



Park Avenue Vision - Project Introduction

CB6 Briefing
January 5, 2026



Agenda

- Introductions *(5 min)*
- Project Overview *(5 min)*
- Site Overview *(5 min)*
- Design Opportunities *(5 min)*
- Discussion *(35 min)*
- Next Steps

Introductions

1

Project Overview

2

PROJECT SITE

Project Overview

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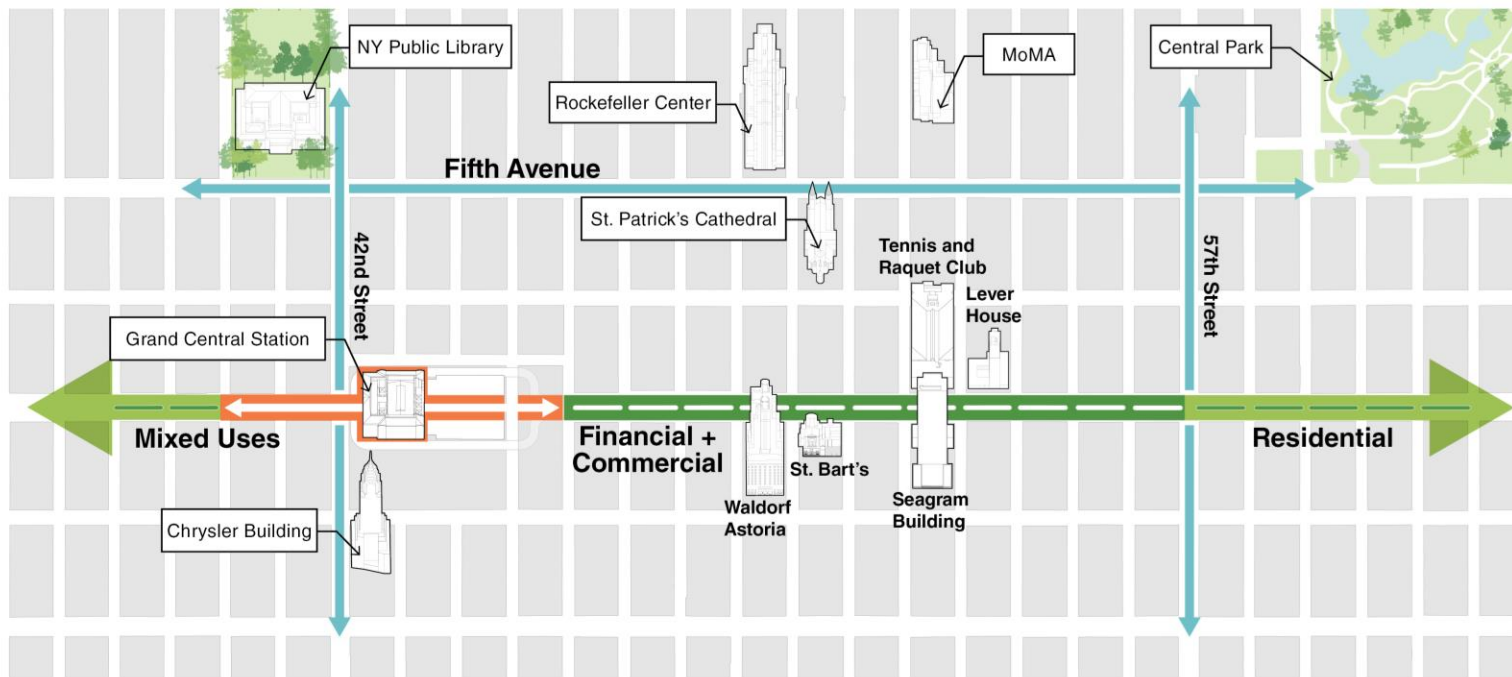
- The project is in East Midtown, Manhattan.
- The site includes the assessment area of two Business Improvement Districts (BIDs,) the Grand Central Partnership (GCP) and the East Midtown Partnership (EMP).



OPEN SPACE + DESTINATIONS

Project Overview

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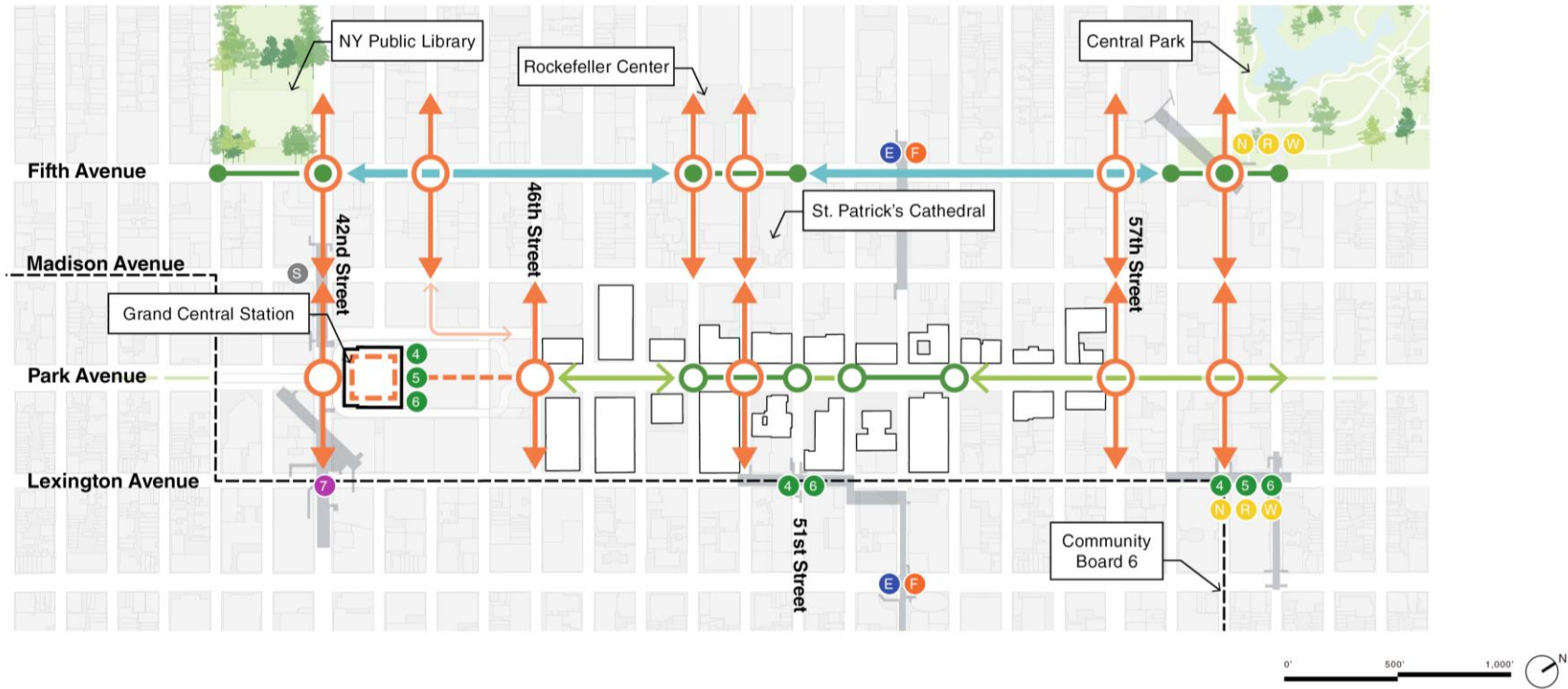


Park Avenue is a linear public space that extends north and south of Grand Central Terminal and links midtown landmarks to important Manhattan open spaces.

URBAN DESIGN FRAMEWORK

Site Context + Future of 5th

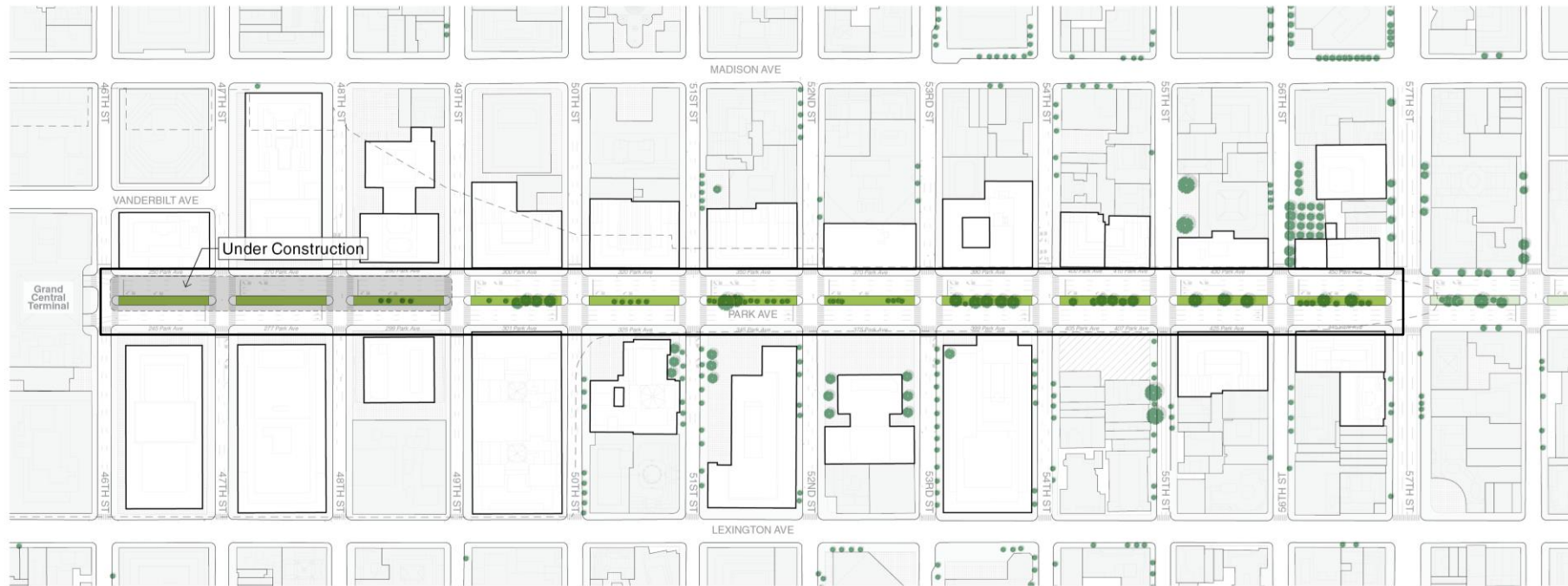
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PROJECT SITE

Project Area

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The project area is a 0.55-mile corridor over 11 city blocks with 23 adjacent buildings and one currently vacant lot. The project area is from 46th Street – 57th Street.

PROJECT GOALS

Project Overview

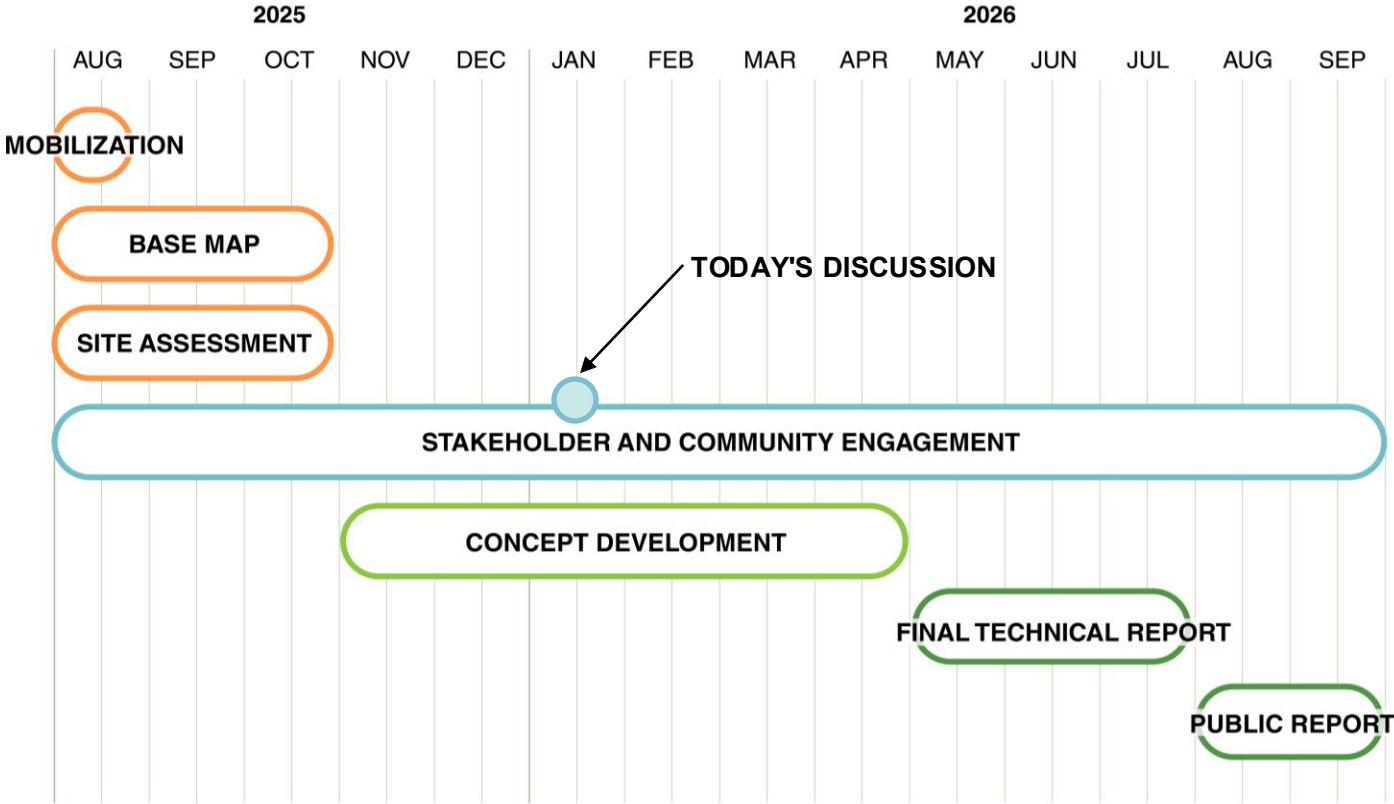
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- Affirm Park Avenue's role as New York's global corridor.
- Create a linear oasis in the heart of Midtown.
- Coordinate with MTA and other agencies to marry surface treatments with the construction, maintenance, and operations for the train shed roof.

PROJECT SCHEDULE

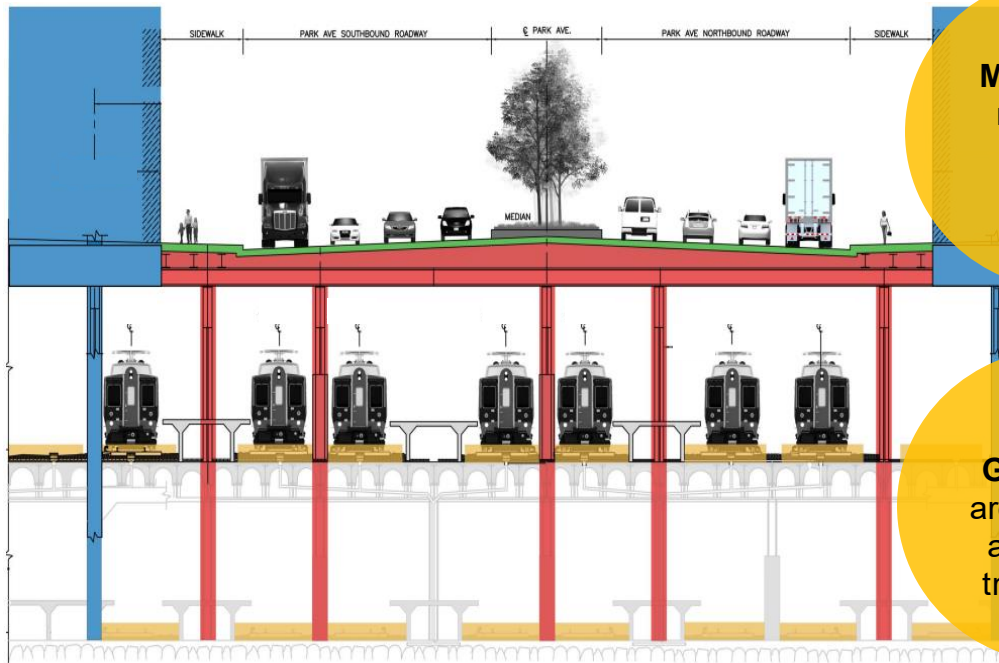
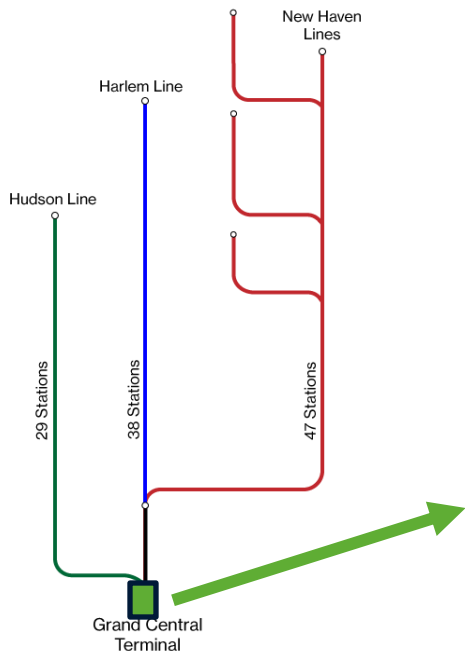
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The Grand Central Terminal train shed is vital for regional access to Manhattan

Approximately 200,000 Metro-North weekday riders rely on the over 100+ year-old Grand Central Artery for Manhattan service



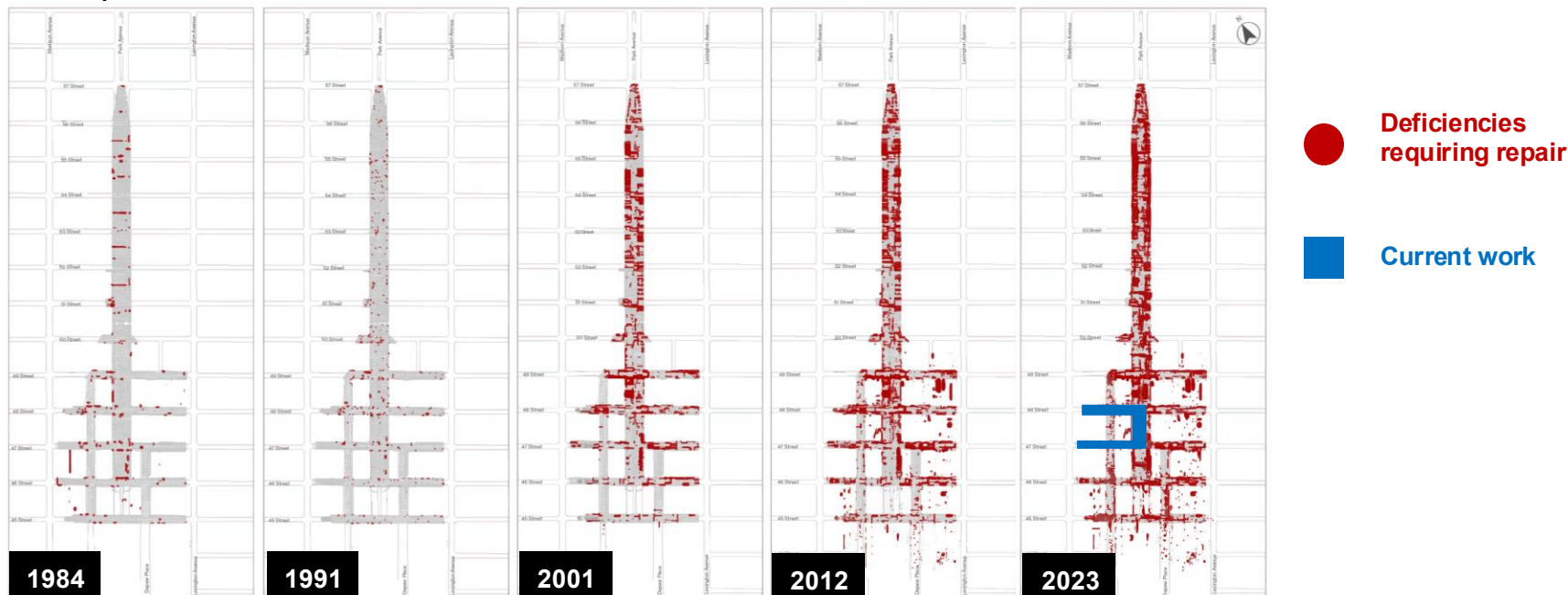
**98% of
Metro-North
riders use
the Grand
Central
Artery**

**750 daily
GCT trains
are sorted on
a two-level
track layout**

*cross section is taken approx. at 48th street where the trainshed has two levels of track

Repairs not keeping up with deterioration rates

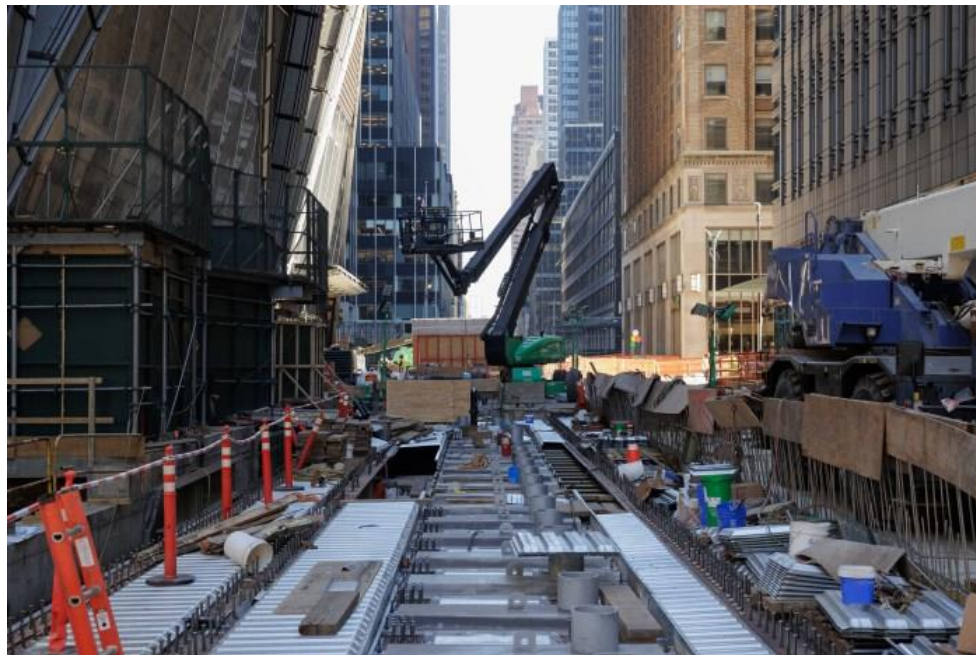
Train shed structural framing requires various levels of repair or replacement work to meet State of Good Repair.



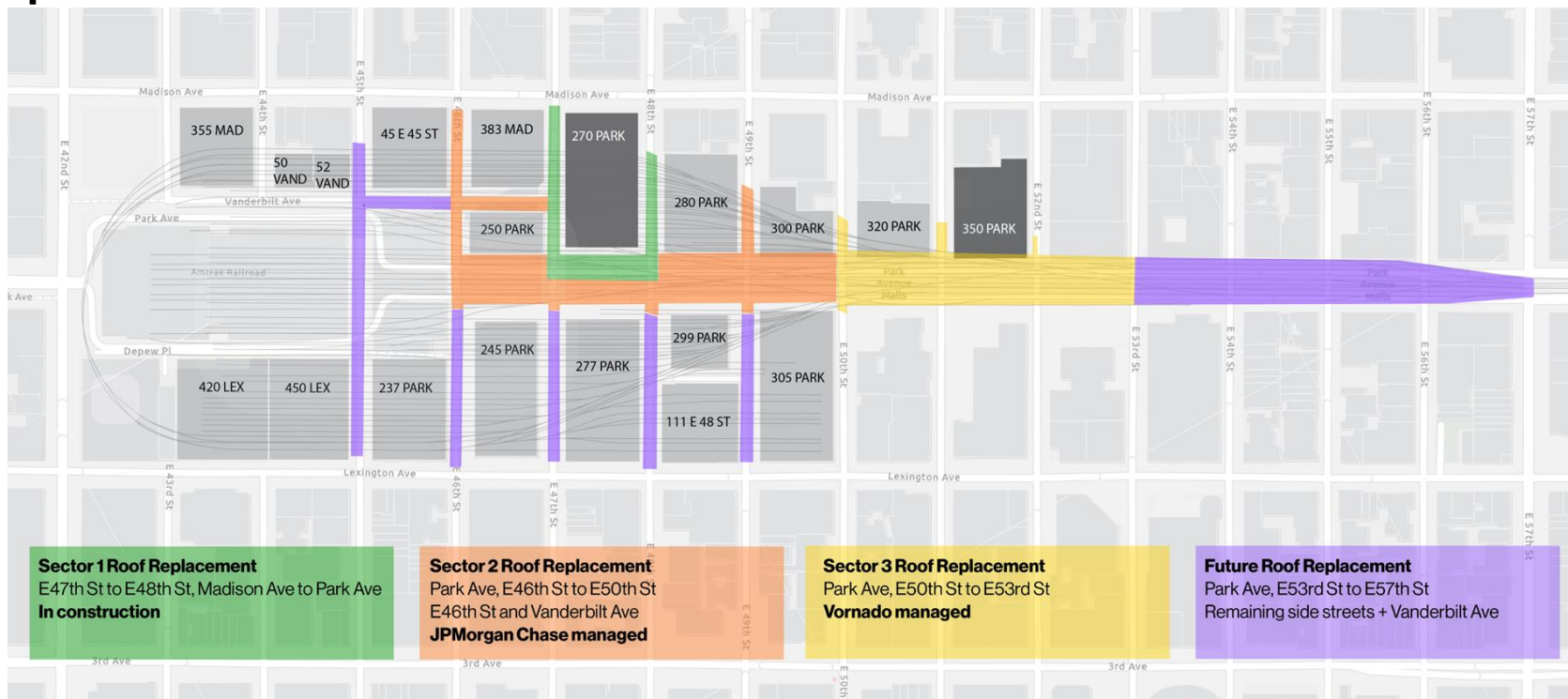
Comprehensive Train Shed Roof Replacement

Park Avenue reconstruction requires work-zone phasing and traffic re-routing

- MTA installing a new, 100-year service life trainshed roof structure with state-of-the-art waterproofing membrane to protect the underlying structure from water infiltration.
- Complete full deck and stringer replacement within roadway and sidewalks.
- Coordinating with NYC DOT on installation of new Park Ave medians once streets are reconstructed.



Grand Central Terminal Train Shed – Status of Sector by Sector Roof Replacement



Site Overview

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PARK AVENUE MEDIANS | 1910s - 1920s

Site Overview

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For 10 years, the Park Avenue medians were spacious open spaces where users could sit and enjoy the landscape.

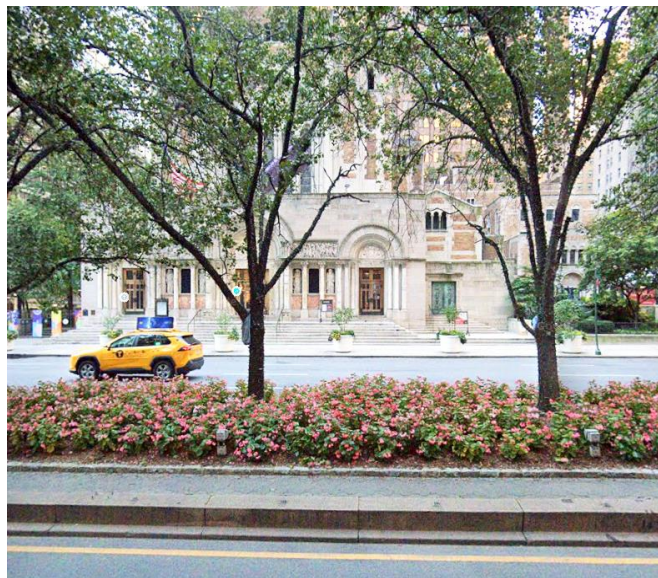
LEFT: Park Avenue Medians Looking North, Bettman Archives (1927).

RIGHT: Aerial View of the Park Avenue Medians, Bettman Archives (1924).

PARK AVENUE MEDIANS | TODAY

Site Overview

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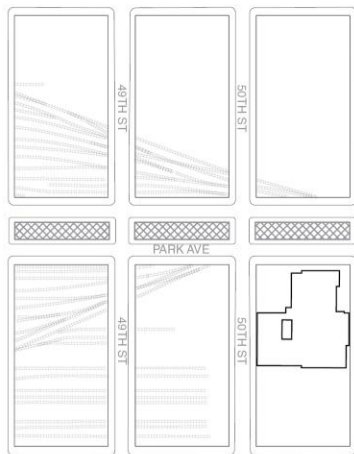
Today, the median features a unique combination of planting and design elements.

EVOLUTION OF MEDIAN DIMENSIONS

Site Overview

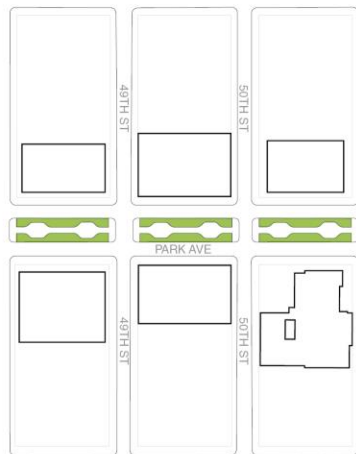
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1910s – 1920s



Trained roof had yet to be completed where today's buildings along Park Avenue now exist. During this period, train tracks were exposed as construction continued. Medians were striped and unused.

1920s – 1927



For a short period of time, the medians were converted into a linear park for pedestrians to walk through and enjoy.

1927 – Present



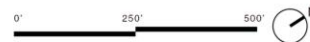
In 1927, the linear park was reduced to a planted area, expanding the street from three to four lanes.

Future Condition



Future designs for Park Avenue will reintroduce pedestrian access to the medians.

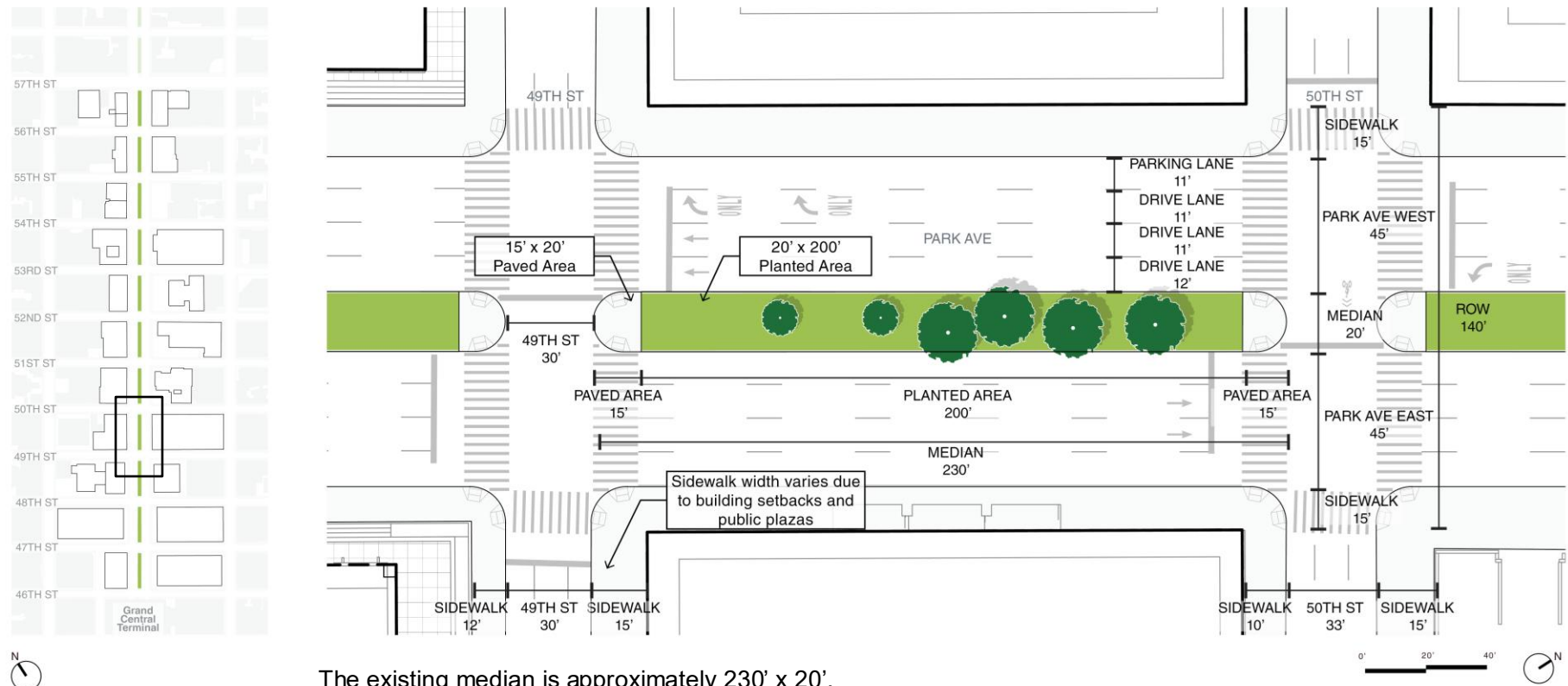
The medians have evolved over time in three periods – 1910s, 1920s, 1927 to today.



EXISTING TYPICAL MEDIAN DIMENSIONS

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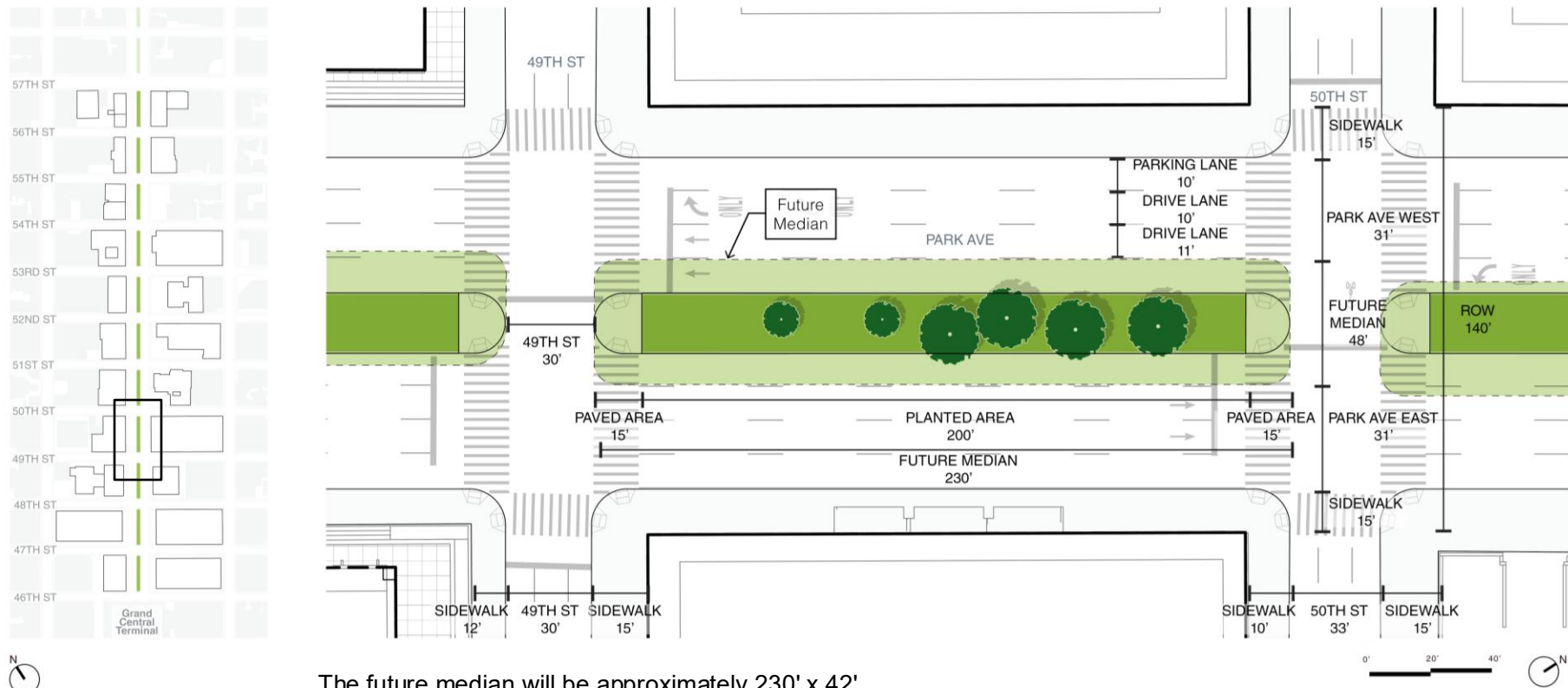
Site Overview



The existing median is approximately 230' x 20'.

Site Overview

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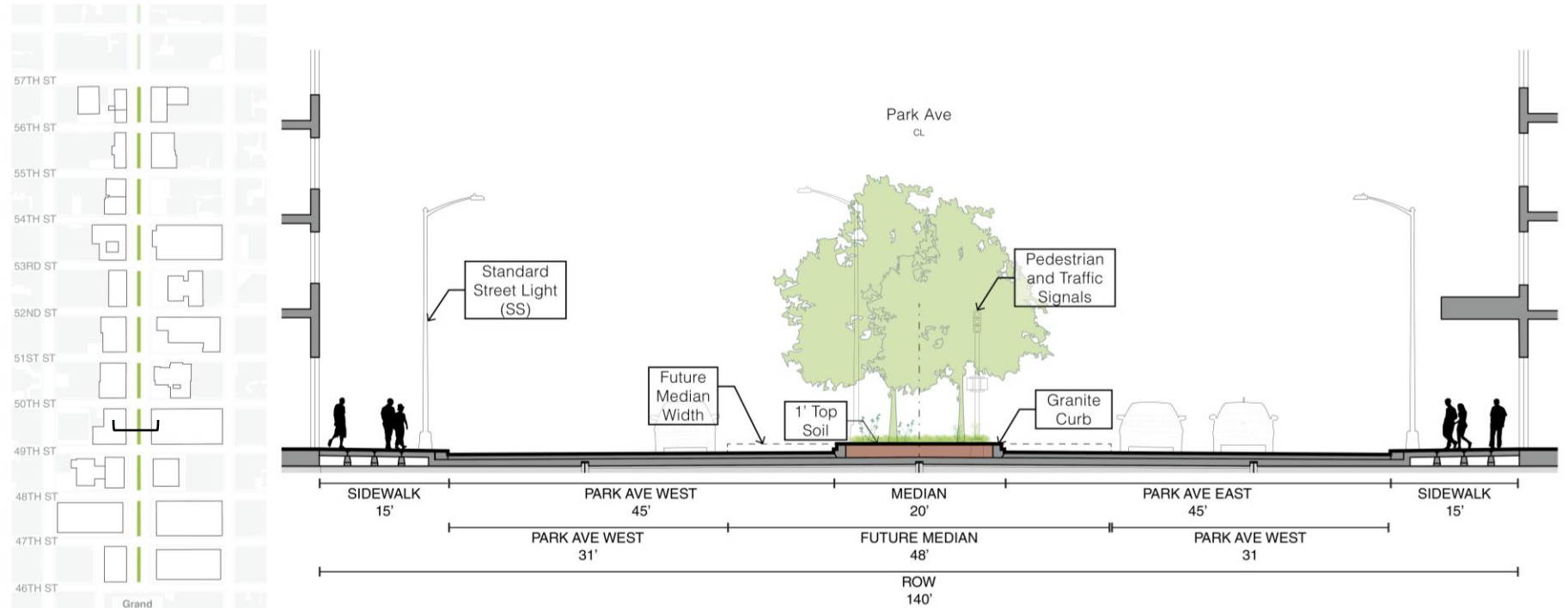


The future median will be approximately 230' x 42'.

EXISTING TYPICAL MEDIAN DIMENSIONS

Site Overview

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The existing median is raised by about 12 inches. Vertical elements on the median include trees and other plantings, and traffic lights, and pedestrian light posts. Additional soil mounding allows for depths of tree planting.

PUBLIC + PRIVATE SPACES

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There is a mix of private and public open spaces along the corridor. There are publicly accessible lobbies, covered arcades, indoor POPS' and outdoor plazas.

GARDENS + LANDSCAPES | STREET LEVEL OVERVIEW

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Site Overview

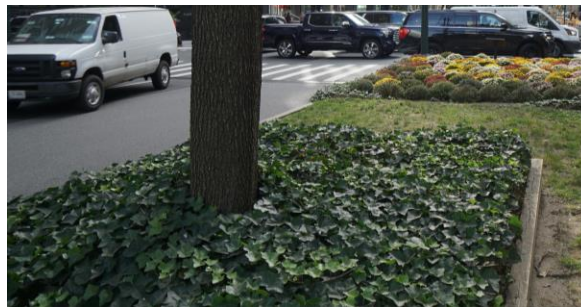
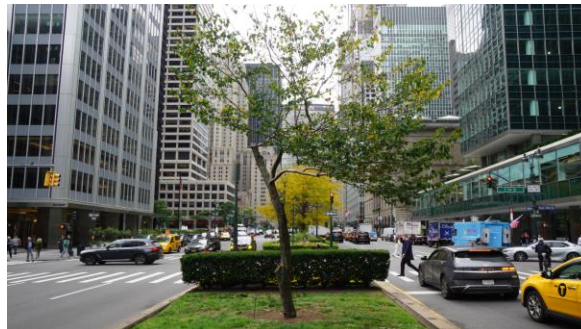


SITE PLANTING | MEDIANS

Site Overview

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- The diversity of existing trees on Park Avenue is limited by pollution tolerance, light availability, soil conditions, and wind tunneling in the corridor.
- Trees appear limited in size and age due to limited available soil volume and urban conditions.
- Trees planted in a single-file pattern perform better due to reduced competition of sunlight compared to trees planted in groupings.
- Trees appear to require replacement after approximately 10 to 15 years.



Trees, lawn, and groundcover on the medians.

EXISTING TYPICAL MEDIAN TREES

Site Overview

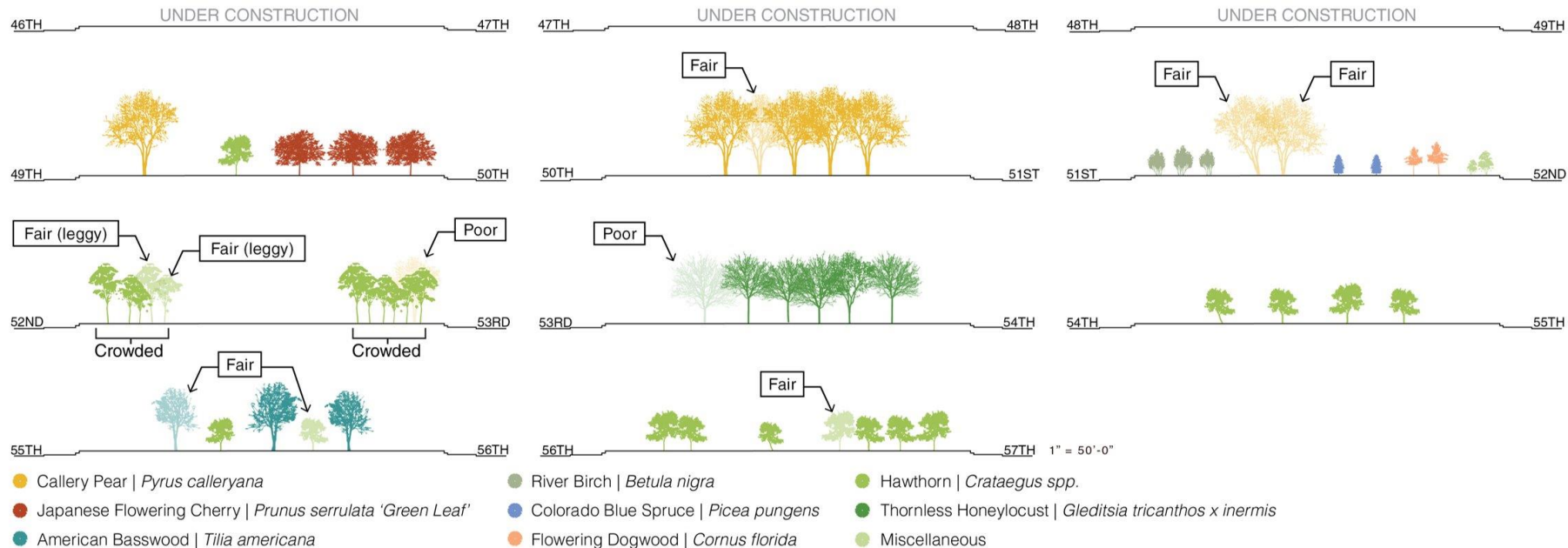
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EXISTING TYPICAL MEDIAN TREES

Site Overview

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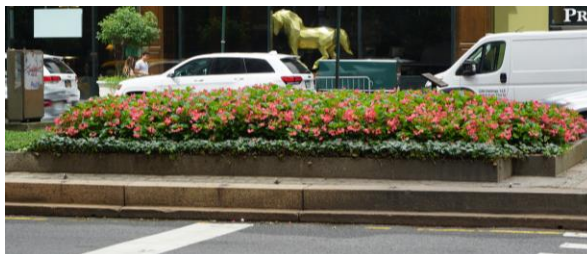
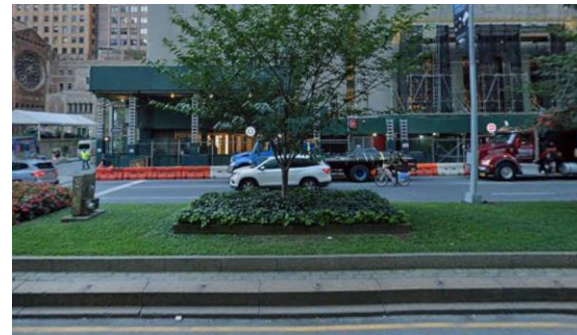


SITE PLANTING | MEDIANS

Site Overview

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- Each median features a unique combination of planting and design elements.
- The understory planting includes shrubs and groundcovers, such as *Taxus spp.*, *Liriope spp.*, and *Vinca minor*, complemented by areas of lawn and seasonal planting.

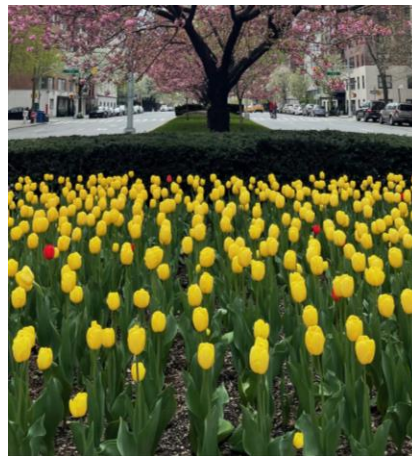


SITE PLANTING | MEDIANS

Site Overview

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- Seasonal planting is provided and maintained by the Fund for Park Avenue.
- Seasonal plants include tulips, begonias, and chrysanthemums.
- These flowering annuals are typically found at the median ends and in raised pots.



Spring: Tulips



Summer: Begonias

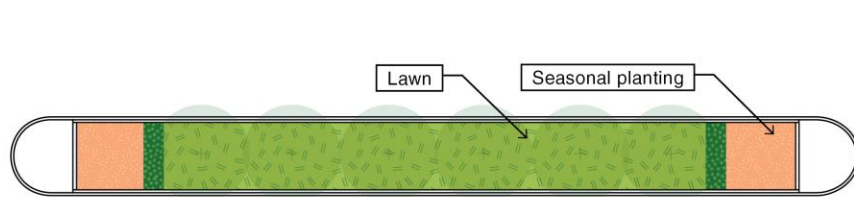


Fall: Chrysanthemum

EXISTING TYPICAL MEDIAN GROUNDCOVER

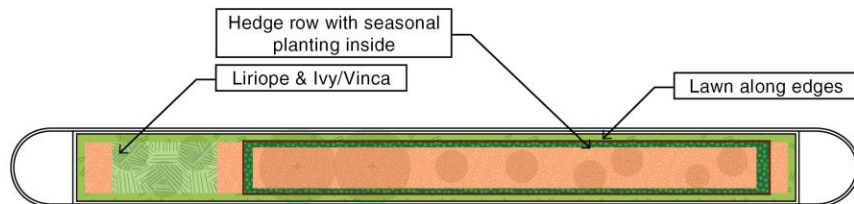
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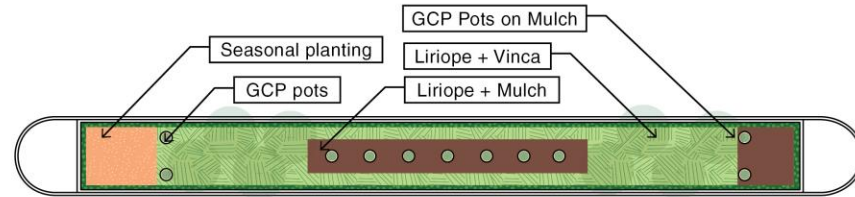
Type 1

- Lawn in center
- Seasonal planting at ends flanked by *Taxus* hedges



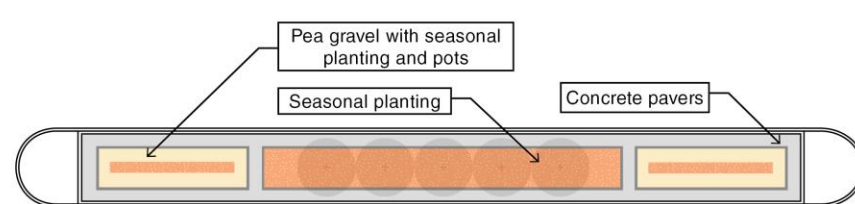
Type 3

- Lawn edge with a mix of seasonal planting, groundcover, and row of hedges.



Type 2

- *Taxus* hedge encompassing the median with pots along the center



Type 4

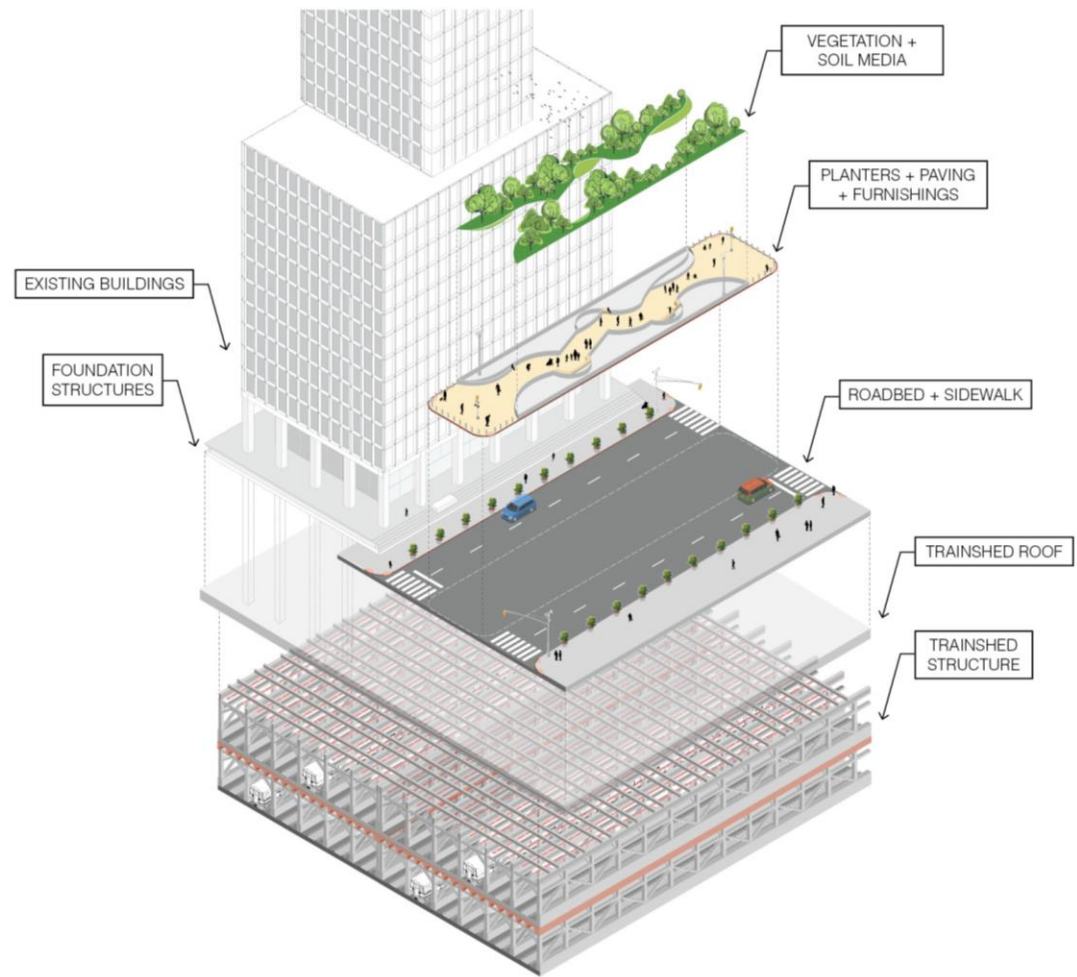
- Concrete paver border with seasonal planting and pea gravel.

Design Opportunities

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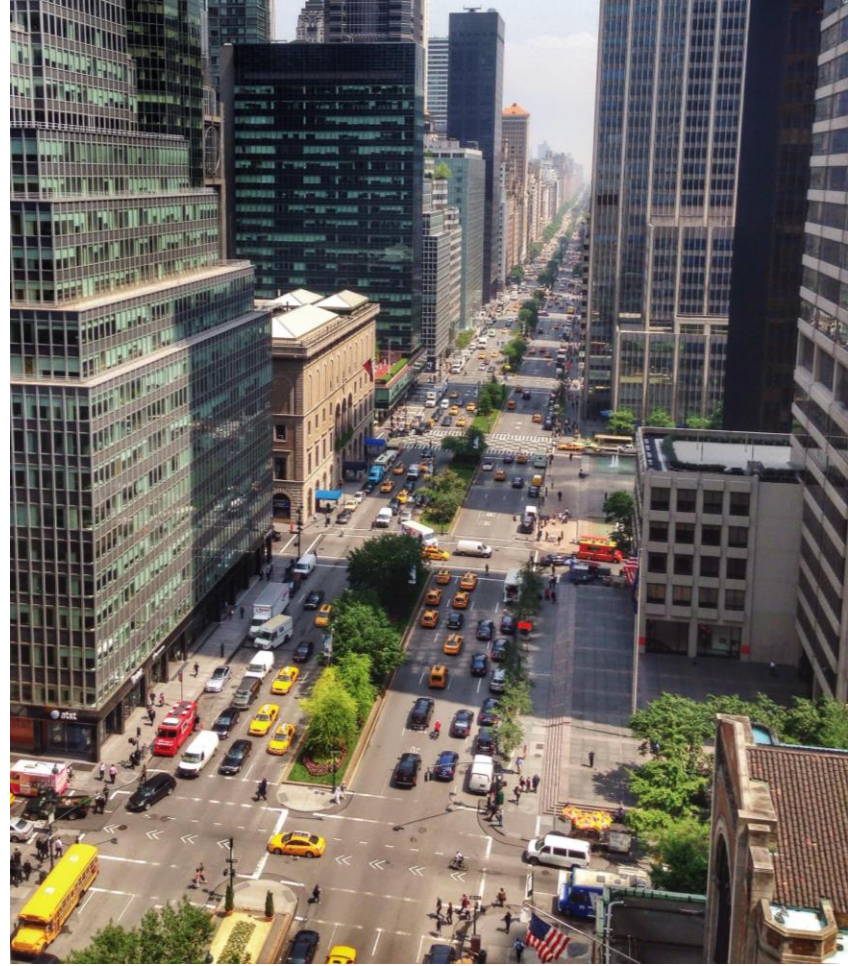
PROJECT CONSIDERATIONS INFRASTRUCTURE

- Design will need to coordinate the complex layers which make up Park Avenue.
- Phasing and coordination of the trainshed reconstruction and Park Avenue restoration will be a major consideration.
- Other considerations include MTA subsurface + surface infrastructure, circulation needs, adjacent building requirements, and overall design vision.



PROJECT CONSIDERATIONS | DESIGN APPROACH

- Bespoke block by block design vs. corridor wide vision.
- Interim design conditions for long term train shed reconstruction project.



PROJECT CONSIDERATIONS

Landscape Maintenance, Seating + Dwelling Space

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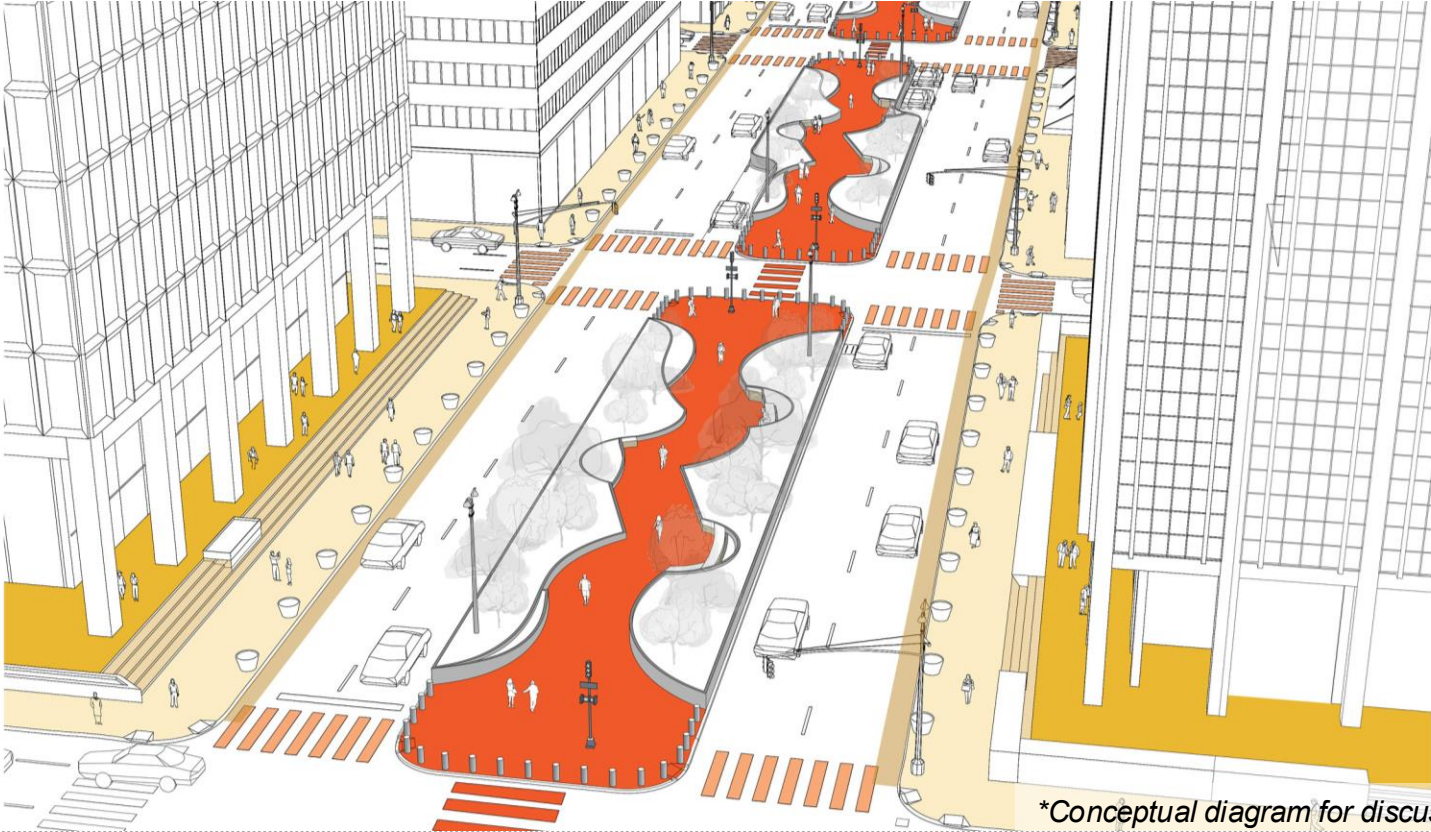


**Conceptual diagram for discussion purposes*

PROJECT CONSIDERATIONS

Materials, Programming + Concessions

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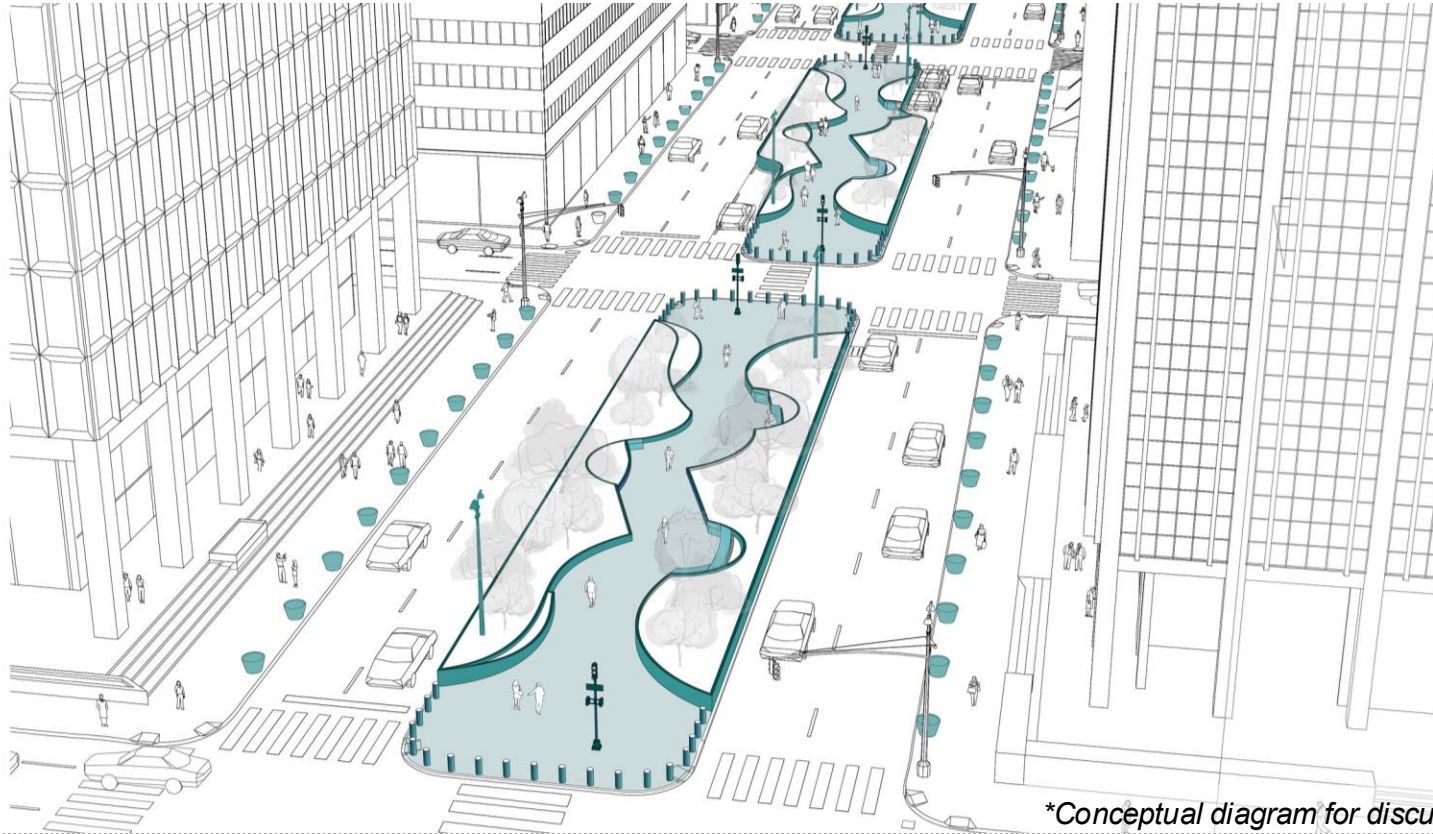


**Conceptual diagram for discussion purposes*

PROJECT CONSIDERATIONS

Security, Lighting + Utilities

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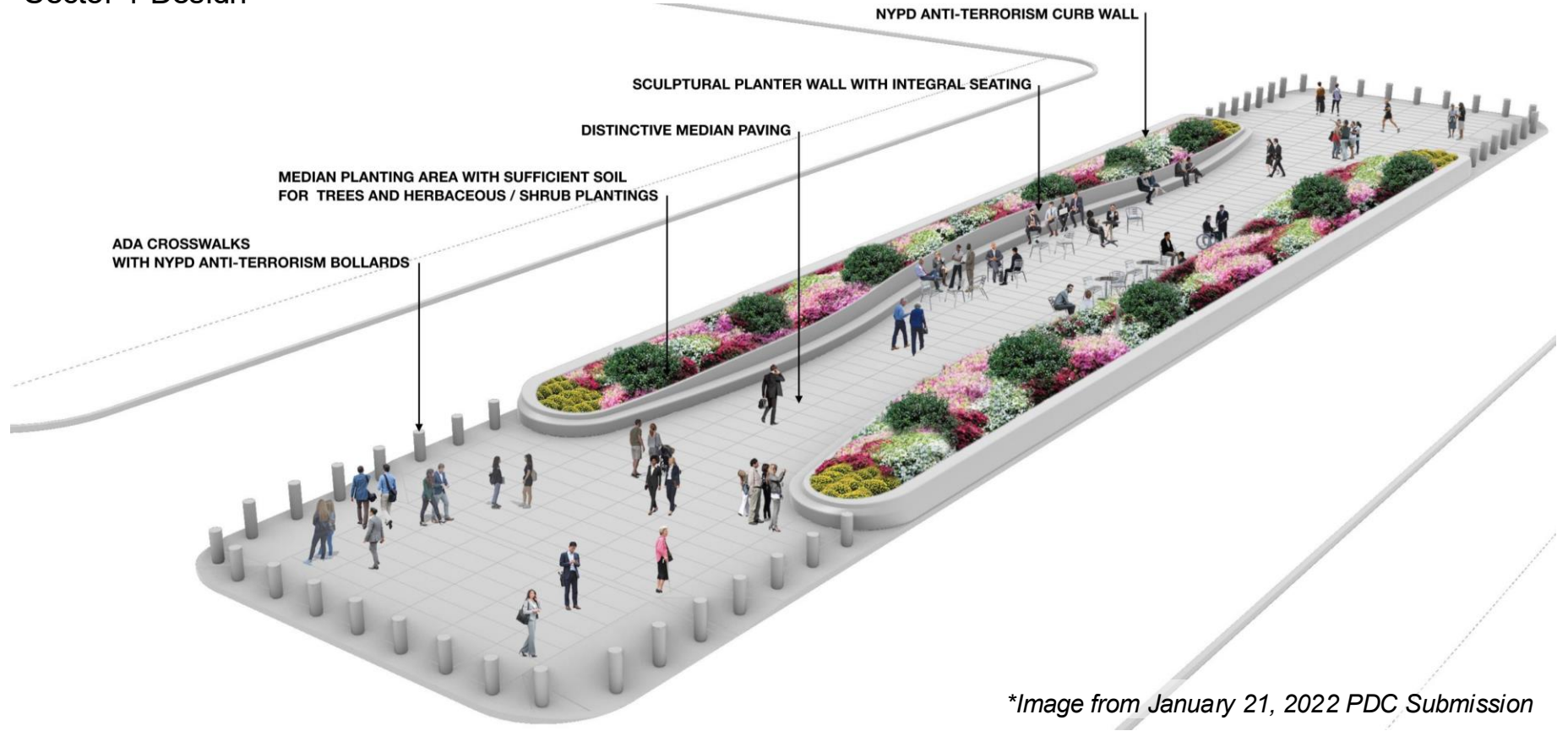


**Conceptual diagram for discussion purposes*

EXISTING WORK

Sector 1 Design

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**Image from January 21, 2022 PDC Submission*

Discussion

4

DISCUSSION

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Next Steps

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Park Avenue Vision Plan

We want to hear from you!



Scan the QR code or visit
bit.ly/ParkAveSurvey to
take the digital survey.



To learn more about the project, visit the project website: nyc.gov/parkavenue

Thank You!

Questions?



NYCDOT



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