

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

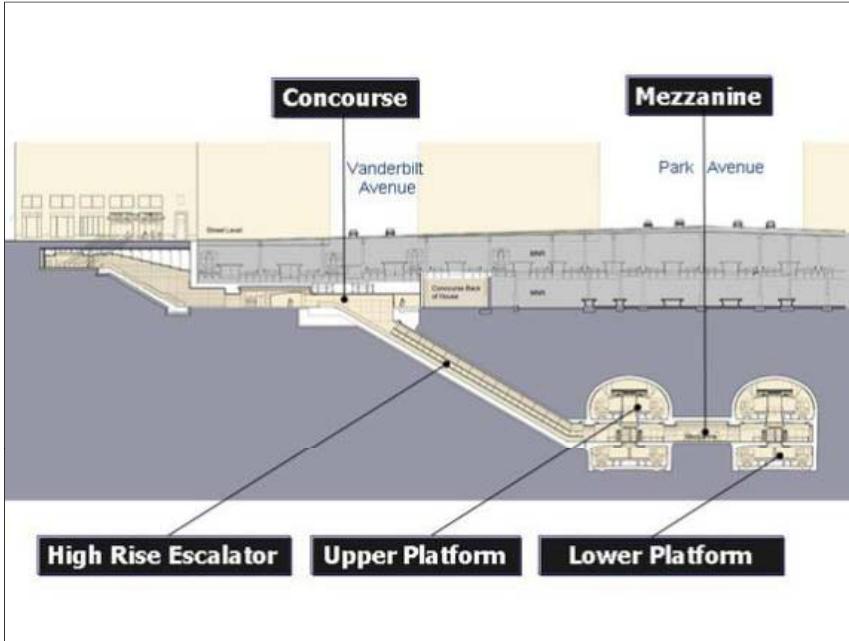


1) Overview of potential MTA improvements



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

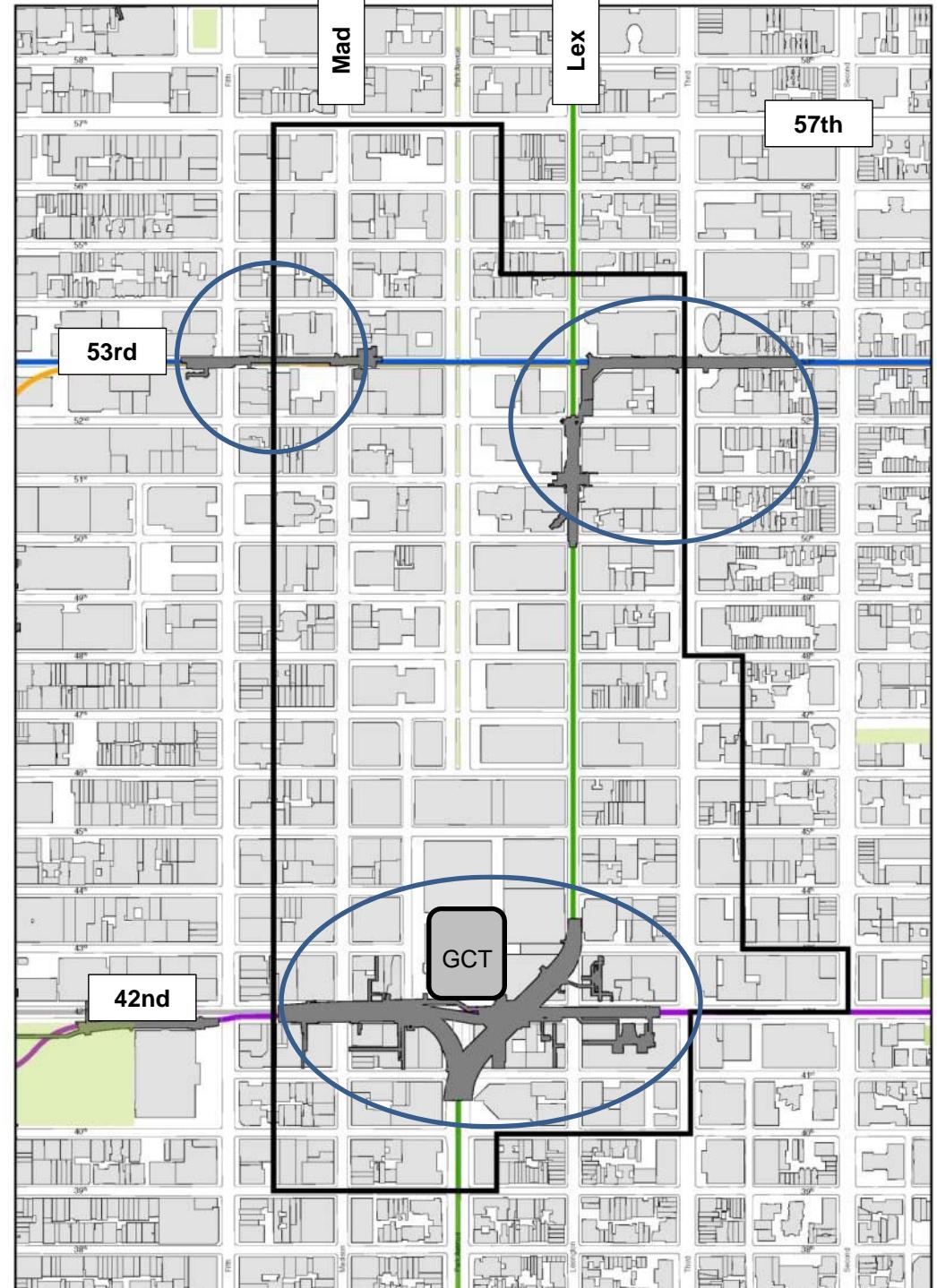
Completion of first phase expected in 2016

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

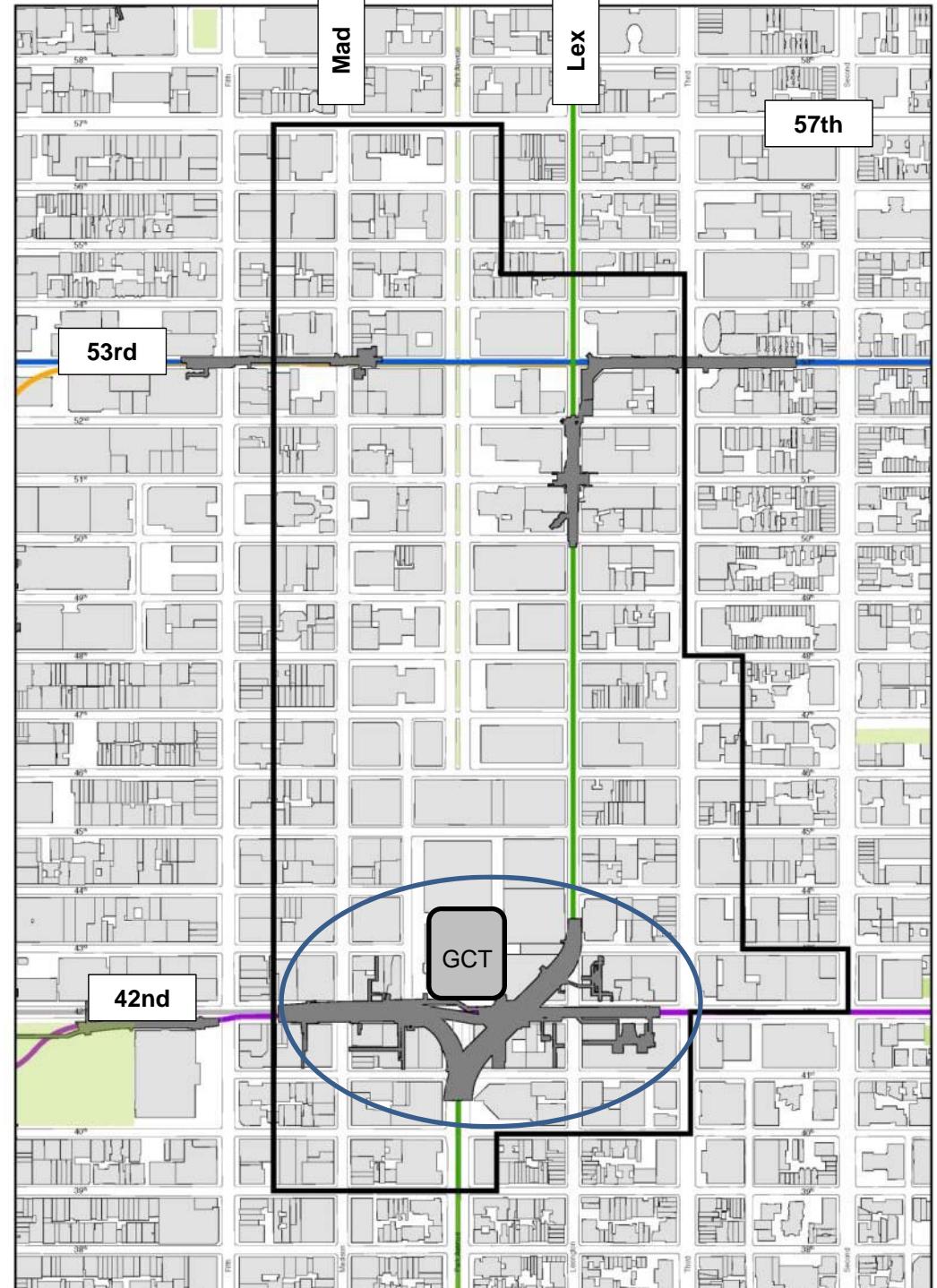


East Midtown Subdistrict

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

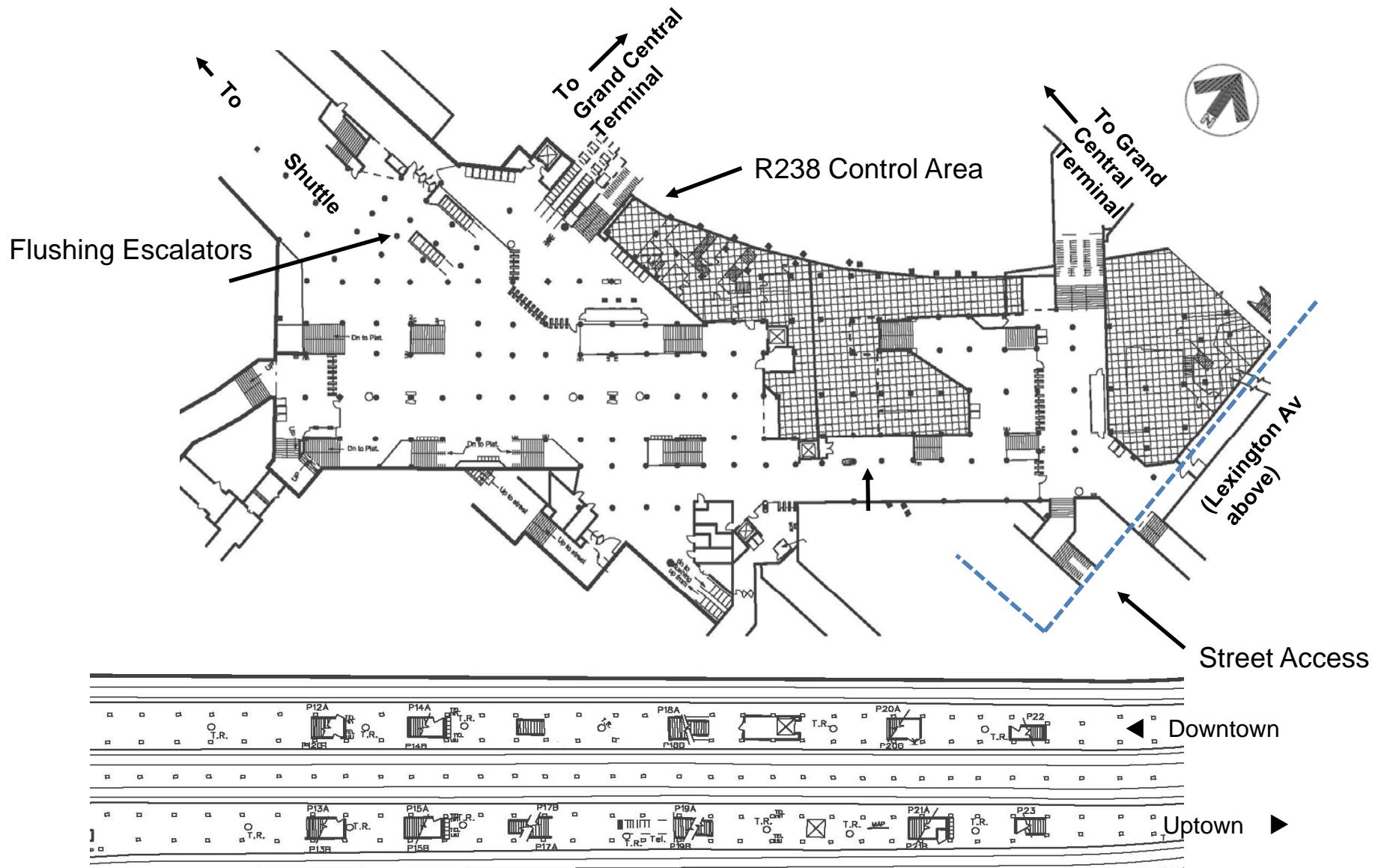
- Main stairs/escalators from Grand Central Terminal to mezzanine very crowded
- One mezzanine area handles 3 major pedestrians flows
- Station is hard to navigate
- Lexington platform congestion delays trains



East Midtown Subdistrict

1. Potential MTA Improvements

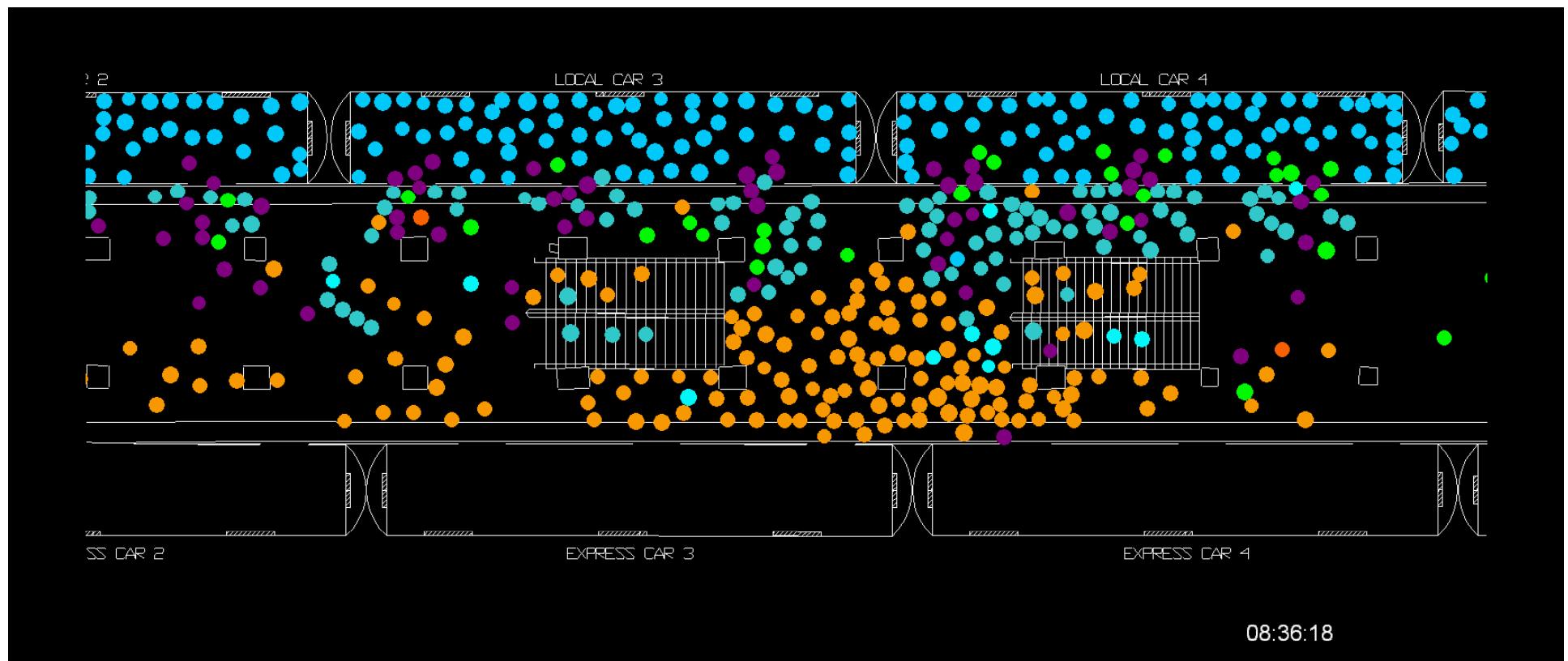
New York City Transit



East Midtown Subdistrict

1. Potential MTA Improvements

Lexington SB Platform
Passenger Flow Simulation
Future With No Subway Improvements



Waiting for Local

Waiting for Express

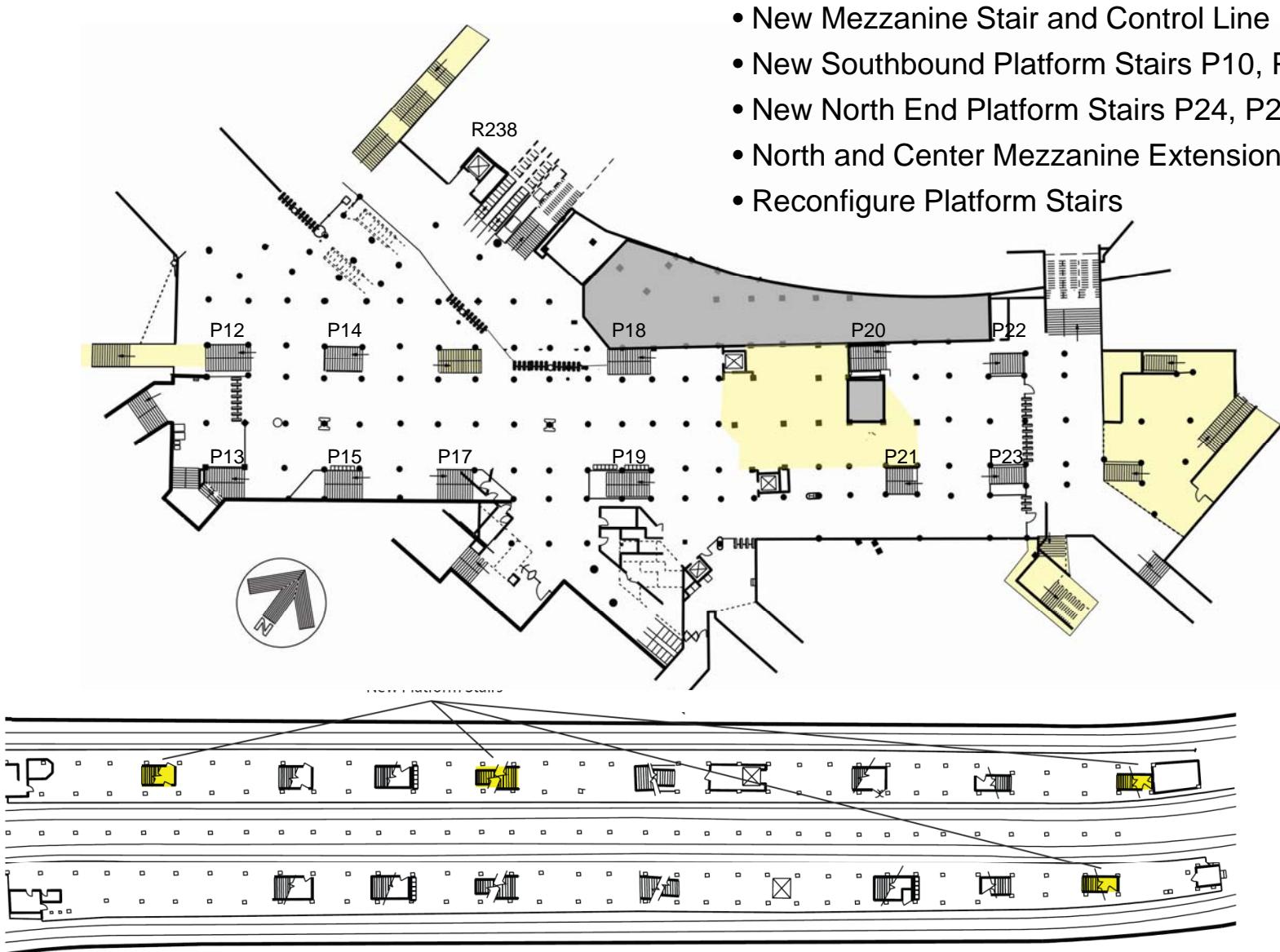
Exiting to Mezzanine

Going to 7 line

New York City Transit

East Midtown Subdistrict

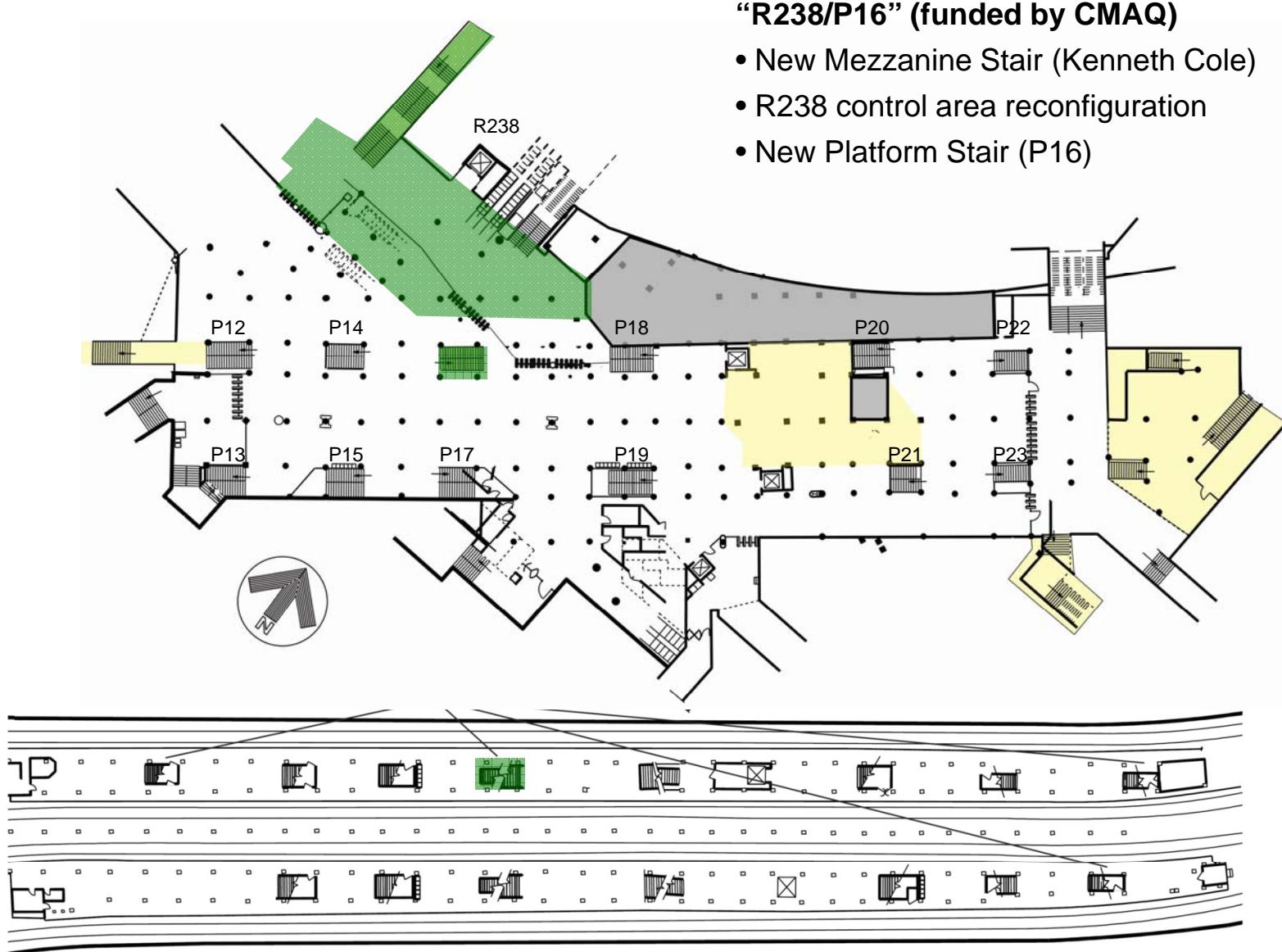
1. Potential MTA Improvements



New York City Transit

East Midtown Subdistrict

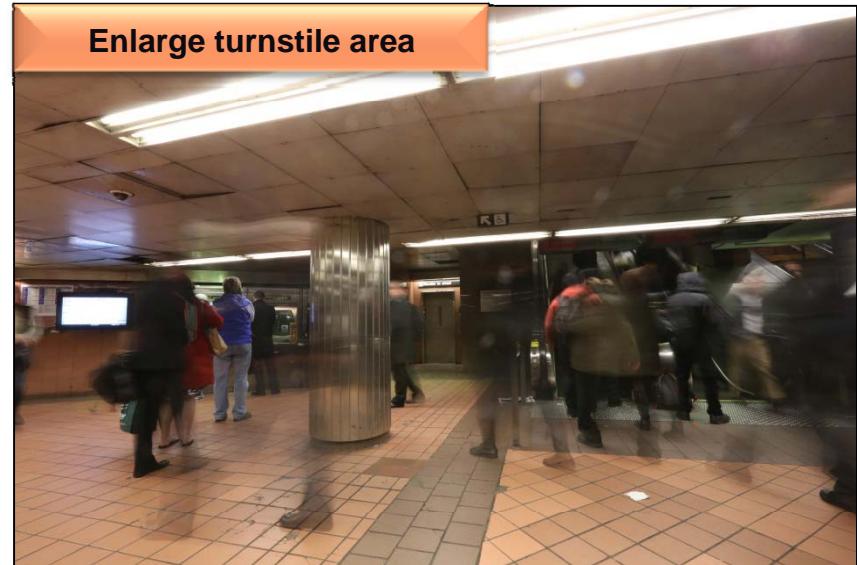
1. Potential MTA Improvements



New York City Transit

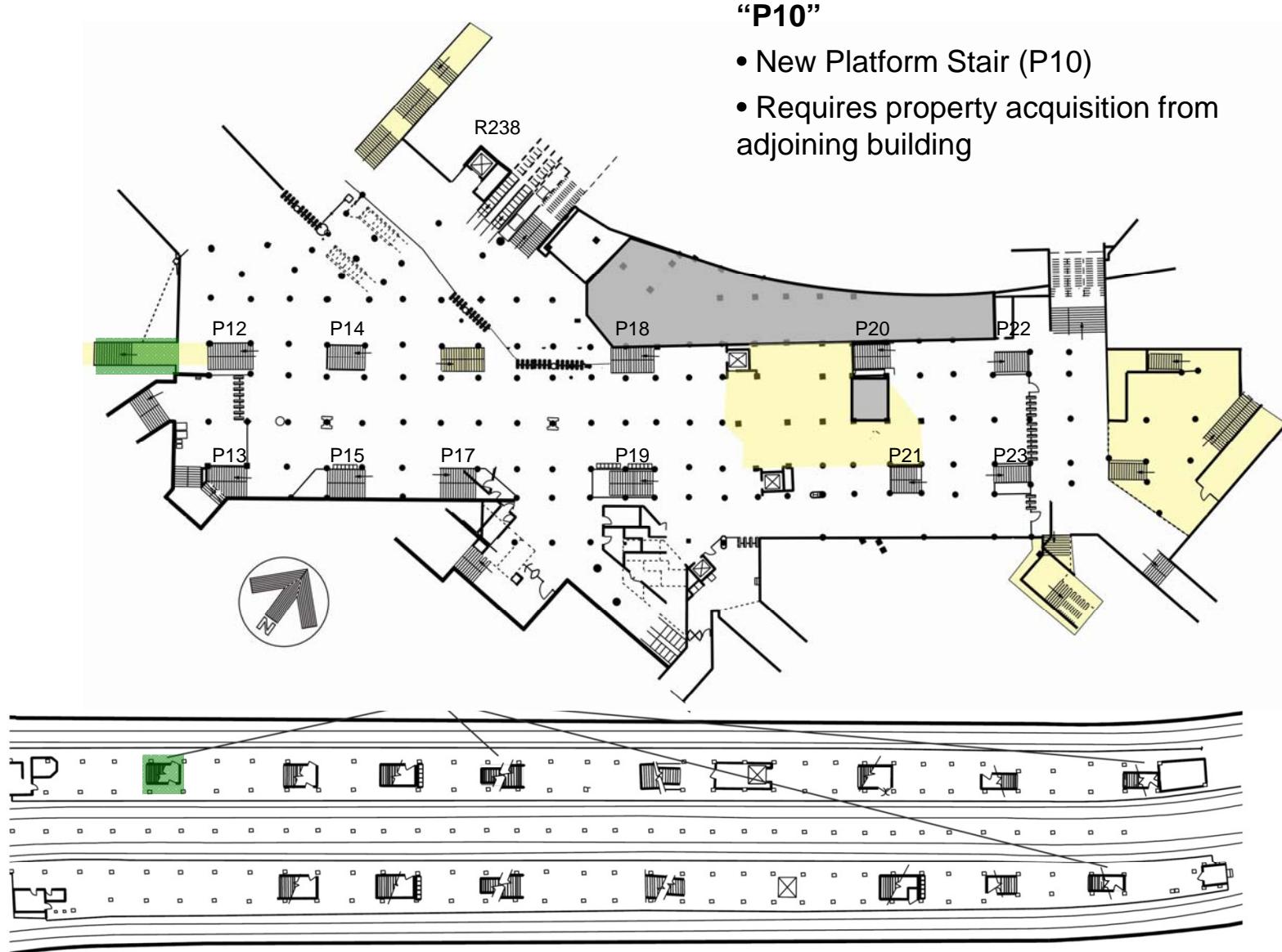
East Midtown Subdistrict

1. Potential MTA Improvements



East Midtown Subdistrict

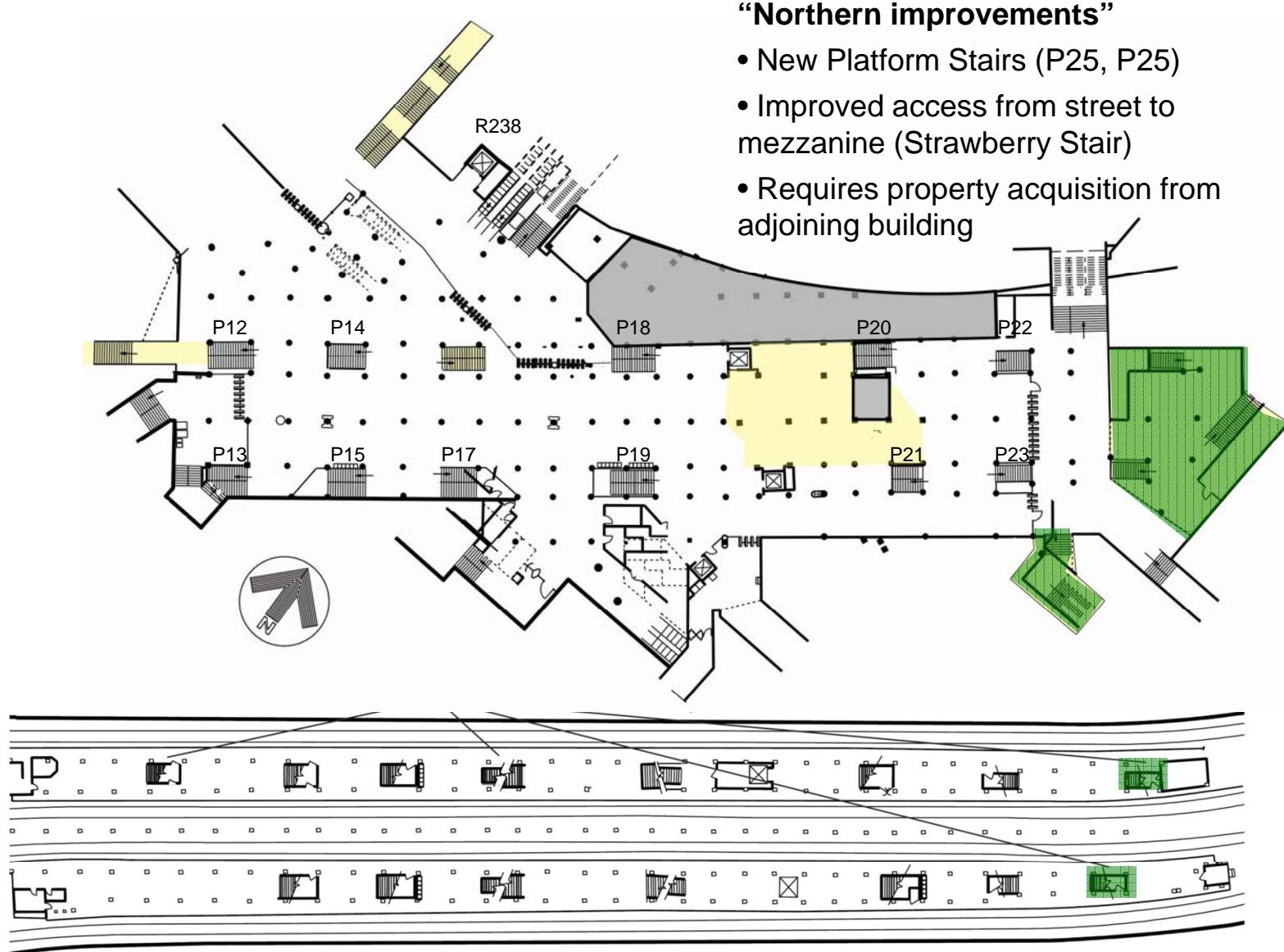
1. Potential MTA Improvements



New York City Transit

East Midtown Subdistrict

1. Potential MTA Improvements



New York City Transit

East Midtown Subdistrict

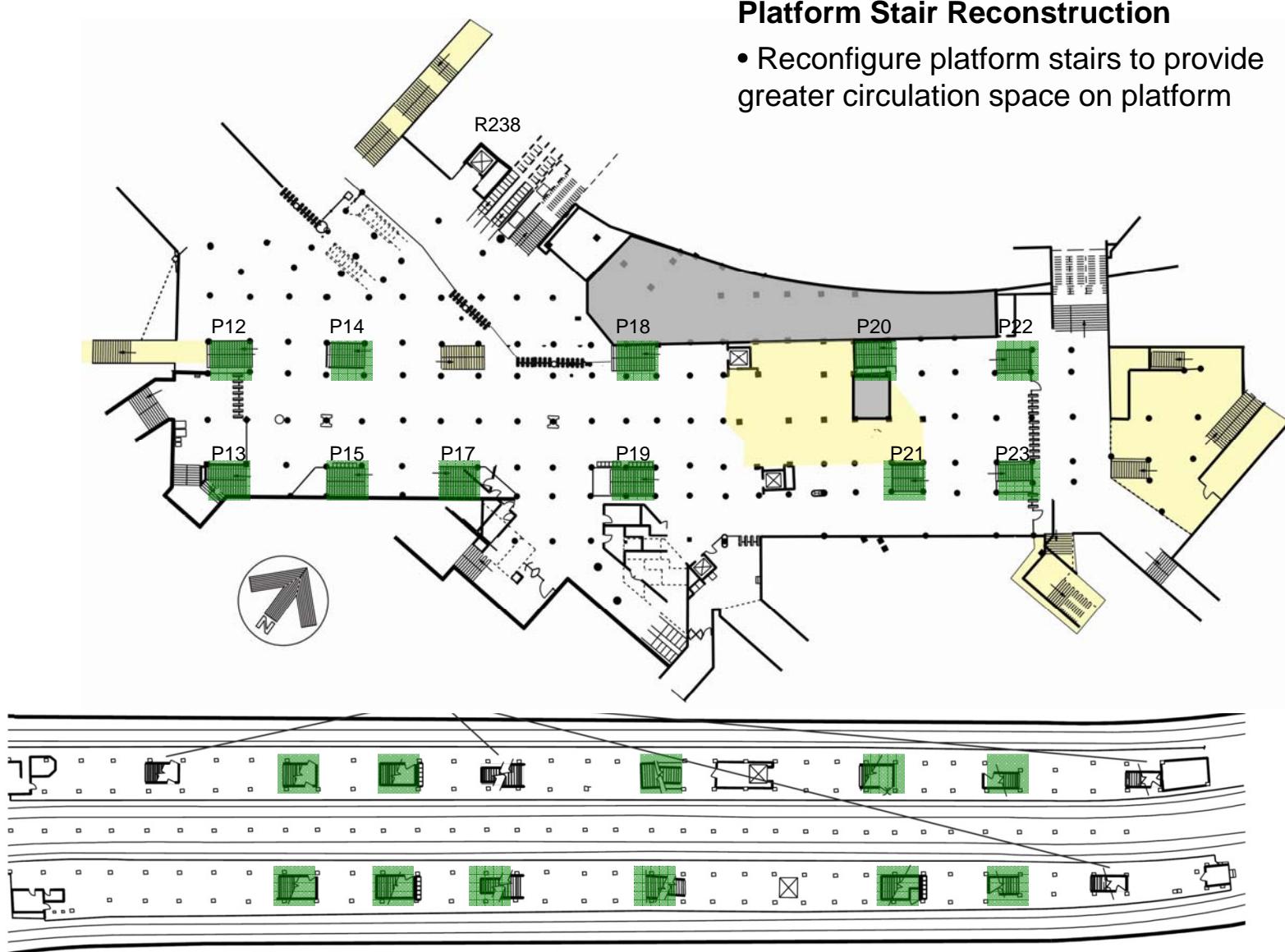
1. Potential MTA Improvements

Add staircases to/from Lexington Line, add staircase to/from Lexington Avenue, and widen existing staircase to/from Lexington Avenue



East Midtown Subdistrict

1. Potential MTA Improvements

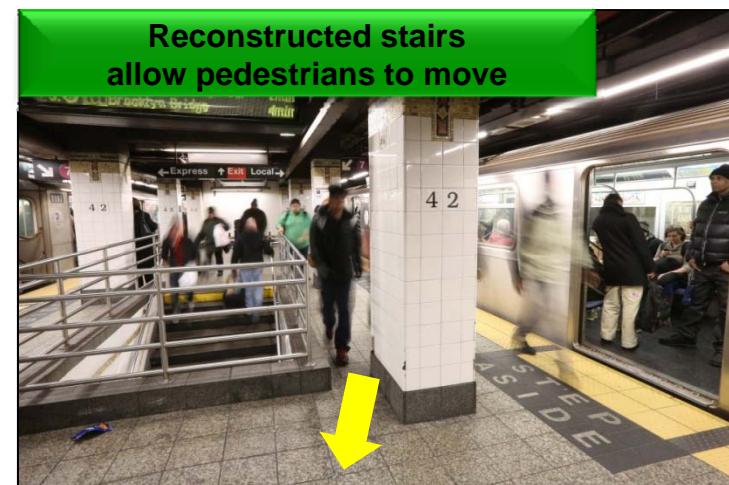
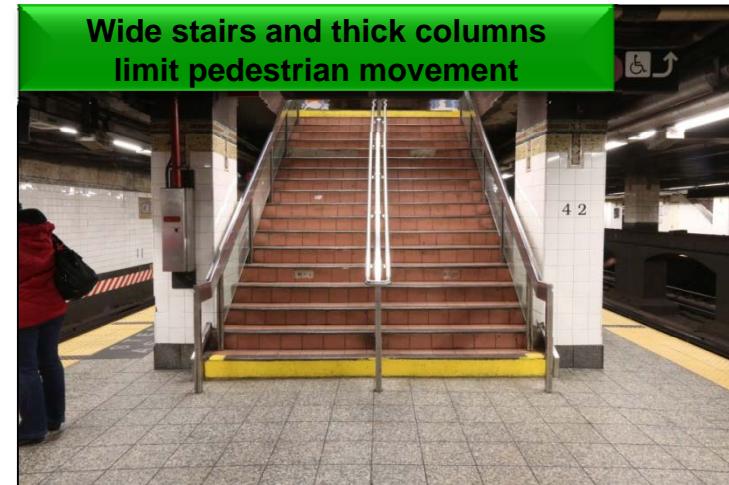
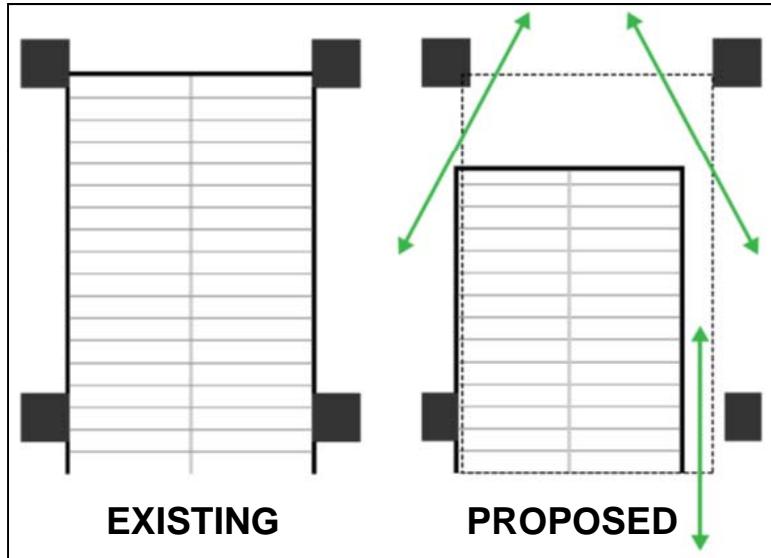


New York City Transit

East Midtown Subdistrict

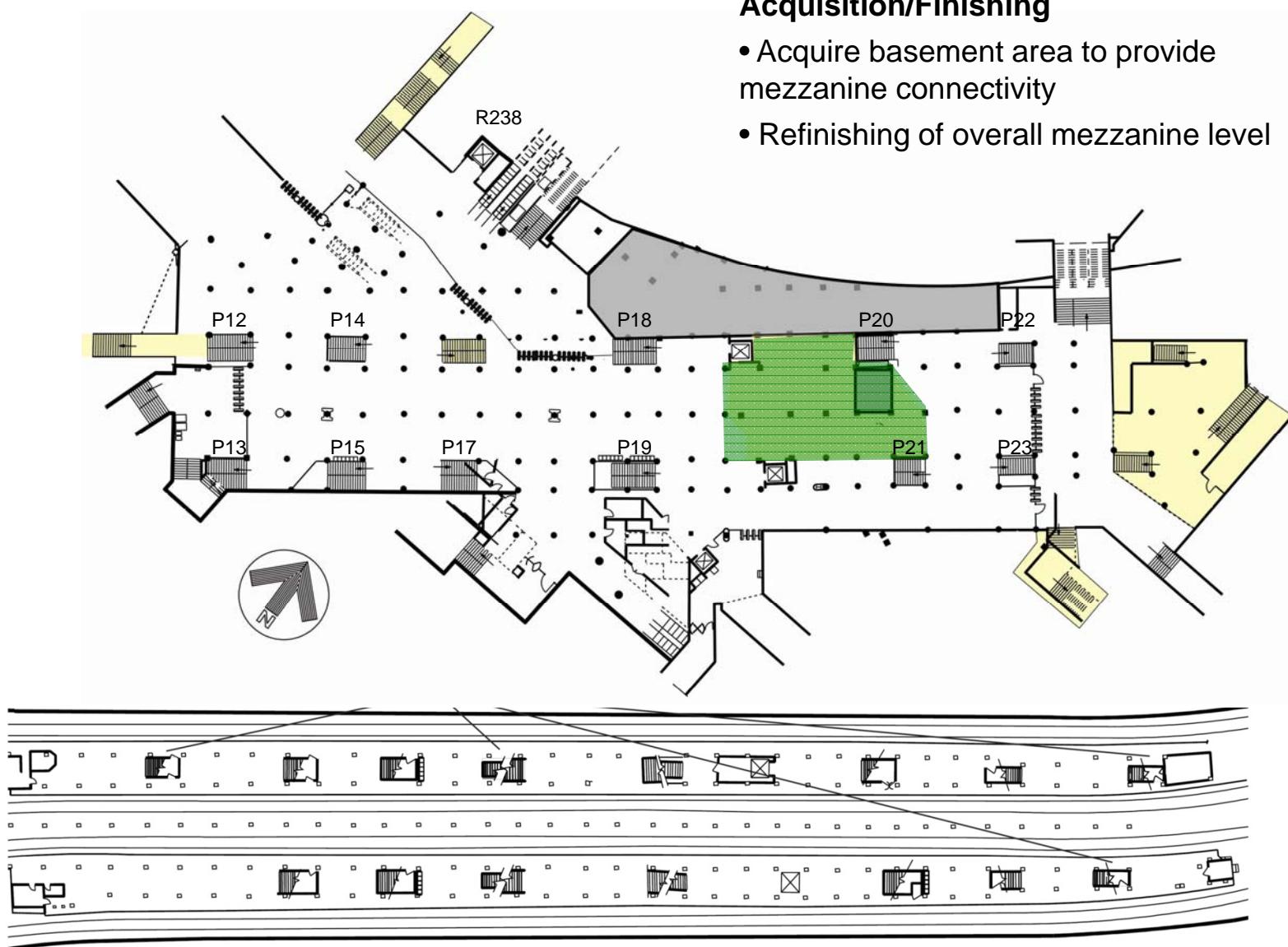
1. Potential MTA Improvements

Reconstruct stairs to provide additional circulation space on subway platforms



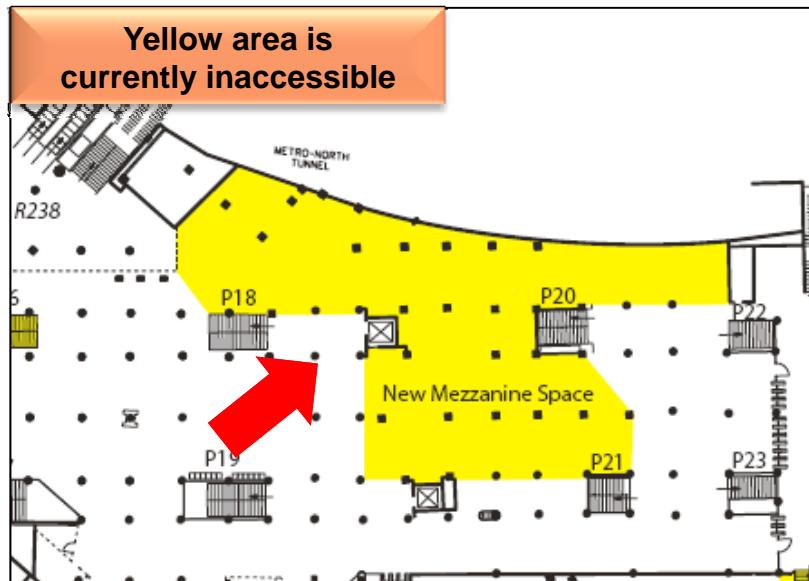
East Midtown Subdistrict

1. Potential MTA Improvements



East Midtown Subdistrict

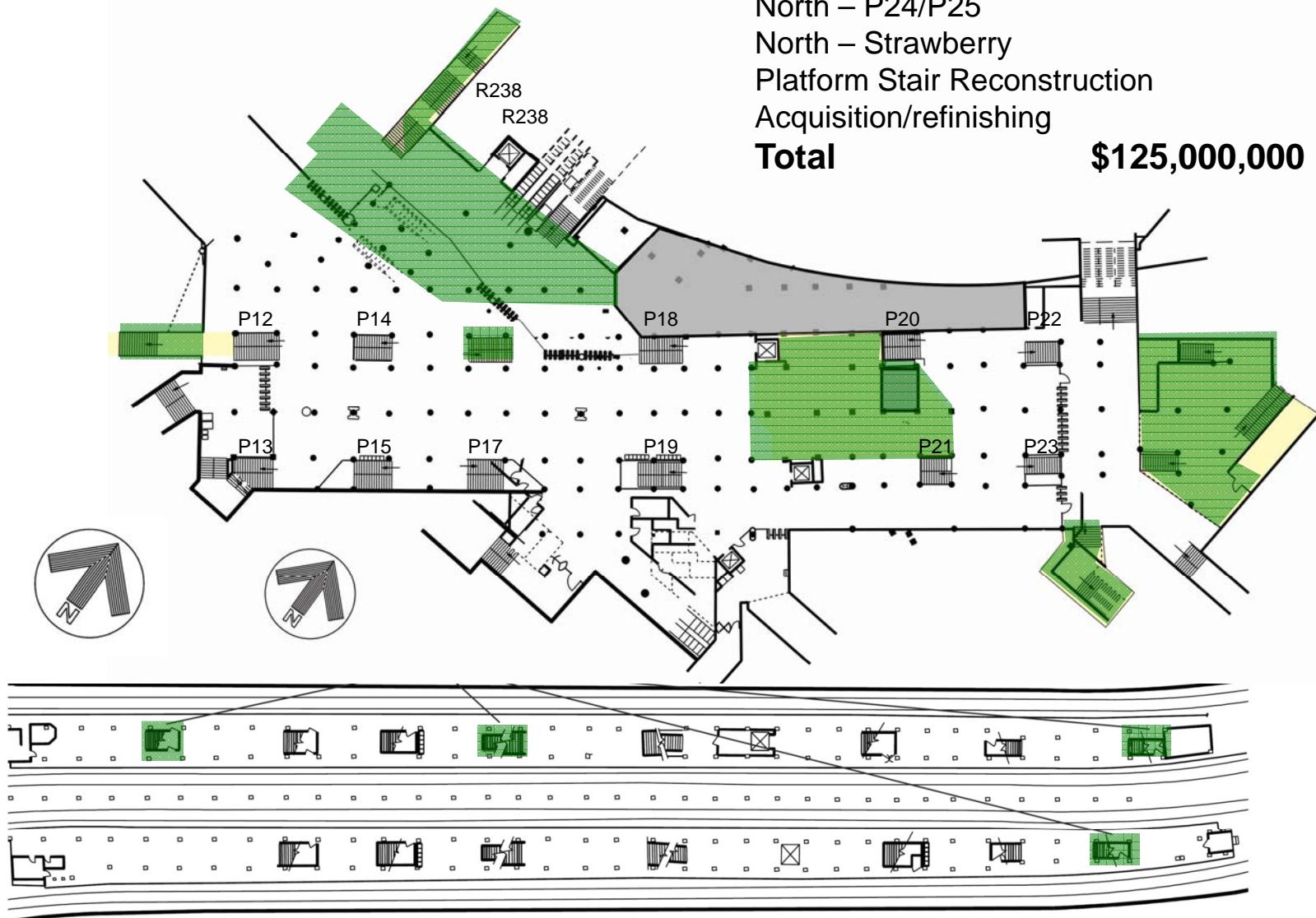
1. Potential MTA Improvements



Mezzanine Level

East Midtown Subdistrict

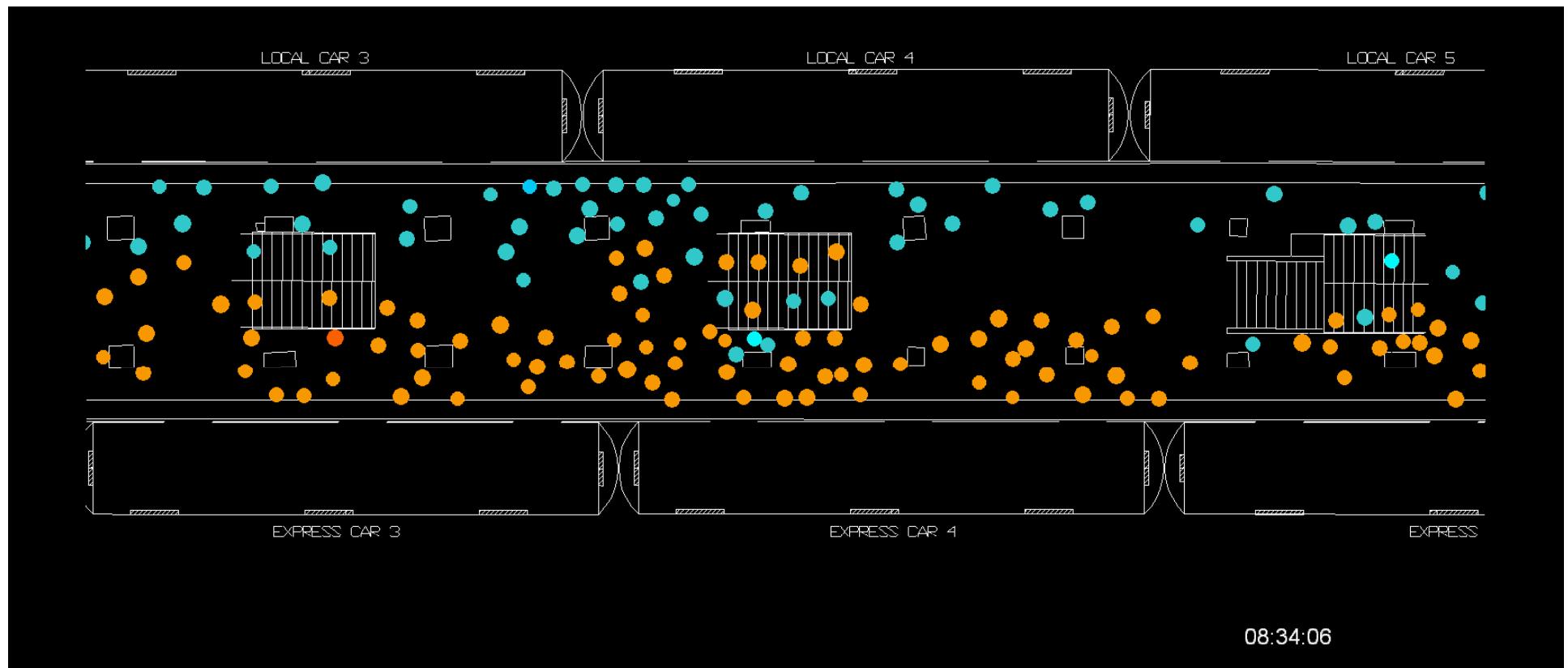
1. Potential MTA Improvements



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

New York City Transit

East Midtown Subdistrict

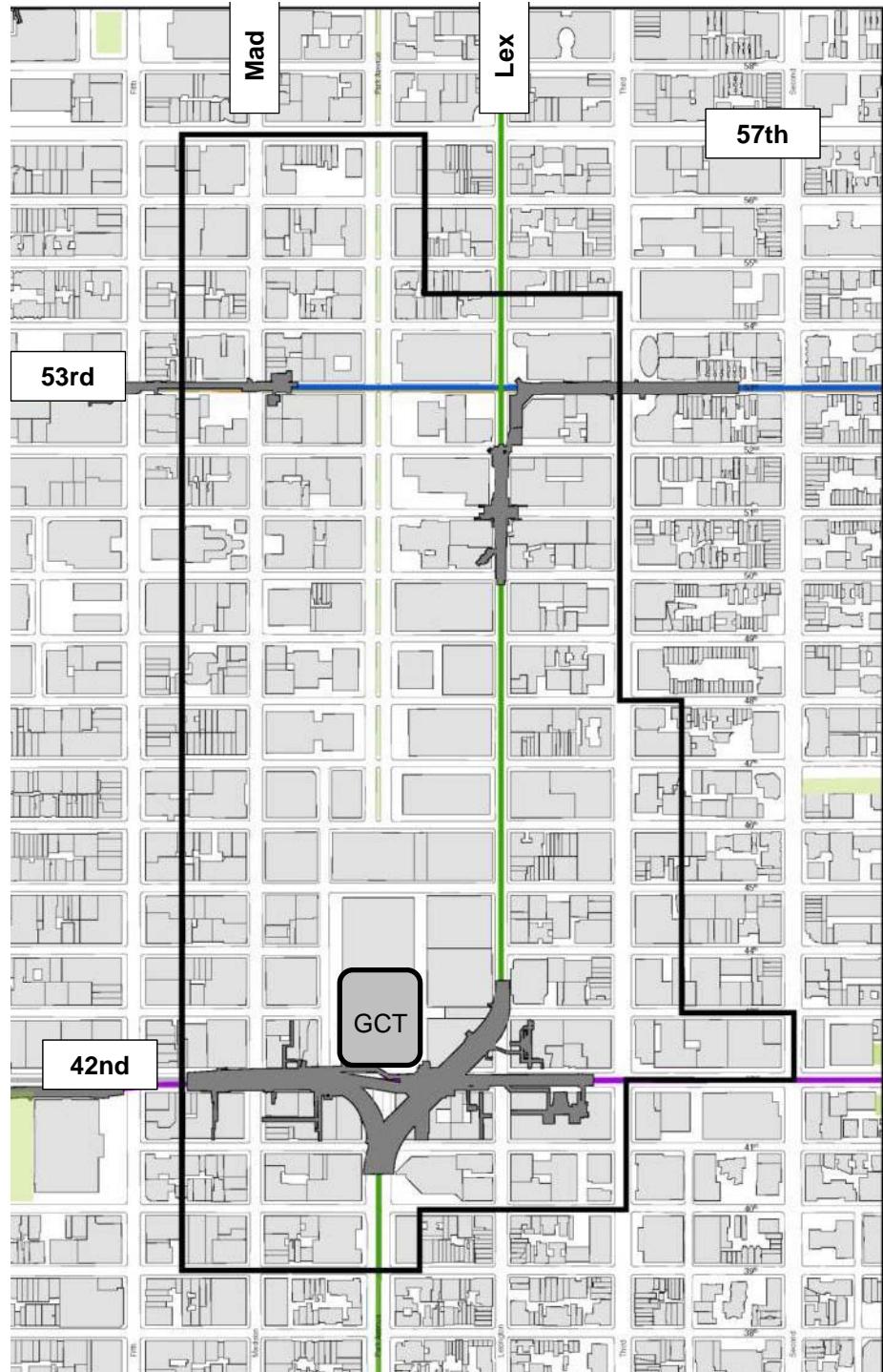
1. Potential MTA Improvements

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

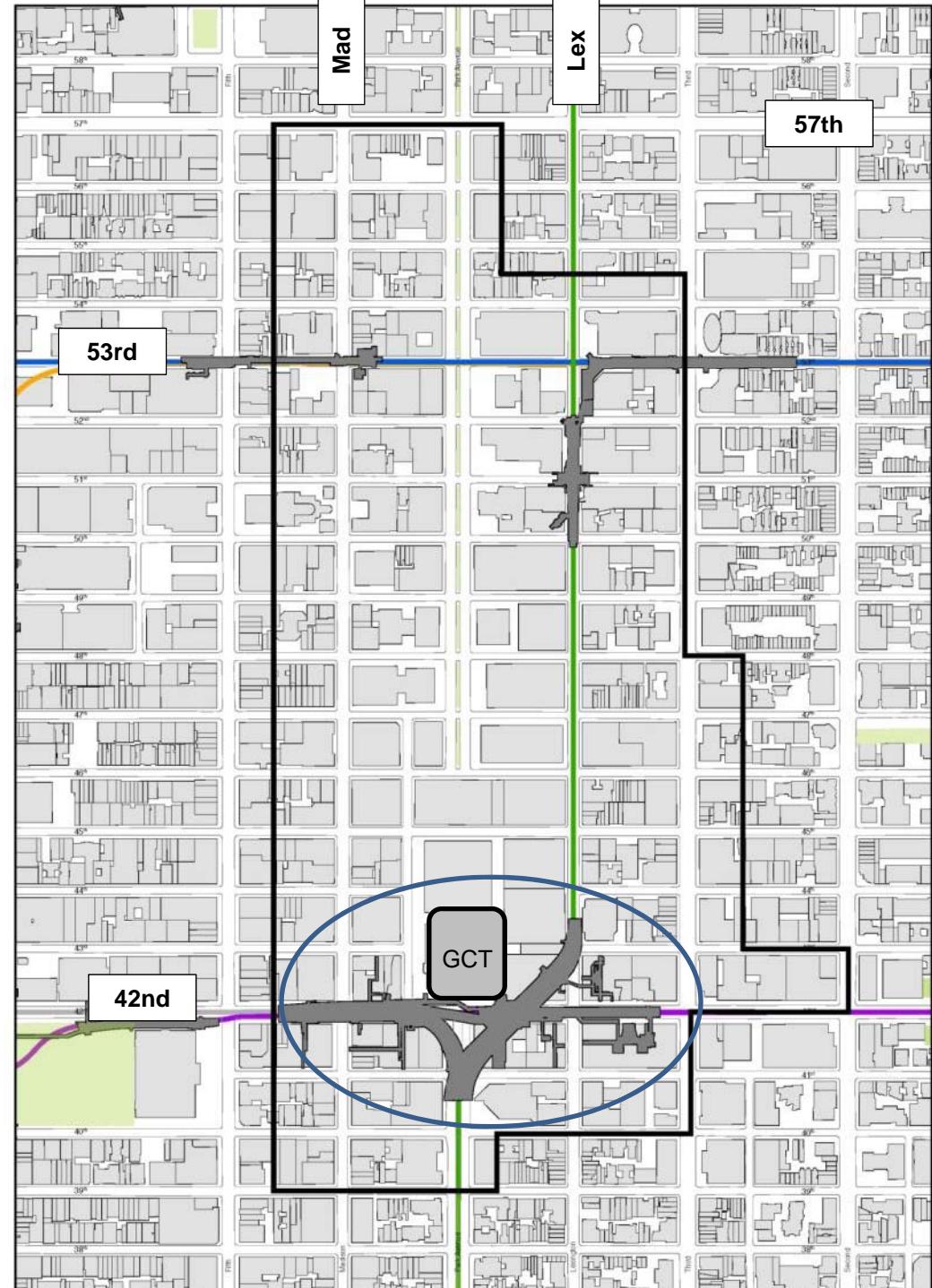


East Midtown Subdistrict

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



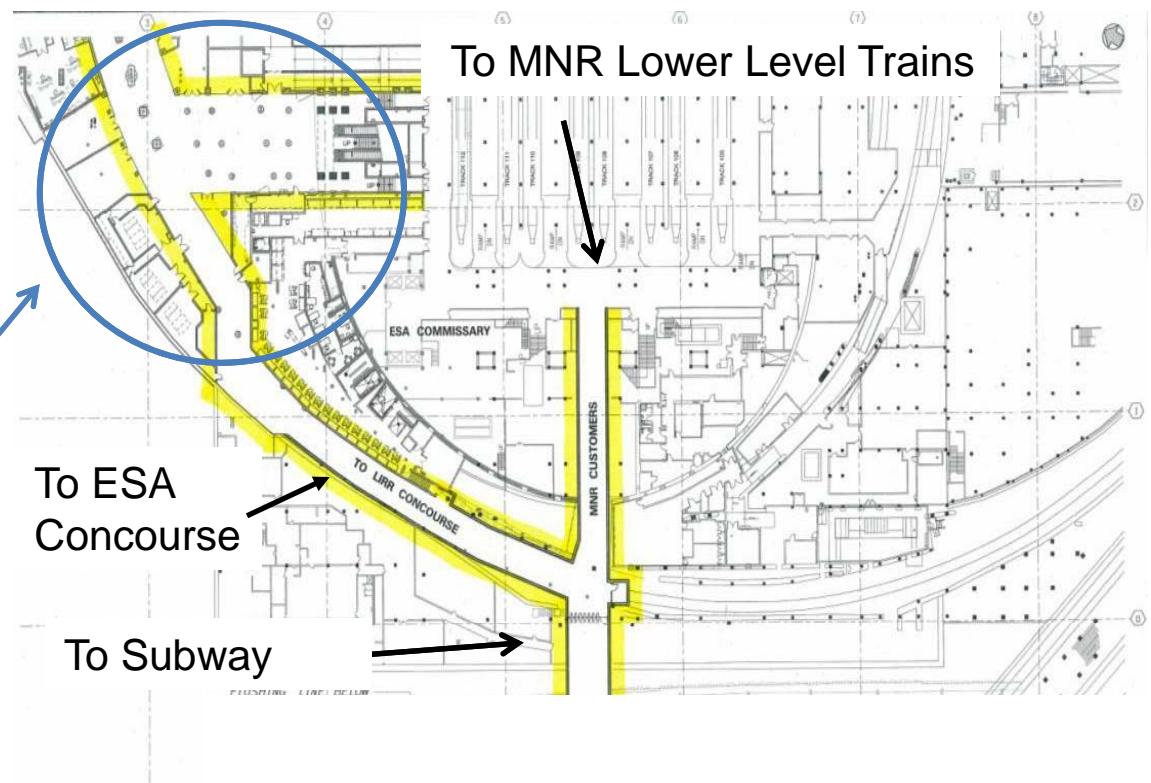
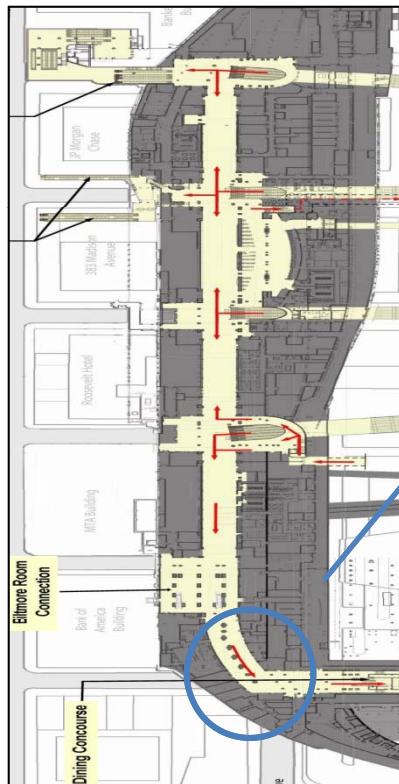
East Midtown Subdistrict

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

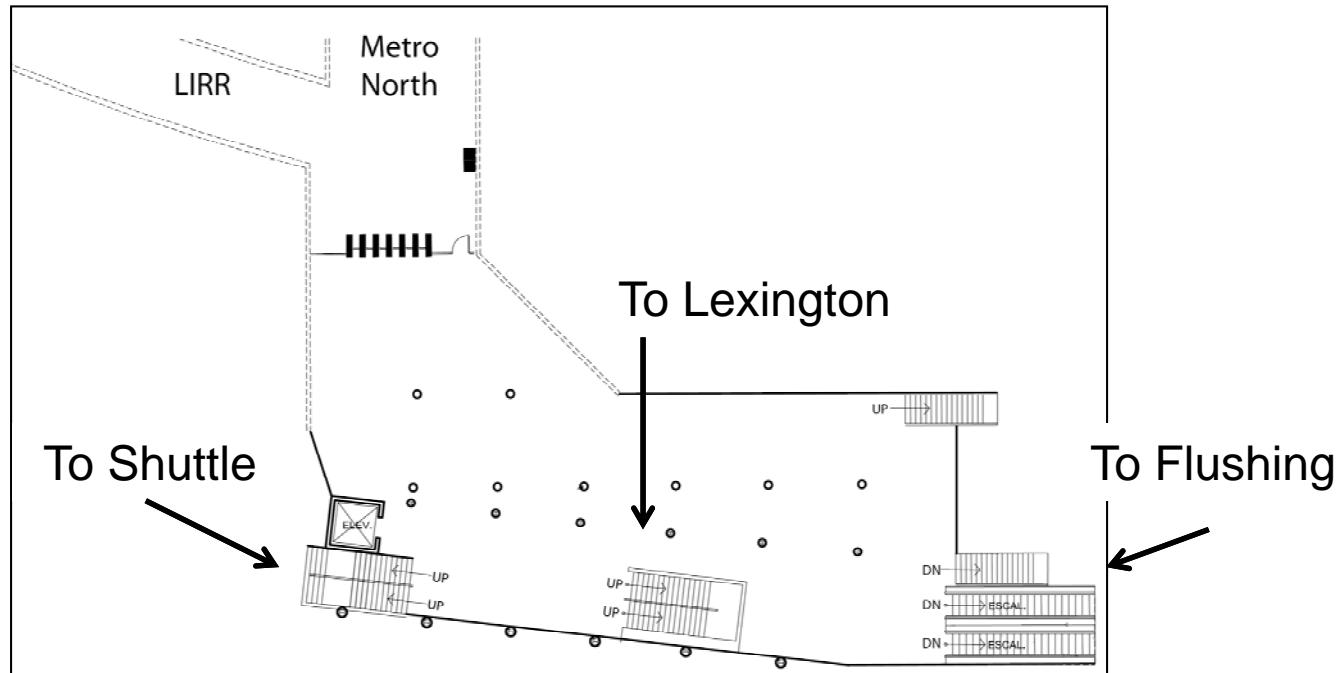


East Midtown Subdistrict

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



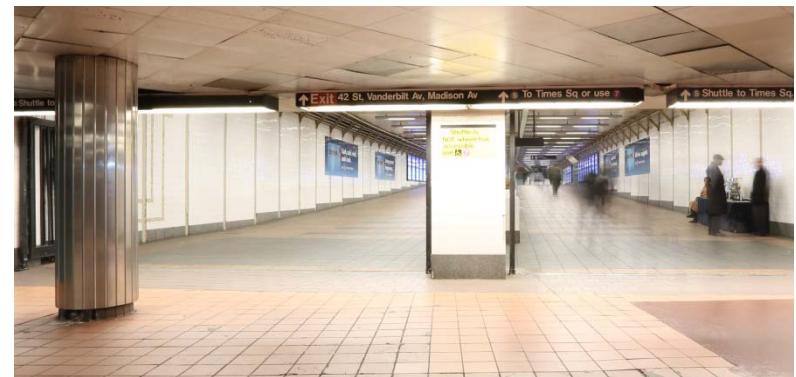
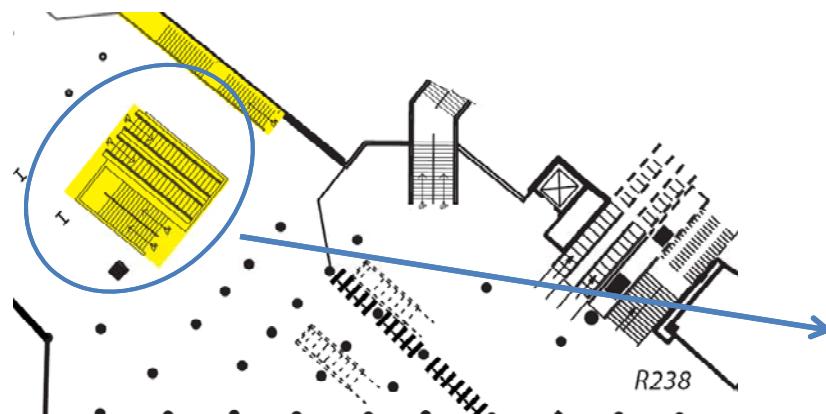
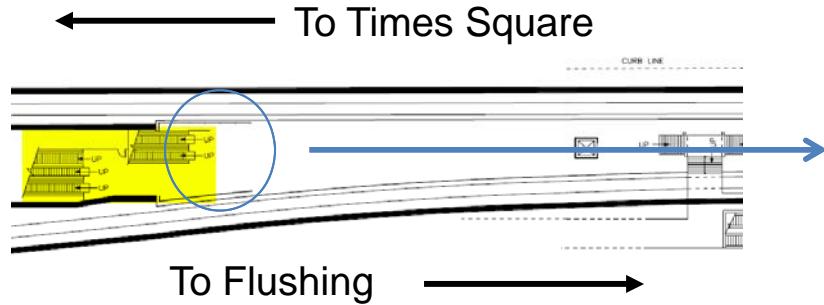
New York City Transit

East Midtown Subdistrict

1. Potential MTA Improvements

Intermodal Connection

- Improved Flushing access



New York City Transit

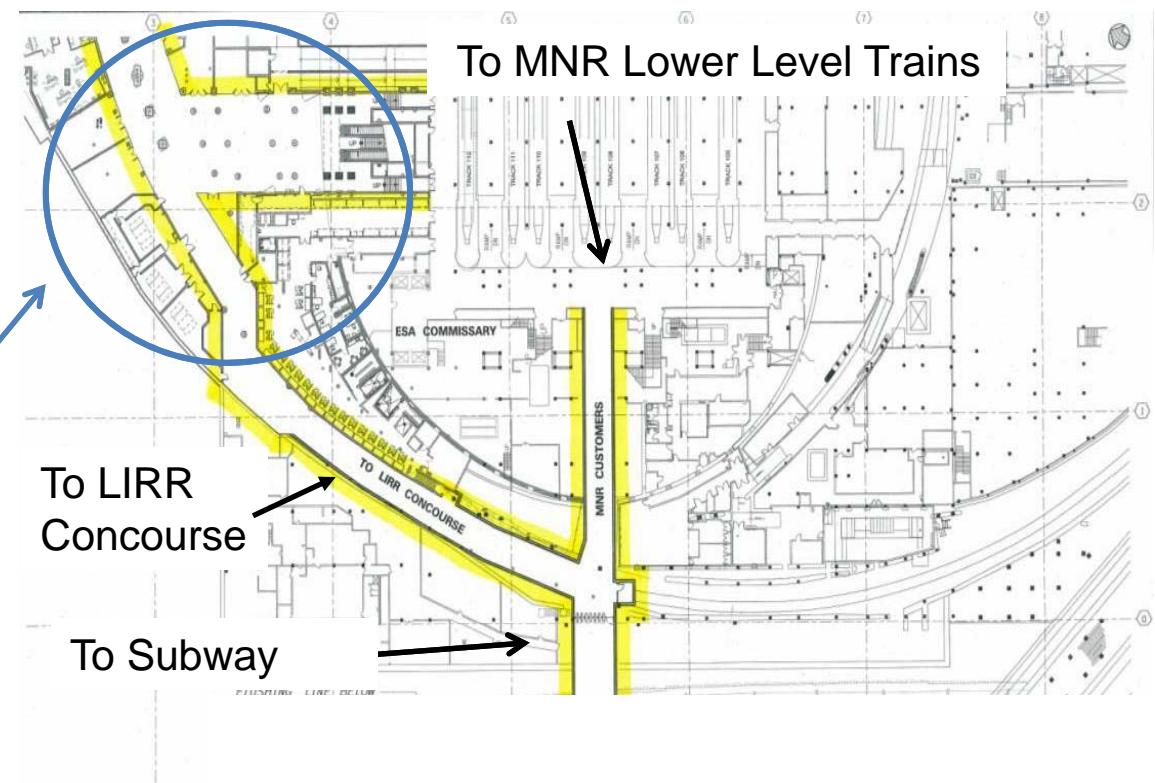
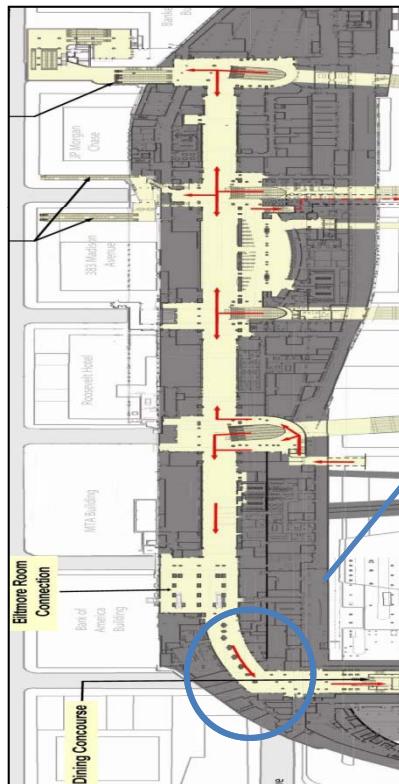
East Midtown Subdistrict

1. Potential MTA Improvements

Intermodal Connection

Estimated Costs - \$250 million

ESA concourse



New York City Transit

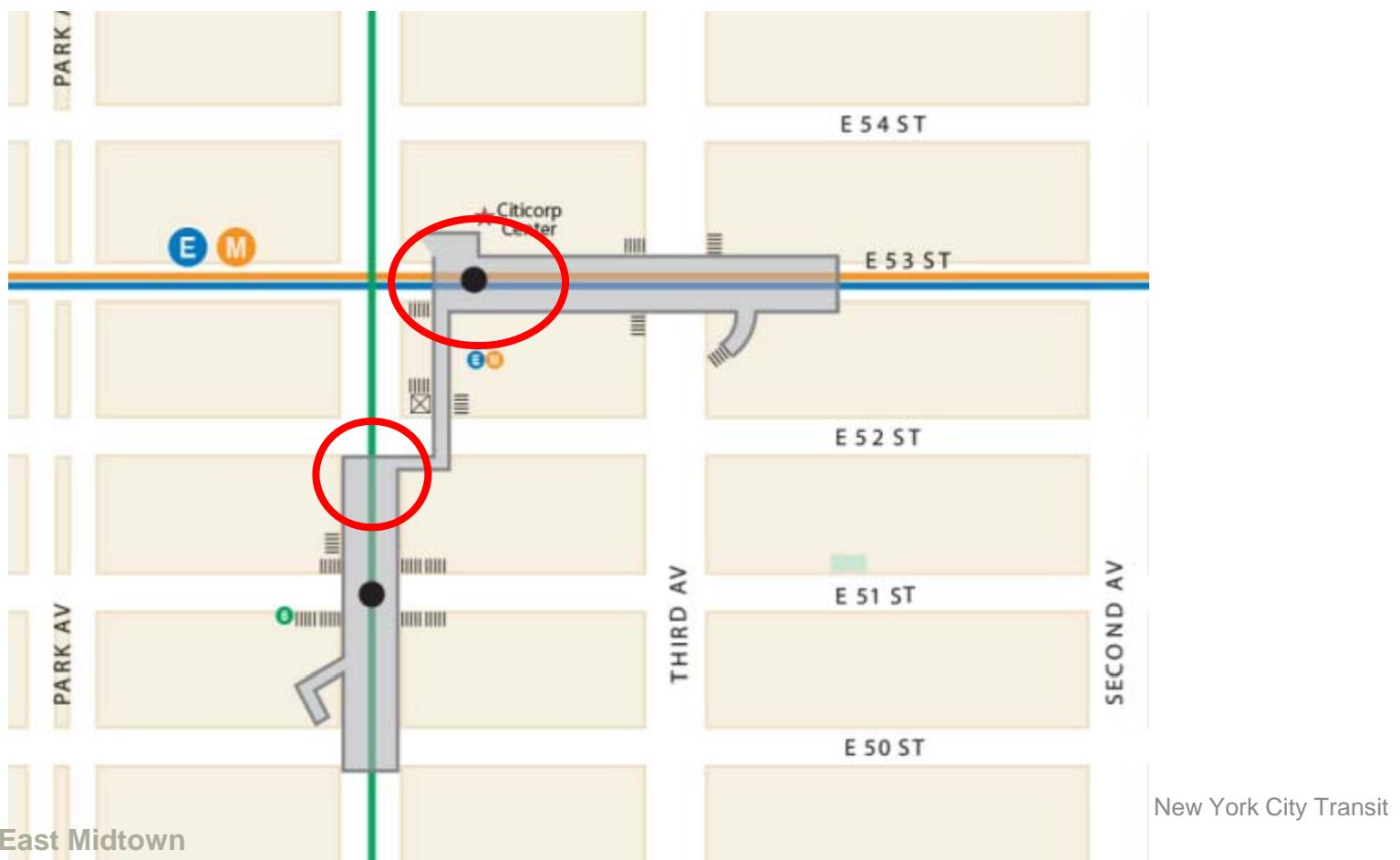
East Midtown Subdistrict

1. Potential MTA Improvements

Lexington / 53rd street and 51st street complex

Potential Improvements

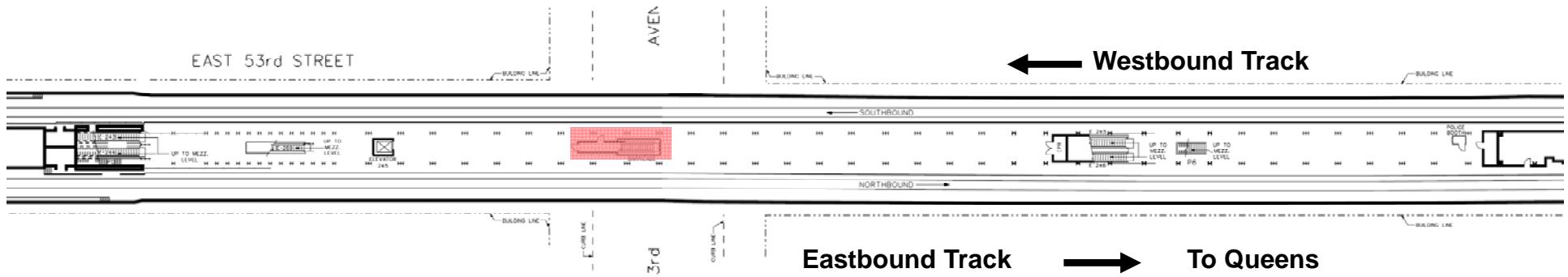
- Widened platform escalator at 53rd street
- Widened transfer connection between downtown Lexington and 53rd street



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

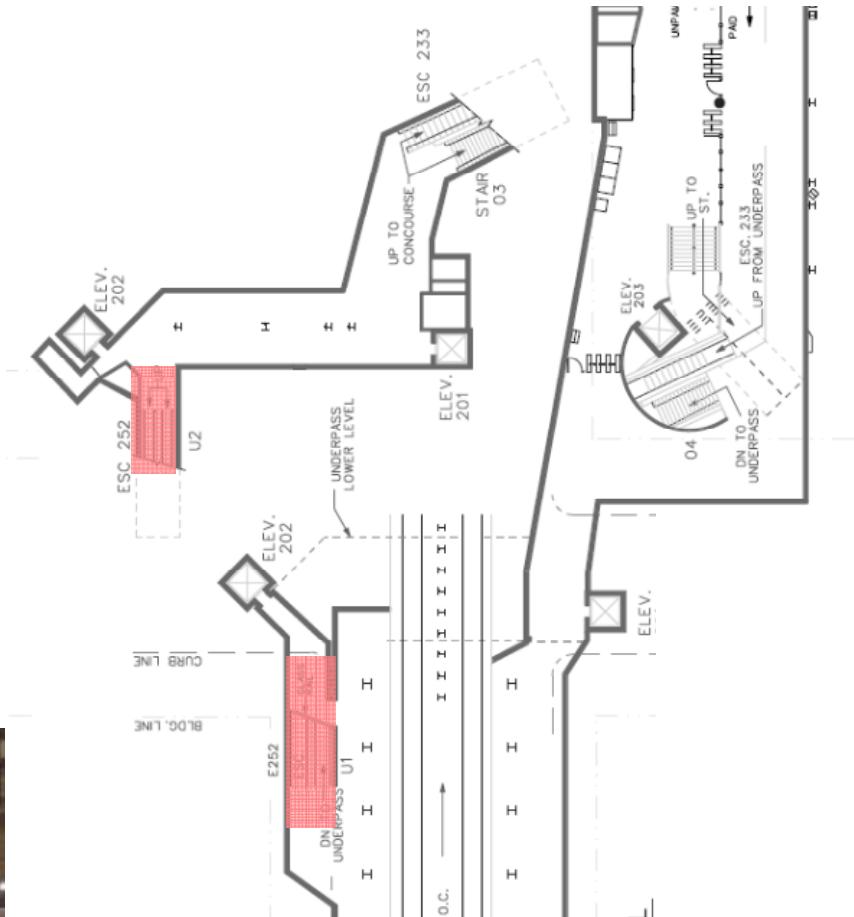
51st Street station

Issue

- Downtown queuing issues at Transfer Core

Improvement

- Widen access point

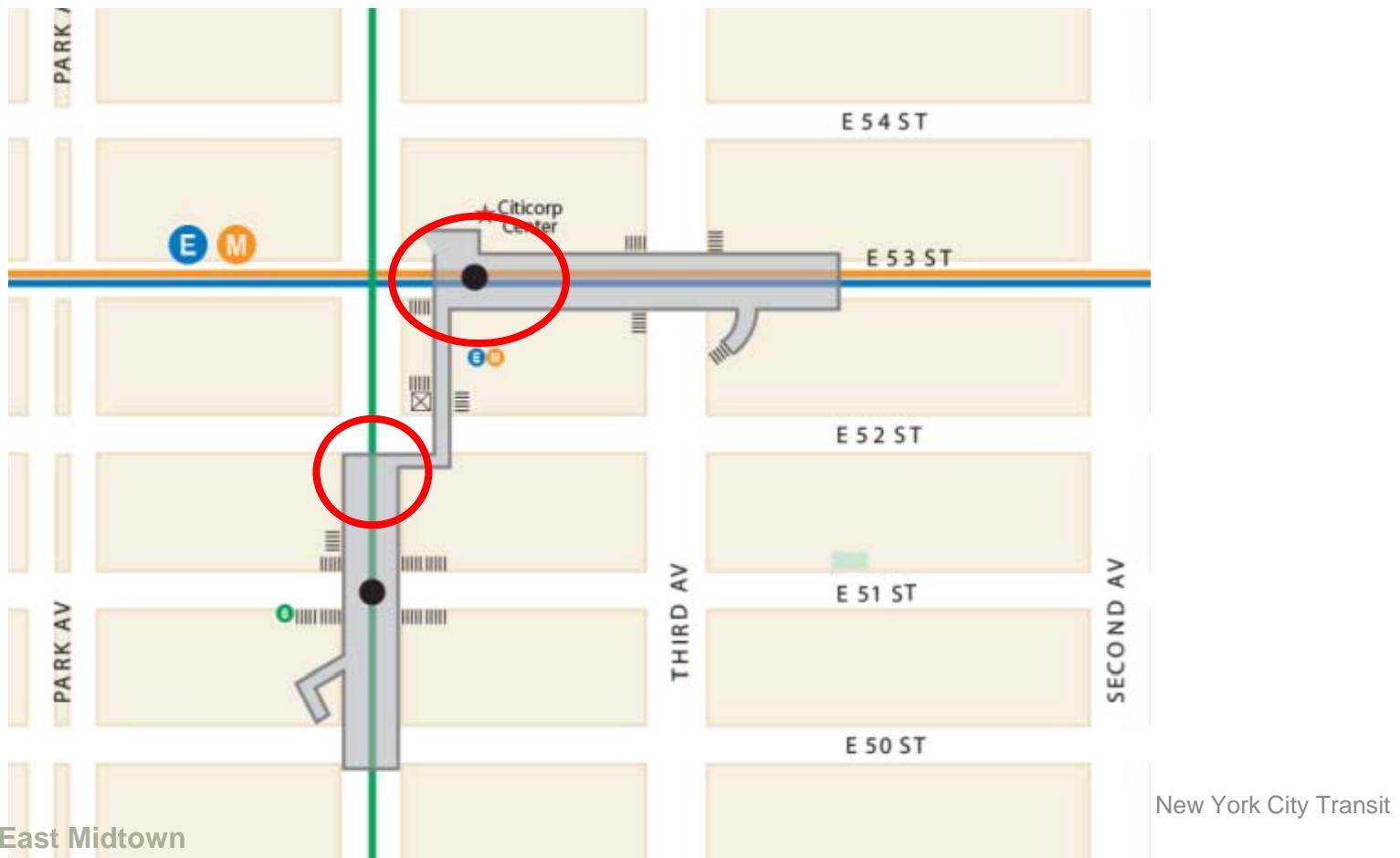


New York City Transit

East Midtown Subdistrict

1. Potential MTA Improvements

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



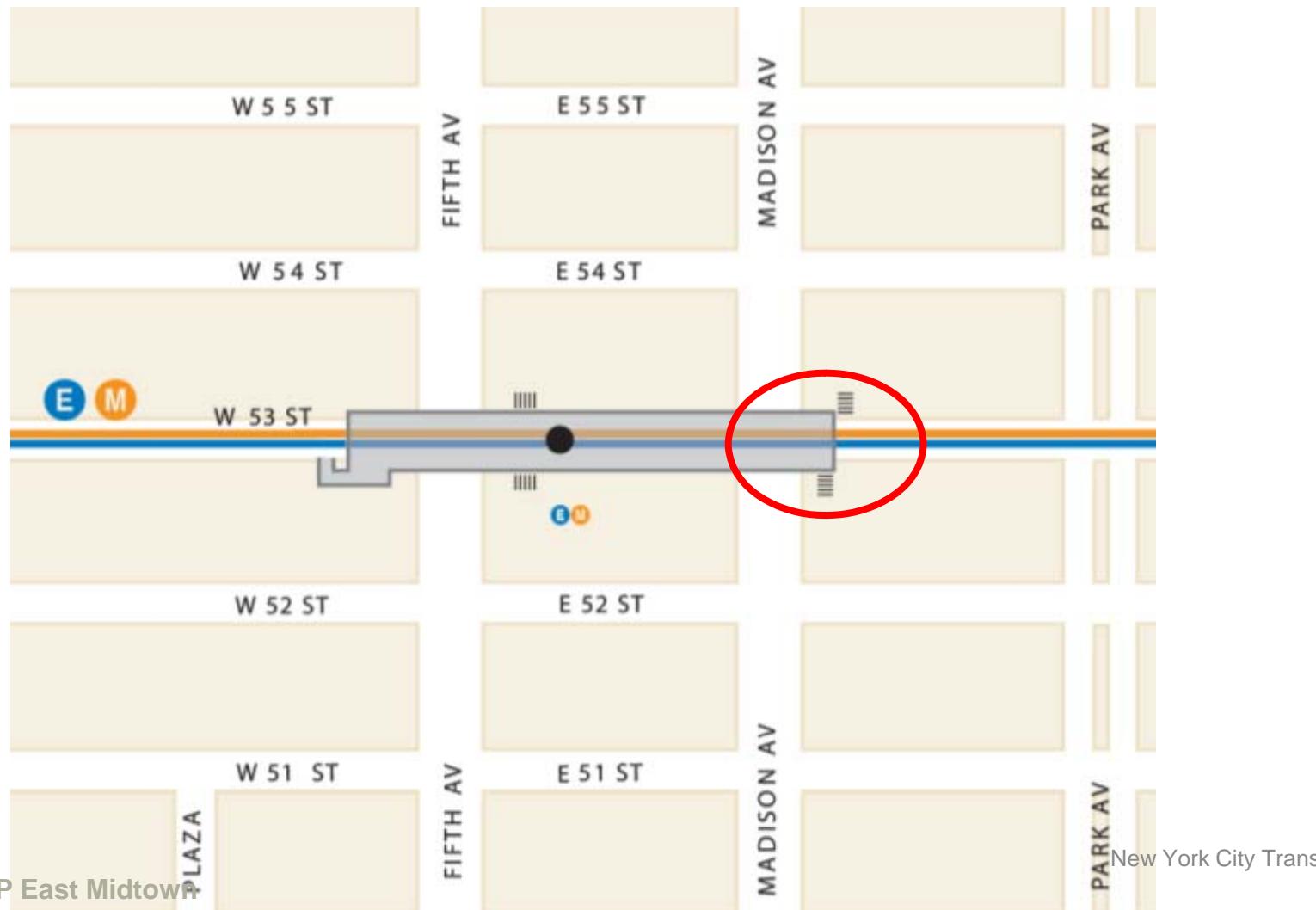
East Midtown Subdistrict

1. Potential MTA Improvements

Fifth / 53rd street

Potential Improvements

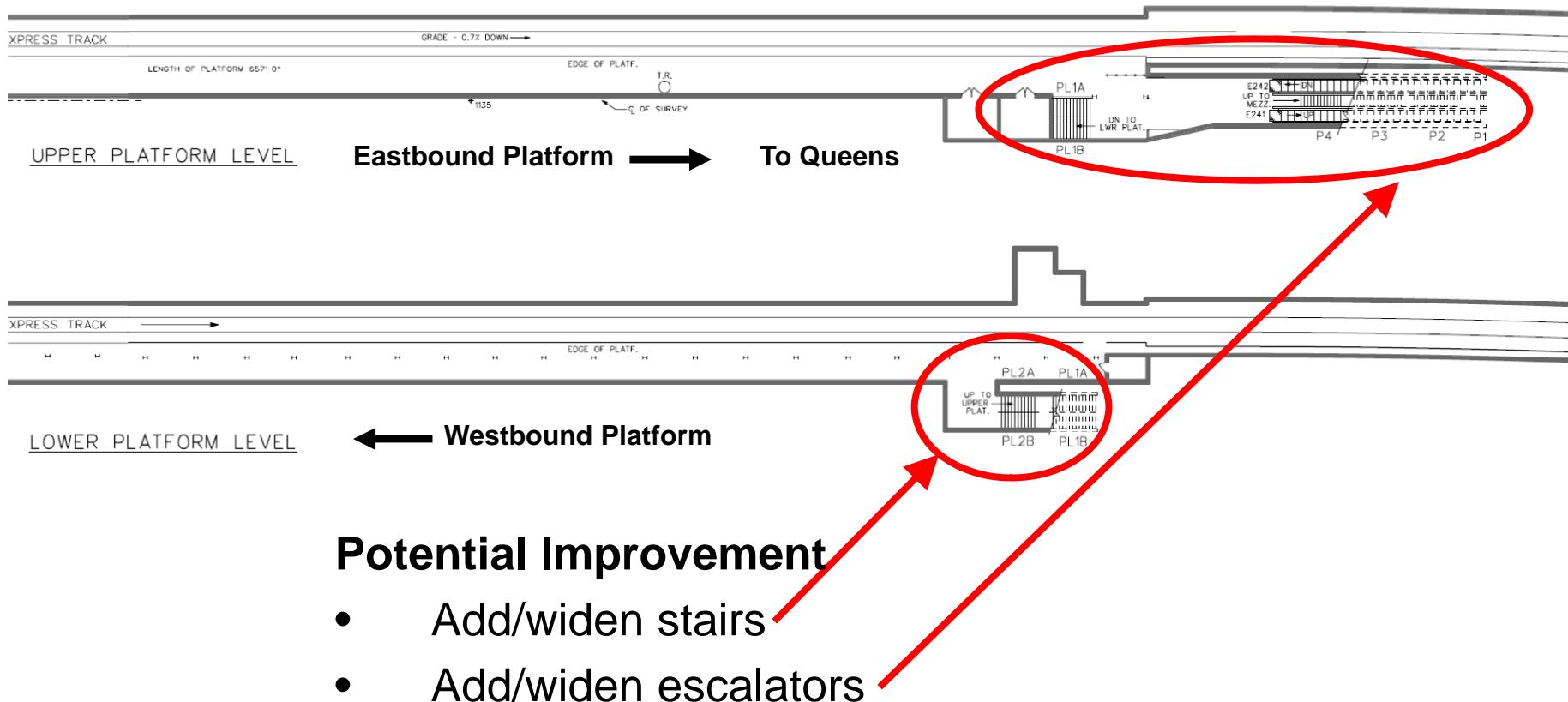
- Add/widen platform access on Madison end of platform



East Midtown Subdistrict

1. Potential MTA Improvements

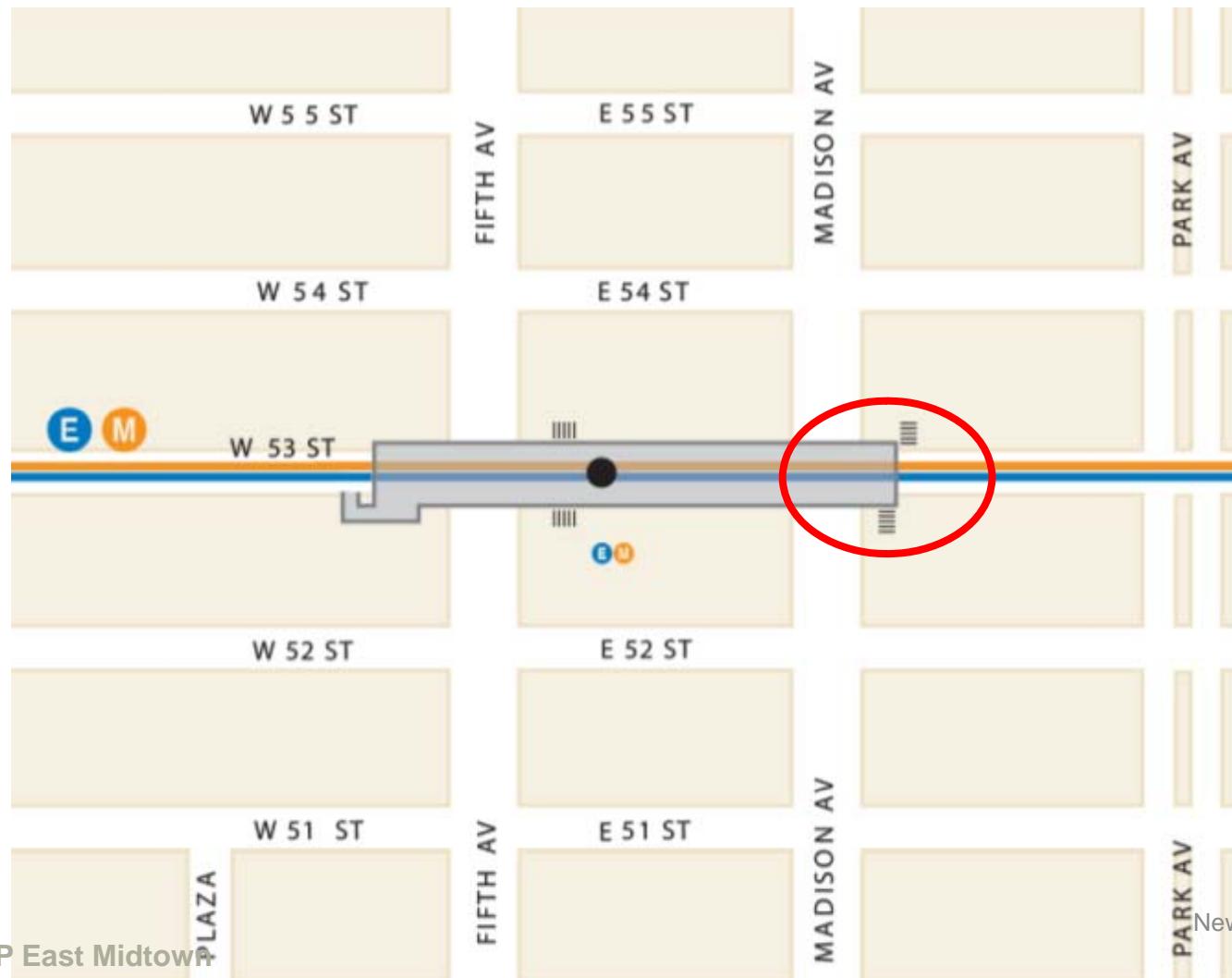
5th Av/53rd St (Madison Av End)



East Midtown Subdistrict

1. Potential MTA Improvements

Fifth / 53rd 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

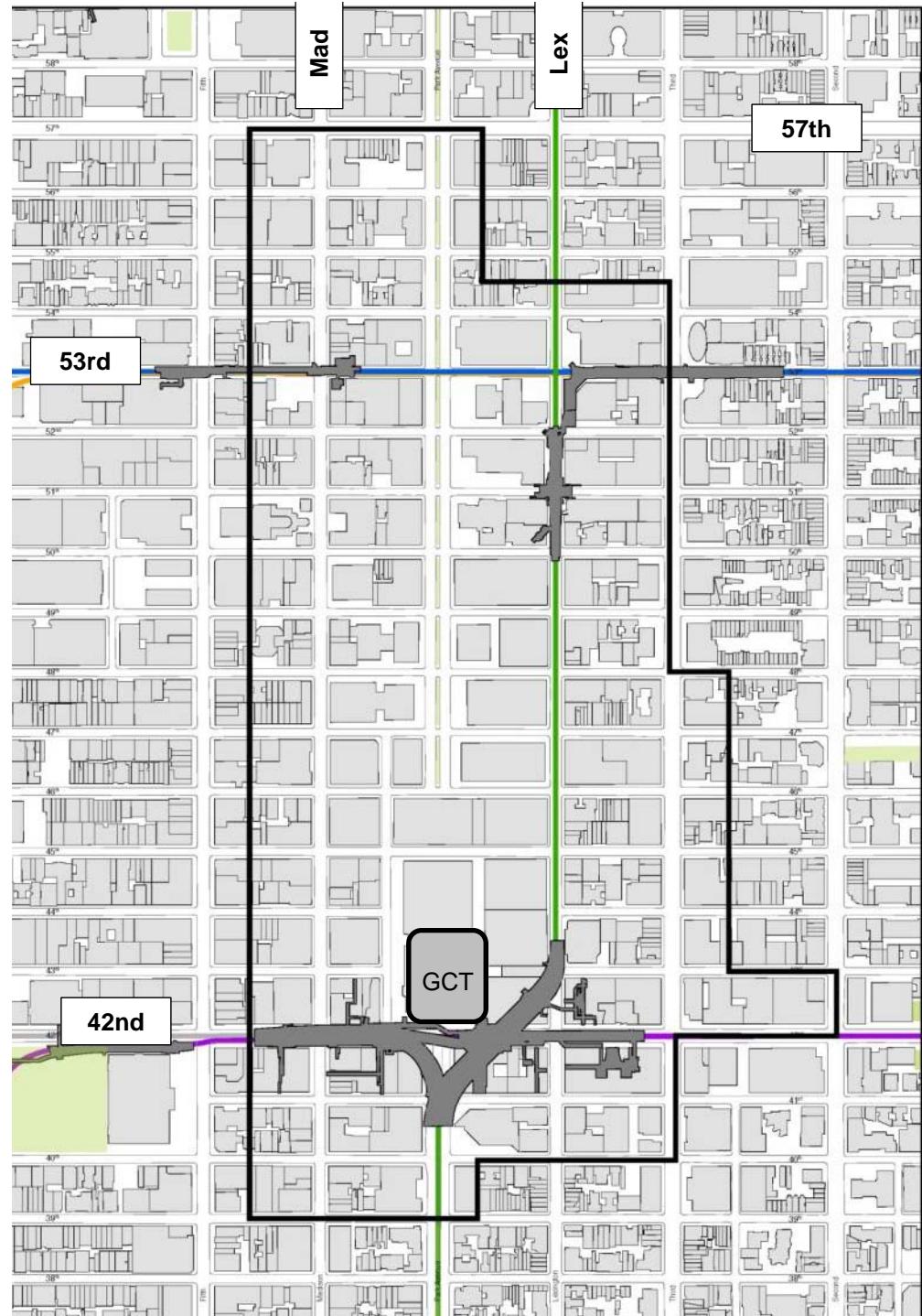
Total \$125,000,000

GC Intermodal Connections \$250,000,000

Lexington/53rd and 51st \$40,000,000

53rd /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.

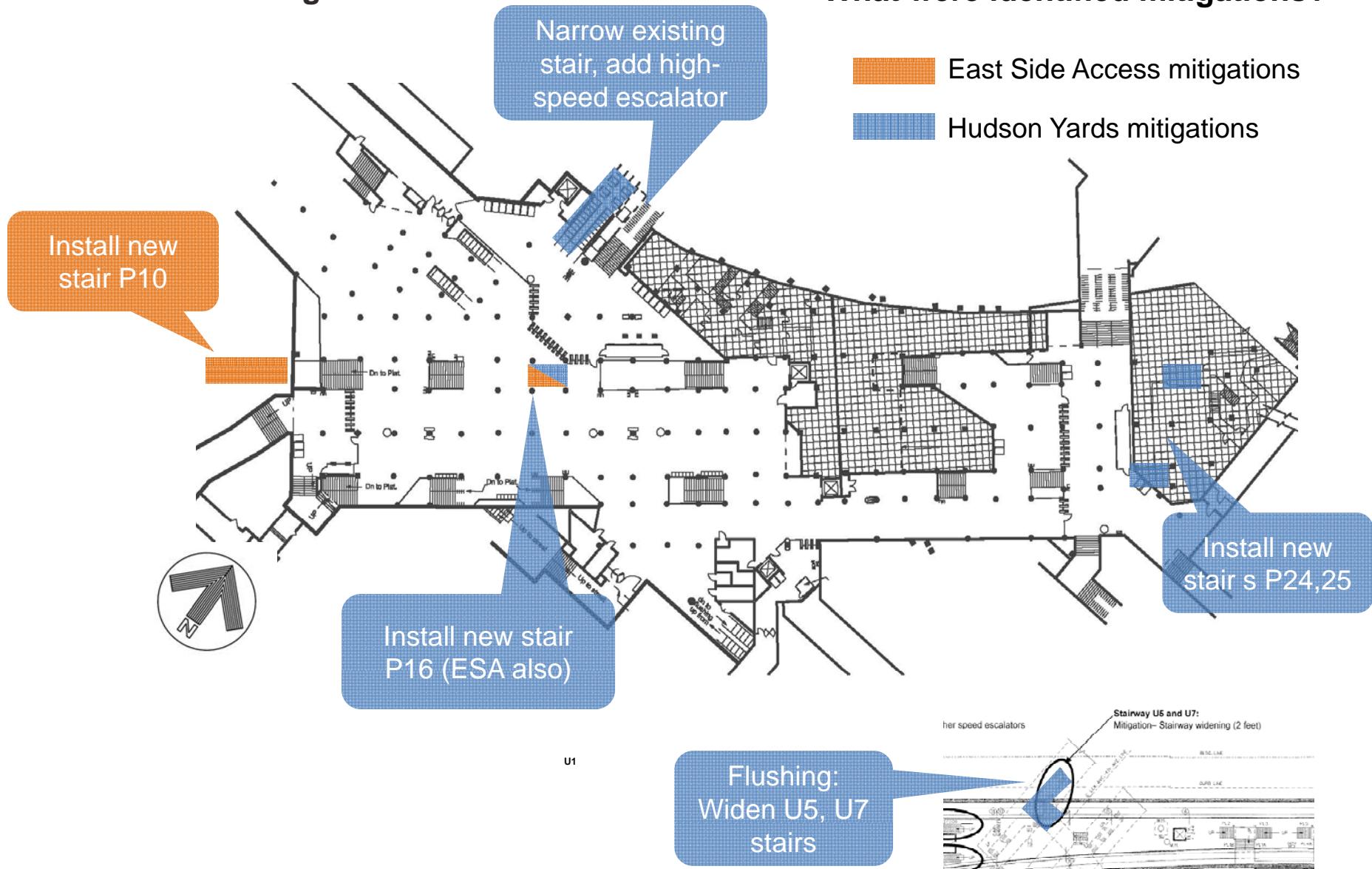
HY impacts were identified for AM/PM peak, as well as for weekend special events associated with the then-proposed stadium.

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

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East Midtown Subdistrict

2. Overview of Mitigations



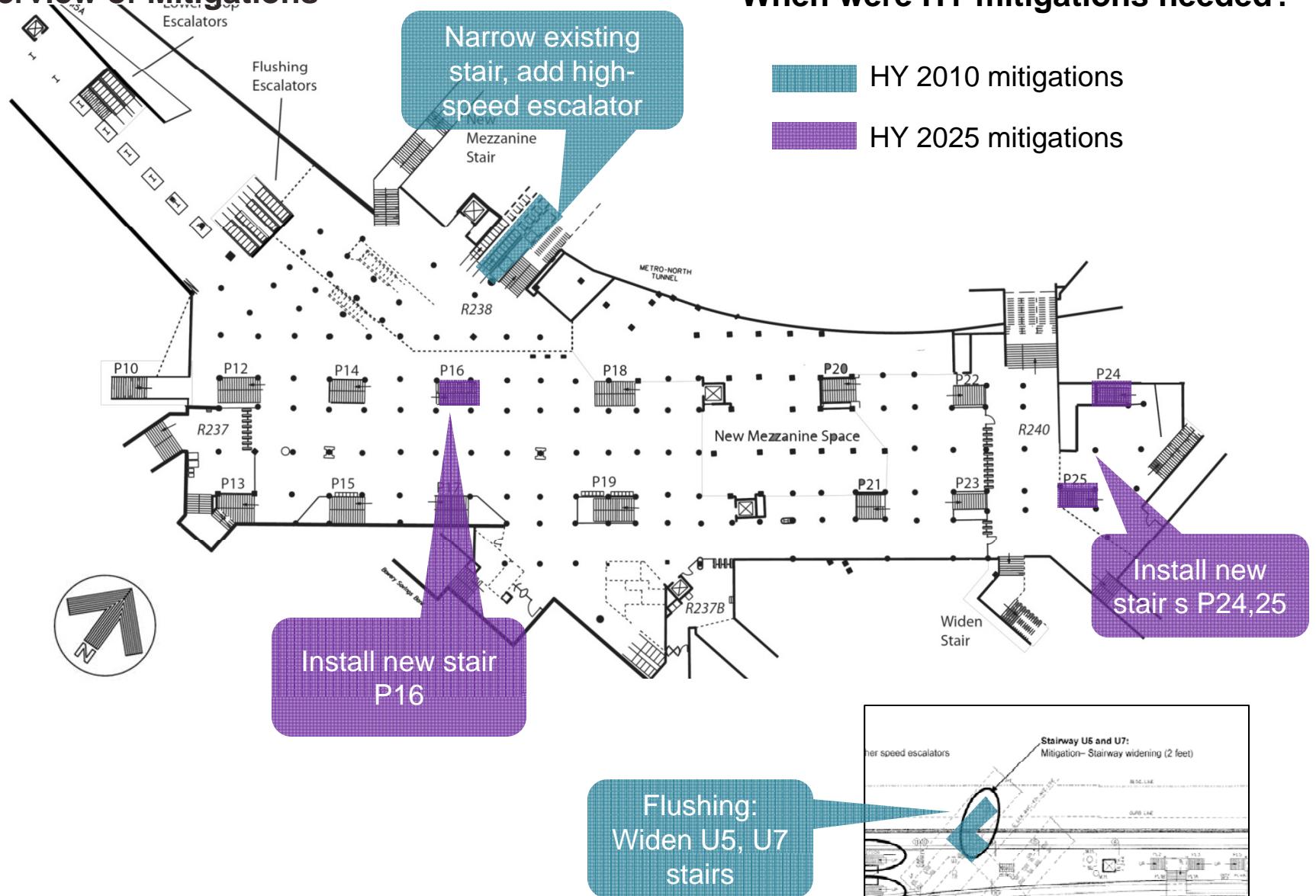
HY 2010 EIS
Subway opened
one office building
(now expected 2016)



HY 2025 EIS
Full Buildout
Now expected 2025+

East Midtown Subdistrict

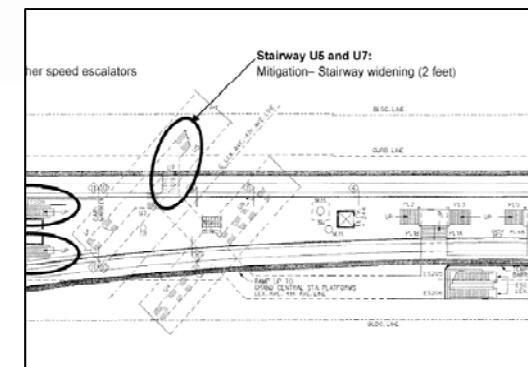
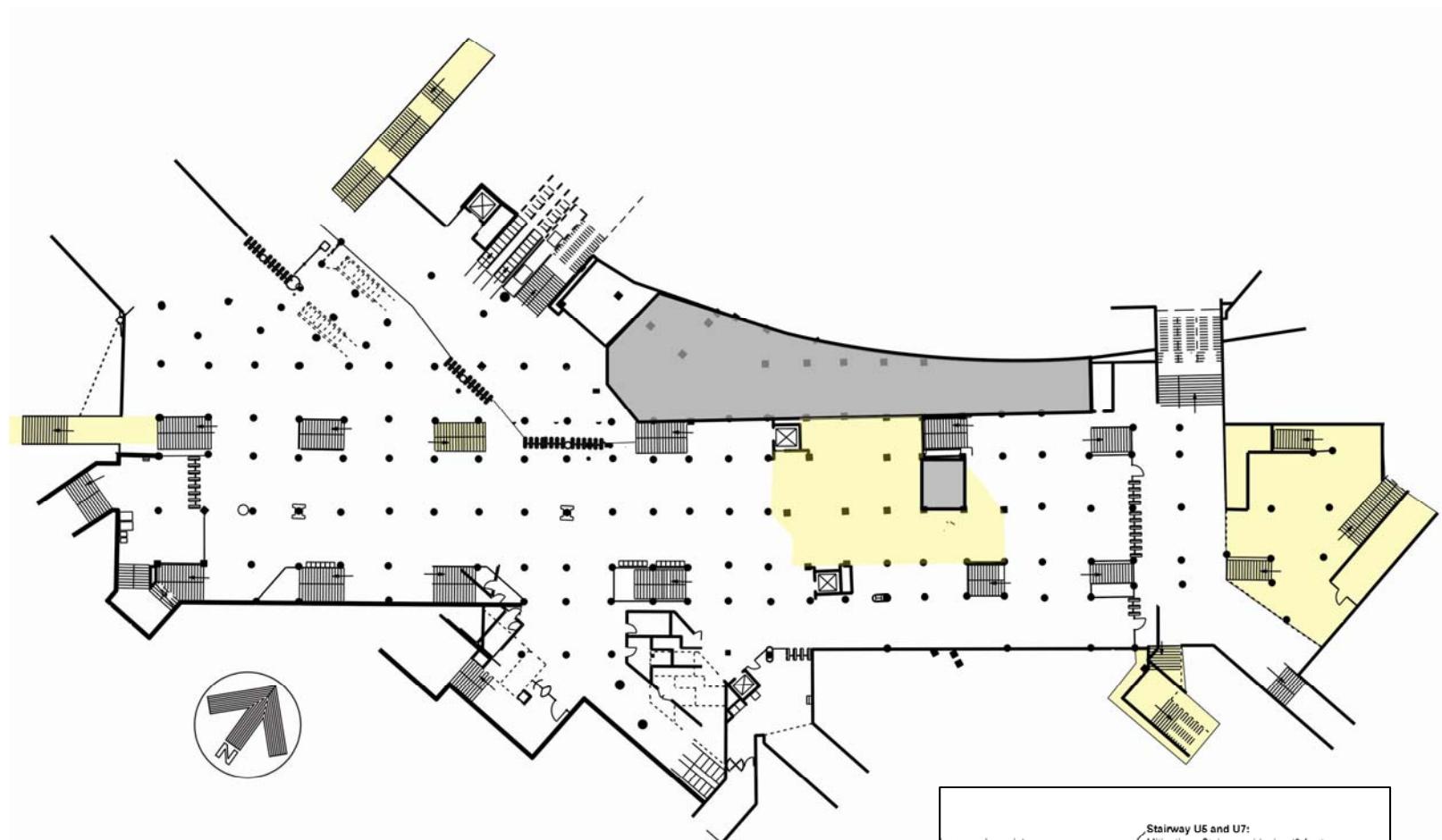
2. Overview of Mitigations



Conceptual plan

East Midtown Subdistrict 2. Overview of Mitigations

Current GC subway station plan



Conceptual plan

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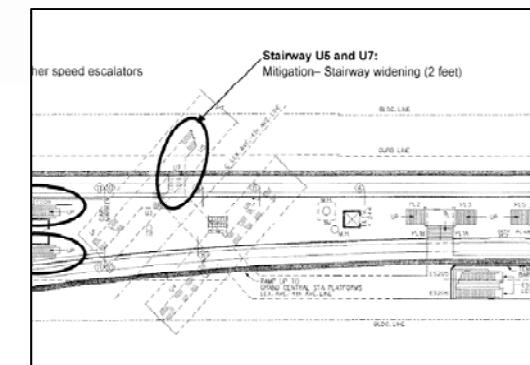
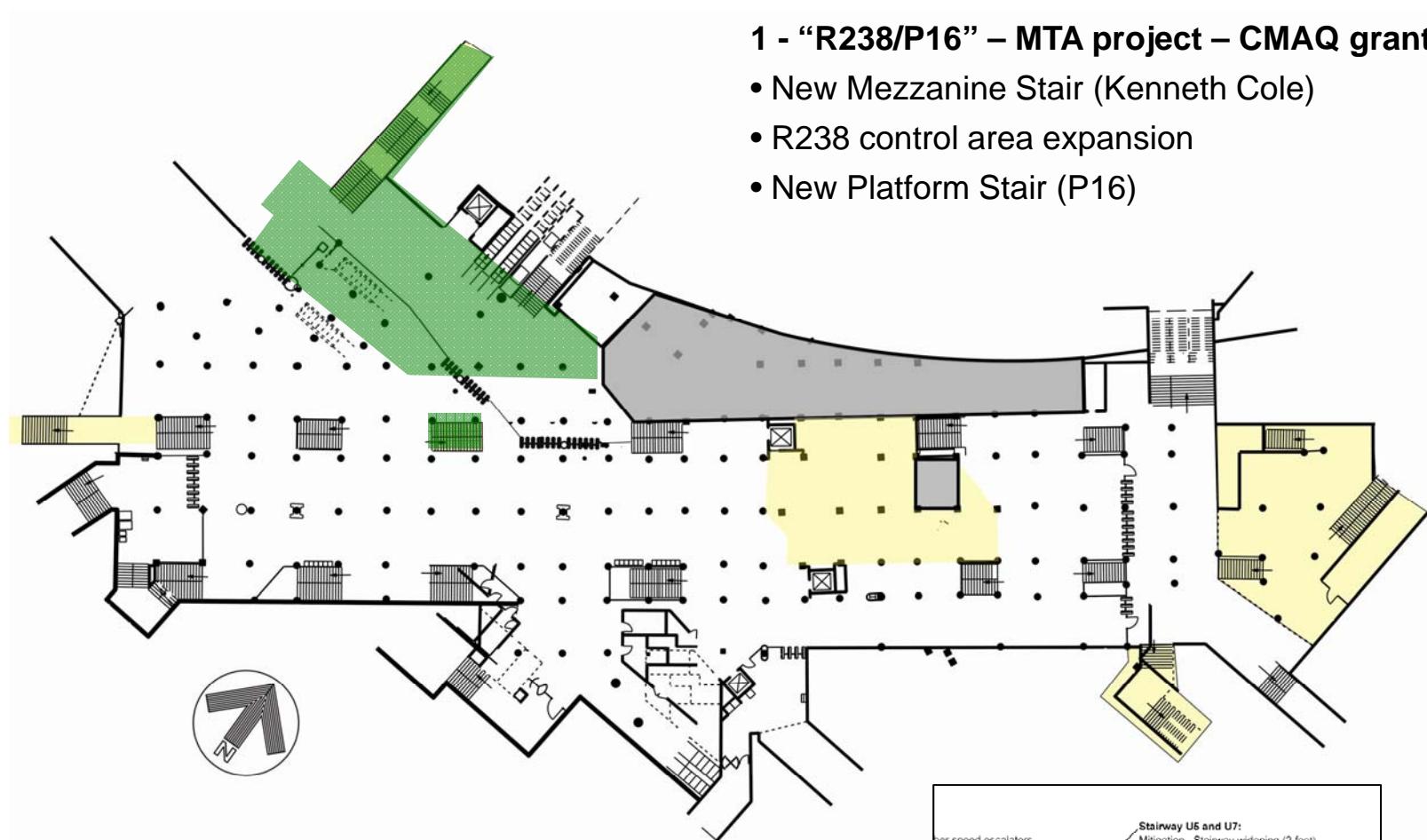
East Midtown Subdistrict

2. Overview of Mitigations

What work is starting now?

1 - “R238/P16” – MTA project – CMAQ grant

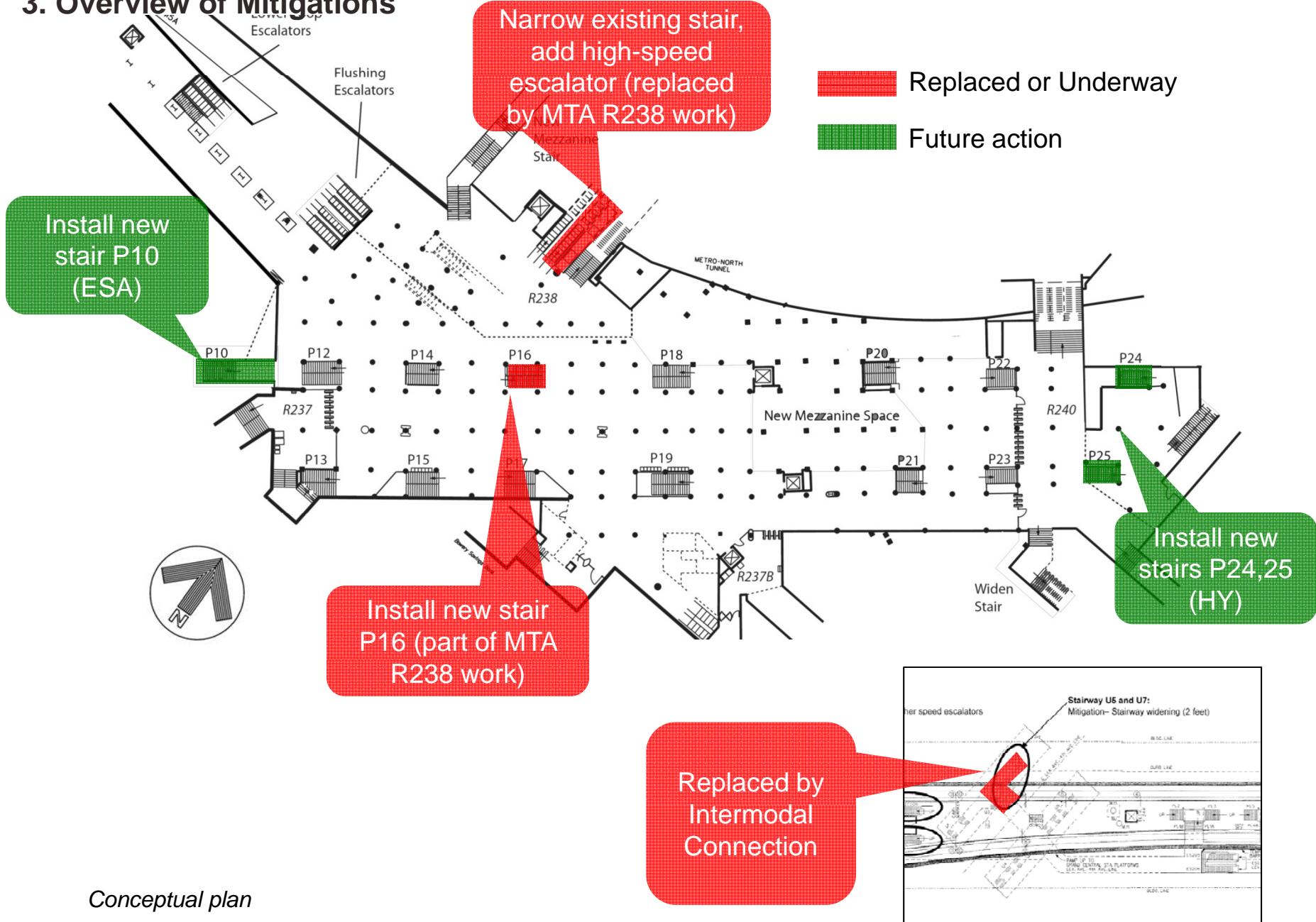
- New Mezzanine Stair (Kenneth Cole)
- R238 control area expansion
- New Platform Stair (P16)



Conceptual plan

East Midtown Subdistrict

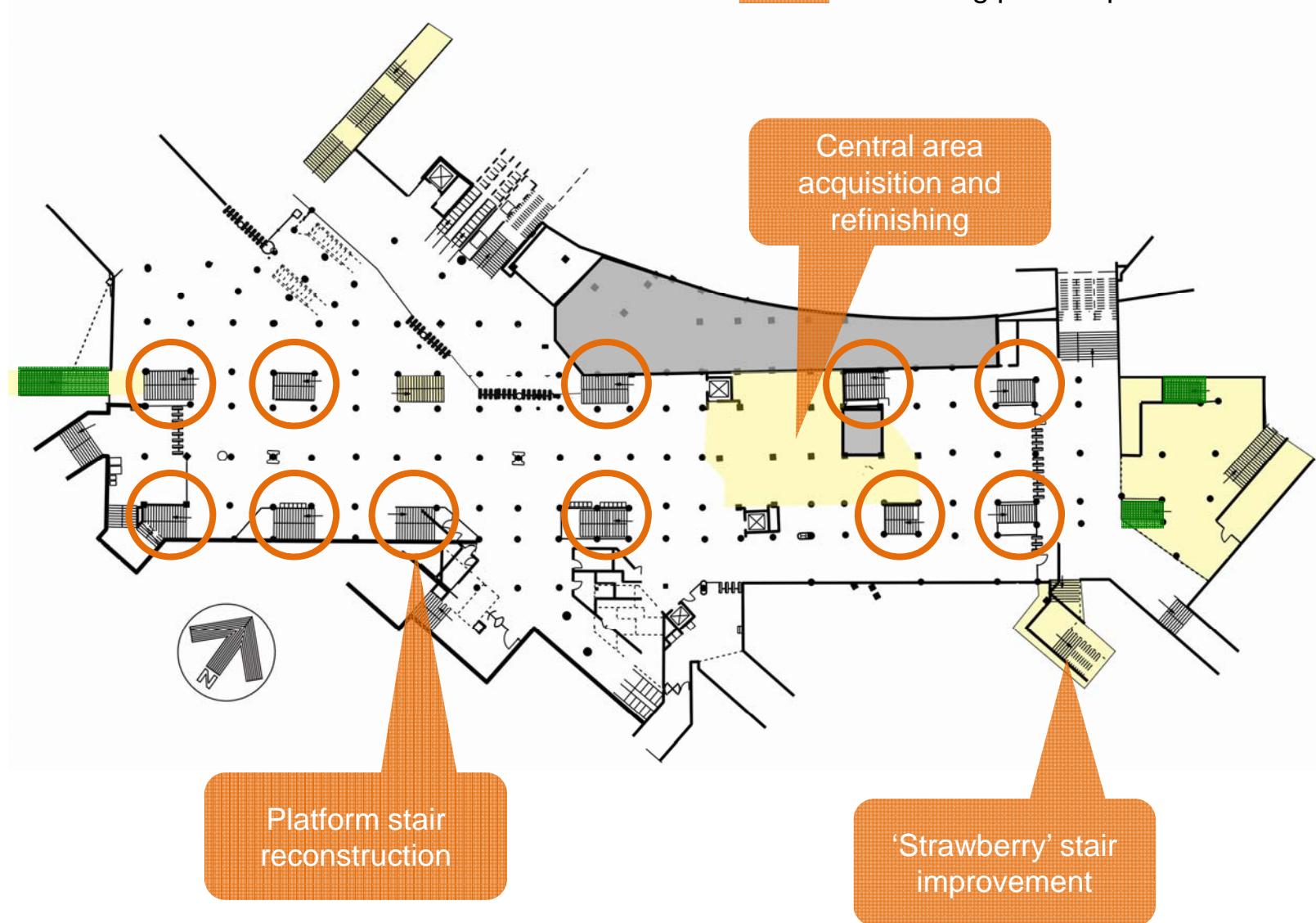
3. Overview of Mitigations



East Midtown Subdistrict

2. Overview of Mitigations

Remaining parts of plan



Conceptual plan

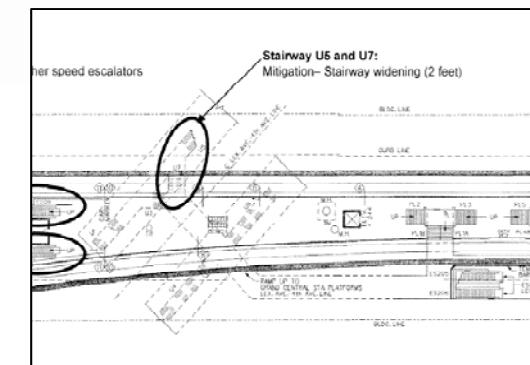
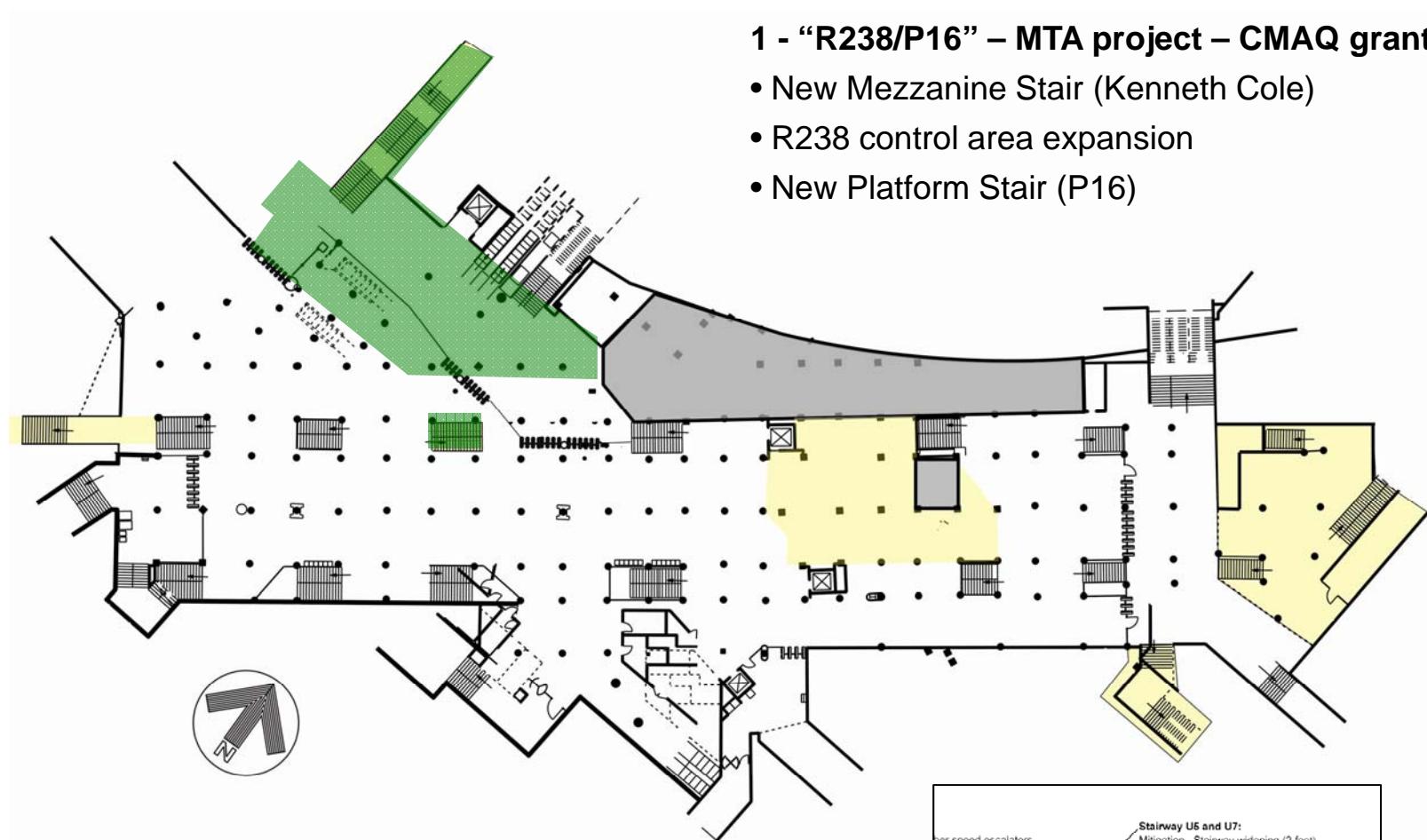
East Midtown Subdistrict

2. Overview of Mitigations

What work is starting now?

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Conceptual plan

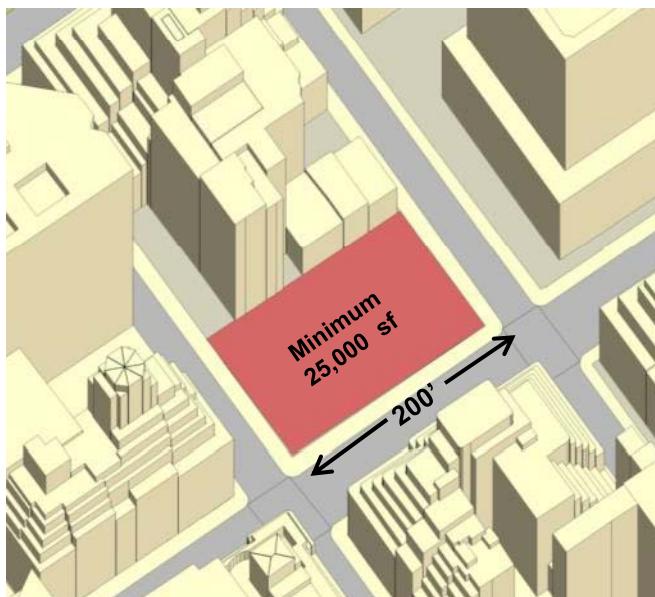
3) Use Regulations



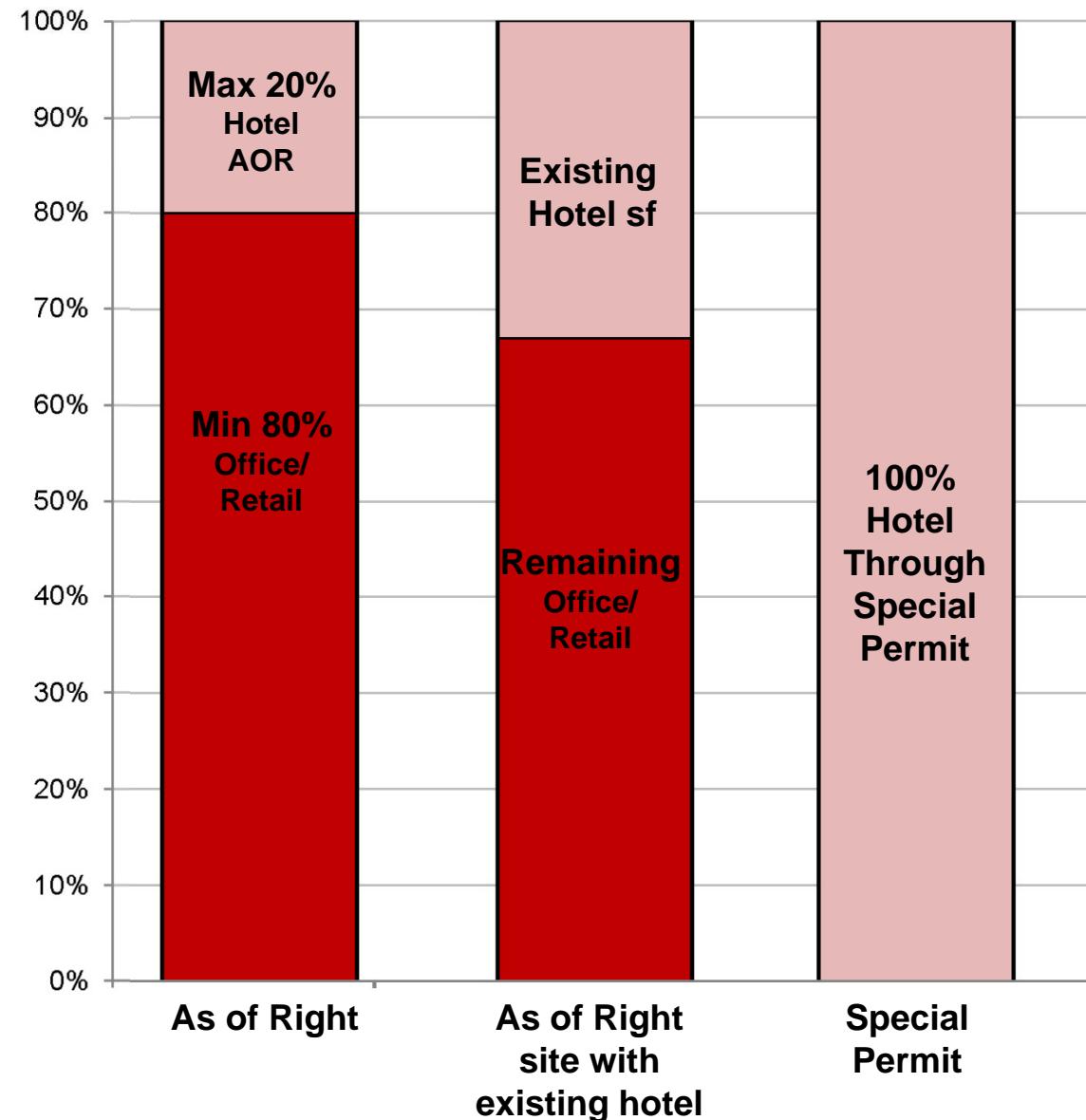
East Midtown Subdistrict

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:

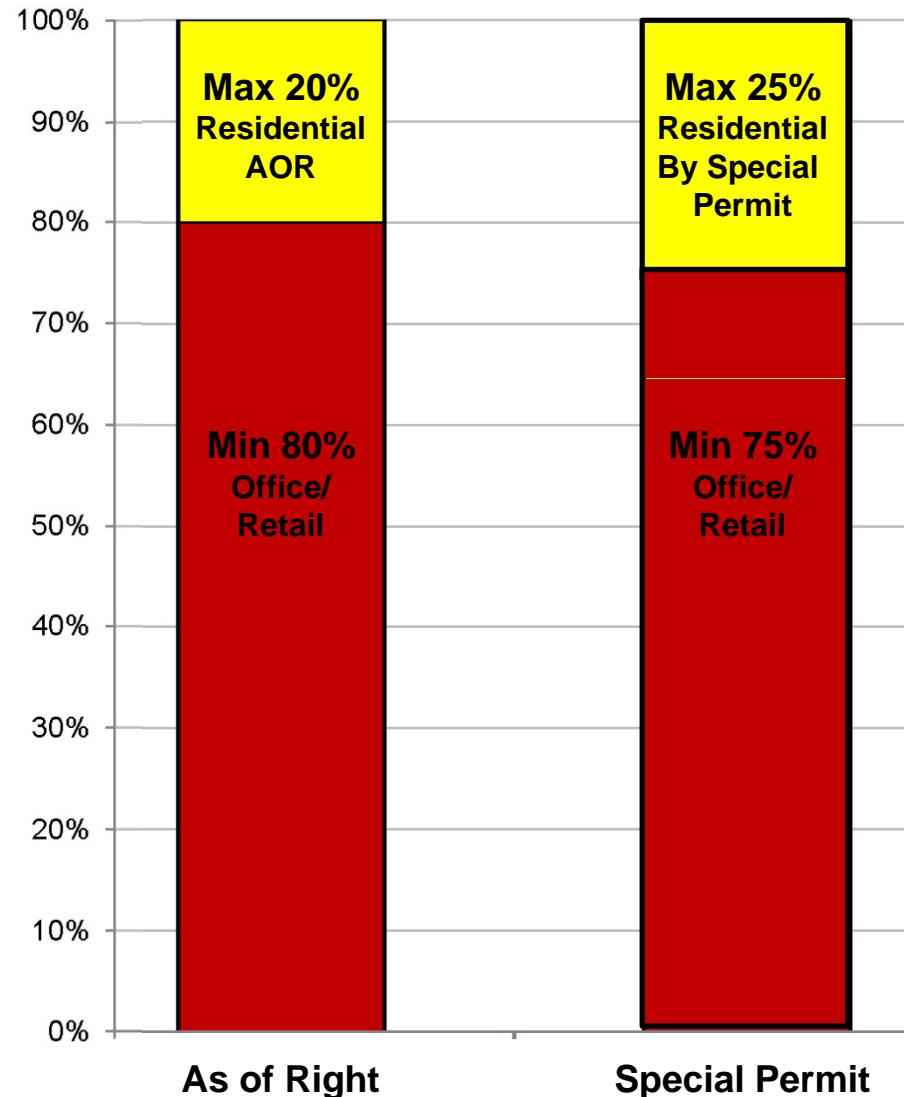


East Midtown Subdistrict

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

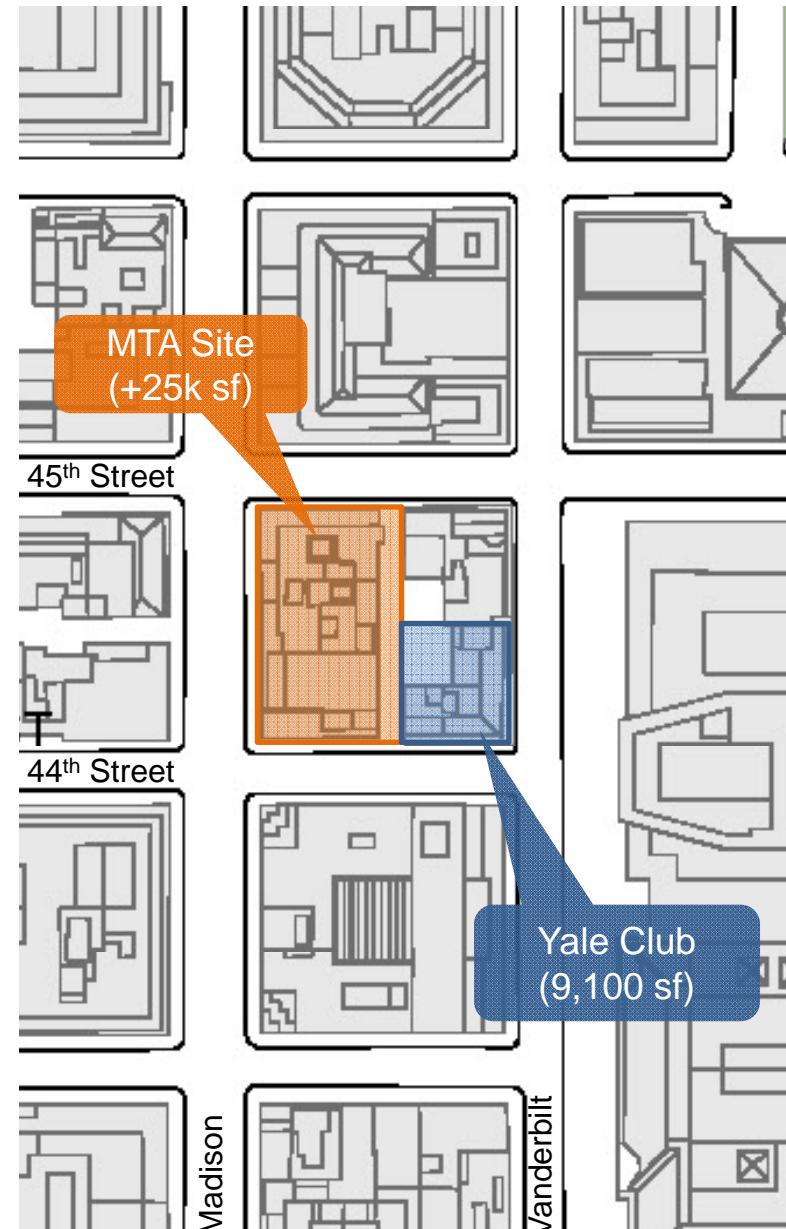
3. Use Regulations

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

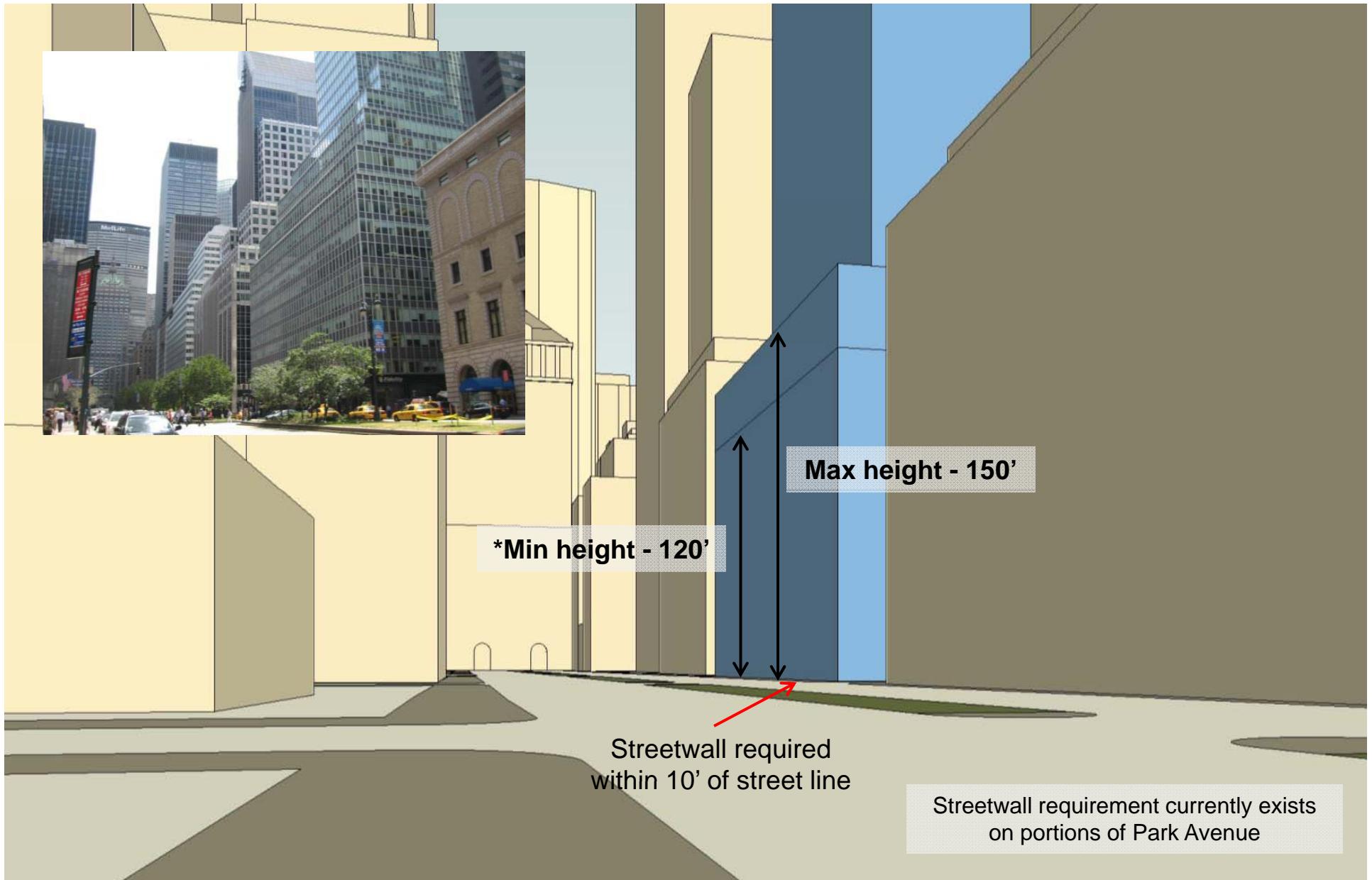


4) Height and Setback / UD Controls



East Midtown Subdistrict

4. Height and Setback, UD controls



East Midtown Subdistrict

4. Height and Setback, UD controls

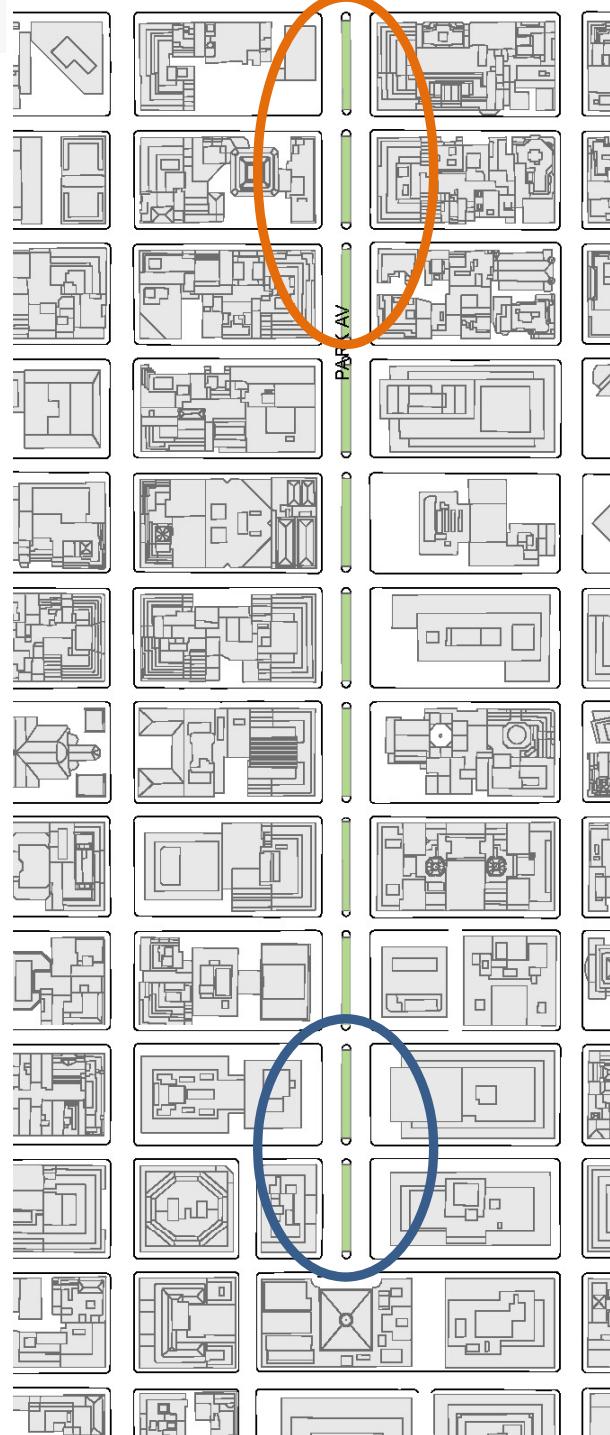


57th Street

54th Street

48th Street

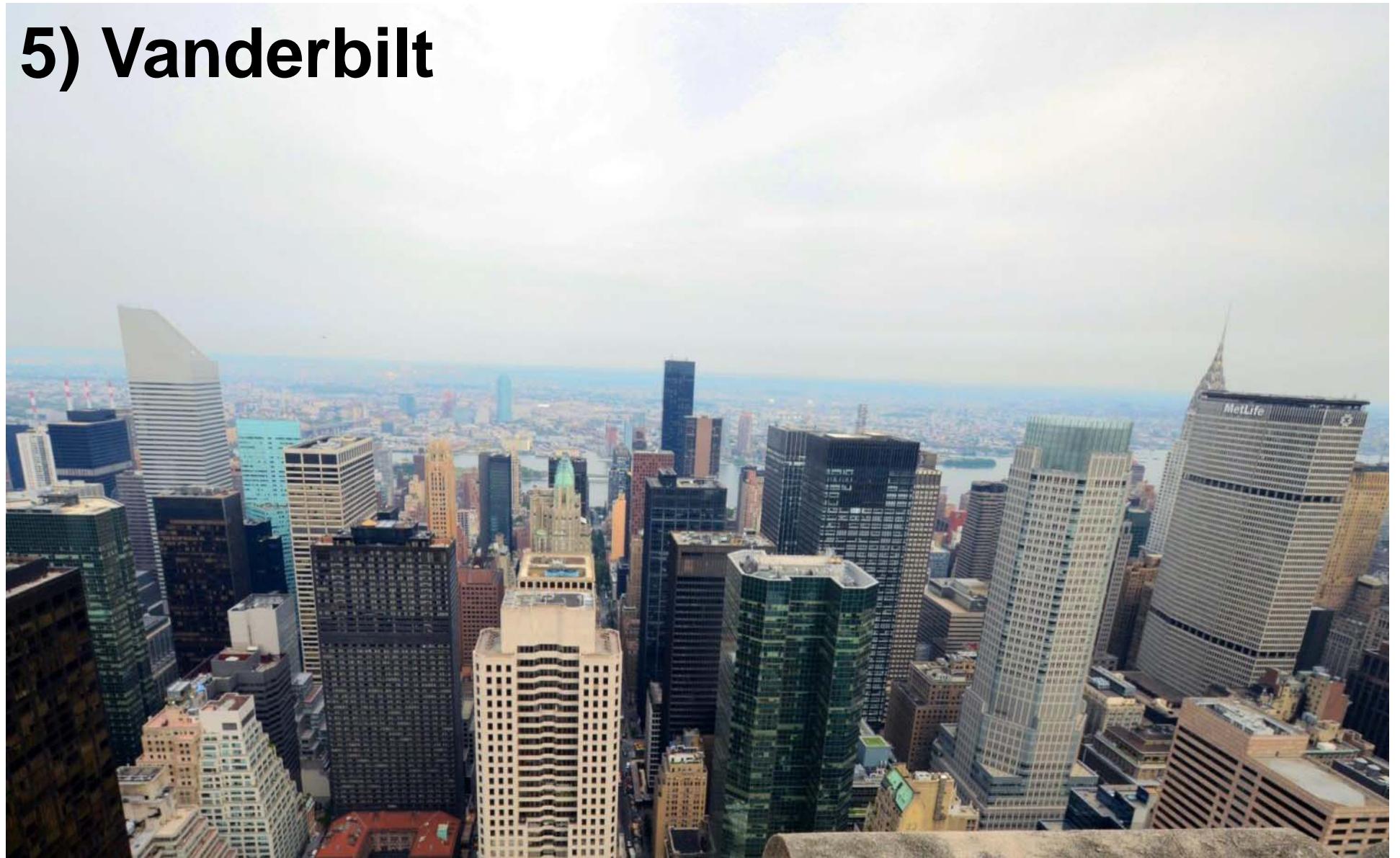
46th Street



Existing
Streetwall
Requirement

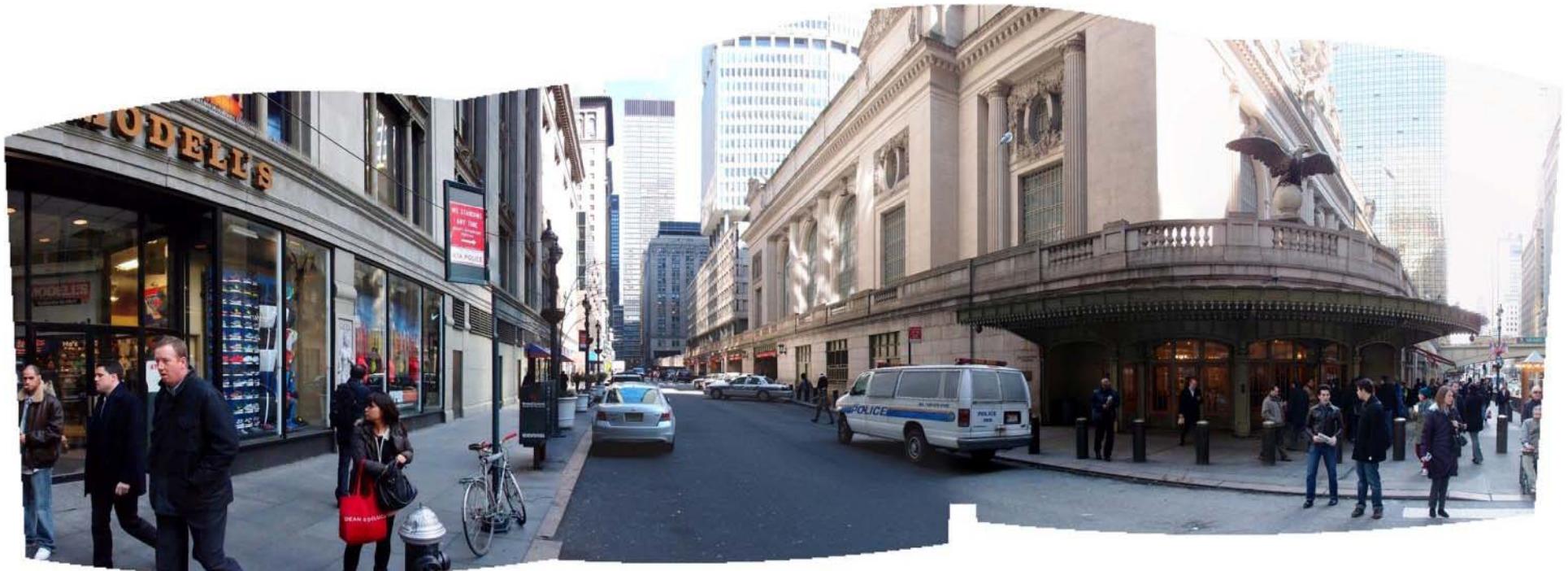
Existing
Streetwall
Requirement

5) Vanderbilt



East Midtown Subdistrict

5. Vanderbilt



East Midtown Subdistrict

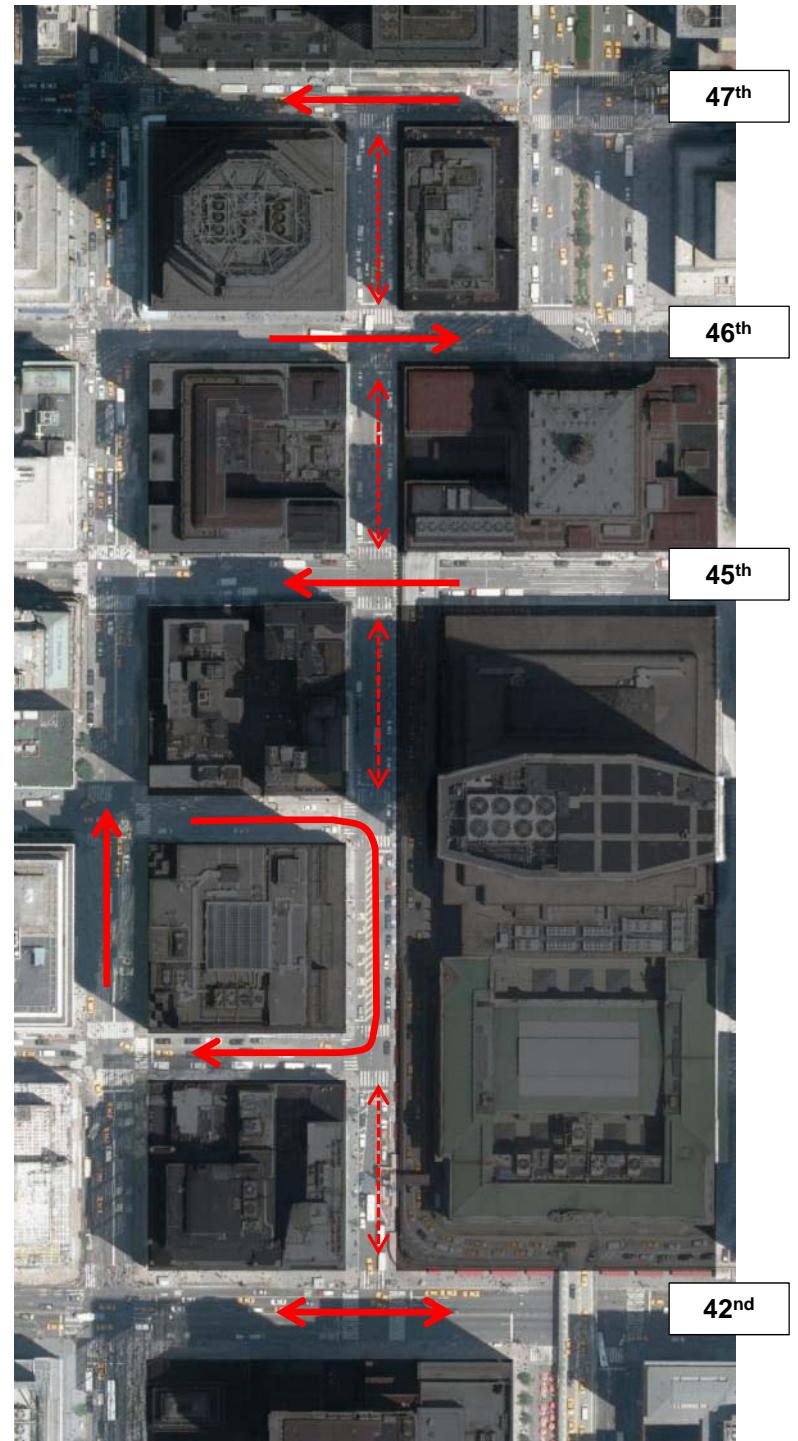
5. Vanderbilt



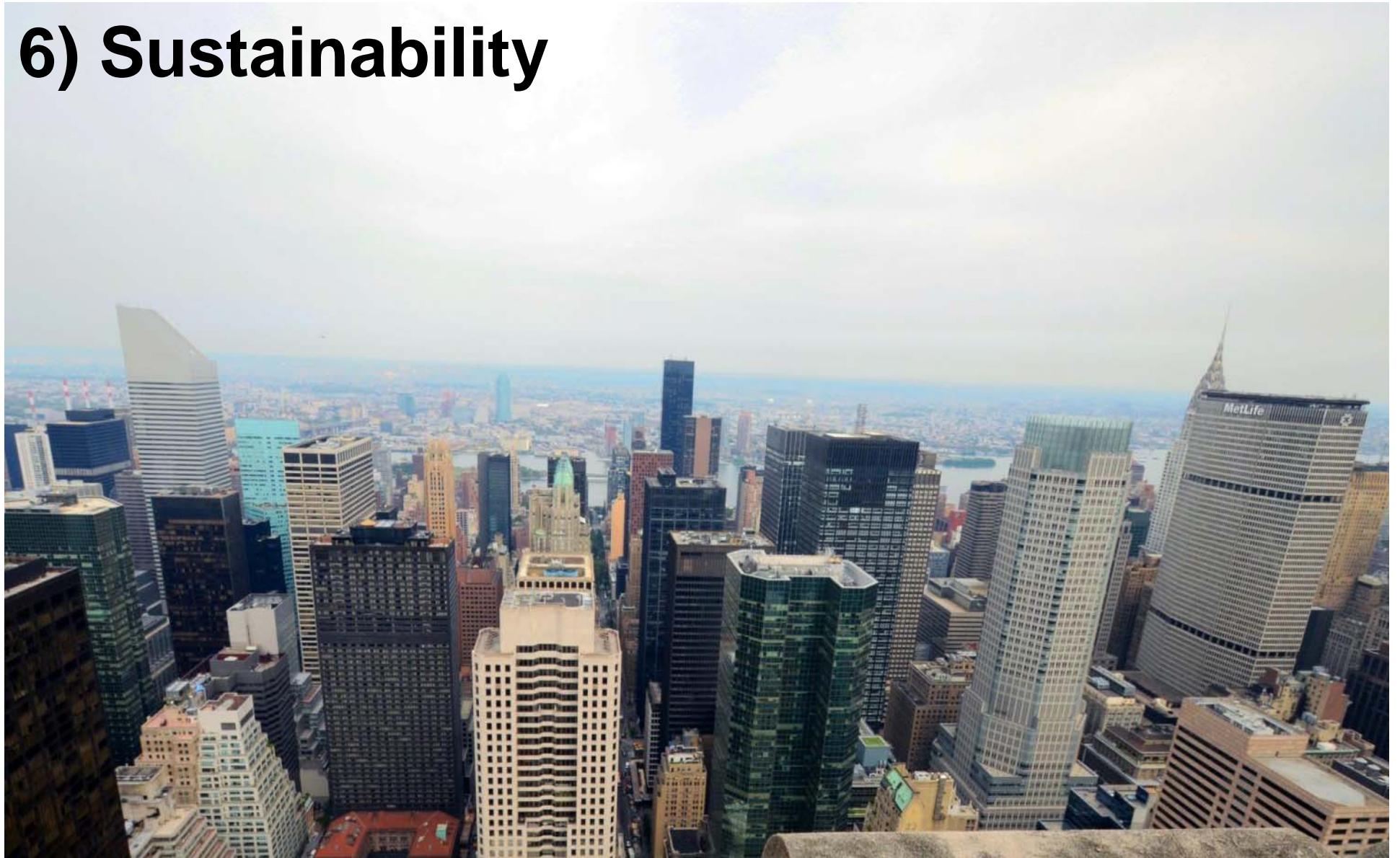
Concept to improve Vanderbilt Avenue

- 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



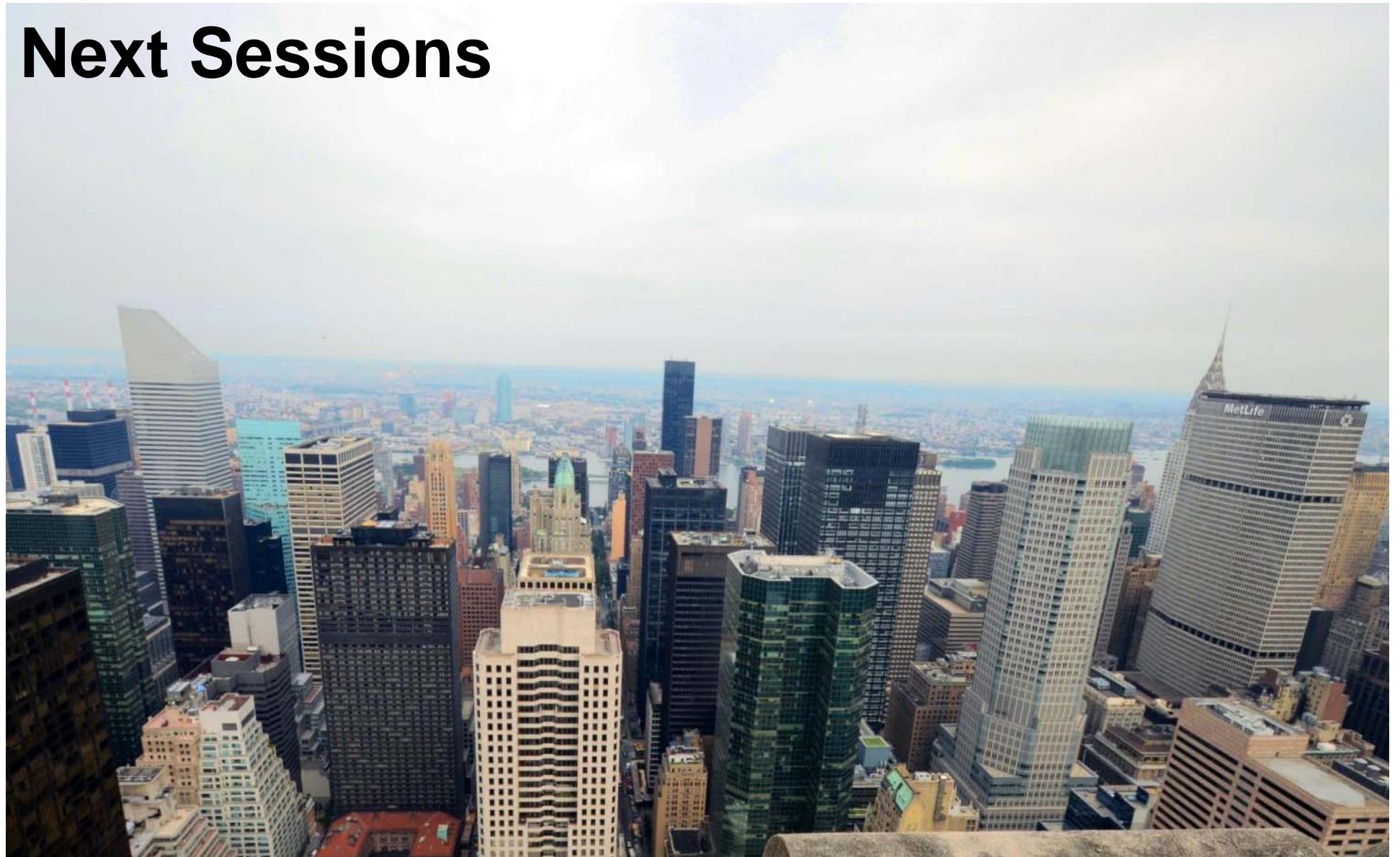
East Midtown Subdistrict

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

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- 6) EIS
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September 18

- 1) Early funding mechanism
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September 25

CPC Vote

