Block 783, Lot 70: "Prohibited outdoor advertising company sign on sidewalk shed."

Though not classified as hazardous in the DOB Building Information System, other violations that identified unsafe conditions include:

- › Block 780, Lot 7: "Occupancy contrary to that allowed by the C of O Building Department records."
- › Block 780, Lot 7501: "Failure to maintain an elevator. Repair eye and directional indicator and perform five-year safety test."
- › Block 783, Lot 70: "Miscellaneous violations of condition as right of privately-owned public space. Design changes observed in plaza include an unapproved exterior vent and an enclosure to an outdoor café."
- › Block 754, Lot 51: "Failure to comply with fire vent code LL.5."
- › Block 809, Lot 16: "Failure to maintain building defect east concrete and brick wall at the front [façade] has developed a large vertical crack approximately 12 inches in length. Dislodged section of brickwork [observed] above at front [façade]."

Per [Table E-7](#) and [Appendix 1](#) and [Appendix 4](#), more than half of the 61 lots within the study area had five or more open violations. Six properties, or one-tenth of all lots, had 20 or more open violations. They include: Block 780, Lot 15; Block 781, Lot 10; Block 783, Lot 70; Block 806, Lot 1; and Block 808, Lots 40 and 7501.

**Table E-7 Open Building Code Violations, Per Lot**

Total Number of Violations	Total Number of Lots
5 or more	33
10 or more	11
15 or more	9
20 or more	6

Source: DOB, ECB

## Environmental Conditions

Environmental Data Resources, Inc. (EDR) was retained to provide a computerized database search of the study area. The database output was reviewed to determine if any of the properties appeared on any of the regulatory agency lists. The most common environmental concern (8) is E-Designation sites. Properties listed as E-Designation sites are required by the New York City Office of Environmental

Remediation (OER) to investigate and address environmental concerns relating to air, noise, or hazardous materials prior to redevelopment. Other common environmental concerns include records of abandoned in-place or removed aboveground/underground storage tanks (ASTs/USTs) and the historic use of a property as a gasoline service station. These sites present the potential for subsurface contamination as a result of leaking tanks.

In addition, Freedom of Information Law (FOIL) requests were submitted to the New York City Department of Health and Mental Hygiene (DOHMH) to identify insanitary and environmental conditions, such as the presence of lead-based paint or asbestos. DOHMH did not produce records for a majority of the properties located within the study area, which may indicate that DOHMH has not identified or documented insanitary conditions at these locations. The properties that did have records maintained by this agency were concentrated in Block 780, with a few others located throughout the study area. While there were some reports of lead in drinking water, in each case lead was detected below New York State Class GA drinking water standards. Responses received from DOHMH did not indicate any insanitary conditions and these reportings are unlikely to represent a significant environmental concern.

FOIL requests were also submitted to the New York City Fire Department (FDNY) requesting tank registrations and violations associated with the buildings in the study area (see [Appendix 1](#)). Records provided by the FDNY Tanks Section indicate the quantity, contents and capacity of any tanks that have been registered to the property. These records also indicate the date of installation and the current status of the tanks; in-service, abandoned or removed. Aboveground or underground storage tanks (ASTs/USTs) that have been abandoned in-place have the potential to represent an environmental condition as they have been left in-situ. Approximately 18 properties within the study area are registered with at least one tank. Five of the 18 properties with tank registrations are currently serviced by active tanks. The remaining 43 properties are not registered with any ASTs/USTs.

FDNY violation notices and violation orders for each property within the study area were also obtained (see [Appendix 1](#)). A violation is issued when there is non-compliance with the New York City Fire Code and/or the Fire Department Rules and are divided into two levels of severity: a violation notice and a violation order. A violation notice is issued when a minor code infraction is observed upon inspection and is most often issued in connection with administrative faults. Of the 184 violation notices issued throughout the study area, which date back to 1987, the most common violation notices included failing to perform a required inspection or tests, failing to produce permit or Certificates of Fitness and failing to maintain the buildings' fire suppressant system. Violation notices are addressed by attending a hearing and/or by making the building compliant with approval from the FDNY. Each of the violation notices issued prior to 2020 have been addressed by a hearing or by financial penalty. Those issued in 2020 are pending hearing and/or compliance.

A violation order is issued when an imminent fire hazard is observed. This requires the building to amend the fire hazard within a specific timeframe. 95 violation orders were issued at buildings within the study area between 2008 and 2020. 21 of the 61 lots in the study area have been issued violation orders. Several properties that function partially as a restaurant have been issued more violation orders (four or more) than those that function as an office building or residential building. These orders require specific types of kitchen hoods, specific locations of cooking equipment, insulation of grease ducts, and having a K class fire extinguisher in the kitchens. Other common violation orders issued throughout the study area include the requirement to discontinue storage in electrical closets, provide communication from the fire command system to the elevator(s), and perform a hydrostatic test.

# F

## Economic Conditions

The analysis of economic conditions focused on key economic, demographic, and real estate indicators. Prepared by Ernst & Young under separate contract to ESD, the analysis assessed the performance of the study area, as compared to other transportation hubs in Manhattan between 1972 and the present. The data used in this analysis is provided in *Appendix 5*. 1972 was determined to be an appropriate start to the time period as it coincides with the opening of 1 Penn Plaza, the last major building constructed within the study area in connection with the demolition of the old Pennsylvania Station.

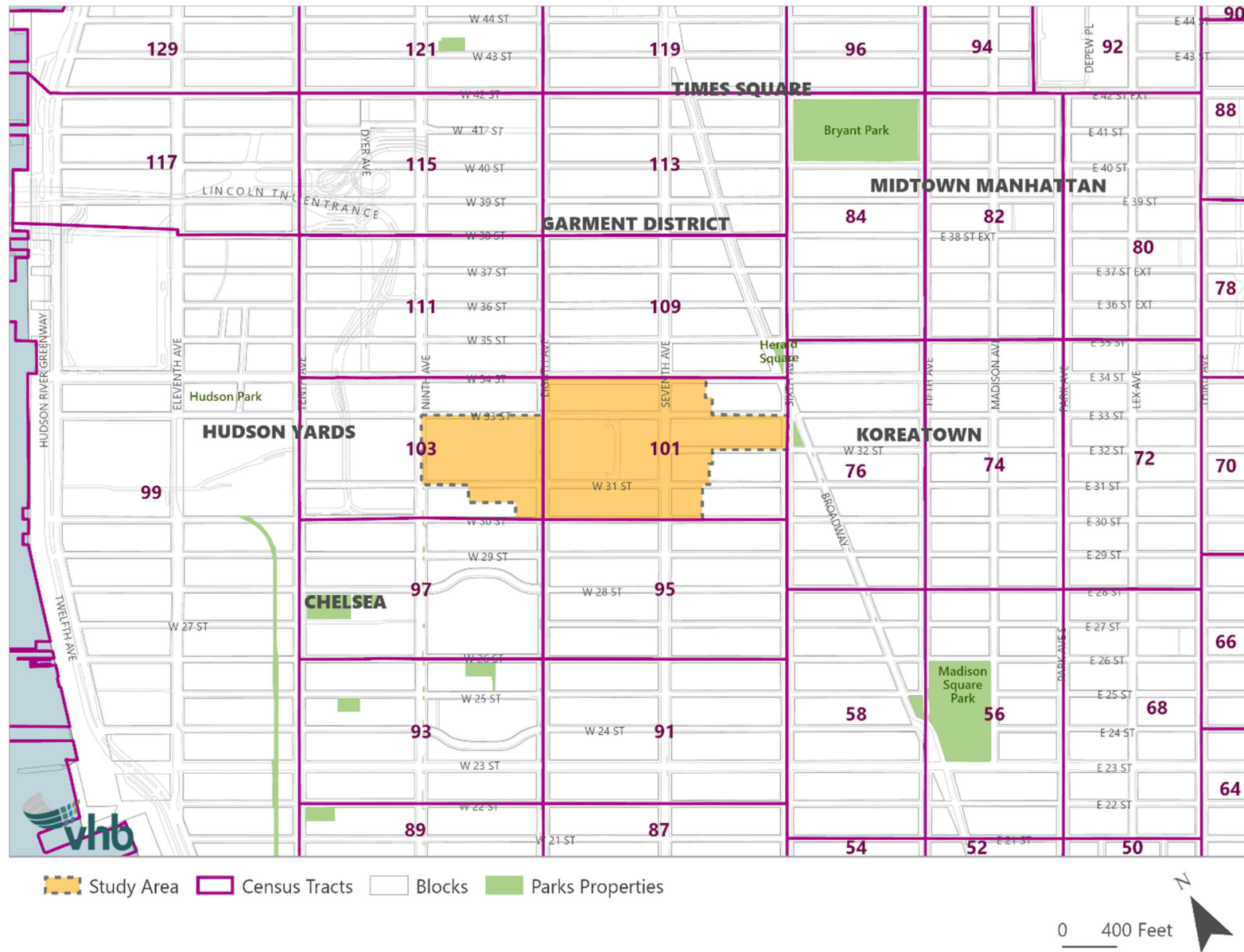
The boundaries of each comparison area were then determined through an assessment of the specific city blocks around the transit hub (see *Table F-1*). The comparison areas include the Grand Central Terminal, Times Square/42nd Street Station, and World Trade Center Station. Census Tract boundaries for the study area are shown in *Figure F-1*. The boundaries of each area are as follows:

**Table F-1 Boundaries of the Study Area and Comparison Areas**

	<b>Penn Station</b>	<b>Grand Central</b>	<b>Times Square</b>	<b>World Trade Center</b>
<b>Boundaries</b>	North: West 34th Street East: Sixth Avenue South: West 30th Street West: Tenth Avenue	North: East 47th Street East: Third Avenue South: East 40th Street West: Fifth Avenue	North: West 47th Street East: Sixth Avenue South: West 40th Street West: Eighth Avenue	North: Barclay Street East: Church Street South: Rector Street West: West Street
<b>Census Tracts*</b>	101, 103	125, 119, 113	94, 92, 82, 80	13, 21
<b>Acreage</b>	99.8	87.4	77.3	44.6

\* Analysis used <https://onthemap.ces.census.gov/> to acquire census and LEHD data for above areas based on boundaries provided above, which do not align perfectly with census tracts. Approximate tracts are provided as a reference.

Figure F-1 Study Area Census Tracts



Source: 2010 Census Tracts, LION 2020 Street Base map, NYC Department of Parks and Recreation

A set of Key Performance Indicators (KPIs) were identified to measure economic vitality and included key real estate metrics as well as broader economic and demographic data points. The real estate KPIs were determined based on indicators of growth and private sector investment interest. The economic and demographic KPIs were identified as indicators of economic growth. The selected KPIs are as follows:

- › Property inventory and new development
- › Property values
- › Rents and rent growth
- › Vacancy
- › Population and resident income level
- › Employment and wages

## Data Aggregation and KPI Analysis

Given that the analysis period begins in 1972, identifying consistent and reliable real estate, economic, and demographic data dating to the 1970s proved challenging within the study area and the comparison areas. Specifically, real estate data related to rents and transactions is only available beginning in 1996, while economic and demographic data exclusive to the defined boundaries of the study area and the comparison areas is available beginning in 2000. To fill these gaps in available data, qualitative and anecdotal sources were utilized to determine various trends, key dates, and market shifts that ultimately made up the long-term trends of each comparison area.

Population and resident income levels produced insignificant findings, as the residential population in the study area and each of the comparison areas is relatively minimal and any variances between markets proved inconclusive. As a result, residential-based metrics, including population and income levels, were excluded from this analysis. Within the analysis of vacancy rates in the study area and comparison areas was a lack of clear conclusive trends that could be defined, especially when considering the wide inventory gap between the study area and the comparison areas in Manhattan. Because of this, we did not draw conclusions based on the vacancy data sets gathered during the analysis.

## Summary of Findings

Results of the analysis indicate an economic gap in historical and current performance between the study area and the comparison set across the key performance indicators (see [Table F-2](#)). Below follows a discussion of each KPI.



**Table F-2 Summary of Key Performance Indicators**

	<b>Current Property Value</b>	<b>Value Growth 2010-20</b>	<b>Current Rental Rate</b>	<b>Rent Growth 1997-2017</b>	<b>Current Class A Office Inventory</b>	<b>Inventory Growth Trends</b>	<b>Current Office Density (per Acre)</b>	<b>Employee Income % &lt;\$40k</b>
<b>Study Area</b>	\$933/sf	3.7%	\$40/sf	-1.3%	3.5 million sf	Inventory has remained stagnant since 1972	35,083 sf	52%
<b>Grand Central Area</b>	\$1,056/sf	7.9%	\$69/sf	0.8%	37.1 million sf	2.1 million sf added since 2000 (40% of Subject Area inventory)	424,810 sf	23%
<b>Times Square Area</b>	\$1,096/sf	5.8%	\$53/sf	1.2%	23.3 million sf	8.6 million sf added since 2000 (140% of Subject Area inventory)	301,712 sf	26%
<b>World Trade Center Area</b>	\$946/sf	3.3%	\$69/sf	1.5%	11.8 million sf	9.8 million sf added post 9/11 (2001)	264,924 sf	9%

Source: CoStar Group, see *Appendix 5*

## Current Property Value

Analysis indicates that the study area lags behind the comparison set in current office property values (as of Q1 2020). The World Trade Center area pricing has been hindered by a decade-long construction and development cycle that has produced fewer fee-simple transactions, but it still outpaces the study area by \$13/SF. The other two Midtown Manhattan areas (Grand Central and Times Square) come in significantly higher than the study area: Grand Central by \$123/SF and Times Square by \$162/SF.

## Value Growth

Value growth was measured as a compounded annual growth rate (CAGR) adjusted for inflation between 2010 and 2020. The study area exhibited growth of 3.7 percent over this period, compared with 7.9 percent and 5.8 percent for Grand Central and Times Square, respectively. World Trade Center value growth was 3.3 percent during the same period but was impacted by low transactional volume due to heavy construction and development following the September 11, 2001 attacks.

## Current Rental Rate

Current rental pricing was compared through analysis of recent leasing activity of Class A office properties and compared across the study area and comparison set. Current rents, as of May 2020, show average Class A office rents at \$40/SF for the study area, while Times Square shows average rents at \$53/SF, a 32 percent premium above average rents in the study area. Further, Grand Central and World Trade Center show average rents of \$69/SF, representing a 73 percent premium above average rents in the study area.

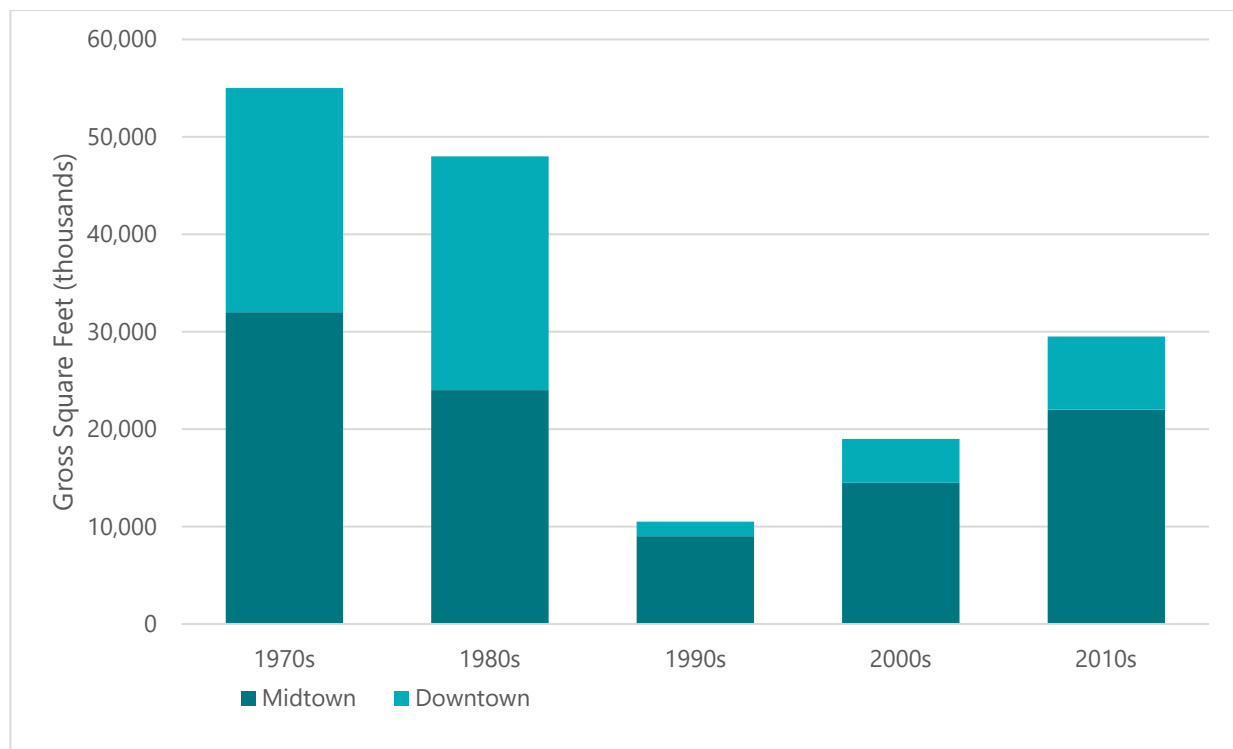
## Rent Growth

Rent growth was measured as a Compounded Annual Growth Rate (CAGR) adjusted for inflation across Class A office rental rates between 1997 and 2017. The data indicates negative growth in the study area while all three comparison areas exhibited positive CAGRs of between 0.8 percent and 1.5 percent during the same period.

## Inventory

Growth in office space in Midtown has been strong over time, as shown in *Figure F-2*. Current and historical Class A office inventory was compared to identify existing supply and the introduction of new developments within the study area and the comparison set (see *Figure F-3*). The study area inventory has remained steady at just under 5 million sf for the period between 1996 and 2020. The World Trade Center has tripled its net rentable square footage (NRSF) since 2001, while Times Square and Grand Central include five and seven times the NRSF of the study area, respectively, as of Q1 2020. Total Class A office inventory throughout Manhattan includes 336 million sf, increasing at a 1% CAGR since 1996.

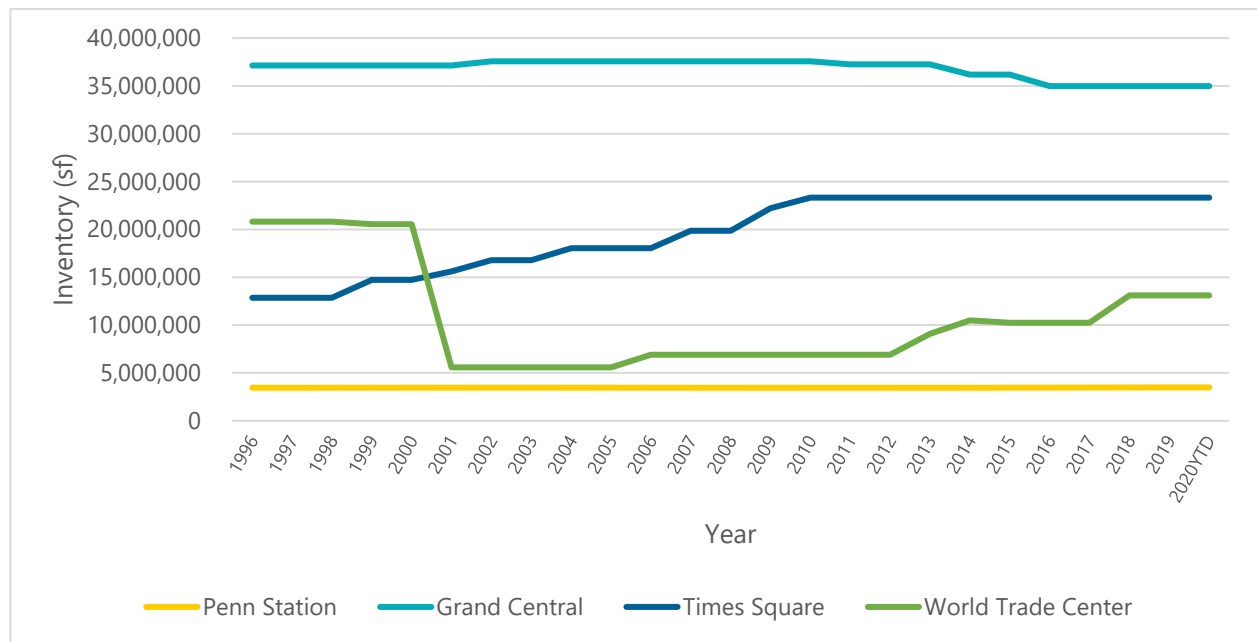
**Figure F-2 New Manhattan Office Space Completed by Decade**



Adapted from New York Building Congress Construction Outlook Update, September 2017. Original Source: Real Estate Board of New York and Urbanomics

The Class A office inventory figures for Grand Central does not include the 1.75-million-sf office tower at One Vanderbilt, which is currently under construction and expected to be completed in 2021, nor does it include the new 2.5-million-sf office tower planned for JP Morgan at 270 Park Avenue, which is just outside the comparison area.

**Figure F-3 Class A Office Inventory**

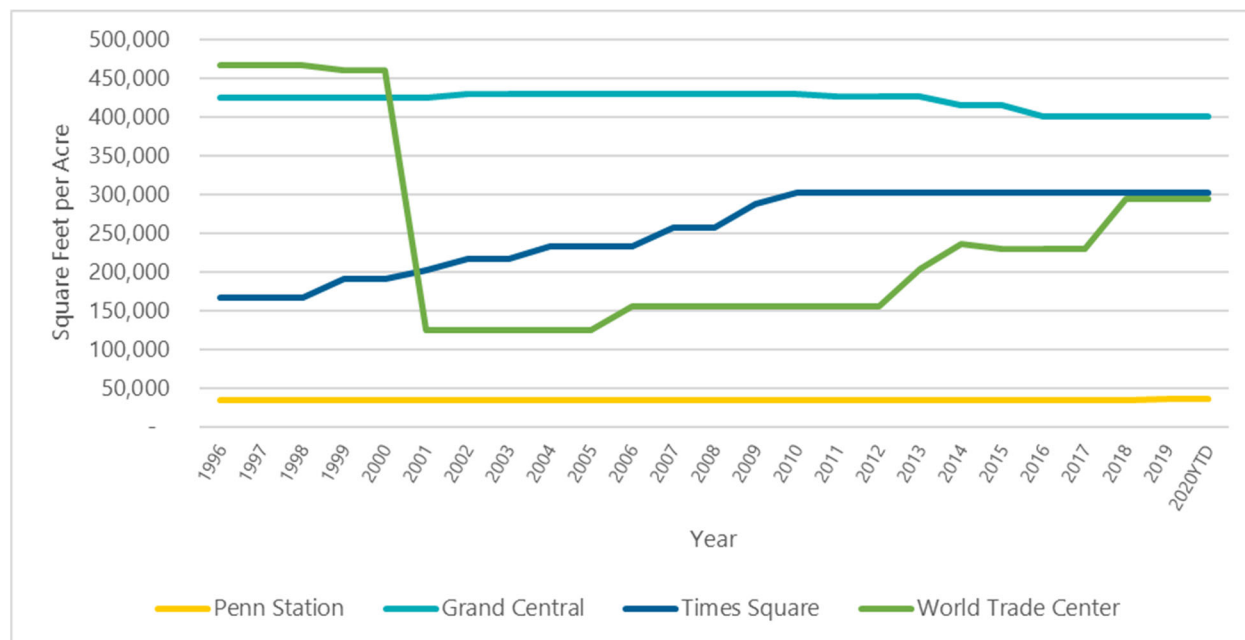


Source: CoStar

## Density

To adjust inventory to account for the geographic size of each individual area, the density of the Class A office space was determined by taking the total inventory relative to the physical size in acres (see *Figure F-4*). This density metric indicates similar trend lines to the overall inventory, with the study area maintaining a relatively consistent density level between 1996 and 2020, currently at 35,083 sf per acre. In contrast, Grand Central, Times Square, and World Trade Center Class A density have experienced measurable increase over the same period, currently measured at 424,810 sf, 301,712 sf, and 264,924 sf per acre, respectively.

**Figure F-4 Class A Office Office Density (sf per Acre)**



Source: CoStar

## Inventory Growth

The study area saw a 0.22 percent CAGR in inventory since 2000, which aligns with the inventory and density trends, showing an increasing inventory gap between the study area and the comparison set over the measurable period. The study area has added 35,165 sf during this period, while the Grand Central, Times Square, and World Trade Center areas added 2.1 million, 8.6 million, and 9.8 million sf, respectively. It should be noted that the World Trade Center area’s large addition of inventory has come in the aftermath of the September 11, 2001 attacks. Inventory growth in this area has yet to recover to levels prior to that event.

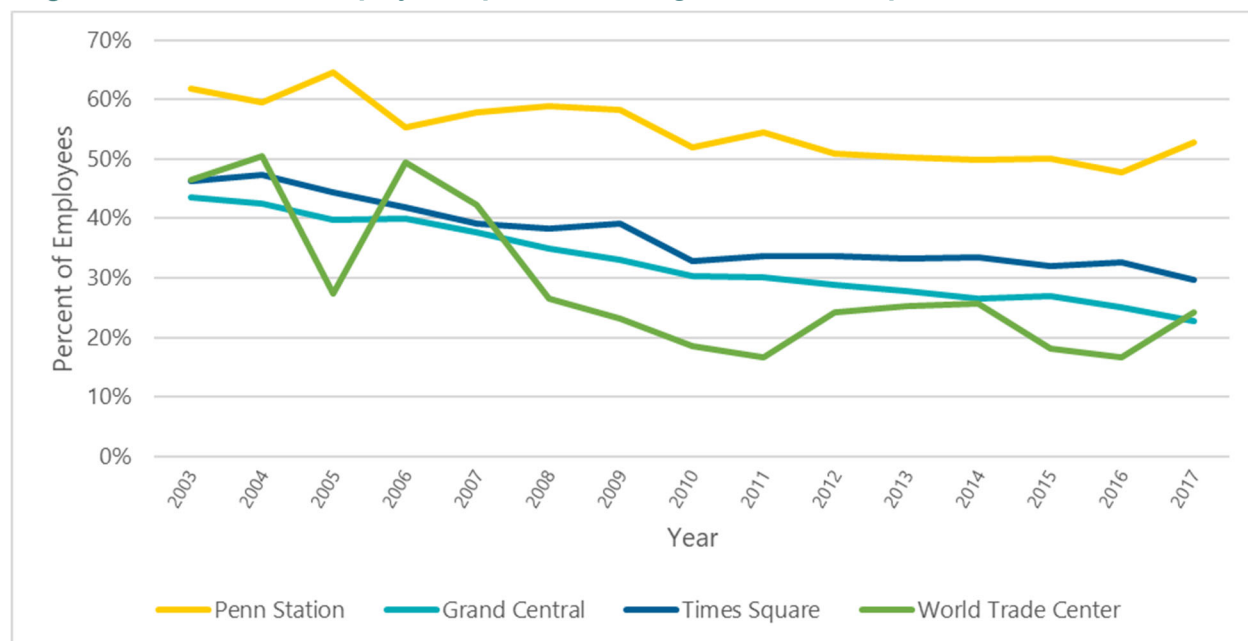
## Employment and Income

The employment and income assessment utilizes Longitudinal Employer-Household Dynamic (LEHD) data, which combines federal, state, and Census Bureau data, to understand the demographic and economic KPIs of the study area and comparison set. A number of metrics were compared to understand economic vitality outside of real estate market fundamentals. LEHD data allows for robust year-over-year analysis of total employment as well as the quality of employment opportunities. For purposes of this study, census tracts 101 and 103 were used to collect employment and income data. These census tracts are bounded by Sixth Avenue, Tenth Avenue, West 30th Street, and West 34th Street (see *Figure F-1*).

While the study area saw CAGR in overall employment between 2002 and 2017 at 3.11 percent, job growth in higher-income occupations and industry categories was more stagnant when compared to the comparison set, with the share of the employee population earning below \$40,000 per year between 2002 and 2017 having dropped just 3 percent (see *Figure F-5*). During the same time period, the share of the employee population earning below \$40,000 per year within the Grand Central and Times Square areas fell 20 percent during the same time period, while the World Trade Center area fell 12 percent. Further,

the study area has the highest proportion of the local workforce earning less than \$40,000 annually, at 52 percent. This figure is two times greater than the Grand Central and Times Square comparison areas, and five times greater than the World Trade Center Area.

**Figure F-5 Percent of Employee Population Earning Below \$40,000 per Year**



Source: EHHD via OnTheMap US Census Bureau

Employment data is also made available by the Census Transportation Planning Products (CTPP) program. The CTPP produces special tabulations of American Community Survey (ACS) data to understand where people live and work and their commuting patterns. Data specific to the study area is not available. Therefore, data at the census tract level for census tracts 101 and 103 was used (see [Table F-3](#)). Together, census tracts 101 and 103 have seen a 17.9 percent decrease in workers between 2000 and 2016, the most recent year for which data is available.<sup>48</sup> However, in Manhattan as whole, the number of workers has increased by 19.4 percent.

**Table F-3 Employment in Census Tracts 101 and 103**

	Census Tracts 101 and 103	Manhattan
2000	53,355	2,089,920
2006-2010	50,760	2,326,755
2012-2016	43,800	2,496,170

Source: CTPP Data, 2000, 2006-2010, and 2012-2016

<sup>48</sup> CTPP data is based on American Community Survey (ACS) data but only currently offers years 2016, 2010, and 2000, therefore, these were the intervals used in this analysis.

## Economic Indicators Assessment

Comparing each of the KPIs measured in this analysis, the study area ranks fourth out of the four areas within the comparison set for all but value growth since 2010, where it ranks third, above the World Trade Center. This is due in part to the recent history of construction and development within the World Trade Center area, which has limited fee-simple transactions in the office market over the last decade. The study area's performance across the KPI matrix displays a historical pattern of limited growth and nonexistent private development around Penn Station, relative to other major transportation hubs in Manhattan. This is exhibited by negative rent growth over a twenty-year period coupled with severe underperformance against the comparison set in terms of historic inventory growth and Class A office density.

Economic data related to employment indicates that, despite employee population growth, the share of low-income employment in the study area has not decreased more than 3 percent in the previous two decades. This is an indication of limited opportunity growth in the area and a lack of high-income employment opportunities entering the market. In the study area, 52 percent of the employee population in 2020 is earning below \$40,000 per year, which significantly exceeds the comparison set.

These contributing indicators suggest overall economic stagnation within the Penn Station Study Area in contrast to the other major transit hubs in Manhattan.

# G

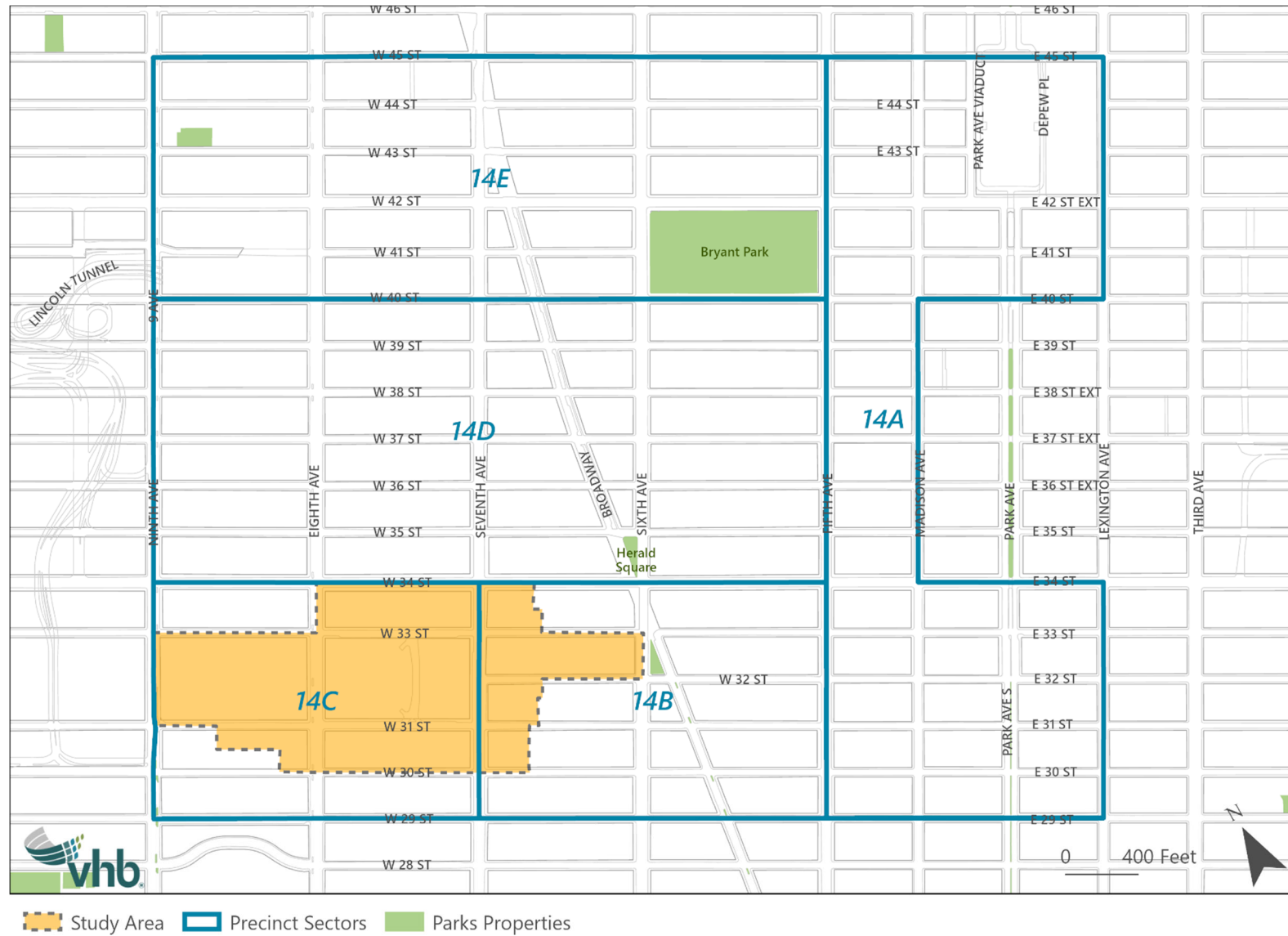
## Crime

The New York Police Department (NYPD) reports historic complaint data at the precinct level, with each complaint located to the nearest block corner or midpoint of the block. This data includes each felony, misdemeanor, and violation crime reported to the NYPD. To analyze the incidence of crime in the study area, all complaint data within the 14th Precinct between 2015 and 2019 was geocoded using ArcGIS. To normalize the number of complaints, the number of complaints per square mile was calculated.

The study area straddles two sectors, Sector 14B and 14C, which are bounded by Ninth Avenue to the west, West 34th Street to the north, Fifth Avenue to the east, and West 29th Street to the south, encompassing a total area of about 0.17 square miles. Sectors 14B and 14C were then compared to the remaining sectors in the 14th Precinct, which is roughly bounded by Ninth Avenue to the west, 45th Street to the north, Lexington Avenue to the east (with the exception of the area between East 40th Street and East 34th Street, where the boundary is Madison Avenue), and 29th Street to the south (see [Figure G-1](#)).

As shown in [Table G-1](#) below, the total number of valid complaints normalized by square mile is higher within the study area sectors for all years analyzed. Specifically, the study area sectors have an incidence rate ranging from 1.2 to 1.8 times that of the precinct over the last five years, peaking in difference in 2019 (see [Table G-2](#)). Felonies and misdemeanors are consistently higher within the study area sectors, with rates up to 1.9 times that of the precinct over the past five years. Violations in the study area sectors have been similar to that which occur on the precinct level.

**Figure G-1 Manhattan Precinct 14 Boundaries**



Source: NYPD via NYC Open Data, LION 2020 Street Base Map, NYC Department of Parks and Recreation



**Table G-1 Complaints within the Study Area Sectors and Outside Study Area Sectors, Normalized by Complaints per Square Mile**

	2015	2016	2017	2018	2019
<b>Sectors 14B and 14C</b>					
Felony	5,897	5,776	5,316	6,144	6,305
Misdemeanor	12,534	11,316	10,500	11,557	10,874
Violation	764	1,029	943	1,132	1,086
<b>Total</b>	<b>19,195</b>	<b>18,121</b>	<b>16,759</b>	<b>18,833</b>	<b>18,264</b>
<b>Sectors 14A, 14D, and 14E</b>					
Felony	4,113	4,220	4,108	4,177	3,545
Misdemeanor	6,516	6,561	6,723	6,983	5,773
Violation	834	830	896	992	1,055
<b>Total</b>	<b>11,463</b>	<b>11,611</b>	<b>11,727</b>	<b>12,152</b>	<b>10,373</b>

Notes:

Normalized figures represent the number of complaints per square mile

Blue indicates categories where crime rates are higher in the Study Area Sectors than in the Precinct

Sources: NYPD, Estimate, VHB

**Table G-2 Ratio of Sector Complaints per Square Mile to Precinct Complaints per Square Mile (2015-2019)**

	2015	2016	2017	2018	2019
Felony	1.4	1.4	1.3	1.5	1.8
Misdemeanor	1.9	1.7	1.6	1.7	1.9
Violation	0.9	1.2	1.1	1.1	1.0
<b>Total</b>	<b>1.2</b>	<b>1.6</b>	<b>1.4</b>	<b>1.5</b>	<b>1.8</b>

Other entities charged with promoting public safety within the study area include the LIRR, NJ Transit, and Amtrak security forces, the National Guard, Business Improvement District security, and other security entities that oversee public plazas maintained by private entities. However, they do not provide publicly accessible data.

# H

## Conclusion

The Empire Station Complex Neighborhood Conditions Study presents a detailed evaluation of existing site conditions in and around Penn Station in Midtown, Manhattan. The study area includes nine city blocks (in whole or in part) and 61 tax lots—which are generally bounded by Sixth Avenue to the east, Ninth Avenue to the west, West 30th Street to the south, and West 34th Street to the north. The existing conditions evaluation is based on a combination of physical, land use, environmental, and other socioeconomic and real estate indicators.

The study area is primarily characterized by overburdened and degraded transportation infrastructure, an aging building stock, and a pattern of limited and stagnant economic growth relative to other major transportation hubs in Manhattan. The demolition of the historic Penn Station, and the replacement station built at no expense to PRR and constructed with the arena needs prioritized over the form and function of the station, has shaped the current conditions of Penn Station and the study area. Penn Station, located at the center of the study area, is the busiest transportation hub in North America and has been labeled by the Regional Plan Association as a “transit nightmare.” Built to accommodate 200,000 passengers per day, the station regularly operates at more than three times its anticipated capacity. Overcrowding impacts passenger comfort and endangers passengers in the event of an emergency evacuation. Penn Station fails to meet many governing code requirements that pertain to fire protection and life safety systems. The facility also fails to meet accessibility requirements, making it difficult to navigate by those with mobility impairments. An inefficient station layout, uncoordinated wayfinding and passenger information systems, insufficient waiting areas and restrooms, low ceiling heights, and a lack of natural light all contribute to a customer experience that is widely perceived as substandard. The Penn Station Act, adopted by New York State in 2018, found that Penn Station is “antiquated, substandard, and inadequate to meet current transportation and public safety needs and presents an unreasonable safety risk to the public.” It also found that the station is in need of more access and egress, and controlled points for security monitoring for safety reasons, and that the current station is a public safety hazard. The

combination of issues related to code compliance, egress, and accessibility; security; mechanical, electrical, and plumbing systems; and station architecture, amenities, and operations demonstrate that Penn Station is outmoded, obsolete, and characterized by substandard and insanitary conditions.

Overall, the patchwork zoning regulations that govern development within the study area is the result of piecemeal public and private proposals that fail to articulate a comprehensive vision for future growth at this location. This has led to a lack of growth and a predominance of aging and outmoded buildings. The last major buildings to be completed within the study area are MSG (1968), 2 Penn Plaza (1968), and 1 Penn Plaza (1972). Since that time, only five new buildings have been constructed, which account for just three percent of the study area (by acreage) and 1.44 percent of the gross building area. Aging buildings typically require more maintenance to meet safe building standards. While a visual assessment indicated that the majority of properties within the study area were found to be in good or fair condition, 39 percent of the properties south of West 31st Street (by acreage) were found to be in poor or critical condition. In addition, 49 percent of the properties south of West 31st Street (by acreage) had at least one open violation that was determined to be hazardous or immediately hazardous. Both of these indicators are evidence of substandard building maintenance and unsafe conditions. The aging building stock in the study area is also outmoded and presents challenges in meeting the modern needs of commercial tenants including sustainability goals. Data on energy efficiency was available for 13 properties in the study area; five of which were given a D rating.

In addition to an aging and outmoded building stock, the study area is also characterized by underutilization. Given that Penn Station is the busiest transit hub in the North America and provides excellent access to the region's rail and transit network, sound planning principles warrant commercial development at densities comparable to other business districts with major transit hubs, such as Grand Central Terminal, Times Square – 42nd Street Station, and World Trade Center Station. However, a conservative analysis found that the majority of the study area (by acreage) is underutilized even under the current zoning, meaning properties use less than 60 percent of the FAR permitted under current zoning regulations. Based on current zoning, the study area could support an additional 5.3 million sf of development, or an approximately 75 percent increase in development beyond what exists today.

Further, it was found that current zoning limits the study area to lower-density development as compared to surrounding districts. It also lacks the cohesive framework to support density typically found around major transit hubs like Grand Central. Although there are some buildings within the study area that are well-utilized given current zoning regulations, they do not exhibit the density warranted by sound planning principles, given their proximity to the largest transportation hub in North America. The combination of low permissible floor areas and blocks with many lots under multiple ownership limits the possibility for future redevelopment. Due to the outmoded zoning, multiplicity of ownership, and other factors discussed above, more than one half of the lots in the study area have buildings that are only one to five floors in height and approximately 77 percent of the lots (where data is available) have buildings are one to fifteen floors in height, resulting in a significant underutilization of the land surrounding the busiest transportation hub in North America. The outmoded buildings in the area reflect development patterns established more than 90 years ago (44 of the 58 built lots in the area were built before 1932) and do not reflect, from a planning perspective, the land use appropriate to the most rail and transit accessible area in Manhattan.

Elements of the study area's public realm are also considered substandard. The study area includes a mix of buildings of varying heights with no cohesive design, interspersed with vacant properties and surface parking lots. Many of the buildings in the study area have limited activation along the sidewalk and long lengths of frontages without visual interest. The lack of activating elements on the street level around these large land uses creates areas that are isolated from the surrounding network with a poor streetscape and

pedestrian experience. Crime data indicates that felonies and misdemeanors are consistently higher within the study area, with rates up to 1.9 times that of the precinct over the past five years.

Overall, the study area is characterized by substandard and insanitary conditions. Penn Station is characterized by overcrowded conditions and degraded infrastructure. There is a prevalence of underutilization, a high prevalence of buildings that are either in poor or critical condition or with building violations, and a prevalence of aging and outmoded buildings in the study area. Furthermore, the area lacks a cohesive zoning framework. Findings on a block by block basis are summarized below:

- › *Block 781:* This block contains a large portion of Penn Station, which has been documented to be overcrowded, substandard, and hazardous. Pedestrian conditions around the block are overcrowded and substandard due to the loading requirements at MSG, which use sidewalk and plaza space to operate. Large swaths of MSG's building façade are windowless, creating an inhospitable environment for pedestrians. Similarly, 2 Penn Plaza is surrounded by raised plazas, which are considered substandard by modern measures. The buildings above ground are not fully utilized, and one lot has a hazardous violation.
- › *Block 783:* This block is dominated by outdated plazas that create a disconnected streetwall and substandard public realm condition. The land occupied by the 1 Penn Plaza office building is well utilized, but contains one-story buildings on either end. Three of the four lots have hazardous violations and the majority of buildings have a fair condition rating. 1 Penn Plaza is surrounded by raised plazas, which are considered substandard by modern measures.
- › *Block 755:* Contains Moynihan Station which recently opened and is currently undergoing major renovations. The block has a low utilization rate, and prior to ESD's intervention, was substandard, outmoded, and virtually vacant.
- › *Block 808:* This block contains multiple hazardous violations, but the buildings are otherwise in fair/good condition on the exterior. However, many anchor businesses including the Hotel Pennsylvania have closed and the Hotel Pennsylvania has been determined to be infeasible to renovate and re-tenant.
- › *Block 807:* The building on site is rated in good condition and is well utilized for current zoning.
- › *Block 780:* This block is characterized by a mix of zoning districts allowing maximum FARs of 5 to 10, with lots that have either a very low utilization or lots that are overbuilt. Furthermore, all but two of the lots on the block are under separate ownership. A number of buildings within this block are in poor and critical condition; half of the lots have hazardous violations.
- › *Block 754:* Zoning in this portion of the study area permits a range of 4 to 9 FAR, and 8 out of the 11 lots on the block have low utilization, with one vacant lot, and one shuttered building (a closed hotel). Buildings were largely built in the early 20th century and constructed as manufacturing loft buildings or residential row houses, and all but two are under separate ownership. Only two of the 11 lots do not have ECB or DOB violations and three lots have hazardous violations. Three buildings on this block were rated as being in poor condition.
- › *Block 806:* The lots on this block range greatly in their utilization, and all but two are under separate ownership. One is in poor condition and half of the lots have hazardous violations.
- › *Block 809:* This block is characterized by underbuilt lots of varying ages, however, no lots are in critical or poor condition based on a visual assessment.

The patchwork zoning framework, aging and outmoded buildings, and hazardous conditions related to Penn Station have contributed to a historic pattern of economic stagnation in the study area. This is

exhibited by negative rent growth over a twenty-year period coupled with a significant underperformance in terms of historic inventory growth of Class A office space.

The substandard conditions of Penn Station, underutilization, the inhospitable public realm on the Penn Station block, high prevalence of buildings in either poor or critical condition—or with building violations—and aging and outmoded buildings in the study area support the study area’s characterization as substandard. Furthermore, the study area is substandard in comparison to other transit hubs in Manhattan when it comes to economic growth and investment, even though the study area is home to the largest transportation hub in North America.

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## Appendix 1: Lot Profiles

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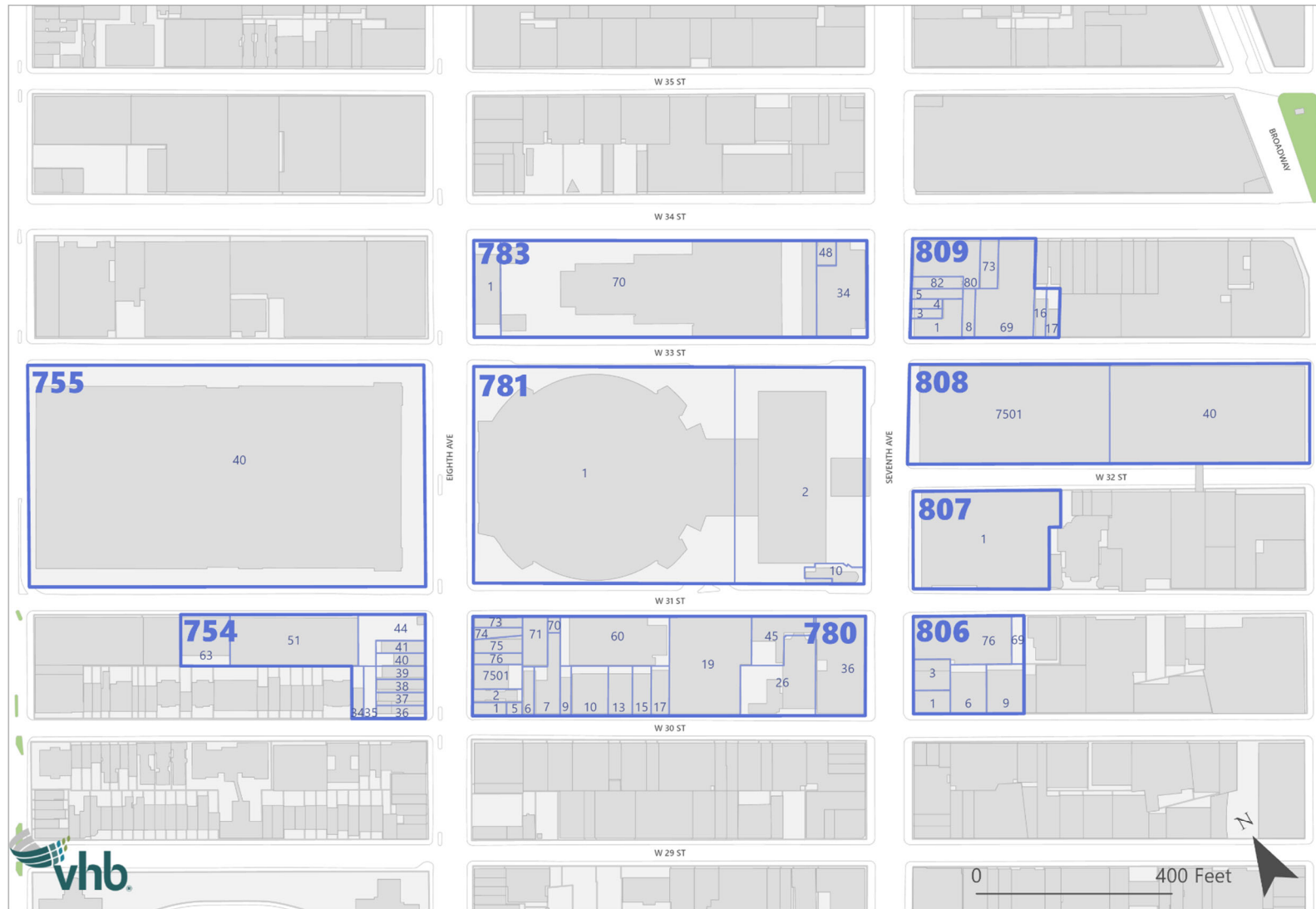


# Appendix 1

## Lot Profiles

A combination of publicly available data including data from MapPLUTO, DOB, DOHMH, data requested from the FDNY, and field surveys were used to analyze zoning conformance, lot utilization, lot configuration, property ownership, energy efficiency, accessibility, building code violations, and environmental concerns for the below lot profiles. Supportive tables on lot utilization, property ownership, and building code violations can be found in *Appendices 2, 3, and 4* respectively. The blocks and lots of parcels within the study area are provided in *Figure 1-1*.

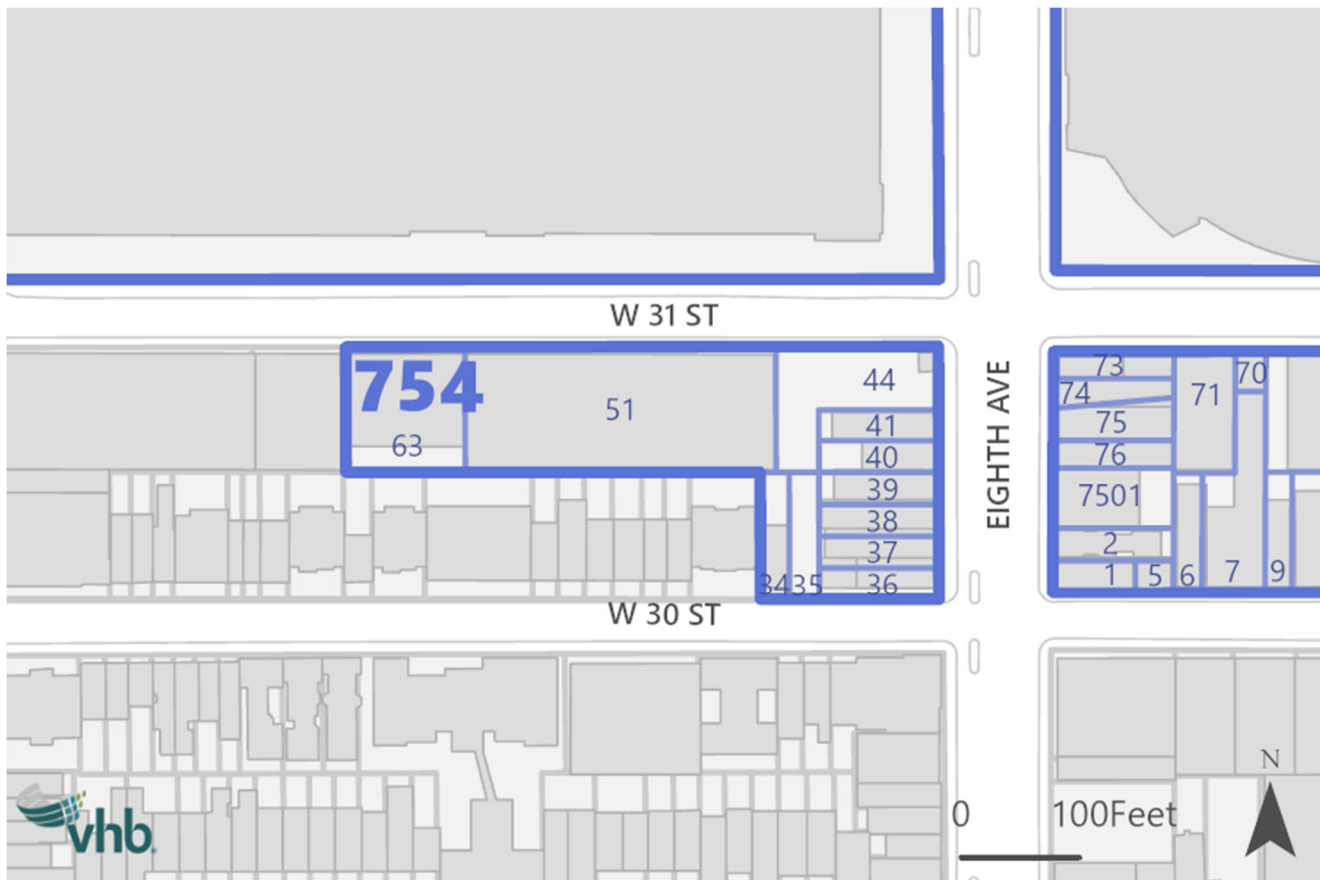
**Figure 1-1 Study Area**



- Study Area Blocks
- Building Footprints
- Parks Properties
- Study Area Lots
- Lots

# Block 754

**Figure 1-2 Block 754**



## Block 754, Lot 34

### Location, Use, Zoning, and Ownership

Lot 34 is located at 307 West 30th Street between Eighth and Ninth Avenues. The 2,469-square-foot (sf) lot is improved with a 6,376-gsf, four-story building, which is used for commercial space, and therefore does not conform to zoning. Lot 34 is located in a R8B zoning district. R8B zoning districts allow residential or community facility development with a maximum FAR of 4.0 and a maximum building height of 75 feet. It is owned by Lithuanian Alliance of America.

### Visual Assessment of Building and Site Conditions

Lot 34 contains a four-story brick building that is used for offices. The exterior wall facing the street is in good condition, while the stairs to the entrance are in poor condition, with large cracks and erosion. The doors are in good condition and the windows are in fair condition. The sidewalk is in fair condition with minor cracks and stains. There is an excessive amount of garbage around the building. The stairs to the entrance render it inaccessible. Overall, the building and site conditions were given a rating of fair condition.

## Open Building Code Violations

Lot 34 has eight open building code violations that were issued by DOB. One of the violations was issued in 1992 and pertains to an electric sign. The remaining seven violations pertain to the boiler; they were issued between 2007 and 2019.

## Site Utilization

Because Lot 34 contains commercial use, it does not conform to zoning. However, the building on site uses 65 percent of the allowable FAR for the R8B zoning district.

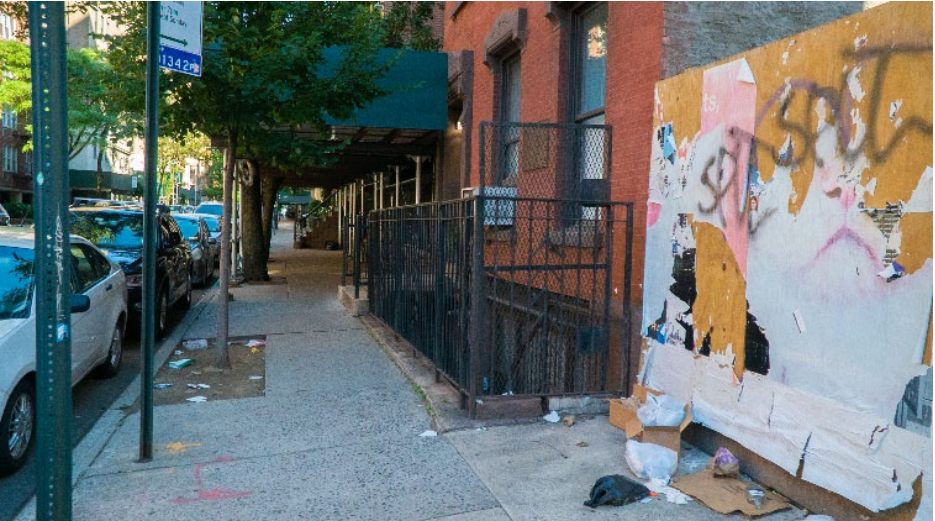
## Environmental Concerns

Based upon a review of the EDR database report, DOB records, and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks or violations associated with this property.

**Figure 1-3 Block 754, Lot 34 Photographs**



View facing east on West 30th Street



View facing west on West 30th Street



View facing north on west 30th Street

## Block 754, Lot 35

### Location, Use, Zoning, and Ownership

Lot 35 is located at 305 West 30th Street between Eighth and Ninth Avenues. The 2,469-sf lot is vacant and currently used for parking, and therefore does not conform to zoning. Lot 35 is located in a R8B zoning district. R8B zoning districts allow residential or community facility development with a maximum FAR of 4.0 and a maximum building height of 75 feet. It is owned by Kedem Realty 415 LLC.

### Visual Assessment of Building and Site Conditions

Lot 35 is a vacant lot with a plywood fence facing the street. The fencing is covered with graffiti and torn advertisements that partially cover the sidewalk in front of the lot. The sidewalk itself is in fair condition, with minor cracking and a few spots of heavy erosion. The site has excessive amounts of debris, including large canvases, on the ground. Overall, the building and site conditions were given a rating of poor condition.

### Open Building Code Violations

Lot 35 has seven open building code violations. Each of the seven violations were issued by DOB and relate to a boiler. They were issued prior to 2015.

### Site Utilization

Because Lot 35 does not conform to zoning. However, since it is vacant and used for parking it utilizes 0 percent of the maximum floor area.

### Environmental Concerns

There is potential for subsurface contamination associated with the property's historic use as a gasoline service station in 2014, according to the EDR database report. In addition, no records were maintained by DOHMH, indicating that no reported insanitary conditions exist at this property. Further, according to FDNY records, there are no tanks associated with this property.

**Figure 1-4** Block 754, Lot 35 Photographs



View facing north on West 30th Street

## Block 754, Lot 36

### Location, Use, Zoning, and Ownership

Lot 36 is located at 403 Eighth Avenue, at the northwest corner of West 30th Street and Eighth Avenue. The 2,469-sf lot is improved with two four-story buildings totaling 9,507 gsf, which are used as a hotel. Lot 36 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and residential FAR of 9.0. The building was constructed in 1920 and last renovated in 1989. It is owned by CYMO Trading Corporation.

### Visual Assessment of Building and Site Conditions

Lot 36 is divided into two adjacent and interconnected buildings, both of which are used as a hotel. The sidewalk is in fair condition, with minor cracks and staining, and the curb cuts are in good condition.

The first building is located on West 30th Street and contains the hotel lobby entrance on the ground floor. The façade finishes are stone tiles on the ground floor and stucco on the three upper floors. The façade has minor damage, but doors and windows appear to be in good condition. The front door has a concrete ramp and a fire escape hangs on the three upper floors.

The second building on Lot 36 is located at the southwest corner of Eighth Avenue and West 30th Street. The ground floor has a blind wall facing West 30th Street that shows minor damage and some graffiti. A storefront faces Eighth Avenue. Both façades are finished with stucco. The doors and windows are in good condition.

Overall the building and site conditions for lot 36 were given a rating of good condition

### Open Building Code Violations

Lot 36 has 12 open building code violations. Two of the 12 violations were issued by ECB for failing to file a complete boiler inspection report in 2017. Ten of the violations were issued by DOB and relate to the boiler; they were issued in 2015 or later.

### Site Utilization

Lot 36 is located in a C6-3X zoning district, which allows a maximum commercial FAR of 6.0. The 2,469-sf lot could accommodate 14,814 zsf of commercial built space under current zoning. It is improved with two buildings totaling 9,507 gsf, using 64 percent of the lot's commercial development potential.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. According to FDNY records, this property is registered with a 550-gallon fuel oil tank which was abandoned in 1994 when the property converted to natural gas.



Figure 1-5 Block 754, Lot 36 Photographs



View facing west on 8th Avenue



View facing west on 8th Avenue



View facing north on West 30th Street

## Block 754, Lot 37

### Location, Use, Zoning, and Ownership

Lot 37 is located at 405 Eighth Avenue between West 30th Street and West 31st Street. The 2,469-sf lot is improved with a 5,169-gsf, three-story building that is used for mixed residential and commercial space. Lot 37 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and residential FAR of 9.0. The building was constructed in 1901 and was last renovated in 1960. It is owned by West Future Holdco LLC.

### Visual Assessment of Building and Site Conditions

Lot 37 contains a three-story building with retail space on the ground floor and residential uses above. The façade has tile cladding on the ground floor and brick on the two upper floors. The upper-floor windows are in fair condition but the ground floor, which appears to be vacant, has significant damage: tiles are chipped and falling off, revealing a concrete-based repair; the doors and windows are damaged and dented; and the storefront is boarded-up and covered with graffiti. The ground floor shows no barrier to ADA accessibility. The sidewalk is in fair condition with some staining, cracking, and corrosion. Overall, the building and site conditions were given a rating of poor condition.

### Open Building Code Violations

Lot 37 has four open building code violations. Each of the four violations were issued by DOB and relate to the building's boiler. They were issued between 2011 and 2019.

### Site Utilization

Lot 37 is located in a C6-3X zoning district, which allows a maximum residential FAR of 9.0. The 2,469-sf lot could accommodate 22,221 zsf of residential built space under current zoning. It is improved with a 5,169-gsf building, using 23 percent of the lot's residential development potential.

### Environmental Concerns

DOB records indicate suspected fuel oil storage tanks, however according to FDNY records, there are no tanks or violations associated with this property. In addition, no records were maintained by DOHMH.

Figure 1-6 Block 754, Lot 37 Photographs



View facing west on 8th Avenue



View facing west on 8th Avenue

## Block 754, Lot 38

### Location, Use, Zoning, and Ownership

Lot 38 is located at 407 Eighth Avenue between West 30th Street and West 31st Street. The 2,469-sf lot is improved with a 4,494-gsf, three-story building that is used for mixed residential and commercial space. Lot 37 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and residential FAR of 9.0. The building was constructed in 1902 and was last renovated in 1968. It is owned by 407 Eight, LLC.

### Visual Assessment of Building and Site Conditions

Lot 38 contains a single three-story building with retail on the ground floor and residential uses above. The façade consists of wood paneling on the ground floor and brick on the two upper floors. The façade has minor damage, and doors and windows are in fair condition. There is a single step at the front door, restricting accessibility. The sidewalk is in fair condition with some cracking, staining, and corrosion. Overall, the building and site conditions were given a rating of poor condition.

### Open Building Code Violations

Lot 38 has eight open building code violations. Five of the eight violations were issued by ECB, of which three are classified as hazardous due to a “failure to maintain plumbing and/or appurtenances.” Specifically, the violation notes unacceptable unions in a gas pipe and an unapproved fireplace. The ECB also identified a defect on the exterior building wall, spanning the second story to the roof level, which reportedly collapsed onto the sidewalk in 1993. The building was noted to have loose bricks after the collapse. A second violation was issued relating to same, which describes a 15-foot by 15-foot section of brick that collapsed between the second and third stories. The remaining three violations were issued by DOB and relate to construction and zoning. Each of the eight open violations were issued prior to 2015.

### Site Utilization

Lot 38 is located in a C6-3X zoning district, which allows a maximum residential FAR of 9.0. The 2,469-sf lot could accommodate 22,221 zsf of residential built space under current zoning. It is improved with a 4,494-gsf building, using 20 percent of the lot’s residential development potential.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks or violations associated with this property.

Figure 1-7 Block 754, Lot 38 Photographs



View facing west on 8th Avenue



View facing west on 8th Avenue

## Block 754, Lot 39

### Location, Use, Zoning, and Ownership

Lot 39 is located at 409 Eighth Avenue between West 30th Street and West 31st Street. The 2,469-sf lot is improved with a 4,444-gsf, two-story building that is used for mixed residential and commercial space. Lot 39 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and residential FAR of 9.0. The building was constructed in 1920 and was last renovated in 1989. It is owned by 409 Riggio LLC.

### Visual Assessment of Building and Site Conditions

Lot 39 contains a two-story building with two retail spaces on the ground floor and residential uses above. The ground floor façade is finished with wood panels and metal-based awnings. The upper floor façade has brick and metal panels, all with minor damage. Ground floor windows and doors are in fair condition and the street-level entrance shows no barrier to accessibility. The sidewalk is in fair condition with some cracking, staining, and corrosion. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 39 has four open building code violations that were issued prior to 2015. Two of the violations were issued by ECB and relate to construction, one of which is classified as hazardous due to a failure to safeguard the public's safety. According to ECB records, a demolition operation occurred at this property in 2012 and excessive debris obstructed the sidewalk. Two of the violations were issued by DOB, one of which is classified as hazardous; it is for failure to correct the hazardous ECB violation from 2012. The remaining DOB violation relates to construction, but no other details were provided by DOB records.

### Site Utilization

Lot 39 is located in a C6-3X zoning district, which allows a maximum residential FAR of 9.0. The 2,469-sf lot could accommodate 22,221 zsf of residential built space under current zoning. It is improved with a 4,444-gsf building, using 20 percent of the lot's residential development potential.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks or violations associated with this property.

Figure 1-8 Block 754, Lot 39 Photographs



View facing west on 8th Avenue



View facing west on 8th Avenue

## Block 754, Lot 40

### Location, Use, Zoning, and Ownership

Lot 40 is located at 411 Eighth Avenue between West 30th Street and West 31st Street. The 2,469-sf lot is improved with a 6,520-gsf, four-story building that is used for mixed residential and commercial space. Lot 40 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and residential FAR of 9.0. The building was constructed in 1901 and was last renovated in 1989. It is owned by 411 Riggio LLC.

### Visual Assessment of Building and Site Conditions

Lot 40 appears to be merged with Lot 41. These lots share the same four-story building, with retail on the ground floor and residential uses on the three upper floors. The façade is in fair condition, consisting of a glass-based storefront at street level and painted brick on the upper levels. All windows and doors are in fair condition, but the later have some graffiti. The ground floor shows no barrier to accessibility. The sidewalk is in fair condition, with some cracking, staining, and corrosion. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 40 has nine open building code violations. Eight of the nine violations were issued by DOB and relate to the building's boilers. The remaining violation is related to construction. No other details are provided by DOB records. Majority of the violation were issued prior to 2015. However, three boiler violations were issued between 2015 and 2019.

### Site Utilization

Lot 40 is located in a C6-3X zoning district, which allows a maximum residential FAR of 9.0. The 2,469-sf lot could accommodate 22,221 zsf of residential built space under current zoning. It is improved with a 6,520-gsf building, using 29 percent of the lot's residential development potential

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. According to FDNY records, this property is registered with two (2) 275-gallon fuel oil tanks that were abandoned in 1996 when the property converted to natural gas. Further, Lot 40 was issued a violation notice in 2016 for failing to provide extinguishers within the building. In addition, no records were maintained by DOHMH.



Figure 1-9 Block 754, Lot 40 Photographs



View facing west on 8th Avenue



View facing west on 8th Avenue

## Block 754, Lot 41

### Location, Use, Zoning, and Ownership

Lot 41 is located at 413 Eighth Avenue between West 30th Street and West 31st Street. The 2,469-sf lot is improved with a 7,109-gsf, four-story building that is used for mixed residential and commercial space. Lot 41 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and residential FAR of 9.0. The building was constructed in 1901 and was last renovated in 1989. It is owned by 413 Riggio LLC.

### Visual Assessment of Building and Site Conditions

Lot 41 appears to be merged with Lot 40. Both lots share the same four-story building, with retail on the ground floor and residential uses on the three upper floors. The façade is in fair condition, consisting of a glass and stone storefront at street level and painted brick on the upper levels. All doors and windows are in fair condition. The ground floor shows no barrier to accessibility. The sidewalk is in fair condition, with some cracking, staining, corrosion, and a fair amount of debris. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 41 has eight open building code violations. Each of the eight violations were issued by DOB and relate to the building's boiler. They were issued between 1994 and 2015. No other details are provided by DOB records.

### Site Utilization

Lot 41 is located in a C6-3X zoning district, which allows a maximum residential FAR of 9.0. The 2,469-sf lot could accommodate 22,221 zsf of residential built space under current zoning. It is improved with a 7,109-gsf building, using 32 percent of the lot's residential development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records however, according to FDNY records, there are no tanks or violations associated with this property. In addition, no records were maintained by DOHMH.

Figure 1-10 Block 754, Lot 41 Photographs



View facing west on 8th Avenue



View facing west on 8th Avenue

## Block 754, Lot 44

### Location, Use, Zoning, and Ownership

Lot 44 is an L-shaped lot located at 415 Eighth Avenue on the southwest corner of West 31st Street and Eighth Avenue. The 8,636-sf lot is currently used for surface parking. Lot 44 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and residential FAR of 9.0. It is owned by Kedem Realty 415 LLC.

### Visual Assessment of Building and Site Conditions

Lot 44 contains a paid parking lot with a small one-story ticket booth made of metal and glass. While there is some graffiti at the site, the structure—including its doors and windows—is in good condition. The security fence, yard surface, sidewalk, and lighting are in fair condition. The curb cuts are in poor condition with areas of cracking and crumbling. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 44 has 17 open building code violations. Sixteen of the 17 violations are issued by ECB and are classified as hazardous. A majority of these violations refer to unpermitted signage advertised at the property, a repeat offense between 2010 and 2012. In addition, according to ECB records, a bus depot was operating without a permit and the ticket booth associated with the bus depot was operating without a Certificate of Occupancy at the time of the inspection in 2020. The remaining violation was issued by DOB for failure to correct an immediately hazardous ECB violation.

### Site Utilization

Lot 44 is located in a C6-3X zoning district, which allows a maximum commercial FAR of 6.0. The 8,636-sf lot is currently utilizing zero percent of its development potential, but could accommodate 51,816 zsf of commercial built space under current zoning.

### Environmental Concerns

There is a potential for air quality issues indicated by the property's listing as an E-Designation site. According to the EDR database report, the ticket booth at Lot 44 is equipped with an HVAC system fueled by No. 2 fuel oil or natural gas. There is also potential for fuel oil storage tanks to be present at this property, as indicated by DOB records. However, according to records maintained by FDNY, this property is not registered with any tanks. As such, the aforementioned HVAC system is likely powered by natural gas. In addition, no records were maintained by DOHMH.

**Figure 1-11** Block 754, Lot 44 Photographs



View facing southwest on West 31st Street



View facing southeast on West 31st Street

## Block 754, Lot 51

### Location, Use, Zoning, and Ownership

Lot 51 is located at 320 West 31st Street between Eighth Avenue and Ninth Avenue. The 25,912-sf lot is improved with a 116,000-gsf, four-story building that is used by Touro College. Lot 51 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and residential FAR of 9.0. The building was constructed in 1953 and has no renovation information on record. It is owned by Overtime Properties.

### Visual Assessment of Building and Site Conditions

Lot 51 contains a four-story academic building. The façade is mostly exposed brick, with metal panels on the ground floor and an awning at the building entrance. The doors are in good condition. The windows show some damage and cracking but are in fair condition. The main entrance shows no barrier to accessibility. The sidewalk and curb cuts are in fair condition, with some cracking and corrosion. The building has an energy efficiency grade of B, as reported by the Mayor's Office of Sustainability. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 51 has nine open building code violations. The one ECB violation, issued in 1992, is not considered hazardous but indicates a failure to comply with applicable fire vent codes. A recurring DOB violation relates to the failure to submit an energy efficiency report (EER) for five separate years (2009, 2014, 2016, 2017, and 2018) as well as the failure to benchmark in 2016. In addition, two violations were issued by DOB in 2020, in connection with the building's elevators.

### Site Utilization

Lot 51 is located in a C6-3X zoning district, which allows a maximum community facility FAR of 9.0. The 25,912-sf lot could accommodate 233,208 zsf of built community facility space under current zoning. It is improved with a 116,000-gsf building, using 50 percent of the lot's community facility development potential.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks registered to this property.

**Figure 1-12 Block 754, Lot 51 Photographs**



View facing southwest on West 31st Street



View facing east on West 31st Street

## Block 754, Lot 63

### Location, Use, Zoning, and Ownership

Lot 63 is located at 340 West 31st Street between Eighth Avenue and Ninth Avenue. The 9,875-sf lot is improved with an 82,750-gsf, eight-story building that is used as a parking facility. Lot 63 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and residential FAR of 9.0. The building was constructed in 1972 and has no renovation information on record. It is owned by Post Office Garage.

### Visual Assessment of Building and Site Conditions

Lot 63 has an eight-story parking garage building. The building is ADA accessible at its entry. The façade consists of bricks and metal. The exterior walls and windows are in good condition, while the gate is in fair condition with moderate corrosion and staining. The sidewalk and curb cuts are in fair condition with minor cracks, stains and debris. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 63 has four open building code violations. The two violations issued by ECB relate to the condition of the building's façade and failure to submit façade documentation in 2018. Specifically, horizontal cracks in the floors, cracks in the bulkhead, and rusted metal columns were observed at the time of the 2020 inspection. One of the two DOB violations relates to failure to submit a technical report regarding the façade; the other relates to the building's elevator. Each of the four violations were issued between 2018 and 2020.

### Site Utilization

Lot 63 is located in a C6-3X zoning district, which allows a maximum commercial FAR of 6.0. The 9,875-sf lot could accommodate 59,250 zsf of built commercial space under current zoning. It is improved with an 82,750-gsf building, using 140 percent of the lot's commercial development potential.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest a significant environmental concern exists at this property. In addition, according to FDNY records, there are no tanks associated with this property. However, two violation notices were issued in 1987 and 2009 for failing to conduct a required inspection and failing to maintain a fire suppressant system.



**Figure 1-13** Block 754, Lot 63 Photographs



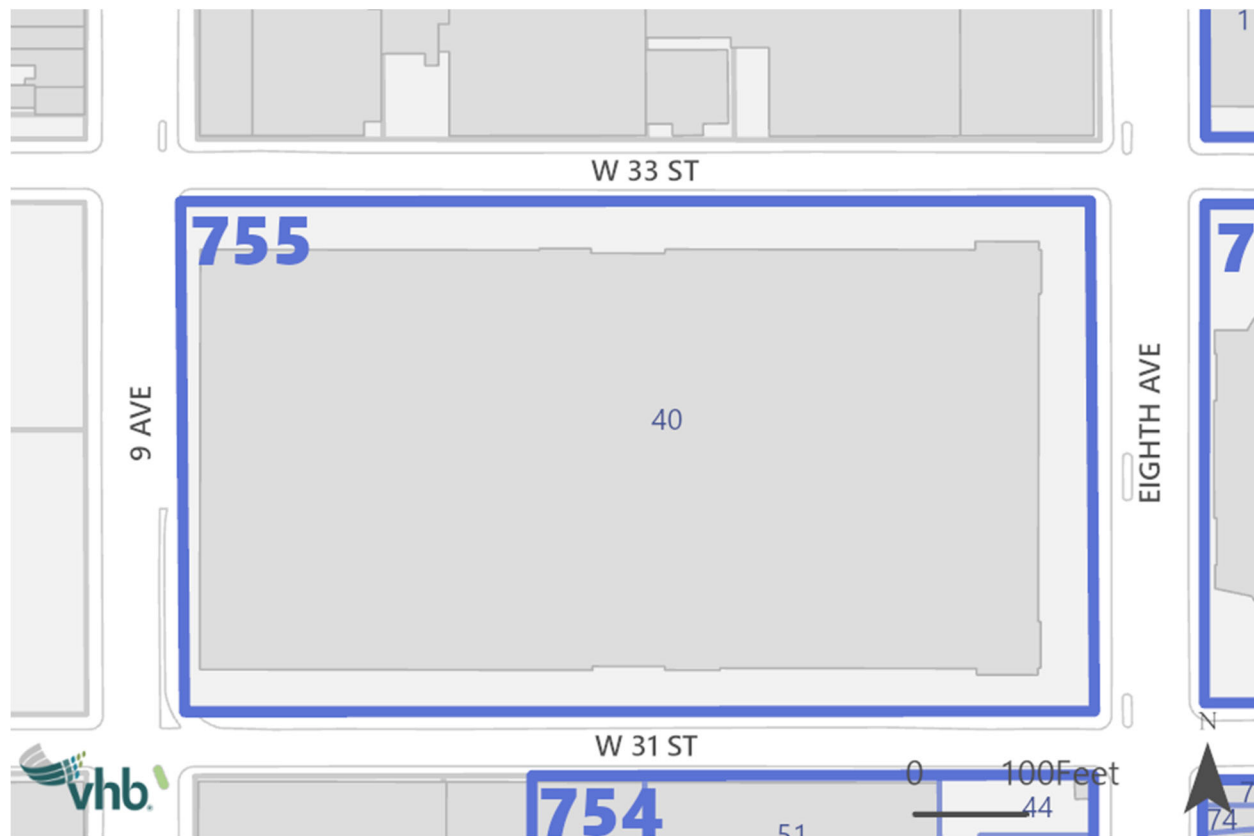
View facing southwest on West 31st Street



View facing east on West 31st Street

# Block 755

Figure 1-14 Block 755



## Block 755, Lot 40

### Location, Use, Zoning, and Ownership

Lot 40 is located at 372 Ninth Avenue and occupies the entire block bounded by West 31st Street, West 33rd Street, Eighth Avenue, and Ninth Avenue. The 364,000-sf lot is improved with the James A. Farley Building, a five-story, 1,378,125-gsf structure that is currently under renovation. Lot 40 is located in a C6-4 zoning district. C6-4 zoning districts allow a maximum commercial, residential, and community facility FAR of 10.0. The building was constructed in 1913 and has no renovation information on record. It is owned by National Railroad Passenger Corporation doing business as Amtrak.

### Visual Assessment of Building and Site Conditions

The building on Lot 40 occupies the entire block. It is five-stories and contains entrances to Pennsylvania Station at its southeast and northeast corners. It also functions as a post office. The building's façade, doors, and windows are all in good condition. The sidewalk and curb cuts are in good condition on the east side of the building. However, elsewhere they are in fair condition, with some cracking and crumbling. A portion of the sidewalk is under construction. Overall, the building and site conditions were given a rating of good condition.

## Open Building Code Violations

Lot 40 has one open building code violation, which was issued by DOB and relates to the building's retaining wall. Specifically, the violation is connected to failure to file a technical report by the required date in 2018. No other details were provided by DOB records.

## Site Utilization

Lot 40 is located in a C6-4 zoning district with a maximum FAR of 10.0. The 364,000-sf lot could accommodate 3,640,000 zsf of built space under current zoning. It is improved with a 1,378,125-gsf building, using 38 percent of its development potential. It is anticipated that, as part of the Moynihan Station Civic and Land Use Improvement Project, approximately 1,000,000 square feet in unused development rights will be utilized to facilitate construction of a new mixed-use building, on the western portion of Block 783.

## Environmental Concerns

There is potential for subsurface contamination associated with the presence of a gasoline service station on the property between 2003 and 2008. In addition, there is potential for a fuel oil storage tank, as indicated by DOB records, however FDNY records indicate that there are no tanks registered to this property. Further, DOHMH indicated that there are no records maintained by this agency that pertain to this property. According to FDNY records, this property has been asbestos abated. FDNY records also indicate that Lot 40 was issued eight violation orders between 2017 and 2020 regarding the following: improper placement of Siamese fire department hook-up, lack of a 2,500-gallon water supply, damaged gravity tank door, improper record of inspections, damaged check valve, lack of Certificate of Fitness for a sprinkler and the lack of signage indicating the fire hose cabinet.

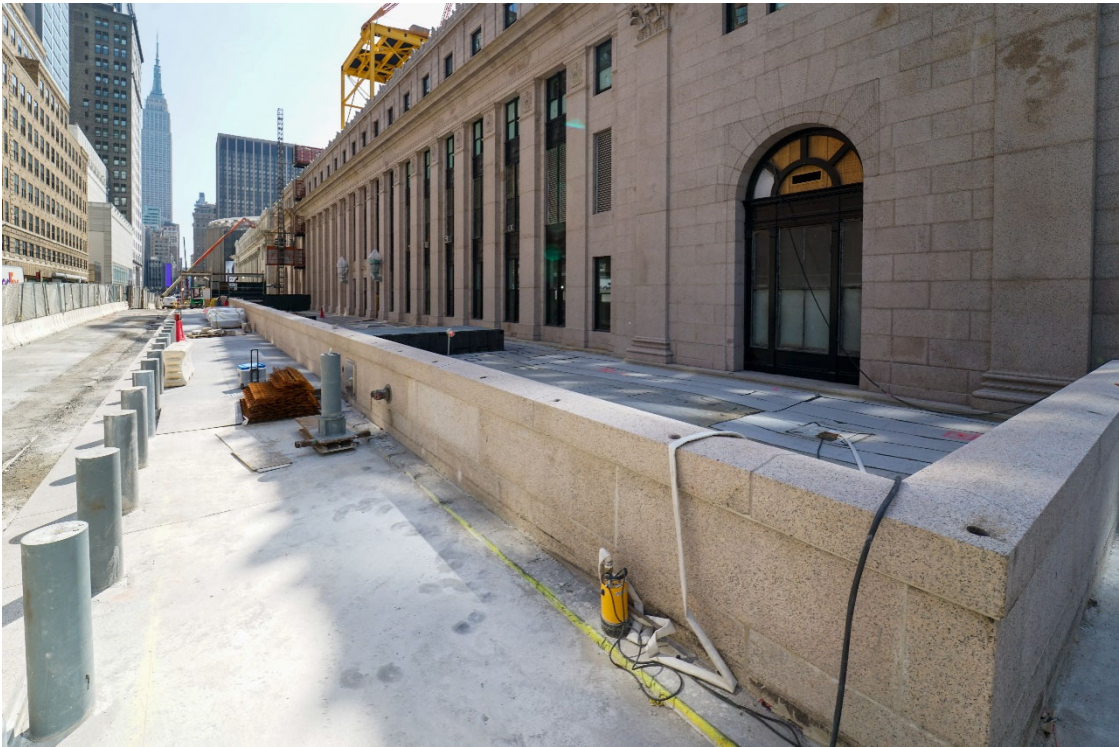
**Figure 1-15** Block 755, Lot 40 Photographs



View facing west on 8th Avenue



View facing southwest on West 35th Street



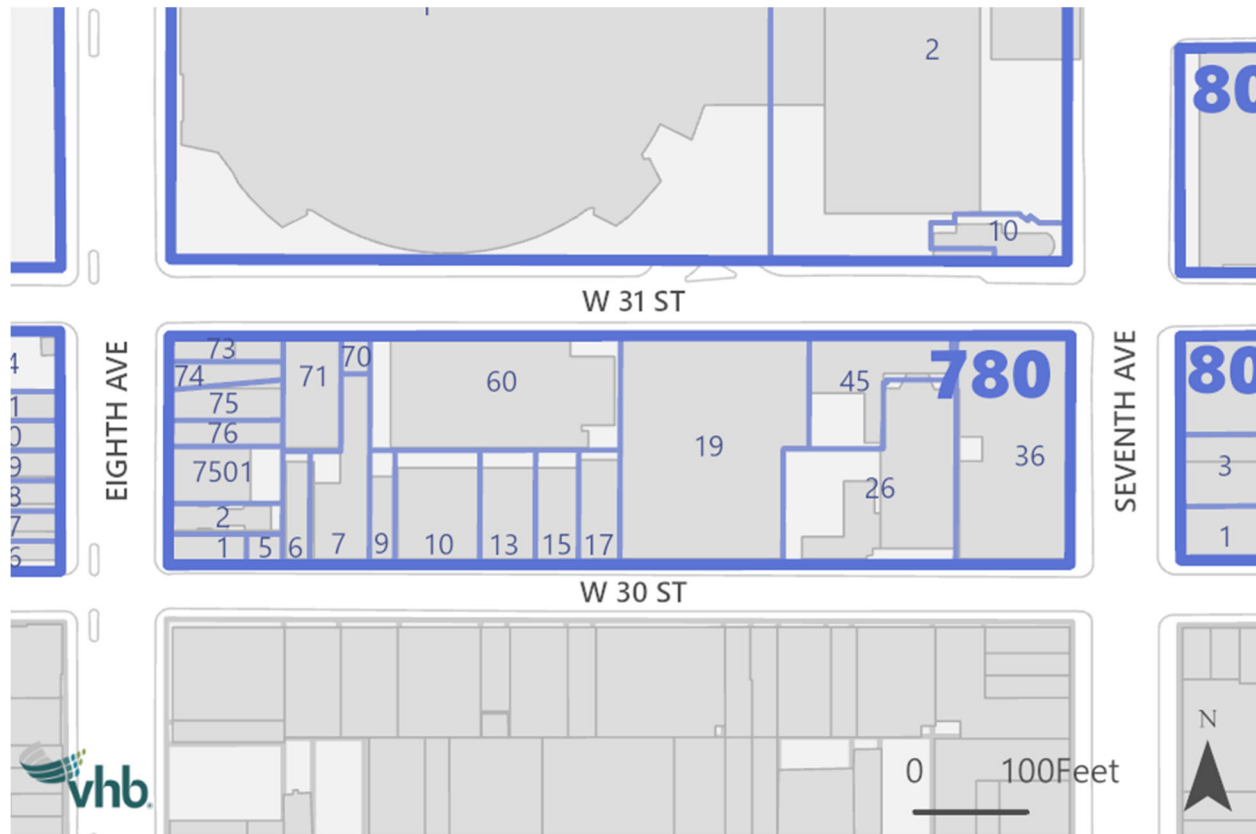
View facing east on West 135th Street



View facing north on West 31st Street

# Block 780

Figure 1-16 Block 780



## Block 780, Lot 1

### Location, Use, Zoning, and Ownership

Lot 1 is located at 402 Eighth Avenue on the northeast corner of West 30th Street and Eighth Avenue. The 1,675-sf lot is improved with a three-story, 4,803-gsf building that is used for mixed residential and commercial space. Lot 1 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and residential FAR of 9.0. The building was constructed in 1900 and was last renovated in 1983. It is owned by Pat Reilly, Inc.

### Visual Assessment of Building and Site Conditions

Lot 1 contains a three-story building with retail on the ground floor and residential units on the upper floors. The façade consists of brick, wood, and stucco on the ground floor and brick and wood on the upper floors. The exterior walls are in fair condition, showing minor peeling and cracking of the paint. Windows and doors are intact, with minor corrosion on one of the doors that leads to the upper apartments. Sidewalk and curb cuts are in fair condition, with minor cracking, staining, and debris. The building shows no barrier to accessibility at the entry level. Overall, the building and site conditions were given a rating of good condition.

## Open Building Code Violations

Lot 1 has three open building code violations. Each of the three violations were issued by DOB. Two relate to construction, issued in 1991, and one relates to the building's boiler, issued in 2018.

## Site Utilization

Lot 1 is located in a C6-3X zoning district, which allows a maximum residential FAR of 9.0. The 1,675-sf lot could accommodate 15,075 zsf of built residential space under current zoning. It is improved with a 4,803-gsf building, using 32 percent of the lot's residential development potential.

## Environmental Concerns

There is potential for subsurface contamination associated with a currently in-service 2,000-gallon No. 2 fuel oil UST located at this property, which is confirmed by an oil burner application provided by DOB records. In addition, no records were maintained by DOHMH. According to records provided by FDNY, this property is registered with two 275-gallon tanks of unspecified contents that were abandoned in 1997 when the property converted to natural gas. In addition, a violation notice was issued in 2015 for failing to conduct a required inspection.

Figure 1-17 Block 780, Lot 1 Photographs



View looking east from 8th Avenue



View looking northwest from West 30th Street



View looking east from 8th Avenue



## Block 780, Lot 2

### Location, Use, Zoning, and Ownership

Lot 2 is located at 404 Eighth Avenue between West 30th Street and West 31st Street. The 2,500-sf lot is improved with a five-story, 10,725-gsf building that is used for mixed residential and commercial space. Lot 2 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and residential FAR of 9.0. The building was constructed in 1900 and has no renovation information on record. It is owned by Zik Realty Corp.

### Visual Assessment of Building and Site Conditions

Lot 2 contains a five-story building, with retail on the ground floor and residential uses on the upper floors. The façade consists of wood and glass at the ground floor, and wood and stucco on the upper floors. The exterior wall is in fair condition, with minor cracks in the painted wall and window lintels. Windows and doors are in good condition. Sidewalk and curb cuts show minor cracking, staining, and debris. The building shows no barrier to ADA accessibility at the ground-floor entrance. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 2 has eight open building code violations. Seven of the eight violations were issued by ECB and relate to construction, of which six are classified as hazardous. One such hazardous violation includes the failure to maintain an exterior building wall. Specifically, the brownstone is broken and is pulling away at the headers. Another hazardous violation includes open holes throughout the first floor through fifth floor. Other hazardous violations include several “work without a permit” violations. The remaining violation was issued by DOB and relates to the building’s elevator. All violations were issued prior to 2015.

### Site Utilization

Lot 2 is located in a C6-3X zoning district, which allows a maximum residential FAR of 9.0. The 2,500-sf lot could accommodate 22,500 zsf of built residential space under current zoning. It is improved with a 10,725-gsf building, using 48 percent of the lot’s residential development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. In addition, no records were maintained by DOHMH. However, according to FDNY records, a violation notice was issued in 2020 for failing to conduct a required inspection.

**Figure 1-18** Block 780, Lot 2 Photographs



View looking east on 8th Avenue



View looking east on 8th Avenue

## Block 780, Lot 5

### Location, Use, Zoning, and Ownership

Lot 5 is located at 265 West 31st Street between Seventh Avenue and Eighth Avenue. The 825-sf lot is improved with a three-story, 2,121-gsf building that is used for mixed residential and commercial space. Lot 5 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and residential FAR of 9.0. The building was constructed in 1910 and has no renovation information on record. It is owned by John Golob.

### Visual Assessment of Building and Site Conditions

Lot 5 contains a three-story building, with retail at street level and residential uses on the upper floors. The façade consists of painted wood and glass on the ground floor and brick and wood on the upper floors. The exterior wall is in a fair condition, with minor corrosion and cracks in the paint on the window lintels. Windows and doors are intact and undamaged. The sidewalk is in fair condition, showing minor cracking, staining, and debris. The ground floor retail entrance shows no barrier to accessibility, but the door accessing the upper floors is not accessible due an existing step at its entry. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 5 has six open building code violations, three of which relate to the building's boiler and three of which relate to the building's elevators. All were issued prior to 2015.

### Site Utilization

Lot 5 is located in a C6-3X zoning district, which allows a maximum residential FAR of 9.0. The 825-sf lot could accommodate 7,425 zsf of built residential space under current zoning. It is improved with a 2,121-gsf building, using 29 percent of the lot's residential development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records, however, according to FDNY records, there are no tanks associated with this property. In addition, no records were maintained by DOHMH. In addition,

Figure 1-19 Block 780, Lot 5 Photographs



View looking north on West 30th Street



View looking north on West 30th Street

## Block 780, Lot 6

### Location, Use, Zoning, and Ownership

Lot 6 is located at 263 West 30th Street between Seventh Avenue and Eighth Avenue. The 2,469-sf lot is improved with a three-story, 6,790-gsf building that is used for mixed residential and commercial space, which is a non-conforming use. Lot 6 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. The building was constructed in 1910 and was last renovated in 1987. It is owned by 263 West 30th Inc.

### Visual Assessment of Building and Site Conditions

Lot 6 contains a three-story building, with retail at street level and residential uses on the upper floors. The façade consists of a stone-tile and glass storefront on the ground floor and brick, metal, and glass on the upper floors. The exterior wall is in poor condition, with a missing stone tile, moderate corrosion, and stains. Windows are also in poor condition, with heavy corrosion showing on their frames. The doors are in fair condition with moderate stain. Currently, the first-floor façade has a rolled down security gate that is in fair condition. The sidewalk is in fair condition, showing minor cracking and staining. The building shows no barrier to accessibility at the street-level entry. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 6 has five open building code violations. Two of the five violations were issued by the ECB and relate to the building's elevator. The remaining three violations were issued by DOB and relate to the building's boiler. Each of the five open violations were issued prior to 2015.

### Site Utilization

Lot 6 does not conform to zoning. However, the building on site uses 43 percent of the allowable FAR under the M1-5 district.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. FDNY records confirmed the presence of a 550-gallon fuel oil tank that is currently in-service. In addition, no records were maintained by DOHMH.

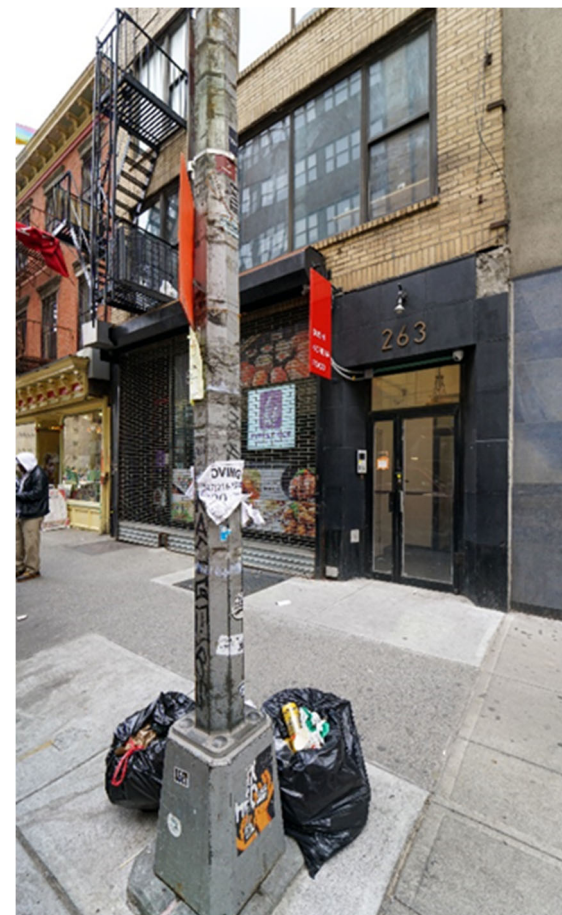
Figure 1-20 Block 780, Lot 6 Photographs



View looking north on West 30th Street



View looking north on West 30th Street



View looking northwest on West 30th Street

## Block 780, Lot 7

### Location, Use, Zoning, and Ownership

Lot 7 is an L-shaped lot located at 259 West 30th Street between Seventh Avenue and Eighth Avenue. The 6,540-sf lot is improved with a 17-story, 90,174-gsf building that is used for commercial space. Lot 7 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. The building was constructed in 1928 and has no renovation information on record. It is owned by Two Friends Realty.

### Visual Assessment of Building and Site Conditions

Lot 7 contains a 17-story building, with retail at the ground floor and office space on the upper floors. The façade consists of stone tiles on the ground floor and brick and stone on the upper floors. The exterior wall, windows, and doors are in fair condition, showing moderate staining. The sidewalk is in fair condition, with minor cracking, staining, and debris. The building has an energy efficiency grade of C, as reported by the Mayor's Office of Sustainability. The building shows no barrier to accessibility at the ground-floor entrance. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 7 has four open building code violations. Two of the four violations were issued by ECB in 2005 and 2018 and relate to the building's boiler. The remaining two violations were issued by DOB in 2014 and 2018 and are classified as hazardous due to an unsafe façade.

### Site Utilization

Lot 7 is located in a M1-5 zoning district, which allows a maximum commercial FAR of 5.0. The 6,540-sf lot could accommodate 32,700 zsf of built commercial space under current zoning. It is improved with a 90,174-gsf building, using 276 percent of the lot's commercial development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. According to records provided by FDNY, this property is registered with one 5,000-gallon fuel oil tank that was abandoned in 1986. In addition, a violation notice was issued in 2020 for failing to provide extinguishers in the building and failing to maintain the fire suppressant system. Five violation orders were issued in 2019 and 2020 for failing to have a Fire Safety Director on-duty, lacking a safety plan and for having a non-functioning fire alarm. In addition, no records were maintained by DOHMH.

**Figure 1-21 Block 780, Lot 7 Photographs**



View looking north on West 30th Street



View looking north on West 30th Street



View looking north on West 30th Street



## Block 780, Lot 9

### Location, Use, Zoning, and Ownership

Lot 9 is located at 257 West 30th Street between Seventh Avenue and Eighth Avenue. The 2,468-sf lot is improved with a two-story, 6,462-gsf building that is used as drop-in center for homeless New Yorkers. Lot 9 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. The building was constructed in 1927 and has no renovation information on record. It is owned by 257 West, LLC.

### Visual Assessment of Building and Site Conditions

Lot 9 contains a two-story social-services building. The façade consists of wood and glass at street level and brick on the upper floor. The exterior wall appears to be in critical condition; showing noticeable damage, it's currently boarded up, and scaffolding canopies the sidewalk. The doors are in fair condition and the windows are in poor condition, showing heavy staining and corrosion. The sidewalk is in poor condition, showing cracking, staining, and debris. The building shows no barrier to ADA accessibility at the ground-floor entry. Overall, the building and site conditions were given a rating of poor condition.

### Open Building Code Violations

Lot 9 has one open building code violation that was issued by ECB in 2018 and relates to the building's boiler.

### Site Utilization

Lot 9 is located in a M1-5 zoning district, which allows a maximum community facility FAR of 6.5. The 2,468-sf lot could accommodate 16,069 zsf of community facility space under current zoning. It is improved with a 6,462-gsf building, using 40 percent of the lot's commercial development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records, however, according to FDNY records, there are no tanks associated with this property. Two violation orders were issued by FDNY in 2020, however, details of same were not provided. In addition, no records were maintained by DOHMH.

**Figure 1-22 Block 780, Lot 9 Photographs**



View of façade



View of foundation



View looking north on West 30th Street

## Block 780, Lot 10

### Location, Use, Zoning, and Ownership

Lot 10 is located at 251 West 30th Street between Seventh Avenue and Eighth Avenue. The 7,406-sf lot is improved with a 16-story, 104,199-gsf building listed as a commercial and office building under MapPluto. However, it is also listed as Interim Multiple Dwellings (IMDs) under the Loft Law, the purpose of which is to bring buildings that were illegally converted to residential uses into compliance with state and city housing laws relating to health, safety, and fire protection, and is a legal non-conforming use. Lot 10 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. The building was constructed in 1927 and was last renovated in 2017. It is owned by 251 West 30th Owner, LLC.

### Visual Assessment of Building and Site Conditions

Lot 10 contains a 16-story building, with retail and an office lobby at the street level and office space on upper levels. One of the retail stores appears to be under construction. The façade consists of tile, metal, and glass storefronts on the ground floor and a combination of brick, stucco, and stone on the upper floors. The lower façade is covered with scaffolding. The exterior wall is in critical condition; glass tiles are severely cracked, and sections of the steel structure are both unprotected and heavily corroded on the lower levels. The upper levels show moderate staining. The metal doors are intact but corroded. Some windows are missing, cracked, and boarded with wood panels. The sidewalk is in fair condition, showing minor cracking, staining, and debris. The ground floor entrances to the lobby and retail stores show no barrier to accessibility. Overall, the building and site conditions were given a rating of poor condition.

### Open Building Code Violations

Lot 10 has six open building code violations. Four of the six violations were issued by the ECB and relate to construction, one of which was for submission of a form containing false statements that created a hazardous condition. The remaining two violations were issued by DOB. One relates to failure to address the ECB violation pertaining to false statements made in a form submitted to DOB while the other is related to the building's boiler. Each of the six open violations were issued between 2019 and 2020.

### Site Utilization

It is unclear if Lot 10 conforms to zoning, given the above land use information. However, the building on site uses 216 percent of the maximum allowable floor area under the M1-5 district.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. According to records provided by FDNY, this property is registered with one 6,000-gallon No. 4 fuel oil tank that was abandoned in 1985. Further, Lot 10 was issued one violation notice in 2020 for failing to provide extinguishers and failing to maintain the fire suppressant system. Five violation orders were issued between 2019 and 2020 for not having a Fire Safety Director on-duty, lacking a fire safety plan or a functioning fire alarm. In addition, no records were maintained by DOHMH.

**Figure 1-23 Block 780, Lot 10 Photographs**



View of facade



View facing north on West 30th Street



View of façade left of entryway



View facing north on West 30th Street

## Block 780, Lot 13

### Location, Use, Zoning, and Ownership

Lot 13 is located at 247 West 30th Street between Seventh Avenue and Eighth Avenue. The 4,934-sf lot is improved with a 16-story, 60,397-gsf building used for commercial space according to MapPLUTO Data. However, it is also listed as Interim Multiple Dwellings (IMDs) under the Loft Law, the purpose of which is to bring buildings that were illegally converted to residential uses into compliance with state and city housing laws relating to health, safety, and fire protection, and is a legal non-conforming use. Lot 13 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. The building was constructed in 1926 and was last renovated in 1988. It is owned by 247 West 30th Street Associates, LLC.

### Visual Assessment of Building and Site Conditions

Lot 13 contains a 16-story building, with a two-story retail store at street level and office space on the upper levels. The façade consists of stone, metal, and glass on the bottom floors and stone and brick on the upper floors. The exterior wall is in poor condition, showing heavy corrosion on metal surfaces and moderate stains on the stucco and bricks. The doors and windows are in fair condition, showing moderate stains. The sidewalk is in fair condition, showing minor cracking, staining, and debris. The building shows no barrier to ADA accessibility at the ground-floor entrance.

### Open Building Code Violations

Lot 13 has four open building code violations. Three of the four violations were issued by ECB, two of which relate to a change in building occupancy. Specifically, at the time of the 2012 and 2015 inspections, the fourth floor was occupied as two offices contrary to the Certificate of Occupancy, allowing a factory and showrooms for floors two through sixteen. The remaining violation was issued by DOB in 2018 and relates to a failure to submit façade information required by FISP. Overall, the building and site conditions were given a rating of fair condition.

### Site Utilization

It is unclear if the building on Lot 13 conforms to zoning. However, the building on site utilizes 188 percent of the maximum allowable floor area under the M1-5 district.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. According to FDNY records, this property is registered with a 3,500-gallon No. 4 fuel oil tank that was abandoned in 1999. Further, five violation notices were issued between 2019 and 2020 for failing to maintain the fire suppressant system, failing to conduct a required test, failing to obtain a Certificate of Fitness for the fire suppressant system, failing to provide instructional signage regarding the use of the fire suppressant system and failing to provide lighting devices. Between 2012 and 2020, this property was also issued five violation orders requiring the following improvements: provide an on-duty Fire Safety Director, restore the interior fire alarm system and provide access to the fire escape plan. In addition, no records were maintained by DOHMH.

Figure 1-24 Block 780, Lot 13 Photographs



View facing north on West 30th Street



View facing north on West 30th Street

## Block 780, Lot 15

### Location, Use, Zoning, and Ownership

Lot 15 is located at 243 West 30th Street between Seventh Avenue and Eighth Avenue. The 3,707-sf lot is improved with a 12-story, 42,327-gsf building used for commercial space. Lot 15 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. The building was constructed in 1925 and was last renovated in 1989. It is owned by 243 West 30th Realty.

### Visual Assessment of Building and Site Conditions

Lot 15 contains a 12-story building, with retail and an office lobby on the lower two levels and office on the upper levels. The façade consists of stone and glass on the lower two levels and brick and stone on the upper floors. The exterior wall is in poor condition, with large areas of paint falling off, heavy corrosion on the façade edges, and stains on the wall surface. Windows and doors are in fair condition, showing moderate stains. The sidewalk is in fair condition, showing minor cracking, staining, and debris. The building shows no barrier to accessibility at the ground-floor entrance. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 15 has 23 open building code violations. Seven of the 23 violations were issued by ECB and relate to the building's sprinkler system (issued in 2019 and 2020), exterior walls (issued in 2018), elevator (issued in 2015 and 2016), and a change in building occupancy (issued in 2011). Two of the elevator violations, issued in 2015, are classified as hazardous due to unsafe access to the motor room. The remaining 16 violations were issued by DOB and relate to the building's elevator, boiler, construction, façade, and zoning. Five of the seven DOB violations were issued between 2016 and 2019 and the remaining two were issued prior to 2015.

### Site Utilization

Lot 15 is located in a M1-5 zoning district, which allows a maximum commercial FAR of 5.0. The 3,707-sf lot could accommodate 18,535 zsf of built commercial space under current zoning. It is improved with a 42,327-gsf building, using 228 percent of the lot's commercial development potential.

### Environmental Concerns

There is potential for subsurface contamination associated with a removed 4,000-gallon No. 6 fuel oil AST. In addition, there is a potential for air quality issues, as indicated by the property's listing as an E-Designation site. Also, according to the EDR database report, the building at Lot 15 has issues associated with window wall attenuation and alternate ventilation. No other details were provided. According to FDNY records, this property is registered with one (1) 4,400-gallon No. 6 fuel oil tank that was abandoned in 1986. In addition, six violation notices were issued between 2000 and 2020 for the following offenses: failing to conduct a required inspection, failing to maintain fire suppressant system, failing to produce a permit, failing to post instructional signage for fire suppressant system and failing to provide labels for same. Records provided by DOHMH indicate that a sauna was located at this property and was functioning without a permit.

**Figure 1-25 Block 780, Lot 15 Photographs**



View of façade



View facing north on West 30th Street



## Block 780, Lot 17

### Location, Use, Zoning, and Ownership

Lot 17 is located at 239 West 30th Street between Seventh Avenue and Eighth Avenue. The 3,719-sf lot is improved with a six-story, 20,573-gsf building used for commercial space. Lot 17 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. The building was constructed in 1923 and has no renovation information on record. It is owned by 241 Realty Mgt, LLC.

### Visual Assessment of Building and Site Conditions

Lot 17 contains a six-story building, with retail on the ground floor and office on the upper levels. The façade consists of stone and glass at the retail level, and brick and stone on the upper floors. The exterior wall and windows are in fair condition, showing moderate cracking, corrosion, and staining. The doors are in good condition. The sidewalk is in fair condition, showing minor cracking, staining, and debris. The building does not appear to be accessible, as there is a step at the entry door. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 17 has no open building code violations.

### Site Utilization

Lot 17 is located in a M1-5 zoning district, which allows a maximum commercial FAR of 5.0. The 3,719-sf lot could accommodate 18,595 zsf of commercial built space under current zoning. It is improved with a 20,573 gsf building, using 111 percent of the lot's commercial development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. In addition, there is a potential for air quality issues, as indicated by the property's listing as an E-Designation site. Also, according to the EDR database report, there is a potential for issues associated with window wall attenuation and alternate ventilation. No other details were provided. | According to FDNY records, this property is registered with one 1,080-gallon No. 2 fuel oil tank that was abandoned in 1998. In 1992, the FDNY issued one violation notice for failing to provide extinguishers, poor general maintenance, failing to maintain fire suppressant system and instructional signage for same, failing to remove obstructions and failing to provide adequate egress. In addition, no records were maintained by DOHMH.

**Block 780, Lot 17 Photographs**



View facing north on West 30th Street



View facing north on West 30th Street

## Block 780, Lot 19

### Location, Use, Zoning, and Ownership

Lot 19 is located at 225 West 30th Street between Seventh Avenue and Eighth Avenue. It is a midblock, through lot with frontage on both West 30th Street and West 31st Street. The 30,057-sf lot is improved with a six-story, 245,542-gsf parking facility. Lot 19 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. The building was constructed in 1957 and has no renovation information on record. It is owned by New Garden Garage.

### Visual Assessment of Building and Site Conditions

Lot 19 is occupied by a parking garage, with some retail stores on the ground floor. The façade consists of brick and stone, with some glass storefronts on the ground floor, and brick on upper floors. The exterior walls are in poor condition, showing large cracks and heavy stains on wall surfaces. The doors are in fair condition, showing moderate stains. The windows are in critical condition, with many window panels missing or damaged. The sidewalk is in poor condition, showing large cracks, and some uneven patches, staining, and debris. The curb cuts are in fair condition, showing moderate cracks. The building appears to be at least partially inaccessible, due to the level difference at the retail store entrance. Overall, the building and site conditions were given a rating of poor condition.

### Open Building Code Violations

Lot 19 has nine open building code violations. Four of the nine violations were issued by ECB and related to “failures to maintain exterior building wall.” Loose concrete was observed in the ceiling, beams, and a separation of the block from the front wall. Further, large cracks were noted in the bulkheads of the roof staircases. These conditions were observed prior to 2015. The remaining five violations were issued by DOB and relate to the building’s elevator; they were issued between 2017 and 2018.

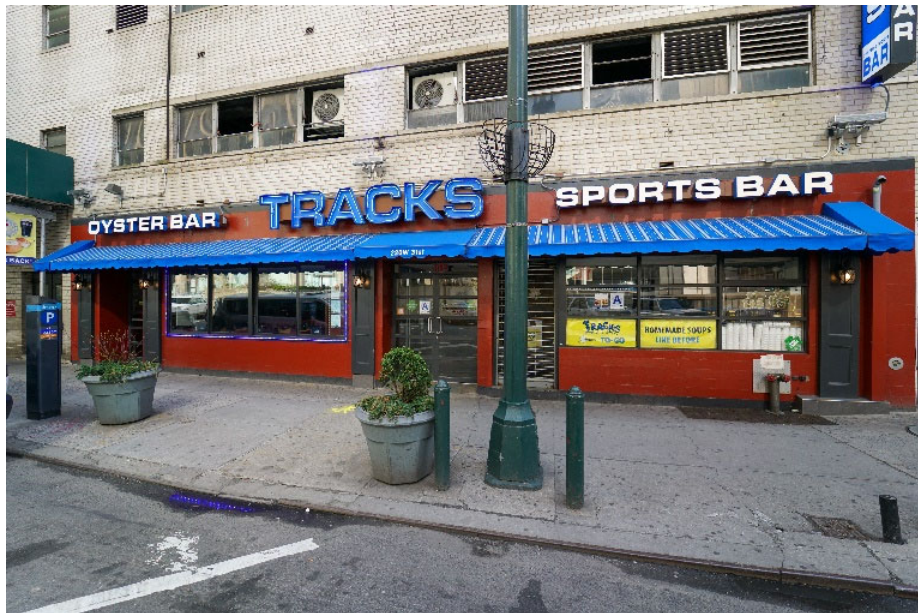
### Site Utilization

Lot 19 is located in a M1-5 zoning district, which allows a maximum commercial FAR of 5.0. The 30,057-sf lot could accommodate 154,785 zsf of built commercial space under current zoning. It is improved with a 245,542-gsf building, using 159 percent of the lot’s commercial development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. However, according to FDNY records, there are no tanks associated with this property. In addition, this property is an E-Designation site associated with hazardous materials, calling for Phase I and Phase II protocol. There is also a potential for issues associated with window wall attenuation and alternate ventilation. In addition, no records were maintained by DOHMH. The FDNY issued five repeat violation notices between 1990 and 2016 for failing to maintain the fire suppressant system, failing to provide a fireproof door or window and failing to provide instructional signage. Between 2019 and 2020, three violation orders were issued requiring the following: obtain a public assembly permit, install an appropriate kitchen hood, insulate grease ducts, reclean and reinspect.

Figure 1-26 sBlock 780, Lot 19 Photographs



View facing south on West 31st Street



View facing south on West 31st Street



View of façade on West 31st Street

## Block 780, Lot 26

### Location, Use, Zoning, and Ownership

Lot 26 is an L-shaped lot located at 209 West 30th Street between Seventh Avenue and Eighth Avenue. The 19,550-sf lot is improved with five buildings totaling 30,000 gsf. Lot 26 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. The buildings were constructed in the late-nineteenth and early-twentieth centuries. There is no renovation information on record. The lot is owned by the St. John the Baptist Roman Catholic Church.

### Visual Assessment of Building and Site Conditions

Lot 26 is primarily occupied by a four-story brick building with a side yard and a four-story stone church. The exterior façades and windows are in fair condition, showing minor cracks and stains. The doors are in good condition. The brick wall for the side yard is in poor condition, with some bricks missing or cracked. The sidewalk is in fair condition, showing little debris. Both buildings are not accessible at ground floor, due to stairs at entrances. The four-story brick building was rated in fair condition while the building with the stone church was rated in good condition, giving the overall building and site conditions for the lot a good/fair condition rating.

### Open Building Code Violations

Lot 26 has six open building code violations. All six violations were issued by the DOB and relate to a building's boiler; they were issued between 2014 and 2019.

### Site Utilization

Lot 26 is located in a M1-5 zoning district, which allows a maximum community facility FAR of 6.5. The 19,550-sf lot could accommodate 127,075 zsf of built community facility space under current zoning. The lot is improved with five buildings totaling 30,000 gsf, using 24 percent of the lot's community facility development potential.

### Environmental Concerns

There is potential for air quality issues indicated by the property's listing as an E-Designation site. According to the EDR database report, one of buildings located at Lot 26 has issues associated with window wall attenuation and alternate ventilation. No other details were provided. In addition, no records were maintained by DOHMH. Further, according to FDNY records, there are no tanks or violations associated with this property.

**Figure 1-27** Block 780, Lot 26 Photographs



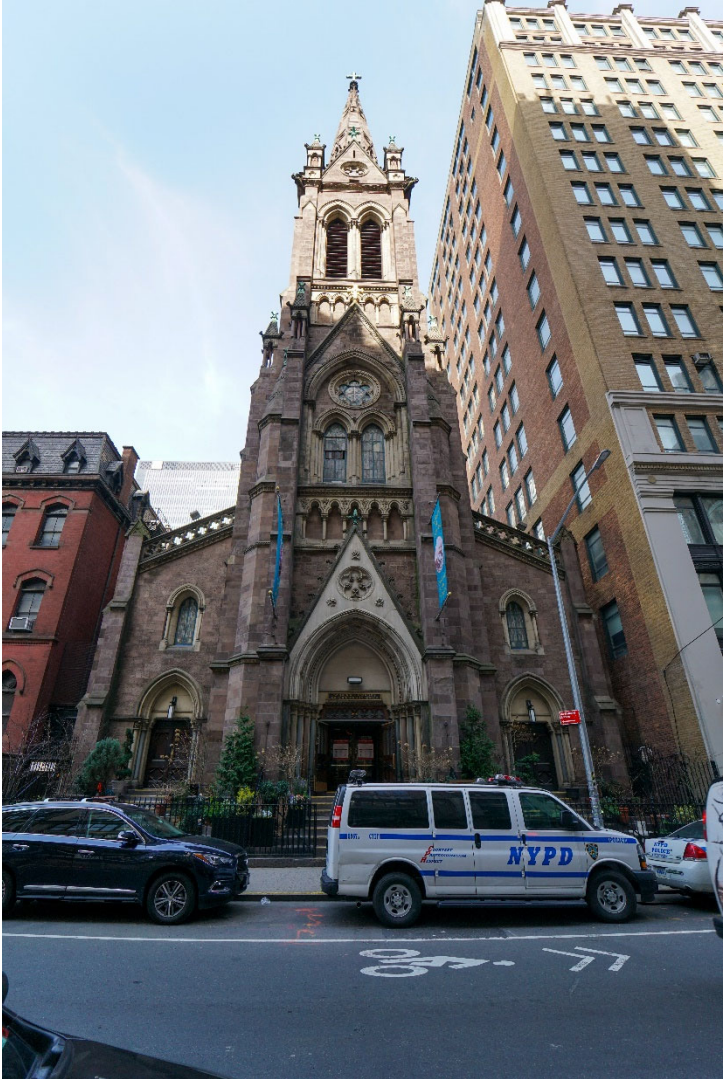
View of façade on West 30th Street



View looking north on West 30th Street



View of façade on West 30th Street



View looking north on West 30th Street

## Block 780, Lot 36

### Location, Use, Zoning, and Ownership

Lot 36 spans the west side of Seventh Avenue, between West 30th Street and West 31st Street. The 19,705-sf lot is improved with a 17-story, 332,383-gsf building used for commercial space. Lot 36 is located in a M1-6 zoning district, which permits a manufacturing FAR of 10.0, maximum commercial FAR of 10.0, and community facility FAR of 10.0. The building was constructed in 1921 and has no renovation information on record. It is owned by 370 Seventh Avenue Fee Owner, LLC.

### Visual Assessment of Building and Site Conditions

Lot 36 contains a 17-story building, known as Seven Penn Plaza, with retail spaces and a lobby on the ground floor and offices on the upper floors. The façade consists of stone, metal, and glass storefronts at the base and brick and stone on the upper floors. The exterior walls, windows, and doors are in good condition. The sidewalk and curb cuts are in good condition, with minor debris. The building has an energy efficiency grade of D, as reported by the Mayor's Office of Sustainability. The building shows no barrier to accessibility at the ground-floor entrances. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 36 has four open building code violations, which were issued by DOB. Two of the three violations relate to the building's elevator. The remaining violation relates to a failure to comply with FISP. All four open violations were issued in 2018.

### Site Utilization

Lot 36 is located in a M1-6 zoning district, which allows a maximum commercial FAR of 10. The 19,750-sf lot could accommodate 197,500 zsf of built commercial space under current zoning. The lot is improved with a 332,383-gsf building, using 168 percent of the lot's commercial development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records, which was confirmed according to FDNY records. The FDNY records show this property is registered with one 10,000-gallon No. 6 fuel oil tank that was abandoned in 1989. Records provided by DOHMH indicate that lead was detected in sink water on the 18th floor at a concentration of <0.001 parts per million (ppm). In addition, lead was detected at a concentration of <0.001 ppm in sink water on the 16th floor. It should be noted that the New York State Class GA drinking water standard for lead is 0.05 ppm. FDNY records show that between 1987 and 2019, 15 violation notices were issued for the following repeat offenses: failing to provide extinguishers, failing to provide instructional signage, failing to maintain the fire suppressant system, failing to provide a fireproof door, failing to obtain a Certificate of Fitness, failing to provide lighting devices, lack of adequate egress and failing to conduct required inspections. Fourteen (14) violation orders were issued between 2009 and 2020 relating to this property's partial operation as a restaurant. These orders include the reconstruction of a vent duct, the installation of kitchen-specific hoods, insulation of grease ducts, provide a class K fire extinguisher and ensure at least 16 inches of space between an open flame and the fryer. Other various violation orders include restoring the fire alarm system, removing an obstruction from a hallway, providing an evacuation plan and training staff on evacuation plan.



**Figure 1-28** Block 780, Lot 36 Photographs



View facing northwest from intersection of Seventh Avenue and West 30th Street



View facing south on West 31st Street

## Block 780, Lot 45

### Location, Use, Zoning, and Ownership

Lot 45 is located at 204 West 31st Street between Seventh Avenue and Eighth Avenue. The 9,066-sf lot is improved with a three-story, 23,110-gsf building used for community facility space. Lot 45 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. The building was constructed in 1974 and has no renovation information on record. It is owned by the Province of St. Mary of Capuchin Order and affiliated with St. John the Baptist Roman Catholic Church.

### Visual Assessment of Building and Site Conditions

Lot 45 contains a three-story building that is currently under construction; it is surrounded by scaffolding. The façade consists of bricks that are in poor condition, showing large cracks and heavy stains. The doors and windows on the ground floor are in fair condition, though covered with dirt and staining. The upper windows are not visible and their condition is unknown. The sidewalk is in fair condition, showing minor cracking, staining, and debris. At the time of this assessment, there was an encampment in front of the building. Overall, the building and site conditions were given a rating of poor condition.

### Open Building Code Violations

Lot 45 has six open building code violations. Three of the six violations were issued by ECB, of which one is classified as hazardous. It relates to construction at the property. The remaining three violations were issued by DOB and relate to the building's elevators. All six open violations were issued in 2017 or later.

### Site Utilization

Lot 45 is located in a M1-5 zoning district, which allows a maximum community facility FAR of 6.5. The 9,066-sf lot could accommodate 58,929 zsf of built community facility space under current zoning. The lot is improved with a 23,110-gsf building, using 39 percent of the lot's community facility development potential.

### Environmental Concerns

There is a potential for air quality issues indicated by the property's listing as an E-Designation site. According to the EDR database report, the building has issues with window wall attenuation and alternate ventilation. No other details were provided. There is also potential for fuel oil tanks located at this property, as indicated by DOB records but FDNY records show there are no tanks or violations associated with this property. In addition, no records were maintained by DOHMH.

Figure 1-29 Block 780, Lot 45 Photographs



View looking west on West 31st Street



View looking southwest on 31st Street



View looking southeast on West 31st Street

## Block 780, Lot 60

### Location, Use, Zoning, and Ownership

Lot 60 is located at 232 West 31st Street between Seventh Avenue and Eighth Avenue. The 22,742-sf lot is improved with the Penn Station Service Building. Lot 60 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. It is owned by the National Railroad Passenger Corporation doing business as Amtrak.

### Visual Assessment of Building and Site Conditions

Lot 60 contains a four-story railroad service facility. Its façade consists of stone that is in fair condition, showing moderate cracking and heavy staining. The doors and windows are in critical condition; many are damaged, missing, or boarded up with wood panels. The sidewalk is in critical condition, showing large cracks and uneven patches, and curb cuts are in poor condition, with heavy cracking and damages. The security bars on the building are in generally poor condition, as the metal surfaces are heavily corroded. The building is not accessible, because its entrance is elevated from the street level and can only be accessed by stairs. Overall, the building and site conditions were given a rating of critical condition.

### Open Building Code Violations

Lot 60 has eight open building code violations. One of the eight violations was issued by ECB and relates to the “failure to maintain exterior building wall,” which creates a hazardous condition. The parapet masonry was noted to be cracked and “bulging outward.” The remaining seven violations were issued by DOB and relate to the building’s elevator and construction. The construction violations and four of the elevator violations were issued prior to 2015. The remaining two elevator violations were issued in 2019.

### Site Utilization

Lot 60 is located in a M1-5 zoning district, which allows a maximum manufacturing FAR of 5.0. The 9,066-sf lot could accommodate 113,710 zsf of built manufacturing space under the current zoning.

### Environmental Concerns

This property is an E-Designation site associated with window wall attenuation and alternate ventilation. In addition, no records were maintained by DOHMH. Further, according to FDNY records, there are no tanks or violations associated with this property.

**Figure 1-30** Block 780, Lot 60 Photographs



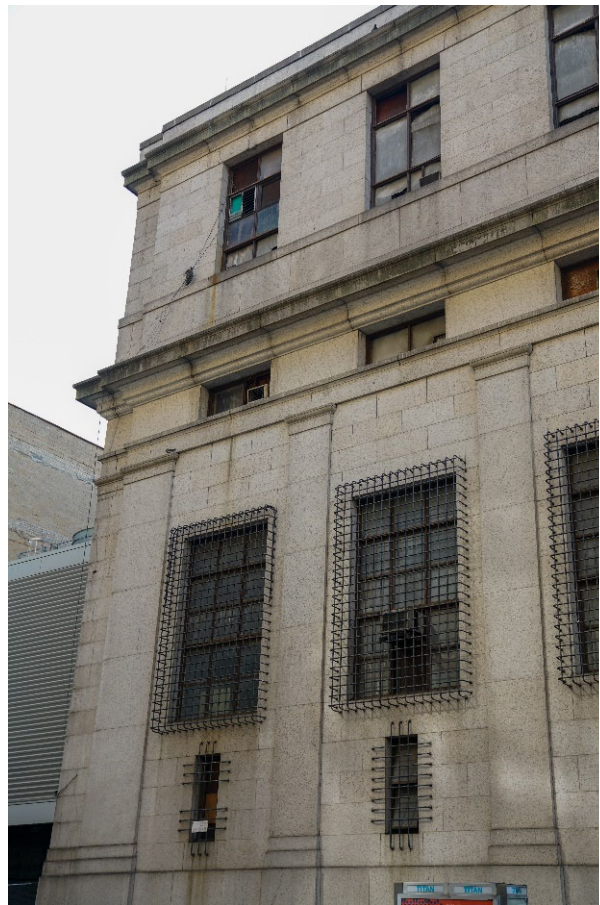
View looking south on West 31st Street



View looking south on West 31st Street



View of entryway



View of facade

## Block 780, Lot 70

### Location, Use, Zoning, and Ownership

Lot 70 is located at 252 West 31st Street between Seventh Avenue and Eighth Avenue. The 866-sf lot is improved with a five-story, 4,062-gsf building used for commercial space. Lot 70 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. The building was constructed in 1930 and was last renovated in 1990. It is owned by 252 West 31st St. Corporation.

### Visual Assessment of Building and Site Conditions

Lot 70 contains a five-story building, with retail on the ground floor and office on the upper floors. The façade consists of a glass storefront and stucco at the street and upper levels. The exterior wall and doors are in fair condition, with some cracks and stains. The windows are in poor condition, showing heavy corrosion on their frames. The sidewalk is in poor condition, with large cracking, moderate staining, and debris. The ground floor entrances show no barrier to accessibility. A sign over the upper-level entry advertises an office for lease. Overall, the building and site conditions were given a rating of poor condition.

### Open Building Code Violations

Lot 70 has seven open building code violations. Two of the seven violations were issued by ECB and relate to the building's boiler and building occupancy. According to ECB records, the second to fifth floors are used for residential space, which is not permitted. The remaining five violations were issued by DOB and relate to the building's boiler and zoning. No further details were provided by DOB records. Each of the seven violations were issued prior to 2015.

### Site Utilization

Lot 70 is located in a M1-5 zoning district, which allows a maximum commercial FAR of 5.0. The 866-sf lot could accommodate 4,330 zsf of built commercial space under the current zoning. The lot is improved with a 4,062-gsf building, using 94 percent of the lot's commercial development potential.

### Environmental Concerns

Based upon a review of the EDR database report and DOB records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, no records were maintained by DOHMH. Further, according to FDNY records, there are no tanks or violations associated with this property.

Figure 1-31 Block 780, Lot 70 Photographs



View looking south on West 31st Street



View looking south on West 31st Street



View looking south on West 31st Street

## Block 780, Lot 71

### Location, Use, Zoning, and Ownership

Lot 71 is located at 254 West 31st Street between Seventh Avenue and Eighth Avenue. The 4,937-sf lot is improved with a 15-story, 65,977-gsf building used for commercial space. Lot 71 is located in a M1-5 zoning district, which permits a maximum manufacturing FAR of 5.0, commercial FAR of 5.0, and community facility FAR of 6.5. The building was constructed in 1926 and no renovation information is on record. It is owned by Thirty One Co.

### Visual Assessment of Building and Site Conditions

Lot 71 contains a 15-story building, with retail and an office lobby on the ground floor and office space on the upper floors. The façade consists of a stone, metal, and glass storefront at the base and brick on the upper floors. The exterior wall on the ground floor is in good condition, but the upper floors are in fair condition, as the brick wall has moderate corrosion and staining. The windows and doors are in good condition. The sidewalk is in fair condition, showing minor cracking, staining, and debris. The building has an energy efficiency grade of B, as reported by the Mayor's Office of Sustainability. The building shows no barrier to accessibility at the ground-floor entrances. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 71 has two open building code violations. Both violations were issued by DOB. They relate to the building's boiler and failure to comply with FISP. Both were issued in 2019.

### Site Utilization

Lot 71 is located in a M1-5 zoning district, which allows a maximum commercial FAR of 5.0. The 4,937-sf lot could accommodate 24,685 zsf of built commercial space under current zoning. The lot is improved with a 65,977-gsf building, using 267 percent of the lot's commercial development potential.

### Environmental Concerns

According to the EDR database report, there is potential for subsurface contamination associated with four likely abandoned 4,000-gallon gasoline USTs located at this property, which were confirmed by an oil burner application provided by DOB records. According to FDNY records, this property is registered with one 5,000-gallon No. 6 fuel oil tank that was abandoned in 2019. Two violation notices were issued in 2008 and 2020 for failing to provide extinguishers, failing to maintain electrical equipment, failing to maintain a fire suppressant system and failing to provide instruction signage. Three violation orders were issued in 2010, 2012 and 2020 requiring a communication system from the fire command system to the elevator and to discontinue storage in electrical closets. In addition, no records were maintained by DOHMH.



**Block 780, Lot 71 Photographs**



View facing south on West 31st Street



View facing south on West 31st Street

## Block 780, Lot 73

### Location, Use, Zoning, and Ownership

Lot 73 is located at 416 Eighth Avenue at the corner of West 31st Street and Eighth Avenue. The 2,325-sf lot is improved with two two-story buildings, totaling 4,600 gsf. They are used for commercial space. Lot 73 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and a residential FAR of 9.0. The buildings were constructed in 1930 and were last renovated in 2000. The lot is owned by 416 8th Owner, LLC.

### Visual Assessment of Building and Site Conditions

Lot 73 contains a two-story retail store that is currently unoccupied and advertised for lease. The façade consists of metal panels and glass and is in fair condition, showing one or two minor stains, while the windows and doors are in good condition. The sidewalk and curb cuts are in fair condition, showing minor cracking, staining, and debris. The building shows no barrier to accessibility at the ground floor entrance. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 73 does not have any open building code violations.

### Site Utilization

Lot 73 is located in a C6-3X zoning district, which allows a maximum commercial FAR of 6.0. The 2,325-sf lot could accommodate 13,950 zsf of built commercial space under current zoning. The lot is improved with a 4,600-gsf building, using 33 percent of the lot's commercial development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. According to FDNY records, this property is registered with one 10,000-gallon No. 6 fuel oil tank that was abandoned in 2003. One violation notice was issued in 2019 for failing to provide required affidavit plans and three violation orders were issued in 2009 and 2019 ordering the restoration of the fire suppressant system and requiring kitchen fire safety. In addition, no records were maintained by DOHMH.

Figure 1-32 Block 780, Lot 73 Photographs



View facing south on West 31st Street



View facing south on West 31st Street



View facing east on 8th Avenue

## Block 780, Lot 74

### Location, Use, Zoning, and Ownership

Lot 74 is located at 414 Eighth Avenue between West 31st Street and West 30th Street. The 1,980-sf lot is improved with a single-story, 2,008-gsf building used for commercial and office space. Lot 74 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and a residential FAR of 9.0. The building was constructed in 1920 and was last renovated in 2016. It is owned by 414 Enterprises, Inc.

### Visual Assessment of Building and Site Conditions

Lot 74 is occupied by a one-story retail store. The façade consists of a stucco, stone, metal, and glass storefront. The exterior wall, doors, and windows are in good condition. The sidewalk is in fair condition, showing minor cracking, staining, and debris. The building shows no barrier to accessibility at the entrance. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 74 has five open building code violations that were issued by DOB and relate to the building's elevator, construction, and electric signs. Each of the five violations were issued prior to 2015.

### Site Utilization

Lot 74 is located in a C6-3X zoning district, which allows a maximum commercial FAR of 6.0. The 1,980-sf lot could accommodate 11,880 zsf of built commercial space under current zoning. The lot is improved with a 2,008-gsf building, using 17 percent of the lot's commercial development potential.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks or violations associated with this property.

**Figure 1-33 Block 780, Lot 74 Photographs**



View facing east on 8th Avenue

## Block 780, Lot 75

### Location, Use, Zoning, and Ownership

Lot 75 is located at 412 Eighth Avenue between West 31st Street and West 30th Street. The 2,917-sf lot is improved with a seven-story, 15,781-gsf building used for mixed residential and commercial space. Lot 75 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and a residential FAR of 9.0. The building was constructed in 1930 and was last renovated in 2001. It is owned by A.M.A.A. Realty Corporation.

### Visual Assessment of Building and Site Conditions

Lot 75 contains a seven-story building, with retail on the ground floor and second floor, and office space on the upper floors. The façade consists of a stucco, concrete, and glass storefront on the lower levels and stucco and concrete on the upper levels. The exterior wall, doors, and windows are in good condition. The sidewalk is in fair condition, showing minor cracking, staining, and debris. The building shows no barrier to accessibility at the ground-floor entrance. The upper office is for lease. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 75 has no open building code violations.

### Site Utilization

Lot 75 is located in a C6-3X zoning district, which allows a maximum residential FAR of 9.0. The 2,917-sf lot could accommodate 26,253 zsf of built residential space under current zoning. The lot is improved with a 15,781-gsf building, using 60 percent of the lot's residential development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. In addition, no records were maintained by DOHMH. Further, the FDNY issued six violation notices between 1988 and 2015 for the following offenses: unnecessary alarms, failure to obtain a Certificate of Approval, failing to provide affidavit plans, failing to produce a permit, failing to obtain a Certificate of Fitness, failing to maintain fire suppressant system, failing to provide instructional signage, failing to provide extinguishers and failing to provide lighting devices. No FDNY violation orders were issued to this property.

Figure 1-34 Block 780, Lot 75 Photographs



View facing east on 8th Avenue



View facing east on 8th Avenue

## Block 780, Lot 76

### Location, Use, Zoning, and Ownership

Lot 76 is located at 410 Eighth Avenue between West 31st Street and West 30th Street. The 2,500-sf lot is improved with a six-story, 13,900-gsf building used for mixed residential and commercial space. Lot 76 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and a residential FAR of 9.0. The building was constructed in 1925 and was last renovated in 2003. It is owned by A.M.A.A. Realty Corporation.

### Visual Assessment of Building and Site Conditions

Lot 76 contains a six-story building, with retail on the ground floor, and office or residential space on the upper floors. The façade consists of a metal and glass storefront at the ground floor and stone, stucco, and glass on the upper floors. Its exterior wall is in fair condition, showing minor damage, while the windows and doors are in good condition. The sidewalk is in fair condition, showing minor cracking, staining, and debris. The building shows no barrier to accessibility at the ground floor entrances. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 76 has four open building code violations that were issued by DOB and relate to the building's boiler. All four violations were issued in 2019.

### Site Utilization

Lot 76 is located in a C6-3X zoning district, which allows a maximum residential FAR of 9.0. The 2,500-sf lot could accommodate 22,500 zsf of built residential space under current zoning. The lot is improved with a 13,900-gsf building, using 62 percent of the lot's residential development potential.

### Environmental Concerns

Based upon a review of the EDR database report and DOB records, there is no evidence to suggest that significant environmental concerns exist at this property. According to DOHMH records, a sauna was closed at this property due to improper permitting of same. In addition, according to FDNY records, there are no tanks associated with this property. Further, three FDNY violation notices were issued in 2014 for the repeat offense of failing to conduct required tests and failing to provide adequate egress. No FDNY violation orders were issued to this property.



Figure 1-35 Block 780, Lot 76 Photographs



View facing southeast on 8th Avenue



View facing east on 8th Avenue

## Block 780, Lot 7501

### Location, Use, Zoning, and Ownership

Lot 7501 is located at 406 Eighth Avenue between West 31st Street and West 30th Street. The 5,000-sf lot is improved with a 12-story, 26,050-gsf building used for mixed residential and commercial space. Lot 7501 is located in a C6-3X zoning district, which permits a maximum commercial FAR of 6.0, community facility FAR of 9.0, and a residential FAR of 9.0. The building was constructed in 1986 and has no renovation information on record. Owner information is not available.

### Visual Assessment of Building and Site Conditions

Lot 7501 contains a 12-story building, with retail on the ground floor and residential space on the upper floors. The façade consists of stone, metal, and glass on the ground floor and brick and stucco on the upper floors. Because the building is currently under construction and surrounded by scaffolding, the façade and window conditions of the upper levels is unknown. However, at the street level, the exterior wall is in poor condition, showing heavy corrosion, and the doors are in fair condition. The sidewalk is in fair condition, showing minor cracking, staining, and debris. The ground floor entrances show no barrier to accessibility. Overall, the building and site conditions were given a rating of poor condition.

### Open Building Code Violations

Lot 7501 has 19 open building code violations. Six of the 19 violations were issued by ECB, of which two are classified as hazardous and relate to the building's unsafe façade. The remaining four violations issued by ECB relate to the building's boiler, elevator, and failure to safeguard the public. The most recent violations (issued within the last five years) include the failure to maintain the building in a code-compliant manner in 2016 and the failure to safeguard the public from an unsafe façade in 2019. Thirteen of the 19 violations were issued by DOB and relate to construction and the building's boiler and elevators. One of the 13 DOB violations is classified as hazardous, due to the "failure to certify correction on immediately hazardous ECB violation." While most of the DOB violations were issued prior to 2015, two elevator violations was issued in 2017, façade violations were issued in 2018 and 2019, and a failure to benchmark violation was issued in 2019.

### Site Utilization

Lot 7501 is located in a C6-3X zoning district, which allows a maximum residential FAR of 9.0. The 5,000-sf lot could accommodate 45,000 zsf of built residential space under current zoning. The lot is improved with a 26,050-gsf building, using 58 percent of the lot's potential residential development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records, however, according to FDNY records, there are no tanks associated with this property. In addition, no records were maintained by DOHMH. Three FDNY violation notices were issued in 1998, 2007 and 2009 for failing to provide extinguishers, failing to produce a permit and failing to conduct a required inspection. No FDNY violation orders were issued to this property.

**Figure 1-36 Block 780, Lot 7501 Photographs**



View facing east on 8th Avenue



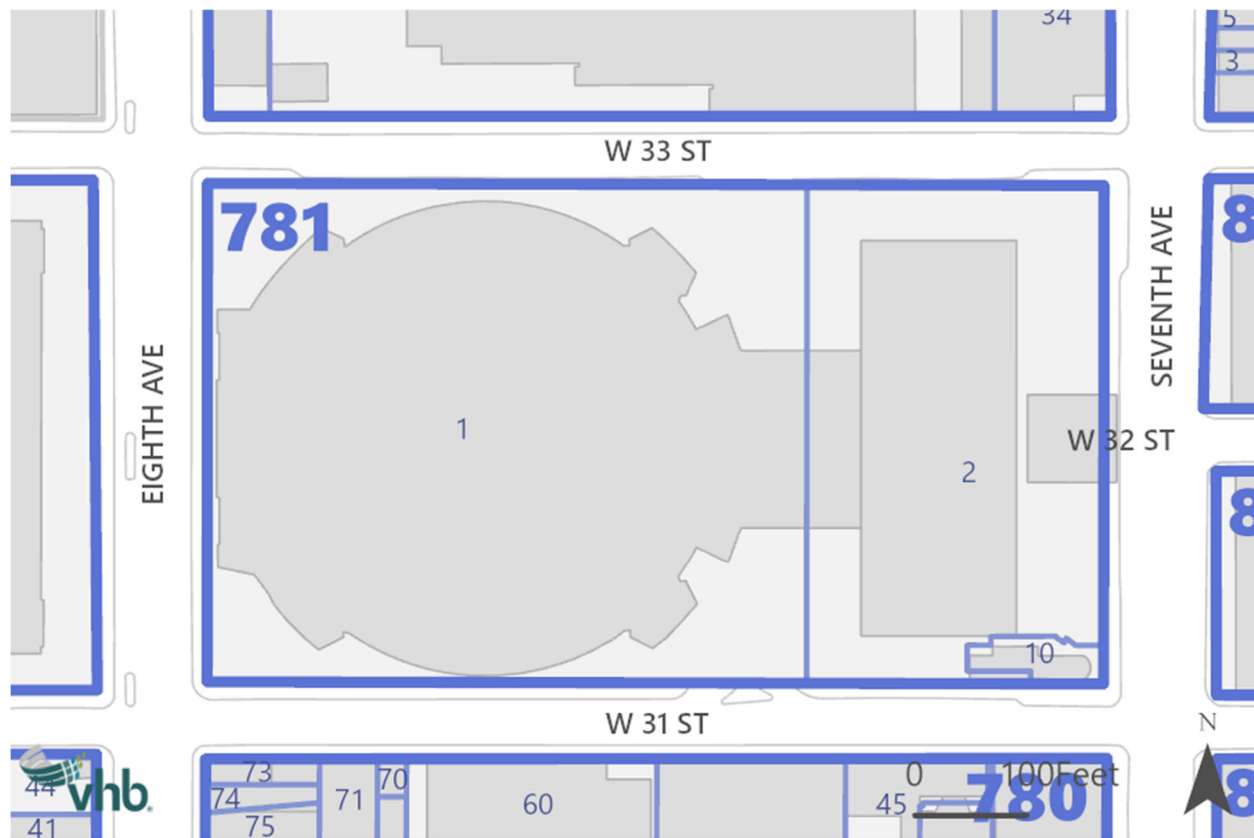
View facing east on 8th Avenue



View facing northeast on 8th Avenue

# Block 781

Figure 1-37 Block 781



## Block 781, Lot 1

### Location, Use, Zoning, and Ownership

Lot 1 is located at 4 Penn Plaza and occupies the western portion of the block bounded by West 31st Street, West 33rd Street, Seventh Avenue, and Eighth Avenue. The 237,724-sf lot is occupied by Madison Square Garden, an indoor arena that was constructed in 1968. Lot 1 is located in a C6-4 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 10, and community facility FAR of 10. The lot is owned by the National Railroad Passenger Corporation doing business as Amtrak.

### Visual Assessment of Building and Site Conditions

The building façade consists of a metal and glass curtain wall system alternating with sections of stone. The exterior walls are in fair condition, with moderate corrosion, staining, and peeling paint. The doors and windows are in fair condition, showing minor corrosion and staining. The sidewalk is in fair condition with minor cracking, staining, and debris, and the curb cuts are in good condition. The paved yard surface at some building corners is in poor condition, showing corroded tiles and an unsanitary environment. There are streetlights, planter boxes, and bollards adjacent to the building. The ground floor entrances show no barrier to accessibility. Overall, the building and site conditions were given a rating of fair condition.

## Open Building Code Violations

Lot 1 has four open building code violations that were issued by DOB and relate to the building's elevators and/or escalators. Each of the four violations were issued in 2017 or later.

## Site Utilization

Because Block 781 is a single zoning lot, a combined utilization rate was calculated for Lots 1, 2, and 10. Due to the absence of MapPLUTO data for the block, data from the MSG Special Permit Report on zoning lot area, zoning floor area, and basic maximum allowable zsf was used.<sup>1</sup> According to the MSG CPC Report, the maximum allowable floor area on the zoning lot is 4,206,440 zsf and the existing building area is estimated at 2,333,263 zsf, resulting in a site utilization rate of 55 percent across the zoning lot.

## Environmental Concerns

According to the EDR database report, this property is an E-Designation site associated with underground gasoline storage tanks, window wall attenuation, and alternate ventilation. In addition, this site is mapped as a historic gasoline service station operating under the name "Beach 66 LP" between 2001 and 2004. No other details were provided by the EDR database report regarding this listing. However, based upon the utilization of this property as Madison Square Garden prior to 2001, it is possible that this facility was incorrectly mapped and that gasoline service station operations did not occur at this location. In addition, no records were maintained by DOHMH, indicating that no reported insanitary conditions exist at this property. Further, according to FDNY records, asbestos has been abated and there are no tanks associated with this property. In 2019, the FDNY issued one violation notice to prevent unnecessary alarms. In 2020, seven violation orders were issued, requiring the following adjustments regarding fire safety: legalize fire suppressant system, retest fire safety system, fuel and electrical shutdown requiring a microswitch test, install an adequate kitchen hood vent, insulate grease ducts, cease use of combustible mixtures and cease use of flammable mixtures.

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<sup>1</sup> CPC Report (2013). MSG Special Permit. C 130139 ZSM

Figure 1-38 Block 781, Lot 1 Photographs



View facing southeast on West 33rd Street



View facing west from former taxiway near West 31st Street



View of plaza near Penn Station Entrance on corner of 8th Avenue and West 31st Street



View facing east on 8th Avenue

## Block 781, Lot 2

### Location, Use, Zoning, and Ownership

Lot 2 is located at 392 Seventh Avenue and occupies the eastern portion of the block bounded by West 31st Street, West 33rd Street, Seventh Avenue, and Eighth Avenue. The 113,695-sf lot is occupied by 2 Penn Plaza, a 31-story commercial building that was constructed in 1968. Lot 2 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The property is owned by Vornado.

### Visual Assessment of Building and Site Conditions

The lot is primarily occupied by an office building, entrances to Penn Station and Madison Square Garden, and open plaza space. The 31-story office building, known as 2 Penn Plaza, leases ground floor space to several retail stores. The façade consists of concrete panel, metal panel, and glass curtainwall. The exterior walls, doors, and windows are in good condition. The sidewalk is in fair condition, showing minor cracking and staining, and the curb cuts are in good condition. A fair amount of garbage and debris litter the area around the building, but the plaza is in good condition, with minor cracking. There are streetlights, planter boxes, and benches adjacent to the building. The building has an accessible ramp leading to its elevated first floor. This building was rated in good condition.

In front of the office building, at West 32nd Street, is an entrance to Penn Station. It features several retail stores. The façade of the entrance consists of glass, concrete, and tiles. The exterior walls are in fair condition, showing moderate corrosion and staining. The paved yard surface on the plaza is in good condition, with minor cracking. However, there is a considerable amount of garbage as well as dead rodents. This building was rated in fair condition. Overall the building and site conditions were given a good/fair rating.

### Open Building Code Violations

Lot 2 has nine open building code violations. Two of the nine violations were issued by ECB and relate to improper notification of a mobile crane departure, which created a potentially hazardous condition. Seven of the nine violations were issued by DOB and relate to the building's elevator and/or escalators. Each of the nine violations were issued in 2017 or later.

### Site Utilization

Because Block 781 is a single zoning lot, a combined utilization rate was calculated for Lots 1, 2, and 10. Due to the absence of MapPLUTO data for the block, data from the MSG Special Permit Report on zoning lot area, zoning floor area, and basic maximum allowable zsf was used.<sup>2</sup> According to the MSG CPC Report, the maximum allowable floor area on the zoning lot is 4,206,440 zsf and the existing building area is estimated at 2,333,263 zsf, resulting in a site utilization rate of 55 percent across the zoning lot.

### Environmental Concerns

There is potential for subsurface contamination associated with three abandoned 20,000-gallon No. 6 fuel oil ASTs, which is confirmed by an oil burner application provided by DOB records. However, according to FDNY records, there are no tanks associated with this property. In addition, no records were maintained by DOHMH, indicating that no reported insanitary conditions exist at this property.

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<sup>2</sup> CPC Report (2013). MSG Special Permit. C 130139 ZSM



Figure 1-39 Block 781, Lot 2 Photographs



View of stairs to plaza off of 7th Avenue



View of plaza



View facing southwest from 7th Avenue



View facing west of entryway from plaza near 7th Avenue



View facing west from 7th Avenue

## Block 781, Lot 10

### Location, Use, Zoning, and Ownership

Lot 10 is located at 380 Seventh Avenue at the corner of Seventh Avenue and West 31st Street. The 4,072-sf lot is improved with a 2,615-gsf building used as an entrance to New Jersey Transit in Penn Station. Lot 10 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. It is owned by the New Jersey Transit Company.

### Visual Assessment of Building and Site Conditions

Lot 10 contains a one-story entrance to Penn Station, which is underground. The façade of the building consists of metal and glass. Its exterior walls are in fair condition with moderate corrosion and staining. The windows and doors are in good condition. The sidewalk is in fair condition, showing minor cracking, staining, and debris, while the curb cuts are in good condition. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 10 has 77 open building code violations that were issued by DOB and relate to the elevators and/or escalators. Of the 77 elevator violations, 54 were issued after 2015.

### Site Utilization

Because Block 781 is a single zoning lot, a combined utilization rate was calculated for Lots 1, 2, and 10. Due to the absence of MapPLUTO data for the block, data from the MSG Special Permit Report on zoning lot area, zoning floor area, and basic maximum allowable zsf was used.<sup>3</sup> According to the MSG CPC Report, the maximum allowable floor area on the zoning lot is 4,206,440 zsf and the existing building area is estimated at 2,333,263 zsf, resulting in a site utilization rate of 55 percent across the zoning lot.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. However, according to FDNY records, there are no tanks associated with this property. In addition, although there are no violation notices associated with this property, four violation orders were issued by FDNY in 2019 requiring the following adjustments: conduct a five-year standpipe flow pressure test, repair gravity tank door, maintain a monthly testing records, identify the fire hose cabinet with appropriate signage and conduct the five-year hydrostatic test of the sprinkler system. Further, no records were maintained by DOHMH, indicating that no reported insanitary conditions exist at this property.

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<sup>3</sup> CPC Report (2013). MSG Special Permit. C 130139 ZSM

Figure 1-40 Block 781, Lot 10 Photographs



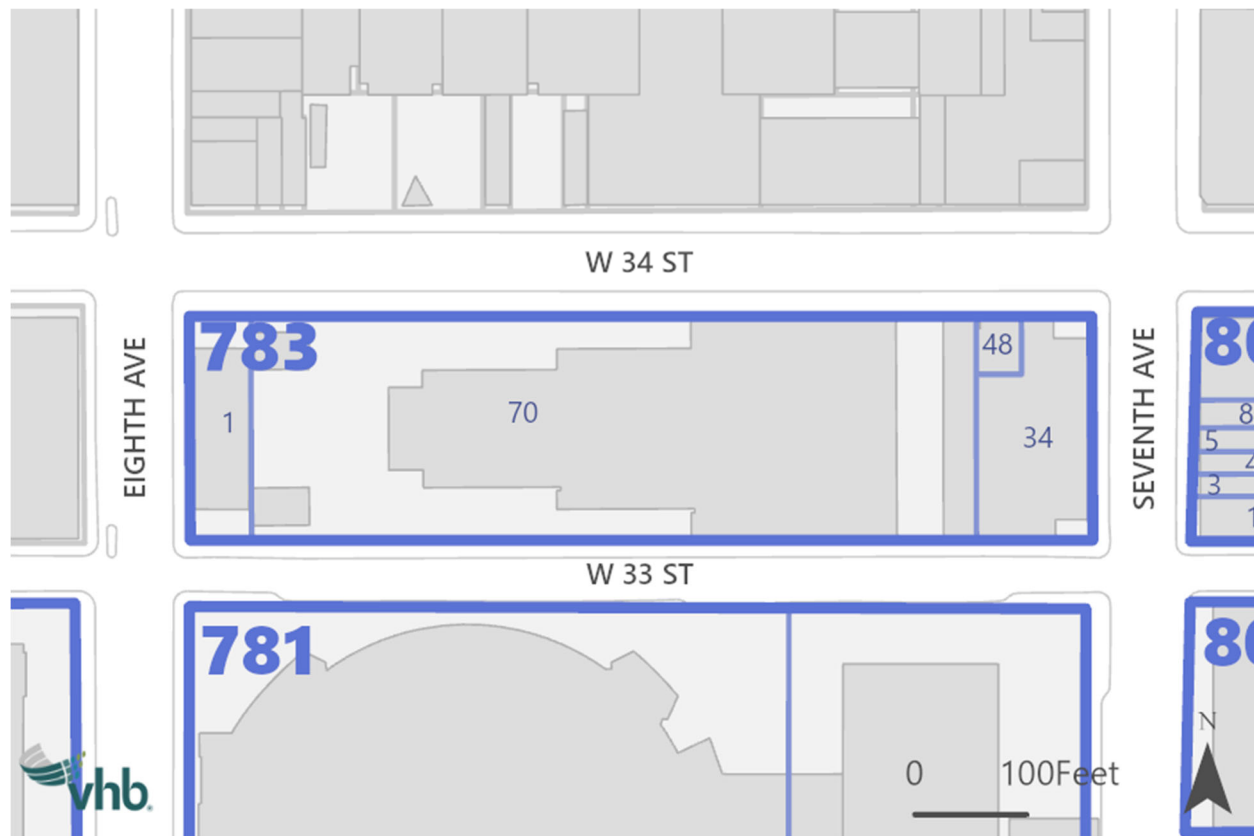
View facing west from 7th Avenue



View facing northwest from intersection of West 31st Street and 7th Avenue

# Block 783

**Figure 1-41 Block 783**



## Block 783, Lot 1

### Location, Use, Zoning, and Ownership

Lot 1 is located at 460 Eighth Avenue and occupies the westernmost portion of the block bounded by West 33rd Street, West 34th Street, Seventh Avenue, and Eighth Avenue. The 10,360-sf lot is improved with a one-story, 14,145-gsf building used for commercial space. Lot 1 is located in a C6-4 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 10, and community facility FAR of 10. The building was constructed in 1967 and has no renovation information on record. It is owned by Vornado.

### Visual Assessment of Building and Site Conditions

Lot 1 contains a one-story retail store with an adjacent public plaza area on the north and south sides of the lot that each contain a tree planted within an elevated brick container. The building has an overhang and the façade consists of metal and glass. The walls and doors are in fair condition, showing moderate corrosion and stain, and the windows are in good condition. The building shows no barrier to accessibility at the ground floor entrances but there are steps down to a service entrance on the northeastern side of the building due to sloped sidewalk. The sidewalk and curb cuts are in fair condition, containing minor

debris. The paved yard surface on the north and south sides of the lot are in poor condition. Streetlights, street trees, and planter boxes are adjacent to the building. Overall, the building and site conditions were given a rating of good condition.

## Open Building Code Violations

Lot 1 has six open building code violations. Four of the six violations were issued by ECB and relate to public assembly, construction, and site safety. A hazardous violation was issued to this property as a result of operating without a public assembly permit in 1997. Two of the six violations were issued by DOB and relate to the building's elevator. Each of the six violations were issued prior to 2015.

## Site Utilization

Because Block 783 is a single zoning lot (with the exception of Lot 48), a combined utilization rate was calculated for Lots 1, 34, and 70. According to information provided by ESD, the maximum allowable floor area on the zoning lot is 2,022,368 zsf. According to the 1 Penn West ULURP, Lot 1 is fully built while Lot 34 is slightly underbuilt. The existing gross building area is 2,737,780 gsf, which would result in a site utilization rate of 135 percent. However, taking into account the zoning square footage, the site utilization is closer to 94% and the site is well utilized.

## Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. However, according to FDNY records, there are no tanks associated with this property. In addition, six FDNY violation notices were issued to this property between 2013 and 2020 for the following repeat offenses: sold or used material without a permit, maintained unnecessary alarms and failed to maintain fire suppressant system. No FDNY violation orders were issued to this property. Further, no records were maintained by DOHMH.

Figure 1-42 Block 783, Lot 1 Photographs



View facing east on 8th Avenue



View facing north from plaza near West 33rd Street

## Block 783, Lot 34

### Location, Use, Zoning, and Ownership

Lot 34 is located at 420 Seventh Avenue and occupies the easternmost portion of the block bounded by West 33rd Street, West 34th Street, Seventh Avenue, and Eighth Avenue. The 17,773-sf lot is improved with a one-story, 34,000-gsf building used for commercial space. Lot 34 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The building was constructed in 1969 and has no renovation information on record. It is owned by KorPenn with a ground lease by Vornado.

### Visual Assessment of Building and Site Conditions

Lot 34 contains a one-story retail building with retail stores and a bank. The façade consists of a metal and glass storefront. The exterior walls are in poor condition, showing heavy corrosion and staining. Windows and doors are in fair condition, showing moderate corrosion and staining. The sidewalk and curb cuts are in good condition, showing minor cracking, staining, and debris. The building shows no barrier to accessibility. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 34 has one open building code violation that was issued by DOB and relates to the building's elevator and/or escalator. This violation was issued in 1993.

### Site Utilization

Because Block 783 is a single zoning lot (with the exception of Lot 48), a combined utilization rate was calculated for Lots 1, 34, and 70. According to information provided by ESD, the maximum allowable floor area on the zoning lot is 2,022,368 zsf. According to the 1 Penn West ULURP, Lot 1 is fully built while Lot 34 is slightly underbuilt. The existing gross building area is 2,737,780 gsf, which would in a site utilization rate of 135 percent. However, taking into account the zoning square footage, the site utilization is closer to 94% and the site is well utilized.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. However, according to FDNY records, there are no tanks registered with this property. In addition, five FDNY violation notices were issued in 2009 and 2015 for the following repeat offenses: failed to provide extinguishers, failed to provide good housekeeping practices, failed to maintain fire suppressant system, failed to provide instruction signage, failed to provide adequate egress, failed to conduct required test and failed to maintain electrical equipment. Further, DOHMH records indicated a claim that parasites are in the drinking water. No further details are provided.



Figure 1-43 Block 783, Lot 34 Photographs



View facing southwest on 7th Avenue



View facing north of entrance on West 33rd Street



View of façade near corner of West 33rd Street and 7th Avenue

## Block 783, Lot 48

### Location, Use, Zoning, and Ownership

Lot 48 is located on West 34th Street between Seventh Avenue and Eighth Avenue. The 2,083-sf lot is improved with an entrance to the Long Island Railroad at Penn Station. Lot 48 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. Building construction and renovation information is not available. It is owned by Peter C. Ausnit.

### Visual Assessment of Building and Site Conditions

Lot 48 contains an entrance to Penn Station, which is underground. The façade consists of metal and terracotta on the ground floor and metal and glass curtainwalls on the upper structure. Its exterior wall is in fair condition, showing moderate corrosion and staining. The sidewalk is in fair condition, showing minor cracking, staining, and debris. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 48 has eight open building code violations. Seven of the eight violations were issued by ECB and are considered hazardous due to operating public assembly without the required permits. Each of these violations were issued between 1988 and 1990. The remaining violation was issued by DOB in 1990 and relates to the building's elevator.

### Site Utilization

Lot 48 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15. The 2,083-sf lot could accommodate 31,245 zsf of built commercial space under current zoning.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks or violations associated with this property.

Figure 1-44 Block 783, Lot 48 Photographs



View facing southeast on West 34th Street



View facing south on west 34th Street

## Block 783, Lot 70

### Location, Use, Zoning, and Ownership

Lot 70 is located at 250 West 34th Street between Seventh Avenue and Eighth Avenue. The 127,966-sf lot is occupied by 1 Penn Plaza, a 57-story, 2,689,635-gsf building used for commercial space. Lot 70 is largely located in a C6-4 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 10, and community facility FAR of 10. However a portion of the lot containing the eastern plaza is within a C6-6 district which allows for 15 FAR for commercial uses. The building was constructed in 1972 and has no renovation information on record (however the Lobby is currently being renovated). It is owned by Vornado.

### Visual Assessment of Building and Site Conditions

Lot 70 contains a 57-story office building known, two two-story retail buildings, and two public plazas areas. The office building, known as 1 Penn Plaza, has retail space on the ground floor. The façade consists of a metal and glass curtain wall system, a portion of which is undergoing construction and covered by scaffolding. The exterior walls, doors, and windows are in fair condition, showing moderate corrosion and staining. The building has an energy efficiency grade of B, as reported by the Mayor's Office of Sustainability.

The two-story retail store on the northwest portion of the lot (with frontage on West 34th Street) is occupied by a restaurant. The façade consists of a terracotta, metal, and glass storefront. The exterior walls, doors, and windows are in a fair condition, showing moderate cracking, staining, and corrosion. The building shows no barrier to accessibility at the ground-floor entrance.

The two-story retail store on the southwest portion of the lot (with frontage on West 33rd Street) is also occupied by restaurant. The façade consists of a stone, metal, and glass storefront. The exterior walls and doors are in fair condition, showing moderate corrosion and staining, while the windows are in good condition. Sidewalks are in fair condition, showing minor cracking, staining, and debris, while curb cuts are in good condition. Its ground floor entrance shows no barrier to accessibility.

The paved yard surface on the plaza is appears to be well-maintained, with minor staining.

Overall the building and site conditions were given a rating of fair, with each building being rated in fair condition.

### Open Building Code Violations

Lot 70 has 31 open building code violations. Six of the 31 violations were issued by ECB and relate to construction and zoning. One of the six ECB violations is classified as hazardous due to the failure to notify DOB of a construction related injury or fatality in 2020. An additional construction-related hazard was identified in 2019, when illegal signage was posted on a sidewalk shed. A work-without-a-permit violation was issued in 2017. The remaining ECB violations were issued prior to 2015. Twenty-five of the 31 violations were issued by DOB and relate to elevators. Fourteen of the DOB violations were issued after 2015.

## Site Utilization

Because Block 783 is a single zoning lot (with the exception of Lot 48), a combined utilization rate was calculated for Lots 1, 34, and 70. According to information provided by ESD, the maximum allowable floor area on the zoning lot is 2,022,368 zsf. According to the 1 Penn West ULURP, Lot 1 is fully built while Lot 34 is slightly underbuilt. The existing gross building area is 2,737,780 gsf, which would result in a site utilization rate of 135 percent. However, taking into account the zoning square footage, the site utilization is closer to 94% and the site is well utilized.

## Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. However, according to FDNY records, there are no tanks registered to this property. According to DOHMH records, a complaint of poor tasting drinking water resulting in sampling of lead content. Results indicated a detection of <0.01 ppm lead in drinking water. It should be noted that the New York State Class GA drinking water standard for lead is 0.05 ppm.

**Figure 1-45 Block 783, Lot 70 Photographs**



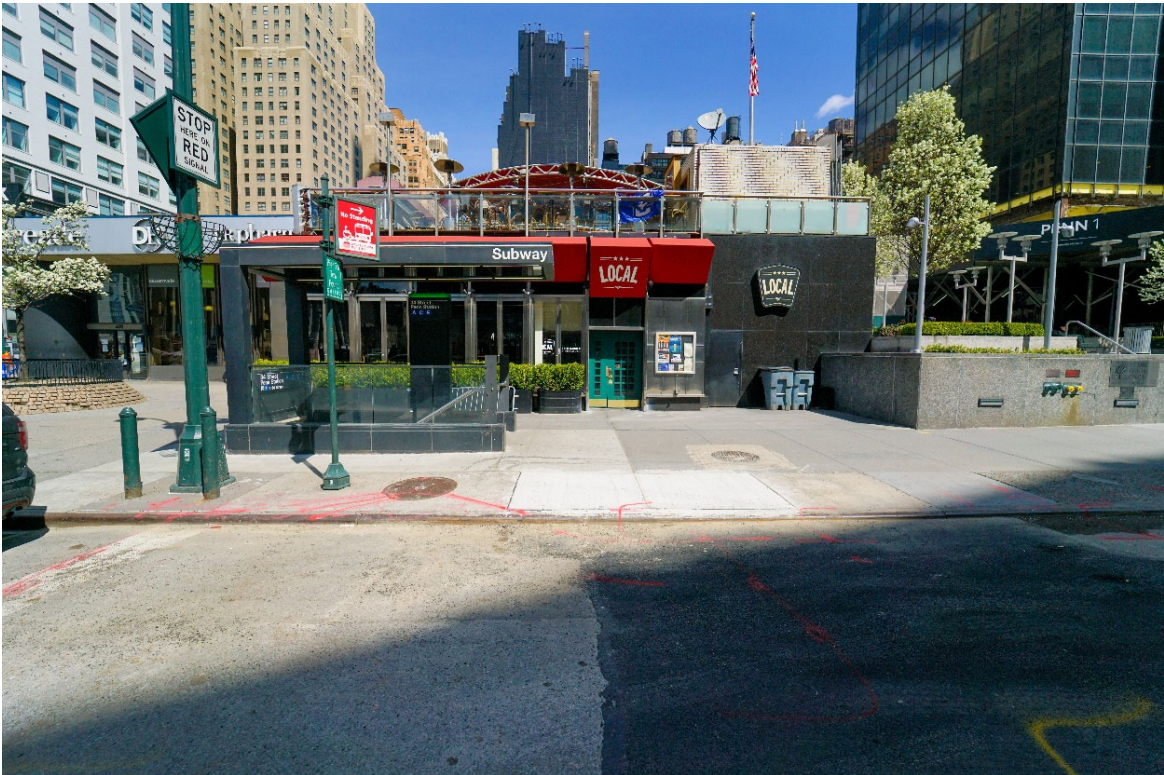
View facing northeast on West 33rd Street



View facing west on West 33rd Street



View of façade



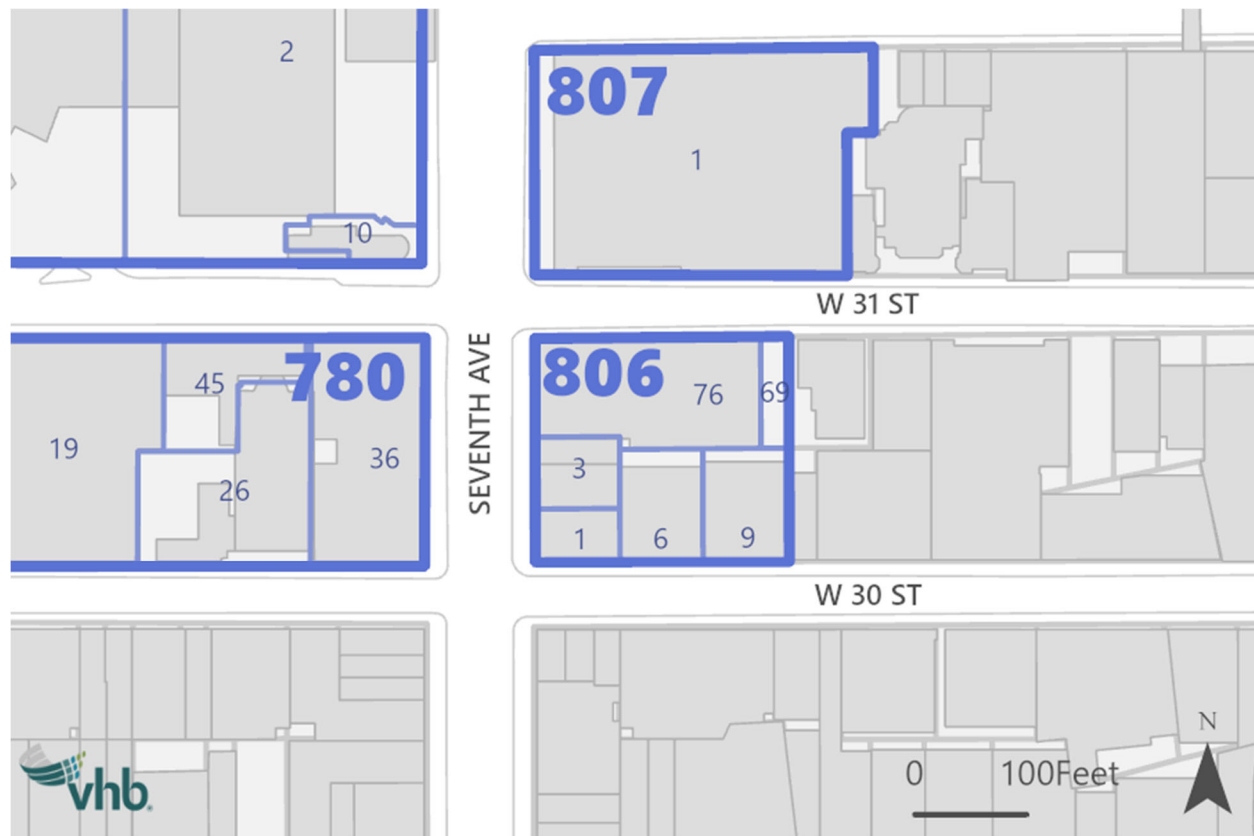
View facing north on west 33rd Street



View facing southwest from plaza near West 34th Street

# Block 806

Figure 1-46 Block 806



## Block 806, Lot 1

### Location, Use, Zoning, and Ownership

Lot 1 is located at 363 Seventh Avenue on the corner of West 30th Street and Seventh Avenue. The 3,469-sf lot is improved with a 22-story, 83,642-gsf building used for commercial space. Lot 1 is located in a M1-6 zoning district, which permits a maximum manufacturing FAR of 10, commercial FAR of 10, and community facility FAR of 10. The building was constructed in 1930 and last renovated in 1989. It is owned by Gateway Realty.

### Visual Assessment of Building and Site Conditions

Lot 1 contains a 22-story building, with retail and an office lobby on the ground floor and office space on the upper floors. The façade consists of a metal, glass, and stone storefront on the lower floors, with bricks on the upper floors. The exterior wall on the lower floors is in good condition, but the upper brick wall is in fair condition, showing moderate corrosion and staining. The windows and doors are all in good condition. The sidewalk is in poor condition, showing cracking and staining, while curb cuts are in fair condition. The building shows no barrier to accessibility at the ground-floor entrance. Overall, the building and site conditions were given a rating of fair condition.



## Open Building Code Violations

Lot 1 has 52 open building code violations. Eighteen of the 52 violations were issued by ECB. A majority of these violations are associated with the failure to maintain the building's elevators or the failure to service the building's elevator. One violation noted the start of façade demolition without the proper sidewalk shed installment, creating a hazardous condition. An ECB violation that is not classified as hazardous but has the potential to be a hazard notes eroded bricks, cracked terracotta, defects in the tar cover, broken glass, and defective windows. The five ECB violations issued after 2015 pertain to the installation of automatic sprinklers (2018), façade conditions (2018) and documentation (2018), the need for a sidewalk shed during construction (2019,) and the failure to file a Certificate of Correction (2019). The remaining 34 violations were issued by DOB and relate to the building's elevators and boilers. Two of the DOB violations note non-compliance with FISP requirements. Eighteen of the 34 DOB elevator violations were issued after 2015.

## Site Utilization

Lot 1 is located in a M1-6 zoning district, which allows a maximum commercial FAR of 10. The 3,469-sf lot could accommodate 34,690 zsf of built commercial space under current zoning. The lot is improved with a 83,642 gsf building, using 241 percent of the lot's commercial development potential.

## Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. According to FDNY records, this property is registered with one 5,000-gallon No. 2 fuel oil tank that is currently in-service. In addition, 11 FDNY violation notices were issued between 1988 and 2013 for the following offenses: failed to obtain a Certificate of Fitness, failed to comply with building safety requirements, failed to maintain fire suppressant system, failed to provide instructional signage, failed to produce a permit, failed to conduct required inspection, failed to remove obstructions, sold or used material without a permit, failed to provide adequate egress and failed to provide a fireproof door. Between 2008 and 2020, six violation orders were issued by FDNY requiring the following adjustments: provide and train a fire brigade, remove locks from exits, prepare escape plans, discontinue storage in electrical closets, restore the fire alarm system and provide a fire safety director. Further, no records were maintained by DOHMH.

Figure 1-47 Block 806, Lot 1 Photographs



View facing northeast on West 30th Street



View facing west on West 30th Street

## Block 806, Lot 3

### Location, Use, Zoning, and Ownership

Lot 3 is located at 367 Seventh Avenue between West 30th Street and West 31st Street. The 4,725-sf lot is improved with two four-story buildings totaling 16,821 gsf, which are used for mixed residential and commercial space according to MapPLUTO. However, it is also listed as Interim Multiple Dwellings (IMDs) under the Loft Law, the purpose of which is to bring buildings that were illegally converted to residential uses into compliance with state and city housing laws relating to health, safety, and fire protection, and is a legal non-conforming use. Lot 3 is split between an M1-6 zoning district and a C6-4 district. The majority of the lot is located in the M1-6 district, which permits a maximum manufacturing FAR of 10, commercial FAR of 10, and community facility FAR of 10. The buildings were constructed in 1924 and were last renovated in 1989. The lot is owned by Seventh Avenue Garden, LLC.

### Visual Assessment of Building and Site Conditions

Lot 3 is shared by two four-story buildings, with retail on the ground floor and residential space on the upper floors. The façades of both buildings consist of a metal and glass storefront on the ground floor and brick on the upper floors. Building 101155's exterior wall is in poor condition, showing cracking, staining, and corrosion. Its doors are in good condition, and its windows in fair condition. The exterior wall of Building 101156 is in poor condition, showing cracking, staining, and corrosion. Its windows and doors are in fair condition. There are multiple spots of graffiti on the building's security shutter. Upper office space at Building 101156 was advertised for lease. The sidewalk is in fair condition, showing some cracking and staining, but has excessive amounts of garbage along the curb. Neither building shows a barrier to accessibility at the ground-floor entrance. The overall building and site condition was rated fair/poor with the two buildings scoring across both categories.

### Open Building Code Violations

Lot 3 has five open building code violations. Three of the five violations were issued by ECB. These violations relate to work without a permit and building occupancy discrepancies. The one ECB violation issued within the last five years (in 2019) pertains to electrical work being performed without a permit. The remaining two violations were issued by DOB and relate to construction.

### Site Utilization

It is unclear if the building on Lot 3 conforms to zoning. However, the building on site utilizes 36 percent of the maximum allowable floor area under the M1-5 district.

### Environmental Concerns

Based upon a review of the EDR database report and DOB records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, no records were maintained by DOHMH. Further, FDNY records indicate there are no tanks registered to this property.

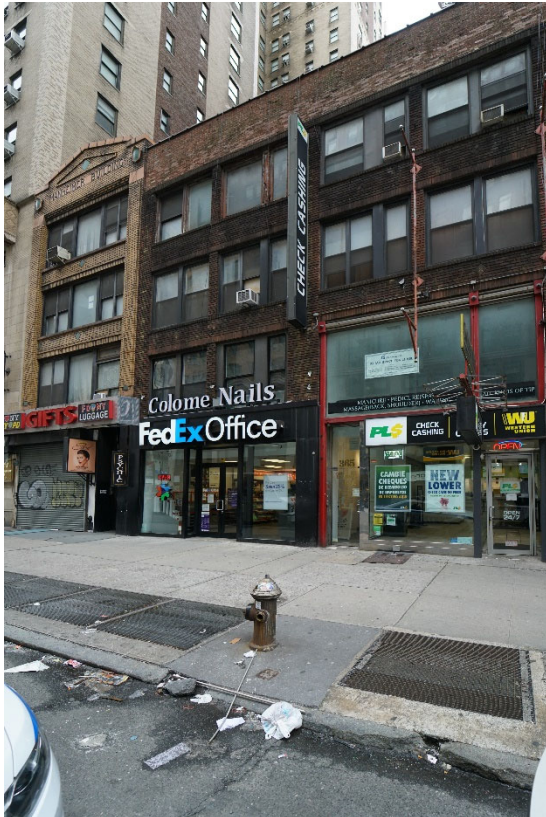
Figure 1-48 Block 806, Lot 3 Photographs



View facing east on 7th Avenue



View facing east on 7th Avenue



View facing northeast from 7th Avenue



View facing northeast from 7th Avenue

## Block 806, Lot 6

### Location, Use, Zoning, and Ownership

Lot 6 is located at 151 West 30th Street between Sixth Avenue and Seventh Avenue. The 7,406-sf lot is improved with two 12-story buildings totaling 85,517 gsf, which are used for commercial space. Lot 6 is located in a M1-6 zoning district, which permits a maximum manufacturing FAR of 10, commercial FAR of 10, and a community facility FAR of 10. The buildings were constructed in 1912 and were last renovated in 1986. The lot is owned by 151 West 30th Street.

### Visual Assessment of Building and Site Conditions

Lot 6 contains a 12-story building, with retail and an office lobby on the first three floors and office space on the upper floors. The façade consists of a metal, glass, and stone storefront on the lower floors and brick and stucco on the upper floors. The exterior walls are in fair condition, showing some staining and corrosion of the brick on the upper floors. The windows and doors are in good condition. The sidewalk is in fair condition, showing minor cracking and staining. The site is littered with a large amount of debris and garbage. The building has an energy efficiency grade of D, as reported by the Mayor's Office of Sustainability. The building shows no barrier to accessibility at the ground-floor entrance. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 6 has 13 open building code violations. Two of the 13 violations were issued by ECB. These violations relate to construction at the property. One identified a hazardous condition created by an unsafe façade and "failure to take required measures to secure public safety." It was issued in 2016. Eleven of the 13 violations were issued by DOB and relate to the boilers. A majority of the DOB violations were issued prior to 2015. Two elevator violations were issued in 2017 and a violation for failure to correct the aforementioned hazardous ECB violation was issued in 2016.

### Site Utilization

Lot 6 is located in a M1-6 zoning district, which allows a maximum commercial FAR of 10. The 7,406-sf lot could accommodate 74,060 zsf of built commercial space under current zoning. The lot is improved with two buildings totaling 85,517 gsf, using 116 percent of the lot's commercial development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. According to FDNY records, this property is registered with one 3,800-gallon No. 4 fuel oil tank that is currently in-service. In addition, three FDNY violation notices were issued in 2011 and 2020 for the following offenses: failed to obtain a Certificate of Fitness, failed to produce a permit, failed to provide extinguishers, failed to provide instructional signage, failed to remove obstructions and failed to provide a fireproof door. Three FDNY violation orders were issued in 2012, 2019 and 2020 requiring unspecified adjustments to the fire safety system. Further, no records were maintained by DOHMH.

Figure 1-49 Block 806, Lot 6 Photographs



View facing north from West 30th Street



View facing north from West 30th Street

## Block 806, Lot 9

### Location, Use, Zoning, and Ownership

Lot 9 is located at 145 West 30th Street between Sixth Avenue and Seventh Avenue. The 7,406-sf lot is improved with two 12-story buildings totaling 87,526 gsf, which are used for commercial space. Lot 6 is located in a M1-6 zoning district, which permits a maximum manufacturing FAR of 10, commercial FAR of 10, and a community facility FAR of 10. The buildings were constructed in 1913 and were last renovated in 2001. The lot is owned by Chaline West 30th Street, LLC.

### Visual Assessment of Building and Site Conditions

Lot 9 contains a 12-story building with a public office (the New York State Department of Motor Vehicles) and an office lobby on the ground floor, and office space on the upper floors. The façade consists of a metal, glass, and stone storefront on the ground floor and brick on the upper floors. The exterior walls, windows, and doors are in good condition. The sidewalk is in fair condition, showing minor cracking and staining, and is littered with a fair amount of debris and garbage. The building has an energy efficiency grade of A, as reported by the Mayor's Office of Sustainability. The building shows no barrier to accessibility at the street-level entrances. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 9 has five open building code violations that were issued by DOB and relate to elevators. Each of the five violations were issued in 2016 or later.

### Site Utilization

Lot 6 is located in a M1-6 zoning district, which allows a maximum commercial FAR of 10. The 7,406-sf lot could accommodate 74,060 zsf of built commercial space under current zoning. The lot is improved with two buildings totaling 87,526 gsf, using 118 percent of the lot's commercial development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. According to FDNY records, this property is registered with one 4,000-gallon No. 4 fuel oil aboveground storage tank (AST) that is currently in-service. Although there are no FDNY violation notices associated with this property, there are five violation orders that were issued between 2008 and 2020 requiring the following adjustments: obtain a Letter of Approval for alarm system and amend escape plans. In addition, no records were maintained by DOHMH.

Figure 1-50 Block 806, Lot 9 Photographs



View facing north from West 30th Street



View facing north from West 30th Street



## Block 806, Lot 69

### Location, Use, Zoning, and Ownership

Lot 69 is located at 148 West 31st Street between Sixth Avenue and Seventh Avenue. The 2,419-sf lot is vacant and used for parking. Lot 69 is located in a C6-4 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 10, and community facility FAR of 10. It is owned by CYH Manhattan, LLC.

### Visual Assessment of Building and Site Conditions

Lot 69 contains a parking lot. The sidewalk and curb cuts are in fair condition, showing some cracking. The security fence is also in fair condition, showing minor damage. The lot's surface is in poor condition and the cracking concrete has been covered with gravel. The sidewalk is littered with a moderate amount of garbage and debris. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 69 has no open building code violations.

### Site Utilization

Lot 69 is located in a C6-4 zoning district, which allows a maximum commercial FAR of 10. The 2,419-sf lot is currently vacant (utilizing zero percent of its development potential) but could accommodate up to 24,190 zsf of commercial built space under current zoning.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. In addition, no records were maintained by DOHMH. However, according to FDNY records, there are no tanks or violations associated with this property. In addition, no records were maintained by DOHMH, indicating that no reported insanitary conditions exist at this property.

Figure 1-51 Block 806, Lot 69 Photographs



View facing south on West 31st Street

## Block 806, Lot 76

### Location, Use, Zoning, and Ownership

Lot 76 is located at 371 Seventh Avenue, at the corner of West 31st Street. The 19,011-sf lot is improved with a 28-story, 473,391-gsf building used as a hotel. Lot 73 is located in a C6-4 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 10, and community facility FAR of 10. The building was constructed in 1929 and was last renovated in 1988. It is owned by CYH Manhattan, LLC.

### Visual Assessment of Building and Site Conditions

Lot 76 contains a 28-story building, with retail and a hotel lobby on the ground floor and a hotel on the upper floors. The façade consists of metal and stone on the first six levels and brick on the upper floors. The exterior walls are in poor condition, showing cracking, staining, and corrosion. The windows are in fair condition and the doors are in good condition. The sidewalk is in fair condition, but the curb cuts are in poor condition, showing cracking and staining. A large amount of garbage and debris can be found around the building. The building has an energy efficiency grade of D, as reported by the Mayor's Office of Sustainability. The building shows no barrier to accessibility at its ground-floor entrances. Overall, the building and site conditions were given a rating of poor condition.

### Open Building Code Violations

Lot 76 has four open building code violations that were issued by ECB in 2018. These violations relate to construction at the property. A hazardous condition was identified associated with an unsafe façade and "failure to take required measures to secure public safety."

### Site Utilization

Lot 73 is located in a C6-4 zoning district, which allows a maximum commercial FAR of 10. The 19,011-sf lot could accommodate 190,110 zsf of built commercial space under current zoning. The lot is improved with a 473,391-gsf building, using 249 percent of the lot's commercial development potential.

### Environmental Concerns

There is potential for subsurface contamination associated with two abandoned in-place 20,000-gallon No. 6 fuel oil ASTs. FDNY records confirm the abandonment of the two aforementioned 20,000-gallon ASTs and also indicate the presence of one 20,000-gallon No. 2 fuel oil tank that is currently in-service. In addition, four FDNY violation notices were issued between 2018 and 2020 for failing to obtain a Certificate of Fitness and failing to provide a required affidavit. There are no FDNY violation orders associated with this property. Further, no records were maintained by DOHMH.

Figure 1-52 Block 806, Lot 76 Photographs



View facing southeast from intersection of 7th Avenue and West 31st Street



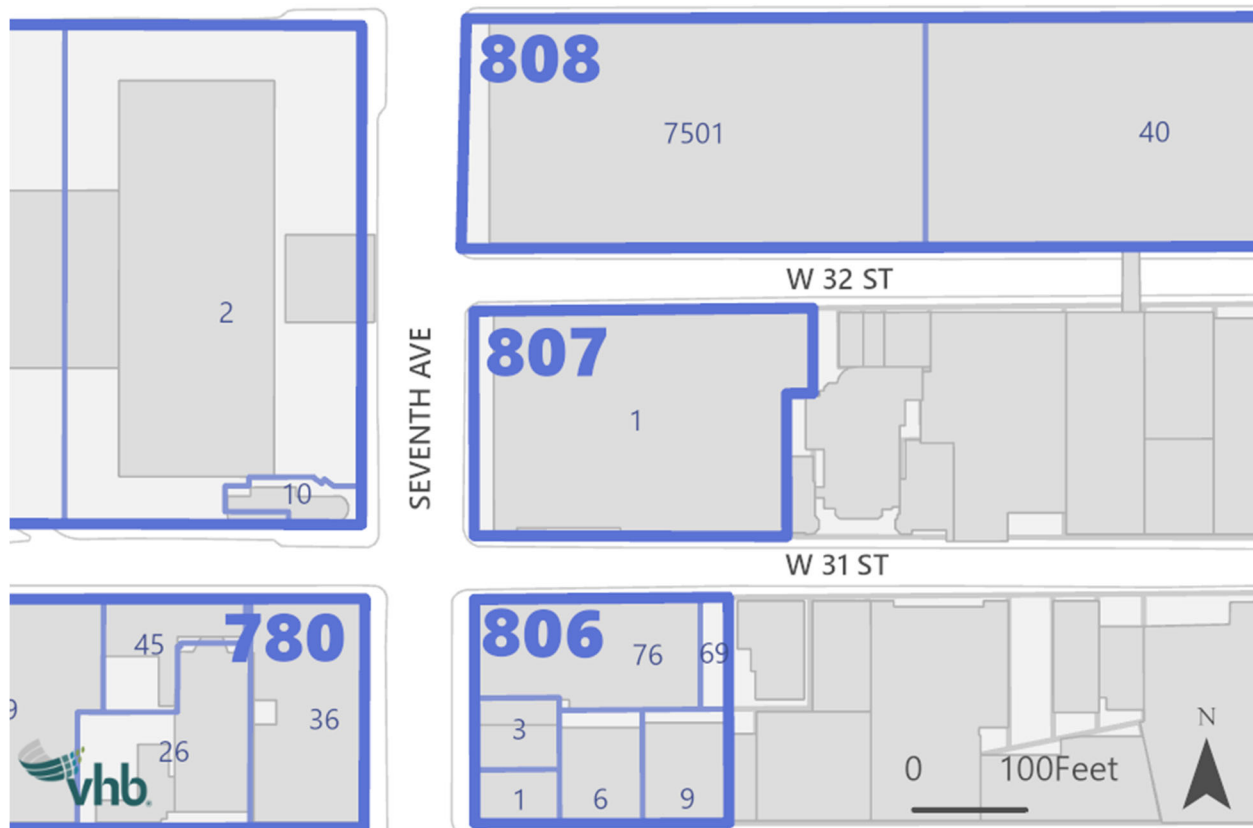
View of façade on West 31st Street



View facing east on 7th Avenue

# Block 807

Figure 1-53 Block 807



## Block 807, Lot 1

### Location, Use, Zoning, and Ownership

Lot 1 is located at 393 Seventh Avenue. It occupies the western portion of the block bounded by West 31st Street, West 32nd Street, Sixth Avenue, and Seventh Avenue. The 57,675-sf lot is improved with a 26-story, 1,103,075-gsf building used for commercial space. Approximately two thirds of Lot 1 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The remaining portion of Lot 1 is located in a C6-4.5 District in the Special Midtown District, which is subject to a max FAR of 12.0, 13.0 or 14.4 depending on whether various floor area bonuses are assumed. The building was built in 1926 and has no renovation information on record. It is owned by Vornado.

### Visual Assessment of Building and Site Conditions

Lot 1 contains a 26-story building, with retail on the ground floor level and office space on the upper floors. The façade consists of a metal and glass storefront and stone at the lower three floors, and stone and brick on upper floors. The exterior walls are in fair condition, showing some cracking, erosion, and staining. The windows are in fair condition and the doors are in good condition. The sidewalk and curb

cuts are in fair condition, showing some cracking and staining. The building has an energy efficiency grade of B, as reported by the Mayor's Office of Sustainability. The building shows no barrier to accessibility at its ground-floor entrances. Overall, the building and site conditions were given a rating of good condition.

## Open Building Code Violations

Lot 1 has four open building code violations. One of the four violations was issued by ECB and relates to the building's sprinkler system. The remaining three violations were issued by DOB and relate to the building's elevators and boilers. Each of the four violations were issued in 2017 or later.

## Site Utilization

Lot 1 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15, and partially within a C6-4.5 district that allows a maximum FAR range of 12-14.4. A conservative estimate of the allowable FAR across the site is around 14 FAR. The 57,675-sf lot could accommodate 807,450 zsf of built commercial space under current zoning. The lot is improved with a 1,103,075-gsf building, using 137 percent of the lot's commercial development potential.

## Environmental Concerns

Based upon a review of the EDR database report and DOB records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to DOHMH records, there are no unresolved pertaining to lead based paint, asbestos, or other environmental concerns in connection with this property. In addition, according to FDNY records, asbestos has been abated and there are no tanks associated with this property. Six FDNY violation notices were issued between 1991 and 2015 for the following repeat offenses: failed to maintain fire suppressant system, failed to provide required affidavit, failed to conduct a required test and maintained unnecessary alarms. Further, four FDNY violation orders were issued between 2012 and 2015 requiring unspecified modifications to fire safety at this property.

**Figure 1-54 Block 807, Lot 1 Photographs**



View of façade on 7th Avenue



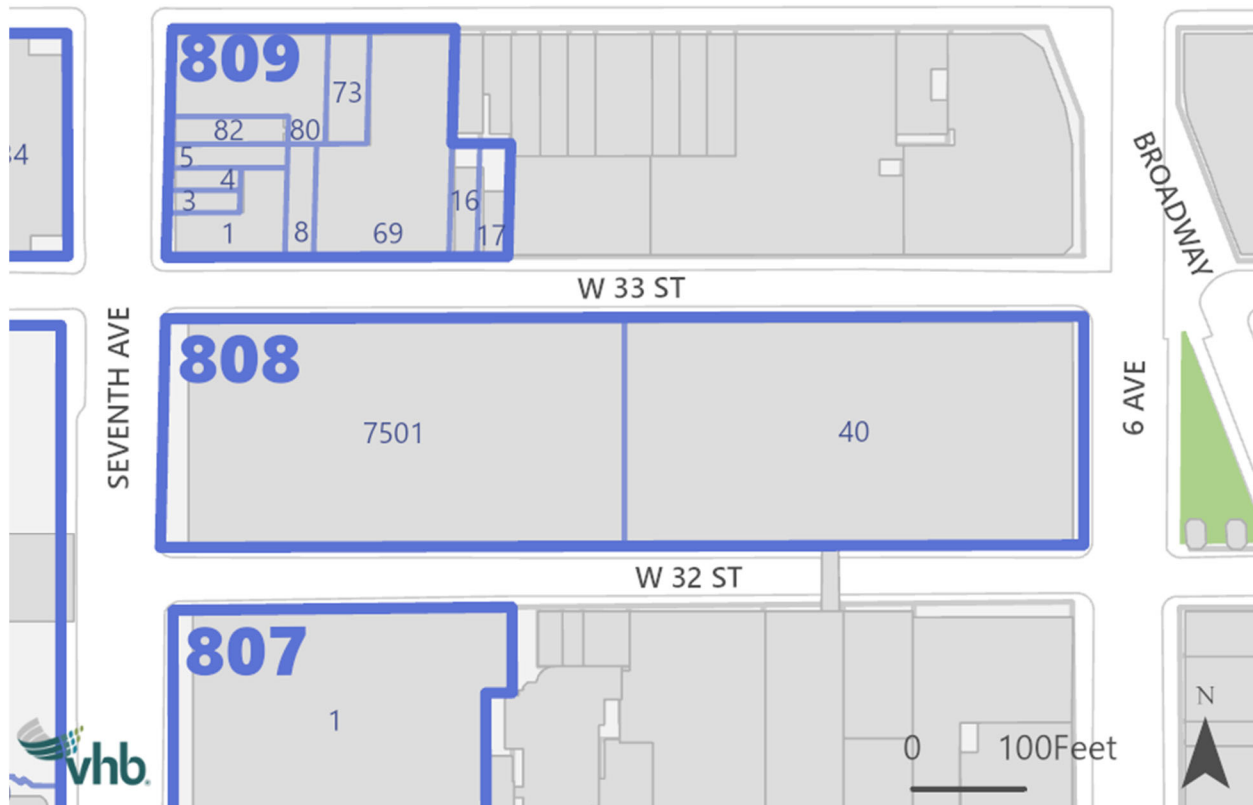
View facing west on West 31st Street



View of façade facing northwest on West 31st Street

# Block 808

Figure 1-55 Block 808



## Block 808, Lot 40

### Location, Use, Zoning, and Ownership

Lot 40 is located at 100 West 33rd Street, occupying the eastern portion of the block bounded by West 32nd Street, West 33rd Street, Sixth Avenue, and Seventh Avenue. The 79,002-sf lot is improved with a 12-story, 1,105,991-gsf building used for commercial space. Lot 40 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The building was constructed in 1910 and underwent a series of conversions and renovations. It is owned by Vornado.

### Visual Assessment of Building and Site Conditions

Lot 40 contains a 12-story building known as the Manhattan Mall. The lower floors contain retail while the upper floors contain office space. However, a number of retailers within the building including anchor tenants such as JCPenney, have permanently closed due to COVID-19. The façade consists of a metal, glass, and stone storefront on the lower floors and stucco, brick, and metal with glass curtain walls on the upper floors. The exterior walls are in fair condition, showing some damage. The windows and doors are in good condition. The sidewalk is in fair condition, showing minor cracking, staining, and debris, while



curb cuts are in good condition. The building has an energy efficiency grade of A, as reported by the Mayor's Office of Sustainability. The building shows no barrier to accessibility at its ground-floor entrances. Overall, the building and site conditions were given a rating of good condition.

## Open Building Code Violations

Lot 40 has 26 open building code violations. Seven of the 26 violations were issued by ECB. Several of these violations are considered hazardous and relate to the building's elevators. Specifically, there was a failure to maintain the elevator conveying system, unsecured decking on a handrail, and a missing deck barricade. Those violations that are not classified as hazardous are associated with construction safety at this property. Nineteen of the 26 violations were issued by DOB and relate to the building's elevators. Each of the 26 violations were issued in 2017 or later.

## Site Utilization

Lot 40 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15. The 79,002-sf lot could accommodate 1,185,030 zsf of built commercial space under current zoning. The lot is improved with a 1,105,991-gsf building, using 93 percent of the lot's commercial development potential.

## Environmental Concerns

There is one 6,000-gallon diesel AST that is currently out-of-service at this property. As such, there is a potential for subsurface contamination to be present, which is confirmed by an oil burner application provided by DOB records. There is potential for fuel oil tanks located at this property, as indicated by DOB records. However, according to FDNY records, there are no tanks associated with this property. Between 1990 and 2020, 24 FDNY violation notices were issued to this property for the following offenses: failed to provide good housekeeping practices, failed to provide extinguishers, failed to produce a permit, failed to post instructional signage, failed to obtain a Certificate of Fitness, failed to maintain the fire suppressant system, failed to provide lighting devices, failed to provide the required affidavit plans, and maintained unnecessary alarms. Between 2015 and 2020, five FDNY violation orders were issued requiring the following adjustments to maintain adequate fire safety: perform quarterly exhaust system cleaning, perform annual inspection by persons with Certificate of Fitness, amend escape plans and restore fire alarm system. In addition, no records were maintained by DOHMH.

**Figure 1-56 Block 808, Lot 40 Photographs**



View of façade on corner of West 33rd Street and Avenue of the Americas



View facing northeast from West 32nd Street



View facing northwest on Avenue of the Americas

## Block 808, Lot 7501

### Location, Use, Zoning, and Ownership

Lot 7501 is located at 401 West Seventh Avenue, on the western portion of the block bounded by West 32nd Street, West 33rd Street, Sixth Avenue, and Seventh Avenue. The 79,000-sf lot is improved with a 23-story, 1,213,324-gsf building used as a hotel. Lot 40 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The building was constructed in 1917 and has no renovation information on record. It is owned by Vornado.

### Visual Assessment of Building and Site Conditions

Lot 7501 contains a 23-story hotel known as Hotel Pennsylvania. The building's ground floor includes retail, a hotel lobby, and a subway station entrance. However, some storefronts are vacant. The hotel is temporarily closed due to COVID-19 and it is unclear if it will reopen. The façade consists of stone on the five lower floors and stone and brick on the upper floors. The exterior walls on the north façade are in poor condition, showing large amounts of cracking, staining, and erosion. The exterior walls on the west and south façades are in fair condition. The windows and doors are in fair condition. The sidewalk and curb cuts are in fair condition, showing some cracking, staining, and debris. The building has an energy efficiency grade of C, as reported by the Mayor's Office of Sustainability. The building mostly shows no barriers to accessibility at the ground-floor entries, except for those retail stores whose entrances have steps to the doors. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 7501 has 23 open building code violations. Three of the 23 violations were issued by ECB and relate to hazardous conditions created by unapproved public assembly in 1989 and 1990. The remaining 20 violations were issued by DOB and relate to the building's boiler, elevators, construction, and zoning. Thirteen of the 20 DOB violations were issued in 2015 or later.

### Site Utilization

Lot 7501 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15. The 79,000-sf lot could accommodate 1,185,000 zsf of built commercial space under current zoning. The lot is improved with a 1,213,324-gsf building, using 102 percent of the lot's commercial development potential.

### Environmental Concerns

According to records provided by DOHMH, there are several citations for the presence of gyms, saunas, swimming pools, and steam rooms without the required permits. In addition, according to FDNY records, there are no tanks associated with this property and asbestos abatement has been performed. Further, 34 FDNY violation notices were issued between 1991 and 2020 for the following offenses: maintained unnecessary alarms, failed to provide adequate ventilation, failed to provide fire retardant materials, failed to provide required affidavit, failed to produce a permit, failed to provide instructional signage, failed to provide extinguishers, failed to maintain fire suppressant system, failed to provide lighting devices, failed to obtain Certificate of Fitness, failed to conduct required test, sold or used material without a permit and failed to comply with office building safety requirements, failed to remove obstructions. Between 2011 and 2020, 11 FDNY violation orders were issued requiring to the following actions to achieve adequate fire safety at this property: perform quarterly exhaust system cleaning, conduct annual inspection by person with Certificate of Fitness, obtain a public assembly permit, remove obstruction from hallway, provide communication from fire command station to the elevator and restore Instructions for Fire Safety.

Figure 1-57 Block 808, Lot 7501 Photographs



View facing northeast on 7th Avenue



View facing north on West 32nd Street



View of facade next to entrance on West 33rd Street



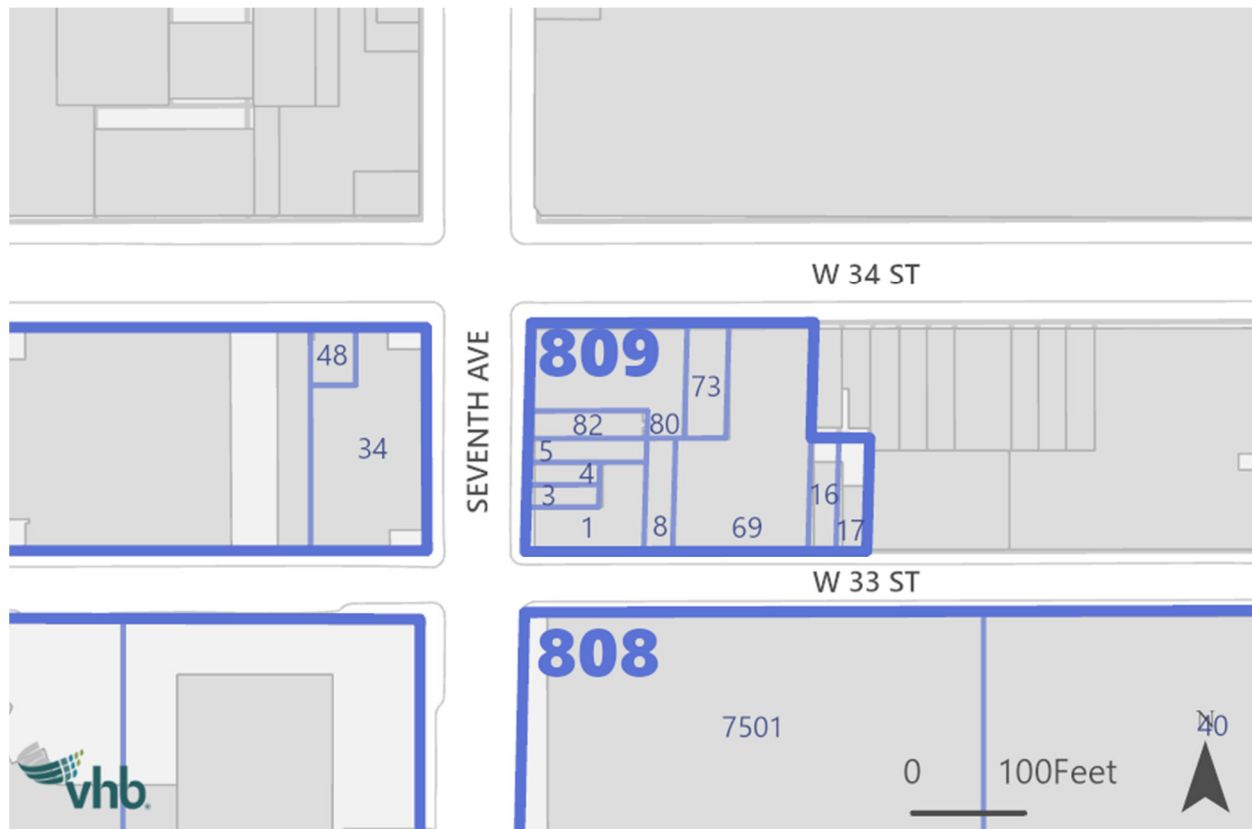
View facing south on West 33rd Street



View of loading bays on West 32nd Street

# Block 809

Figure 1-58 Block 809



## Block 809, Lot 1

### Location, Use, Zoning, and Ownership

Lot 1 is located at 421 Seventh Avenue, at the corner of West 33rd Street. The 5,446-sf lot is improved with a 14-story, 67,114-gsf building used for commercial space. Lot 1 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The building was constructed in 1926 and was last renovated in 2015. It is owned by 421 Seventh Avenue.

### Visual Assessment of Building and Site Conditions

Lot 1 contains a 14-story office building, with retail on its lower two floors. A subway station entrance also occupies part of the ground floor. The façade consists of glass, metal, and stone on the two lower floors, and brick on the upper floors. A six-story digital display is attached to the south façade. The exterior walls are in poor condition, showing large amounts of cracking, staining, and erosion. The windows and doors are in fair condition. The sidewalk and curb cuts are in fair condition, showing some cracking and staining. A fair amount of garbage litters the sidewalks. The building has an energy efficiency grade of D, as reported by the Mayor’s Office of Sustainability. The building entrance is accessible by a small ramp. Overall, the building and site conditions were given a rating of fair condition.

## Open Building Code Violations

Lot 1 has 15 open building code violations. One of the violations was issued by ECB in 2019 and relates to the building's sprinkler system. The remaining 14 violations were issued by DOB, most of which relate to construction and zoning at this property. No further details were provided by DOB records. Other DOB violations include those relating to the building's boilers and façade. There are two DOB violations that were issued within the last five years. They pertain to the façade (2017) and sprinkler system (2019).

## Site Utilization

Lot 1 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15. The 5,446-sf lot could accommodate 81,690 zsf of built commercial space under current zoning. The lot is improved with a 67,114-gsf building, using 82 percent of the lot's commercial development potential.

## Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks associated with this property. In 2001 and 2007, four FDNY violation notices were issued for failing to produce a permit, failing to maintain the fire suppressant system, failing to produce a Certificate of Fitness, failing to provide instructional signage and failing to conduct a required test. No FDNY violation orders were issued for this property.

Figure 1-59 Block 809, Lot 1 Photographs



View facing northwest on West 33rd Street



View of entrance on West 33rd Street



View facing north on West 33rd Street



## Block 809, Lot 3

### Location, Use, Zoning, and Ownership

Lot 3 is located at 425 Seventh Avenue between West 33rd Street and West 34th Street. The 1,172-sf lot is improved with a three-story, 4,373-gsf building used for mixed residential and commercial space. Lot 3 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The building was constructed in 1924 and has no renovation information on record. The building is owned by United Pacific Development Corp, and Vornado holds a master lease.

### Visual Assessment of Building and Site Conditions

Lot 3 contains a three-story building, with retail on the ground floor and residential space on the upper floors. The façade consists of a metal and glass storefront on the ground floor and a digital display on the upper levels. The retail store appears to be vacant, showing a sign for lease. The exterior walls are in poor condition and the storefront is damaged. The windows are in fair condition and the doors are in good condition. The sidewalk is in poor condition, showing cracking and staining; it appears to be under construction. A fair amount of garbage litters the sidewalks. The building has an energy efficiency grade of D, as reported by the Mayor's Office of Sustainability. The building entrance shows no barrier to accessibility. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 3 has five open building code violations that were issued by DOB and relate to construction and zoning at this property. No other details are provided by DOB. Of the five violations, each were issued prior to 2015.

### Site Utilization

Lot 3 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15. The 1,172-sf could accommodate 17,580 zsf of built commercial space under current zoning. The lot is improved with a 4,373-gsf building, using 25 percent of the lot's commercial development potential.

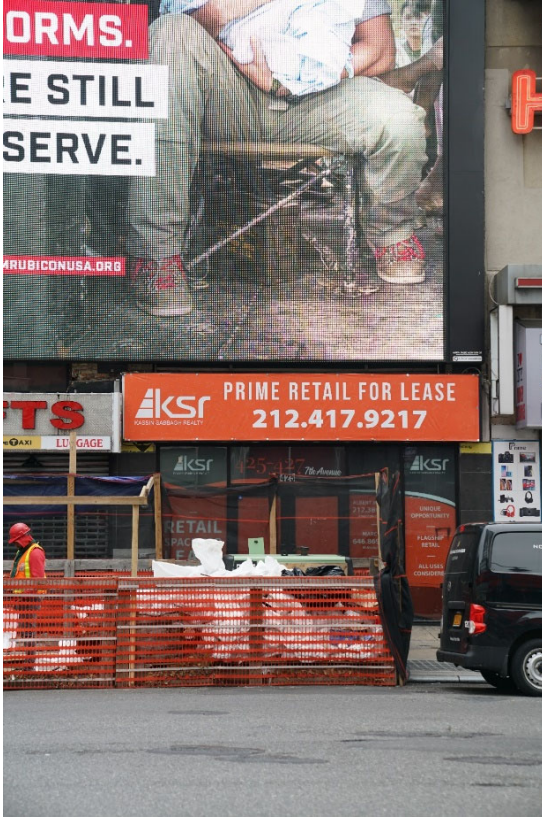
### Environmental Concerns

Based upon a review of the EDR database report and DOB records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to DOHMH records, there are no unresolved violations pertaining to lead based paint, asbestos, or other environmental concerns in connection with this property. In addition, according to FDNY records, there are no tanks associated with this property.

Figure 1-60 Block 809, Lot 3 Photographs



View facing north on 7th Avenue



View facing east on 7th Avenue

## Block 809, Lot 4

### Location, Use, Zoning, and Ownership

Lot 4 is located at 427 Seventh Avenue between West 33rd Street and West 34th Street. The 1,180-sf lot is improved with a three-story, 4,373-gsf building used for mixed residential and commercial space. Lot 4 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The building was constructed in 1924 and has no renovation information on record. It was recently acquired by Vornado.

### Visual Assessment of Building and Site Conditions

Lot 4 contains a three-story building, with retail on the ground floor and residential space on the upper floors. The façade consists of a metal and glass storefront on the ground floor and a digital display on the upper floors. The exterior walls are in fair condition, with some damage to the storefront. The doors and windows are in fair condition. The sidewalk is in fair condition, showing some cracking and staining; it appears to be under construction. A fair amount of garbage litters the sidewalks. The building entrance shows no barrier to accessibility. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 4 has no open building code violations.

### Site Utilization

Lot 4 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15. The 1,180-sf lot accommodate 17,700 zsf of built commercial space under current zoning. The lot is improved with a 4,373-gsf building, using 25 percent of the lot's commercial development potential.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks or violations associated with this property.

Figure 1-61 Block 809, Lot 4 Photographs



View facing east on 7th Avenue

## Block 809, Lot 5

### Location, Use, Zoning, and Ownership

Lot 5 is located at 428 Seventh Avenue between West 33rd Street and West 34th Street. The 2,080-sf lot is improved with a three-story, 5,829-gsf building used for mixed residential and commercial space. Lot 5 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The building was constructed in 1972 and was last renovated in 1973. It was recently acquired by Vornado.

### Visual Assessment of Building and Site Conditions

Lot 5 contains a three-story retail building. The façade consists of a metal and glass storefront, with some decorative wood. The exterior walls, windows, and doors are in good condition. The sidewalk is in fair condition, showing some cracking and staining, and appears to be under construction. A fair amount of garbage litters the sidewalks. The building shows no barrier to accessibility at the ground-floor entrance. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 5 has no open building code violations.

### Site Utilization

Lot 5 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15. The 2,080-sf lot could accommodate 31,200 zsf of built commercial space. The lot is improved with a 5,829-gsf building, using 19 percent of the lot's commercial development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. However, according to FDNY records, there are no tanks associated with this property. In addition, no records were maintained by DOHMH.

Figure 1-62 Block 809, Lot 5 Photographs



View of entrance



View facing east on 7th Avenue

## Block 809, Lot 8

### Location, Use, Zoning, and Ownership

Lot 8 is located at 155 West 33rd Street between Sixth Avenue and Seventh Avenue. The 2,452-sf lot is improved with a two-story, 3,700-gsf building used for commercial space. Lot 8 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The building was constructed in 1932 and was last renovated in 2014. It is owned by 155 West 33, LLC.

### Visual Assessment of Building and Site Conditions

Lot 8 appears to contain two two-story retail buildings leased by the same tenant. The westernmost building's façade consists of a metal and glass storefront on ground floor and stone on the upper floors. The easternmost building's façade consists of stucco and glass on the ground floor and stucco, metal, and glass on the upper floors. The exterior walls, doors, and windows are in fair condition. The sidewalk is in poor condition, showing large cracking and staining. A fair amount of garbage litters the sidewalk. Both buildings show no barrier to accessibility at their ground floor entrances. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 8 has no open building code violations.

### Site Utilization

Lot 8 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15. The 2,452-sf lot could accommodate 36,780 zsf of built commercial space under current zoning. The lot is improved with a 3,700-gsf building, using 10 percent of the lot's commercial development potential.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks associated with this property. In 1987, a FDNY violation notice was issued for failing to obtain a Certificate of Fitness and in 2015 a violation order was issued. The violation order does not specify any actions to be made to achieve adequate fire safety at this property.

Figure 1-63 Block 809, Lot 8 Photographs



View facing north on West 33rd Street



View facing north on West 33rd Street



## Block 809, Lot 16

### Location, Use, Zoning, and Ownership

Lot 16 is located at 139 West 33rd Street between Sixth Avenue and Seventh Avenue. The 2,452-sf lot is improved with a 2,469-gsf building used for commercial space. Lot 16 is located in a C6-4.5 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 12, and community facility FAR of 12. The building was constructed in 1932 and has no renovation information on record. It is owned by 139 West 33rd Street.

### Visual Assessment of Building and Site Conditions

Lot 16 contains a one-story retail store. The façade consists of a metal and glass storefront. The exterior walls, windows, and doors are all in fair condition. The sidewalk is in fair condition, showing some cracking and staining. A fair amount of garbage litters the sidewalks. The building is accessible via an entry ramp. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 16 has one open building code violation that was issued by ECB in 2011. This violation is for “failure to maintain building in code-compliant manner.” Although not classified as hazardous by ECB, the violation notes a large vertical crack in the eastern concrete and brick wall. In addition, an approximately 12-inch section of brickwork on the front facing façade was dislodged.

### Site Utilization

Lot 16 is located in a C6-4.5 zoning district, which allows a maximum commercial FAR of 12. The 2,452-sf lot could accommodate 29,424 zsf of built commercial space under current zoning. The lot is improved with a 2,469-gsf building, using eight percent of the lot’s commercial development potential.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks associated with this property. Between 1997 and 2020, five FDNY violation notices were issued for the following offenses: failed to provide extinguishers, failed to produce a permit, failed to provide instructional signage, sold or used material without a permit, failed to conduct a required test, failed to maintain good housekeeping practices and failed to conduct a required inspection. Further, four FDNY violation orders were issued in 2020 requiring the following actions: legalize an altered system, retest fire system, ensure filters are installed at a 45 degree angle, install appropriate kitchen hood vent, reposition mobile cooking equipment, perform annual inspection by persons with a Certificate of Fitness, perform hydrostatic test, provide access panels and ensure a rooftop termination.

Figure 1-64 Block 809, Lot 16 Photographs



View facing north on West 33rd Street

## Block 809, Lot 17

### Location, Use, Zoning, and Ownership

Lot 17 is located at 137 West 33rd Street between Sixth Avenue and Seventh Avenue. The 2,452-sf lot is improved with a two-story, 2,469-gsf building used for commercial and office space. Lot 17 is located in a C6-4.5 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 12, and community facility FAR of 12. The building was constructed in 1932 and has no renovation information on record. It is owned by Vornado.

### Visual Assessment of Building and Site Conditions

Lot 17 contains a two-story retail building. The façade consists of a glass and wood-paneled storefront. The exterior walls, windows, and doors are all in good condition. The sidewalk is in good condition, though there was a fair amount of garbage. The entrance shows no barrier to accessibility at the street level. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 17 has no open building code violations.

### Site Utilization

Lot 17 is located in a C6-4.5 zoning district, which allows a maximum commercial FAR of 12. The 2,452-sf lot could accommodate 29,424 zsf of built commercial space under current zoning. The lot is improved with a 2,469-gsf building, using eight percent of the lot's commercial development potential.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks or violations associated with this property.

Figure 1-65 Block 809, Lot 17 Photographs



View facing north on West 33rd Street

## Block 809, Lot 69

### Location, Use, Zoning, and Ownership

Lot 69 located at 144 West 34th Street between Sixth Avenue and Seventh Avenue. It is a midblock, through lot, with frontage on West 33rd Street and West 34th Street. The 19,931-sf lot is improved with a three-story, 77,760-gsf building used for commercial space. Approximately three quarters of Lot 69 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The remaining portion of Lot 69 is located in a C6-4.5 district, which is subject to a max FAR of 12.0, 13.0 or 14.4 depending on whether various floor area bonuses are assumed. The building was constructed in 1900 and was last renovated in 1998. It is owned by Vornado.

### Visual Assessment of Building and Site Conditions

Lot 69 contains a three-story retail building, with entrances on West 33rd Street and West 34th Street. The façade consists of stone, metal, and glass. The exterior walls and windows are in fair condition, showing some corrosion and staining. The doors are in good condition. The sidewalk is in fair condition, showing some cracking and staining, and a fair amount of garbage litters the sidewalk. The building shows no barrier to accessibility at the ground-floor entrance. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 69 has three open building code violations that were issued by DOB in 2019 and relate to the building's elevators.

### Site Utilization

Lot 69 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15, and a portion is located in a C6-4.5 district which allows a max far between 12 and 14.4. A conservative estimate says that the maximum FAR across the site could be around 14.25 FAR. The 19,931-sf lot could accommodate 284, 017 zsf of built commercial space under current zoning. The lot is improved with a 77,760-gsf building, using 27 percent of the lot's commercial development potential.

### Environmental Concerns

There is potential for fuel oil tanks located at this property, as indicated by DOB records. However, according to FDNY records, there are no tanks associated with this property. In addition, between 1990 and 2016, seven FDNY violation notices were issued for the following repeat offenses: maintained unnecessary alarms, failed to provide required affidavit plans, failed to produce a permit, failed to provide instructional signage, failed to obtain Certificate of Approval, failed to obtain Certificate of Fitness, failed to conduct a required test, failed to provide lighting devices and failed to maintain electrical equipment. No FDNY violation orders were issued for this property. Further, no records were maintained by DOHMH.

**Figure 1-66 Block 809, Lot 69 Photographs**



View facing north on West 33rd Street



View facing north on West 33rd Street



View facing south on West 34th Street

## Block 809, Lot 73

### Location, Use, Zoning, and Ownership

Lot 73 is located at 152 West 34th Street between Sixth Avenue and Seventh Avenue. The 3,613-sf lot is improved with a three-story, 10,100-gsf building used for commercial space. Lot 73 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The building was constructed in 1930 and was last renovated in 2014. It is owned by 152 West 34th St Realty Associates, LLC.

### Visual Assessment of Building and Site Conditions

Lot 73 contains a three-story retail building. The façade consists of metal panels and a glass storefront on the ground floor. The exterior walls, doors, and windows are in good condition. The sidewalk is in fair condition, showing some cracking and staining, and is littered with a fair amount of garbage. The building shows no barrier to ADA accessibility at its ground-floor entry. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 73 has one open building code violation issued that was by DOB in 2013 and relates to the building's elevator.

### Site Utilization

Lot 73 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15. The 3,613-sf lot could accommodate 54,195 zsf of built commercial space under current zoning. The lot is improved with a 10,100-gsf building, using 19 percent of the lot's commercial development potential.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks associated with this property. Five violation notices were issued in 2014, 2015 and 2019 for failing to conduct a required test and for maintaining unnecessary alarms. One FDNY violation order was issued in 2018, however, no actions were specified to achieve adequate fire safety at this property.

Figure 1-67 Block 809, Lot 73 Photographs



View facing south on West 34th Street



View facing south on West 34th Street



## Block 809, Lot 80

### Location, Use, Zoning, and Ownership

Lot 80 is located at 433 Seventh Avenue, at the corner of West 34th Street. The 11,013-sf lot is improved with a three-story, 39,983-gsf building used for commercial space. Lot 80 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The building was constructed in 2002 and has no renovation information on record. It is owned by Vornado.

### Visual Assessment of Building and Site Conditions

Lot 80 contains a three-story retail building. Part of the ground floor is also occupied by a subway station entrance. The façade consists of metal and glass. The exterior walls and doors are in fair condition. The building's doors are in good condition. The sidewalk and curb cuts are in fair condition, showing some cracking and staining. They are littered with a large amount of garbage and debris. The building shows no barrier to ADA accessibility at its ground-floor entrance. Overall, the building and site conditions were given a rating of fair condition.

### Open Building Code Violations

Lot 80 has seven open building code violations that were issued by DOB. Each of the violations relate to the building's boiler or elevator. Six of the seven violations were issued after 2015.

### Site Utilization

Lot 80 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15. The 11,013-sf lot could accommodate 165,195 zsf of built commercial space under current zoning. The lot is improved with a 39,983-gsf building, using 24 percent of the lot's commercial development potential.

### Environmental Concerns

There is potential for contamination associated with two ASTs removed from the property (1,500-gallon No. 2 fuel oil and 3,000-gallon No. 2 fuel oil) and one 3,000-gallon No. 2 fuel oil UST abandoned in-place. FDNY records, alternatively, indicate there are no tanks registered with this property. Between 2000 and 2015, 14 FDNY violation notices were issued for the following repeat offenses: failed to provide good housekeeping practices, failed to maintain fire suppressant system, maintained unnecessary alarms, failed to provide extinguishers, failed to obtain a Certificate of Fitness, failed to provide the required storage, failed to provide lighting devices, failed to produce a permit and failed to remove obstructions. One FDNY violation order was issued in 2012, however, no actions are specified to achieve adequate fire safety at this property. In addition, no records were maintained by DOHMH.

Figure 1-68 Block 809, Lot 80 Photographs



View facing south on West 34th Street



View facing east on West 34th Street

## Block 809, Lot 82

### Location, Use, Zoning, and Ownership

Lot 82 is located at 431 Seventh Avenue between West 34th Street and West 33rd Street. The 2,469-sf lot is improved with a three-story, 8,062-gsf building used for mixed residential and commercial space. Lot 82 is located in a C6-6 zoning district, which permits a maximum residential FAR of 10, commercial FAR of 15, and community facility FAR of 15. The building was constructed in 1910 and was last renovated in 1989. It is owned by Vornado.

### Visual Assessment of Building and Site Conditions

Lot 82 contains a three-story building with retail stores on the ground floor and mixed commercial and residential space on the upper floors. The façade consists of brick, metal, and glass. The exterior walls are in fair condition, showing some damage. The windows and door are intact and show no signs of damage. The sidewalk has minor cracking, staining, and debris. The building shows no barrier to ADA accessibility at its ground-floor entry. Overall, the building and site conditions were given a rating of good condition.

### Open Building Code Violations

Lot 82 has three open building code violations. One of the violations was issued by ECB in 2017 for failure to submit a cooling system maintenance certification. The remaining two violations were issued by DOB in 1995 and relate to construction and zoning at the building. No further details were provided by DOB records.

### Site Utilization

Lot 82 is located in a C6-6 zoning district, which allows a maximum commercial FAR of 15. The 2,469-sf lot could accommodate 37,035 zsf of built commercial space under current zoning. The lot is improved with a 8,062-gsf building, using 22 percent of the lot's commercial development potential.

### Environmental Concerns

Based upon a review of the EDR database report, DOB and DOHMH records, there is no evidence to suggest that significant environmental concerns exist at this property. In addition, according to FDNY records, there are no tanks registered to this property.

Figure 1-69 Block 809, Lot 82 Photographs



View facing east on 7th Avenue



View facing east on 7th Avenue

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## Appendix 2: Lot Utilization

Block	Lot	Number of		Current Zoning	Maximum Allowable	Maximum Allowable Floor	Existing Gross Building Area	Unused Floor	
		Floors	Lot Area (sf)		FAR	Area (zsf)	(gsf)	Area	FAR Utilized
754	34	4	2,469	R8B	4	9,876	6,376	3,500	65%*
754	35	0	2,469	R8B	4	9,876	0	9,876	0%*
754	36	4	2,469	C6-3X	6	14,814	9,507	5,307	64%
754	37	3	2,469	C6-3X	9	22,221	5,169	17,052	23%
754	38	3	2,469	C6-3X	9	22,221	4,494	17,727	20%
754	39	2	2,469	C6-3X	9	22,221	4,444	17,777	20%
754	40	4	2,469	C6-3X	9	22,221	6,520	15,701	29%
754	41	4	2,469	C6-3X	9	22,221	7,109	15,112	32%
754	44	0	8,636	C6-3X	6	51,816	0	51,816	0%
754	51	4	25,912	C6-3X	9	233,208	116,000	117,208	50%
754	63	8	9,875	C6-3X	6	59,250	82,750	0	140%
755	40	5	364,000	C6-4	10	3,640,000	1,378,125	2,261,875	38%
780	1	3	1,675	C6-3X	9	15,075	4,803	10,272	32%
780	2	5	2,500	C6-3X	9	22,500	10,725	11,775	48%
780	5	3	825	C6-3X	9	7,425	2,121	5,304	29%
780	6	3	2,469	M1-5	6.5	16,049	6,970	9,079	43%*
780	7	17	6,540	M1-5	5	32,700	90,174	0	276%
780	9	2	2,469	M1-5	6.5	16,049	6,462	9,587	40%
780	10	16	7,406	M1-5	6.5	48,139	104,199	0	216%*
780	13	16	4,934	M1-5	6.5	32,071	60,397	0	188%*
780	15	12	3,707	M1-5	5	18,535	42,327	0	228%
780	17	6	3,719	M1-5	5	18,595	20,573	0	111%
780	19	6	30,957	M1-5	5	154,785	245,542	0	159%
780	26	4	19,550	M1-5	6.5	127,075	30,000	97,075	24%
780	36	17	19,750	M1-6	10	197,500	332,383	0	168%
780	45	3	9,066	M1-5	6.5	58,929	23,110	35,819	39%
780	60	NA	22,742	M1-5	6.5	147,823	N/A	N/A	N/A
780	70	5	866	M1-5	5	4,330	4,062	268	94%
780	71	15	4,937	M1-5	5	24,685	65,977	0	267%
780	73	2	2,325	C6-3X	6	13,950	4,600	9,350	33%
780	74	1	1,980	C6-3X	6	11,880	2,008	9,872	17%
780	75	7	2,917	C6-3X	9	26,253	15,781	10,472	60%
780	76	6	2,500	C6-3X	9	22,500	13,900	8,600	62%
780	7501	12	5,000	C6-3X	9	45,000	26,050	18,950	58%
781	1, 2, 10	NA	363,795	C6-4, C6-6	12 to 18	4,206,440	2,333,263	1,873,177	55%**
783	48	NA	2,083	C6-6	15	31,245	N/A	N/A	N/A
783	1, 34, 70	1, 1 and 57	156,099	C6-4, C6-6	12, 16	2,022,368	2,737,780	0	135%
806	1	22	3,469	M1-6	10	34,690	83,642	0	241%
806	3	4	4,725	M1-6	10	47,250	16,821	30,429	36%*
806	6	12	7,406	M1-6	10	74,060	85,517	0	116%
806	9	12	7,406	M1-6	10	74,060	87,526	0	118%
806	69	0	2,419	C6-4	10	24,190	0	24,190	0%

Block	Lot	Number of		Current Zoning	Maximum Allowable FAR	Maximum Allowable Floor Area (zsf)	Existing Gross Building Area (gsf)	Unused Floor	
		Floors	Lot Area (sf)					Area	FAR Utilized
806	76	28	19,011	C6-4	10	190,110	473,391	0	249%
807	1	26	57,675	C6-6, C6-4.5	14	807,450	1,103,075	0	137%
808	40	12	79,002	C6-6	15	1,185,030	1,105,991	79,039	93%
808	7501	23	79,000	C6-6	15	1,185,000	1,213,324	0	102%
809	1	14	5,446	C6-6	15	81,690	67,114	14,576	82%
809	3	3	1,172	C6-6	15	17,580	4,373	13,207	25%
809	4	3	1,180	C6-6	15	17,700	4,373	13,327	25%
809	5	3	2,080	C6-6	15	31,200	5,829	25,371	19%
809	8	2	2,452	C6-6	15	36,780	3,700	33,080	10%
809	16	1	2,452	C6-4.5	12	29,424	2,469	26,955	8%
809	17	2	2,452	C6-4.5	12	29,424	2,469	26,955	8%
809	69	3	19,931	C6-6, C6-4.5	14.25	284,017	77,760	206,257	27%
809	73	3	3,613	C6-6	15	54,195	10,100	44,095	19%
809	80	3	11,013	C6-6	15	165,195	39,983	125,212	24%
809	82	3	2,469	C6-6	15	37,035	8,062	28,973	22%

Source: MapPLUTO, CPC Report (2013) MSG Special Permit C 130139 ZSM

Notes:

The lot utilization rate compares gross square feet of actual built space to zoning square feet of allowable built space. Certain building areas such as mechanical space and elevators, which are included in a building's gross square feet, are not included in zoning square foot calculations. This means that the maximum floor area for zoning calculations is almost always less than the actual gross floor area of a building. Comparing actual gross square footage to allowable zoning square feet results in a more conservative analysis, which overstates the utilization for any given lot. It is important to note that a conservative approach was used where the built floor area is compared to the max FAR for the use present on the zoning lot as opposed to the highest FAR available in the zoning district.

\* These lots are considered to have non-conforming uses (see Section E). The utilization provided in this table is illustrative for if the uses conformed to zoning.

\*\* MapPLUTO data on gross square footage for Block 781 is unavailable, therefore the buildings existing zoning square footage from the MSG Special Permit C 130139 ZSM report was used for utilization calculations

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## Appendix 3: Property Ownership



Block	Lot	Address	Owner Name (PLUTO)	Notes
<b>Multiple Property Ownership Lots</b>				
754	35	305 WEST 30 STREET	KEDEM REALTY 415 LLC	
754	44	415 8 AVENUE	KEDEM REALTY 415 LLC	
755	40	372 9 AVENUE	NATIONAL RAILROAD PASSENGER CORPORATION	Vornado
780	75	412 8 AVENUE	A.M.A.A. REALTY CORP	
780	76	410 8 AVENUE	A.M.A.A. REALTY CORP.	
781	2	392 7 AVENUE	NATIONAL RAILROAD PASSENGER CORP	Vornado
783	1	460 8 AVENUE	KORPENN LLC	Vornado
783	34	420 7 AVENUE	KORPENN (Vornado Ground Lease)	
783	70	250 WEST 34 STREET	KORPENN LLC	Vornado
806	69	148 WEST 31 STREET	CYH MANHATTAN LLC	
806	76	371 7 AVENUE	CYH MANHATTAN LLC	
807	1	393 7 AVENUE	VORNADO ELEVEN PENN PLAZA OWNER LLC	Vornado
808	40	100 WEST 33 STREET	VNO 100 WEST 33RD STREET LLC	Vornado
808	7501	401 7 AVENUE	GRAPSTEIN	Vornado
809	4	427 7 AVENUE	FO 427 SEVENTH AVENUE LLC	Vornado
809	5	429 7 AVENUE	BUVET FEE OWNER LLC	Vornado
809	17	137 WEST 33 STREET	137 WEST 33RD STREET OWNER LLC	Vornado
809	69	144 WEST 34 STREET	144-150 WEST 34TH STREET EAT LLC	Vornado
809	80	433 7 AVENUE	VNO 435 SEVENTH LLC	Vornado
809	82	431 7 AVENUE	VNO 431 SEVENTH AVENUE LLC	Vornado
<b>Single Property Ownership Lots</b>				
754	34	307 WEST 30 STREET	LITHUANIAN ALLIANCE OF AMERICA	
754	36	403 8 AVENUE	CYMO TRADING CORP	
754	37	405 8 AVENUE	WEST FUTURE HOLDCO LLC	
754	38	407 8 AVENUE	407EIGHT, LLC	
754	39	409 8 AVENUE	409 RIGGIO LLC	
754	40	411 8 AVENUE	411 RIGGIO LLC	
754	41	413 8 AVENUE	413 RIGGIO LLC	
754	51	320 WEST 31 STREET	OVERTIME PROPERTIES L	
754	63	340 WEST 31 STREET	POST OFFICE GARAGE,	
780	1	402 8 AVENUE	PAT REILLY, INC.	

Block	Lot	Address	Owner Name (PLUTO)	Notes
<b>Single Property Ownership Lots (Continued)</b>				
780	2	404 8 AVENUE	ZIK REALTY CORP.	
780	5	265 WEST 30 STREET	GOLOBE JOHN	
780	6	263 WEST 30 STREET	263 WEST 30TH INC	
780	7	259 WEST 30 STREET	TWO FRIENDS RELTY	
780	9	257 WEST 30 STREET	257 WEST, LLC	
780	10	251 WEST 30 STREET	251 WEST 30TH OWNER LLC	
780	13	247 WEST 30 STREET	247 WEST 30TH STREET ASSOCIATES LLC	
780	15	243 WEST 30 STREET	243 WEST 30TH REALTY	
780	17	239 WEST 30 STREET	241 REALTY MGT LLC	
780	19	225 WEST 30 STREET	NEW GARDEN GARAGE,	
780	36	370 7 AVENUE	370 SEVENTH AVENUE FEE OWNER, LLC	
780	60	232 WEST 31 STREET	NATIONAL RAILRD PSNGR CP	d/b/a Amtrak
780	70	252 WEST 31 STREET	252 WEST 31 ST. CORP	
780	71	254 WEST 31 STREET	THIRTY ONE CO	
780	73	416 8 AVENUE	416 8TH OWNER, LLC	
780	74	414 8 AVENUE	414 ENTERPRISES, INC.	
780	7501	406 8 AVENUE	UNAVAILABLE OWNER	
781	1	4 PENN PLAZA	NATIONAL RAILROAD PASSENGER CORP	Madison Square Garden
781	10	380 7 AVENUE	NEW JERSEY TRANSIT CO	
783	48	WEST 34 STREET	AUSNIT, PTER C	
806	1	363 7 AVENUE	GATEWAY REALTY,	
806	3	367 7 AVENUE	7 AVENUE GARDEN LLC	
806	6	151 WEST 30 STREET	151 WEST 30TH STREET,	
806	9	145 WEST 30 STREET	CHALINE WEST 30TH STREET, LLC	
809	1	421 7 AVENUE	421 SEVENTH AVENUE,	
809	3	425 7 AVENUE	UNITED PACIFIC DEVLP CORP	Vornado Master Lease
809	8	155 WEST 33 STREET	155 WEST 33, LLC	
809	16	139 WEST 33 STREET	139 WEST 33TH STREET	
809	73	152 WEST 34 STREET	152 WEST 34TH ST REALTY ASSOCIATES LLC	
<b>Religious Institution Ownership Lots</b>				
780	26	209 WEST 30 STREET	CH ST JOHN BAPTIST	

780

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204 WEST 31 STREET

THE PROVINCE OF ST MARY OF CAPUCHIN ORDR

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Source: MapPLUTO

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## Appendix 4: Building Code Violations

Block	Lot	Total Number of Open Department of Buildings (DOB) & Environmental Control Board (ECB) Violations	Total Number of Open DOB & ECB Violations that are Hazardous	Open ECB Violations		Open DOB Violations	
				Total ECB Violations	Hazardous ECB Violations	Total DOB Violations	Hazardous DOB Violations
754	34	0	0	0	0	0	0
754	35	7	0	0	0	7	0
754	36	12	0	2	0	10	0
754	37	4	0	0	0	4	0
754	38	8	3	5	3	3	0
754	39	4	2	2	1	2	1
754	40	9	0	0	0	9	0
754	41	8	0	0	0	8	0
754	44	17	17	16	16	1	1
754	51	9	0	1	0	8	0
754	63	0	0	0	0	0	0
755	40	1	0	0	0	1	0
780	1	3	0	0	0	3	0
780	2	8	6	7	6	1	0
780	5	3	0	0	0	3	0
780	6	5	0	2	0	3	0
780	7	5	2	3	0	2	2
780	9	1	0	1	0	0	0
780	10	6	2	4	1	2	1
780	13	5	1	4	0	1	1
780	15	22	3	6	2	16	1
780	17	0	0	0	0	0	0
780	19	4	1	4	1	0	0
780	26	6	0	0	0	6	0
780	36	4	1	0	0	4	1
780	45	6	2	3	1	3	1
780	60	8	1	1	1	7	0
780	70	7	0	2	0	5	0
780	71	2	1	0	0	2	1
780	73	0	0	0	0	0	0
780	74	5	0	0	0	5	0
780	75	0	0	0	0	0	0
780	76	4	0	0	0	4	0
780	7501	19	5	6	2	13	3
781	1	4	0	0	0	4	0
781	2	9	1	2	1	7	0
781	10	77	0	0	0	77	0
783	1	6	1	4	1	2	0
783	34	1	0	0	0	1	0
783	48	8	4	7	4	1	0
783	70	31	2	6	2	25	0
806	1	52	2	18	2	34	0
806	3	5	0	3	0	2	0
806	6	13	2	2	1	11	1
806	9	5	0	0	0	5	0
806	69	0	0	0	0	0	0
806	76	4	4	4	4	0	0
807	1	4	0	1	0	3	0
808	40	26	9	7	4	19	5
808	7501	23	2	3	2	20	0
809	1	15	0	1	0	14	0
809	3	5	0	0	0	5	0
809	4	0	0	0	0	0	0
809	5	0	0	0	0	0	0
809	8	0	0	0	0	0	0
809	16	1	0	1	0	0	0
809	17	0	0	0	0	0	0
809	69	3	0	0	0	3	0
809	73	1	0	0	0	1	0
809	80	7	0	0	0	7	0
809	82	3	0	1	0	2	0
<b>Totals</b>	<b>61</b>	<b>505</b>	<b>74</b>	<b>129</b>	<b>55</b>	<b>376</b>	<b>19</b>
<b>Lots with Violations:</b>		<b>51</b>	<b>23</b>	<b>31</b>	<b>19</b>	<b>47</b>	<b>12</b>

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## Appendix 5: Economic Conditions Data



Appendix 5- Penn Station Area

Accommodation and Food Services	3,858	4.6%	3,865	4.8%	3,630	5.0%	4,409	6.1%	4,630	6.6%	4,620	7.0%	4,034	5.9%	4,283	6.3%	4,269	6.1%	4,037	6.5%	3,809	6.2%	3,404	5.7%	2,475	4.0%	2,538	5.0%	2,549	4.3%	2,392	4.4%
Other Services (excluding Public Administration)	1,901	2.3%	1,918	2.4%	1,860	2.6%	1,625	2.2%	1,416	2.0%	1,264	1.9%	1,750	2.6%	1,480	2.2%	1,437	2.1%	1,065	1.7%	976	1.6%	844	1.4%	867	1.4%	1,008	2.0%	1,081	1.8%	943	1.7%
Public Administration	175	0.2%	154	0.2%	174	0.2%	353	0.5%	309	0.4%	269	0.4%	305	0.4%	102	0.2%	139	0.2%	125	0.2%	121	0.2%	120	0.2%	142	0.2%	100	0.2%	149	0.3%	130	0.2%

**Jobs by Worker Race**

	2017		2016		2015		2014		2013		2012		2011		2010		2009		2008		2007		2006		2005		2004		2003		2002	
	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share
White Alone	55,537	66.6%	53,081	66.5%	49,765	68.4%	49,297	68.1%	47,103	67.6%	43,835	66.4%	44,614	65.2%	43,045	63.4%	44,291	63.7%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Black or African American Alone	16,645	19.9%	15,677	19.6%	13,539	18.6%	14,273	19.7%	13,918	20.0%	13,521	20.5%	14,573	21.3%	15,786	23.2%	16,020	23.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
American Indian or Alaska Native Alone	550	0.7%	548	0.7%	533	0.7%	495	0.7%	463	0.7%	456	0.7%	472	0.7%	437	0.6%	432	0.6%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Asian Alone	8,636	10.3%	8,616	10.8%	7,420	10.2%	6,877	9.5%	6,858	9.8%	6,946	10.5%	7,327	10.7%	7,310	10.8%	7,504	10.8%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Native Hawaiian or Other Pacific Islander Alone	144	0.2%	121	0.2%	154	0.2%	140	0.2%	127	0.2%	129	0.2%	134	0.2%	116	0.2%	110	0.2%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Two or More Race Groups	1,937	2.3%	1,757	2.2%	1,362	1.9%	1,325	1.8%	1,253	1.8%	1,172	1.8%	1,264	1.8%	1,207	1.8%	1,193	1.7%	-	-	-	-	-	-	-	-	-	-	-	-	-	

**Jobs by Worker Ethnicity**

	2017		2016		2015		2014		2013		2012		2011		2010		2009		2008		2007		2006		2005		2004		2003		2002	
	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share
Not Hispanic or Latino	68,781	82.4%	65,583	82.2%	59,762	82.1%	59,190	81.7%	57,055	81.8%	53,604	81.1%	55,330	80.9%	54,036	79.6%	55,850	80.3%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hispanic or Latino	14,668	17.6%	14,217	17.8%	13,011	17.9%	13,217	18.3%	12,667	18.2%	12,455	18.9%	13,054	19.1%	13,865	20.4%	13,700	19.7%	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**Jobs by Worker Educational Attainment**

	2017		2016		2015		2014		2013		2012		2011		2010		2009		2008		2007		2006		2005		2004		2003		2002	
	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share
Less than high school	7,811	9.4%	6,973	8.7%	6,966	9.6%	6,498	9.0%	6,196	8.9%	5,864	8.9%	6,083	8.9%	6,273	9.2%	6,046	8.7%	-	-	-	-	-	-	-	-	-	-	-	-	-	
High school or equivalent, no college	12,341	14.8%	11,408	14.3%	10,400	14.3%	10,359	14.3%	9,704	13.9%	9,027	13.7%	9,063	13.3%	9,289	13.7%	9,124	13.1%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Some college or Associate degree	17,213	20.6%	16,030	20.1%	15,040	20.7%	14,768	20.4%	14,112	20.2%	13,231	20.0%	13,533	19.8%	13,376	19.7%	13,640	19.6%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bachelor's degree or advanced degree	26,769	32.1%	25,812	32.3%	22,442	30.8%	22,522	31.1%	21,966	31.5%	21,088	31.9%	22,038	32.2%	21,101	31.1%	22,222	32.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Educational attainment not available (workers aged 29 or younger)	19,315	23.1%	19,577	24.5%	17,925	24.6%	18,260	25.2%	17,744	25.4%	16,849	25.5%	17,667	25.8%	17,862	26.3%	18,518	26.6%	-	-	-	-	-	-	-	-	-	-	-	-	-	

**Jobs by Worker Sex**

	2017		2016		2015		2014		2013		2012		2011		2010		2009		2008		2007		2006		2005		2004		2003		2002	
	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share
Male	43,857	52.6%	41,067	51.5%	35,382	48.6%	36,389	50.3%	35,396	50.8%	32,690	49.5%	33,443	48.9%	32,874	48.4%	34,348	49.4%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Female	39,592	47.4%	38,733	48.5%	37,391	51.4%	36,018	49.7%	34,326	49.2%	33,369	50.5%	34,941	51.1%	35,027	51.6%	35,202	50.6%	-	-	-	-	-	-	-	-	-	-	-	-	-	





**Jobs by Worker Race**

	2017 Count	2016 Count	2015 Count	2014 Count	2013 Count	2012 Count	2011 Count	2010 Count	2009 Count	2008 Count	2007 Count	2006 Count	2005 Count	2004 Count	2003 Count	2002 Count
White Alone	95,191	93,980	94,912	88,681	89,360	87,296	82,704	80,287	81,957	-	-	-	-	-	-	-
Black or African American Alone	22,250	20,539	19,612	18,350	18,335	18,282	17,410	17,146	18,483	-	-	-	-	-	-	-
American Indian or Alaska Native Alone	759	741	783	712	681	698	646	532	506	-	-	-	-	-	-	-
Asian Alone	21,848	21,518	16,189	15,150	15,294	15,366	14,848	14,568	15,212	-	-	-	-	-	-	-
Native Hawaiian or Other Pacific Islander Alone	245	238	251	238	232	219	218	177	200	-	-	-	-	-	-	-
Two or More Race Groups	2,812	2,719	2,322	2,148	2,124	2,090	1,974	1,836	1,881	-	-	-	-	-	-	-

**Jobs by Worker Ethnicity**

	2017 Count	2016 Count	2015 Count	2014 Count	2013 Count	2012 Count	2011 Count	2010 Count	2009 Count	2008 Count	2007 Count	2006 Count	2005 Count	2004 Count	2003 Count	2002 Count
Not Hispanic or Latino	120,997	118,771	114,621	106,669	107,694	105,251	100,144	97,442	100,966	-	-	-	-	-	-	-
Hispanic or Latino	22,108	20,964	19,448	18,610	18,332	18,700	17,656	17,104	17,273	-	-	-	-	-	-	-

**Jobs by Worker Educational Attainment**

	2017 Count	2016 Count	2015 Count	2014 Count	2013 Count	2012 Count	2011 Count	2010 Count	2009 Count	2008 Count	2007 Count	2006 Count	2005 Count	2004 Count	2003 Count	2002 Count
Less than high school	9,903	8,868	9,255	8,279	7,711	7,476	6,512	6,081	6,045	-	-	-	-	-	-	-
High school or equivalent, no college	16,898	15,735	16,296	15,019	14,349	13,834	12,460	11,558	11,293	-	-	-	-	-	-	-
Some college or Associate degree	26,000	24,813	25,258	23,646	23,014	22,817	21,170	20,384	20,435	-	-	-	-	-	-	-
Bachelor's degree or advanced degree	54,696	55,464	51,589	49,263	51,456	50,721	48,991	48,423	49,668	-	-	-	-	-	-	-
Educational attainment not available (workers aged 29 or younger)	35,608	34,855	31,671	29,072	29,496	29,103	28,667	28,100	30,798	-	-	-	-	-	-	-

**Jobs by Worker Sex**

	2017 Count	2016 Count	2015 Count	2014 Count	2013 Count	2012 Count	2011 Count	2010 Count	2009 Count	2008 Count	2007 Count	2006 Count	2005 Count	2004 Count	2003 Count	2002 Count
Male	77,416	75,537	72,013	67,374	67,684	66,159	63,007	61,083	62,828	-	-	-	-	-	-	-
Female	65,689	64,198	62,056	57,905	58,342	57,792	54,793	53,463	55,411	-	-	-	-	-	-	-



	2017 Count	2016 Count	2015 Count	2014 Count	2013 Count	2012 Count	2011 Count	2010 Count	2009 Count	2008 Count	2007 Count	2006 Count	2005 Count	2004 Count	2003 Count	2002 Count
White Alone	67,660	65,995	67,387	66,865	63,188	58,339	56,205	51,884	51,409	-	-	-	-	-	-	-
Black or African American Alone	15,357	15,289	14,303	13,885	13,563	12,406	12,363	11,354	11,257	-	-	-	-	-	-	-
American Indian or Alaska Native Alone	591	570	561	535	497	451	468	388	344	-	-	-	-	-	-	-
Asian Alone	13,788	13,185	10,241	10,194	9,889	9,485	8,825	8,094	8,259	-	-	-	-	-	-	-
Native Hawaiian or Other Pacific Islander Alone	183	170	189	169	165	155	156	140	124	-	-	-	-	-	-	-
Two or More Race Groups	2,149	2,116	1,735	1,723	1,670	1,569	1,467	1,234	1,265	-	-	-	-	-	-	-

**Jobs by Worker Ethnicity**

	2017 Count	2016 Count	2015 Count	2014 Count	2013 Count	2012 Count	2011 Count	2010 Count	2009 Count	2008 Count	2007 Count	2006 Count	2005 Count	2004 Count	2003 Count	2002 Count
Not Hispanic or Latino	83,245	81,167	79,889	79,395	75,426	69,717	66,926	61,447	61,119	-	-	-	-	-	-	-
Hispanic or Latino	16,483	16,158	14,527	13,976	13,546	12,688	12,558	11,647	11,539	-	-	-	-	-	-	-

**Jobs by Worker Educational Attainment**

	2017 Count	2016 Count	2015 Count	2014 Count	2013 Count	2012 Count	2011 Count	2010 Count	2009 Count	2008 Count	2007 Count	2006 Count	2005 Count	2004 Count	2003 Count	2002 Count
Less than high school	7,148	6,886	6,888	6,458	5,781	5,302	4,983	4,495	4,258	-	-	-	-	-	-	-
High school or equivalent, no college	12,099	11,597	11,810	11,228	10,334	9,192	8,752	7,946	7,713	-	-	-	-	-	-	-
Some college or Associate degree	17,871	16,950	17,710	17,073	16,312	14,480	13,927	12,761	12,654	-	-	-	-	-	-	-
Bachelor's degree or advanced degree	36,279	35,722	34,010	34,675	33,377	31,480	30,167	28,503	28,334	-	-	-	-	-	-	-
Educational attainment not available (workers aged 29 or younger)	26,331	26,170	23,998	23,937	23,168	21,951	21,655	19,389	19,699	-	-	-	-	-	-	-
	99,728	54,150	0.542976897													

**Jobs by Worker Sex**

	2017 Count	2016 Count	2015 Count	2014 Count	2013 Count	2012 Count	2011 Count	2010 Count	2009 Count	2008 Count	2007 Count	2006 Count	2005 Count	2004 Count	2003 Count	2002 Count
Male	54,882	53,521	51,545	49,946	47,530	43,804	41,707	39,167	39,488	-	-	-	-	-	-	-
Female	44,846	43,804	42,871	43,425	41,442	38,601	37,777	33,927	33,170	-	-	-	-	-	-	-
Male	77,416	75,537	72,013	67,374	67,684	66,159	63,007	61,083	62,828	-	-	-	-	-	-	-
Female	65,689	64,198	62,056	57,905	58,342	57,792	54,793	53,463	55,411	-	-	-	-	-	-	-





### Search Analytics

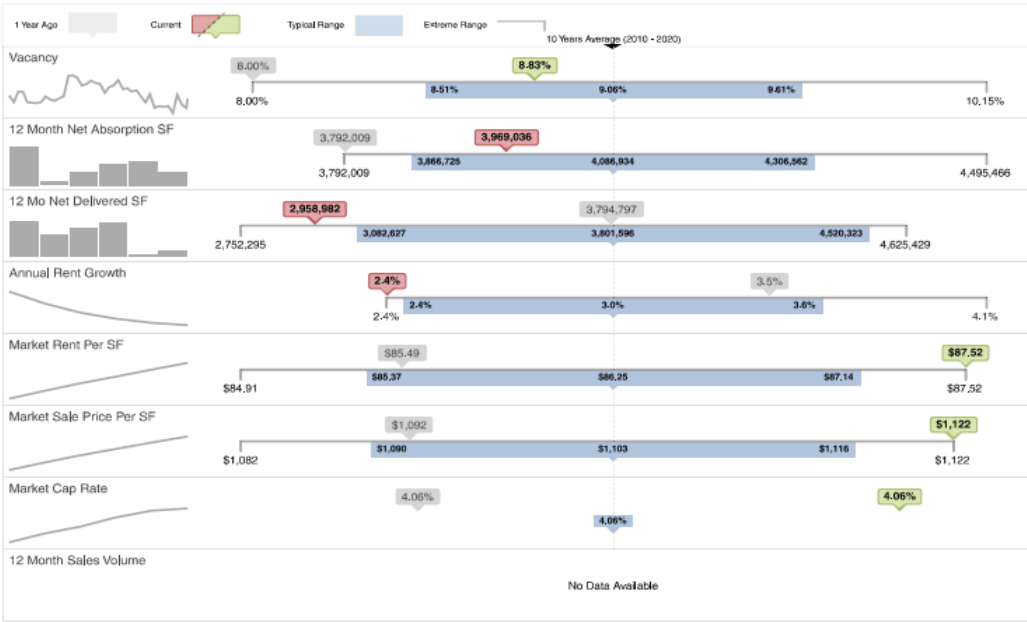
INVENTORY SF <b>336M</b> <span>+12.0%</span> Prior Period 333M	UNDER CONSTRUCTION SF <b>16.9M</b> <span>-13.6%</span> Prior Period 19.6M	12 MO NET ABSORPTION SF <b>1.1M</b> <span>+82.8%</span> Prior Period 6.2M	VACANCY RATE <b>8.8%</b> <span>+0.5%</span> Prior Period 8.3%	MARKET RENT/SF <b>\$81.82</b> <span>+0.2%</span> Prior Period \$81.64	MARKET SALE PRICE/SF <b>\$1,024</b> <span>+0.4%</span> Prior Period \$990	MARKET CAP RATE <b>4.2%</b> <span>+0%</span> Prior Period 4.2%
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### Key Metrics

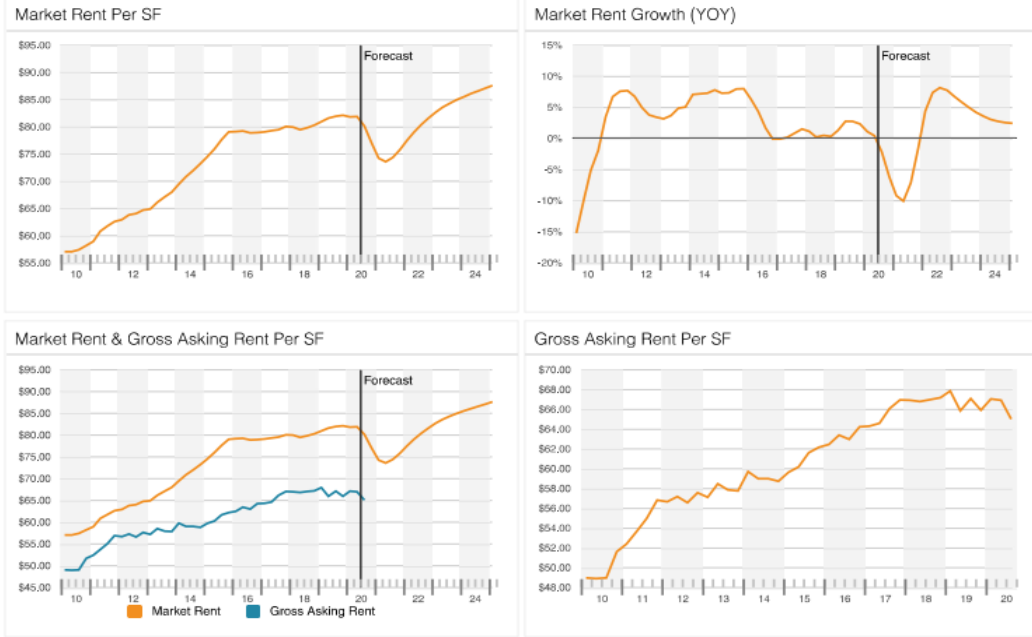
Availability		Inventory	
Vacant SF	29.7M ↑	Existing Buildings	484 ↑
Sublet SF	9.9M ↑	Under Construction Avg SF	705K ↑
Availability Rate	13.8% ↑	12 Mo Demolished SF	1.4M ↑
Available SF	48.7M ↑	12 Mo Occupancy % at Delivery	62.0% ↓
Available Asking Rent/SF	\$64.96 ↓	12 Mo Construction Starts SF	1.9M ↓
Occupancy Rate	91.2% ↓	12 Mo Delivered SF	4.5M ↓
Percent Leased Rate	93.9% ↓	12 Mo Avg Delivered SF	566K ↑
Sales Past Year		Demand	
Asking Price Per SF	\$744 ↓	12 Mo Net Absorp % of Inventory	0.3% ↓
Sale to Asking Price Differential	-9.5% ↑	12 Mo Leased SF	24.8M ↓
Sales Volume	\$7.8B ↓	Months on Market	13.6 ↑
Properties Sold	47 ↓	Months to Lease	15.9 ↑
Months to Sale	12.0 ↑	Months Vacant	12.0 ↑
For Sale Listings	50 ↓	24 Mo Lease Renewal Rate	56.4%
Total For Sale SF	512K ↓	Population Growth 5 Yrs	0.6%

### Search Analytics

#### Key Performance Indicators



**Search Analytics**



**Search Analytics**

