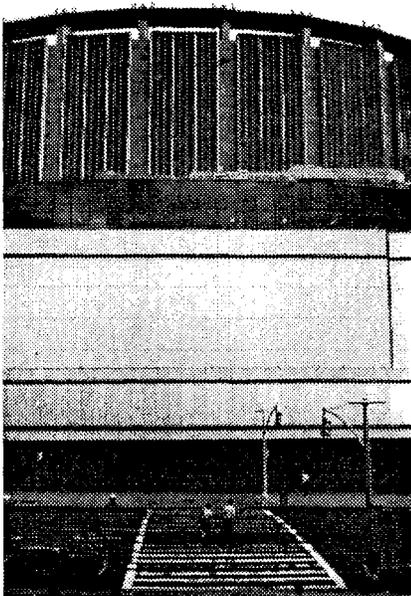# A New Penn Station1
Madison Square Garden

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Tragically, in 1953 Penn Station in New York City was torn down in the name of increased revenues. The station was compressed under an urbanistically sterile Madison Square Garden (also grand in its first incarnation) which failed to meet financial expectations. This project attempts to right this wrong by restoring dignity and civic presence to these two important New York institutions by working in tandem with economic forces. This is not achieved by a blind acceptance of economic forces (the 1987 project for two financial towers) which implies the architect merely decorates square footage dictated by developers. Nor does the adaptive reuse of a historic shell (the 1993 plans to convert the Post Office into a new terminal) instantly recapture the history and legacy of the previous station.
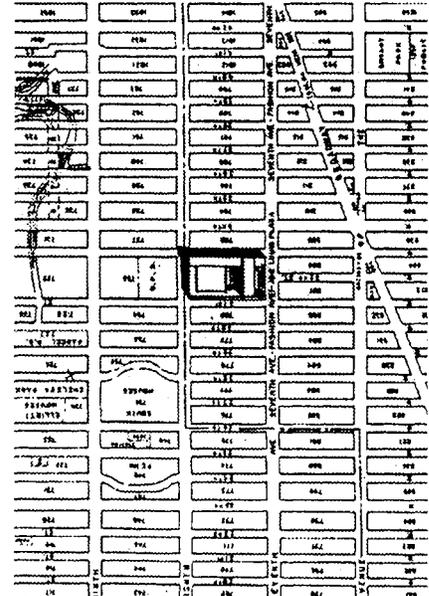
This project wraps the sports arena and station in speculative office space, whose address as *One Penn Station* would be a strong selling point and would help finance the other two institutions (in addition to suffuse retail below ground). The resulting super-block would create discreet urban walls and become an instant landmark to the city. Furthermore, the sectional overlapping of the sports arena and train station would synergistically create an interior room for the city. The design takes cues from the sweeping stairs from the Post Office on 9th Avenue and continues them through the site under the sports arena to the tracks. From the tracks a person exiting a train would ascend the skylit grand stairs up through the ticketing area and out to 8th Avenue.
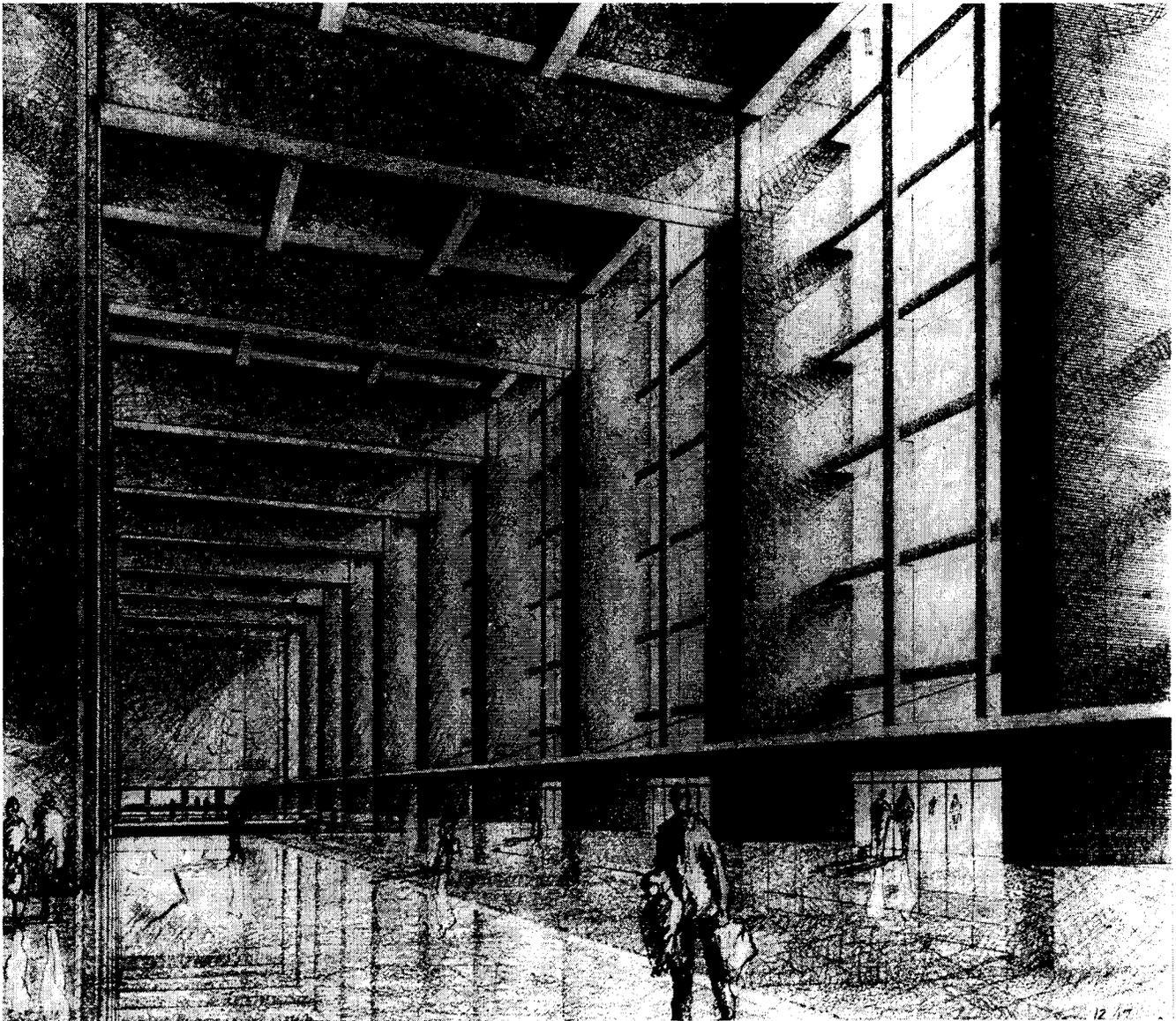

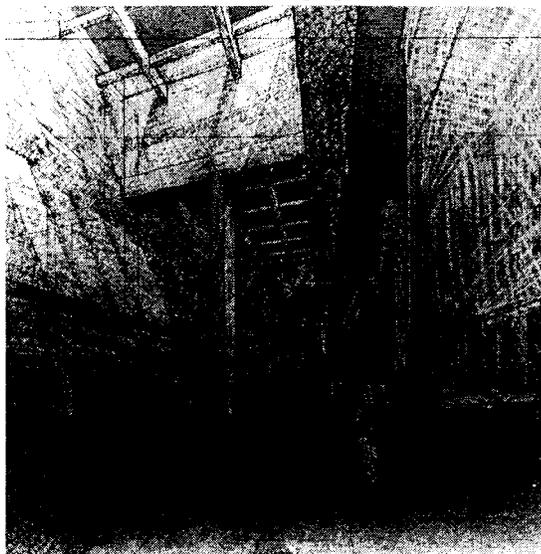Madison Square Garden, Luckman Architects, 1953
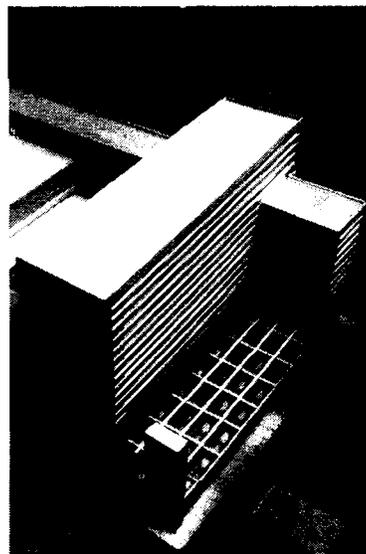

Penn Station, McKim, Mead & White, 1911
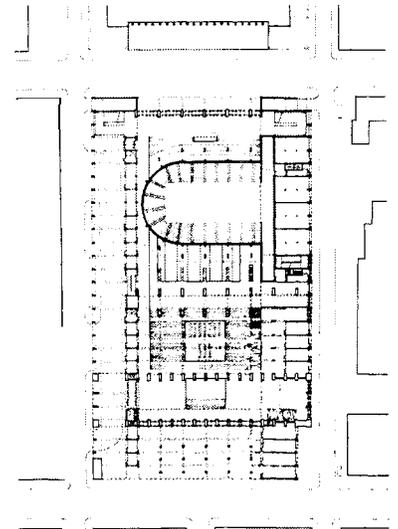

Site Plan of Proposal

View of waiting room for the proposed Penn Station

View of hypostile entry off 7th Avenue

View of model from South-East

Ground Floor Plan (North to right)