Appendix B
Proposed On-Site and Off-Site Public Realm Improvements
Vanderbilt Corridor and One Vanderbilt

10.10.14

GCT Transit Complex Key Plan Ground Level
Figure B-1
Vanderbilt Corridor and One Vanderbilt

GCT Transit Complex Key Plan Level B1

Figure B-2

10.10.14

10.10.14

Vanderbilt Corridor and One Vanderbilt
<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION OF IMPROVEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NEW EASEMENT STAIRS &amp; ADA ELEVATOR AT 42ND STREET</td>
</tr>
<tr>
<td>2</td>
<td>NEW SHUTTLE EXPRESS ESCALATORS</td>
</tr>
<tr>
<td>3</td>
<td>EXPANDED CIRCULATION AREA AT SHUTTLE PLATFORM FOR CONNECTION TO 42ND STREET</td>
</tr>
<tr>
<td>3A</td>
<td>RELOCATED NYCT SUPPORT SPACE</td>
</tr>
<tr>
<td>4</td>
<td>NEW CIRCULATION CORRIDOR AT B1 LEVEL CONNECTING TO GCT</td>
</tr>
<tr>
<td>5</td>
<td>NEW CONNECTION TO EAST SIDE ACCESS - CONCOURSE</td>
</tr>
<tr>
<td>6</td>
<td>NEW PUBLIC ROOM / TRAIN WAITING AREA</td>
</tr>
</tbody>
</table>

**PROPOSED ON-SITE TRANSIT IMPROVEMENT ITEMS:**

- PROPOSED TRANSIT IMPROVEMENT BY ONE VANDERBILT PROJECT
- PROPOSED TRANSIT IMPROVEMENT BY NEW YORK CITY TRANSIT

**LOCATION:**

- IRT SHUTTLE / GCT
- IRT SHUTTLE / ESA
- IRT SHUTTLE

**PROPOSED CIRCULATION CONCEPT UNDER FEASIBILITY STUDY AND SUBJECT TO DEP REVIEW AND APPROVAL.**

**EXIST. CLOSED / UNUSED SPACE**

**EXIST. TRANSIT SUPPORT SPACES**

**EXIST. TRANSIT UNPAID ZONE**

**EXIST. TRANSIT PAID ZONE**

**TRANSIT IMPROVEMENT AREA / LIMIT OF NEW WORK**

**TRANSIT IMPROVEMENT AREA / LIMIT OF NEW WORK**

**STANTOC**

**HINES**

**KPF**

**GCT Transit Complex Key Plan Level B2**

**Figure B-3**
## Proposed On-Site Transit Improvement Items:

<table>
<thead>
<tr>
<th>Item</th>
<th>Description of Improvement</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NEW EASEMENT STAIRS &amp; ADA ELEVATOR AT 42ND STREET</td>
<td>IRT SHUTTLE / GCT / ESA</td>
</tr>
<tr>
<td>2</td>
<td>NEW SHUTTLE EXPRESS ESCALATORS</td>
<td>IRT SHUTTLE / GCT</td>
</tr>
<tr>
<td>3</td>
<td>EXPANDED CIRCULATION AREA AT SHUTTLE PLATFORM FOR CONNECTION TO 42ND STREET</td>
<td>IRT SHUTTLE</td>
</tr>
<tr>
<td>4</td>
<td>RELOCATED NYCT SUPPORT SPACE</td>
<td>IRT SHUTTLE</td>
</tr>
<tr>
<td>5</td>
<td>NEW CIRCULATION CORRIDOR AT B1 LEVEL CONNECTING TO GCT</td>
<td>IRT SHUTTLE / GCT</td>
</tr>
<tr>
<td>6</td>
<td>NEW CONNECTION TO EAST SIDE ACCESS - CONCOURSE</td>
<td>GCT / ESA</td>
</tr>
<tr>
<td>7</td>
<td>NEW PUBLIC ROOM / TRAIN WAITING AREA</td>
<td>GCT / ESA</td>
</tr>
</tbody>
</table>

### Proposed Circulation Concept Under Feasibility Study and Subject to DEP Review and Approval
The document is a technical drawing and text related to the Vanderbilt Corridor and One Vanderbilt project. It includes specifications for proposed sections looking north, with details on elevations, proposed transit improvements, and the proposed public place. The text references the New York City Transit Authority datum and notes on the scale of the drawing (1/8"=1'-0").

The drawing shows various levels and areas designated for transit use, retail spaces, and public corridors. The proposed sections include details on planned changes to the transit system, such as new stairways and platforms, and notes on existing conditions like closed or unused spaces.

Key areas highlighted include:
- Ground level
- Levels B1, B2, and B3
- Public corridors
- Shuttle platform control area
- GCT concourse
- Retail
- Unexcavated
- Proposed transit improvement area
- Transliteration area

The drawing also includes a note on the scale and a reference to the New York City Transit Authority datum.
Figure B-10

One Vanderbilt Proposed Section
Longitudinal 2

PROPOSED SECTION LOOKING WEST

NOTE:

SCALE: 1/8" = 1'-0"
Figure B-11

One Vanderbilt Proposed Section
Transverse 3

Vanderbilt Corridor and One Vanderbilt

Legend:
- Public Room / 43rd Street Entrance (maintained by developer)
- Escalator to ESA
- Proposed public space
- Loading dock / elevator
- Existing transit support spaces
- Proposed transit improvement by One Vanderbilt Project
- Existing closed / unused space
- Existing transit paid zone
- Transt improvement area / limit of new work

**Notes:**
1. All elevations and established grades hereon, refer to the New York City Transit Authority datum which is 98.427 feet above the North American Vertical Datum of 1988 (NAVD88).
**NOTE:**

1. All new finishes, including floors, walls, ceilings, trim, and lighting, to meet latest NYCT design standards in kind with existing station finishes.

**Legend:**
- **EXIST. TRANSIT SUPPORT SPACES:**
- **EXIST. CLOSED / UNUSED SPACE:**
- **EXIST. TRANSIT UNPAID ZONE:**
- **EXIST. TRANSIT PAID ZONE:**
- **TRANSIT IMPROVEMENT AREA / LIMIT OF NEW WORK:**

**Scale:** 3/32" = 1'-0"
Lexington Station North End Proposed Plan
Mezzanine Level

Figure B-13

10.10.14

NOTE:
1. TRANSIT IMPROVEMENT 9 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P22 SHALL BE
   OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P22 AND TRANSIT
   IMPROVEMENT 20
2. TRANSIT IMPROVEMENT 20 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P25 SHALL BE
   OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P25 AND TRANSIT
   IMPROVEMENT 21
3. WORK SHALL BE PERMITTED FOR ONLY ONE PLATFORM STAIR AT A TIME
4. ALL NEW FINISHES (INCLUDING FLOORS, WALLS, CEILING) TO MEET LATEST NYCT DESIGN STANDARDS IN KIND WITH EXISTING STATION FINISHES AND FINISHES TO BE PROVIDED FOR CONTRACT A-36151 "NEW STAIR ENTRANCE AND RECONFIGURATION OF CONTROL AREA R-238"

5. MODIFIED BUILDING STRUCTURE (ABOVE) TO OBTAIN 6'-8" MINIMUM HEADROOM CLEARANCE
6. TRANSIT IMPROVEMENT 9 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P22 SHALL BE
   OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P22 AND TRANSIT
   IMPROVEMENT 20
7. TRANSIT IMPROVEMENT 20 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P25 SHALL BE
   OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P25 AND TRANSIT
   IMPROVEMENT 21
8. WORK SHALL BE PERMITTED FOR ONLY ONE PLATFORM STAIR AT A TIME
9. ALL NEW FINISHES (INCLUDING FLOORS, WALLS, CEILING) TO MEET LATEST NYCT DESIGN STANDARDS IN KIND WITH EXISTING STATION FINISHES AND FINISHES TO BE PROVIDED FOR CONTRACT A-36151 "NEW STAIR ENTRANCE AND RECONFIGURATION OF CONTROL AREA R-238"

10.10.14

NOTE:
1. TRANSIT IMPROVEMENT 9 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P22 SHALL BE
   OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P22 AND TRANSIT
   IMPROVEMENT 20
2. TRANSIT IMPROVEMENT 20 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P25 SHALL BE
   OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P25 AND TRANSIT
   IMPROVEMENT 21
3. WORK SHALL BE PERMITTED FOR ONLY ONE PLATFORM STAIR AT A TIME
4. ALL NEW FINISHES (INCLUDING FLOORS, WALLS, CEILING) TO MEET LATEST NYCT DESIGN STANDARDS IN KIND WITH EXISTING STATION FINISHES AND FINISHES TO BE PROVIDED FOR CONTRACT A-36151 "NEW STAIR ENTRANCE AND RECONFIGURATION OF CONTROL AREA R-238"

5. MODIFIED BUILDING STRUCTURE (ABOVE) TO OBTAIN 6'-8" MINIMUM HEADROOM CLEARANCE
6. TRANSIT IMPROVEMENT 9 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P22 SHALL BE
   OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P22 AND TRANSIT
   IMPROVEMENT 20
7. TRANSIT IMPROVEMENT 20 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P25 SHALL BE
   OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P25 AND TRANSIT
   IMPROVEMENT 21
8. WORK SHALL BE PERMITTED FOR ONLY ONE PLATFORM STAIR AT A TIME
9. ALL NEW FINISHES (INCLUDING FLOORS, WALLS, CEILING) TO MEET LATEST NYCT DESIGN STANDARDS IN KIND WITH EXISTING STATION FINISHES AND FINISHES TO BE PROVIDED FOR CONTRACT A-36151 "NEW STAIR ENTRANCE AND RECONFIGURATION OF CONTROL AREA R-238"

10.10.14

NOTE:
1. TRANSIT IMPROVEMENT 9 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P22 SHALL BE
   OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P22 AND TRANSIT
   IMPROVEMENT 20
2. TRANSIT IMPROVEMENT 20 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P25 SHALL BE
   OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P25 AND TRANSIT
   IMPROVEMENT 21
3. WORK SHALL BE PERMITTED FOR ONLY ONE PLATFORM STAIR AT A TIME
4. ALL NEW FINISHES (INCLUDING FLOORS, WALLS, CEILING) TO MEET LATEST NYCT DESIGN STANDARDS IN KIND WITH EXISTING STATION FINISHES AND FINISHES TO BE PROVIDED FOR CONTRACT A-36151 "NEW STAIR ENTRANCE AND RECONFIGURATION OF CONTROL AREA R-238"

5. MODIFIED BUILDING STRUCTURE (ABOVE) TO OBTAIN 6'-8" MINIMUM HEADROOM CLEARANCE
6. TRANSIT IMPROVEMENT 9 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P22 SHALL BE
   OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P22 AND TRANSIT
   IMPROVEMENT 20
7. TRANSIT IMPROVEMENT 20 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P25 SHALL BE
   OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P25 AND TRANSIT
   IMPROVEMENT 21
8. WORK SHALL BE PERMITTED FOR ONLY ONE PLATFORM STAIR AT A TIME
9. ALL NEW FINISHES (INCLUDING FLOORS, WALLS, CEILING) TO MEET LATEST NYCT DESIGN STANDARDS IN KIND WITH EXISTING STATION FINISHES AND FINISHES TO BE PROVIDED FOR CONTRACT A-36151 "NEW STAIR ENTRANCE AND RECONFIGURATION OF CONTROL AREA R-238"
**Lexington Station North End Proposed Plan**

**Platform Level**

**Figure B-14**

**Vanderbilt Corridor and One Vanderbilt**

1. TRANSIT IMPROVEMENT 9 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P24 SHALL BE OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P22 AND TRANSIT IMPROVEMENT 20.
2. TRANSIT IMPROVEMENT 20 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P25 SHALL BE OPERATIONAL BEFORE STARTING ANY WORK ASSOCIATED TO STAIR P23 AND TRANSIT IMPROVEMENT 21.
3. WORK SHALL BE PERMITTED FOR ONLY ONE PLATFORM STAIR AT A TIME.
4. ALL NEW FINISHES (INCLUDING FLOORS, WALLS, CEILINGS, LIGHTING) TO MEET LATEST NYCT DESIGN STANDARDS IN KIND WITH EXISTING STATION PLATFORM FINISHES.

**NOTE:**

1. PROPOSED TRANSIT IMPROVEMENT BY ONE VANDERBILT PROJECT
2. PROPOSED TRANSIT IMPROVEMENT BY NEW YORK CITY TRANSIT
3. EXIT: TRANSIT SUPPORT SPACES
4. EXIT CLOSED / UNAGENCY SPACES
5. EXIT: TRANSIT UNPAID ZONE
6. COST: TRANSIT PAID ZONE
7. TRANSIT IMPROVEMENT AREA / LIMIT OF NEW WORK
8. TRANSIT IMPROVEMENT AREA / BY NEW YORK CITY TRANSIT

**SCALE:** 3/32" = 1'-0"
LEXINGTON STATION SOUTH END PROPOSED PLAN  
MEZZANINE LEVEL

**Figure B-15**

- **Location:** Vanderbilt Corridor and One Vanderbilt
- **Date:** October 8th, 2014

**Key Points:**
- Transit Improvement Project
- **Transit Improvement Area**
- **Existing Closed / Unused Space**
- **New Exit / New Entrance**
- **New Stair Entrance and Reconfiguration of Control Area R-238**

**Notable Details:**
- **Control Area R-237A**
- **Mezzanine Level**
- **New Exit**
- **New Stair Entrance**
- **Control Area**

**Notes:**
1. **Transit Improvement 10** shall be substantially complete and stair P10 shall be operational before starting work at any other Lexington station stairs.
2. Work shall be permitted for only one platform stair at a time.
3. All new finishes shall be provided to match existing finishes and any new finishes shall be provided to meet the latest NYCT design standards in kind with existing station finishes.

**Legend:**
- **EXIST. TRANSIT SUPPORT SPACES**
- **EXIST. TRANSIT UNPAID ZONE**
- **EXIST. TRANSIT PAID ZONE**
- **TRANSIT IMPROVEMENT AREA**
- **DIVIDING LINE OF MAINTENANCE**

**Scale:** 3/32" = 1'-0"
1. TRANSIT IMPROVEMENT 10 SHALL BE SUBSTANTIALLY COMPLETE AND STAIR P10 SHALL BE OPERATIONAL BEFORE STARTING WORK AT ANY OTHER LEXINGTON SOUTHBOUND PLATFORM STAIRS.
2. WORK SHALL BE PERMITTED FOR ONLY ONE PLATFORM STAIR AT A TIME.
3. ALL NEW FINISHES INCLUDES FLOORING, WALLS, CEILINGS, TRAVEL LEIGHTS TO MEET LATEST NYCT DESIGN STANDARDS IN KIND WITH EXISTING STATION PLATFORM FINISHES.

NOTE:
- PROPOSED TRANSIT IMPROVEMENT BY ONE VANDERBILT PROJECT
- EXIST. TRANSIT SUPPORT SPACES
- EXIST. CLOSED / UNPAID ZONE
- TRANSIT IMPROVEMENT AREA / LIMIT OF NEW WORK
- TRANSIT IMPROVEMENT AREA / BY NEW YORK CITY TRANSIT

Lexington Station South End Proposed Plan
Platform Level
Figure B-16
1. All new finishes (including floors, walls, ceilings, etc.) shall be to meet
   latest NYCT Design Standards in kind with existing station finishes and finishes
to be provided for contract A-36151 "New Stair Entrance and
   reconfiguration of control area R-238".
Notes:
1. All finishes within the existing passageway shall remain and shall be cleaned/washed.
2. The ceilings shall be scraped of loose and peeling paint, primed and painted.
3. Existing finish materials shall be preserved and shall remain in place.
4. Existing structural elements shall remain in place.
5. Existing light fixtures shall be preserved and shall remain in place.
6. Existing electrical & mechanical systems shall remain in place.

Mobil Passageway Proposed Plan
Mezzanine Level
Figure B-18

Vanderbilt Corridor and One Vanderbilt