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.
Outdated building stock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• Pre-1961 buildings often have outdated floorplates.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.
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.
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.”
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.
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.
Zoning Proposal
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.
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.
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.
**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.
Zoning Map Amendment Context

Built environment
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
Qualifying Site Criteria

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
As-of-Right Mechanisms

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

- **pre-identified transit improvements**
- **transfer of landmark development rights**
- **rebuild overbuilt floor area**

Image | Kohn Pedersen Fox Associates
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.
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
- 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](image_url)
As-of-Right Mechanisms

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

- **pre-identified transit improvements**
- **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
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
Transit Improvements

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.
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.

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
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
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 Realm Toolkit

**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
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
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.
Discretionary Actions to Modify Qualifying Site Criteria

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
**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 53\textsuperscript{rd}/51\textsuperscript{st} Street
- Lexington Avenue 59\textsuperscript{th} Street
- 5\textsuperscript{th} Avenue 59\textsuperscript{th} Street
- 57\textsuperscript{th} Street 6\textsuperscript{th} Avenue
- 5\textsuperscript{th} Avenue 53\textsuperscript{rd} Street
- 47-50\textsuperscript{th} street Rockefeller Center
- 42\textsuperscript{nd} Street Bryant Park – 5\textsuperscript{th} Avenue
- Grand Central
East Midtown Subway Catchment

## East Midtown Subway Usage

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

<table>
<thead>
<tr>
<th>STATION</th>
<th>2015 Entries</th>
<th>Estimated Trips from East Midtown</th>
<th>East Midtown Entries as % of Station</th>
<th>Transfers at Station Where Customers Exit in East Midtown</th>
<th>Total East Midtown Users</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grand Central - 42 St</td>
<td>160,294</td>
<td>90,500</td>
<td>57%</td>
<td>3,000</td>
<td>93,500</td>
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<td>Lexington Av-53 St / 51 St</td>
<td>70,686</td>
<td>41,700</td>
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<td>5,800</td>
<td>47,500</td>
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<tr>
<td>5 Av - 53 St</td>
<td>26,955</td>
<td>21,000</td>
<td>78%</td>
<td></td>
<td>21,000</td>
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<tr>
<td>42 St - Bryant Park / 5 Av</td>
<td>55,400</td>
<td>25,000</td>
<td>45%</td>
<td>5,700</td>
<td>30,700</td>
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<tr>
<td>47-50 Sts-Rockefeller Ctr</td>
<td>63,803</td>
<td>14,900</td>
<td>23%</td>
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<tr>
<td>Lexington Av/59 St</td>
<td>69,332</td>
<td>6,200</td>
<td>9%</td>
<td>4,400</td>
<td>10,600</td>
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<td>5 Av - 59 St</td>
<td>18,957</td>
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<tr>
<td>57 St (6th Ave)</td>
<td>15,723</td>
<td>1,700</td>
<td>11%</td>
<td></td>
<td>1,700</td>
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</tbody>
</table>
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

Platform Recommendation

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

Recommendations

New Mezzanine

Upper Platform Level

Lower Platform Level
Rockefeller Ctr/47th – 50th St

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

Platform Recommendation

NEW STREET ENTRANCE STAIR

NEW ADA ELEVATOR OPTION 2 WEST

NEW ADA ELEVATOR OPTION 1 EAST

MEZZANINE LEVEL PLAN

PLATFORM LEVEL PLAN
Bryant Park – 5th Av Station

Platform Recommendation

MTA
Grand Central Subway Station

Problems
• Mezzanine incomplete, difficult to navigate
• Congestion from Flushing Platform

Solutions
• Finish mezzanine
• Increase stair capacity to Flushing escalator core
• Widen stairs
• Chamfer passageway
Mezzanine Finishes

Improvements funded by 2010-2014 MTA Capital Program

Further Improvements

One Vanderbilt funded
Flushing Platform Recommendations

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

• Improves sightlines and visibility in transfer corridor
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
Thoroughfare Improvements

- 53rd Street: ~28,500SF
- Madison Ave: ~20,000SF
- Park Ave: ~14,000SF
- 42nd Street: ~5,000SF
- Lexington Ave: ~18,000SF
- 3rd Ave: ~35,000SF
Thoroughfare Improvements
Thoroughfare Improvements
Premier Public Spaces

- Vanderbilt Ave
- Park Ave
- 41st Street
- 43rd Street
- 44th Street
- Pershing Square
Potential Plazas

- Pershing Square West Plaza
  - ~5,700SF

- Pershing Square East Plaza
  - ~5,700SF

- Park Ave West
  - ~6,500SF

- Park Ave East
  - ~6,500SF
Park Ave

Between 40th & 41st Streets
Potential Plazas

43rd Street
~16,500SF
43rd Street

Between Lexington & 3rd Ave
Park Ave: 46th to 57th

11 Blocks of Park Ave
~85,000SF
Park Ave: 46th to 57th
Shared Streets

- Vanderbilt Ave: approximately 38,000 square feet
- 44th Street: approximately 15,000 square feet
- 41st Street: approximately 48,000 square feet
41st Street: Library Way
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