



Park Avenue Vision - Project Introduction

Public Workshop

February 9, 2026



Agenda

- Introductions
- Project Overview
- Site Overview
- Design Opportunities
- Discussion
- Next Steps

Introductions



Project Overview

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PROJECT SITE

Project Overview

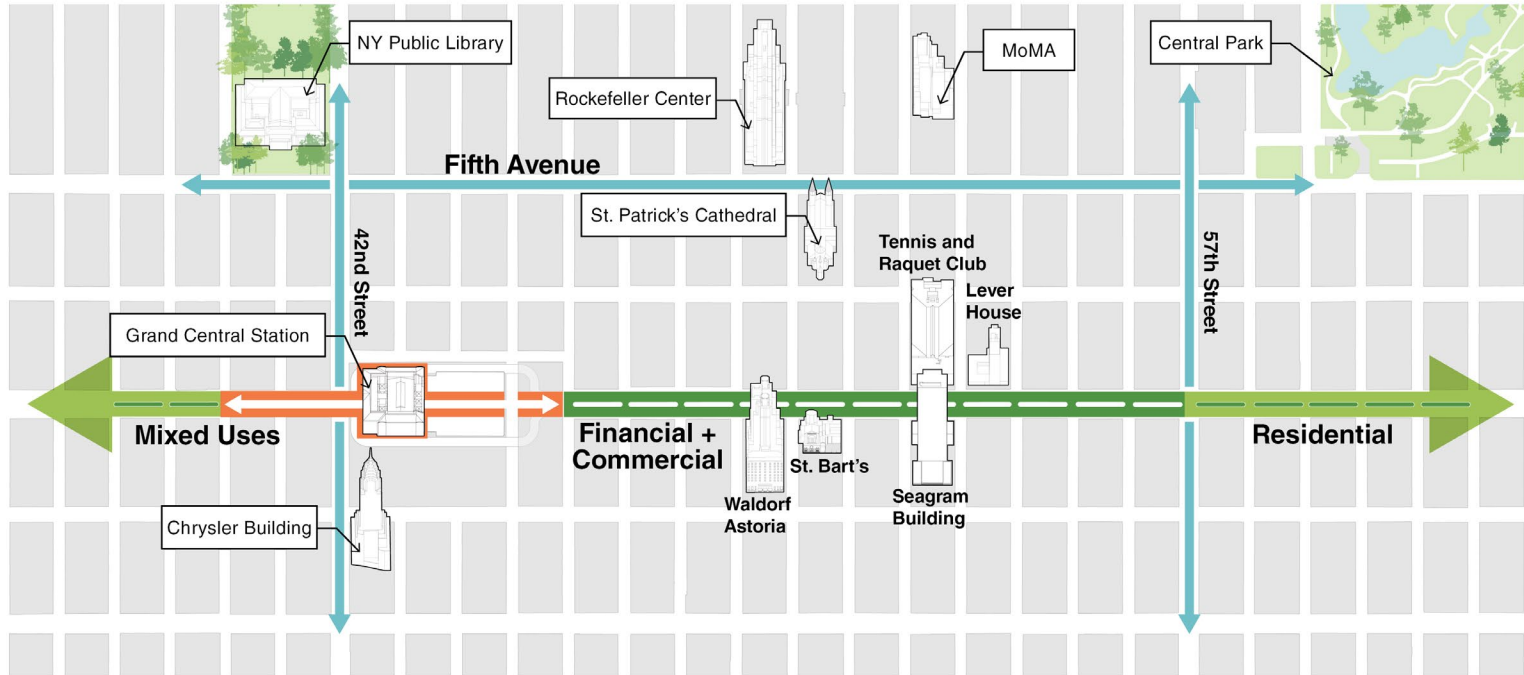


- The project is in East Midtown, Manhattan.
- The site includes the assessment area of two Business Improvement Districts (BIDs,) the Grand Central Partnership (GCP) and the East Midtown Partnership (EMP).

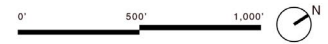


OPEN SPACE + DESTINATIONS

Project Overview

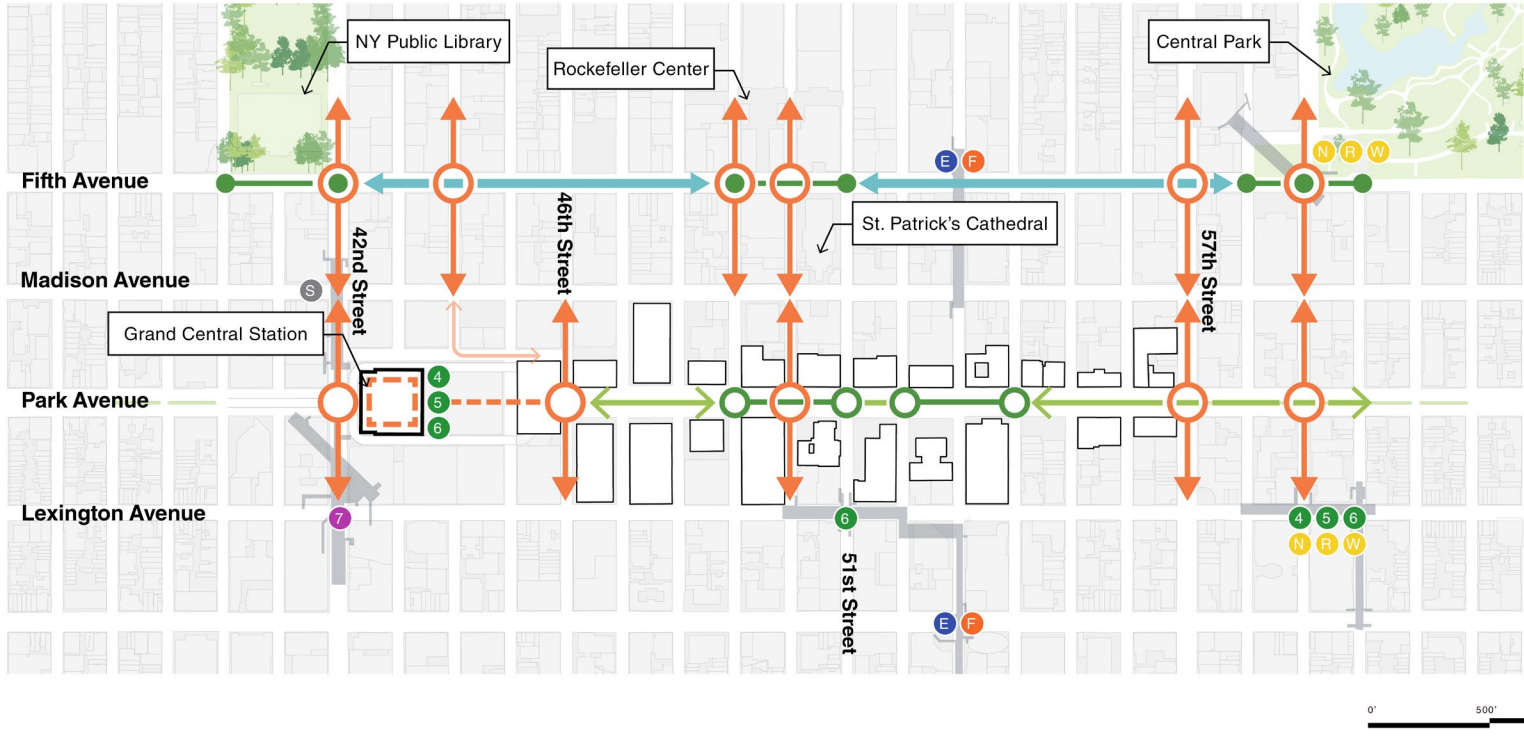


Park Avenue is a linear public space that extends north and south of Grand Central Terminal and links midtown landmarks to important Manhattan open spaces.



URBAN DESIGN FRAMEWORK

Site Context + Future of 5th



PROJECT SITE

Project Area



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.

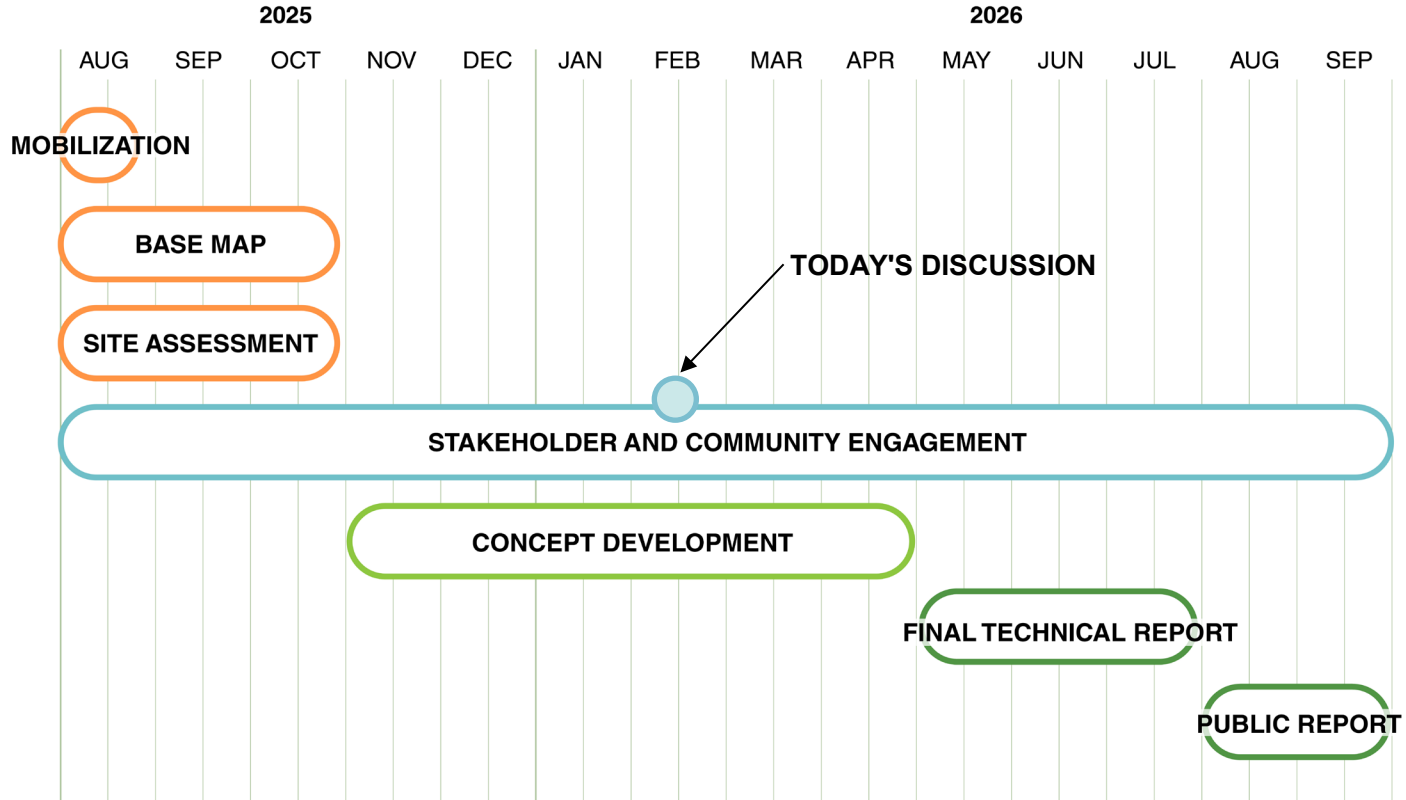
PROJECT GOALS

Project Overview

- 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

Project Overview



Site Overview

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PARK AVENUE MEDIANS | 1910s - 1920s

Site Overview



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

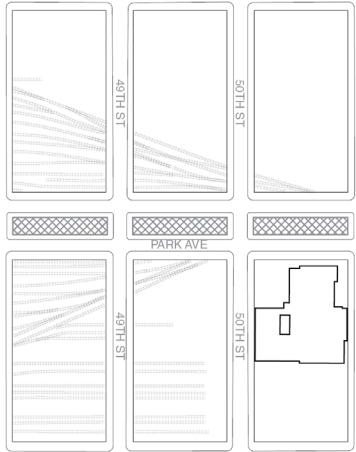


Today, the median features a unique combination of planting and design elements.

EVOLUTION OF MEDIAN DIMENSIONS

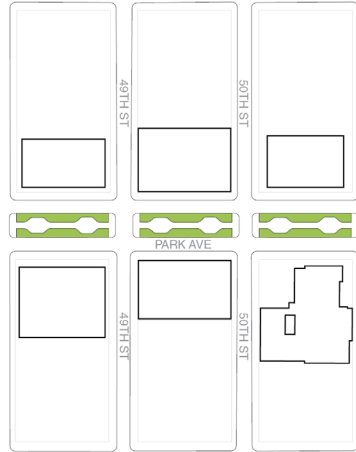
Site Overview

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



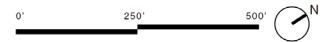
In 1927, the linear park was reduced to a planted area, expanding the street from three to four lanes.

Future Condition



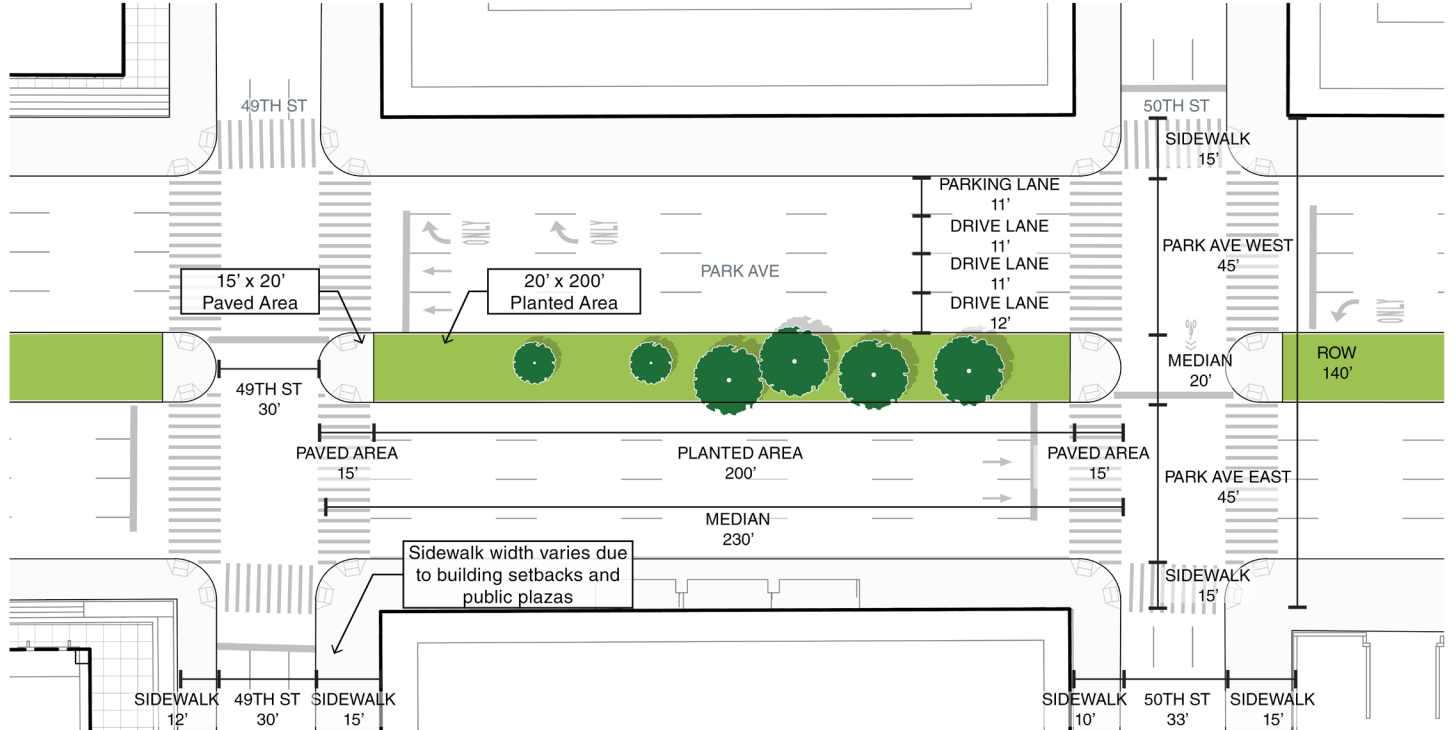
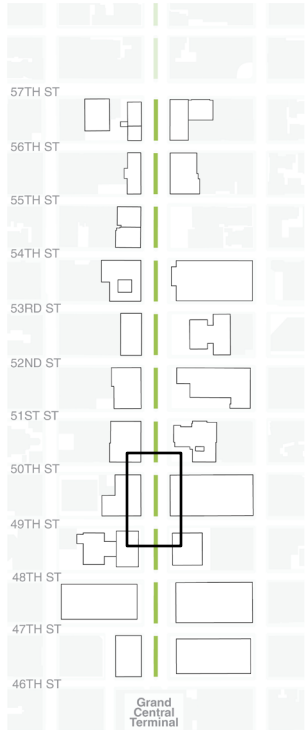
Future designs for Park Avenue will reintroduce pedestrian access to the medians.

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



EXISTING TYPICAL MEDIAN DIMENSIONS

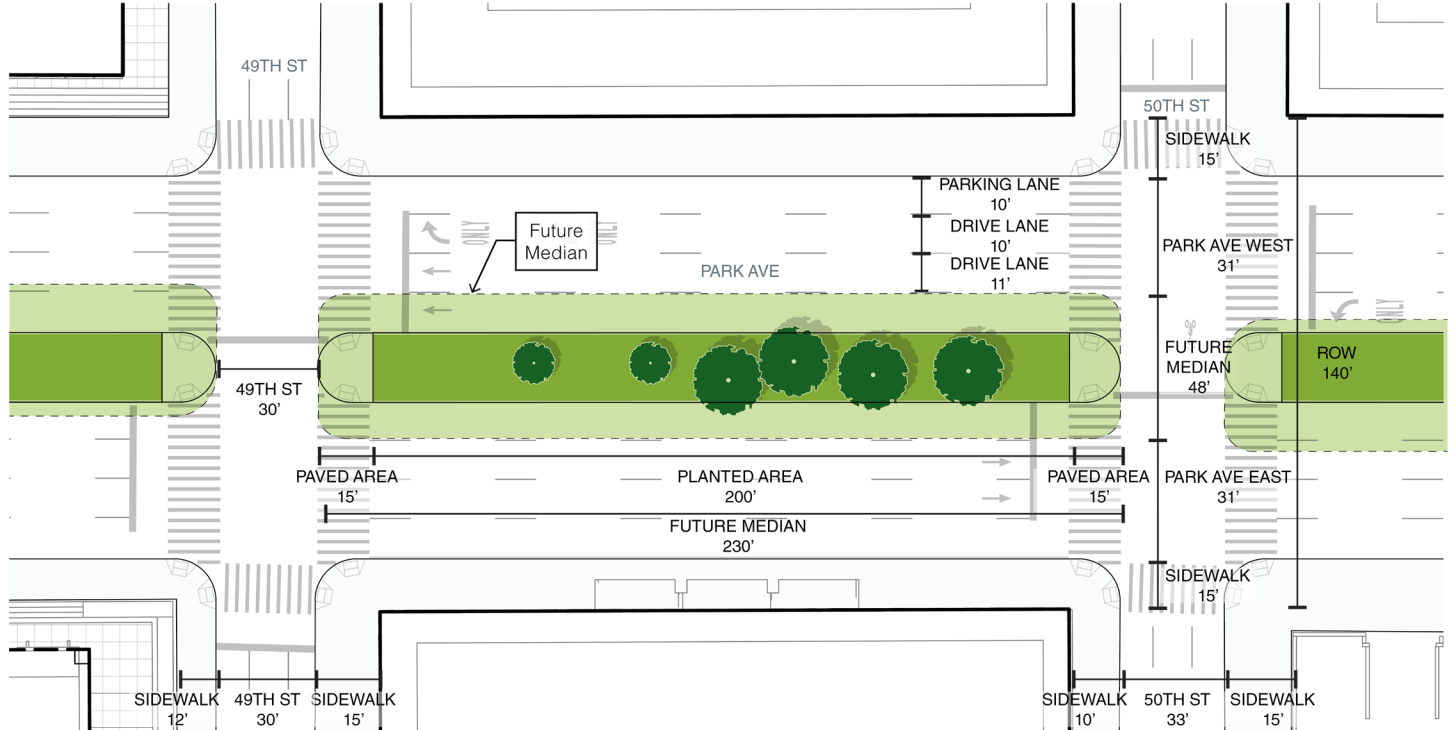
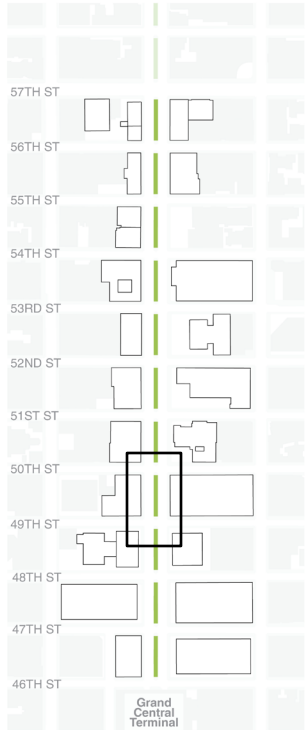
Site Overview



The existing median is approximately 230' x 20'.

FUTURE TYPICAL MEDIAN DIMENSIONS

Site Overview

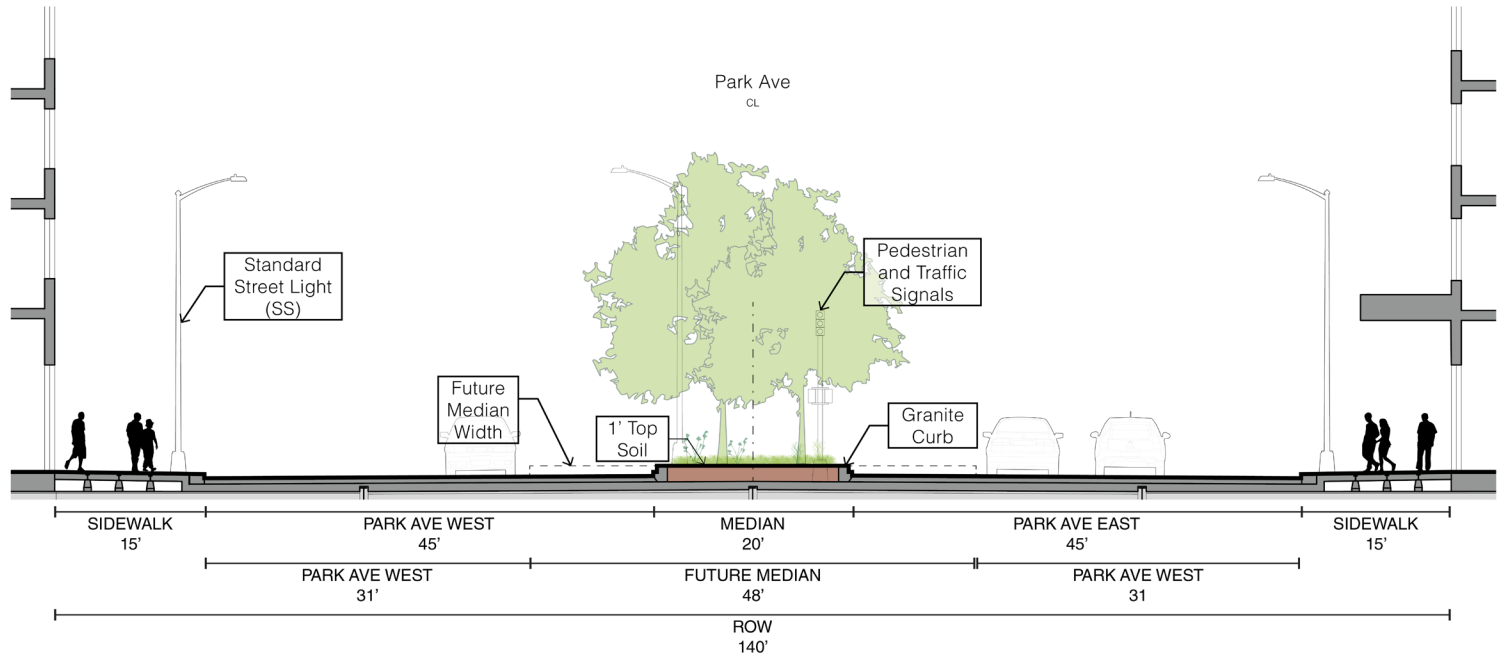
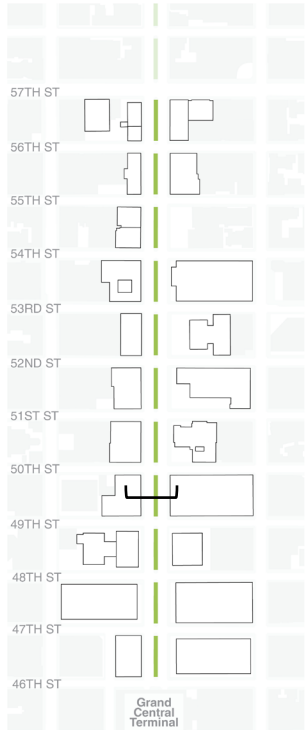


The future median will be approximately 230' x 42'.



EXISTING TYPICAL MEDIAN DIMENSIONS

Site Overview

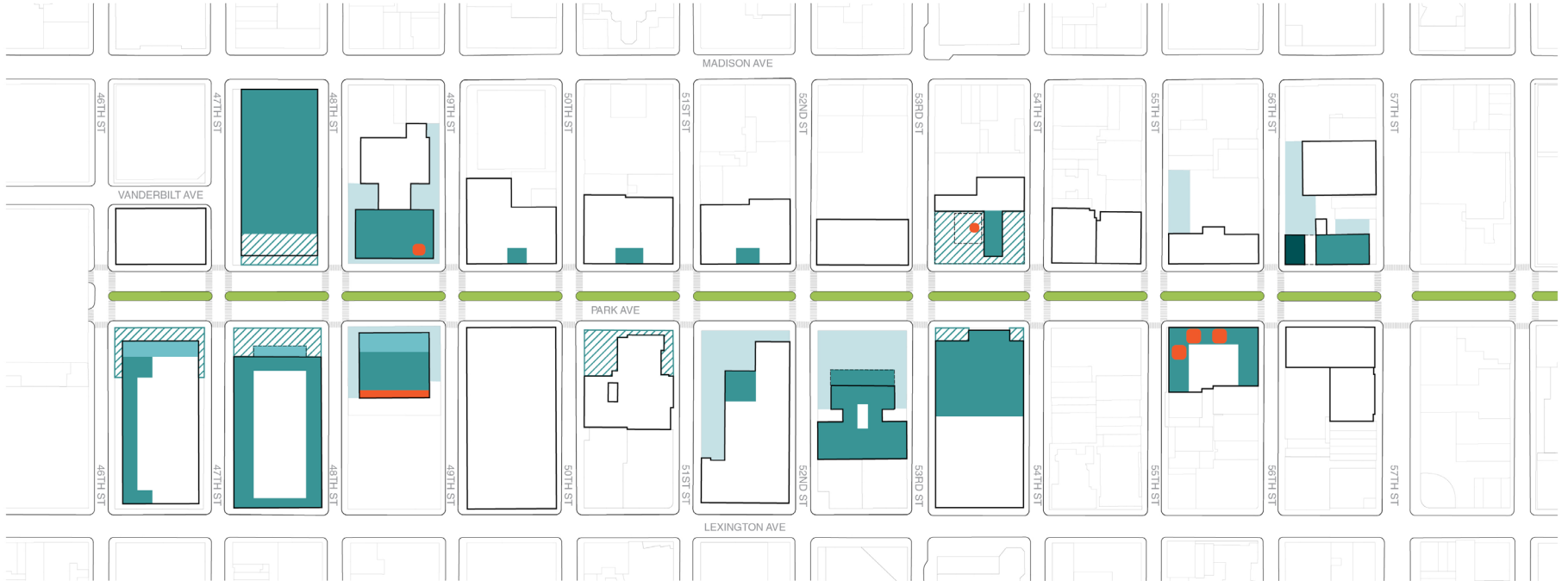


The existing median is raised by about 12 inches. Vertical elements on the median include trees and other plantings, and traffic lights, and pedestrian light posts. Additional soil mounding allows for depths of tree planting.



PUBLIC + PRIVATE SPACES

Site Overview



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.

- Glass Lobby
- POPS - Arcade
- POPS - Indoors
- POPS - PLAZA
- Plaza
- Art



GARDENS + LANDSCAPES | STREET LEVEL OVERVIEW

Site Overview



SITE PLANTING | MEDIANS

Site Overview

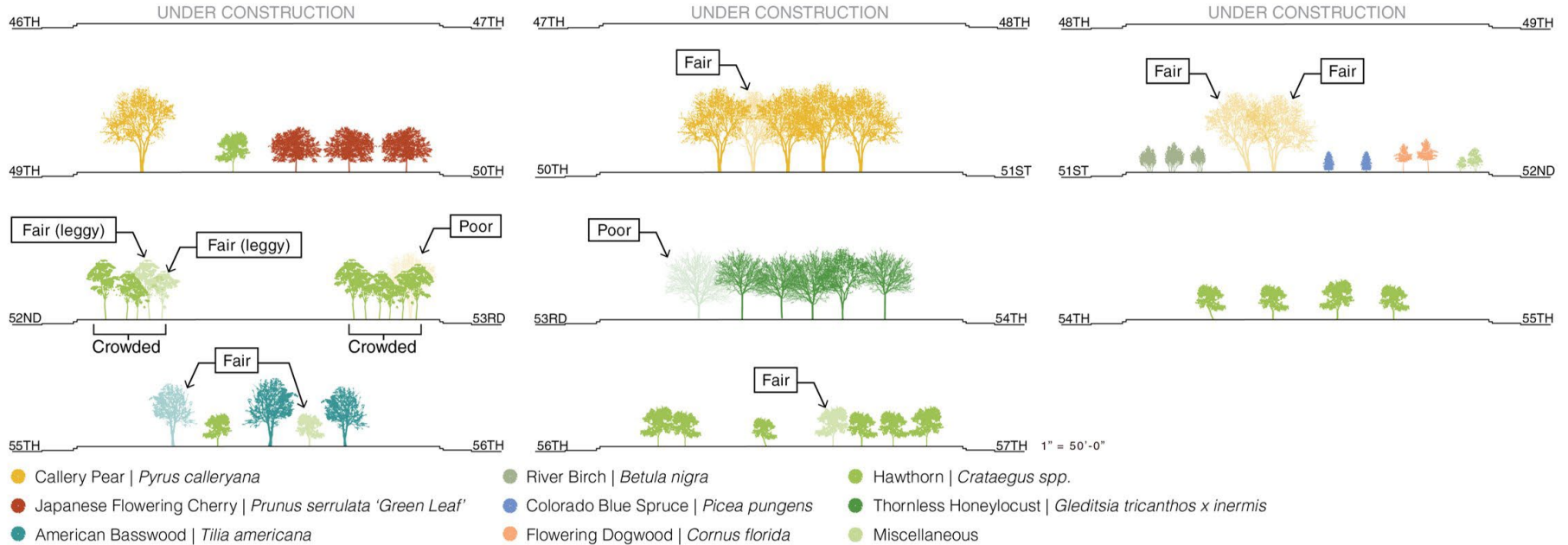
- The diversity of existing trees on Park Avenue is limited by pollution tolerance, light availability, soil conditions, and wind tunneling in the corridor.
- Trees appear limited in size and age due to limited available soil volume and urban conditions.
- Trees planted in a single-file pattern perform 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



SITE PLANTING | MEDIANS

Site Overview

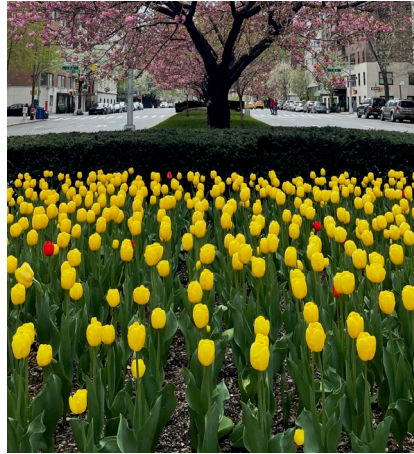
- Each median features a unique combination of planting and design elements.
- The understory planting includes shrubs and groundcovers, such as *Taxus spp.*, *Liriope spp.*, and *Vinca minor*, complemented by areas of lawn and seasonal planting.



SITE PLANTING | MEDIANS

Site Overview

- 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



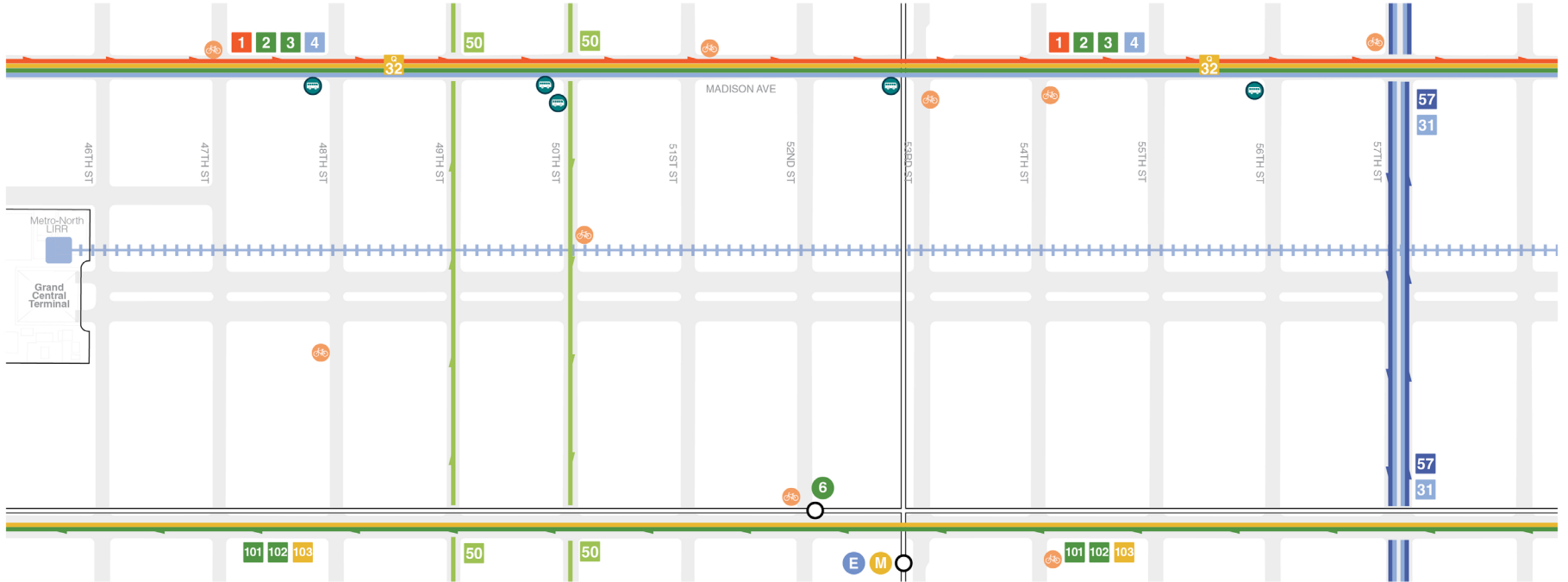
Summer: Begonias



Fall: Chrysanthemum

PUBLIC TRANSPORTATION MOVEMENT

Mobility



Major bus routes include Madison Avenue, Lexington Avenue, and 57th Street. Below ground, there is the Metro North Railroad below Park Avenue and the 4,5,6 line below Lexington Avenue.

- Bus Routes
- Bus Stops
- CitiBike Docking Station
- LIRR
- Subway Line
- Subway Stations

VEHICULAR MOVEMENT | CAR & BICYCLE

Mobility



Vehicle traffic on Park Avenue flows north / south, with bus lanes on Madison Avenue and Lexington Avenue. There are crosstown bike lanes on 52nd Street 55th Street.

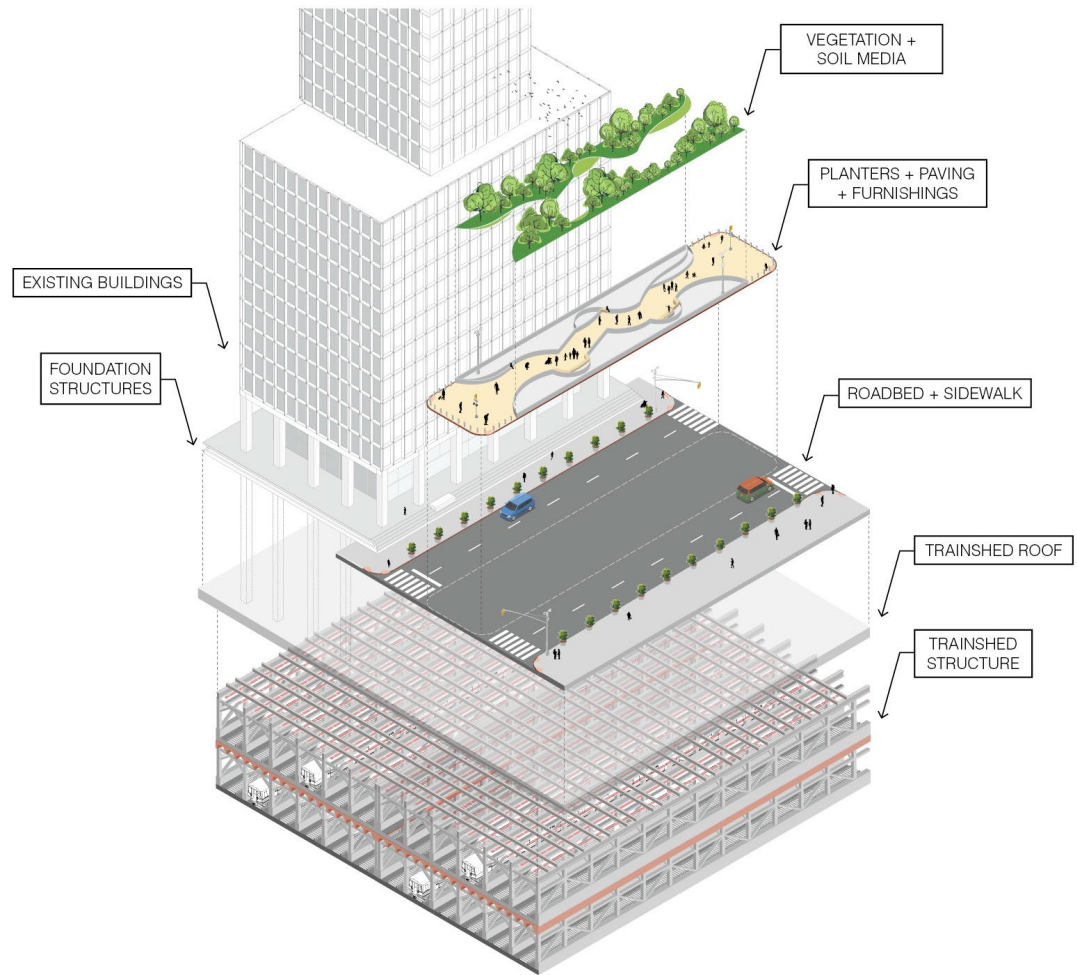
Design Opportunities

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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

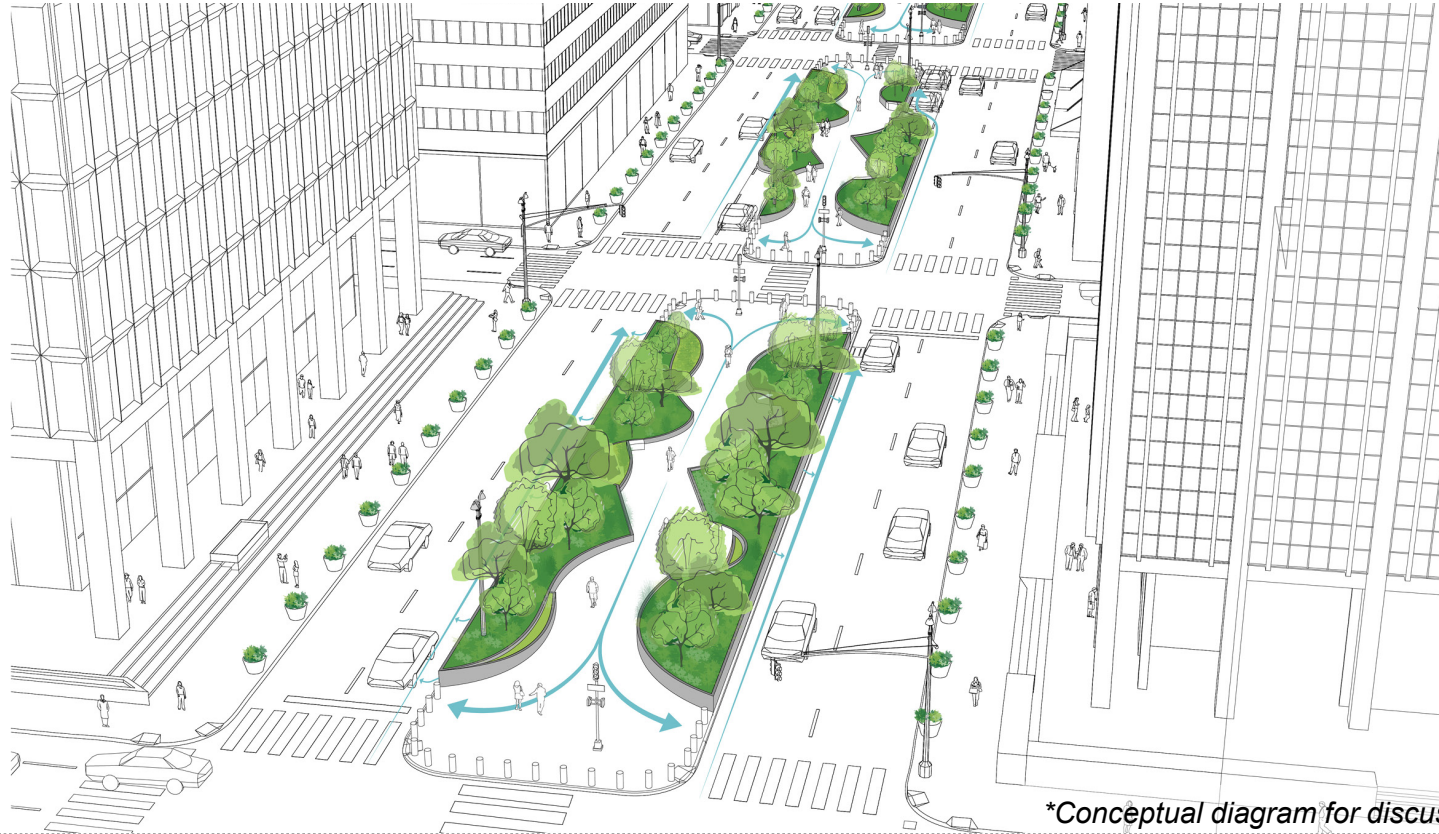
Design Approach

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



PROJECT CONSIDERATIONS

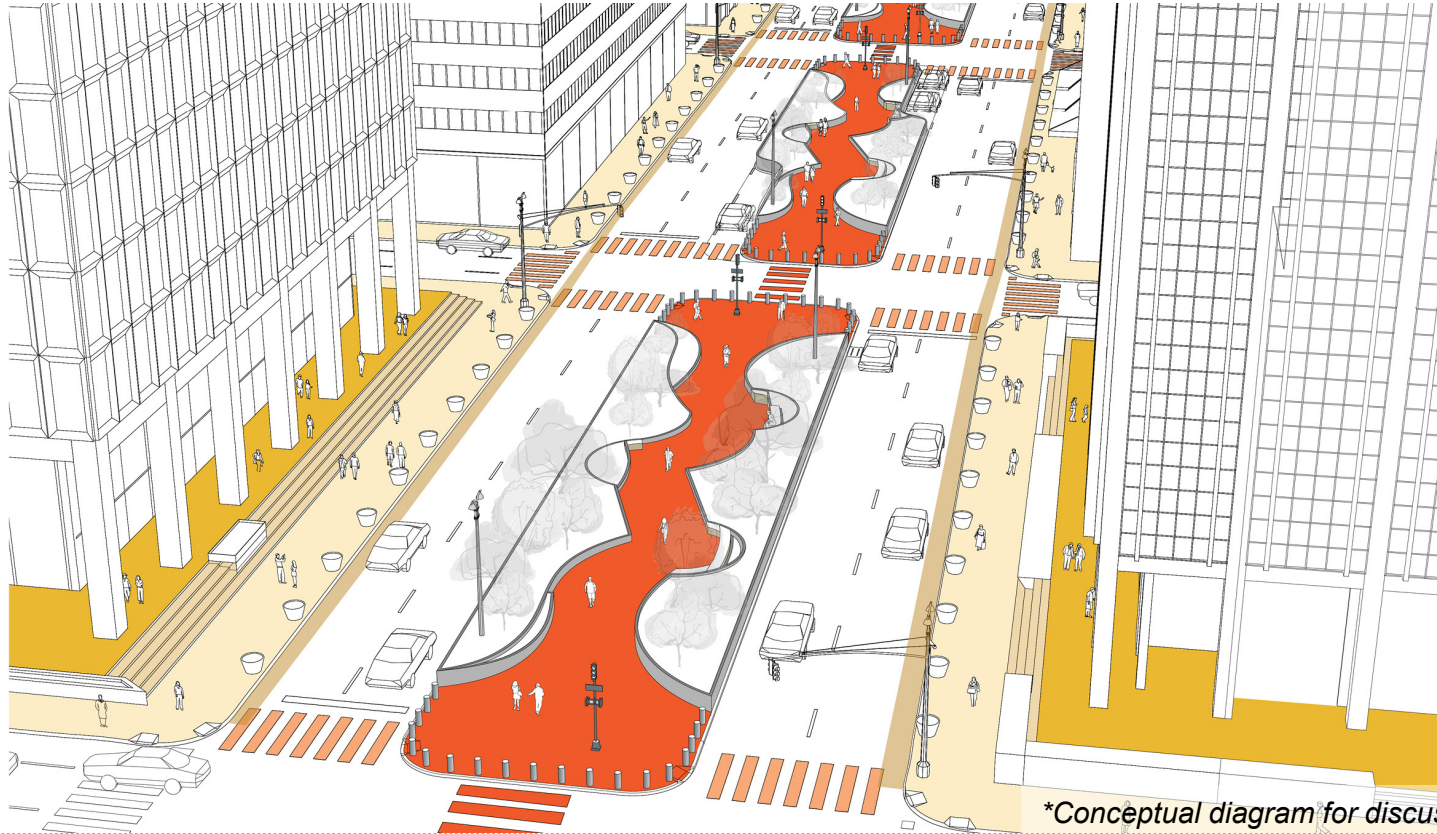
Landscape Maintenance, Seating + Dwelling Space



**Conceptual diagram for discussion purposes*

PROJECT CONSIDERATIONS

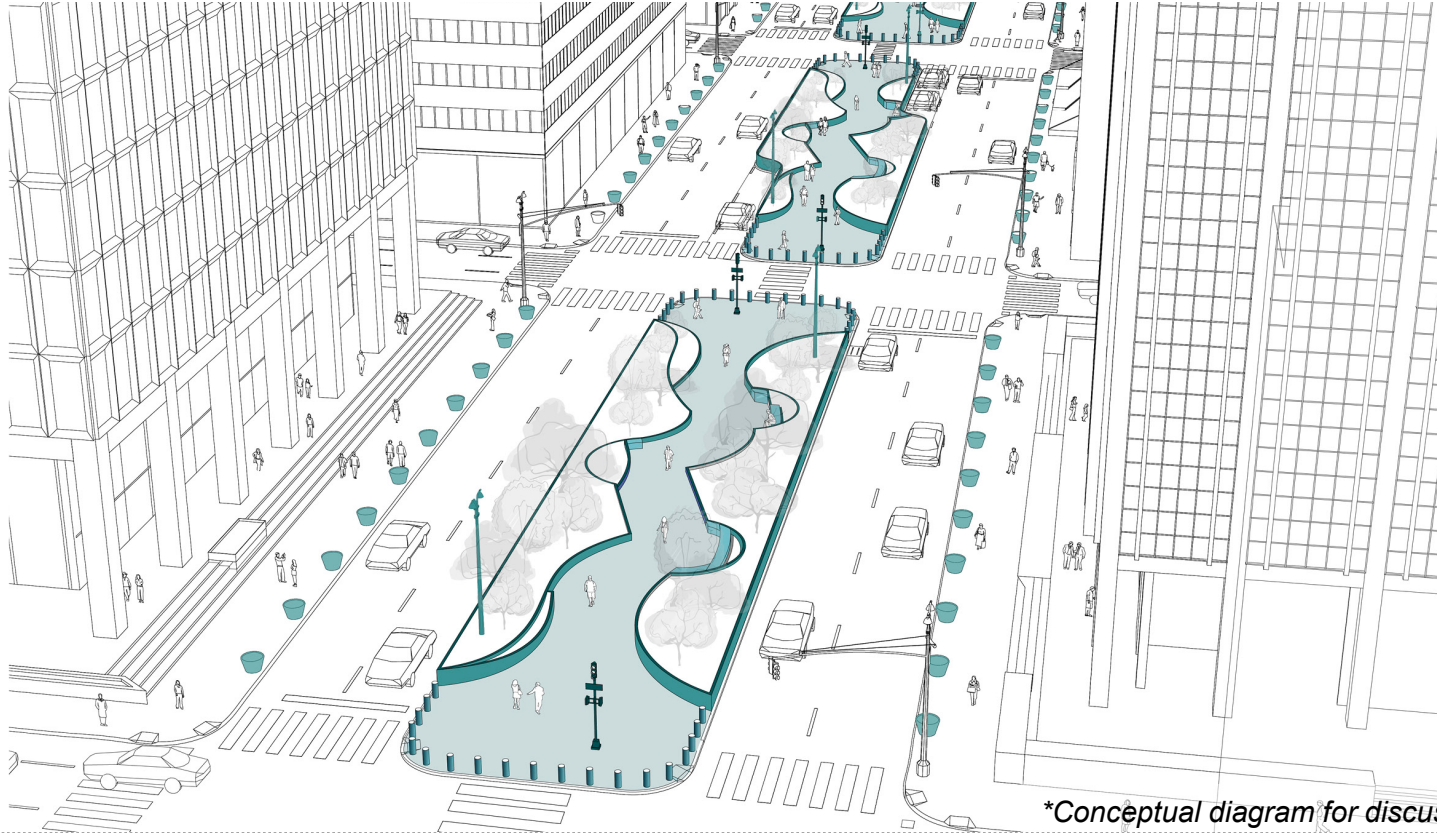
Materials, Programming + Concessions



**Conceptual diagram for discussion purposes*

PROJECT CONSIDERATIONS

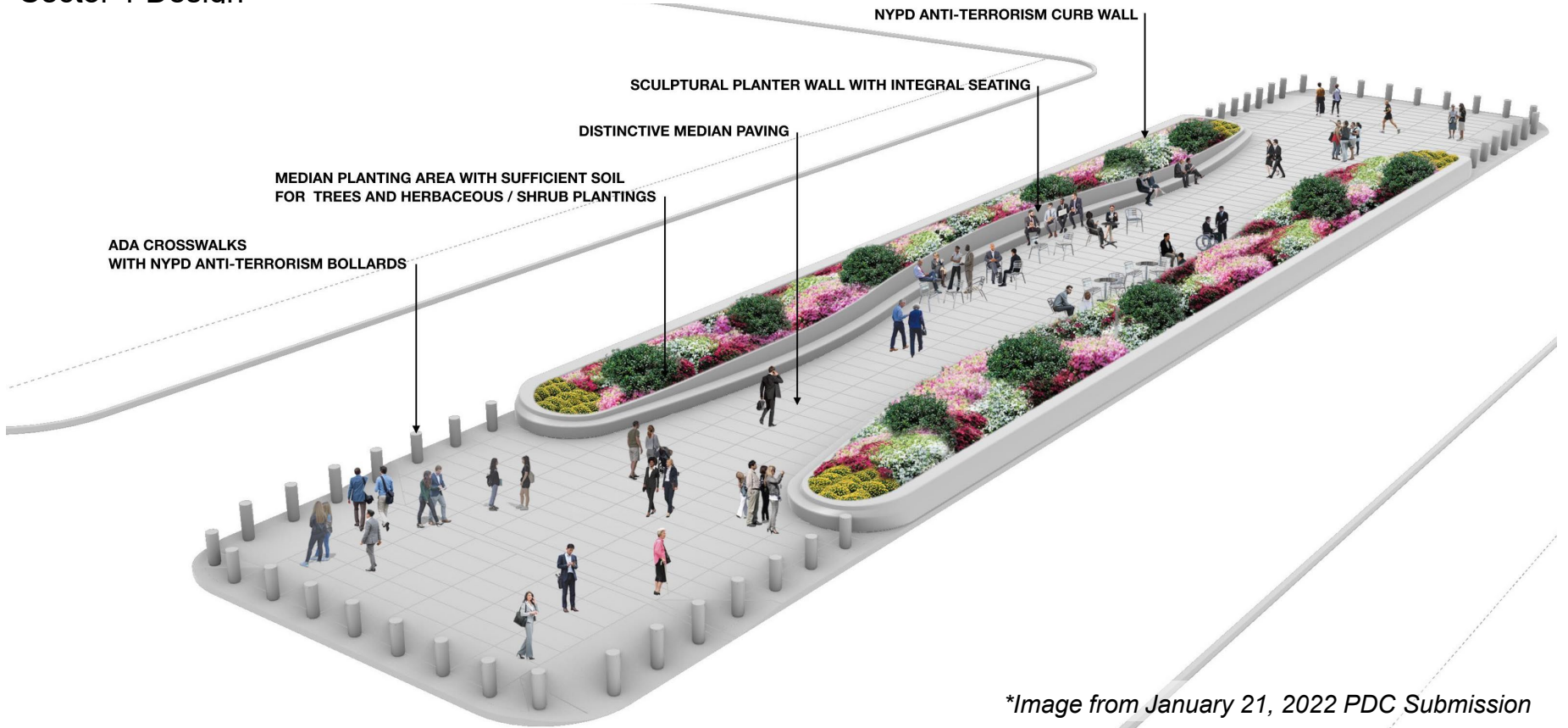
Security, Lighting + Utilities



**Conceptual diagram for discussion purposes*

EXISTING WORK

Sector 1 Design



**Image from January 21, 2022 PDC Submission*

ESPLANADE ON WOODWARD AVENUE | DETROIT, MI

DRAFT | FOR
DISCUSSION ONLY |
1/12/26

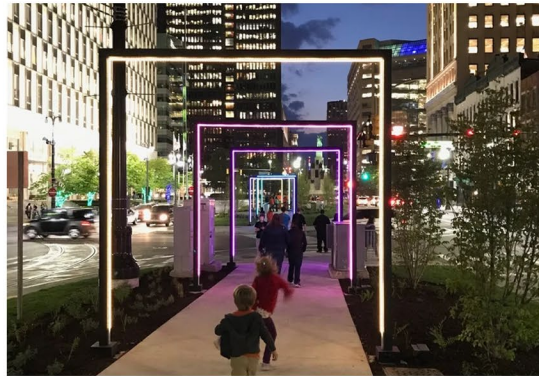
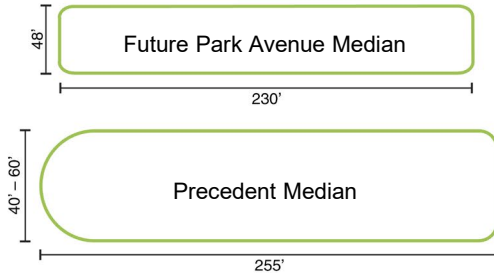
Precedent Study

Dimensions:

- TYP. median width: 40 ft – 60 ft (var.)
- TYP. median length: 255 ft
- Corridor length: 600 ft

Features:

- These two planted medians connect Campus Martius Park to Spirit of Detroit Plaza and the downtown Detroit waterfront.
- The path meanders, allowing for a sense of journey and diverse programming.
- Design features include seating, catenary lighting, public art, and a planted walking path.
- Adequate soil access and depth provided.



ALLÉE VIVALDI | PARIS, FRANCE

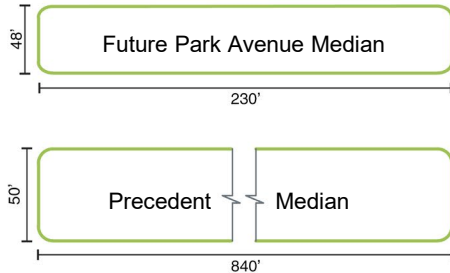
Precedent Study

Dimensions:

- TYP. median width: 50 ft
- Corridor length: 840 ft

Features:

- This single, uninterrupted pedestrian path is integrated into the larger linear green network of the Promenade plantée.
- Its layout follows a simple, classic geometry, with little to no variation block to block.
- Features include a seasonal plant palette, walking path and social space. Flowering trees provide year-round interest.
- Adequate soil access and depth provided.



ROTHSCHILD BOULEVARD | TEL AVIV, ISRAEL

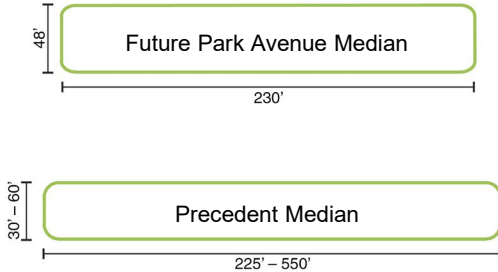
Precedent Study

Dimensions:

- TYP. median width: 30 ft – 60 ft
- TYP. median length: 225 ft – 550 ft (var.)
- Corridor length: 1 mile

Features:

- This mile long corridor includes separated pedestrian and cycling lanes.
- Amenities include various forms of seating, kiosks, and play features.
- There are bollards at the pedestrian crossings between medians.
- Adequate soil access and depth provided.



THE HIGHLINE | NEW YORK, NY

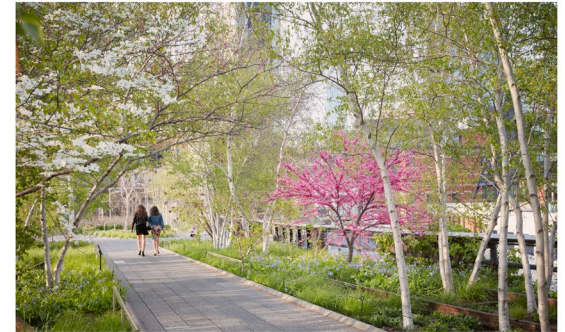
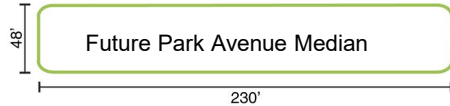
Precedent Study

Dimensions:

- TYP. median width: 30 ft – 60 ft
- Corridor length: 1.45 mile

Features:

- This 1.45-mile-long elevated pedestrian corridor is built on a former rail line above street level.
- Amenities include integrated seating, overlooks, plazas, a public art program, play areas, and kiosks.
- Engineered planting beds provide adequate soil depth and drainage.



BATTERY BIKEWAY PERIMETER | NEW YORK, NY

Precedent Study

Features:

- This bikeway connects the Hudson River Park Bikeway to the East River Esplanade making a 31-mile uninterrupted waterfront bicycle path that wraps Manhattan.
- It is separated from traffic by a 20 ft wide pedestrian path.
- Bands of planting separate pedestrian walks from bikeways without limiting visibility.
- Amenities include integrated seat walls, air stations, bike parking, play areas, and kiosks.



Discussion

4

PROJECT SITE

Discussion



Next Steps

5

NEXT STEPS

Park Avenue Vision Plan

We want to hear from you!



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

* Note: this link is case sensitive



The image is a promotional graphic for a public survey. It features a green header with the title 'Park Avenue Vision Plan' and the subtitle 'We want to hear from you!'. Below the header is a photograph of a city street with a large QR code overlaid on the left side. A semi-transparent text box on the right contains the instruction to scan the QR code or visit a specific URL. A small note below the text box states that the link is case sensitive. In the bottom right corner of the photograph, the New York City logo is visible.

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

Thank You!

Questions?



NYCDOT



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NYCDOT