



Greater East Midtown Proposal

February 2017

A Premier Business District

More than **60 million square feet of office space.**

Approximately **250,000 workers.**

Home to some of the city's most **iconic** office buildings, landmarks, and civic spaces.

Regional **transit hub.**

Investment in significant transit infrastructure including East Side Access and Second Avenue subway.

Park Avenue



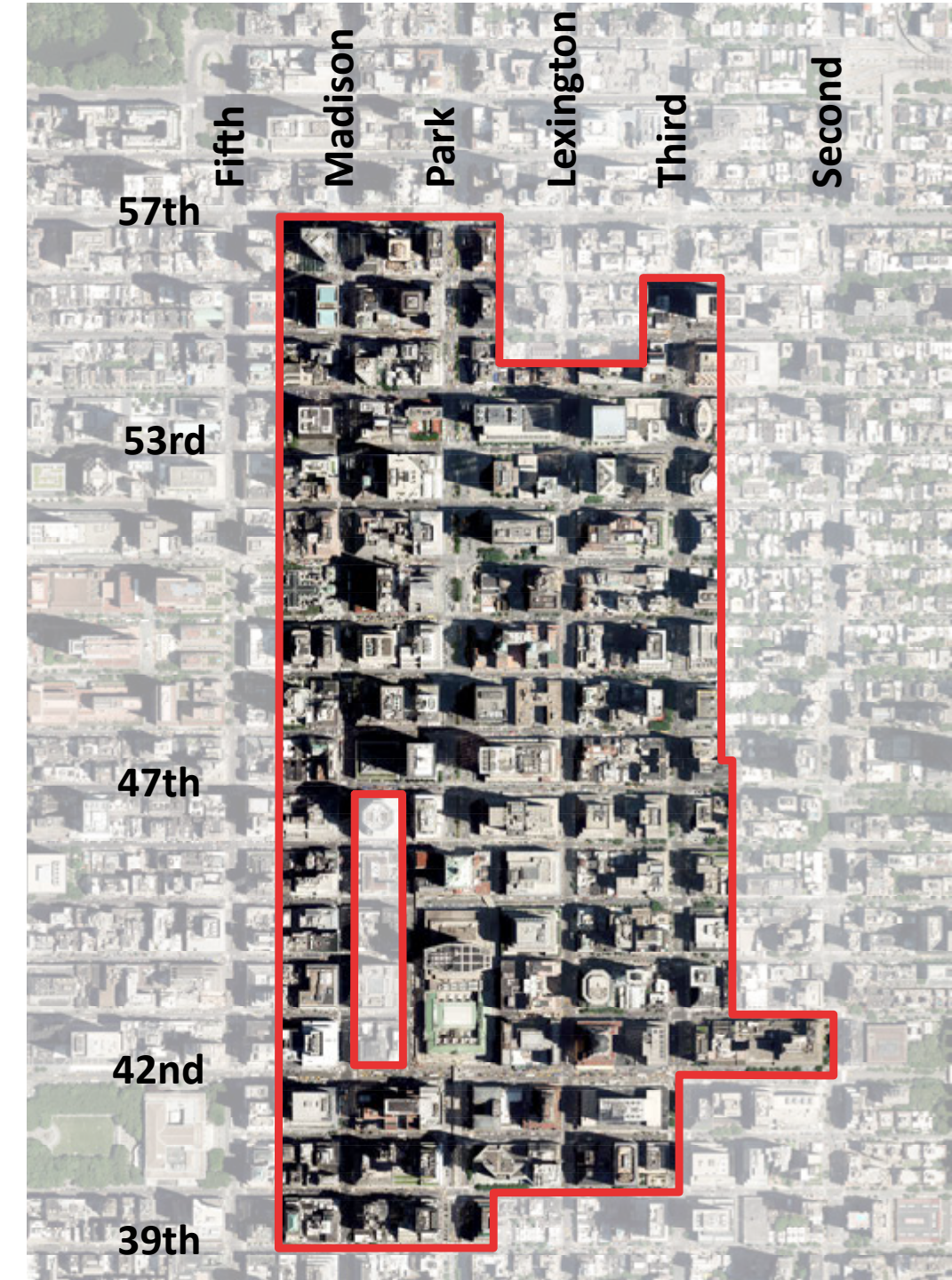
Seagram Plaza



Grand Central Terminal



Rezoning Boundary



Long-term Challenges

Outdated building stock

- Average age of office buildings 75 years old.
- Pre-1961 buildings often have outdated floorplates.

Limited new development

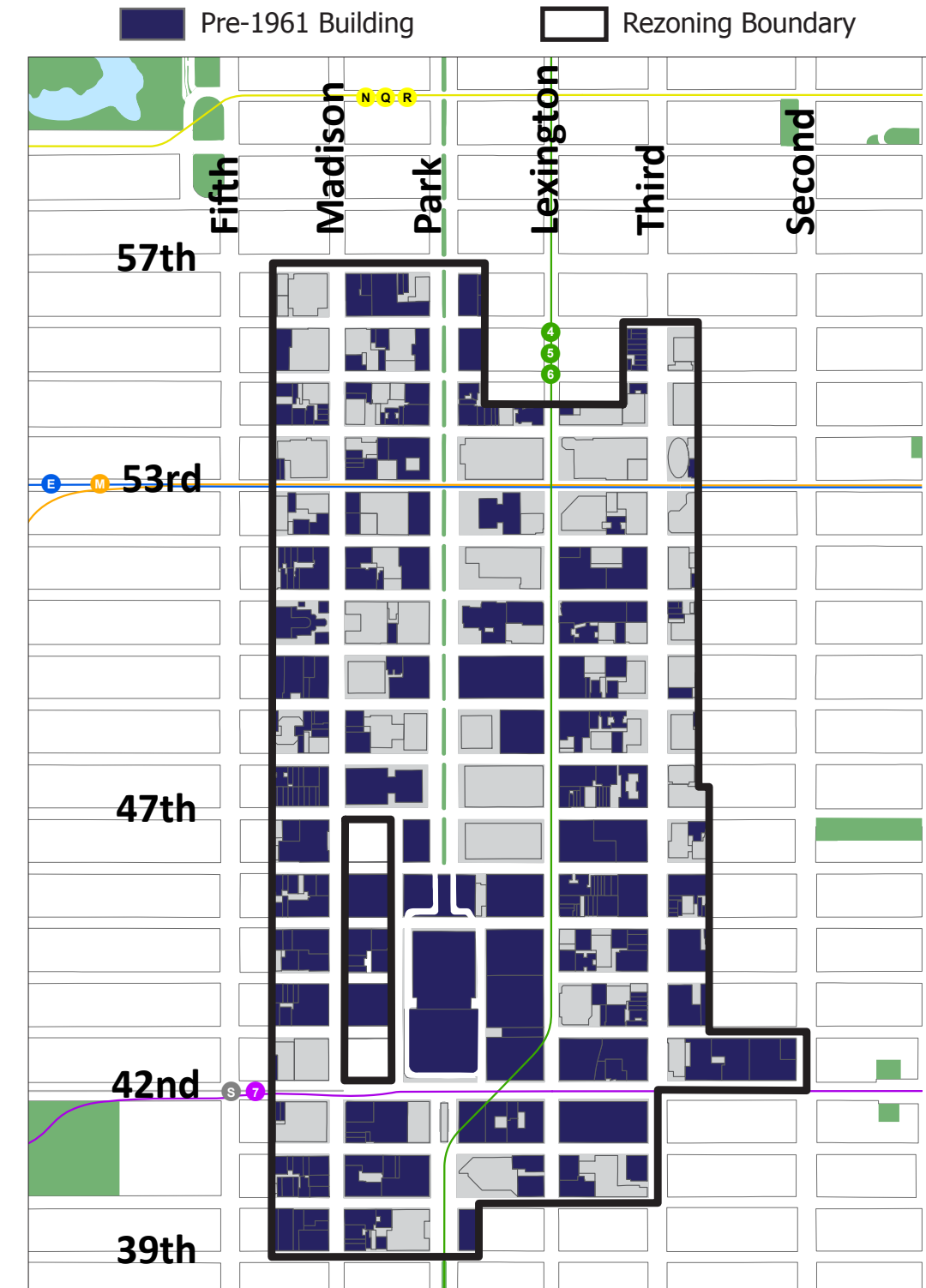
- Less than 2% of office floor area has been built within last 20 years.
- Few development sites that can accommodate ideal office floorplate.

Current zoning

- Many older buildings exceed densities currently permitted.
- Approximately 3.6 million square feet of unused development rights with limited options to transfer.

Pedestrian + transit network

- Congested sidewalks and subway stations.



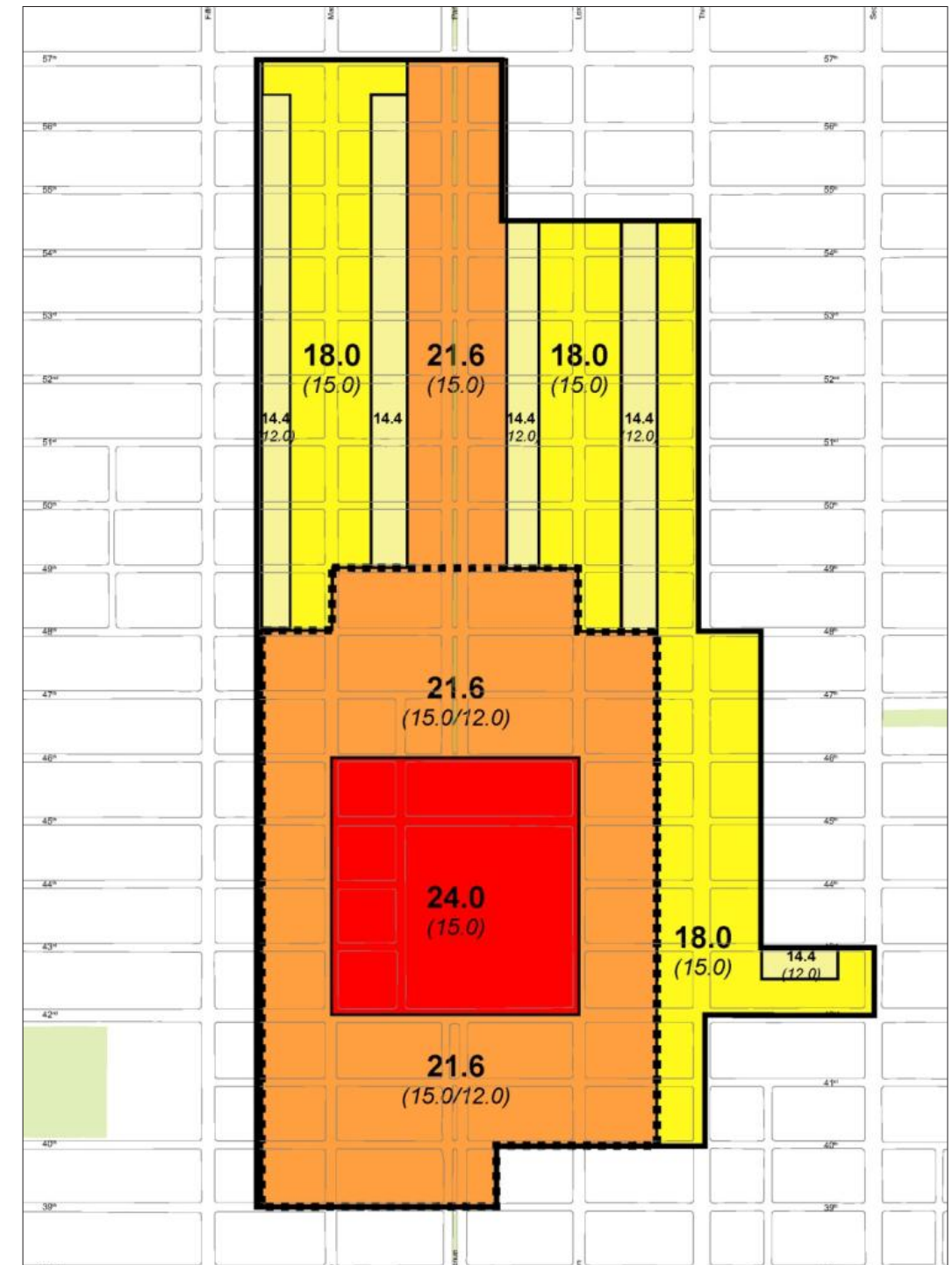
Prompted by a desire to generate new office buildings and public realm improvements.

Key concerns raised by stakeholders included:

- Limited input from community and affected stakeholders.
- Uncertainty over public realm improvements.
- Preservation concerns.
- As-of-right hotel use.

Community and elected leaders requested a more comprehensive, consensus-driven, and predictable plan.

City withdrew proposal prior to a vote by City Council in order to address comments.



Recent City Initiatives

2014 | Two phase rezoning approach

- City Planning proposes a 5-block rezoning along Vanderbilt Avenue.
- Mayor de Blasio announces creation of East Midtown Steering Committee (further detailed on next slide).

2015 | Vanderbilt Corridor rezoning approved

- Discretionary approval.
- Permits developments to achieve higher densities in exchange for making transit improvements and/or via development rights from nearby landmarks.
- One Vanderbilt was the first development site approved pursuant to the zoning text and includes approximately \$225 million in public realm improvements.

Top | View south, rendering of Midtown skyline with One Vanderbilt.
Bottom | View west, rendering of One Vanderbilt building and plaza.

Images | Kohn Pedersen Fox Associates



Membership

- City Council Member Garodnick
- MN Borough President Brewer
- Build Up NYC
- East Midtown Multi-Board Task Force
- East Midtown Partnership
- Grand Central Partnership
- MN Community Board 5
- MN Community Board 6
- Municipal Art Society
- NY Landmarks Conservancy / Historic Districts Council
- Real Estate Board of NY
- Regional Plan Association

Mission

- “Identify planning policies to enhance East Midtown’s economic competitiveness, public spaces, transit facilities and historic resources so it continues to be the premier office district for the New York region.”



Image | GWV Planning & Development

Key recommendations

- As-of-right development framework.
- Higher permitted densities proximate to transit and wide streets.
- Defined program of pedestrian realm and transit network improvements.
- Transparent administration of the public realm improvement fund.
- Ability for landmark buildings to transfer unused development rights throughout the district.
- Designation of buildings by the Landmark Preservation Commission prior to enactment of the zoning proposal.

East Midtown Steering Committee's illustrative density map

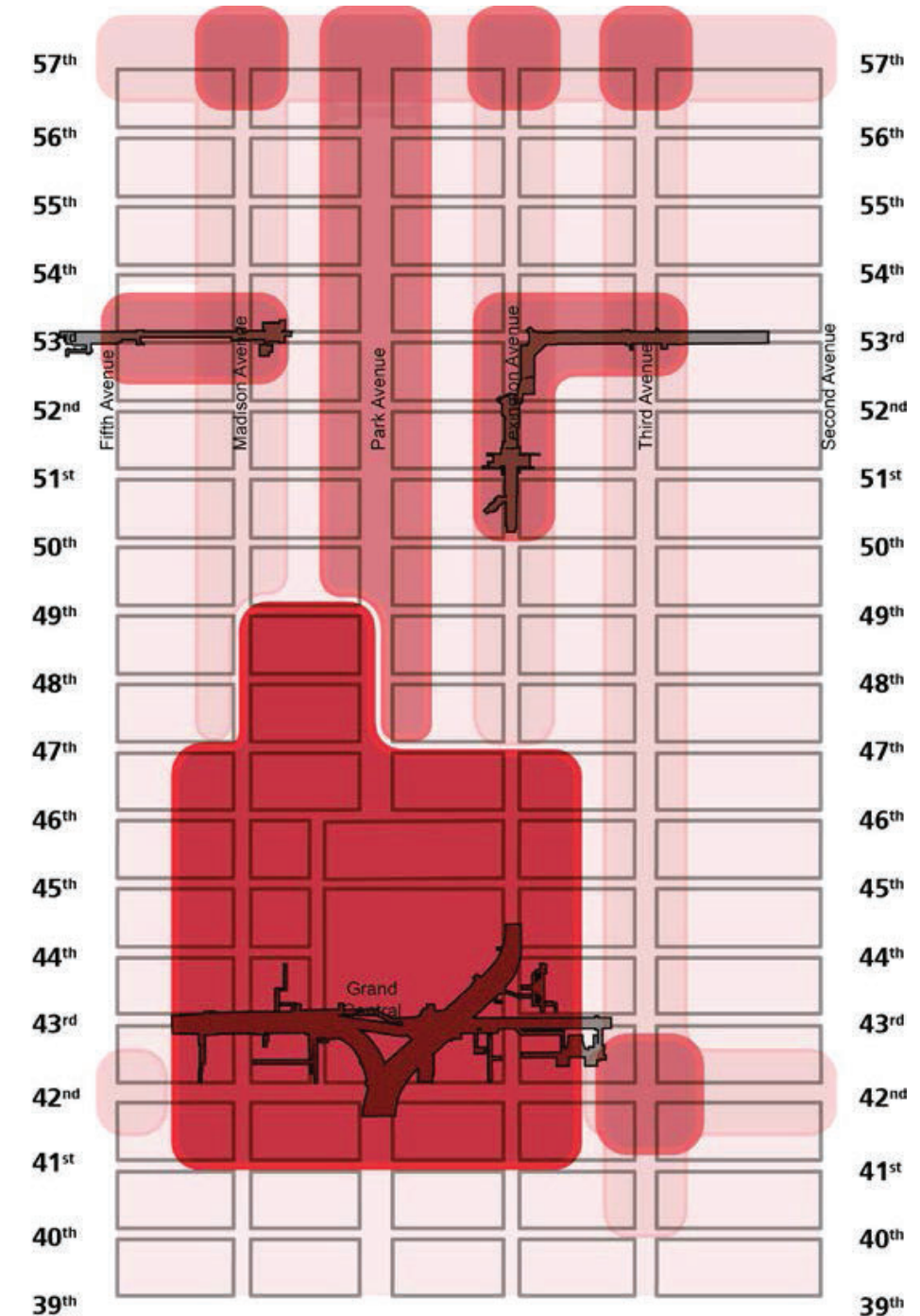


Image | GWW Planning & Development

Interagency Working Group

An interagency working group was established to review the East Midtown Steering Committee's final report and to formulate the City's rezoning proposal.



The City's vision for Greater East Midtown is to ensure it remains one of New York City's premier office districts by:

- Incentivizing the development of state-of-the-art office space;
- Helping to preserve landmark buildings and maintain the area's iconic built environment;
- Reducing challenges for the redevelopment of outdated building stock; and
- Upgrading the area's pedestrian realm and transit network.

landmark preservation



redevelopment potential



vibrant pedestrian realm



state-of-the-art office construction





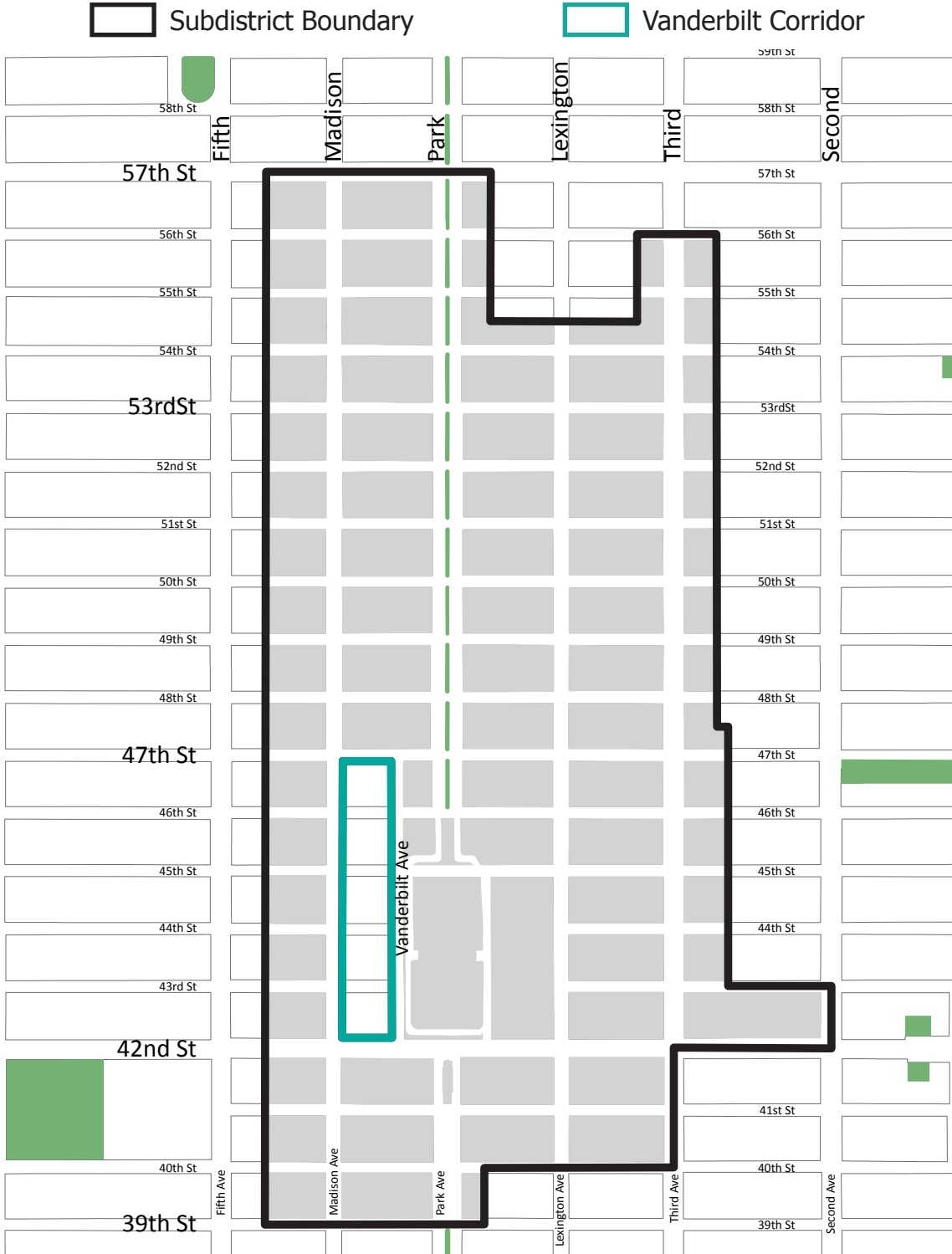
Zoning Proposal

A Predictable Framework

Increased density permitted as-of-right based on **locational criteria**.

Districtwide transfer of a **known amount of landmark development rights**.

Public realm improvement concept plan with defined above- and below-grade projects.



Proposed Boundary

Informed by current land use and built fabric.

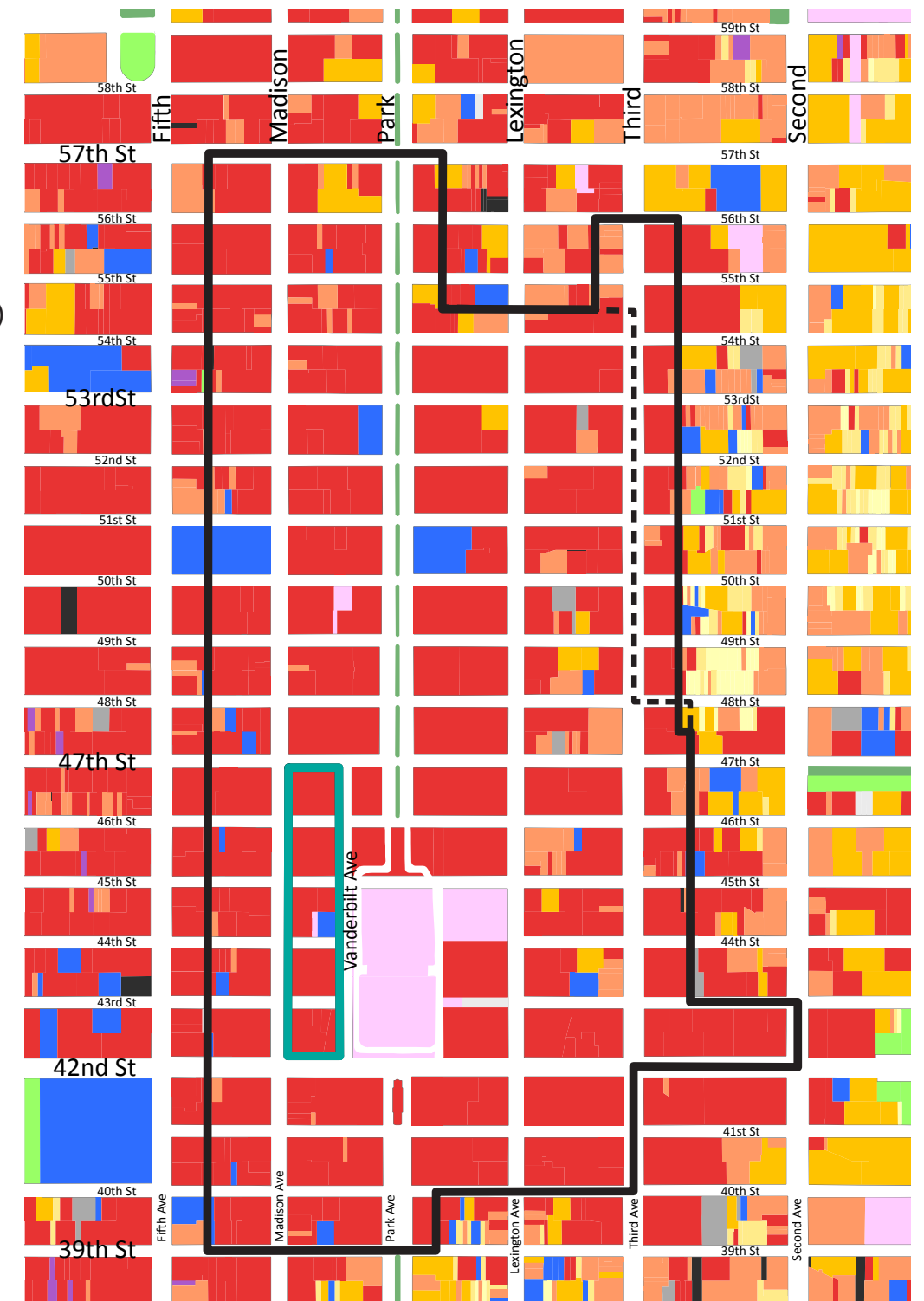
Predominately **commercial** areas included.

Mixed **residential-commercial** areas not included.

Residential districts east of Third Ave not included.

Vanderbilt Corridor remains separate.

- One + Two Family Residence
- Multi-Family Residence (walkup)
- Multi-Family Residence (elevator)
- Mixed Residential + Commercial
- Commercial
- Industrial
- Transportation + Utility
- Public Facilities + Institutions
- Open Space
- Parking
- Vacant
- Subdistrict Boundary
- Vanderbilt Corridor
- 2013 Boundary






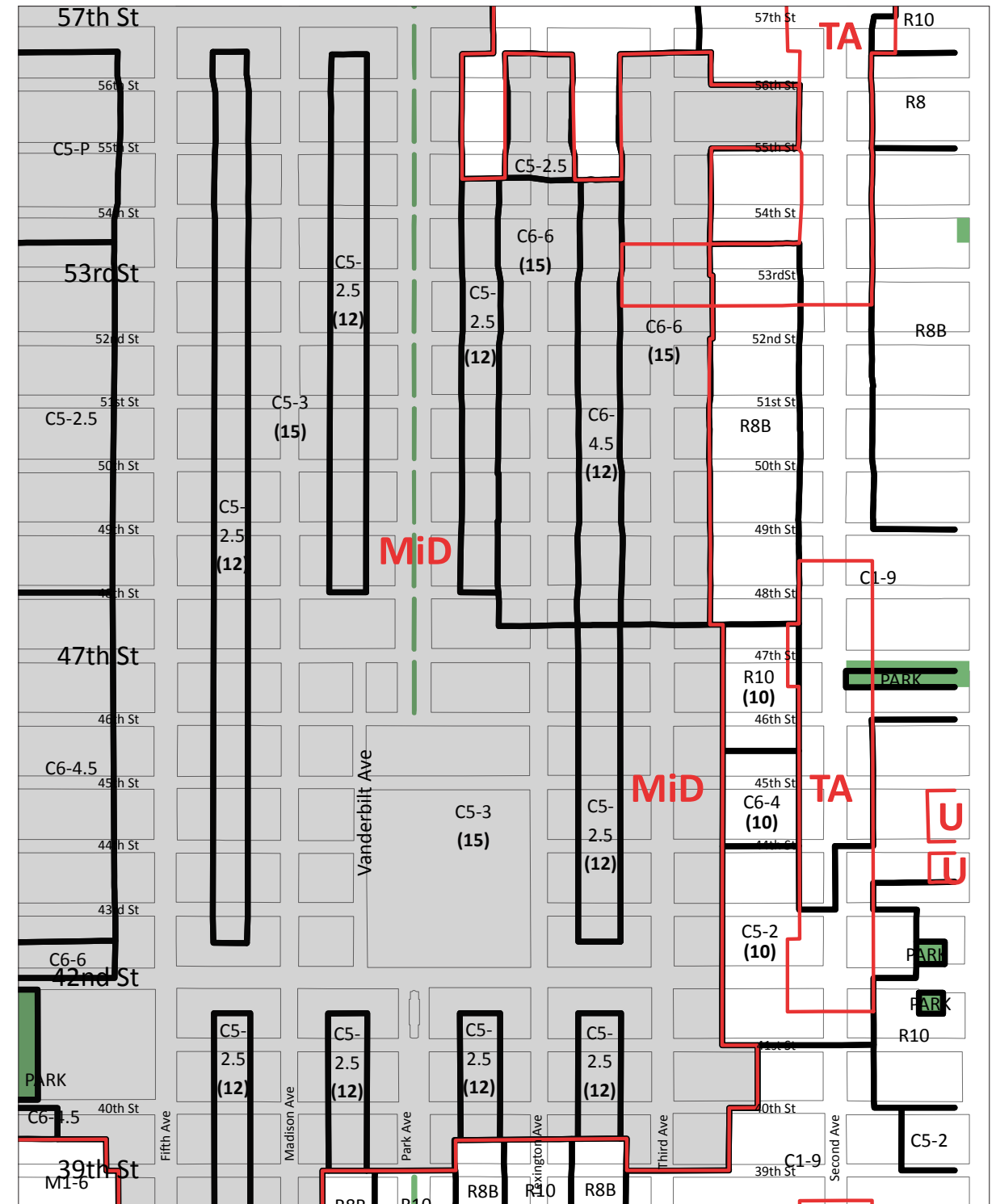
Current Zoning

Special Midtown District.

Base maximum FAR of 15.0 along wide streets and around Grand Central Terminal.

Base maximum FAR of 12.0 in midblocks.





-  Zoning District
-  Special District
-  Special Midtown District

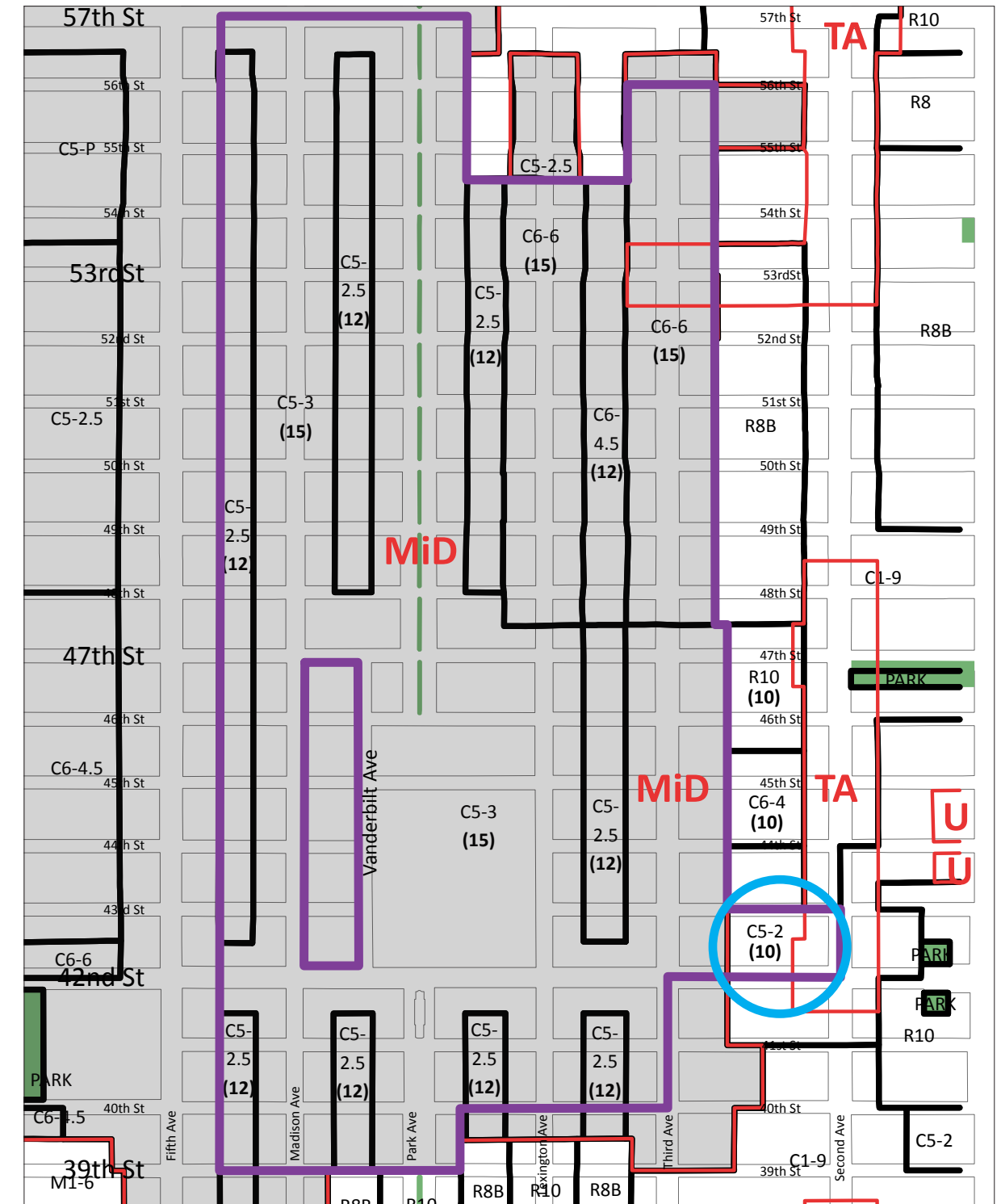


Proposed Text + Map Amendment

Text amendment | Establish the East Midtown Subdistrict within the Special Midtown District (MiD), which will supplant the Grand Central Subdistrict.

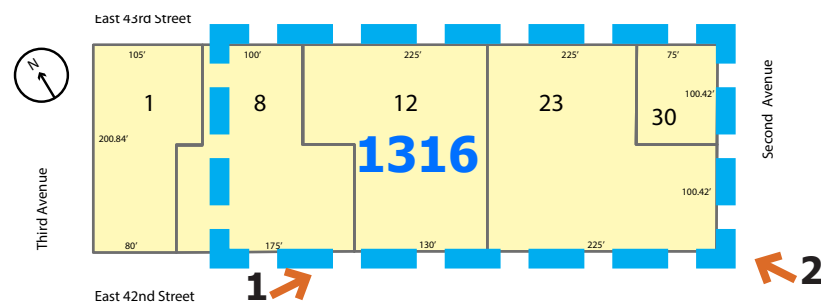
Map amendment | Rezone Block 1316.

-  Proposed map amendment
-  Proposed text amendment
-  Zoning District
-  Special District
-  Special Midtown District



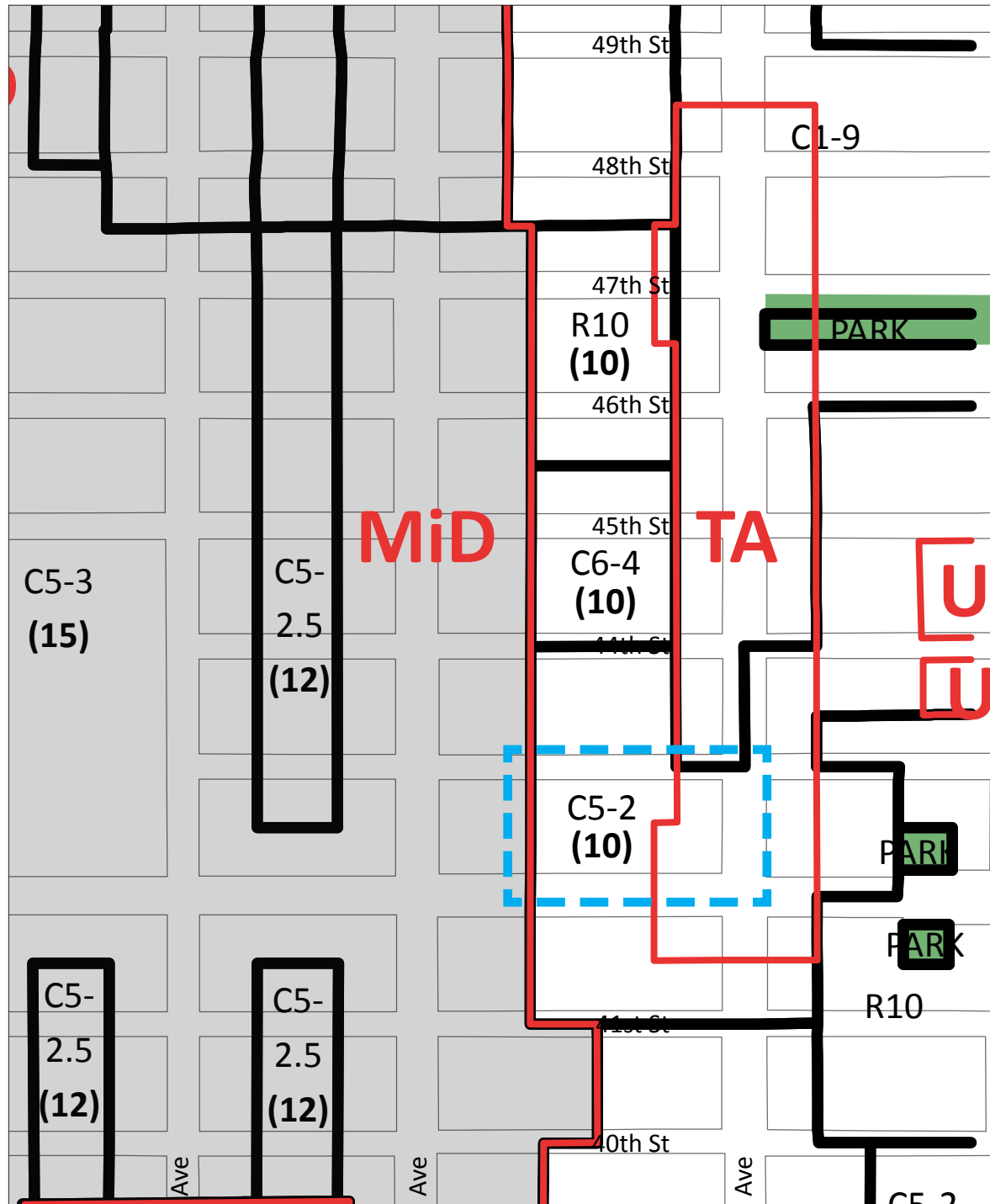
Zoning Map Amendment Context





Built environment



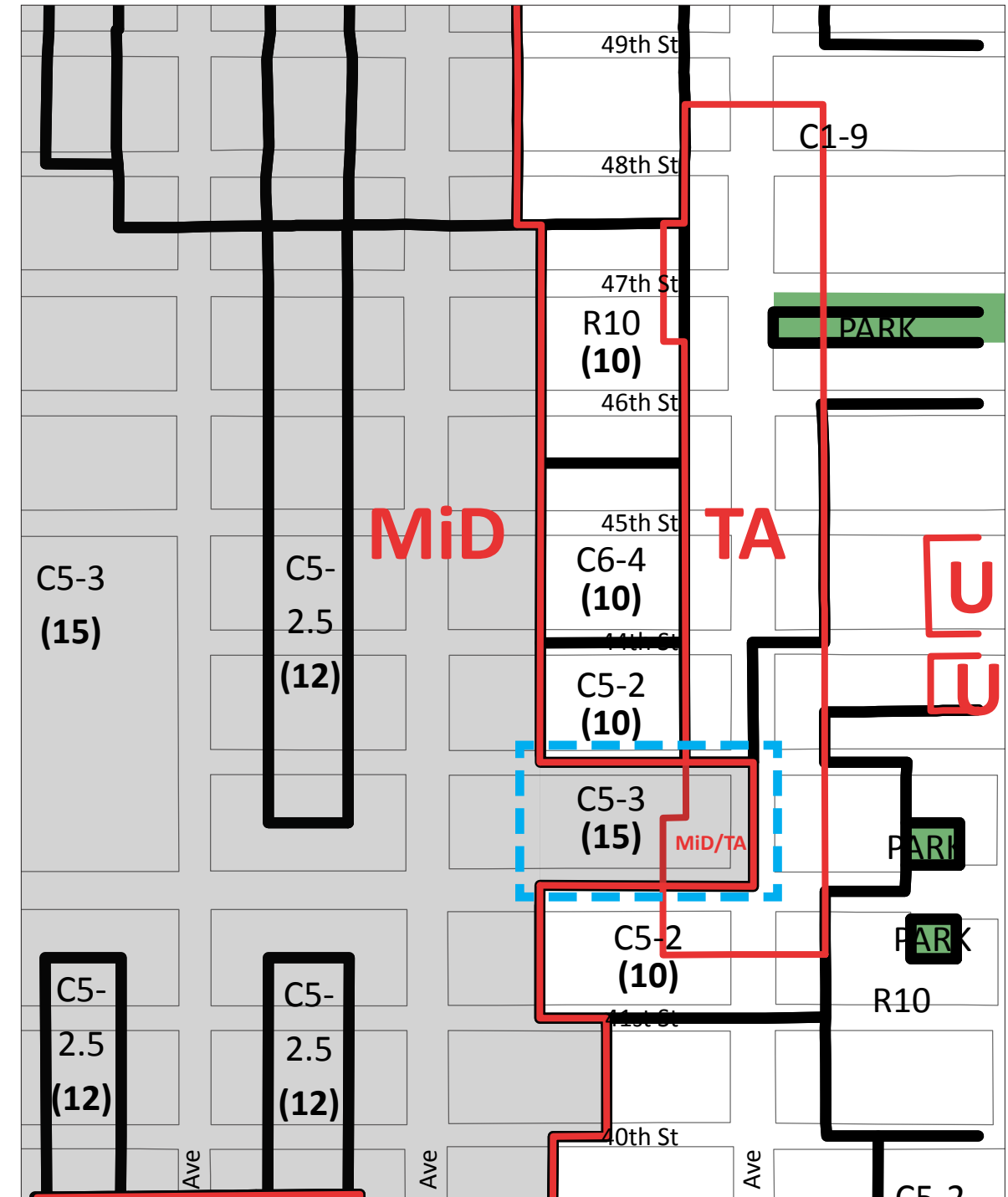
Zoning Map Amendment

Current Zoning



-  Proposed map amendment
-  Zoning District
-  Special District
-  Special Midtown District

Proposed Zoning

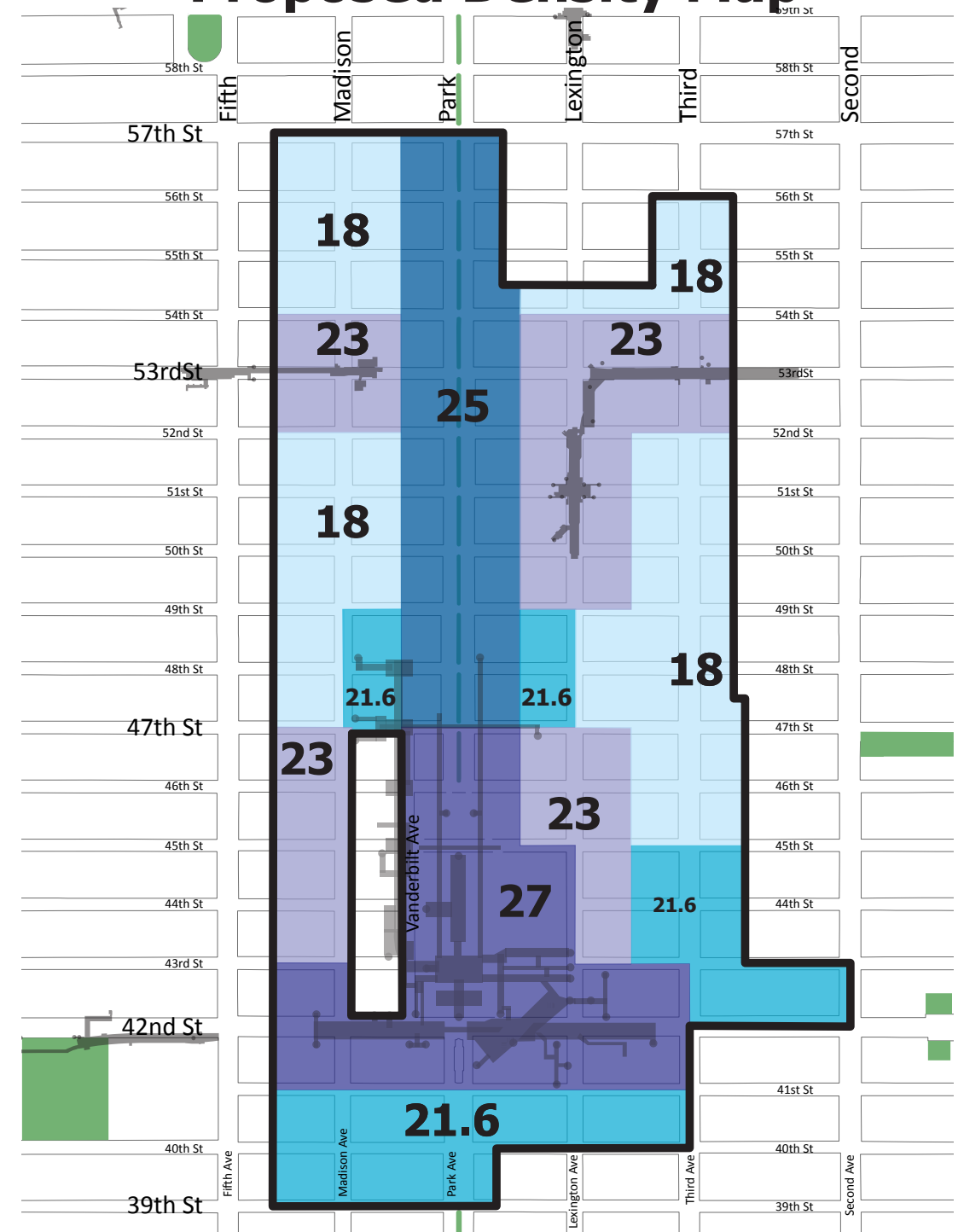


Underlying zoning districts continue to dictate base FAR

Increased density based on locational criteria

- Near Grand Central Terminal
- Near transit hubs along East 51st and East 53rd streets
- Along Park Avenue
- Along wide streets

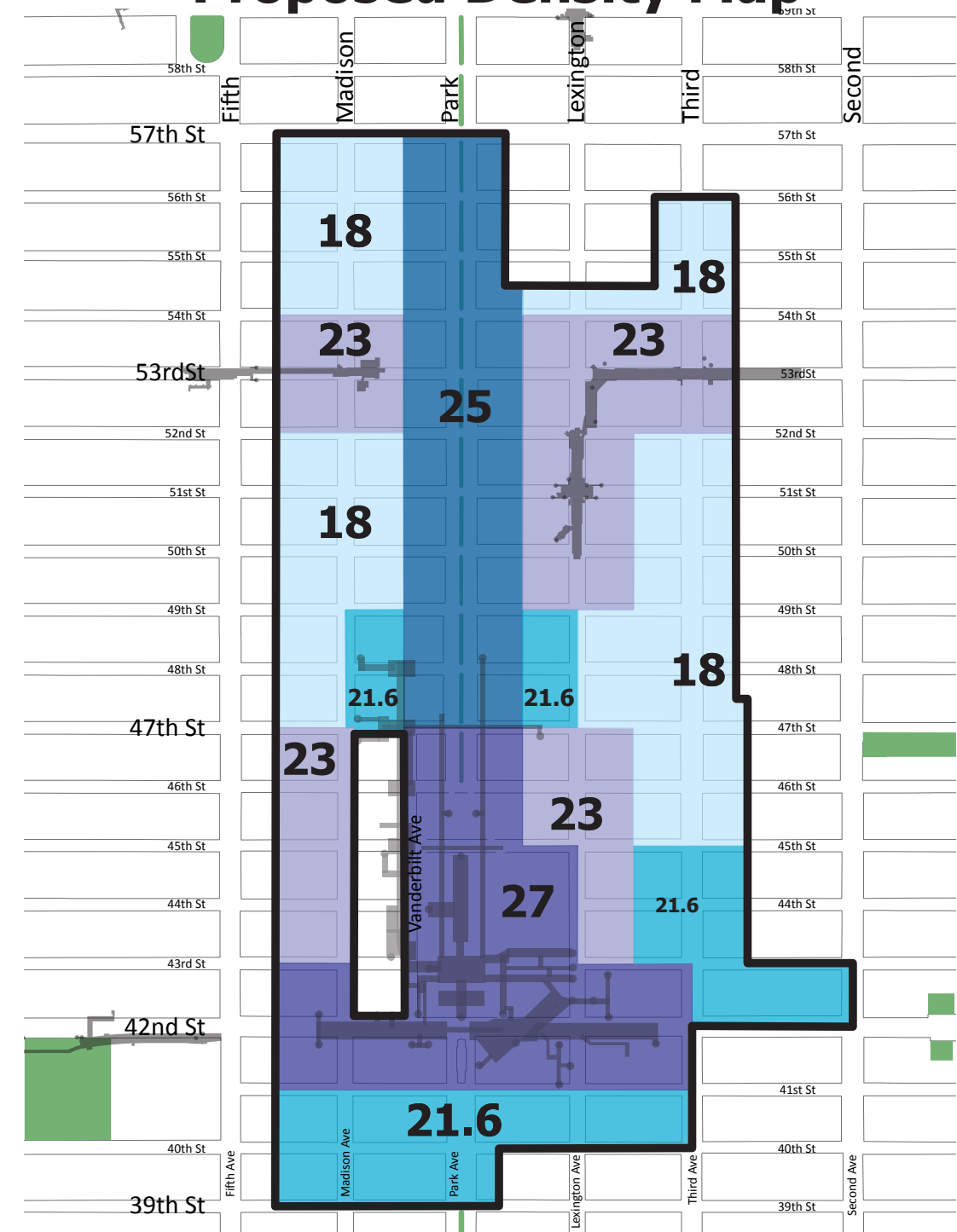
Proposed Density Map



Site eligibility criteria in order to use proposed framework

- Cleared frontage required along a wide street
- Commercial floor area minimum of 80% of development site
- Building must meet or exceed environmental standards

Proposed Density Map



As-of-Right Mechanisms

Qualifying sites can achieve maximum as-of-right FAR via **three mechanisms**:

pre-identified transit improvements



Image | Kohn Pedersen Fox Associates

transfer of landmark development rights



rebuild overbuilt floor area

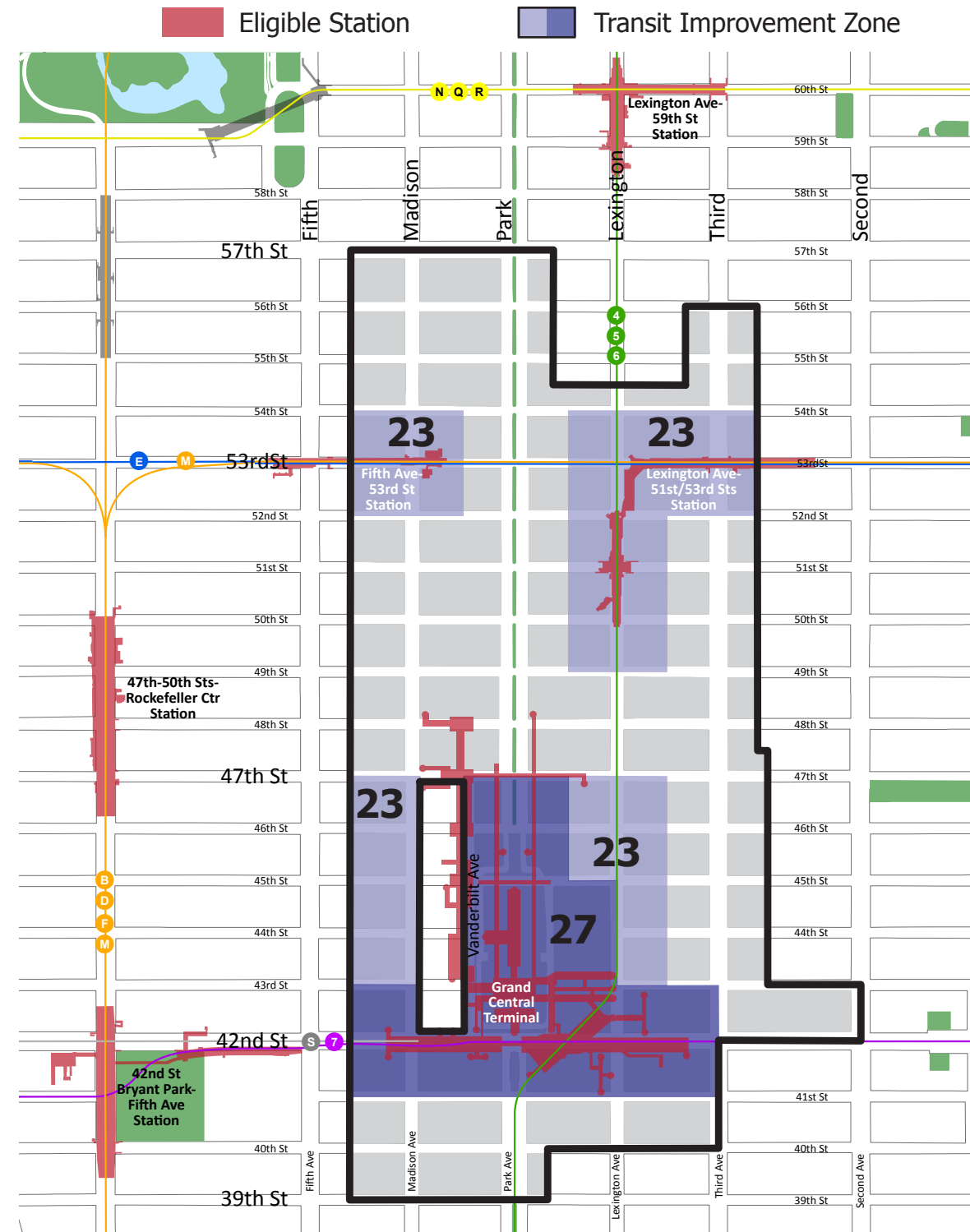


Pre-identified Transit Improvements

MTA has identified 24 improvements at six stations serving Greater East Midtown.

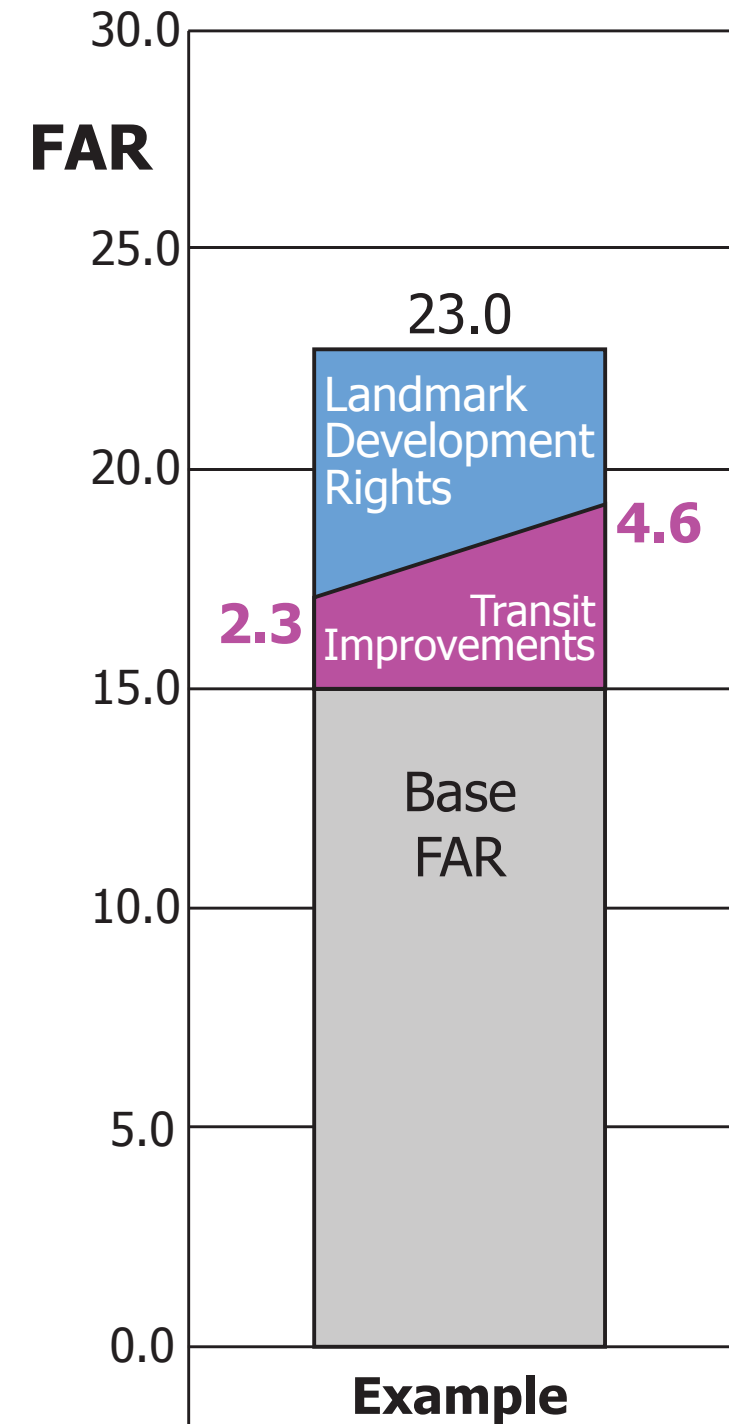
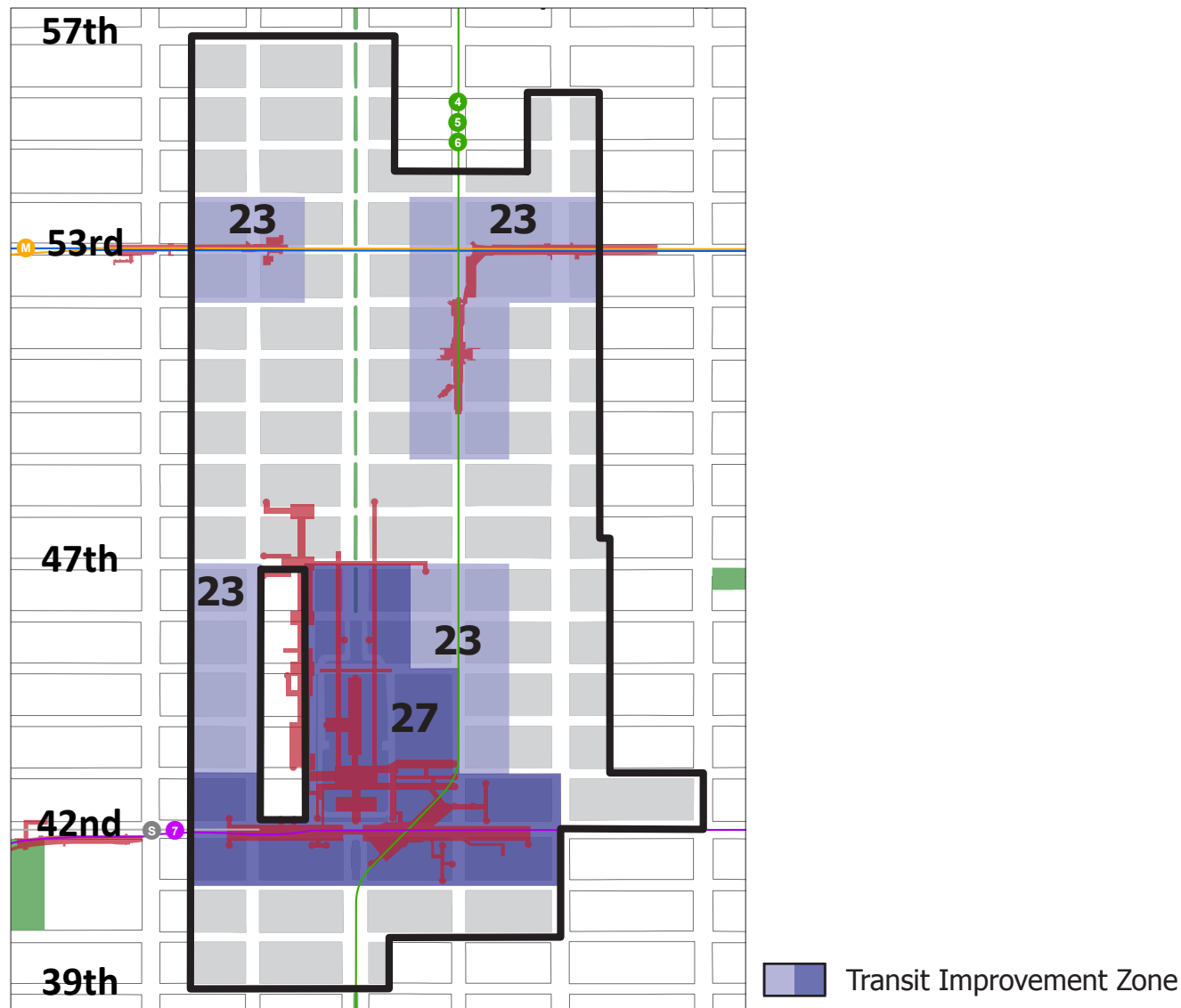
These include projects such as stair widenings, ADA access, new escalators, extended mezzanines, and station overhauls.

Improvements would facilitate increased passenger flow, improve connections between stations, and reduce rush hour congestion.



As-of-Right Transit Improvement Mechanism

Required improvements | Within a Transit Improvement Zone, between 10% and 20% of a development's earned floor area must be generated through the completion of pre-identified transit improvements.



As-of-Right Mechanisms

Qualifying sites can achieve maximum as-of-right FAR via **three mechanisms**:

**pre-identified
transit improvements**



Image | Kohn Pedersen Fox Associates

**transfer of landmark
development rights**



**rebuild overbuilt
floor area**



As-of-Right Landmark Transfer Mechanism

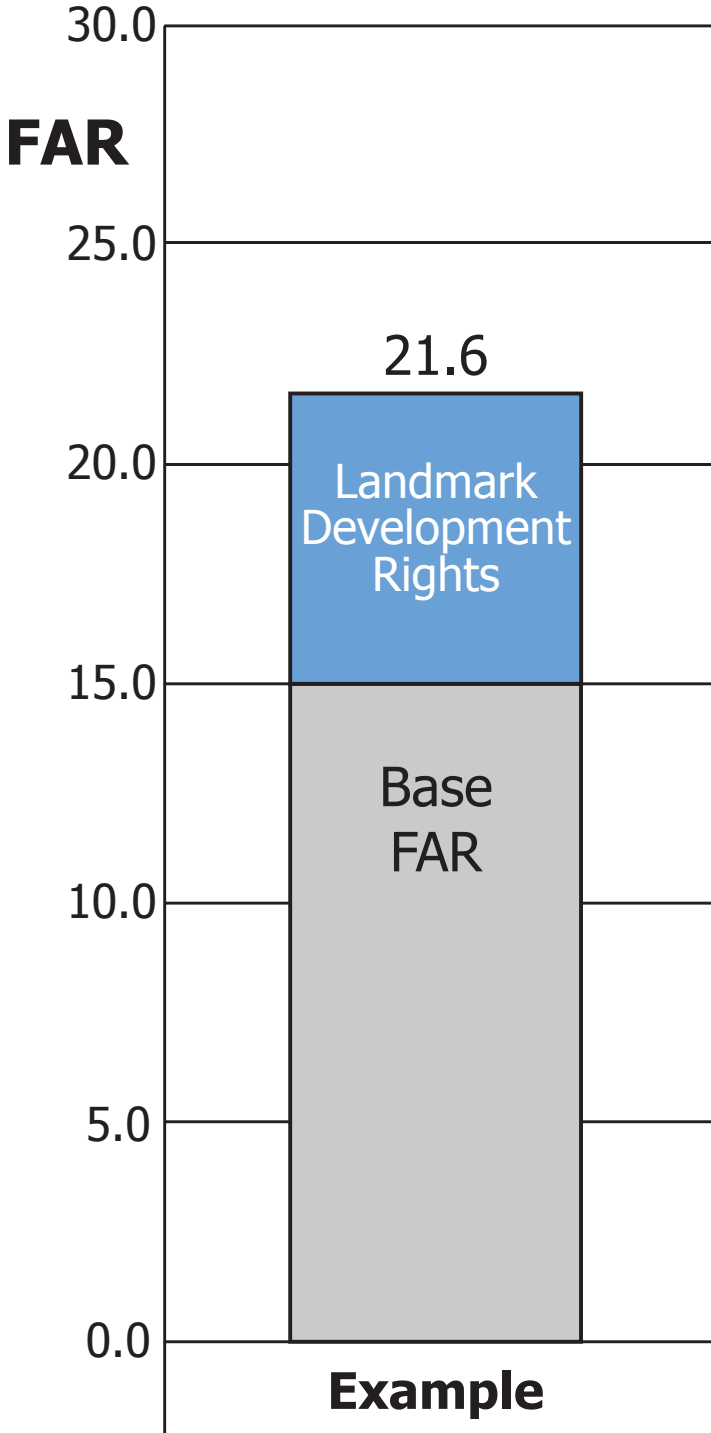
Would permit **districtwide transfer** of landmark development rights.

Continuing maintenance plan for the landmark will be required.

Each transfer requires a **contribution into the Public Realm Improvement Fund** equaling 20% of TDR sale or a minimum contribution of \$78.60 per square foot.



Saint Patrick's Cathedral



As-of-Right Mechanisms

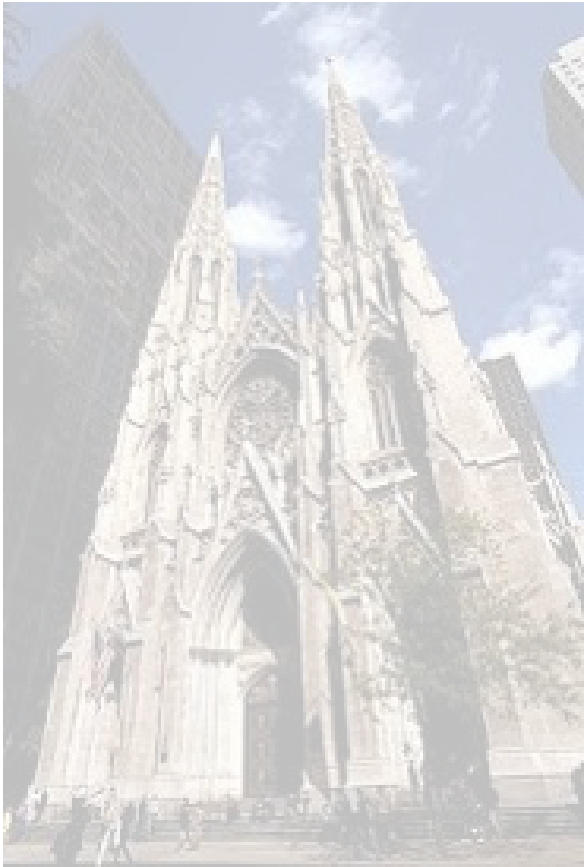
Qualifying sites can achieve maximum as-of-right FAR via **three mechanisms**:

pre-identified transit improvements



Image | Kohn Pedersen Fox Associates

transfer of landmark development rights



rebuild overbuilt floor area



As-of-Right Overbuilt Floor Area Mechanism

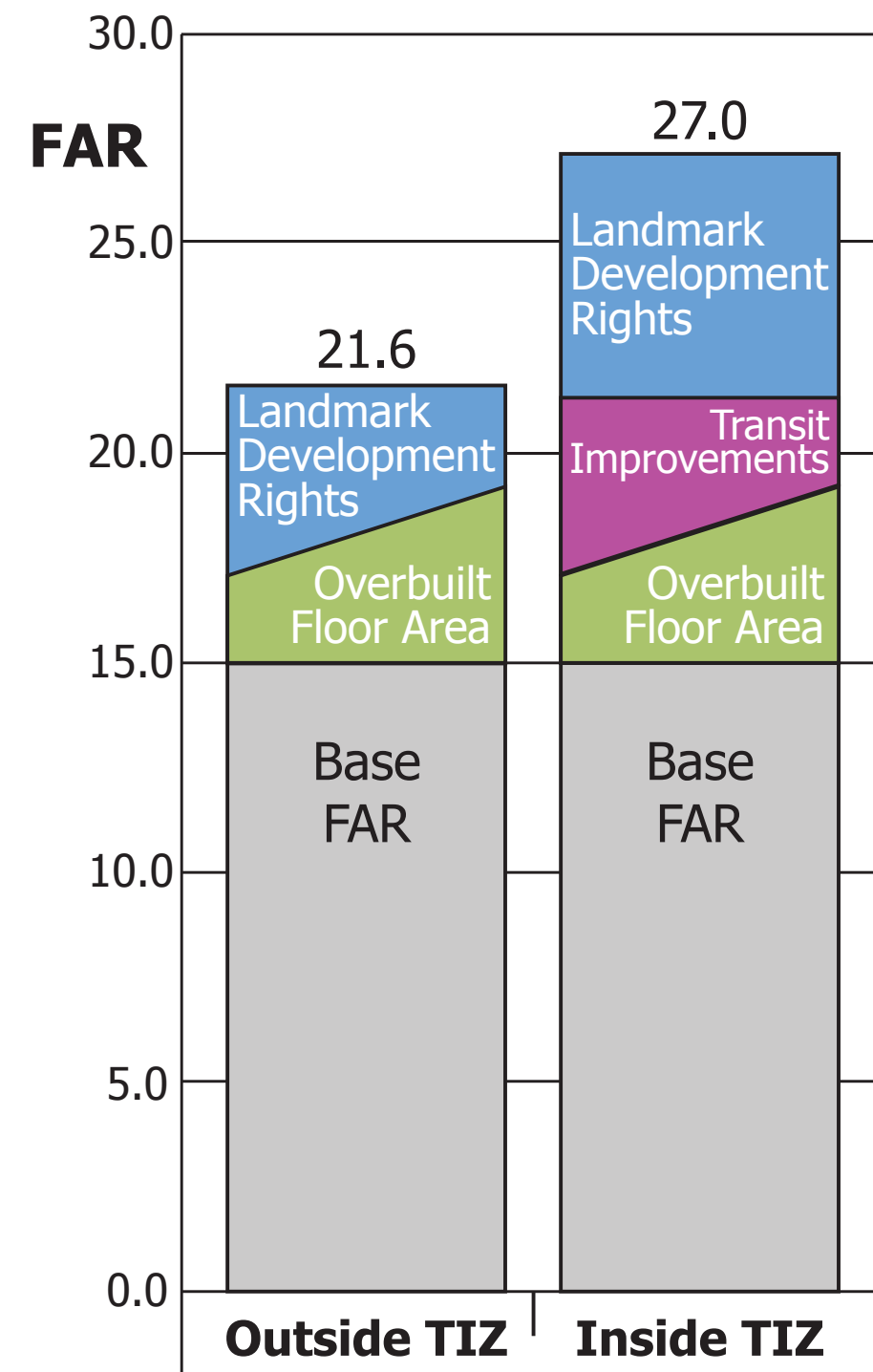
Would permit pre-1961 buildings with **non-complying floor area** to demolish and re-build to their overbuilt bulk.

Non-complying floor area that is rebuilt would require a **contribution into the Public Realm Improvement Fund** of \$78.60 per square foot.

Qualifying sites **could utilize the transit improvement and landmark transfer mechanisms** to achieve maximum permitted FAR.



570 Madison Avenue





Public Realm Improvements

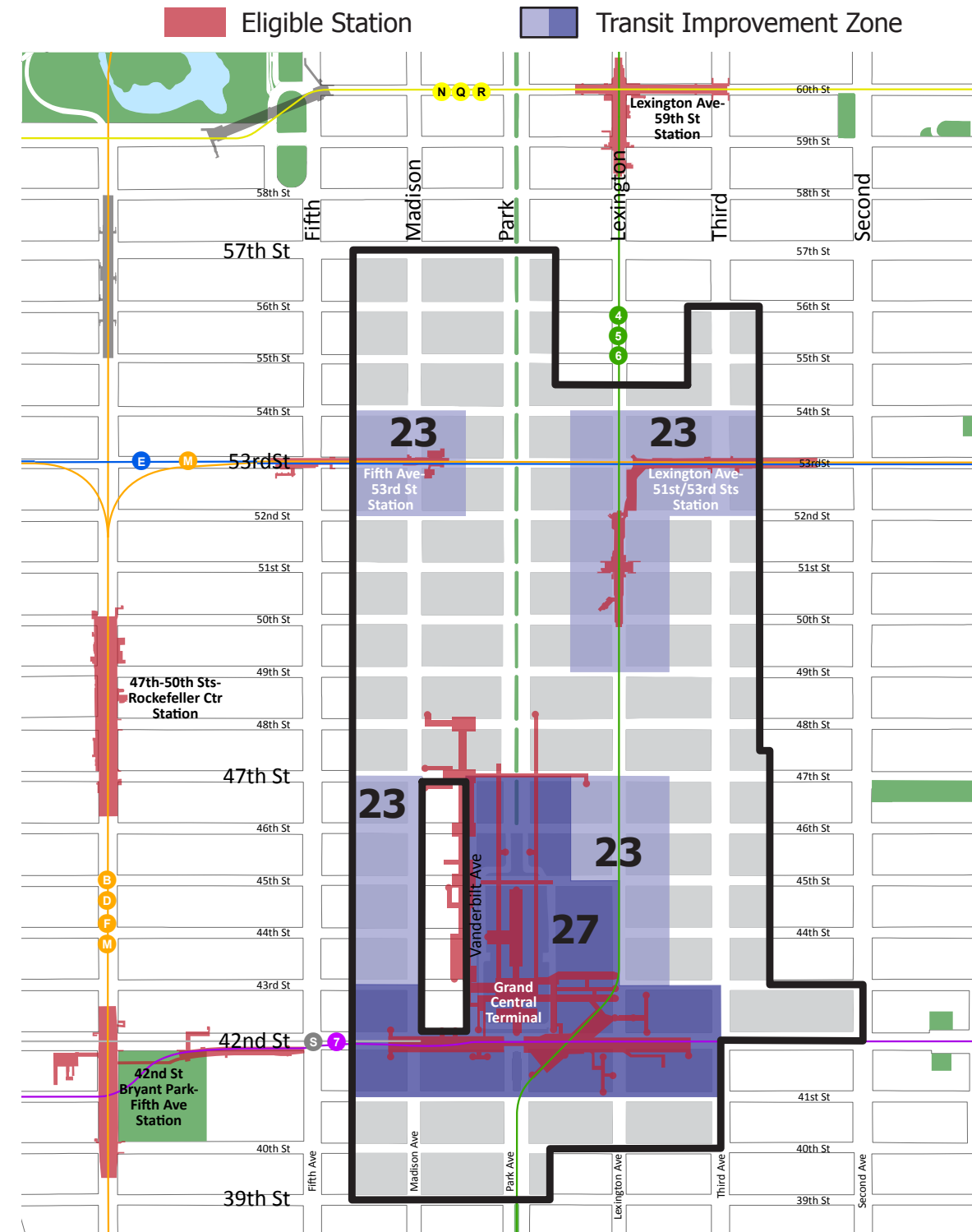
Transit Improvements

Station eligibility | MTA identified six stations with significant East Midtown ridership.

- Grand Central Terminal
- Fifth Avenue-53rd Street
- Lexington Avenue-51st/53rd Streets
- 42nd Street Bryant Park-Fifth Avenue
- 47th-50th Streets-Rockefeller Center
- Lexington Avenue-59th Street

Transit improvements

- 24 improvement projects
- Address current and anticipated congestion
- Projects are not included in MTA capital plan



Pre-identified transit improvements

- Improvements categorized according to project scope and public benefit.
- Each category would be assigned a set amount of floor area.
- Process informed by floor area that has been assigned to projects over the past three decades through the special permit process.

Proposed improvements to Lexington line at Grand Central Terminal via One Vanerbilt project



Image | Kohn Pedersen Fox Associates

Pre-identified transit improvements

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- Each category would be assigned a set amount of floor area.
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Floor area + project types

- **Type 1 | 40K sf** - new station entrance, ADA access to one level, small scale widening of stair
- **Type 2 | 80K sf** - new escalators, ADA access to multiple levels, numerous widened stairways
- **Type 3 | 120K sf** - significant station overhauls and significant improvements to station capacity

Proposed improvements to Lexington line at Grand Central Terminal via One Vanerbilt project



Image | Kohn Pedersen Fox Associates

Transit improvements by type

- Type 1 | **13** projects
- Type 2 | **10** projects
- Type 3 | **1** project

List of transit improvements

- Entrances | **four** new entrances
- Stairways | **six** new and **twelve** widened stairs
- Escalators | **one** widened and **two** new escalators
- Elevators | **nine** new elevators
- Completed renovation of Lexington mezzanine

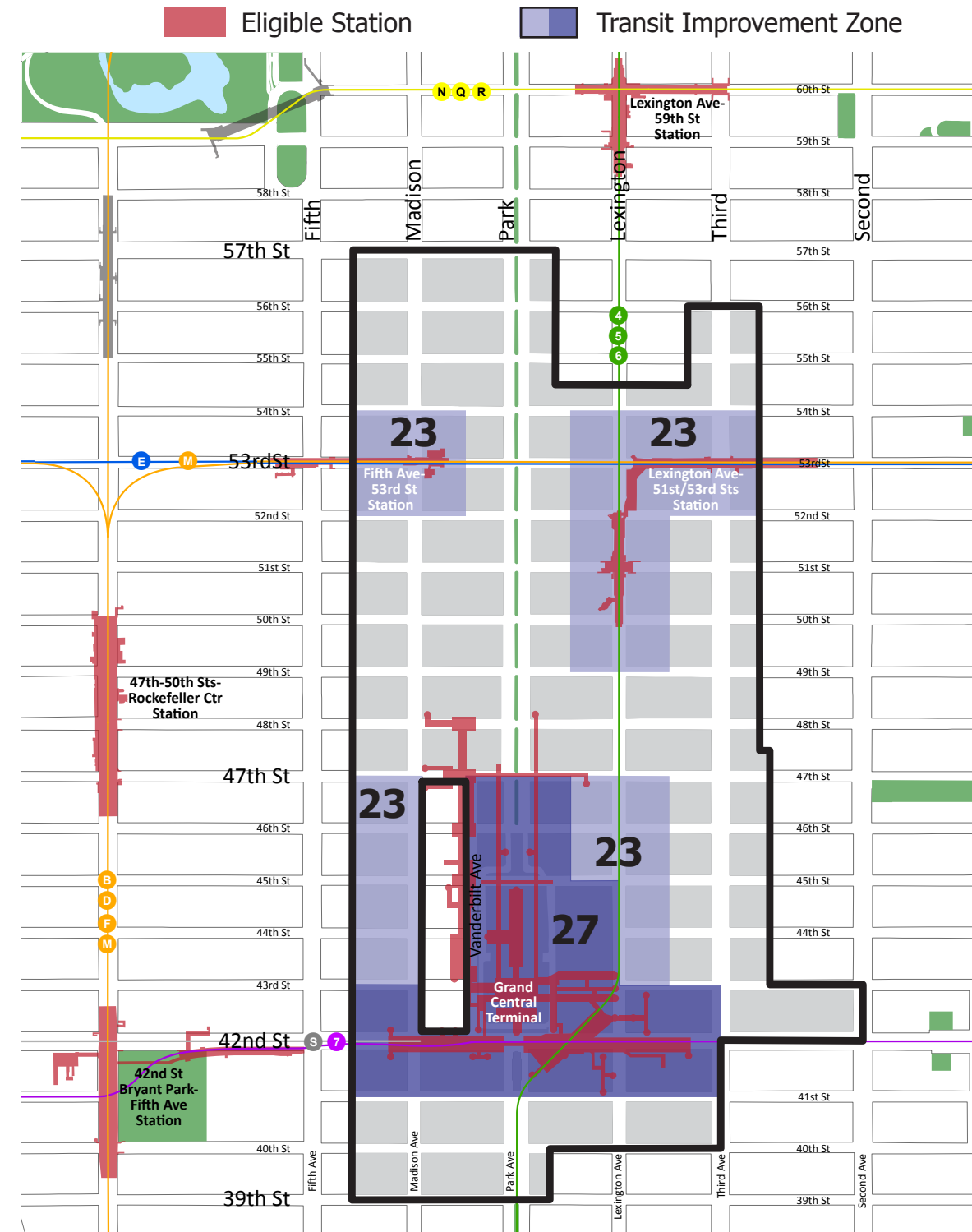


Transit Improvement Selection Hierarchy

Local improvements | Priority will be given to local transit improvements, defined as improvements that are within stations in that development site's Transit Improvement Zone.

Improvements on same route | Development sites would then select transit improvements that would impact a route that passes through its Transit Improvement Zone.

District-wide improvements | Development sites would then select from the full list of transit improvements.



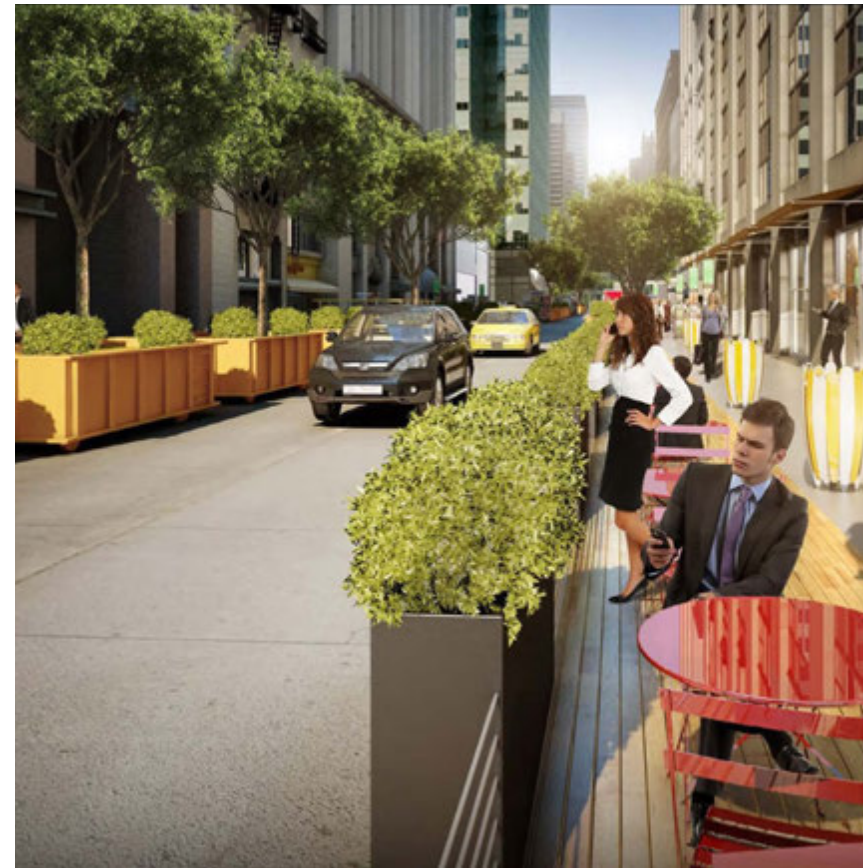
pedestrian plazas

Rendering of proposed plaza at Pershing Square East



shared streets

Rendering of interim strategy to pilot a shared street treatment



thoroughfares

Bus bulbout at Seventh Avenue and West 34th Street

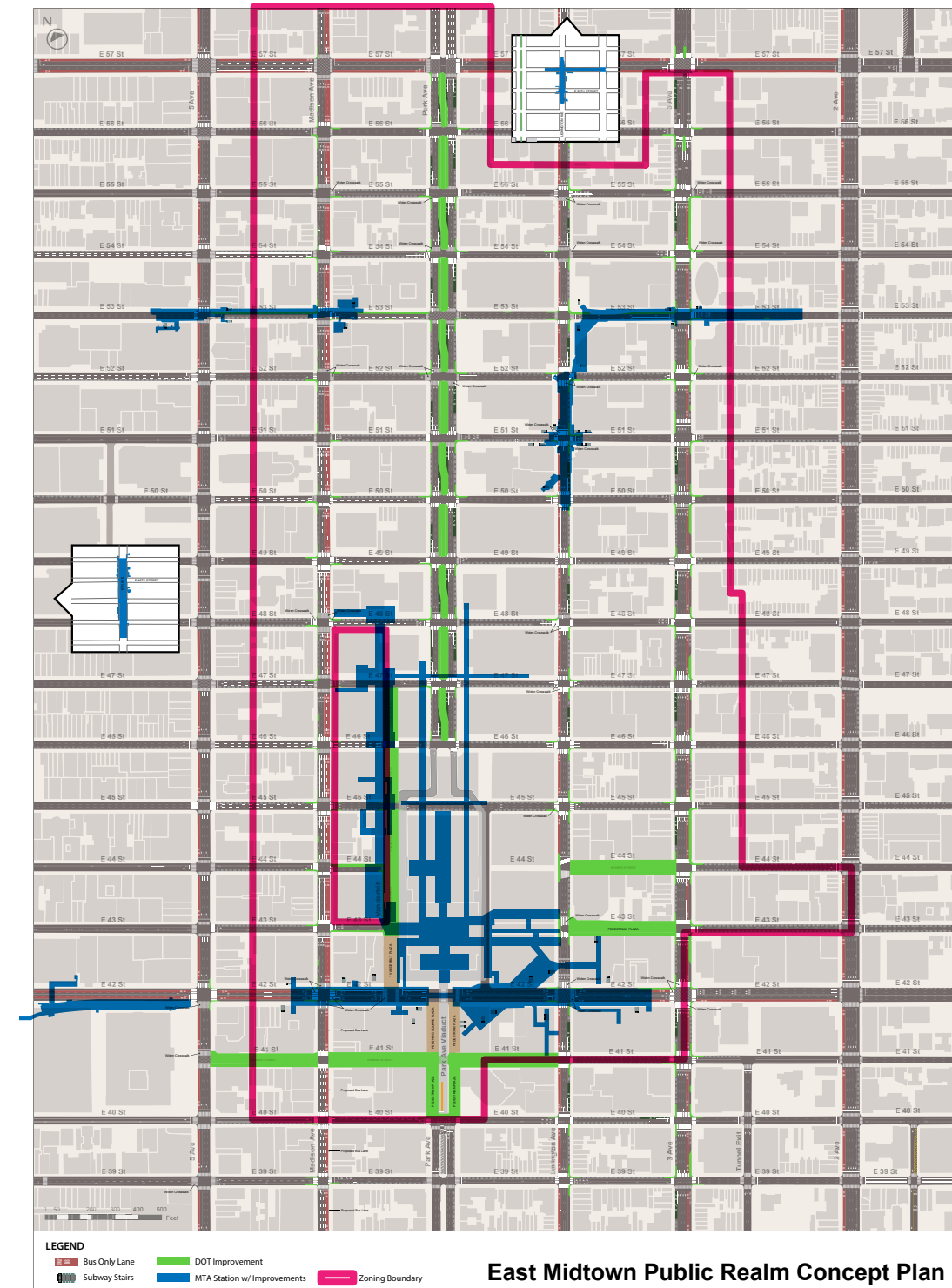


Public Realm Improvement Concept Plan

Initial concept plan will be based on projects from pedestrian realm toolkit and pre-identified transit improvements.

Public realm improvement concept plan can be modified over time to adapt to changing situations.

Principles and project types will be incorporated into the Zoning Resolution.



Potential Pedestrian Realm Improvements

Pedestrian plazas

- Pershing Square East
- Park Avenue mall
- East 43rd Street

Shared streets

- Library Way (East 41st Street)
- Vanderbilt Avenue
- East 44th Street

Thoroughfare improvements

- Midblock extensions
- Corner and bus bulbouts

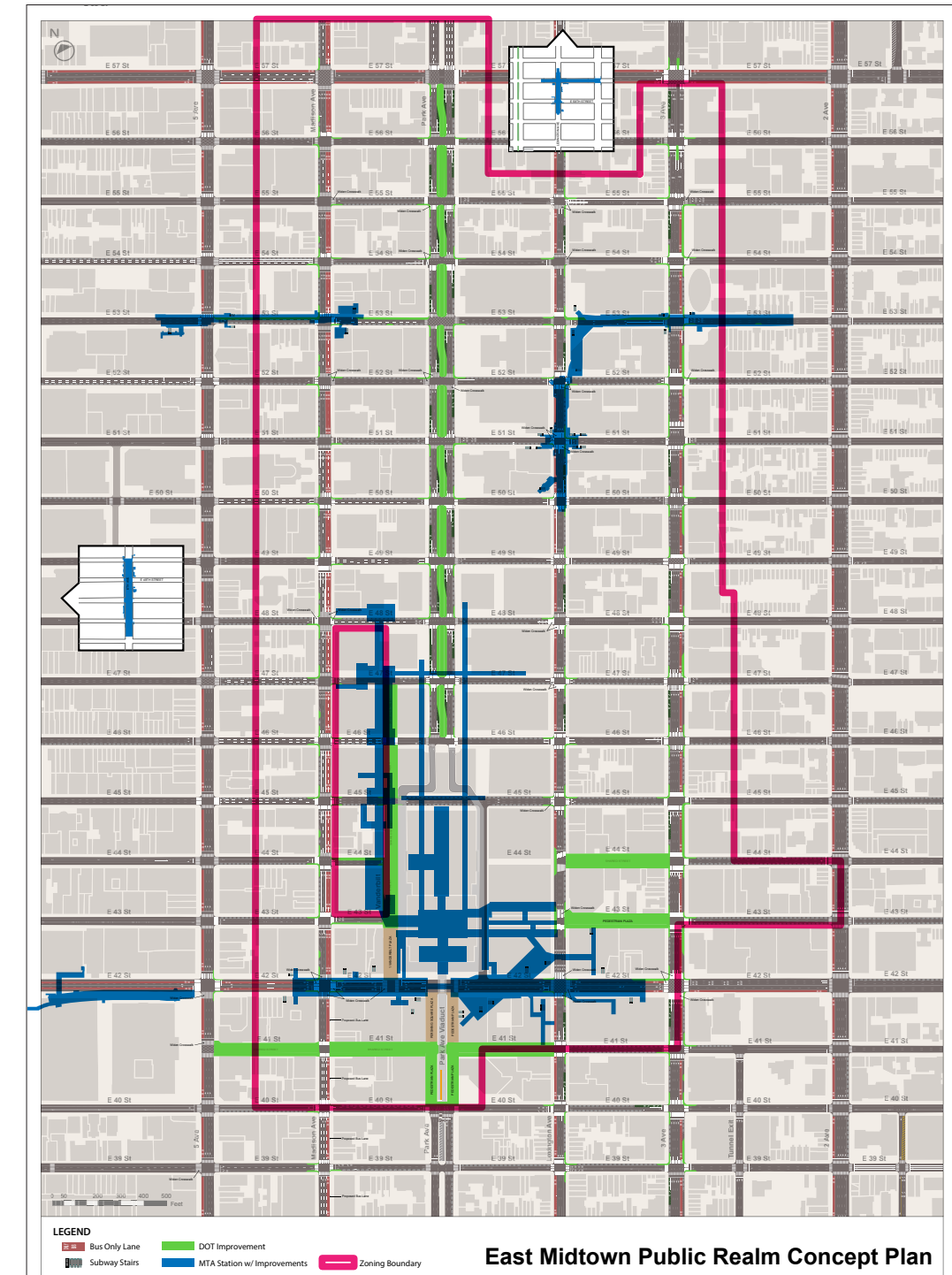
Park Avenue mall pedestrianization



Library Way shared street



corner bulbout + midblock neckdown



The Fund:

- Generated through a portion of the landmark development rights sales and the redevelopment of overbuilt floor area.
- Supports capital improvements identified by DOT and MTA.

Governing group:

- The Fund will be managed by a 9-member governing group.
- Charged with prioritizing improvements to be funded and modifying improvement list based on future Subdistrict needs.



Top | Rendering of pedestrian plaza along East 43rd Street.
Bottom | Rendering of pedestrian plaza along Park Avenue.



Additional Subdistrict Regulations

Environmental standards | Sites would be required to either utilize the area's steam network or exceed the core and shell 2016 energy code standards by 3%.

Height and setback | Minor adjustments to the height and setback regulations that govern Midtown will be made in order to maintain the as-of-right framework and accommodate the additional permitted floor area.

Sidewalk widening | Sites with full frontage along Madison or Lexington avenues would be required to provide a sidewalk with a minimum width of 20 feet.

Retail continuity | Existing retail requirements on main thoroughfares, such as Madison and Lexington avenues, would be maintained and extended to include side streets within the vicinity of Grand Central Terminal.

Stacking rules | Restaurants, observation decks, and other similar uses would be permitted above residential uses, provided that the residential and non-residential uses are not accessible to each other on floors above the ground floor.

Transit improvement special permit

- Applicable only for sites located in transit improvement zones.
- Maximum of 3.0 FAR per site in addition to the floor area earned through the as-of-right mechanisms.

Public concourse special permit

- A slightly modified covered pedestrian space special permit that reflects urban design best practices.
- Spaces can be outdoors and/or indoors.
- Maximum of 3.0 FAR per site in addition to the floor area earned through the as-of-right mechanisms.

Planned open air concourse at 601 Lexington Avenue



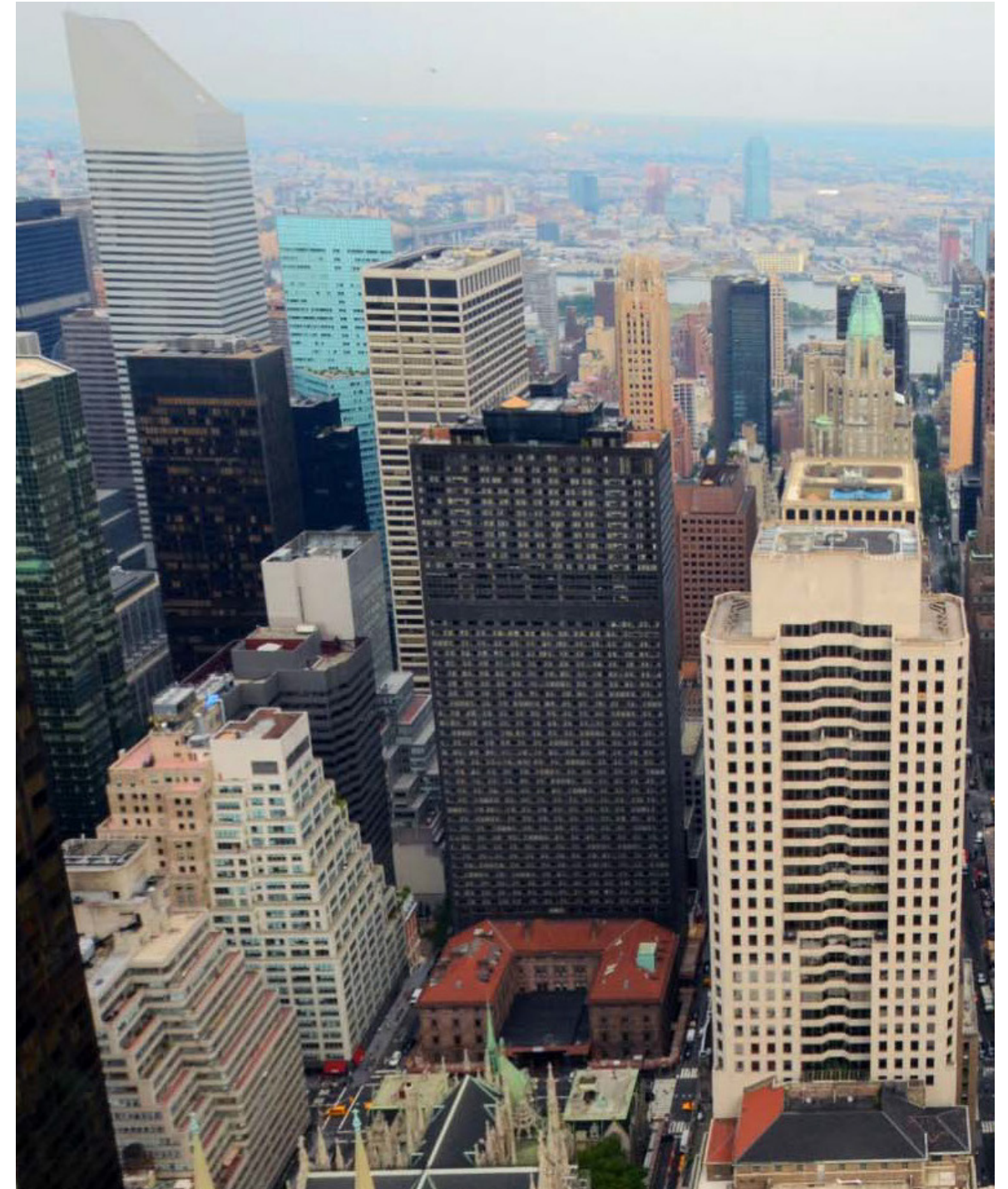
Image | Gensler

Authorization to allow enlargements on qualifying sites

- Would permit additional floor area on an existing site that planned significant renovations of the building to meet contemporary office space standards.

Special permit to modify qualifying site provisions

- Midblock development with no avenue frontage
- Modifications to environmental standards
- Modifications to height and setback regulations
- Would not permit changes to FAR



Additional Modifications Affecting the Subdistrict

View north, corner of Lexington Avenue and East 47th Street

Hotel use | New floor area for hotel use will be subject to a special permit to ensure that new hotel space meets the amenity needs of a premier business district.





Concept Plan: Transit Network



Steering Committee Identified Eight Stations Serving GEM

- Lexington Avenue 53rd/51st Street
- Lexington Avenue 59th Street
- 5th Avenue 59th Street
- 57th Street 6th Avenue
- 5th Avenue 53rd Street
- 47-50th street Rockefeller Center
- 42nd Street Bryant Park – 5th Avenue
- Grand Central

SUBWAY NETWORK SERVING EAST MIDTOWN



East Midtown Subway Catchment



2008-2009 Origin-Destination Survey of NYC Residents – East Midtown Area



East Midtown Subway Usage

2008-2009 Origin-Destination Survey of NYC Residents, East Midtown Area
Adjusted to 2016 ridership

STATION	2015 Entries	Estimated Trips from East Midtown	East Midtown Entries as % of Station	Transfers at Station Where Customers Exit in East Midtown	Total East Midtown Users
Grand Central - 42 St	160,294	90,500	57%	3,000	93,500
Lexington Av-53 St / 51 St	70,686	41,700	59%	5,800	47,500
5 Av - 53 St	26,955	21,000	78%		21,000
42 St - Bryant Park / 5 Av	55,400	25,000	45%	5,700	30,700
47-50 Sts-Rockefeller Ctr	63,803	14,900	23%		14,900
Lexington Av/59 St	69,332	6,200	9%	4,400	10,600
5 Av- 59 St	18,957	1,600	8%		1,600
57 St (6th Ave)	15,725	1,700	11%		1,700



MTA's Principles for Prioritizing Projects

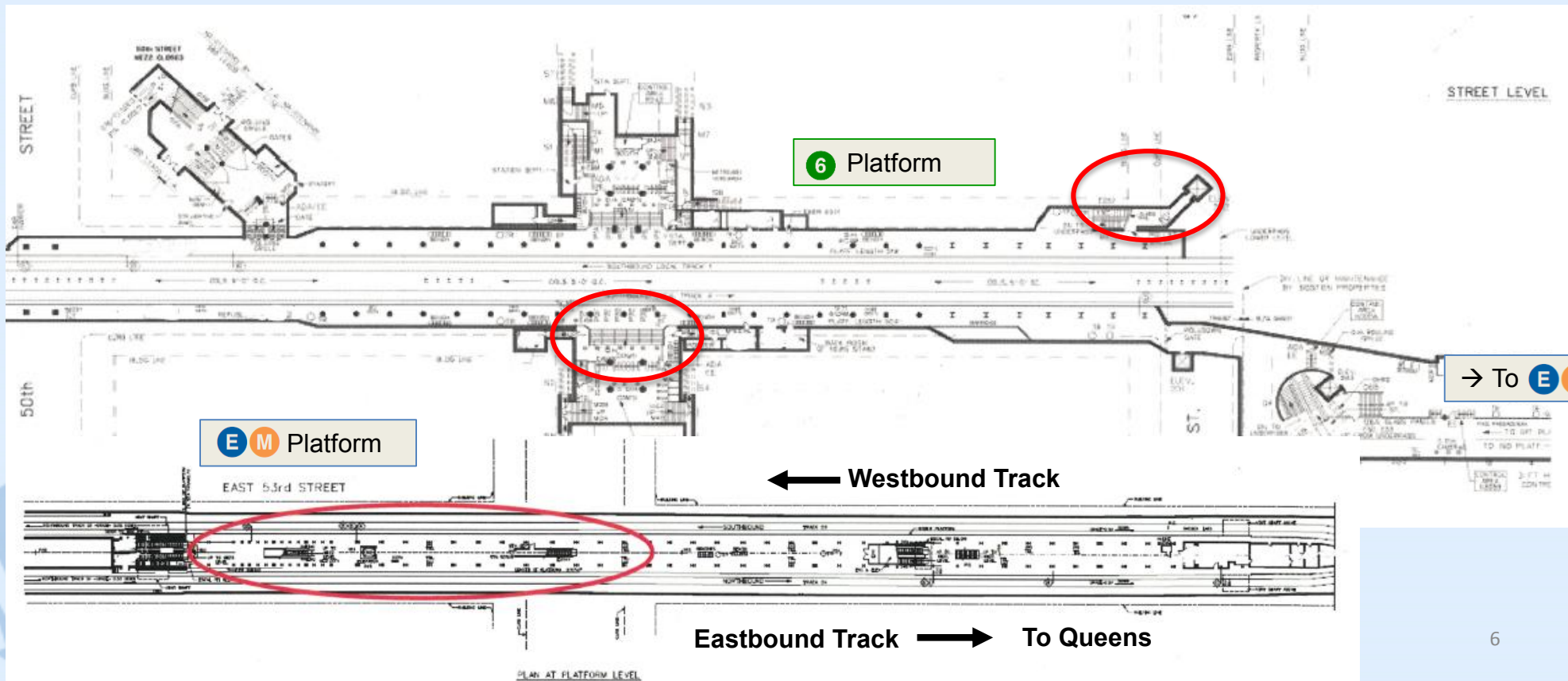
- Prioritize stations with highest volume of customers traveling to/from East Midtown
- Assess stations' worst customer congestion points
- Increase capacity from platforms to either mezzanines or the street, then increase other capacities
- Provide ADA accessibility where it does not now exist
- Place making that improves circulation, wayfinding and environment

Lexington Av/53 St and 51 St



Problems

- Street stairs at capacity
- Transfer stair at capacity
 - Queuing at SB Lexington Line platform level for transfer stair towards Queens Blvd Line
- Congestion from IND platform to street

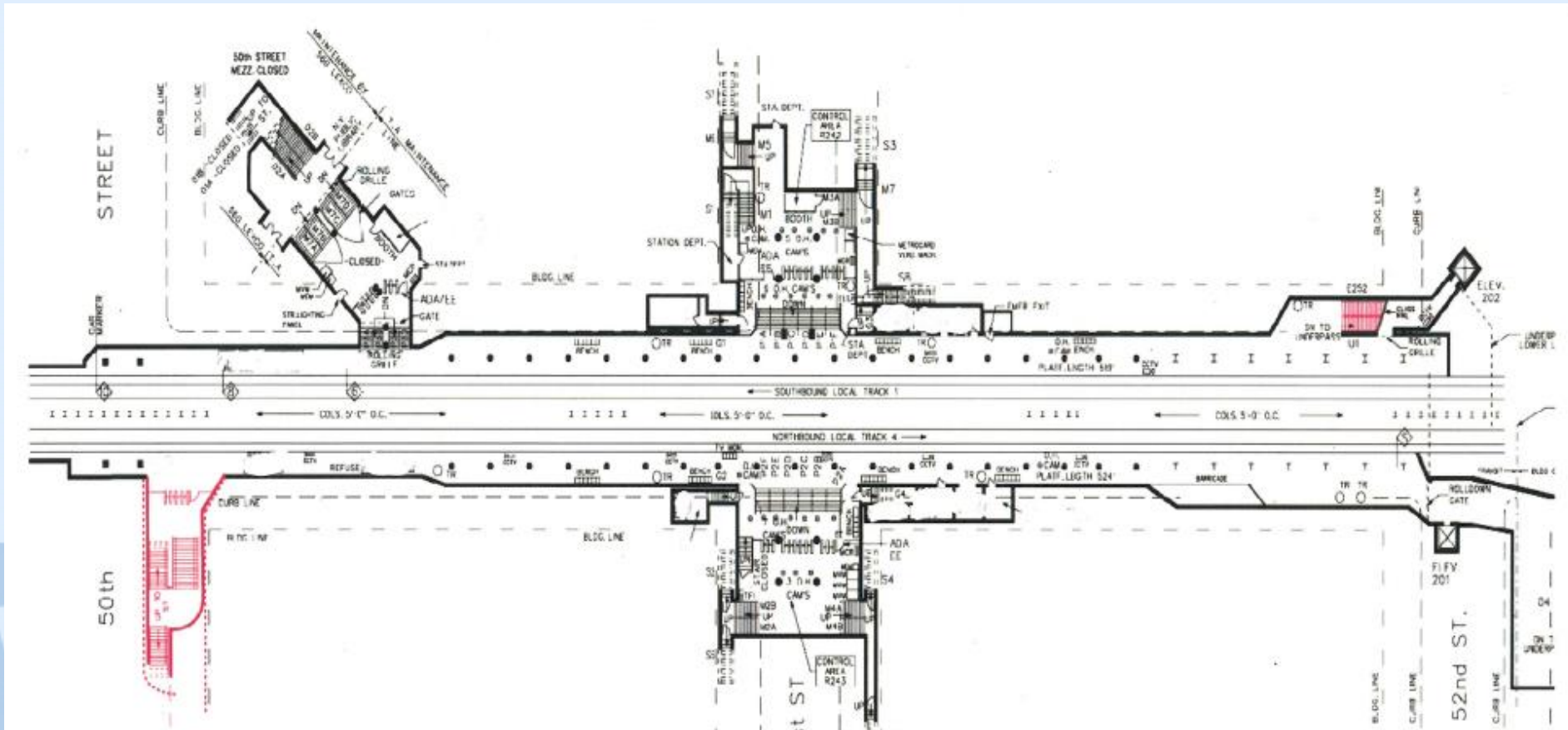


Lexington Av/53 St and 51 St



6 Platform Recommendation

- New Stair at Transfer Corridor
- New Entrance at 50th St

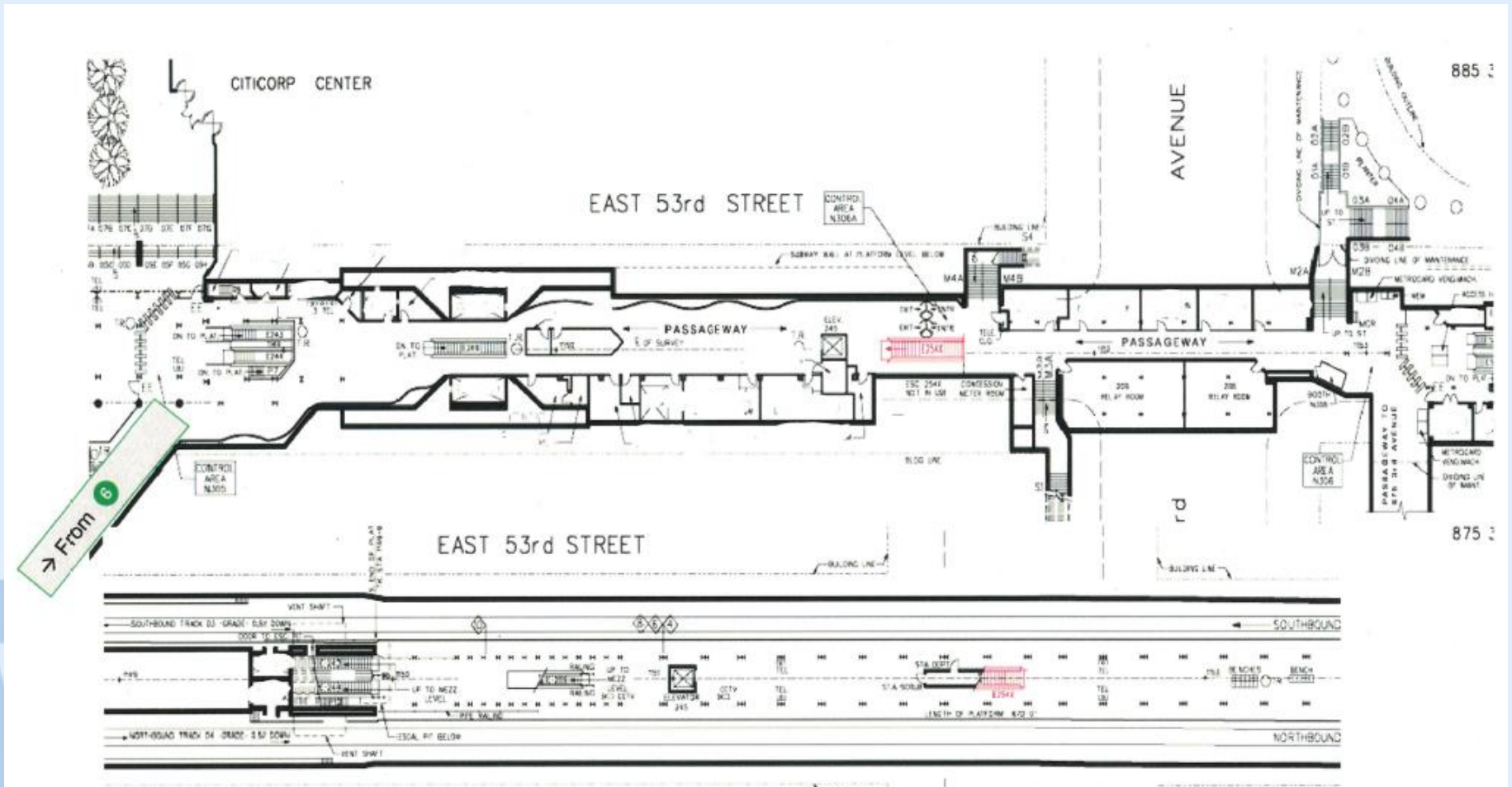


Lexington Av/53 St and 51 St



Platform Recommendation

- Widen Platform Escalator

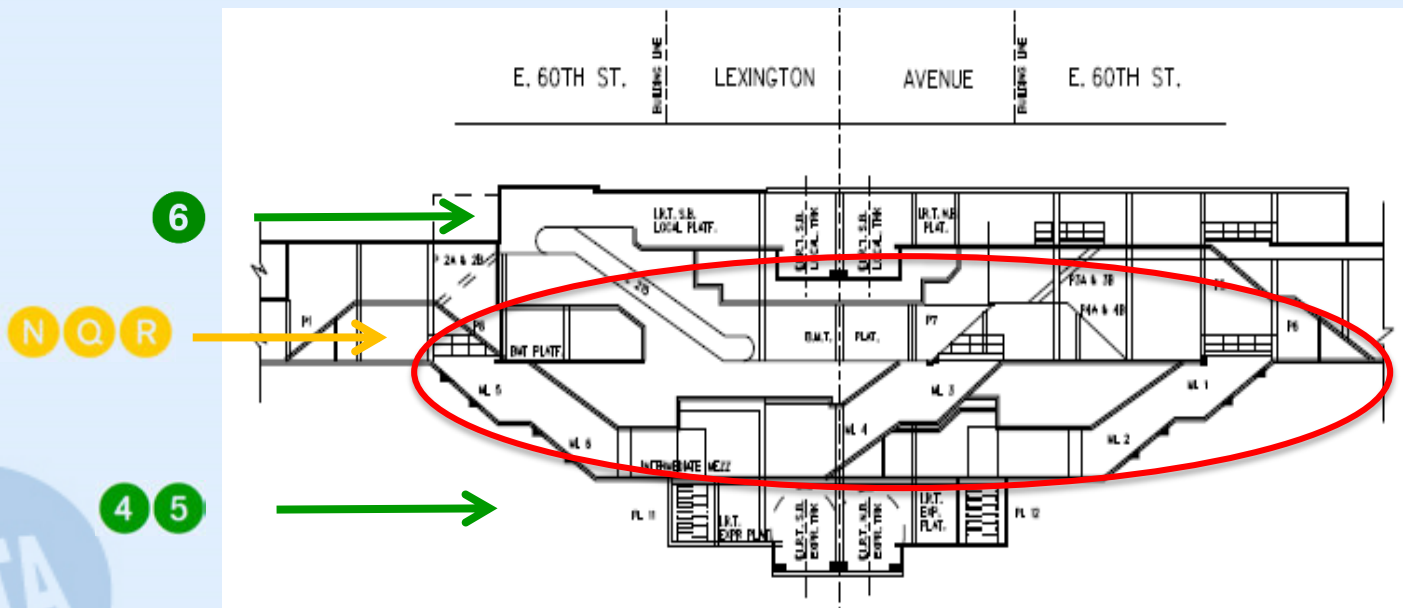


Lexington Av – 59 St



Problems

- N,Q,R platform and transfer stairs significantly congested
- Access to lower level Lexington Line (4,5) is at capacity
- Station is not ADA accessible
- Street stair access at 60th is at capacity

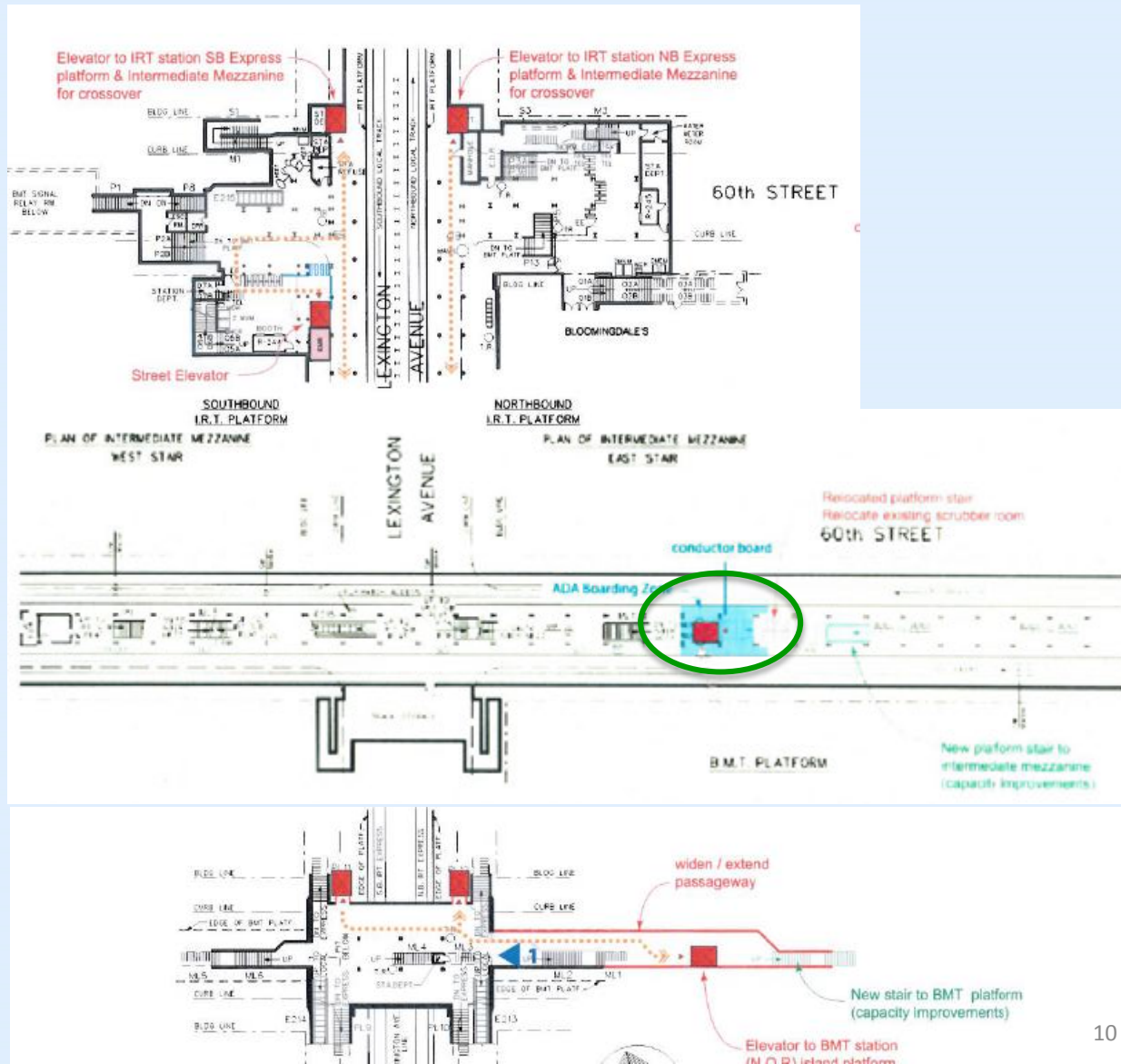


Lexington Av – 59 St



Recommendations

- Add stair between IND and intermediate mezzanine
- Add elevator between IND and intermediate mezzanine
- Add elevator from street to local platform
- Add stair on north side of 60th Street
- Add two elevators (NB and SB) from local to intermediate mezzanine to express platform



5th Av/53rd St

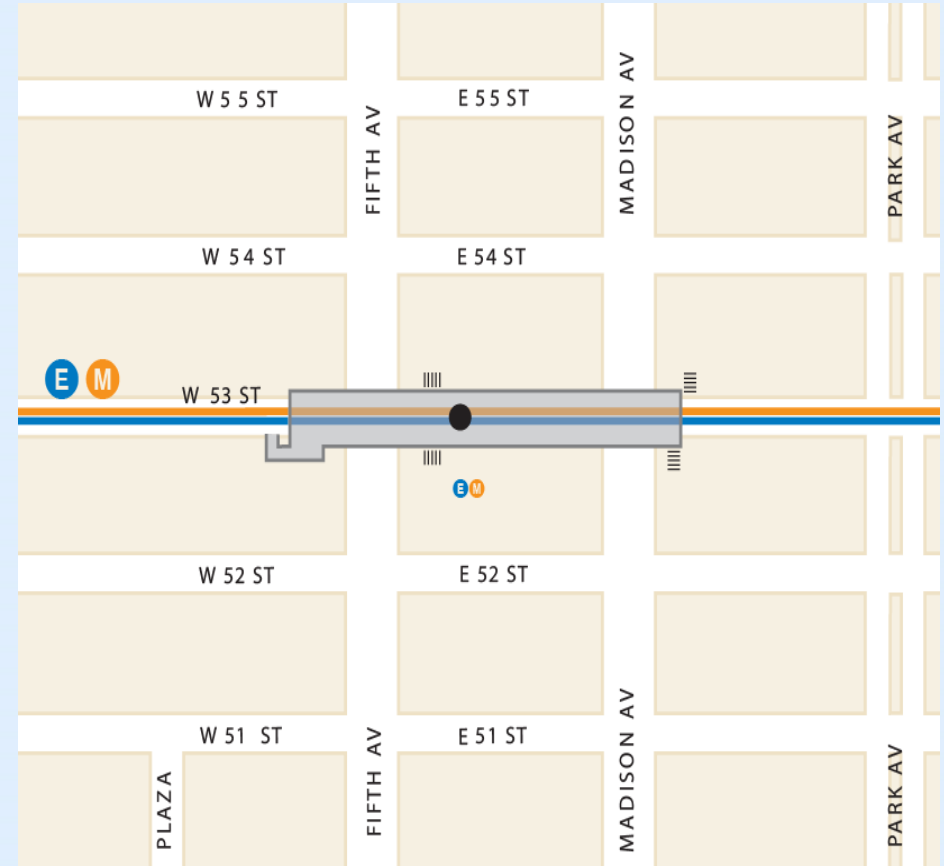


Problem

- Congestion on lower level Eastbound platform, all the way to the street

Recommendations

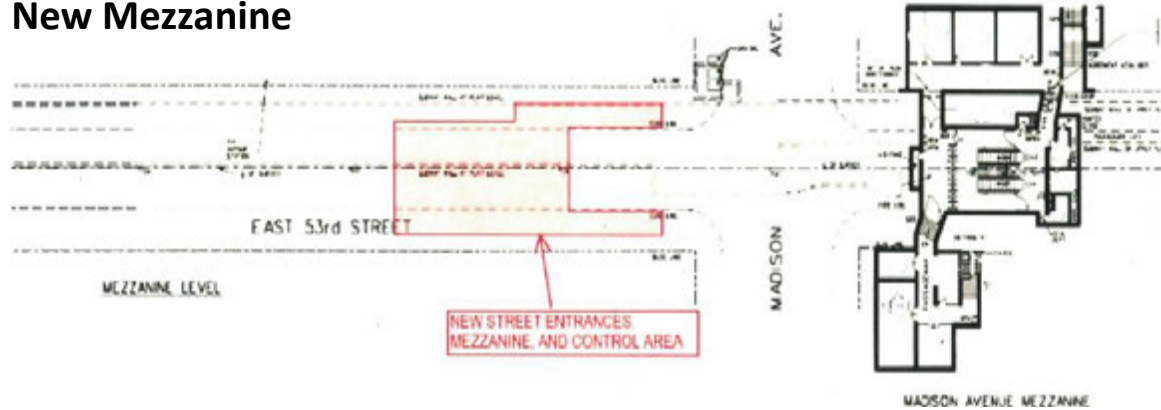
- Build new path of travel from street to platforms which includes:
 - New entrance between 5th and Madison
 - Stairs from lower level to upper platform
 - Escalators from upper platform to new mezzanine
 - Elevator access to all platforms



5th Av/53rd St **E** **M**

Recommendations

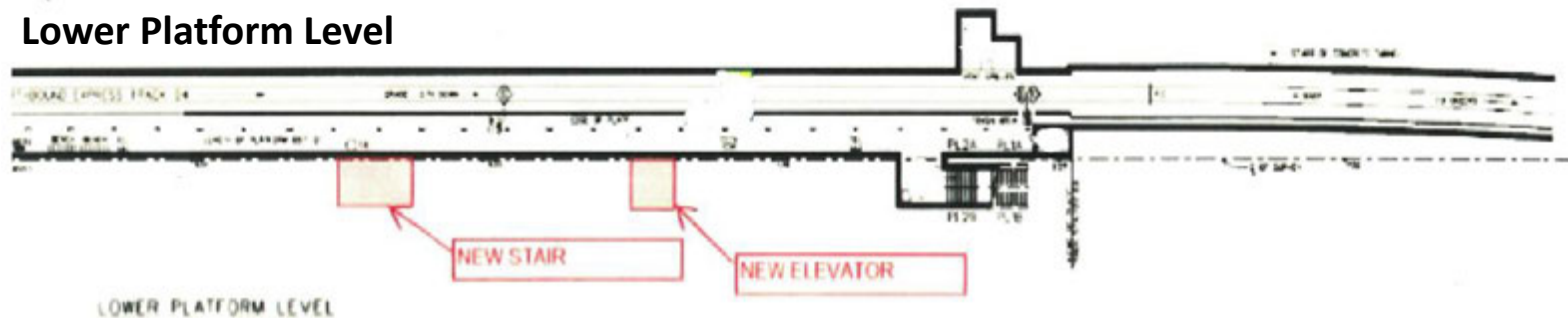
New Mezzanine



Upper Platform Level



Lower Platform Level



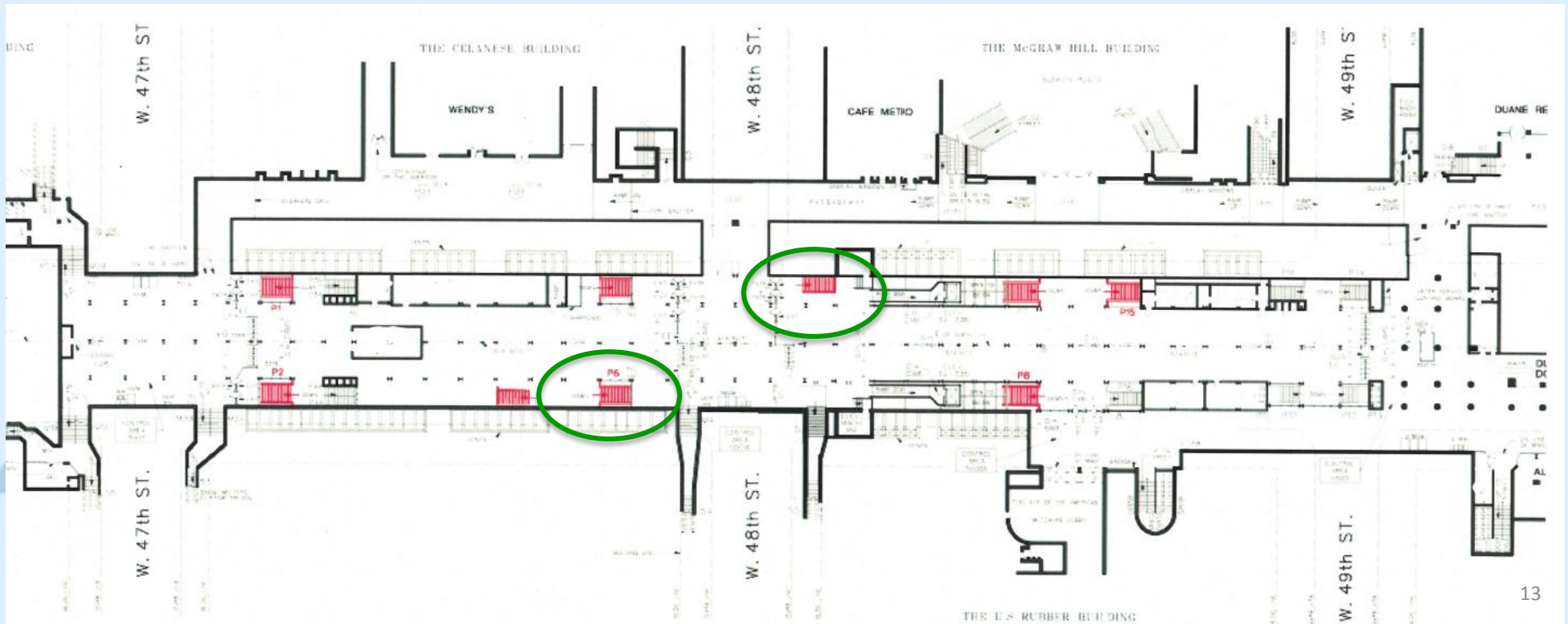
Rockefeller Ctr/47th – 50th St **B** **D** **F** **M**

Problem

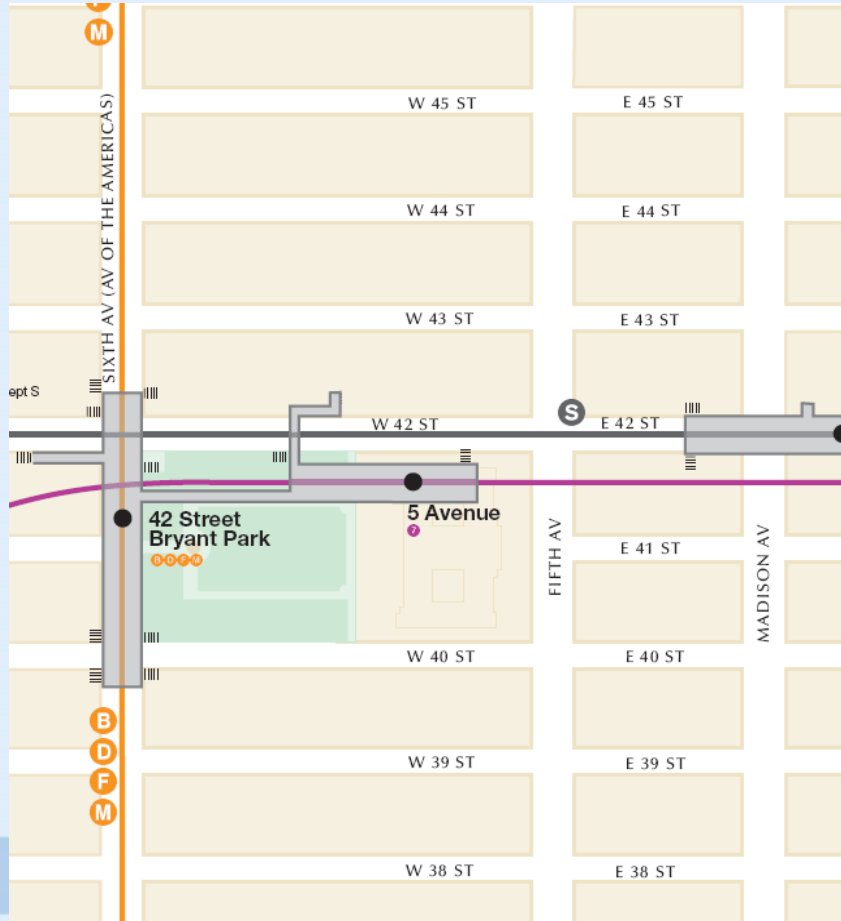
- Platform capacity

Recommendations

- Two additional platform stairs
- Widen seven existing platform stairs



Bryant Park – 5th Av Station



Problems

- Street stair capacity at 42nd St and 6th Ave
- No ADA Elevators to Platforms (Street only)

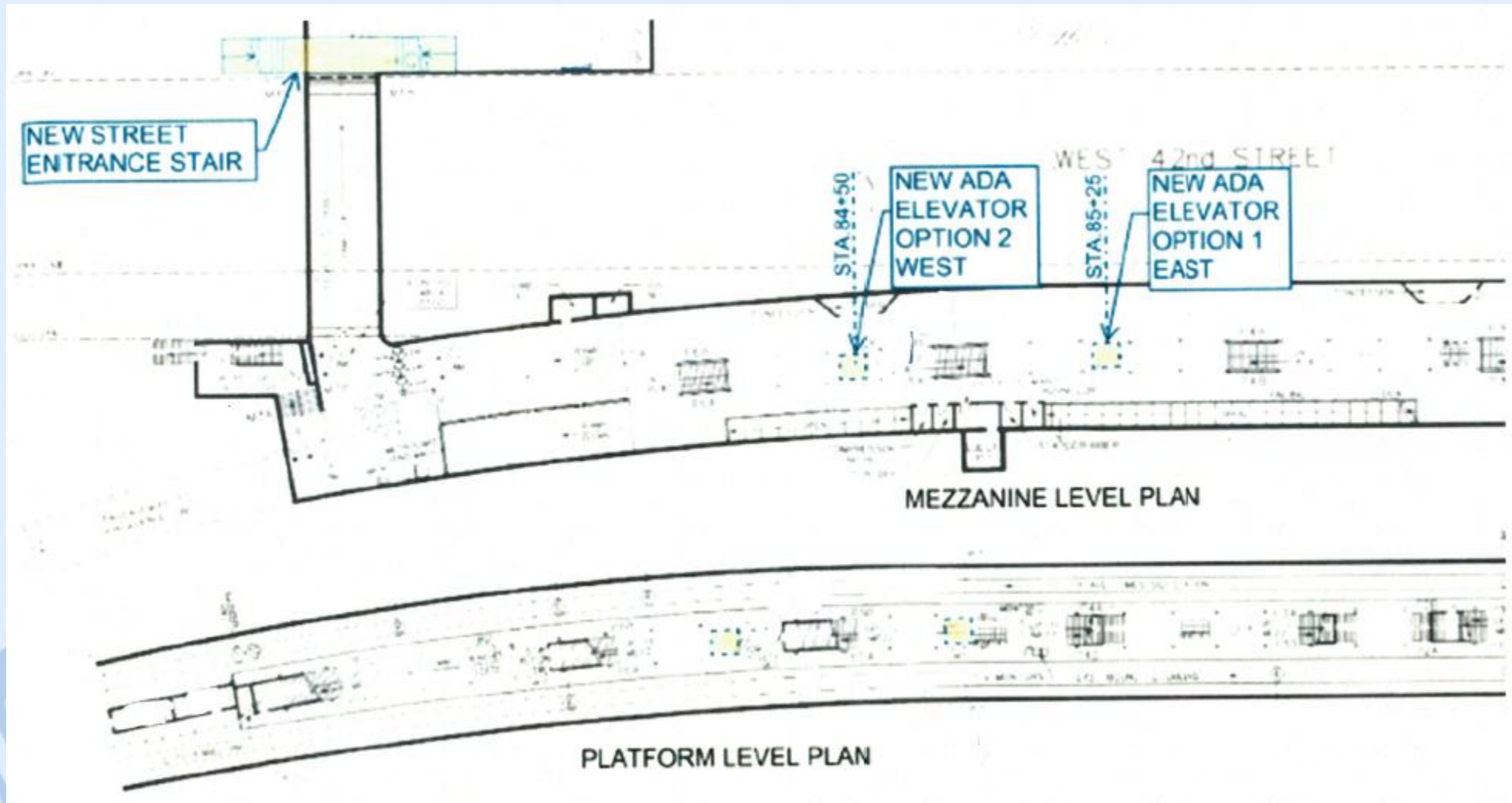
Recommendations

- Re-open easement and reconstruct street stairs on sidewalk
- Construct ADA elevators on 7 and BDFM platforms

Bryant Park – 5th Av Station



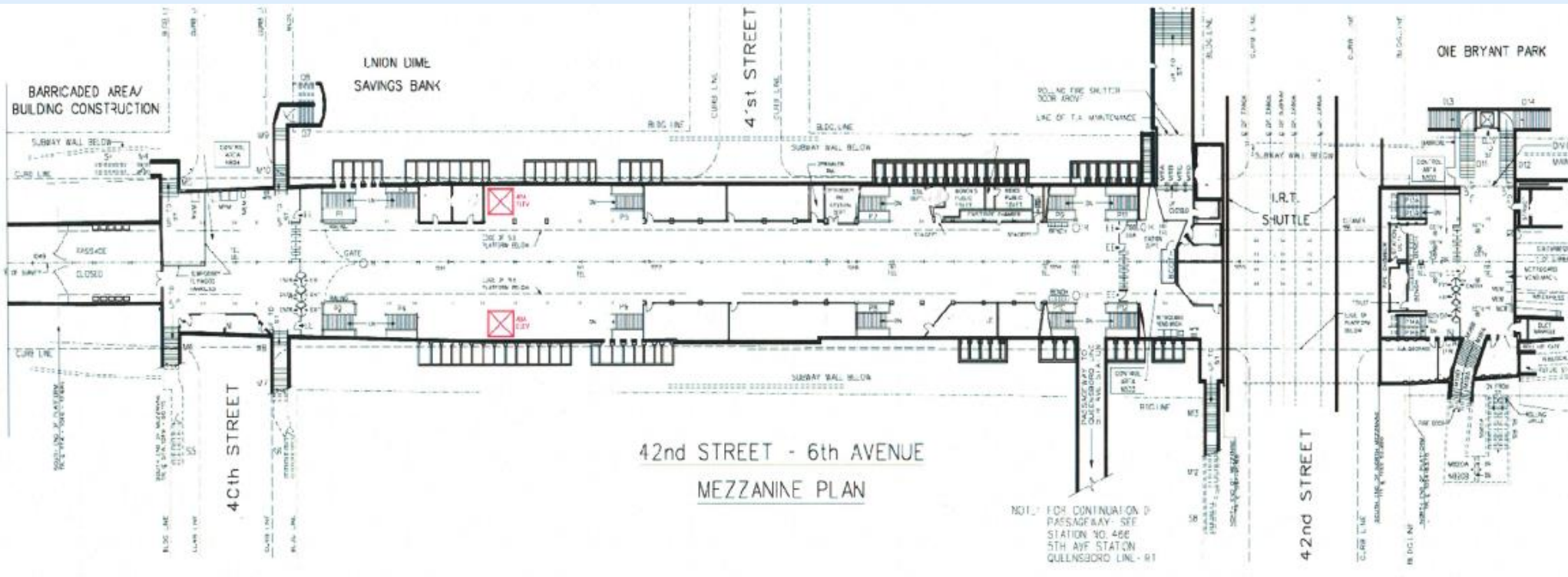
7 Platform Recommendation



Bryant Park – 5th Av Station



B D F M Platform Recommendation



Grand Central Subway Station 4 5 6 7 S

Problems

- Mezzanine incomplete, difficult to navigate
- Congestion from Flushing Platform

Solutions

- Finish mezzanine
- Increase stair capacity to Flushing escalator core
- Widen stairs
- Chamfer passageway

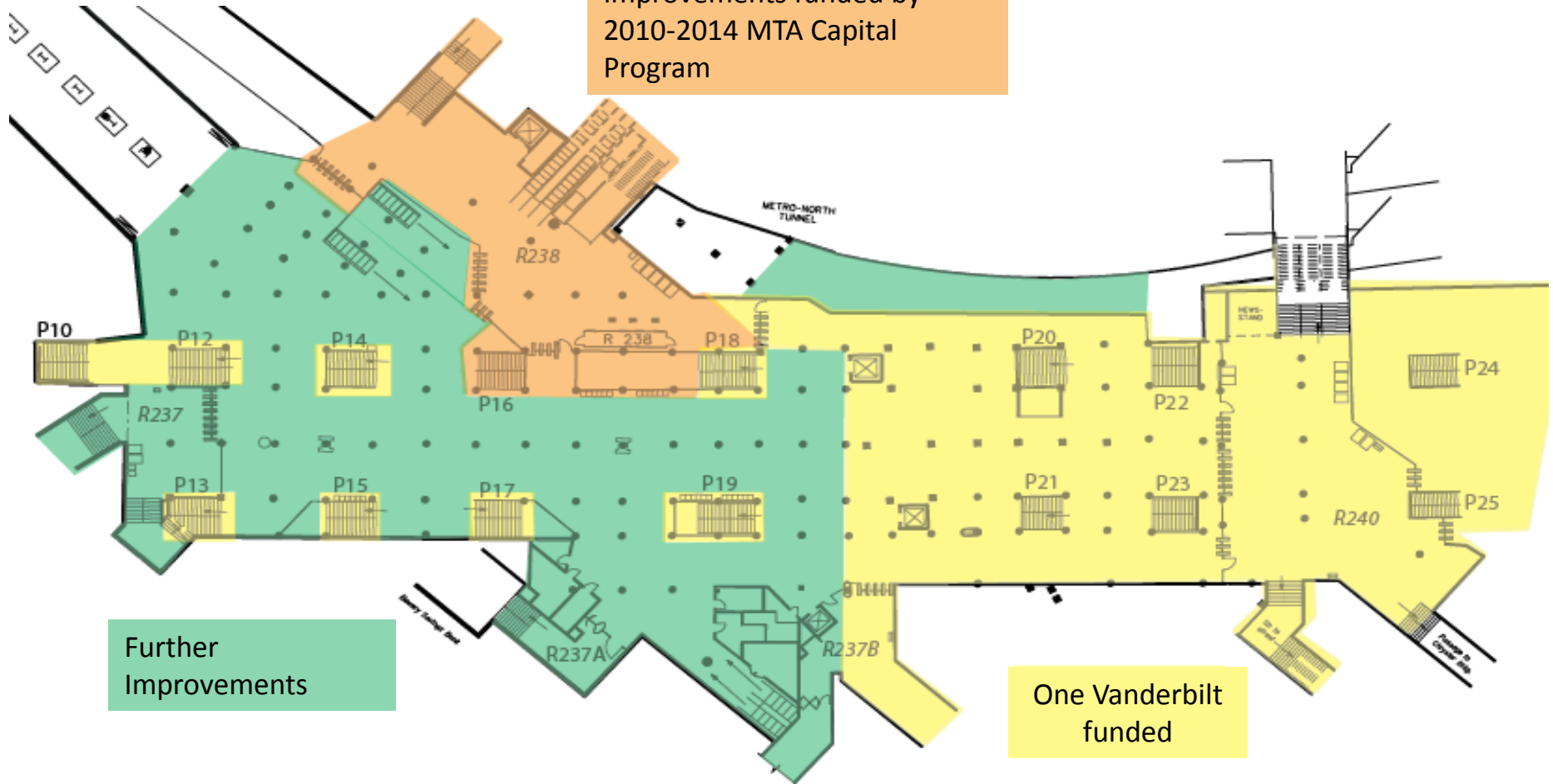


Grand Central Subway Station Recommendations



Mezzanine Finishes

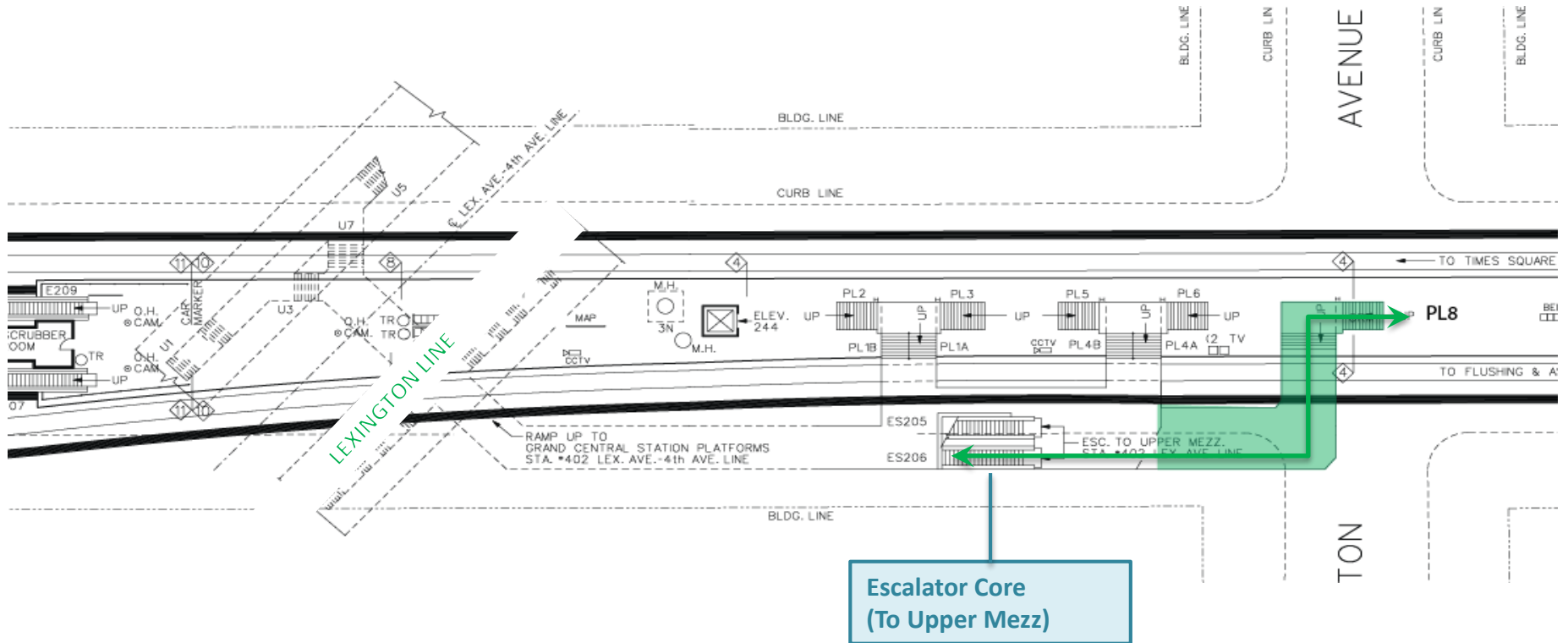
Improvements funded by
2010-2014 MTA Capital
Program



Flushing Platform Recommendations

7

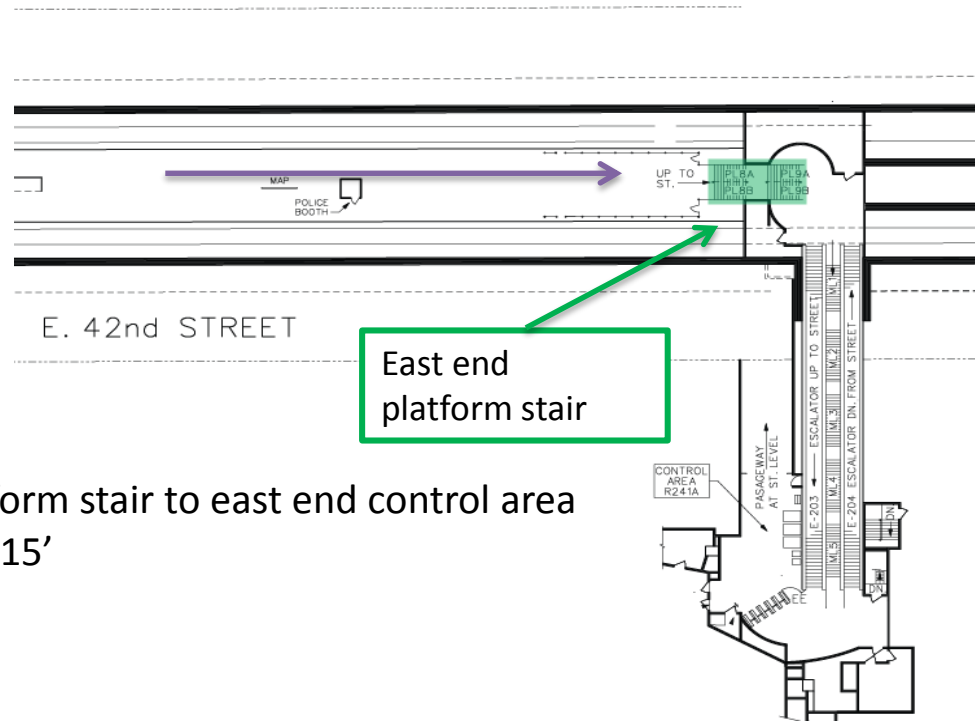
Add PL8 Stair



- 50% increase in stair capacity directly to escalator core (to upper mezz)

Flushing Platform Recommendations

Widen PL9

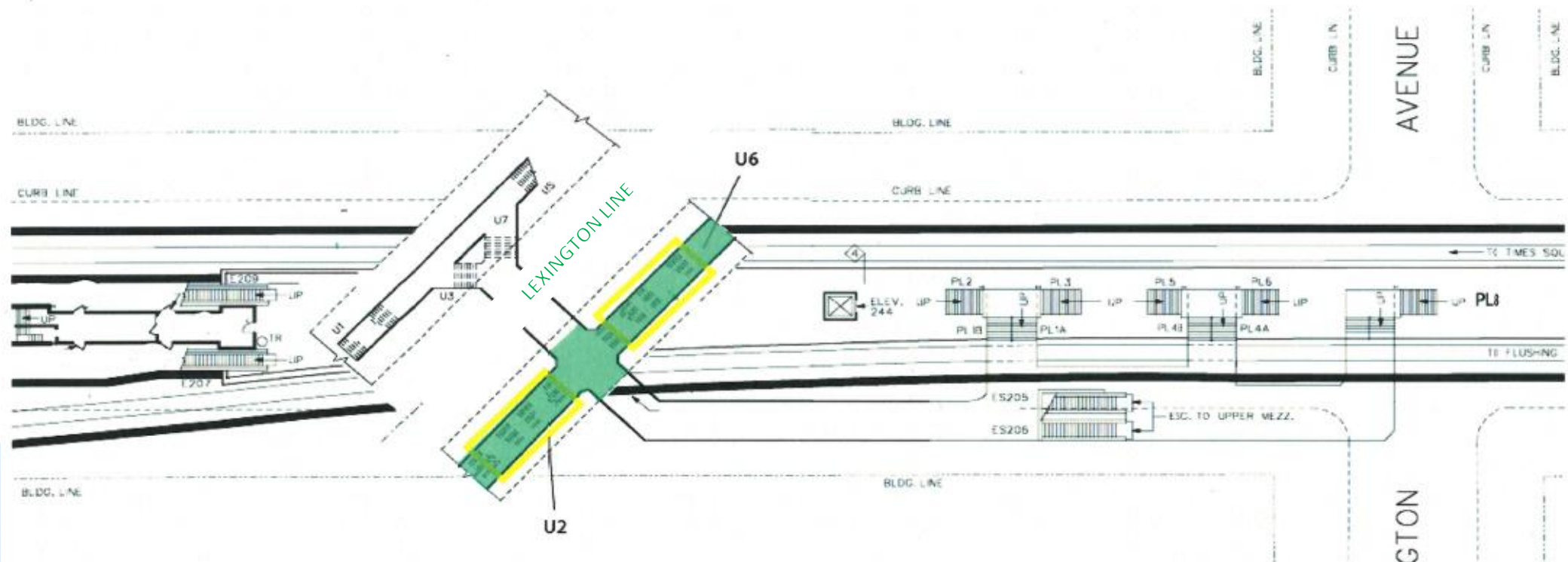


- Widen platform stair to east end control area from 10' to 15'

Flushing Platform Recommendations

Widen U-Stairs

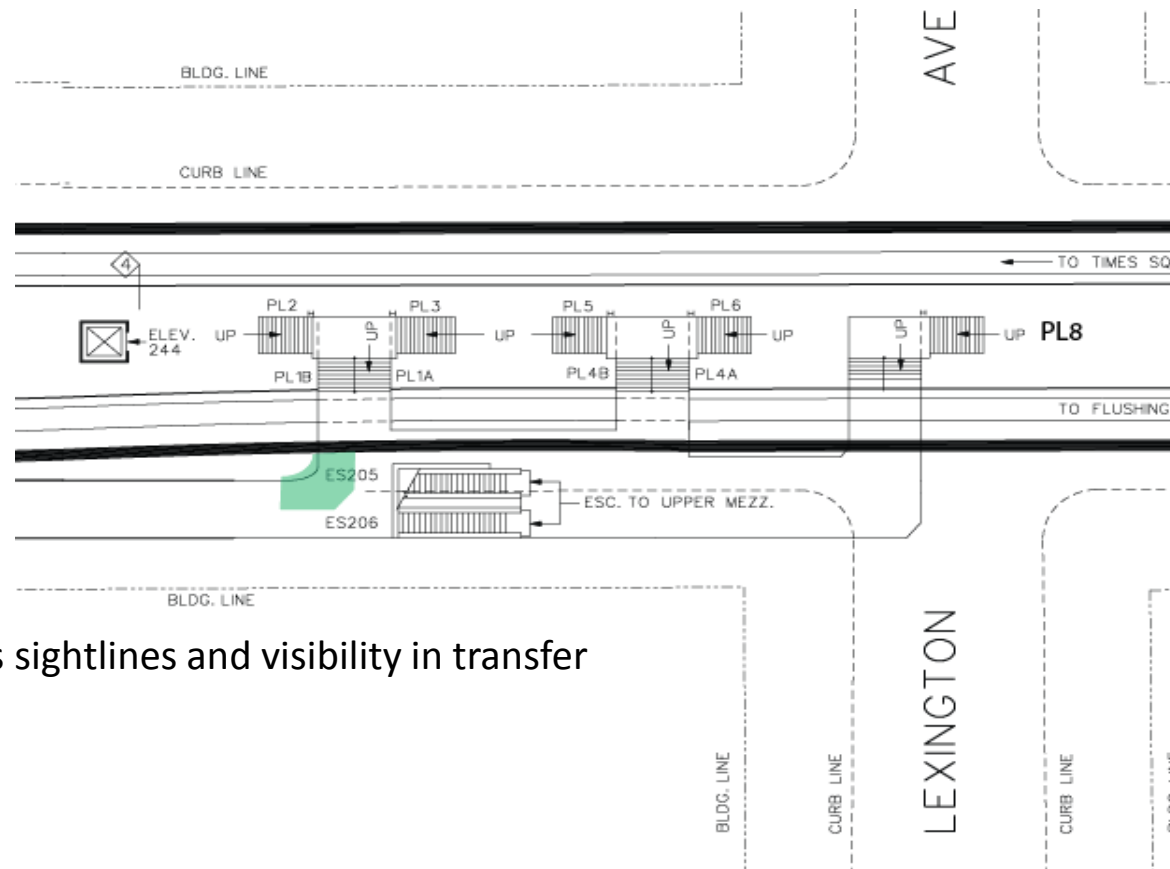
- Widen existing 6' stairs to 7' (from 2 travel lanes to 3 travel lanes)
- Provides increased access down to Flushing Platform



Flushing Platform Recommendations

Chamfer Passageway

7



- Improves sightlines and visibility in transfer corridor



NEW YORK CITY



Concept Plan: Pedestrian Realm

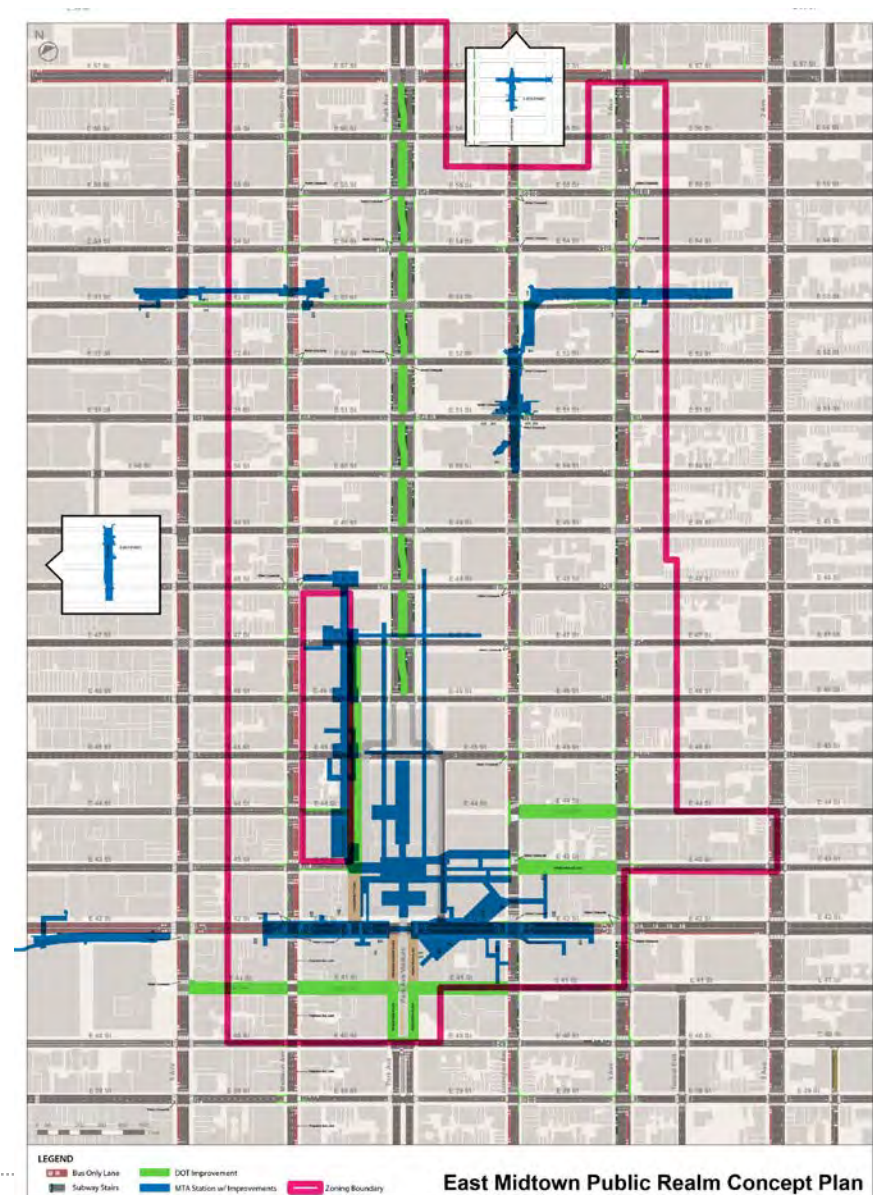
Guiding Principles

DOT, Above Grade

- Enhance safety
- Balance vehicular mobility and pedestrian circulation improvements
- Create premier public spaces

MTA, Below Grade

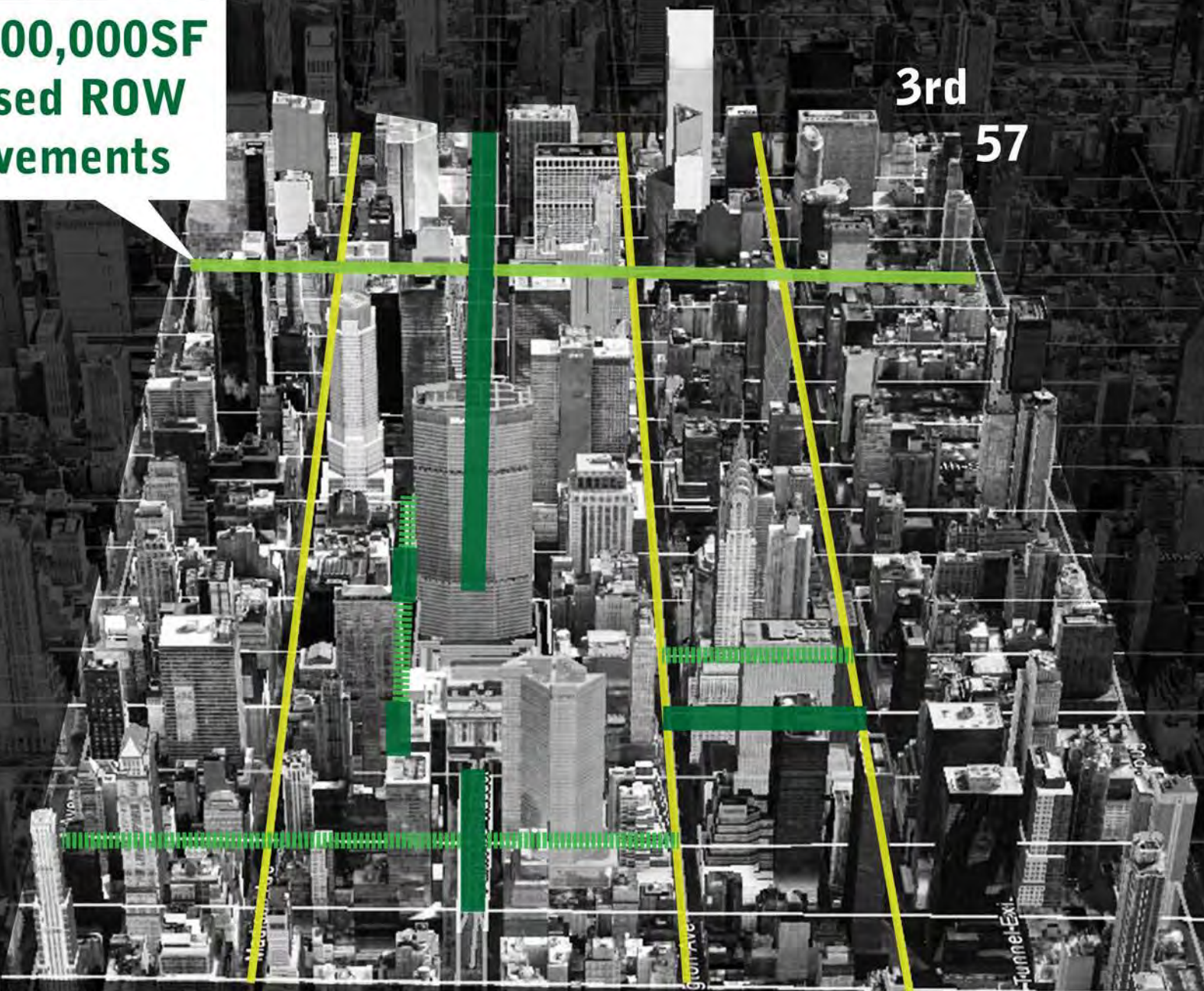
- Prioritize stations with highest volume of commuters to/from East Midtown
- Assess stations' worst customer congestion points
- Increase capacity from platform to either mezzanine or street, then increase other capacities
- Provide ADA accessibility where it does not now exist
- Placemaking



**Over 300,000SF
Proposed ROW
Improvements**

**3rd
57**

**39
5th**



Thoroughfare Improvements

53rd Street
~28,500SF

Madison Ave
~20,000SF

Park Ave
~14,000SF

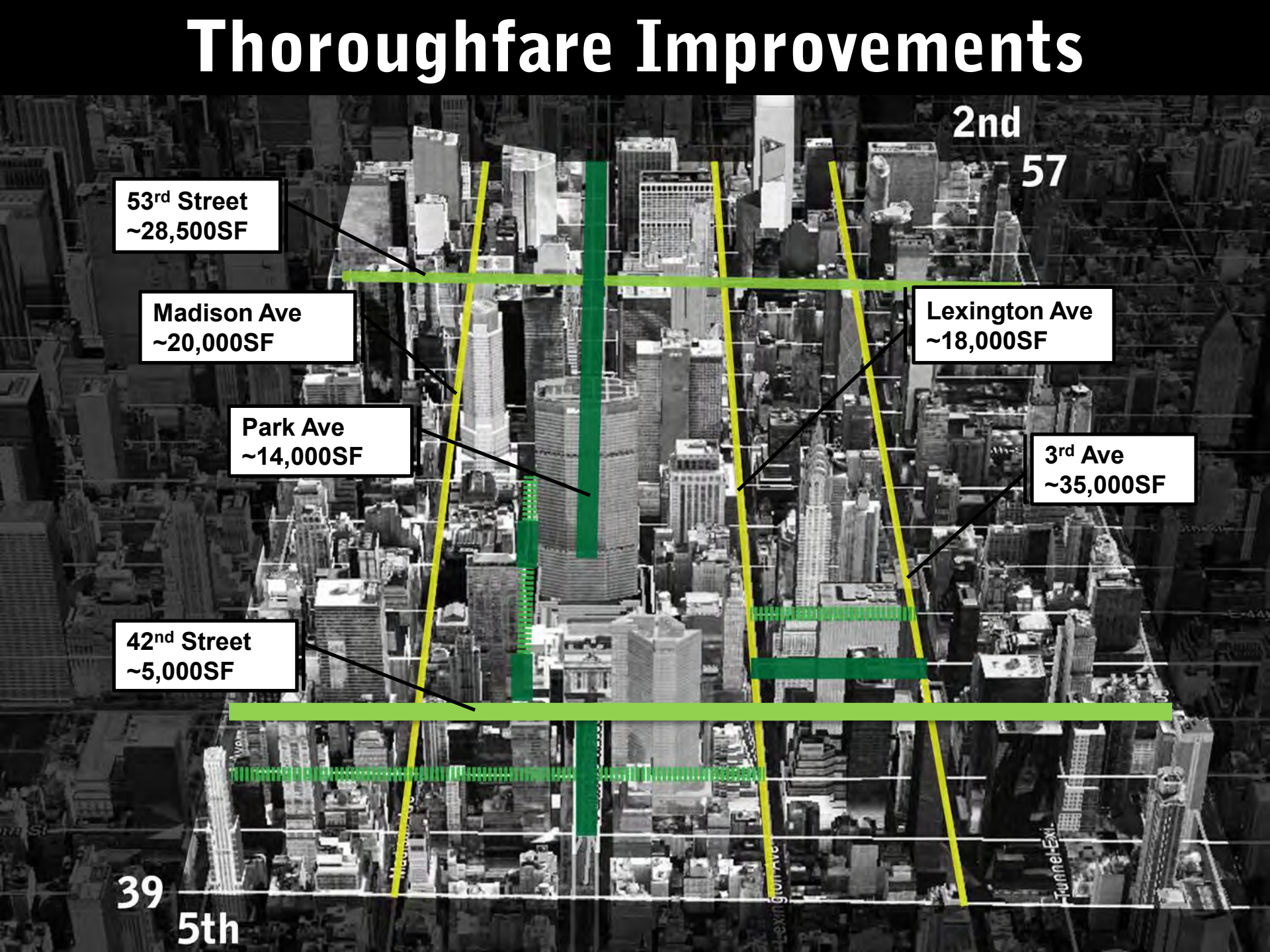
42nd Street
~5,000SF

2nd
57

Lexington Ave
~18,000SF

3rd Ave
~35,000SF

39
5th



Thoroughfare Improvements



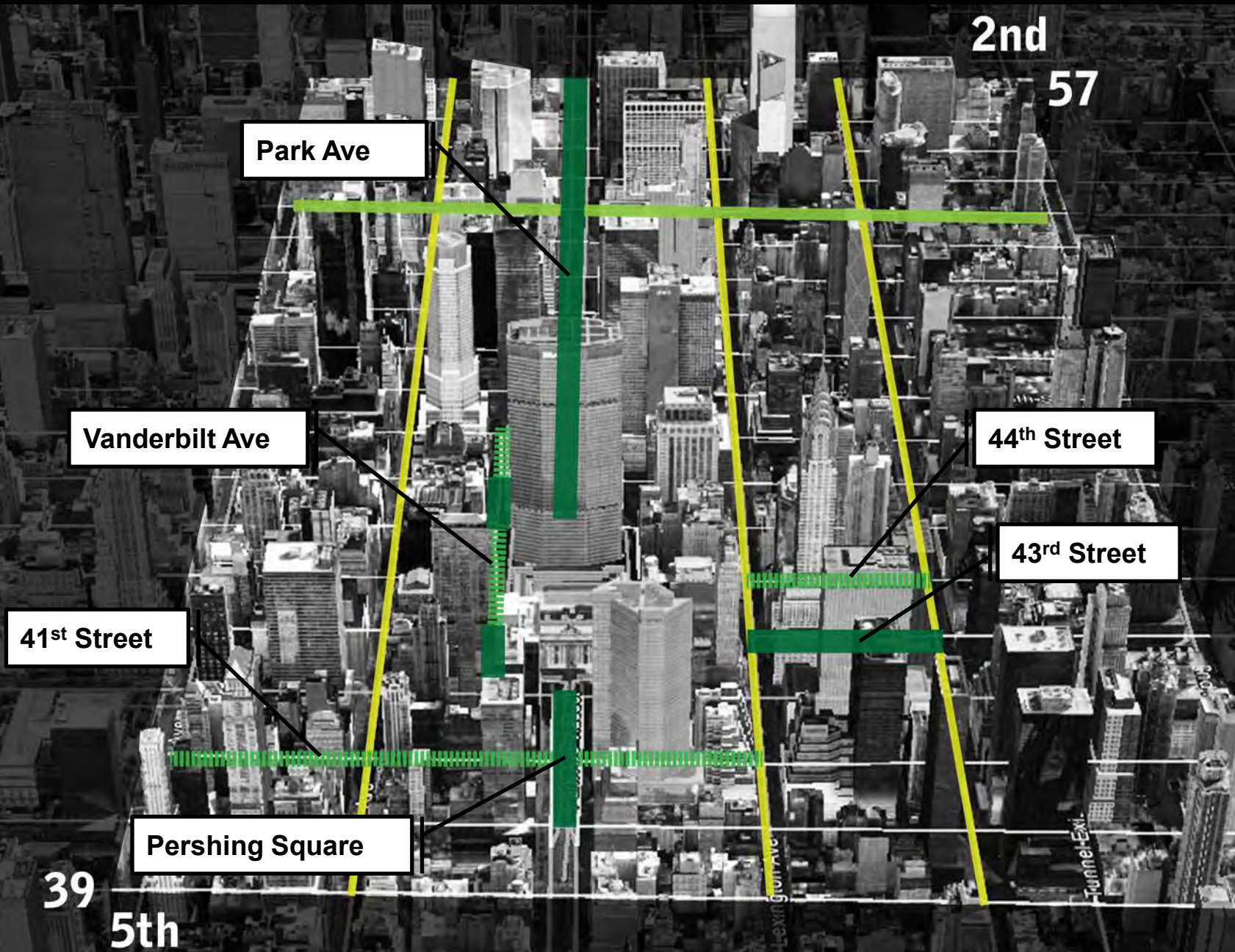
Thoroughfare Improvements



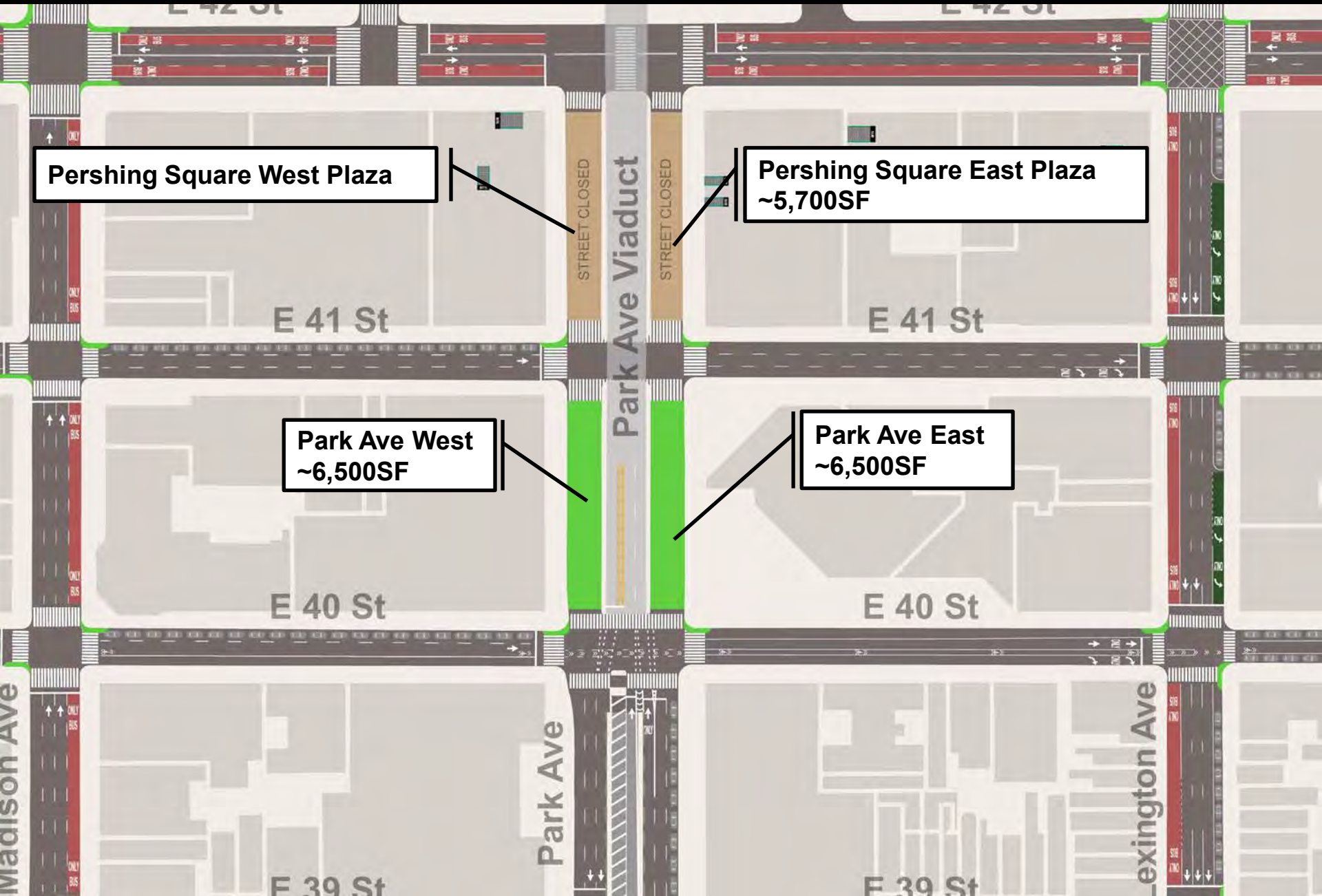
Thoroughfare Improvements



Premier Public Spaces



Potential Plazas



Pershing Square West Plaza

Pershing Square East Plaza
~5,700SF

Park Ave West
~6,500SF

Park Ave East
~6,500SF

STREET CLOSED

STREET CLOSED

Park Ave Viaduct

Madison Ave

Park Ave

Lexington Ave

Pershing Square East



Pershing Square East Plaza



Park Ave



Between 40th & 41st Streets

Park Ave Plaza



Park Ave Plaza



Potential Plazas

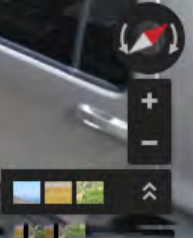


**43rd Street
~16,500SF**

43rd Street



Between Lexington & 3rd Ave

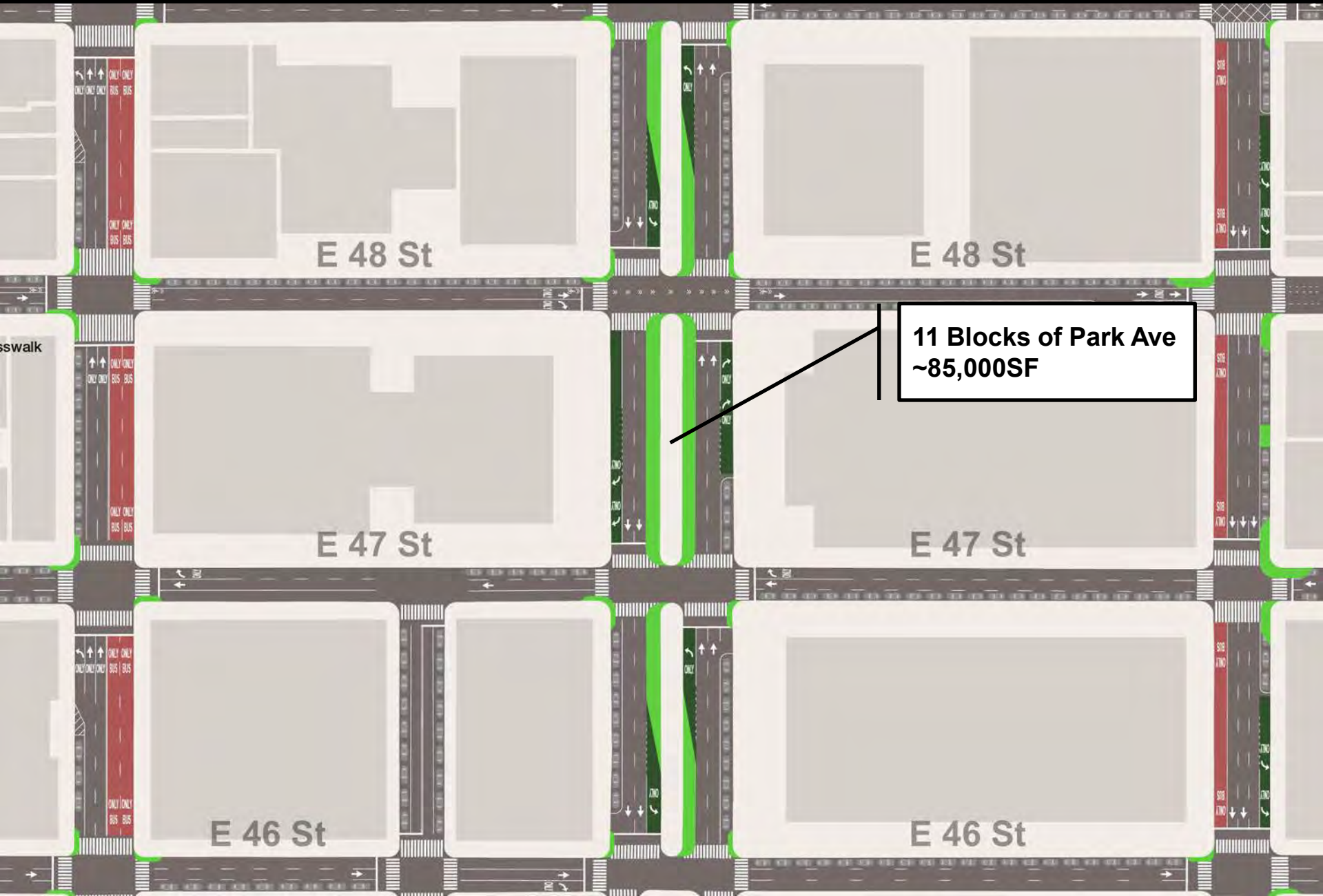


43rd Street Plaza



Between Lexington & 3rd Ave

Park Ave: 46th to 57th



E 48 St

E 48 St

E 47 St

E 47 St

E 46 St

E 46 St

11 Blocks of Park Ave
~85,000SF

Park Ave: 46th to 57th



Street View - Jun 2014



Park Ave: 46th to 57th

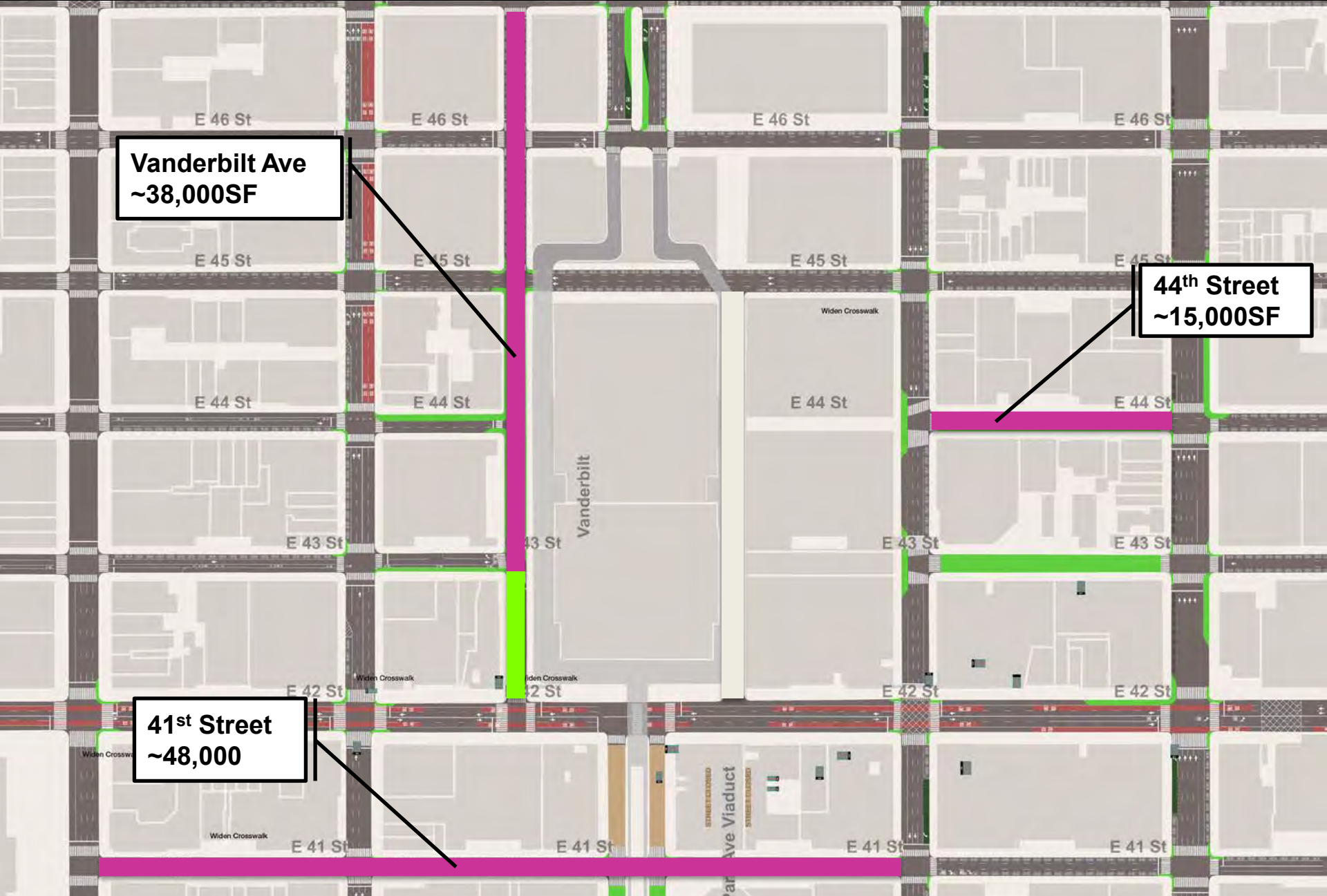


Shared Streets

Vanderbilt Ave
~38,000SF

44th Street
~15,000SF

41st Street
~48,000



41st Street: Library Way



41st Street: Library Way



Vanderbilt Ave

e provides
ulptural
water
e



Vanderbilt Ave

e provides
ulptural
water
e



Process

- **All improvements recommended from baseline analysis**
- **EIS process will look at the comprehensive impacts of all improvements, including projected growth and density**
- **Funding will become available through development**
- **Governing group will select a project**
- **DOT will work to identify a maintenance partner**
- **DOT will hold multiple public workshops to develop a design responsive to the needs of local stakeholders**
- **DOT will present the design to the community board for approval**



Greater East Midtown Proposal

February 2017