

# East Midtown Subdistrict

## Overview

### Today

- 1) Overview of potential MTA improvements
- 2) Overview of mitigations
- 3) Use regulations
- 4) Height and Setback / UD controls
- 5) Vanderbilt
- 6) Sustainability



## Overview

### September 9

- 1) Sunrise
- 2) DIB pricing and adjustment
- 3) Contribution in kind
- 4) DIF Committee members and rules
- 5) Text affecting landmarks
- 6) EIS
- 7) Additional follow-up/recommendations

### September 18

- 1) Early funding mechanism
- 2) Public realm work
- 3) Additional follow-up/recommendations

### September 25

CPC Vote

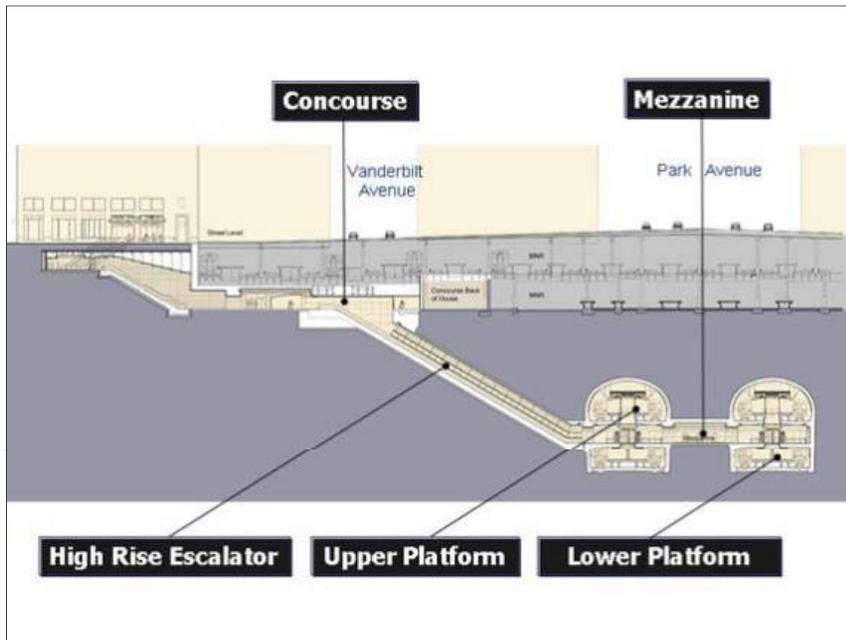


# 1) Overview of potential MTA improvements



# East Midtown Subdistrict

## 1. Potential MTA Improvements



### East Side Access

New tunnels and concourse below Grand Central Terminal area

Gives Long Island commuters a one-seat faster ride to East Midtown

Frees up capacity on E/M, Shuttle, and Penn Station

Completion expected in 2019



### Second Avenue Subway

First phase of Second Avenue line underway

Gives east side commuters more options on 4/5/6 Lexington Line and reduces transfers at Grand Central

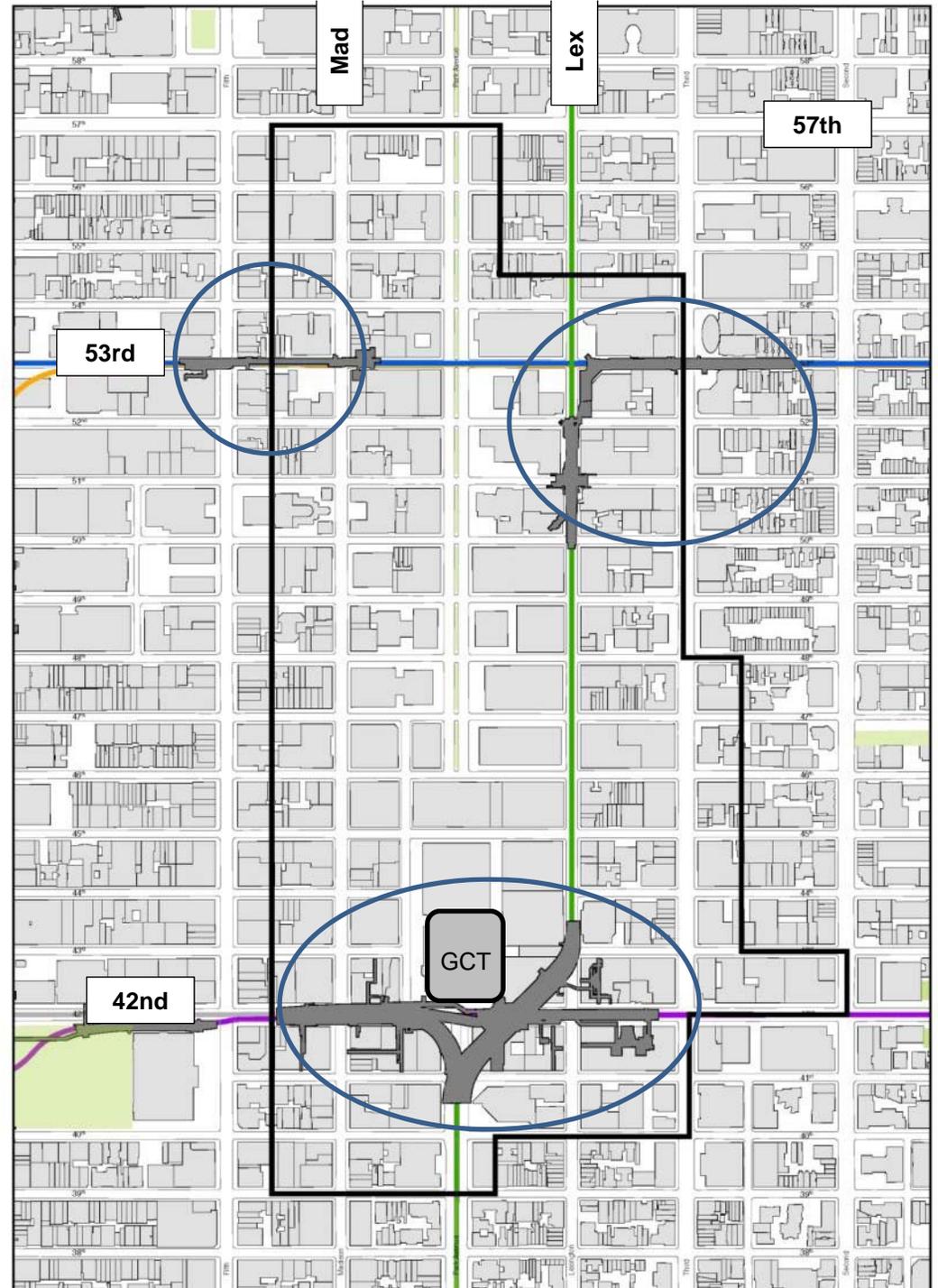
Completion of first phase expected in 2016

# East Midtown Subdistrict

## 1. Potential MTA Improvements

### Potential Improvements

- The MTA has identified individual improvements at each of the three subway stations in East Midtown that could be constructed over time and provide significant benefit for riders

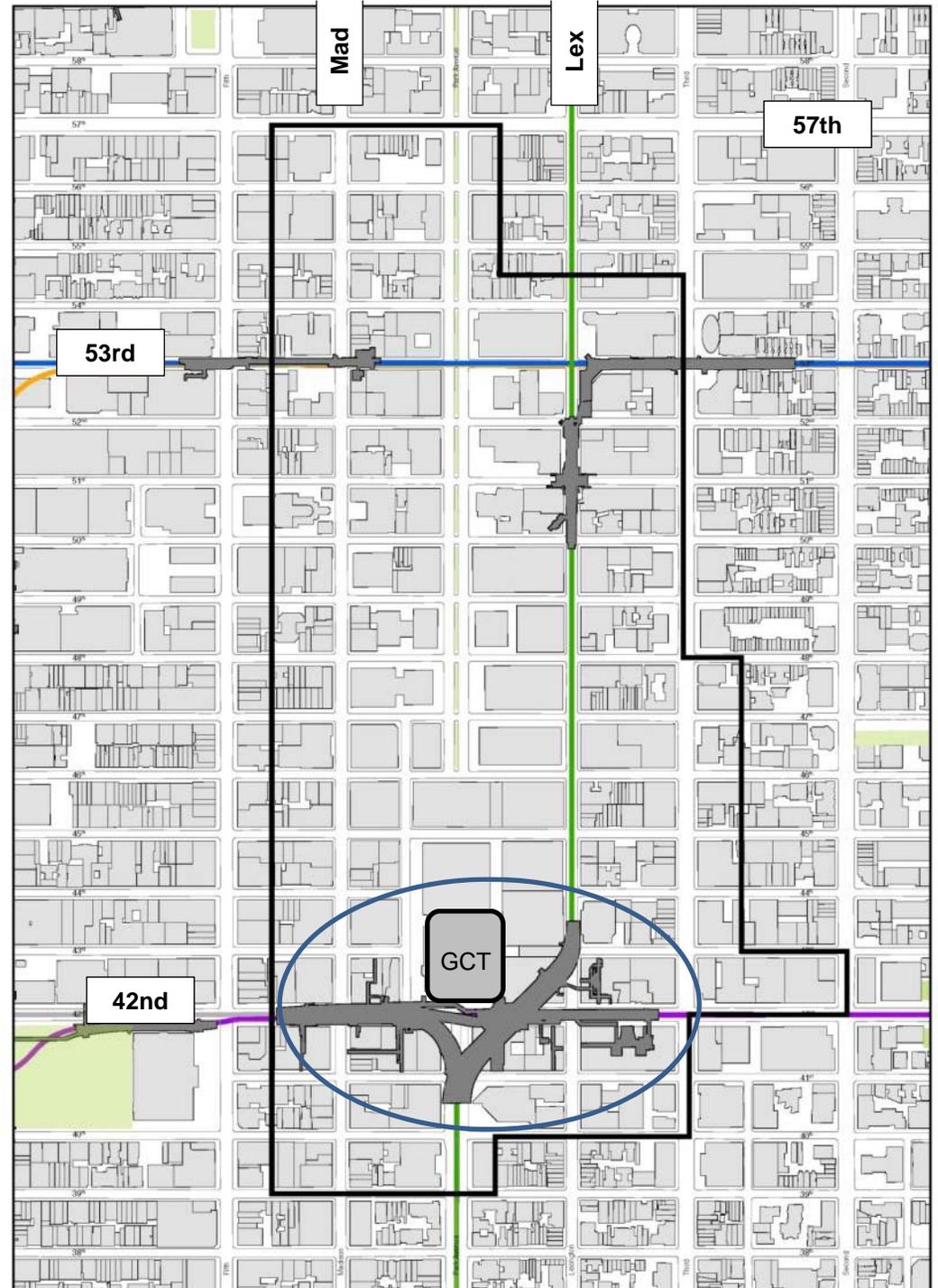


# East Midtown Subdistrict

## 1. Potential MTA Improvements

### Possible Improvements

- New connections between Grand Central Terminal and subway station
- Reconfigured Mezzanine level
- Additional connections to Lexington (4,5,6) and Flushing (7) line platforms from Mezzanine level



# East Midtown Subdistrict

## 1. Potential MTA Improvements

### Grand Central Station's existing problems

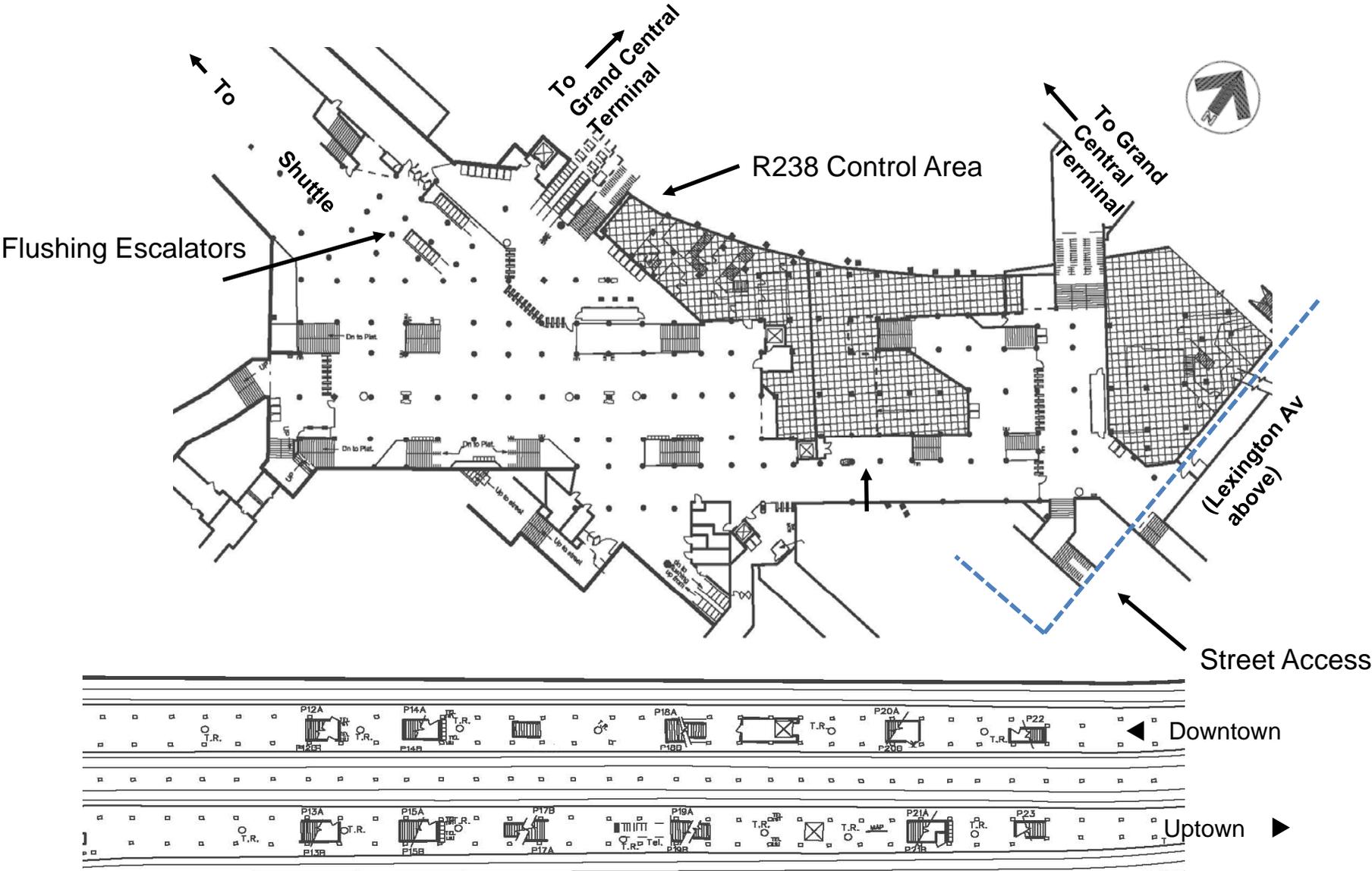
- Main stairs/escalators from Grand Central Terminal to mezzanine very crowded
- One mezzanine area handles 3 major pedestrians flows
- Station is hard to navigate
- Lexington platform congestion delays trains



# East Midtown Subdistrict

## 1. Potential MTA Improvements

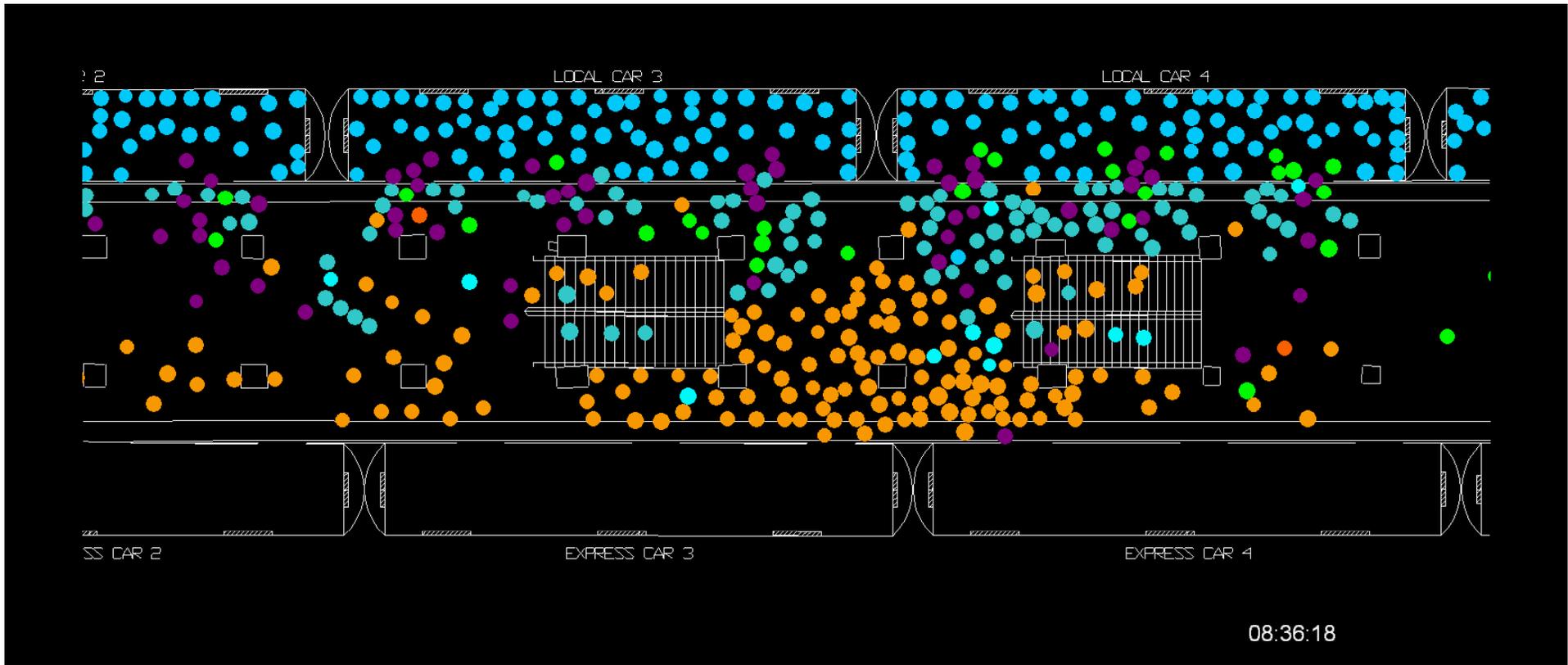
New York City Transit



# East Midtown Subdistrict

## 1. Potential MTA Improvements

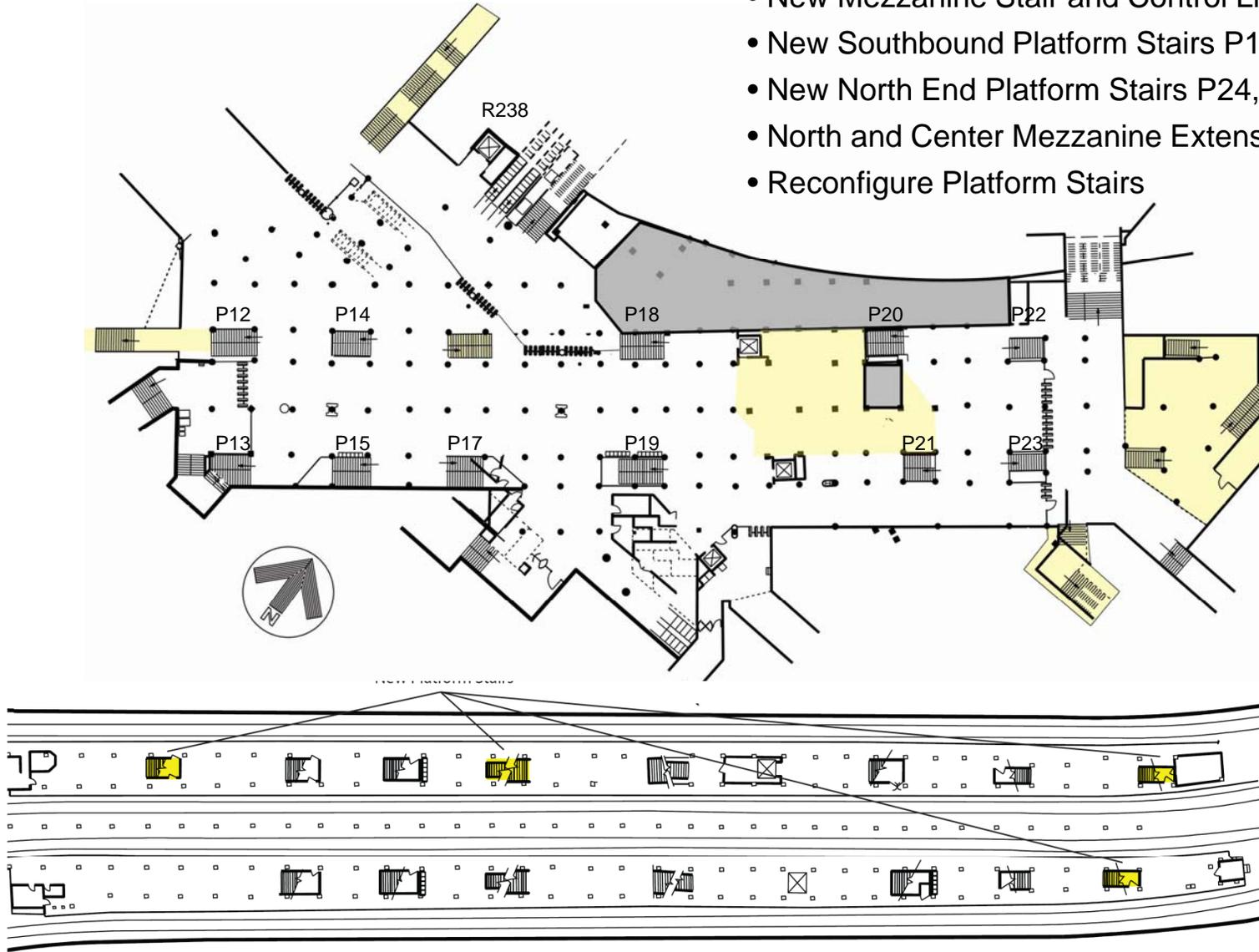
Lexington SB Platform  
Passenger Flow Simulation  
Future With No Subway Improvements



- Waiting for Local
- Waiting for Express
- Exiting to Mezzanine
- Going to 7 line

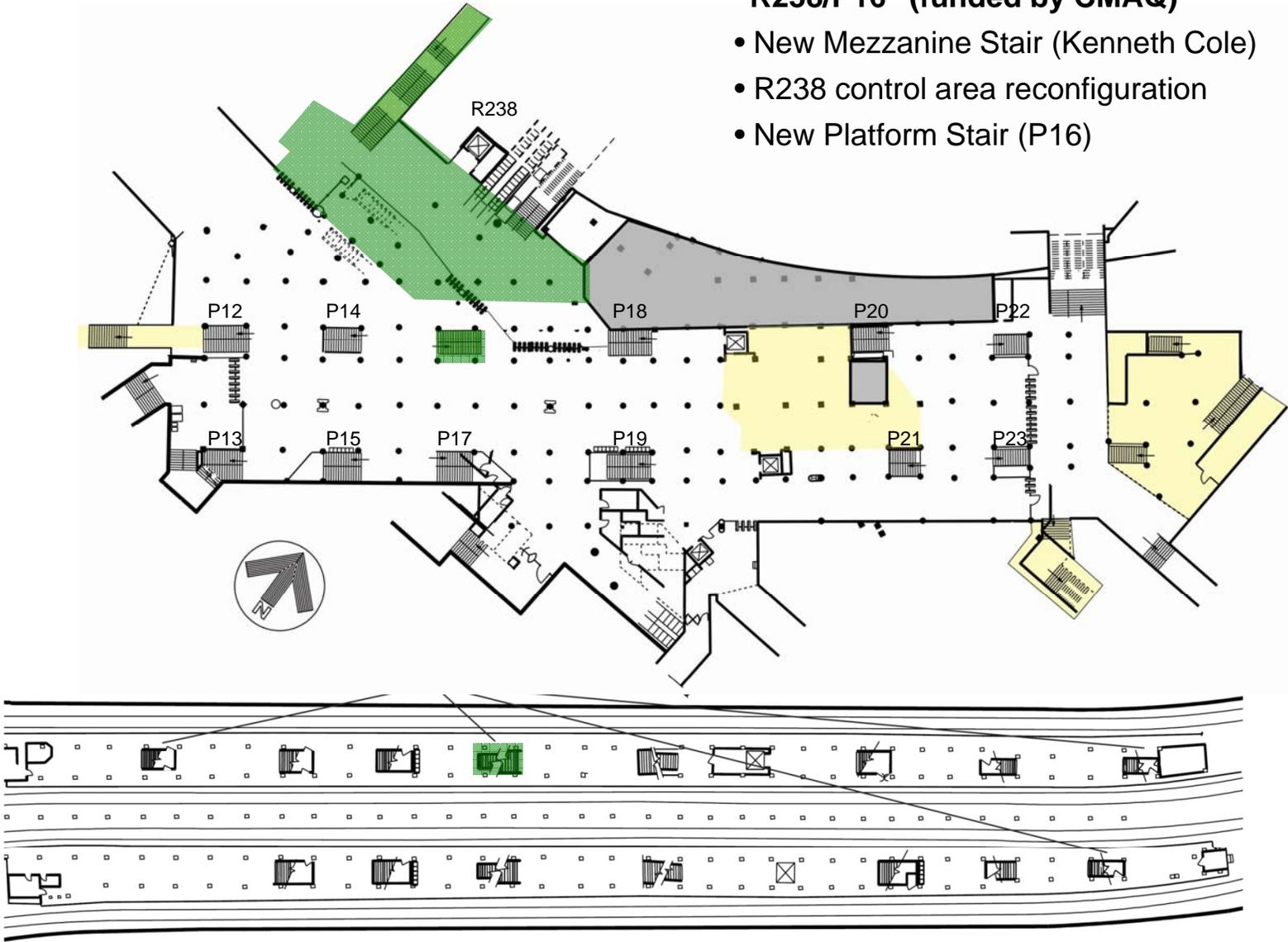
East Midtown Subdistrict  
1. Potential MTA Improvements

- New Mezzanine Stair and Control Line
- New Southbound Platform Stairs P10, P16
- New North End Platform Stairs P24, P25
- North and Center Mezzanine Extension
- Reconfigure Platform Stairs



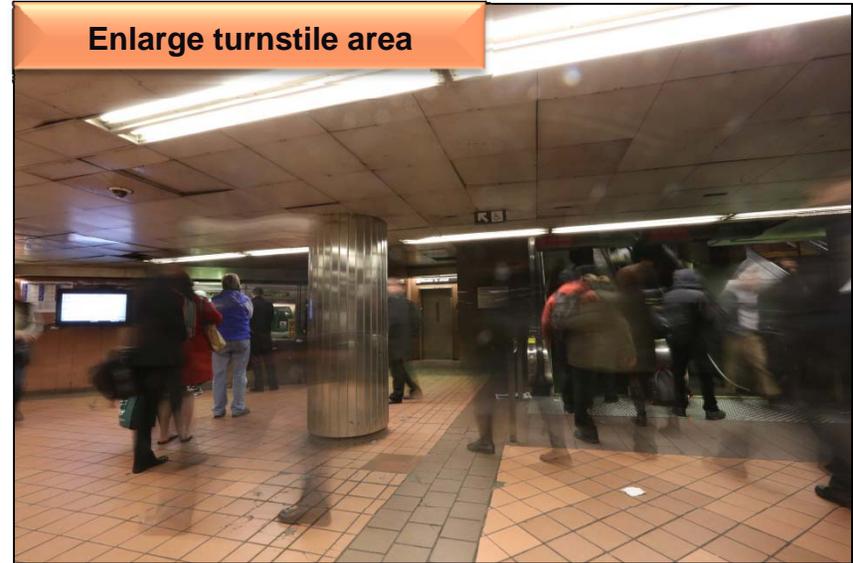
East Midtown Subdistrict  
1. Potential MTA Improvements

- “R238/P16” (funded by CMAQ)**
- New Mezzanine Stair (Kenneth Cole)
  - R238 control area reconfiguration
  - New Platform Stair (P16)



# East Midtown Subdistrict

## 1. Potential MTA Improvements

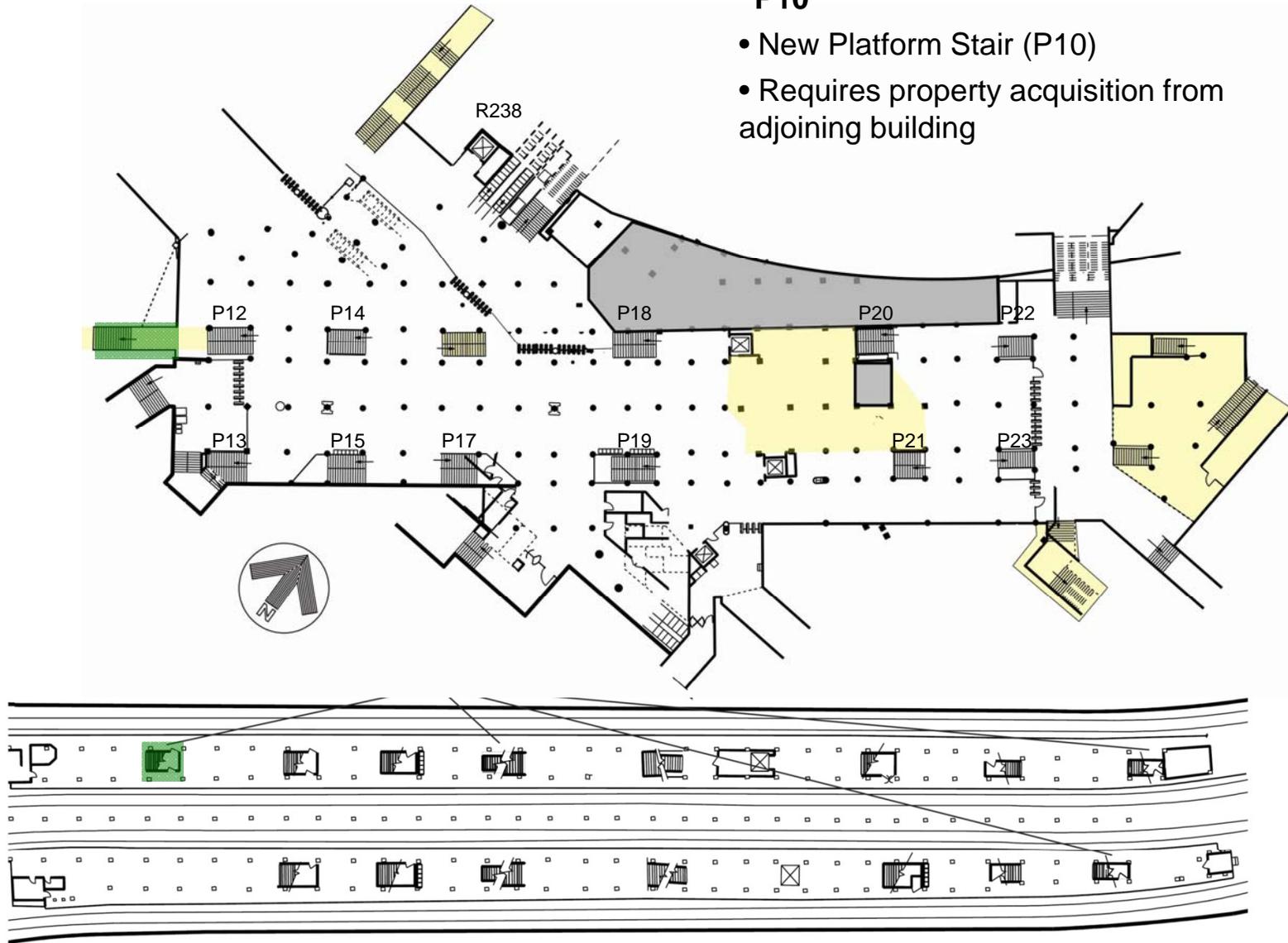


# East Midtown Subdistrict

## 1. Potential MTA Improvements

### “P10”

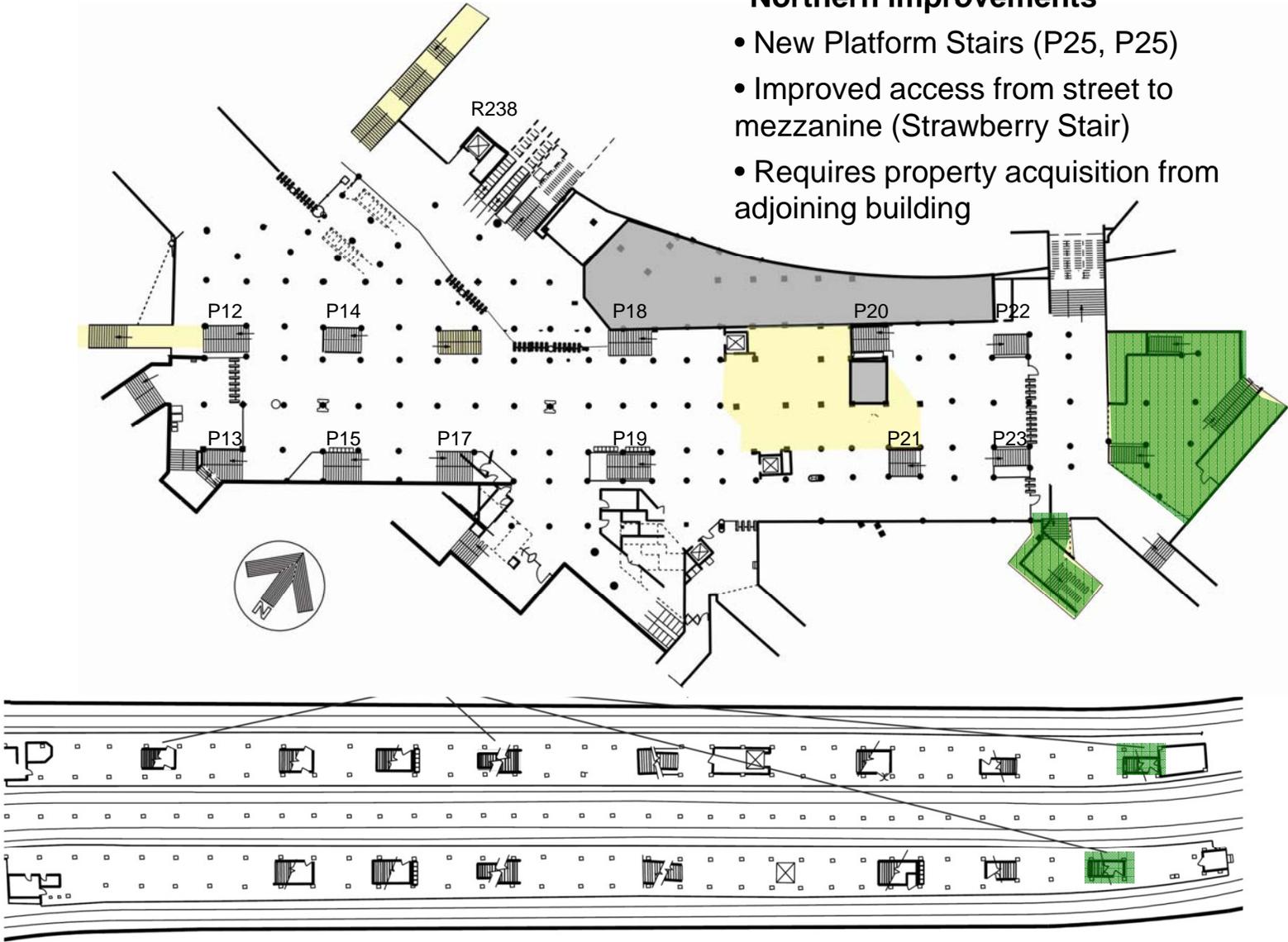
- New Platform Stair (P10)
- Requires property acquisition from adjoining building



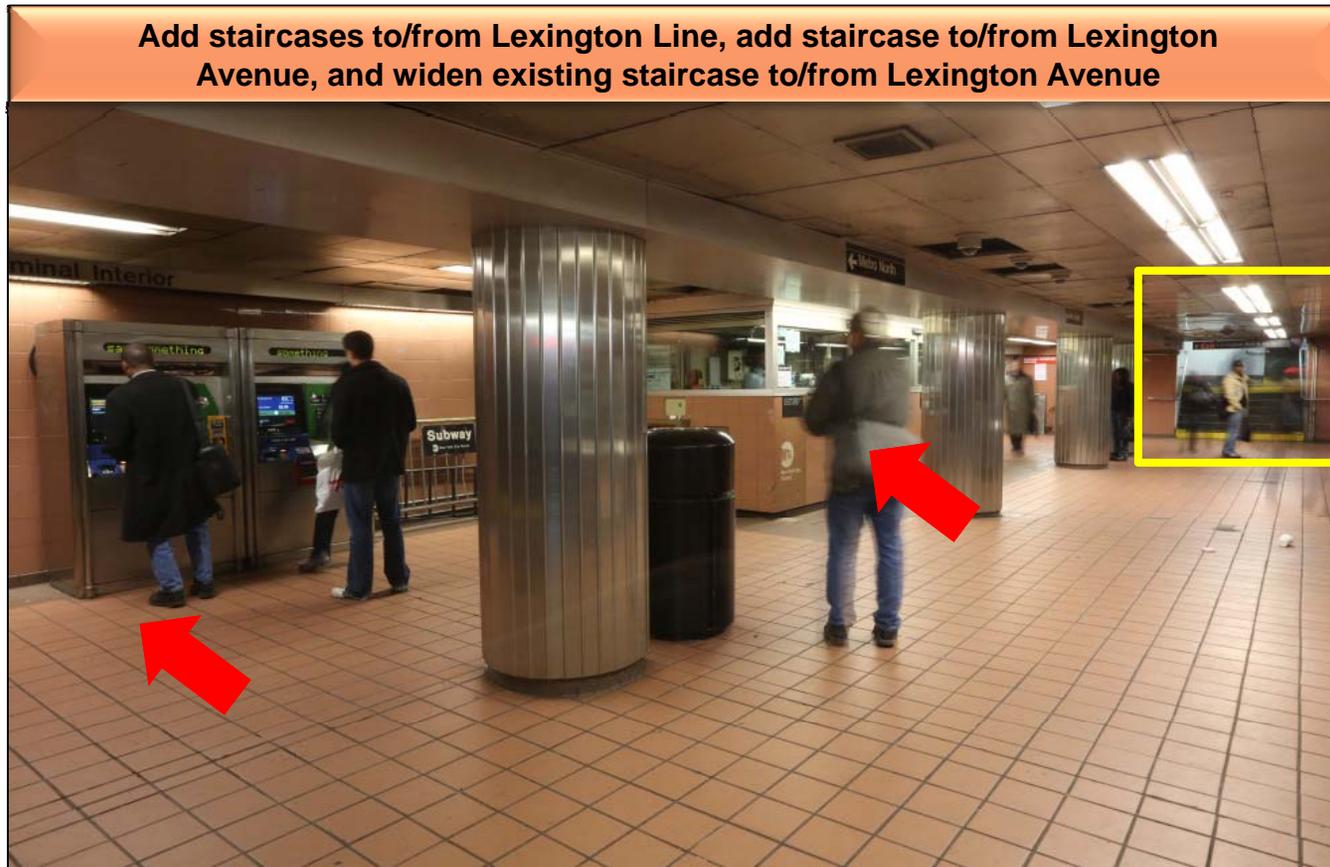
East Midtown Subdistrict  
1. Potential MTA Improvements

“Northern improvements”

- New Platform Stairs (P25, P25)
- Improved access from street to mezzanine (Strawberry Stair)
- Requires property acquisition from adjoining building



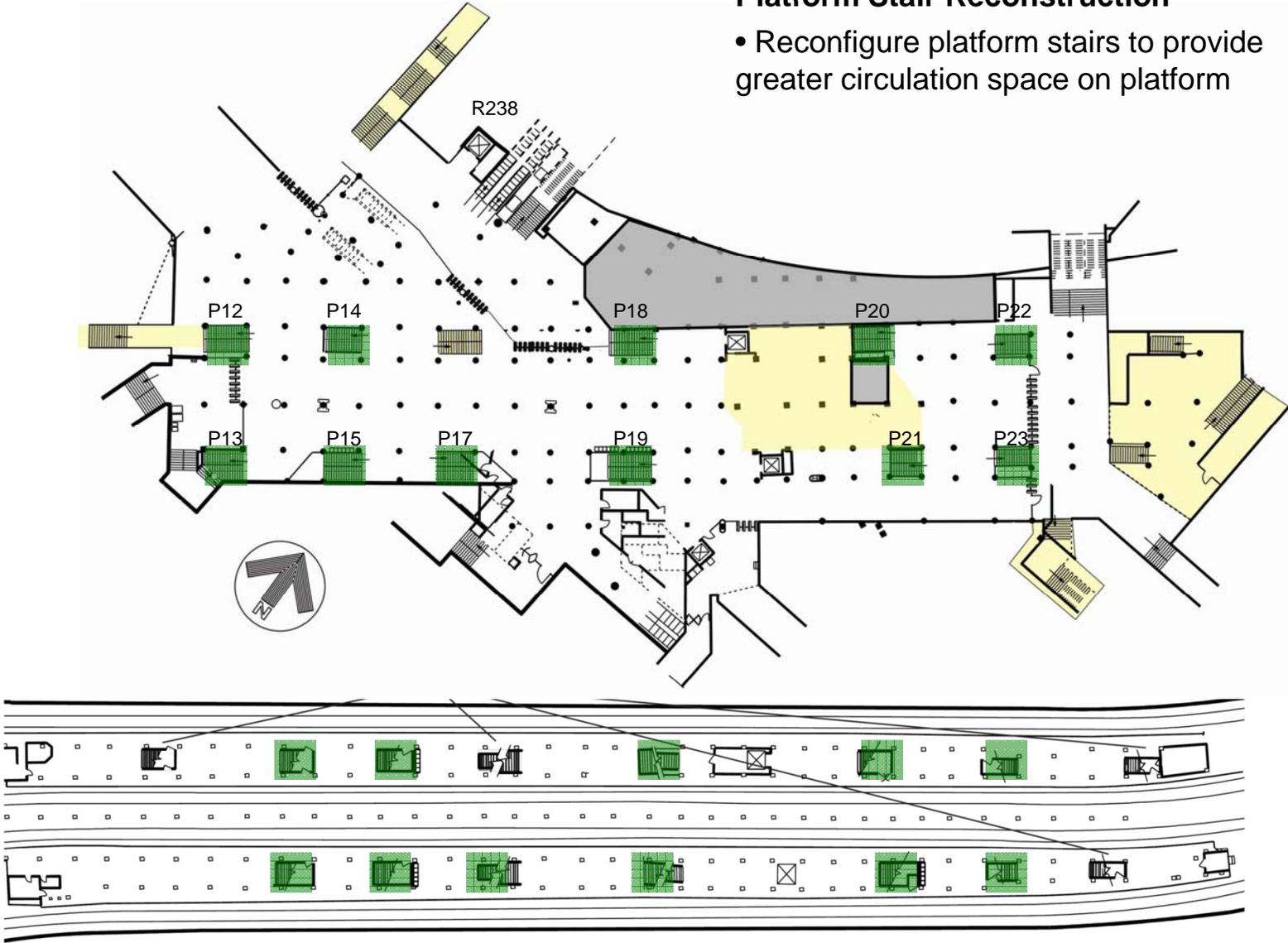
East Midtown Subdistrict  
1. Potential MTA Improvements



East Midtown Subdistrict  
1. Potential MTA Improvements

**Platform Stair Reconstruction**

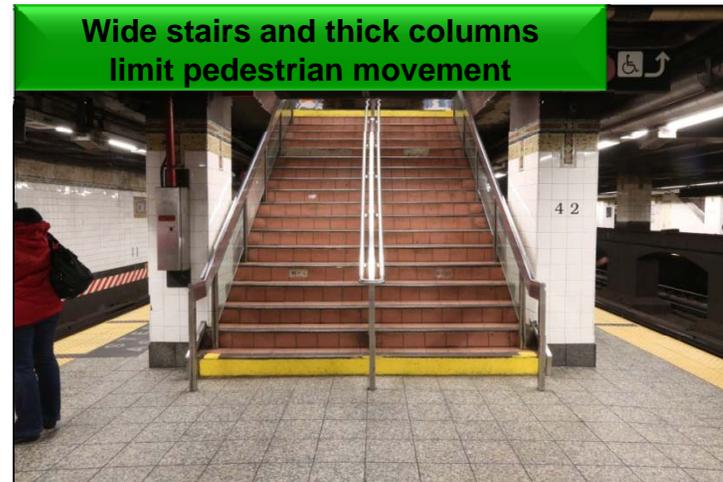
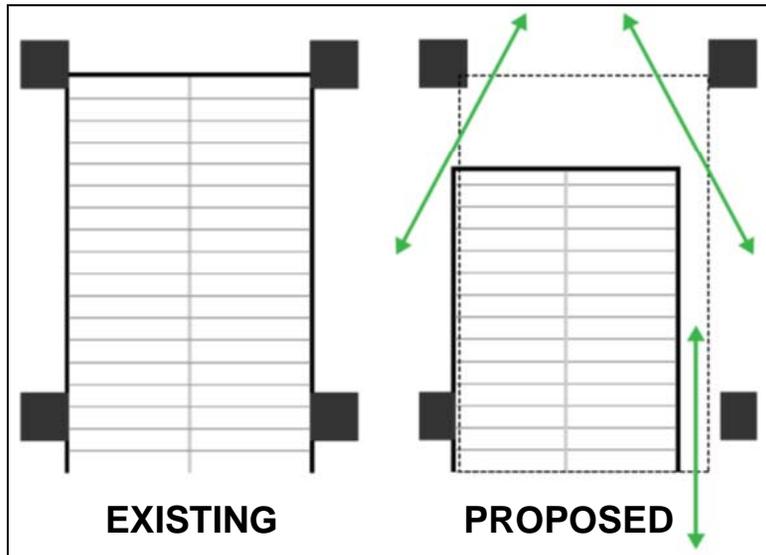
- Reconfigure platform stairs to provide greater circulation space on platform



# East Midtown Subdistrict

## 1. Potential MTA Improvements

Reconstruct stairs to provide additional circulation space on subway platforms

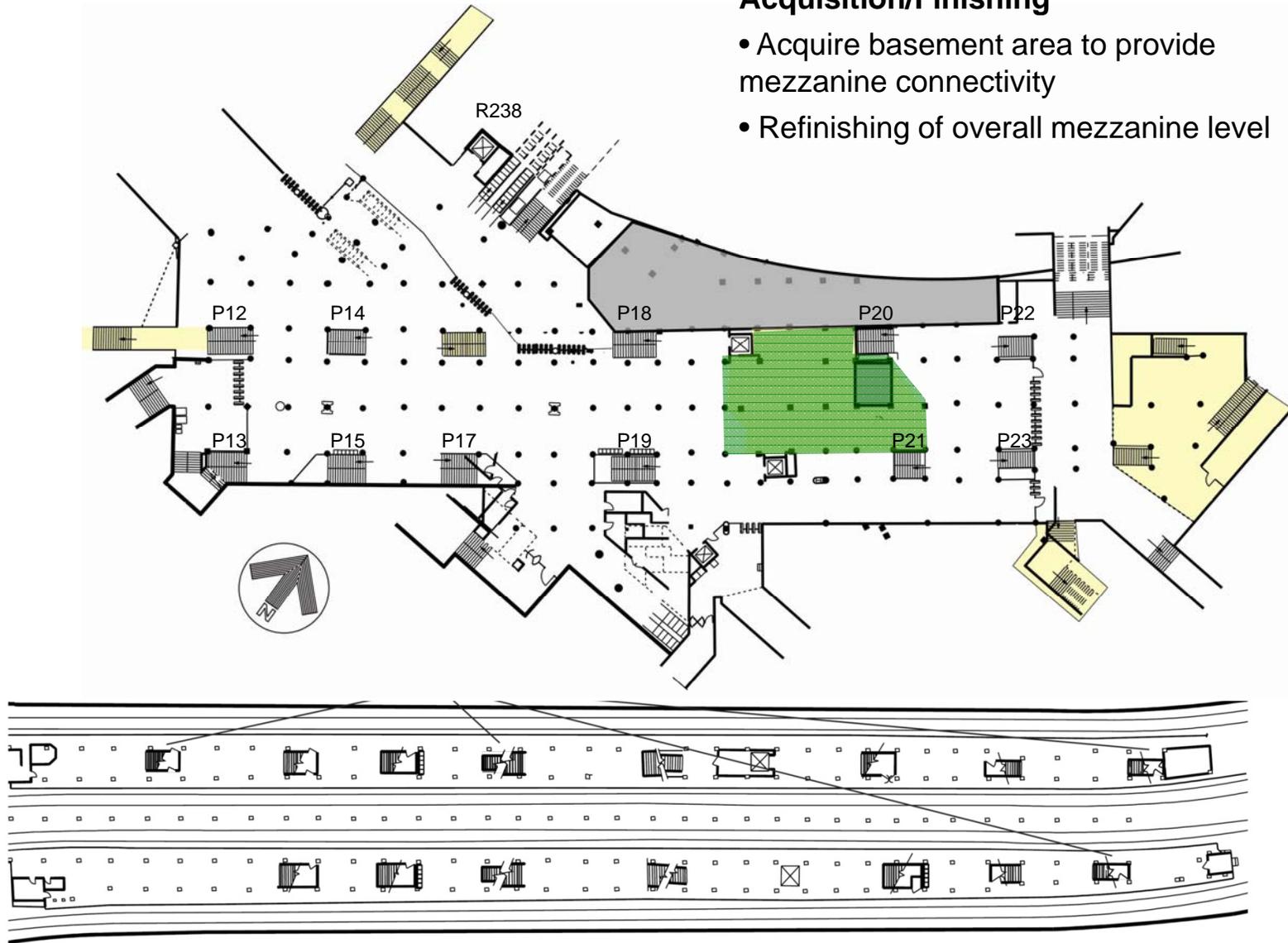


# East Midtown Subdistrict

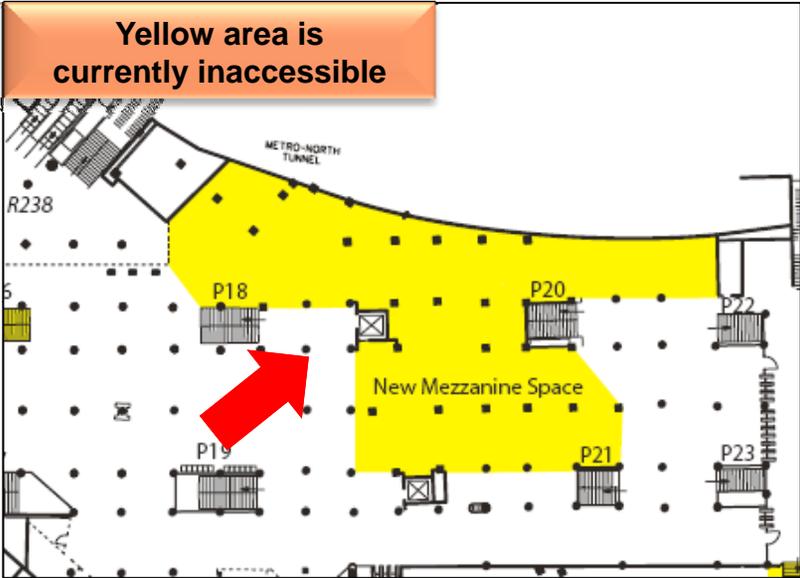
## 1. Potential MTA Improvements

### Acquisition/Finishing

- Acquire basement area to provide mezzanine connectivity
- Refinishing of overall mezzanine level



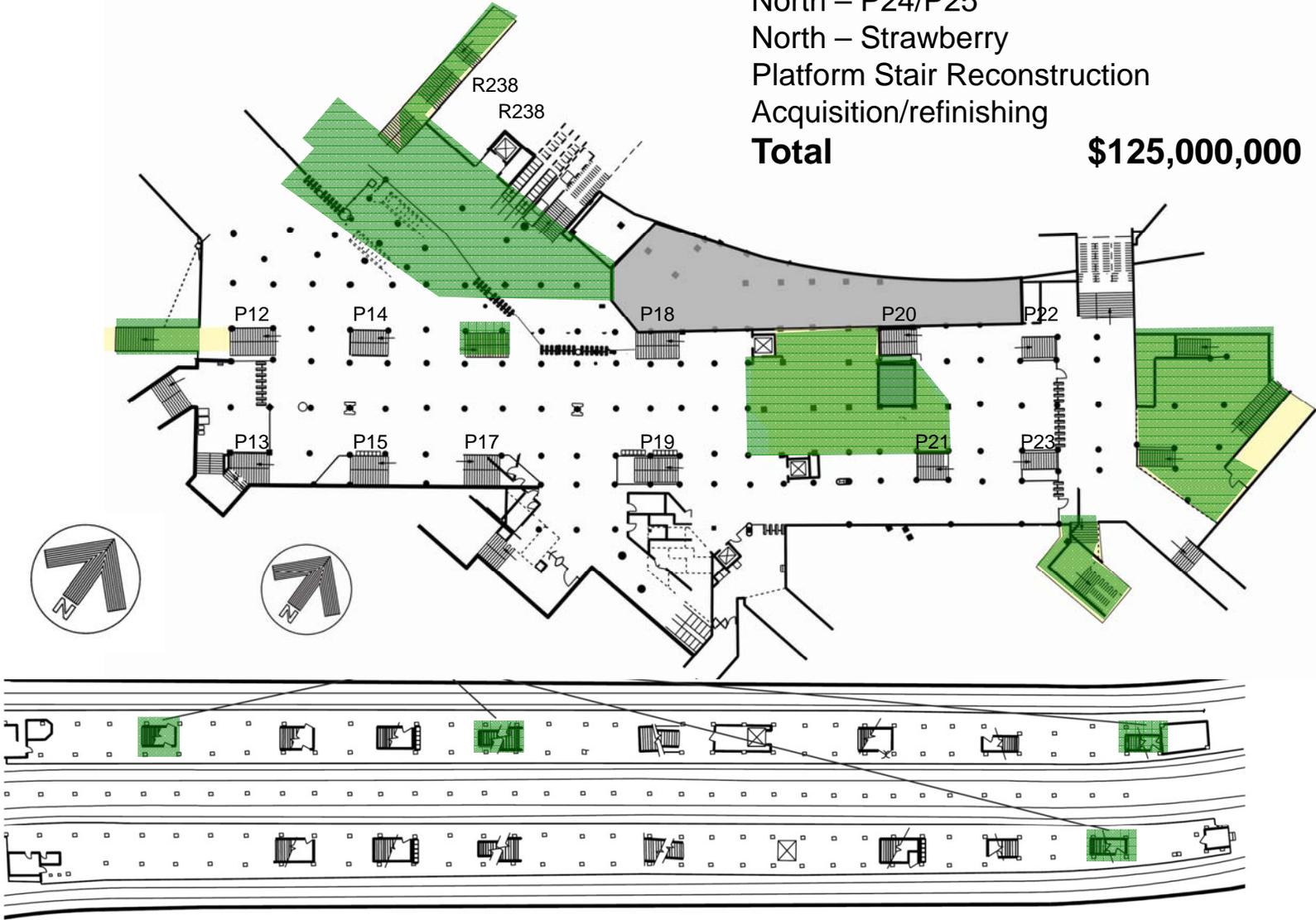
East Midtown Subdistrict  
1. Potential MTA Improvements



 Mezzanine Level

**East Midtown Subdistrict**  
**1. Potential MTA Improvements**

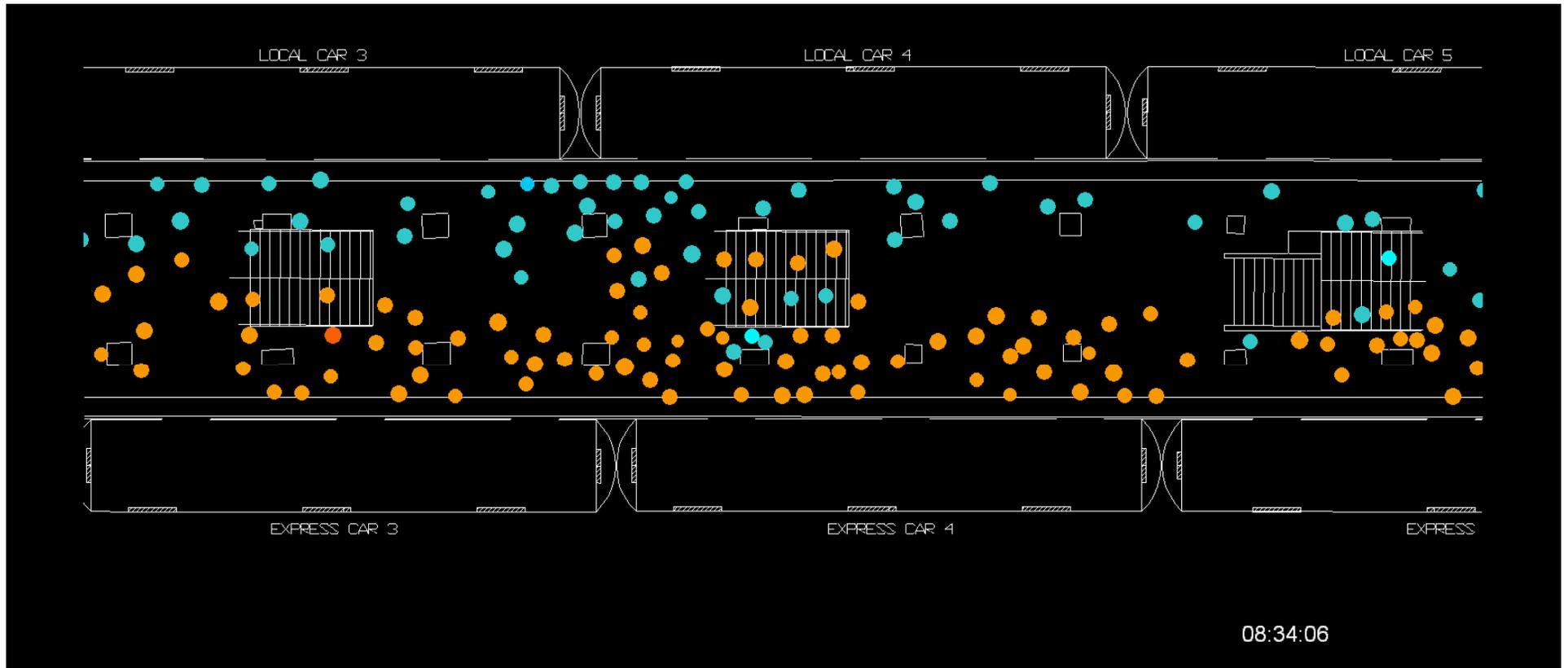
*Estimated Costs*  
*R238 / P16 (funded by CMAQ)*  
 P10 Stair  
 North – P24/P25  
 North – Strawberry  
 Platform Stair Reconstruction  
 Acquisition/refinishing  
**Total** **\$125,000,000**



# East Midtown Subdistrict

## 1. Potential MTA Improvements

Lexington SB Platform  
Passenger Flow Simulation  
Future With Subway Improvements



- Waiting for Local
- Waiting for Express
- Exiting to Mezzanine
- Going to 7 line

## East Midtown Subdistrict

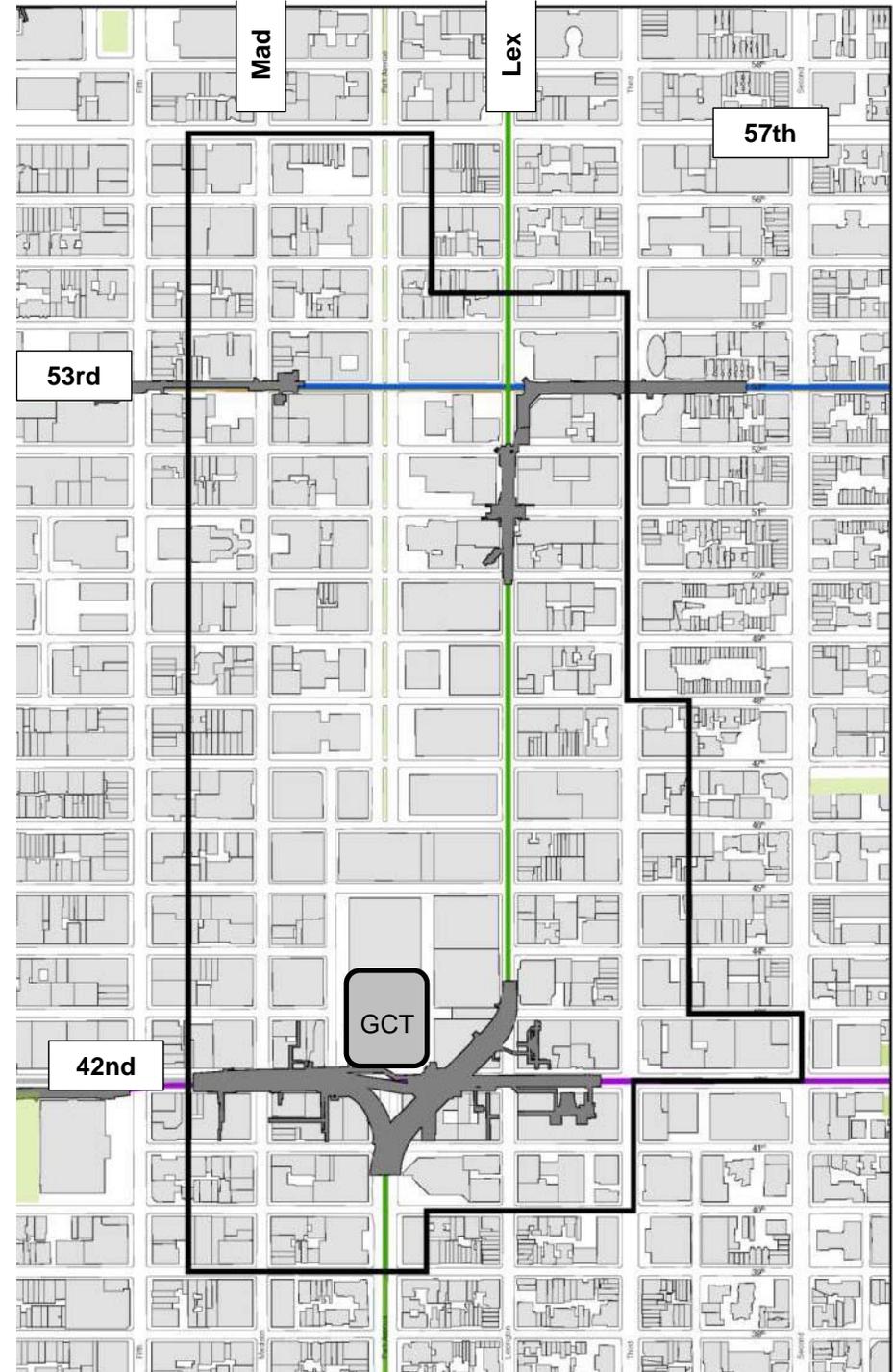
### 1. Potential MTA Improvements

#### Grand Central Subway Station

- Add 40% more stair capacity on/off the platform
- Add new mezzanine spaces and improve access to street level
- Move people away from congested areas
- Improve reliability on 4,5 lines

#### East Midtown DEIS Findings

- The Improvements would result in less congestion, improved sightlines and additional Lexington Line express track capacity
- The platform improvements on Lexington line platforms at Grand Central would reduce dwell time on the No. 4 and No. 5 and result in additional capacity of one peak-hour train on the northbound PM and southbound AM Lexington Avenue express service

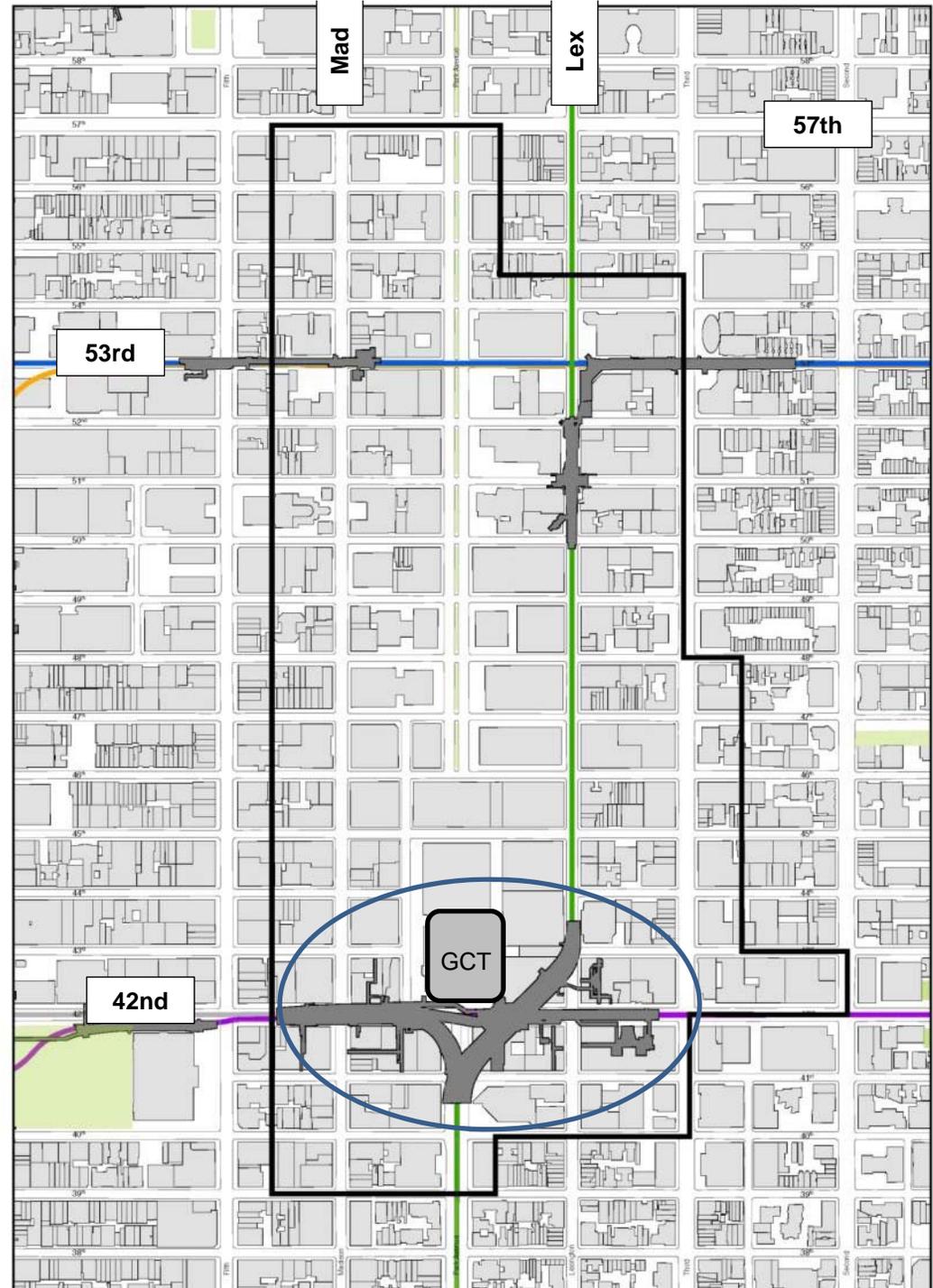


# East Midtown Subdistrict

## 1. Potential MTA Improvements

### Intermodal Connection

- Reconfigure connection between Mezzanine and 7 line platform
- Provide additional access from Grand Central Terminal platforms and East Side Access to subway station



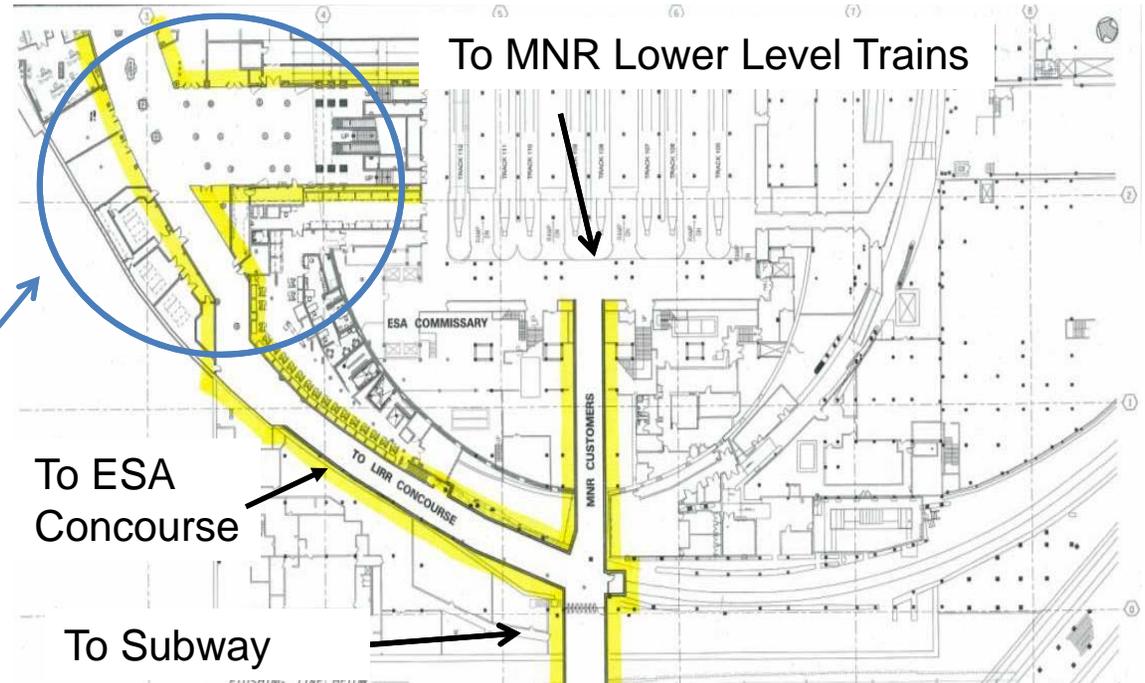
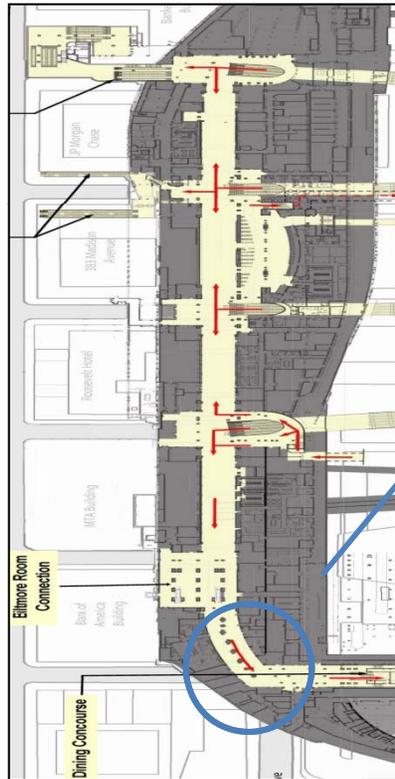
# East Midtown Subdistrict

## 1. Potential MTA Improvements

### Intermodal Connection

- Accommodate future growth by creating new space
- Bypass congested areas like existing main entrance and Lexington platforms

ESA concourse

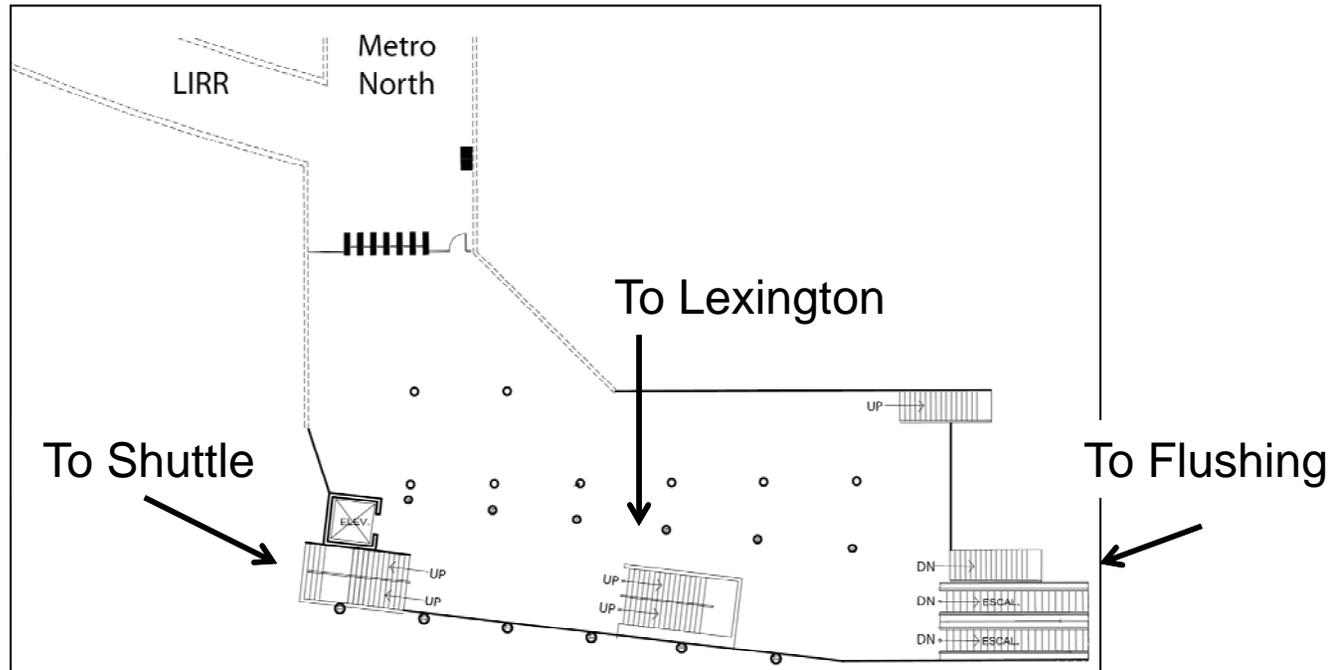


# East Midtown Subdistrict

## 1. Potential MTA Improvements

### Intermodal Connection

- New mezzanine will provide connections to all subway line
- New path to the north for subway riders through ESA concourse

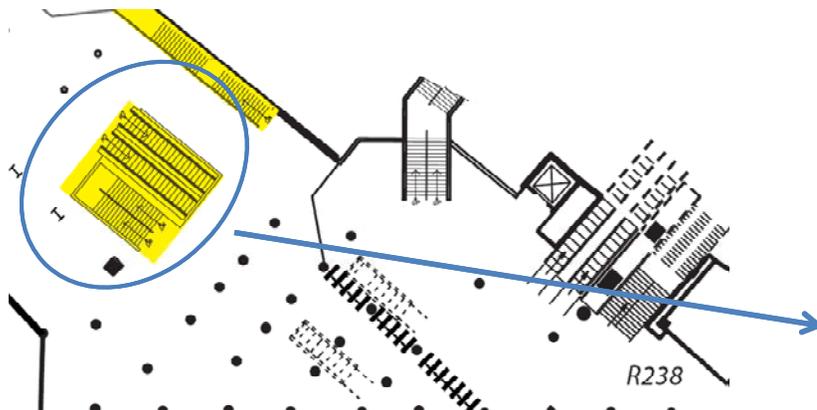
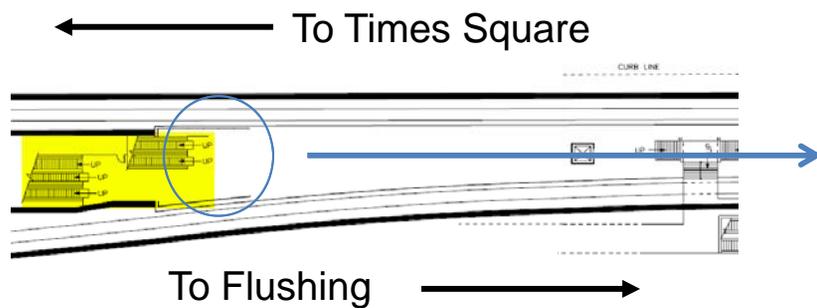


# East Midtown Subdistrict

## 1. Potential MTA Improvements

### Intermodal Connection

- Improved Flushing access

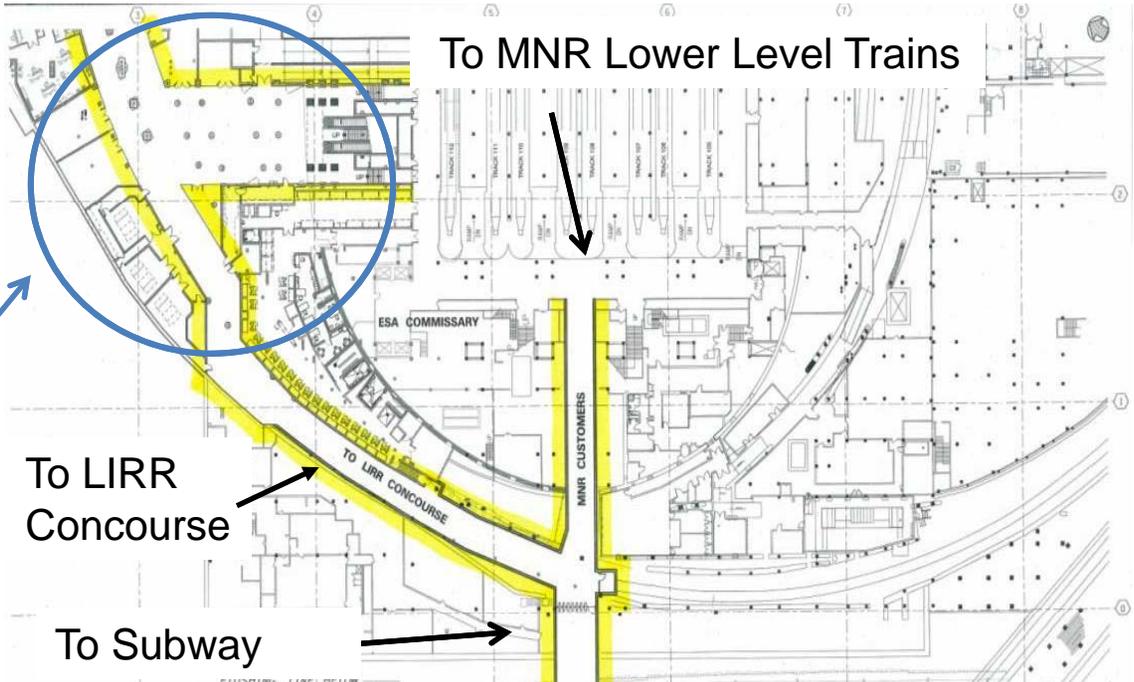
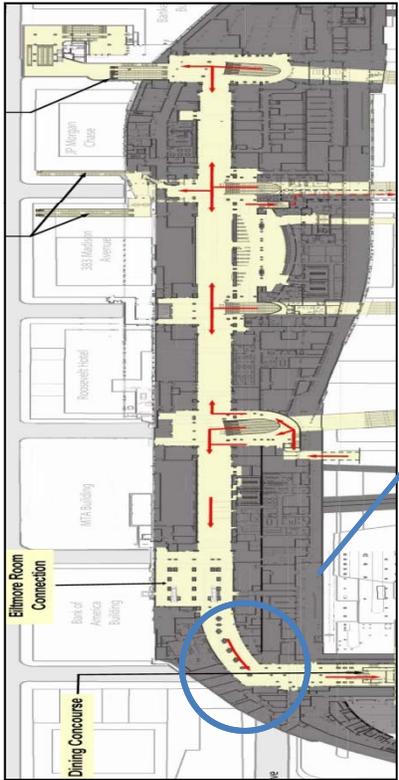


# East Midtown Subdistrict

## 1. Potential MTA Improvements

**Intermodal Connection**  
Estimated Costs - \$250 million

ESA concourse

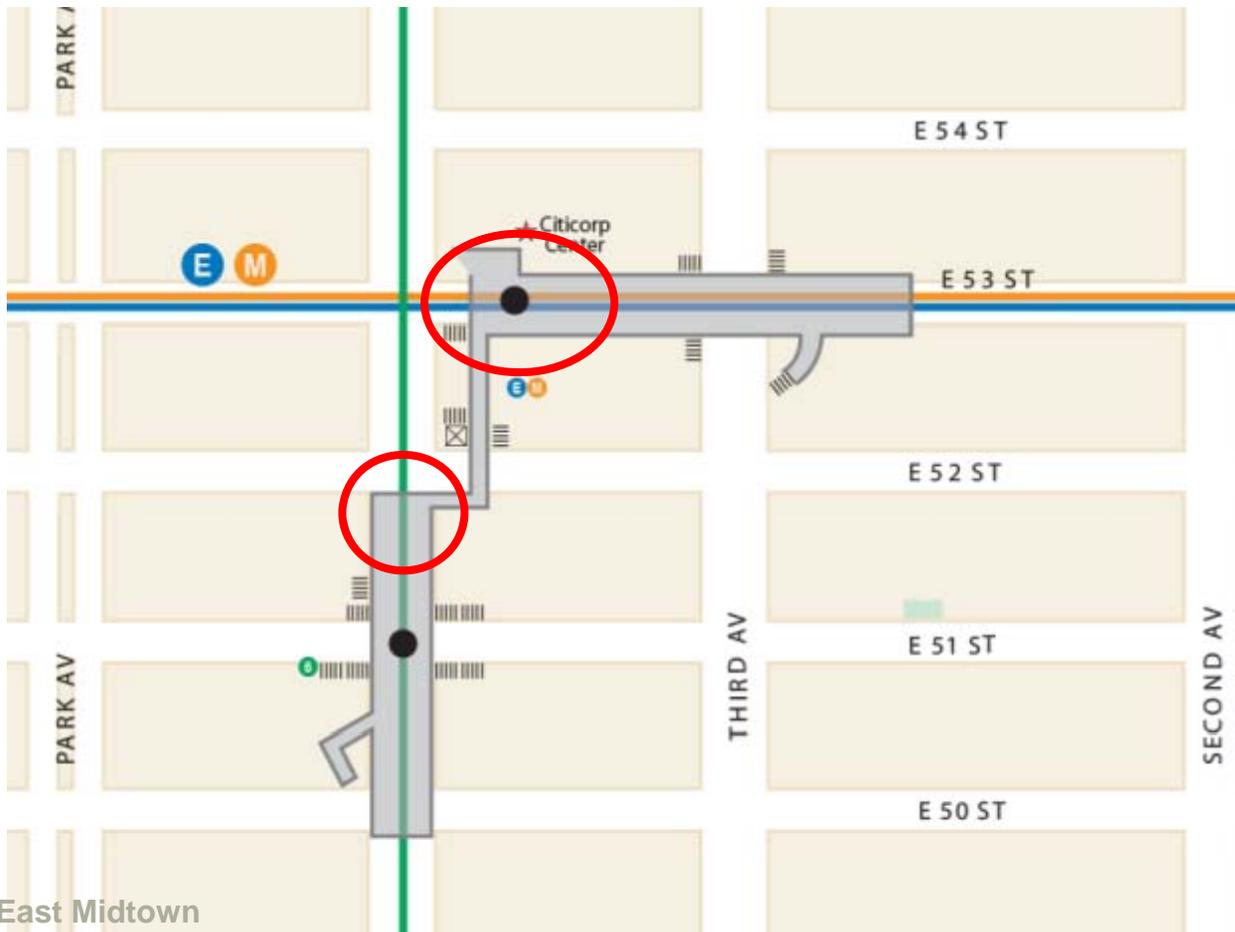


# East Midtown Subdistrict

## 1. Potential MTA Improvements

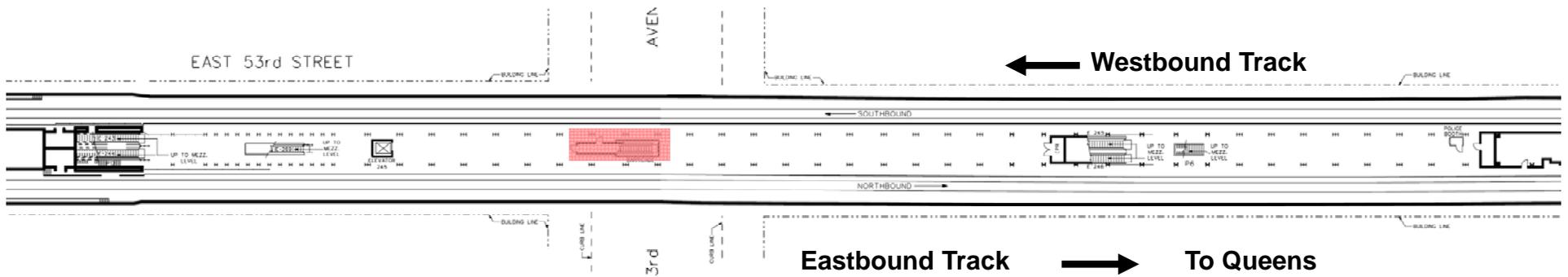
### Lexington / 53<sup>rd</sup> street and 51<sup>st</sup> street complex Potential Improvements

- Widened platform escalator at 53<sup>rd</sup> street
- Widened transfer connection between downtown Lexington and 53<sup>rd</sup> street



East Midtown Subdistrict  
1. Potential MTA Improvements

# Lexington Av/53 St



## Issue

- West end: AM egress & PM queuing present operational difficulties and constraints

## Improvement

- Widen existing escalator

# East Midtown Subdistrict

## 1. Potential MTA Improvements

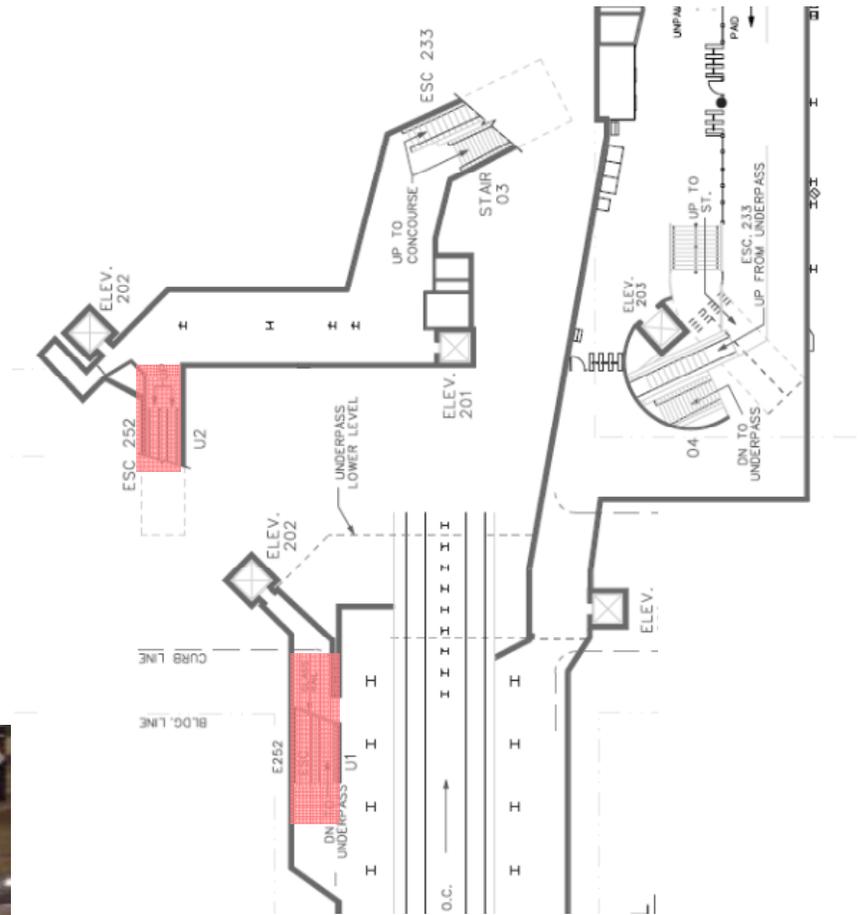
### 51<sup>st</sup> Street station

#### Issue

- Downtown queuing issues at Transfer Core

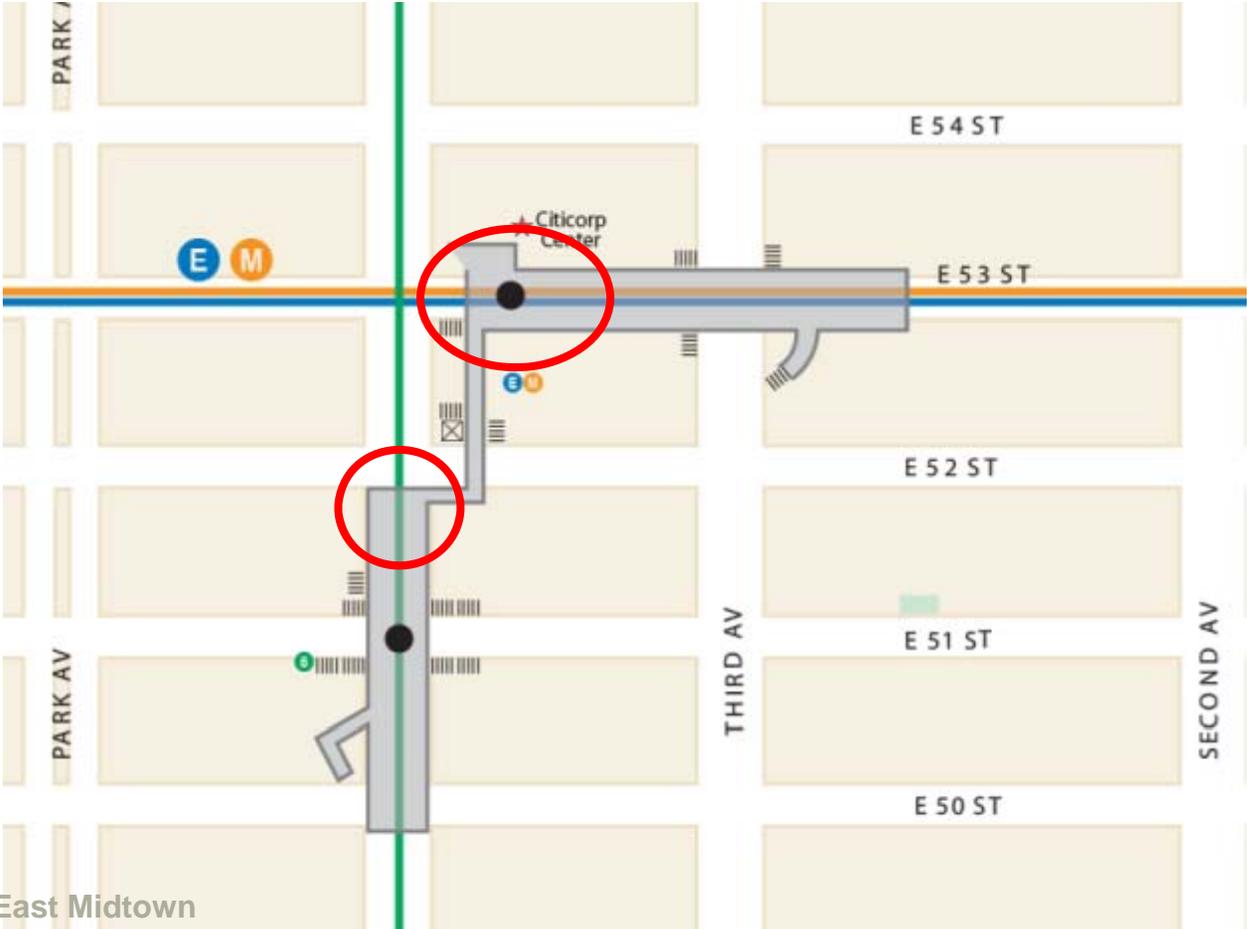
#### Improvement

- Widen access point



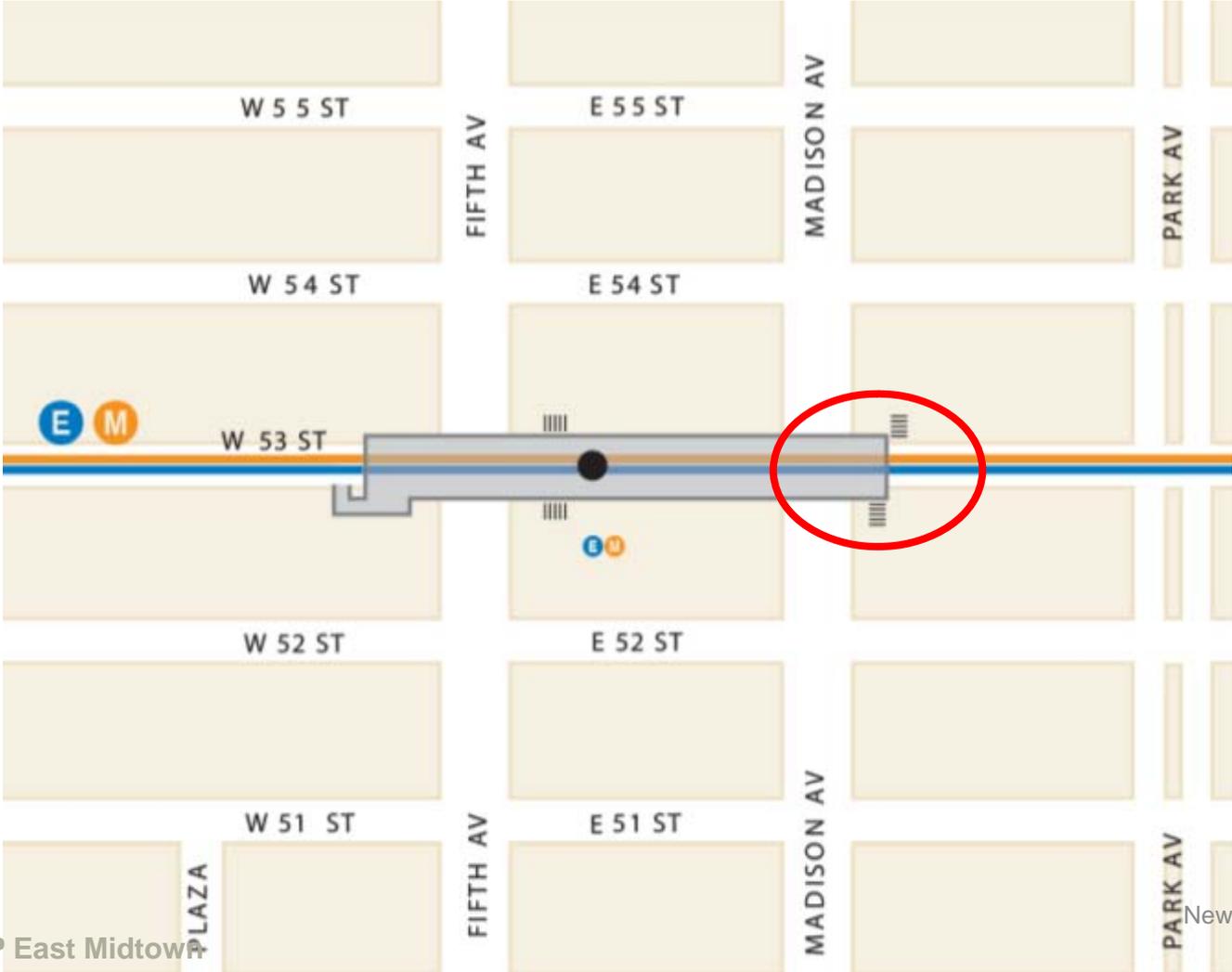
East Midtown Subdistrict  
1. Potential MTA Improvements

**Lexington / 53<sup>rd</sup> street and 51<sup>st</sup> street complex**  
**Potential Improvements**  
Estimated Cost - \$40 million



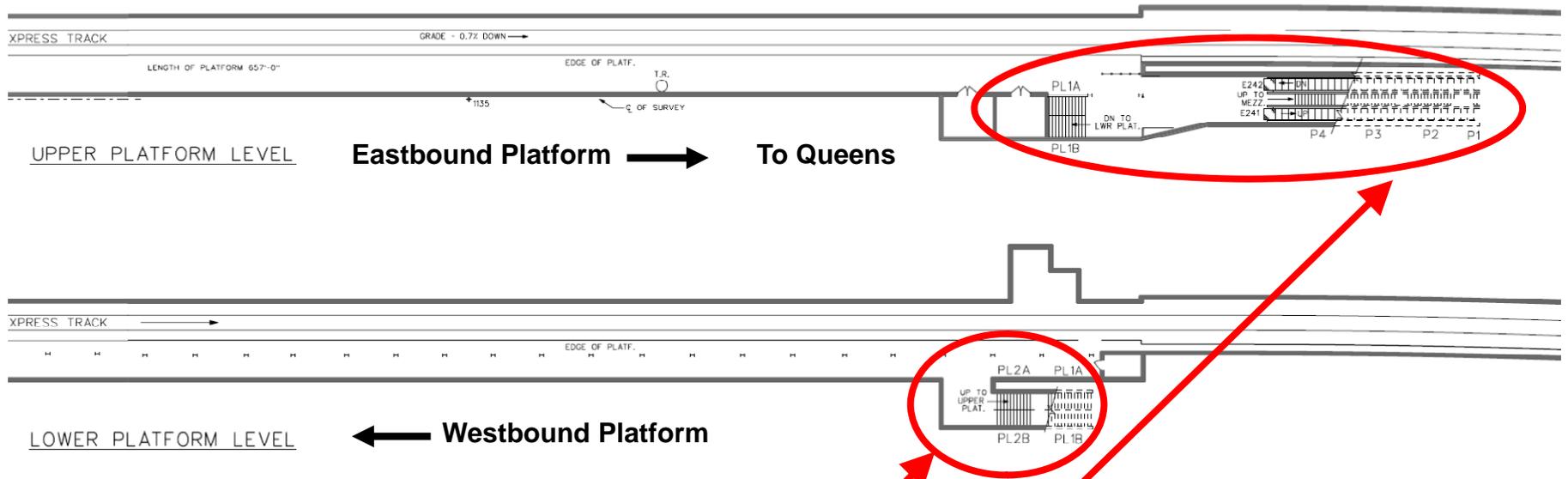
East Midtown Subdistrict  
1. Potential MTA Improvements

- Fifth / 53<sup>rd</sup> street  
Potential Improvements**
- Add/widen platform access on Madison end of platform



East Midtown Subdistrict  
1. Potential MTA Improvements

5<sup>th</sup> Av/53<sup>rd</sup> St (Madison Av End)

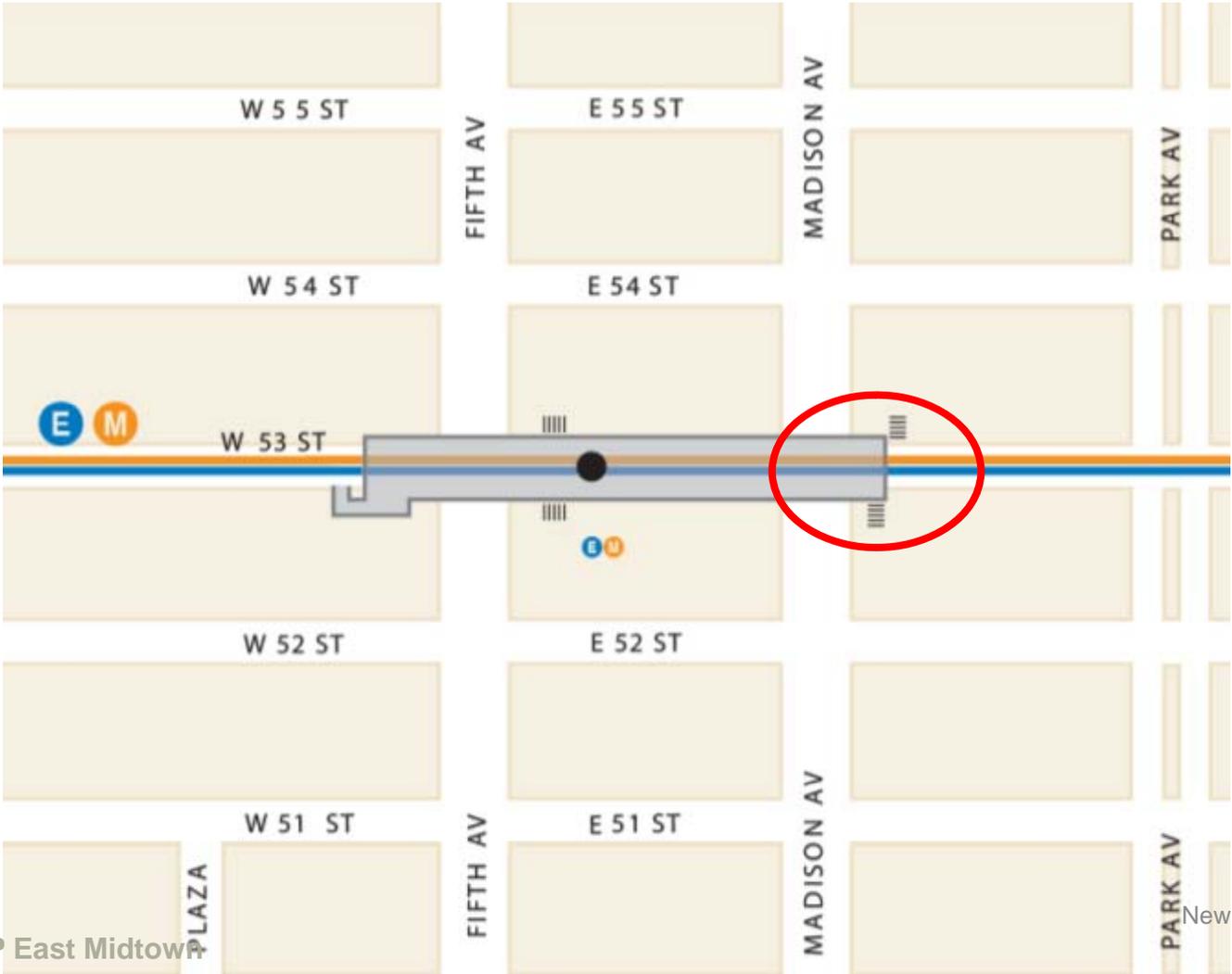


**Potential Improvement**

- Add/widen stairs
- Add/widen escalators

East Midtown Subdistrict  
1. Potential MTA Improvements

**Fifth / 53<sup>rd</sup> street**  
**Potential Improvements**  
Estimated Cost - \$50 million



# East Midtown Subdistrict

## 1. Potential MTA Improvements

### TOTAL ESTIMATED COSTS

#### GC Lexington Line Improvements

*R238 / P16 (funded by CMAQ)*

P10 Stair

North – P24/P25

North – Strawberry

Platform Stair Reconstruction

Acquisition/refinishing

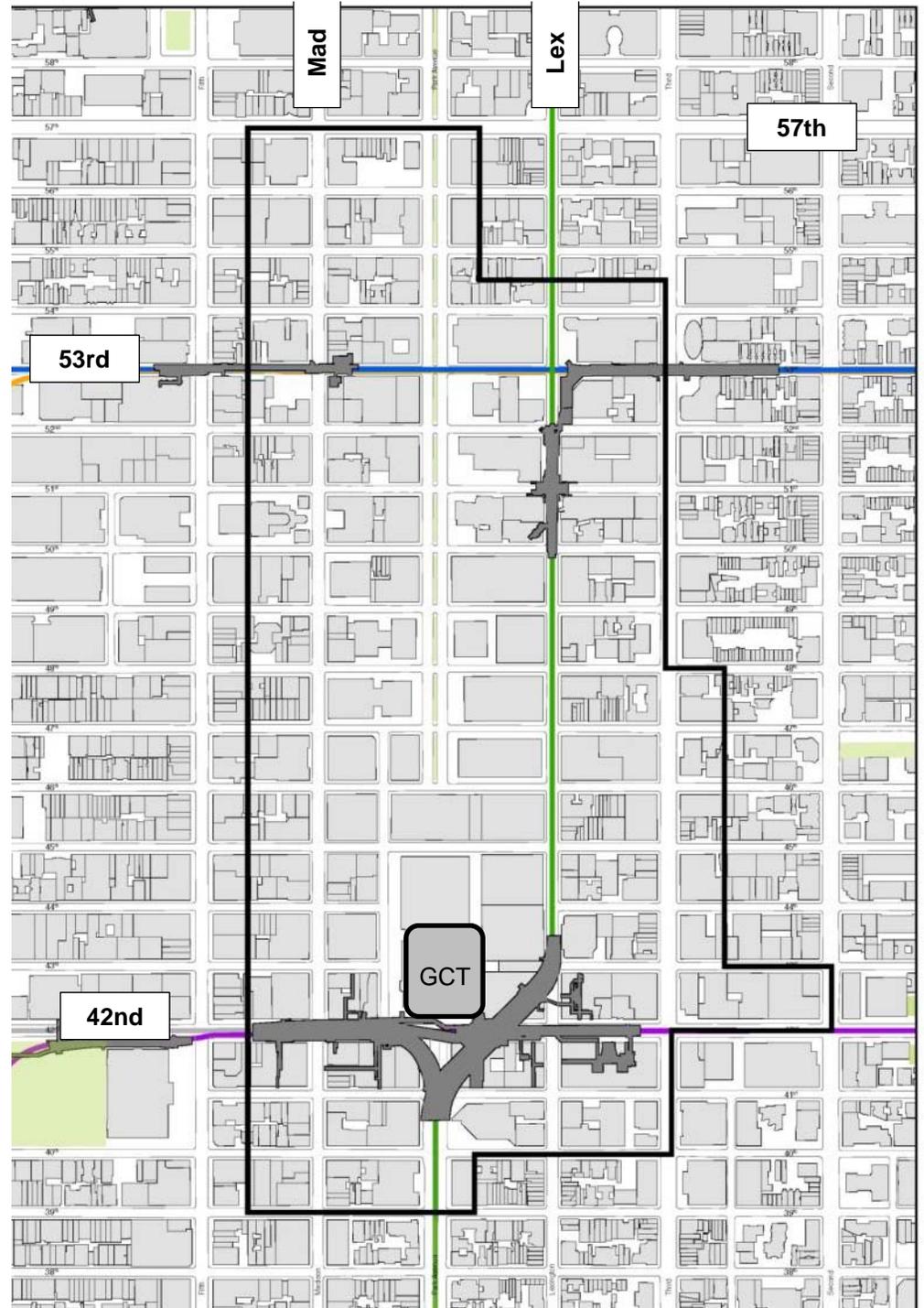
**Total** **\$125,000,000**

**GC Intermodal Connections** **\$250,000,000**

**Lexington/53<sup>rd</sup> and 51<sup>st</sup>** **\$40,000,000**

**53<sup>rd</sup> /Fifth Station** **\$50,000,000**

**ALL IMPROVEMENTS** **\$465,000,000**



## 2) Overview of mitigations



## East Midtown Subdistrict 2. Overview of Mitigations

Mitigations for East Side Access and Hudson Yards were identified in their respective EISs in the Grand Central Subway Station.

HY impacts were identified for AM/PM peak, as well as for weekend special events associated with the then-proposed stadium.

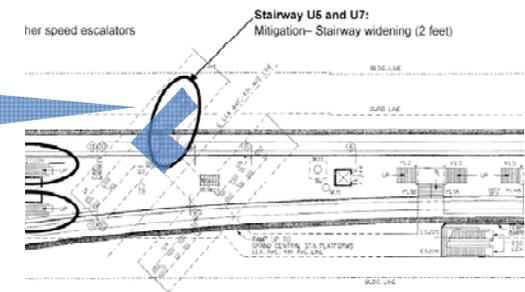
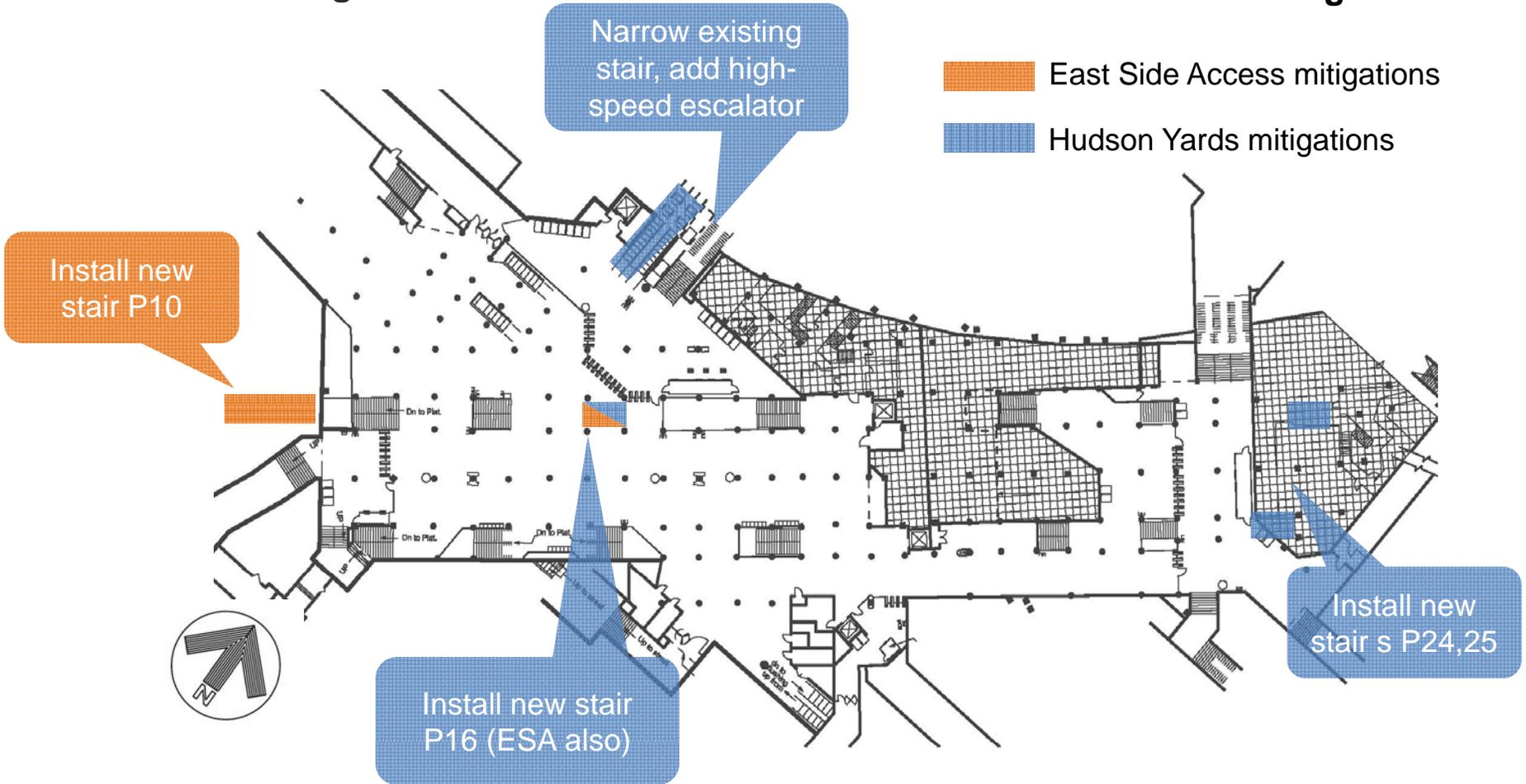
Since the stadium was not approved, those impacts are assumed to no longer exist



# East Midtown Subdistrict

## 2. Overview of Mitigations

### What were identified mitigations?



Conceptual plan

# East Midtown Subdistrict

## 2. Overview of Mitigations



HY 2010 EIS  
 Subway opened  
 one office building  
 (now expected 2016)

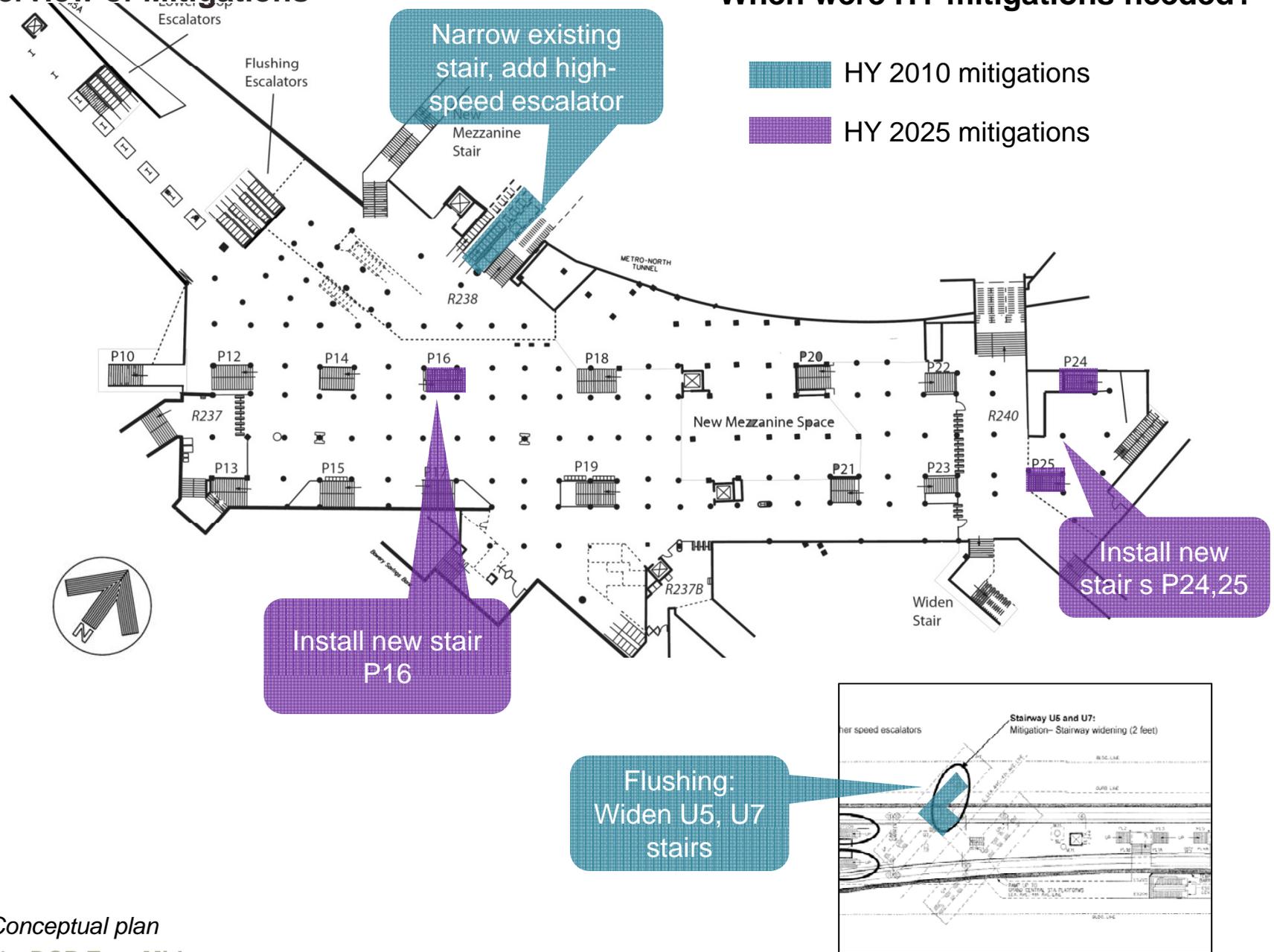


HY 2025 EIS  
 Full Buildout  
 Now expected 2025+

# East Midtown Subdistrict

## 2. Overview of Mitigations

### When were HY mitigations needed?

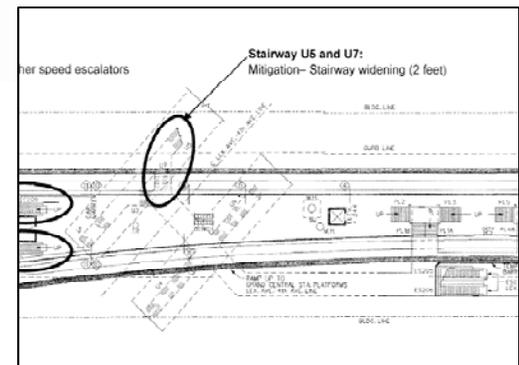
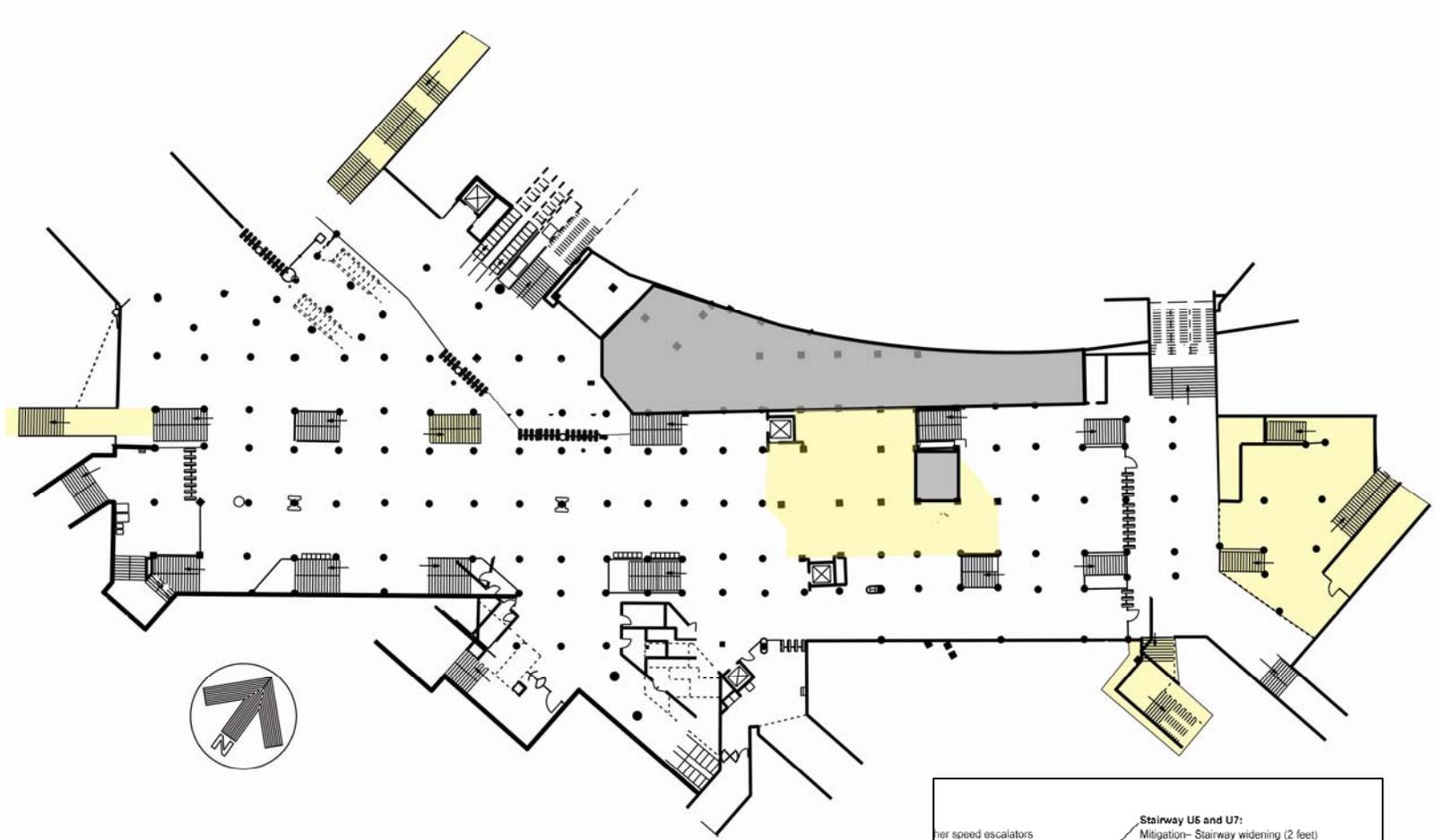


Conceptual plan

# East Midtown Subdistrict

## 2. Overview of Mitigations

### Current GC subway station plan

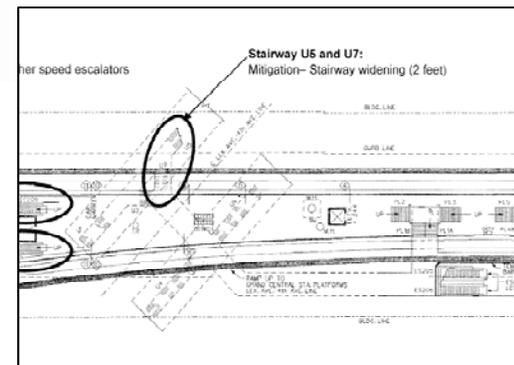
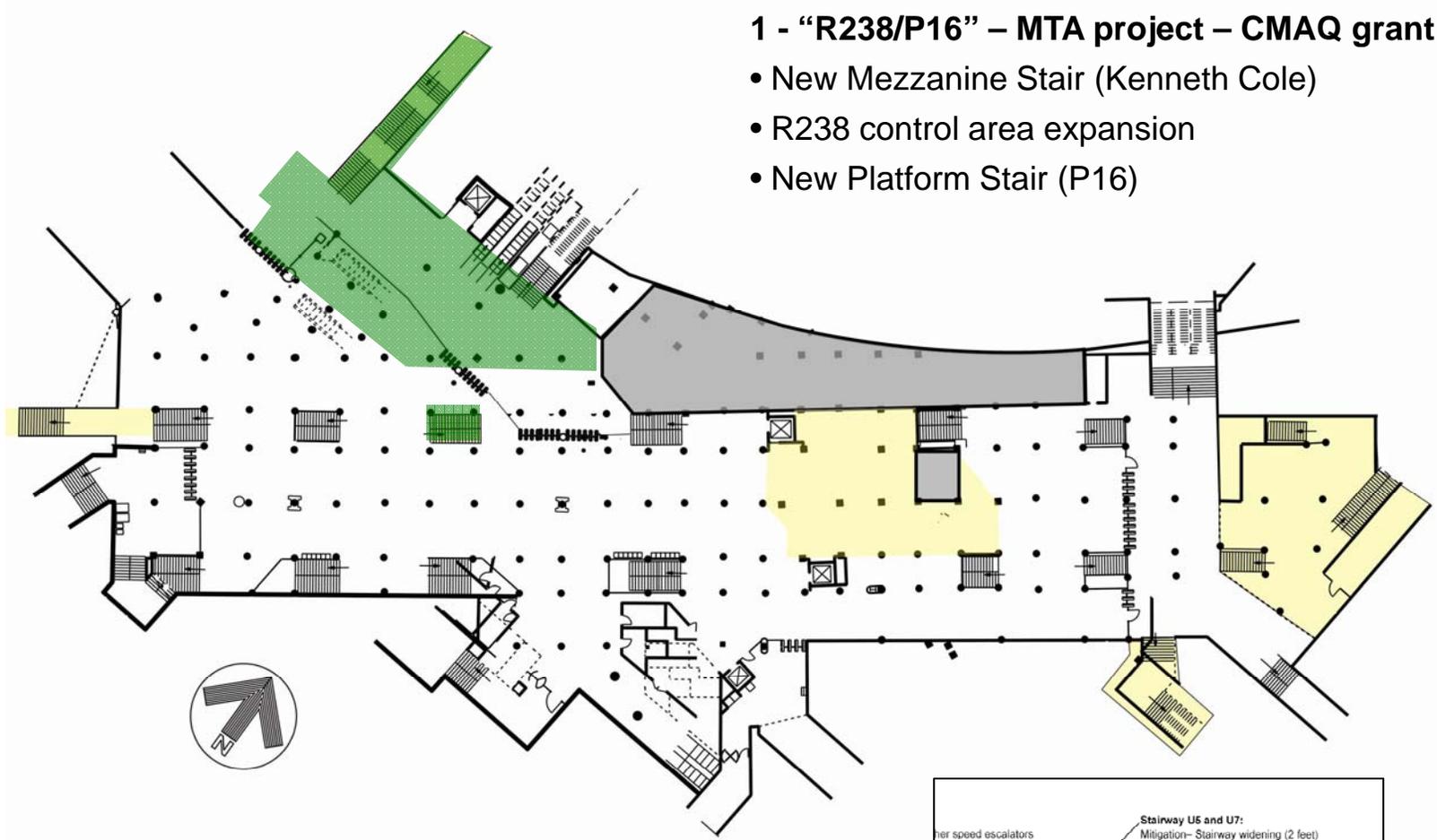


# East Midtown Subdistrict

## 2. Overview of Mitigations

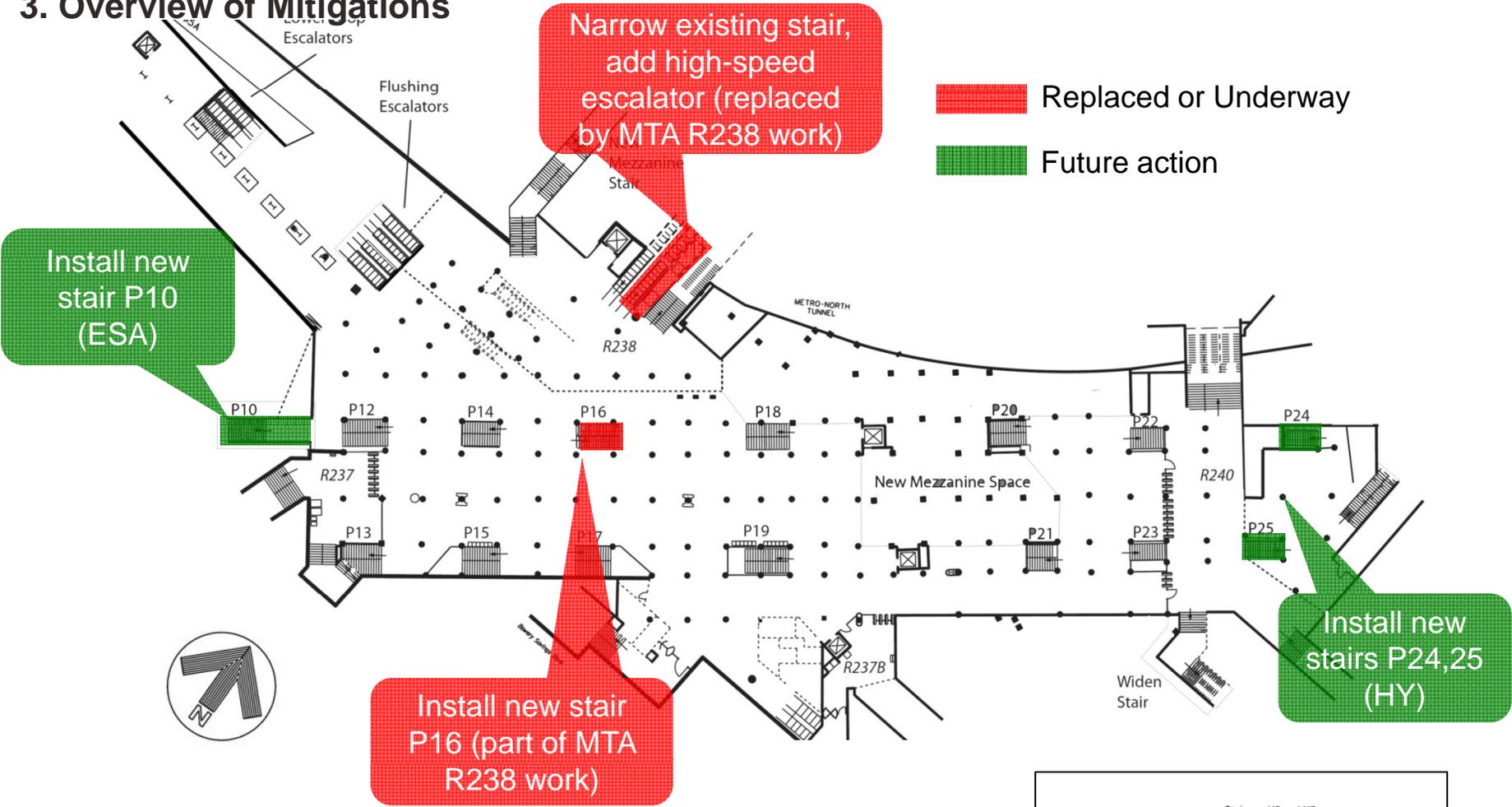
### What work is starting now?

- 1 - "R238/P16" – MTA project – CMAQ grant
  - New Mezzanine Stair (Kenneth Cole)
  - R238 control area expansion
  - New Platform Stair (P16)

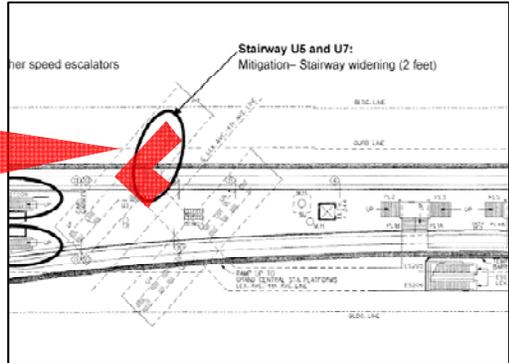


# East Midtown Subdistrict

## 3. Overview of Mitigations



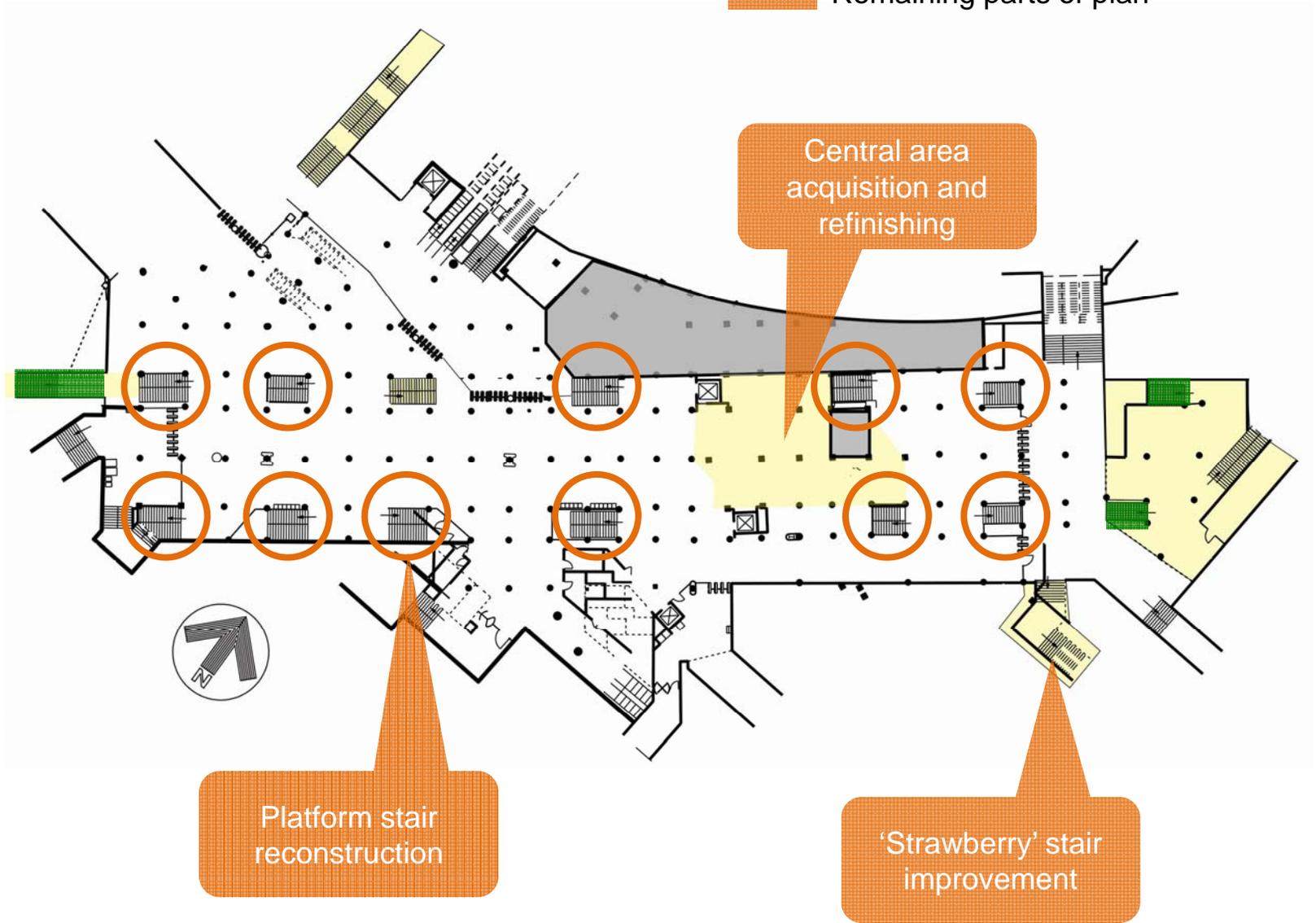
Replaced by Intermodal Connection



# East Midtown Subdistrict

## 2. Overview of Mitigations

Remaining parts of plan



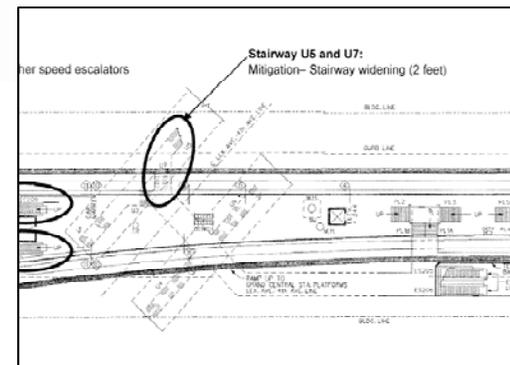
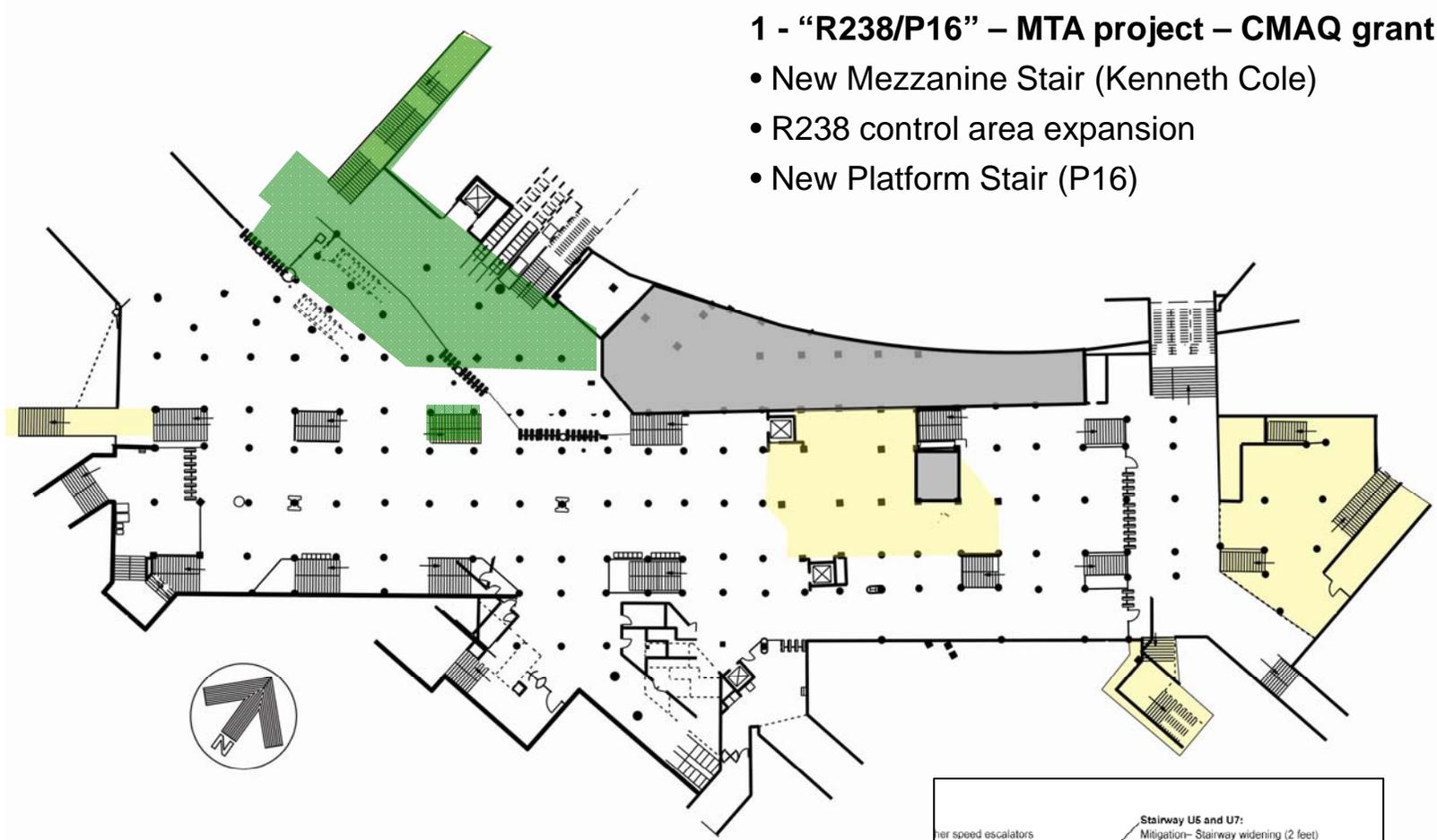
*Conceptual plan*

# East Midtown Subdistrict

## 2. Overview of Mitigations

### What work is starting now?

- 1 - "R238/P16" – MTA project – CMAQ grant
  - New Mezzanine Stair (Kenneth Cole)
  - R238 control area expansion
  - New Platform Stair (P16)



Conceptual plan

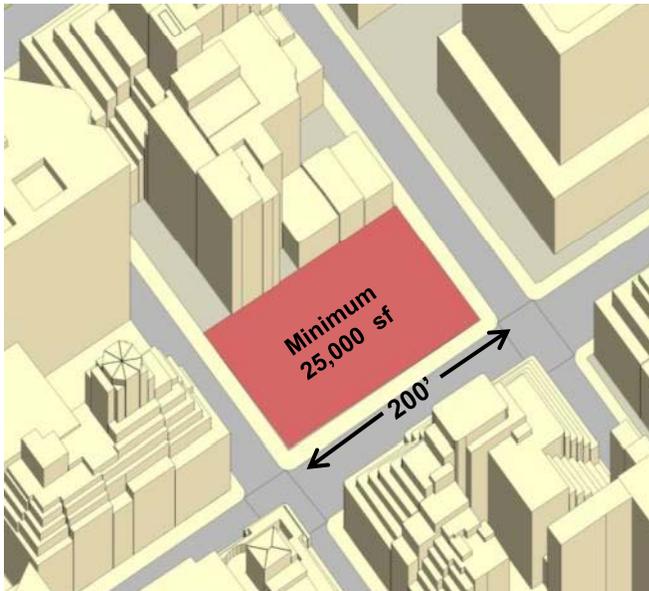
# 3) Use Regulations



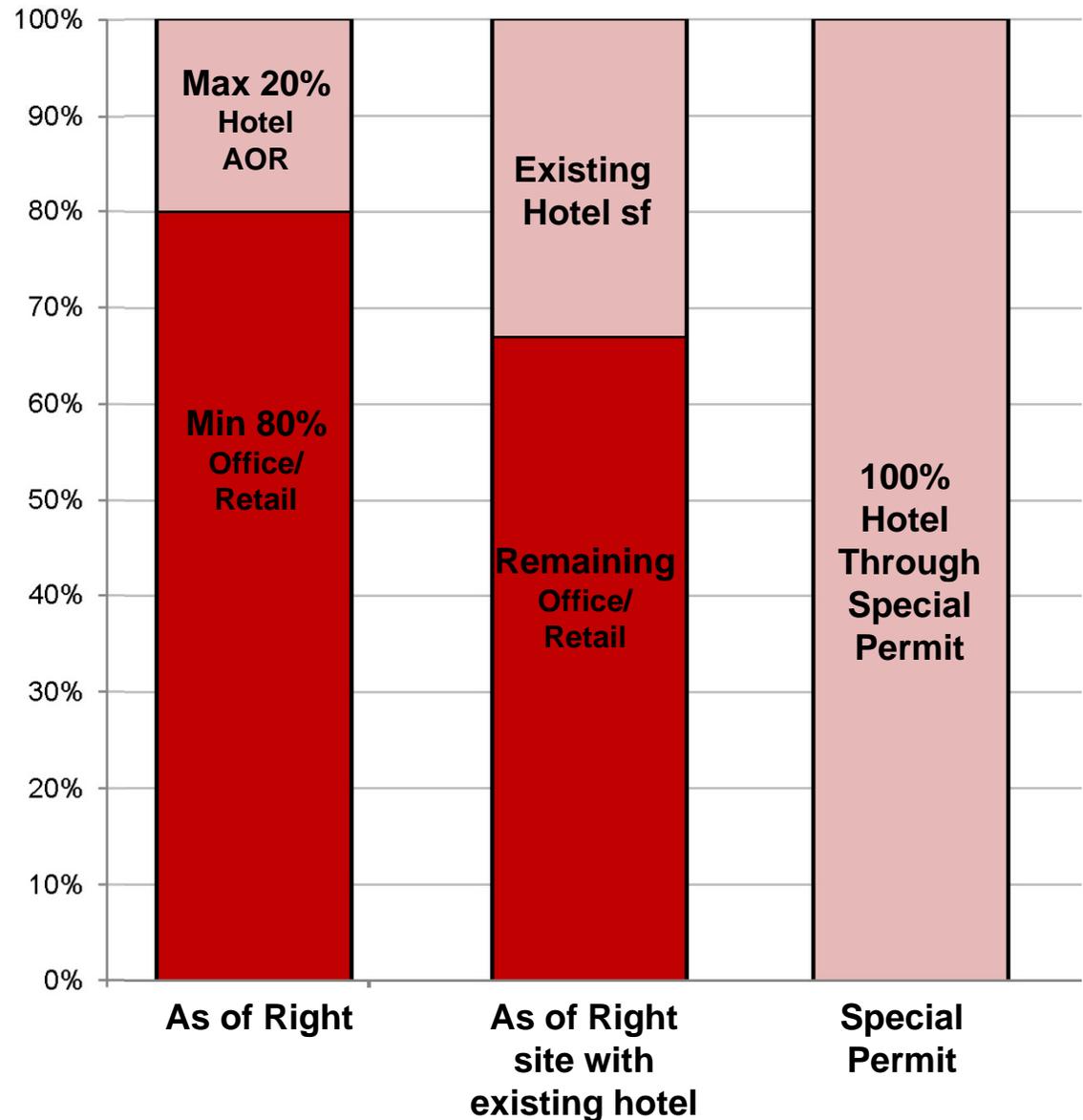
## East Midtown Subdistrict

### 3. Use Regulations

- Modified proposal limits the floor area of a building that uses the DIB to 20 percent hotel use as-of-right
- Sites with existing large hotels may build back full existing hotel square footage on that site if in excess of 20 percent cap as-of-right
- All other hotel use by special permit findings focused on effect of non-office use on surrounding area and overall East Midtown Subdistrict



### A Text Proposal Permits sites that use the DIB:



## East Midtown Subdistrict

### 3. Use Regulations

- (A) Text proposal permits up to 20 percent of new building that uses the DIB's floor area to be residential use as-of-right
- Higher amount (up to 40 percent) permitted through special permit
- Special Permit findings focused on effect of non-office use on surrounding area and overall East Midtown Subdistrict

#### A Text Proposal Permits sites that use the DIB:

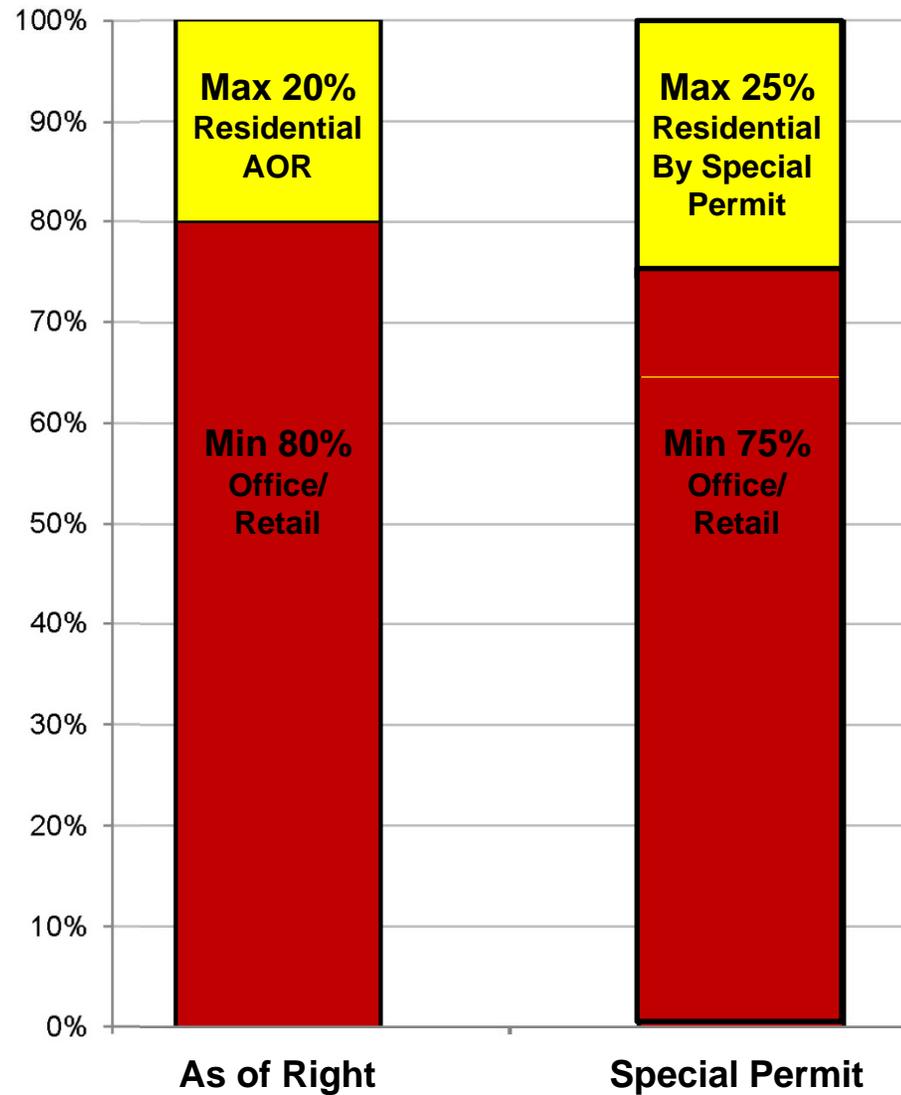


## East Midtown Subdistrict

### 3. Use Regulations

- Recommendation would permit up to 25% of a building that uses the DIB to be residential through special permit

#### Recommendation Permits sites that use the DIB:



## East Midtown Subdistrict

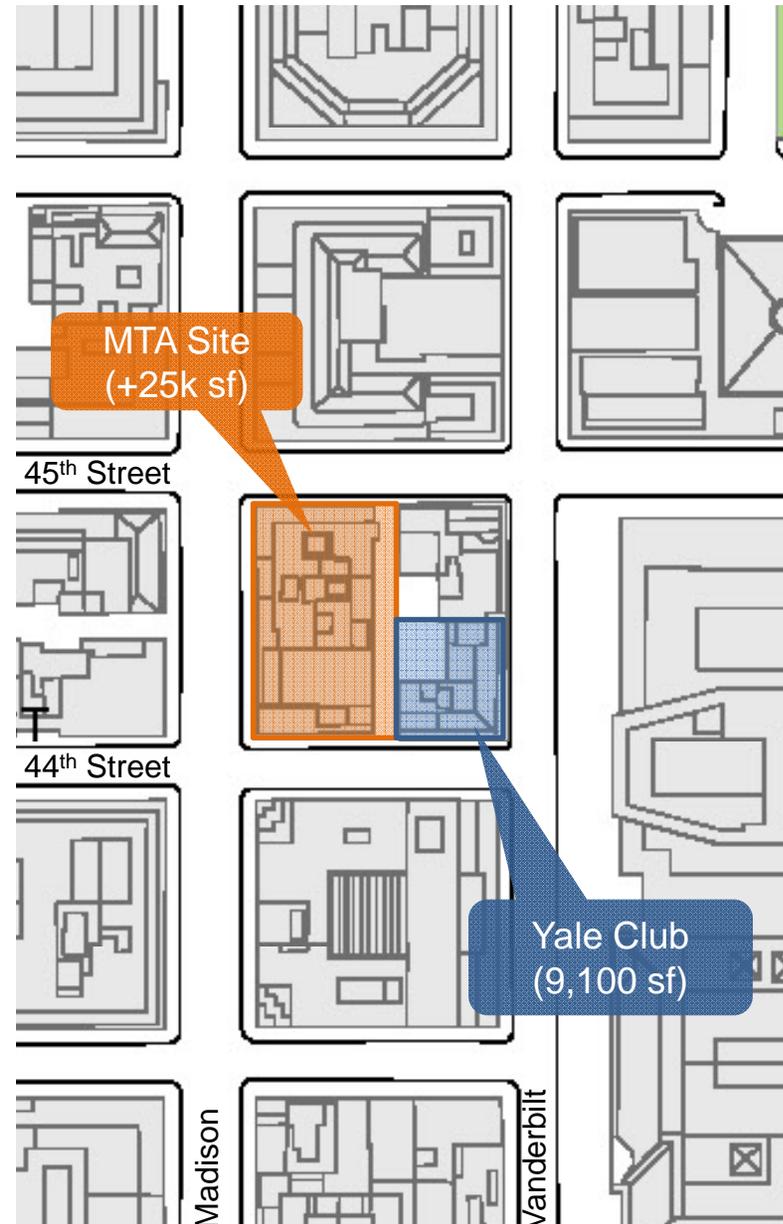
### 3. Use Regulations

#### Permitted uses

- Certified proposal requires new building to be all #commercial# uses, which included Use Group 6E (Clubs). (A) text modified requirement so that a minimum of 80 percent of new building be office and retail uses
- Recommendation would permit up to 20 percent of a new building be Use Group 6E (clubs) as-of-right, with higher amounts by special permit

#### Superior Development Special Permit

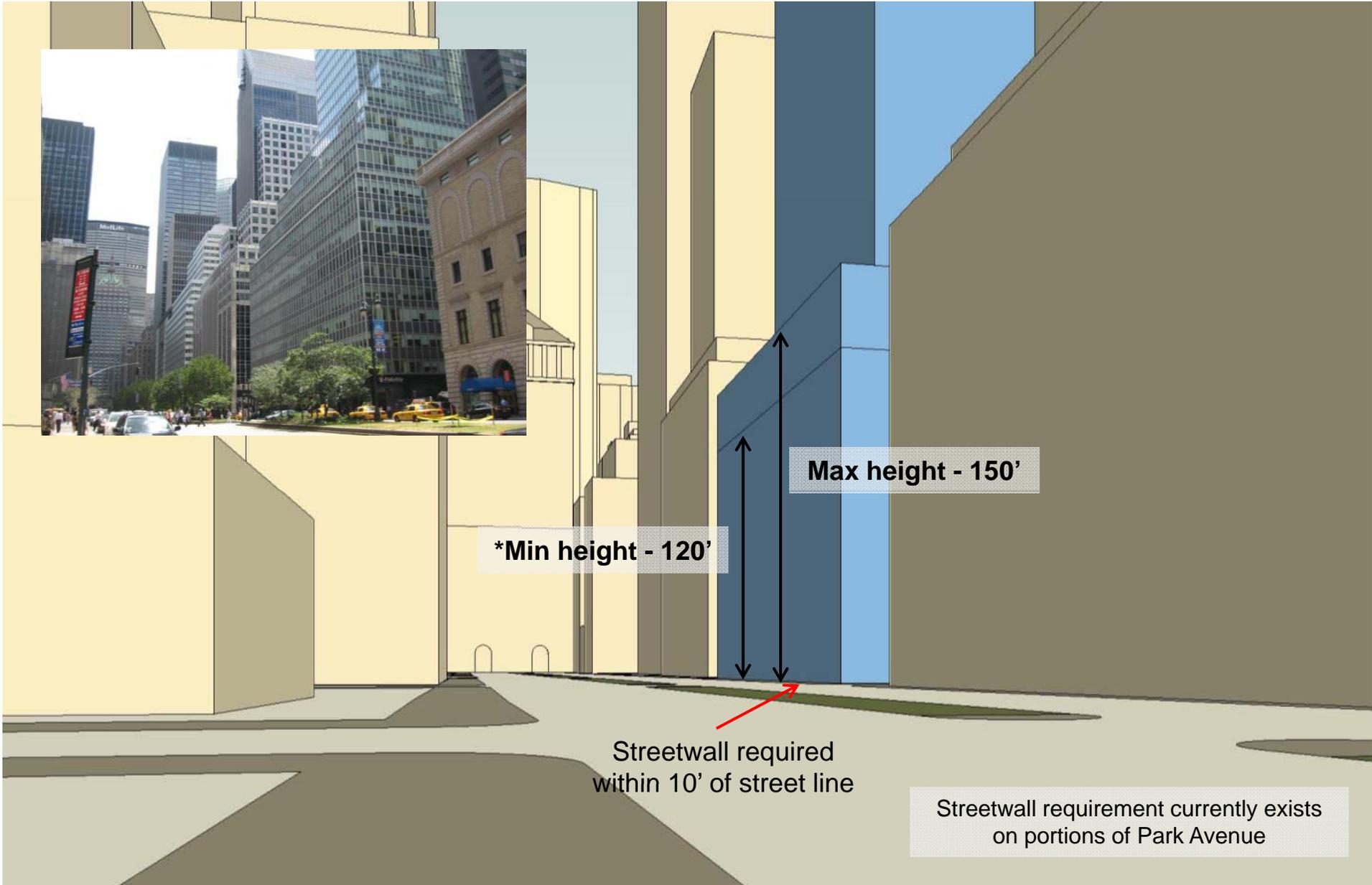
- Certified proposal requires a minimum cleared site of 40,000 sf in order to apply for 30 FAR Superior Development special permit. No changes were included in (A) text



## 4) Height and Setback / UD Controls



East Midtown Subdistrict  
4. Height and Setback, UD controls



**East Midtown Subdistrict**  
**4. Height and Setback, UD controls**

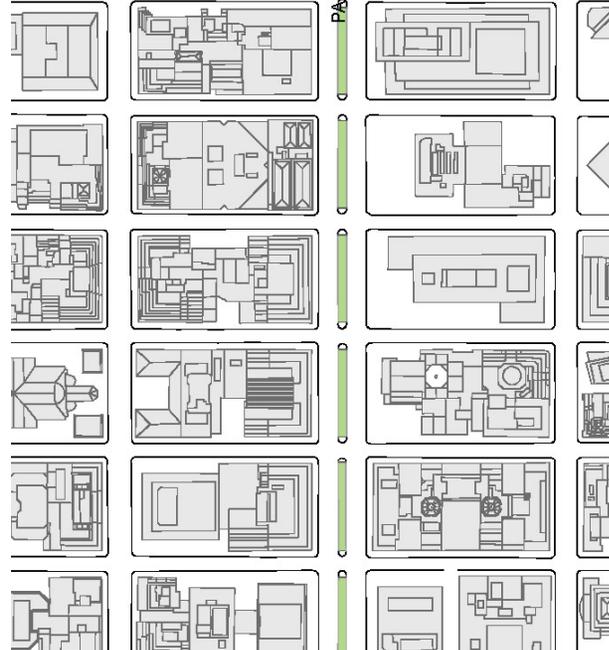


**57<sup>th</sup> Street**



**Existing  
Streetwall  
Requirement**

**54<sup>th</sup> Street**



**48<sup>th</sup> Street**



**Existing  
Streetwall  
Requirement**

**46<sup>th</sup> Street**



## 5) Vanderbilt



East Midtown Subdistrict  
5. Vanderbilt



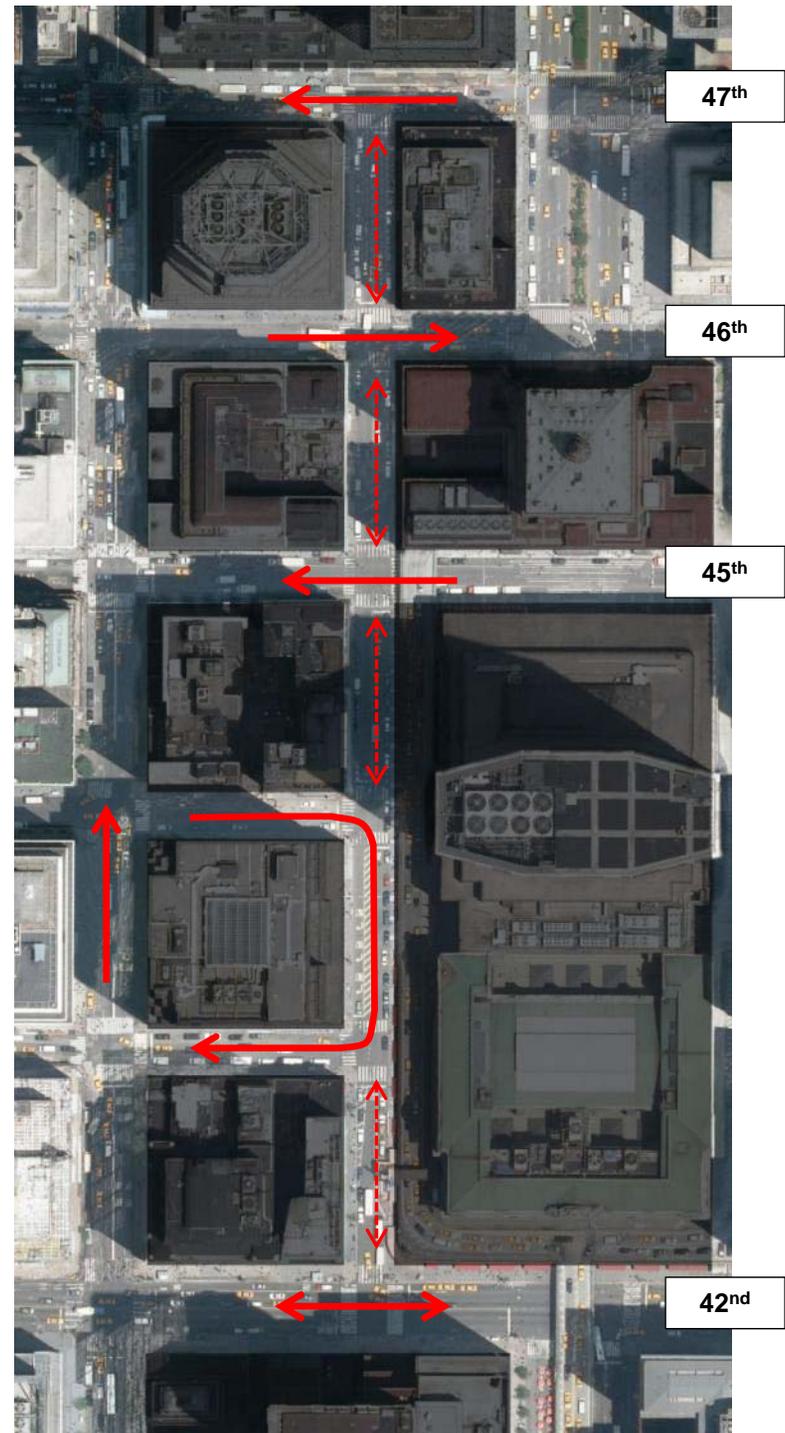
# East Midtown Subdistrict 5. Vanderbilt



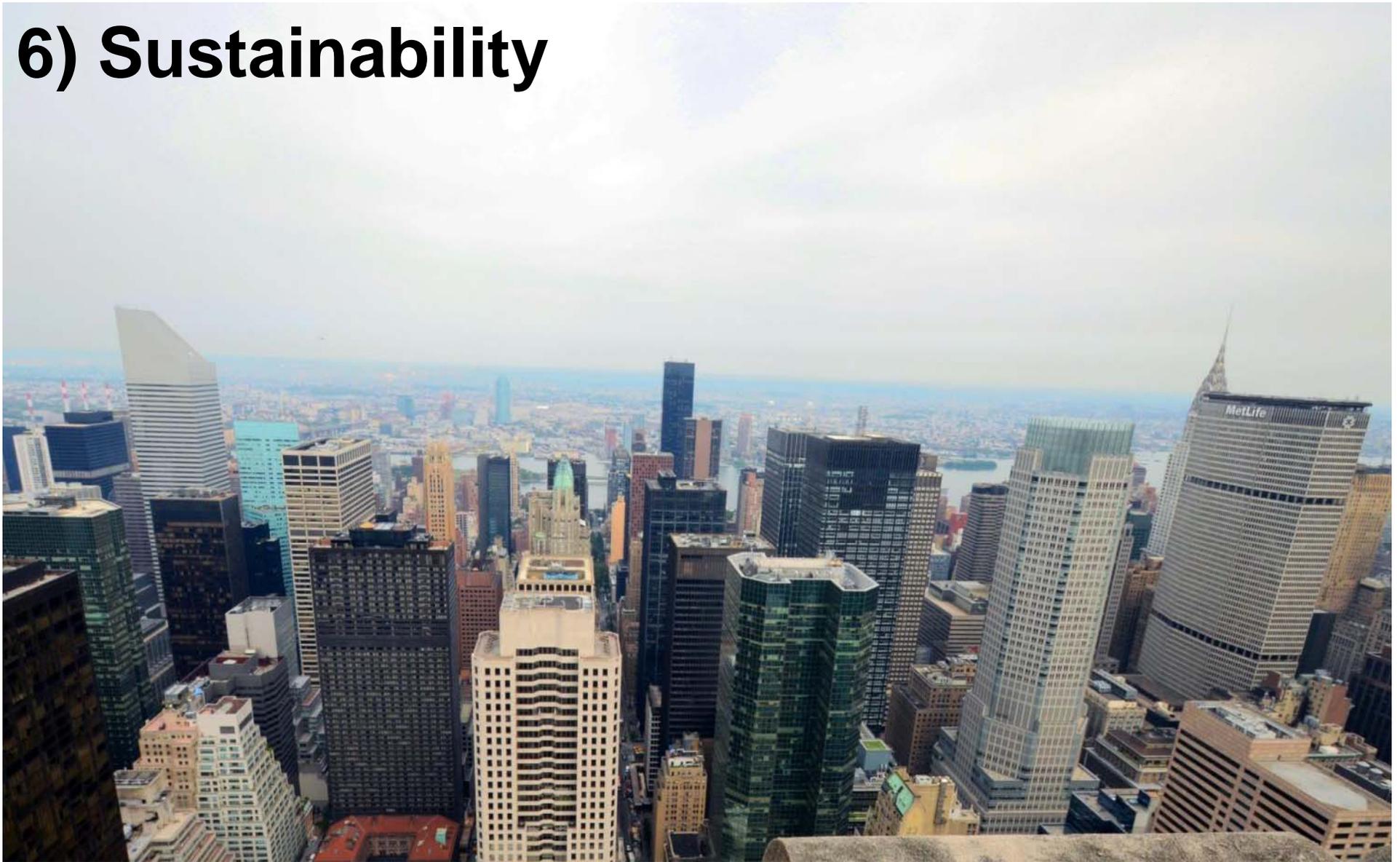
## Concept to improve Vanderbilt Avenue

- Zoning proposal creates a funding source through the DIB that can pay for public realm improvements
- Zoning proposal does not include an action to close the street

- Vehicular Access
- - - Emergency Access



## 6) Sustainability



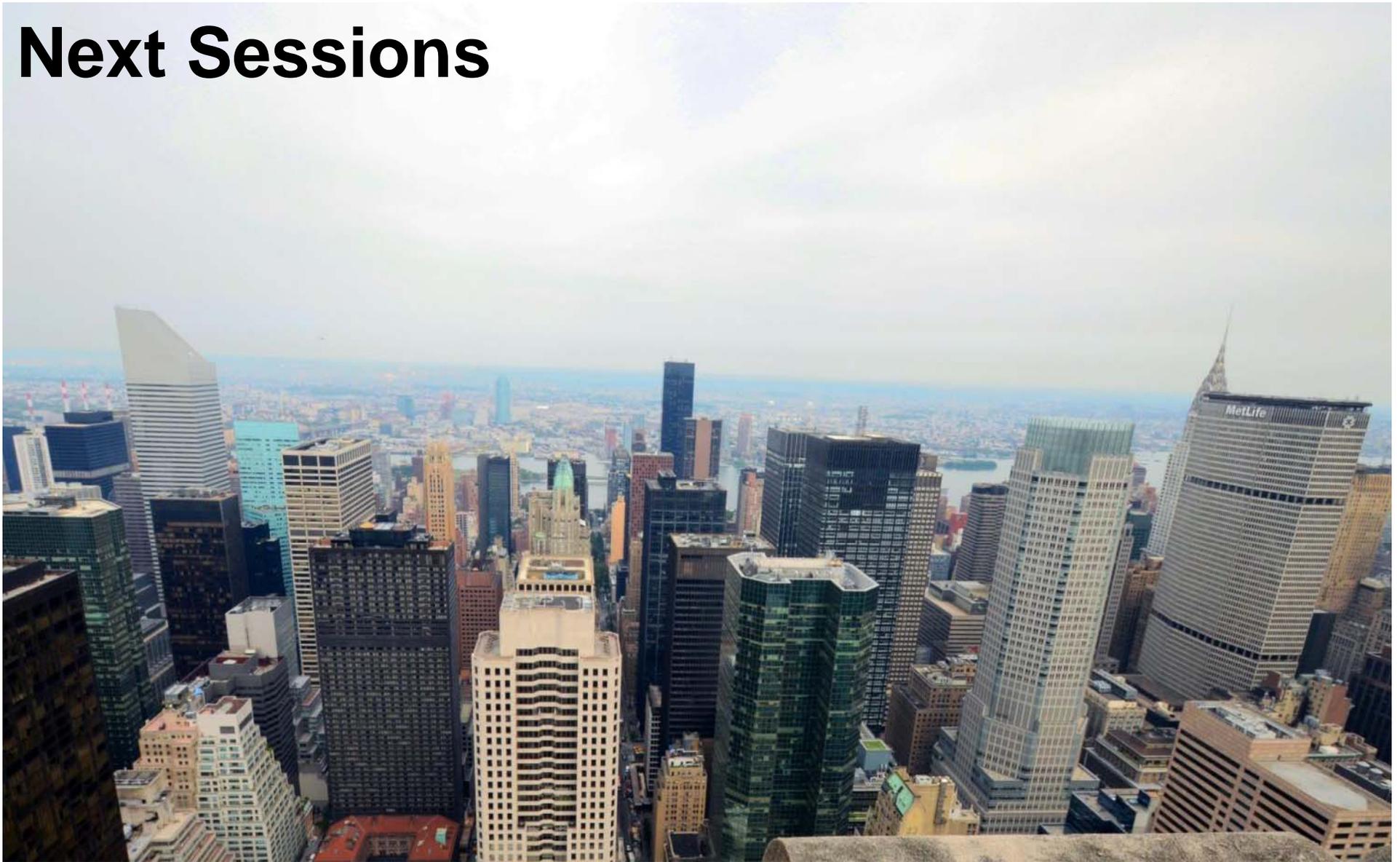
## East Midtown Subdistrict

### 6. Sustainability

- Buildings that utilize DIB must outperform 2011 NYC Energy Conservation Code by a minimum of 15 percent
- Comparable to 1 Bryant Park energy performance
- Requires compliance with standard at time of building permit
- First sustainability requirement proposed in New York City Zoning Resolution
- Proposal permits modification of requirement to take into account changes in the Energy Code



# Next Sessions



## Overview

### September 9

- 1) Sunrise
- 2) DIB pricing and adjustment
- 3) Contribution in kind
- 4) DIF Committee members and rules
- 5) Text affecting landmarks
- 6) EIS
- 7) Additional follow-up/recommendations

### September 18

- 1) Early funding mechanism
- 2) Public realm work
- 3) Additional follow-up/recommendations

### September 25

CPC Vote

