

New York, US

# One Vanderbilt

In the heart of  
Manhattan

As the tallest office building in Midtown Manhattan, the 427-meter One Vanderbilt is impossible to miss. The gigantic skyscraper dominates New York's skyline, standing shoulder to shoulder with the Empire State Building and the Chrysler Building.

#### Challenges and client brief

- Design of the observation deck finalized after the One Vanderbilt project was won
- Smart and flexible transit management system
- Complicated logistics management at the heart of Manhattan

#### Schindler solutions

- A customized Schindler double-deck elevator
- Schindler PORT with multi access methods
- Trusted team, a global partnership

Investor  
S.L. Green

Developer  
S.L. Green

Architect  
Kohn Pedersen Fox (KPF)

General contractor  
AECOM Tishman



Project overview

2021

Construction end year

1

Double-deck  
elevator

35

Single-deck  
elevators

5

Mid/Low-rise  
elevators

3

Escalators

324 m

Max travel height

9.0 m/s

Max speed

Schindler PORT &  
conventional

Elevator control

# Schindler PORT: get anywhere in 60s

This massive construction project right in the heart of downtown, called for an experienced, qualified, and resourceful mobility partner.



**Schindler PORT for flexible transit management during crises.** One Vanderbilt is located smack in the heart of downtown New York. Flanking Grand Central Station, the building's base provides easy pedestrian access to the station. Inside the 73-story building, an estimated number of 8 500 white-collar workers and visitors come and go every day. An intelligent management system was therefore a must to provide secure access and to ensure a smooth traffic flow.

Tenants simply have to swipe their cards at any turnstile or Schindler PORT terminal to be assigned an elevator. Each floor can be reached within 60 seconds of entering the building.

## Project highlights

**A customized Schindler double-deck elevator.** When Schindler got awarded the contract, the design of the observation deck at the top of the tower had not been finalized. The original design called for two dedicated elevator cars to service the observation deck. The owner, anticipating the popularity of the attraction, had wanted to add a third elevator car.

However, there wasn't enough space for an additional elevator shaft. Our teams found a way around the problem: by turning one of the other single-deck elevators into a double-deck elevator,

its lower deck could swing into action and serve the observation deck as the third car. Since the two cars of the double-deck elevator operate in the same hoistway, no changes to the design of the building were needed.

It took a year to nail the final design of the lower-deck car's interior: the cabin's interior's esthetics match those of the observation deck, and is lined with special Corning® Gorilla® Glass, which is both durable and light weight.





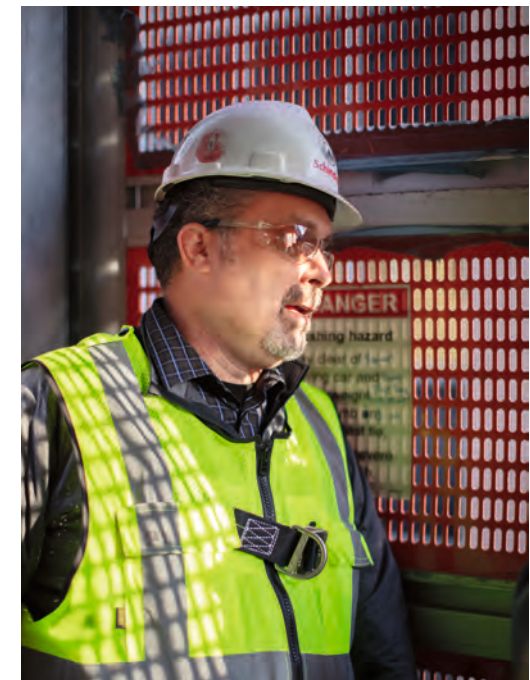
Amid the COVID-19 outbreak, we integrated Bluetooth readers to all Schindler PORT fixtures for a touchless journey: users were able to use their smartphones or access cards to get around the office tower without having to press a single button.

**Smooth logistics during construction and operation.** A project of that magnitude, in the heart of Manhattan, was nothing short of a logistical feat. There was hardly any space set aside on-site for the storage of materials. Fortunately, Schindler's huge warehouse, where all materials for our projects in New York city are stored, is located just four miles out of Midtown Manhattan. Whenever materials were needed, our teams had them delivered on-site.

# Logistics in a megacity



Schindler Field Superintendent for One Vanderbilt, Patrick Dineen on-site



A staggering amount of supplies made its way into the building each day. The building's two 60 000-pound-capacity (27215 kg) truck elevators on the ground floor meant that a fully loaded semitrailer truck could simply drive into the elevator car and make its way down to the underground loading dock, where it could unload its cargo: a neat solution to avoid traffic congestion at street level. Fitting these enormous elevators cars and their equally enormous hydraulic machines into the building was no easy task: they had to be hauled down through holes in the ground.





4 World Trade Center, another Schindler project led by the same team

**Large projects, small circle.** It is difficult to convey the complexity of this project. Our team members have over ten years of experience working together in large projects in New York, and their knowledge of the city is equal to none. Candace Cooper and Patrick Dineen have worked together on 3 WTC and 4 WTC (World Trade Center), with the two being involved in several projects led by the general contractor AECOM Tishman.

“ I would continue to partner with Schindler for all my future projects and highly recommend them if asked by other owners. They’re true professionals who deliver a quality product on schedule and on budget. ”

The Vice President of Schindler Large Project Division, Mike Azzaro, led One Vanderbilt’s tendering process. According to him, it’s the combined wealth of expertise of our team that won over the customer. “To have this caliber of people doing the same thing in the same market for over ten years is very rare.”

Harry Olsen  
Vice President of S. L. Green, Project Director for One Vanderbilt