



NYC
PLANNING

Greater East Midtown Proposal

January 3, 2017

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.

Park Avenue



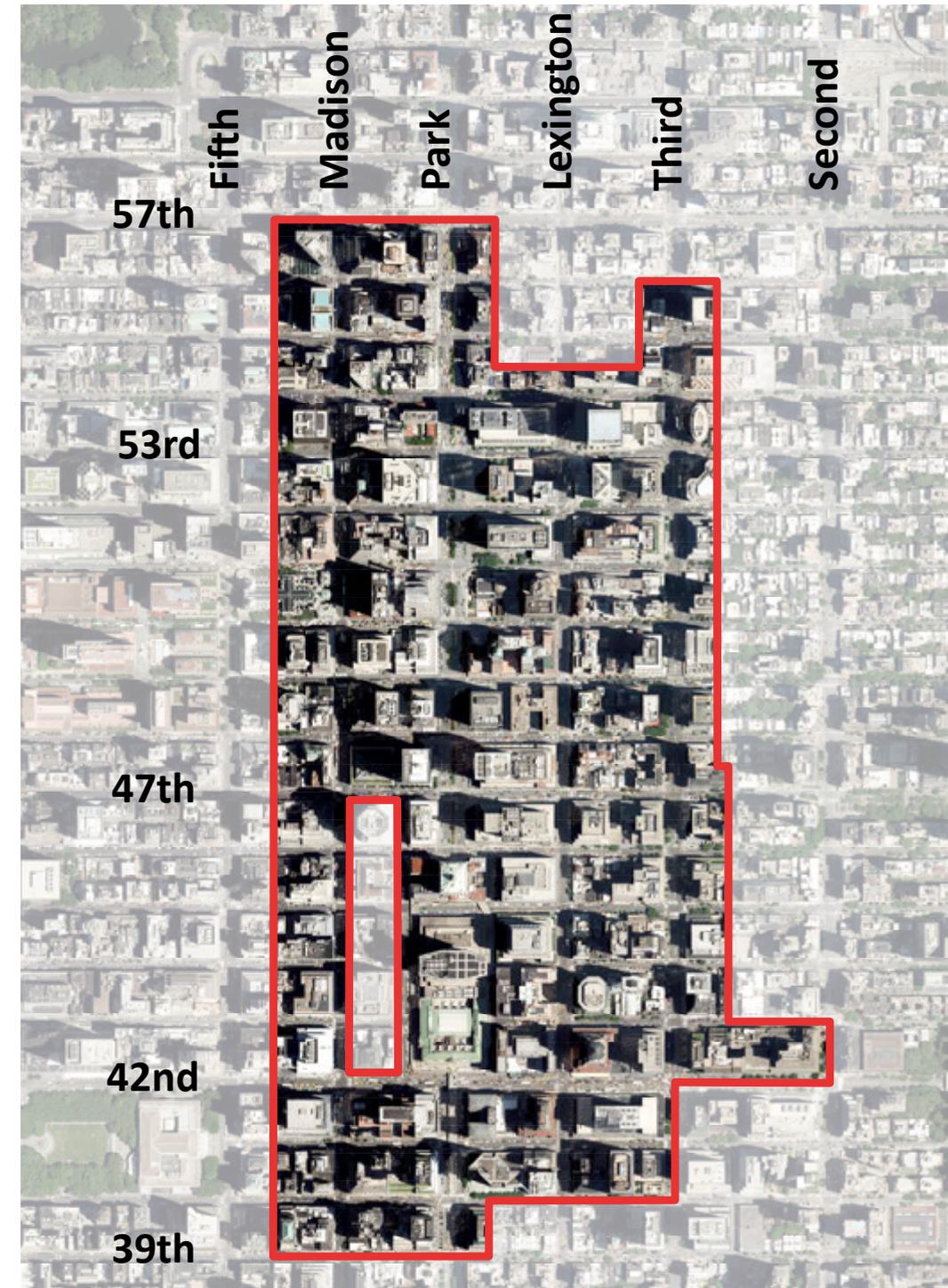
Seagram Plaza



Grand Central Terminal



Rezoning Boundary



Long-term Challenges

Outdated building stock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- Pre-1961 buildings often have outdated floorplates.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.



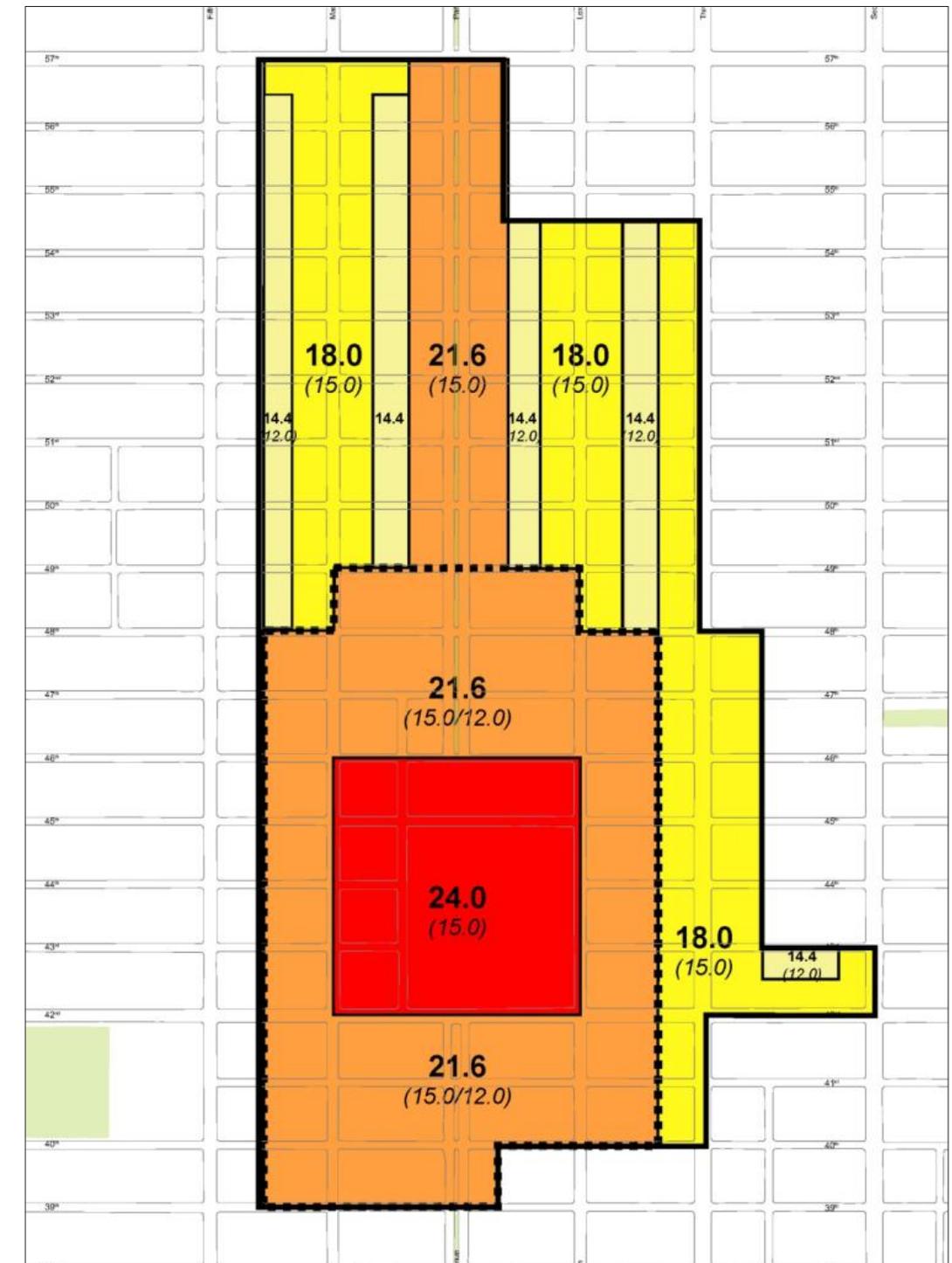
Prompted by a desire to generate new office buildings and public realm improvements.

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.



Recent City Initiatives

2014 | Two phase rezoning approach

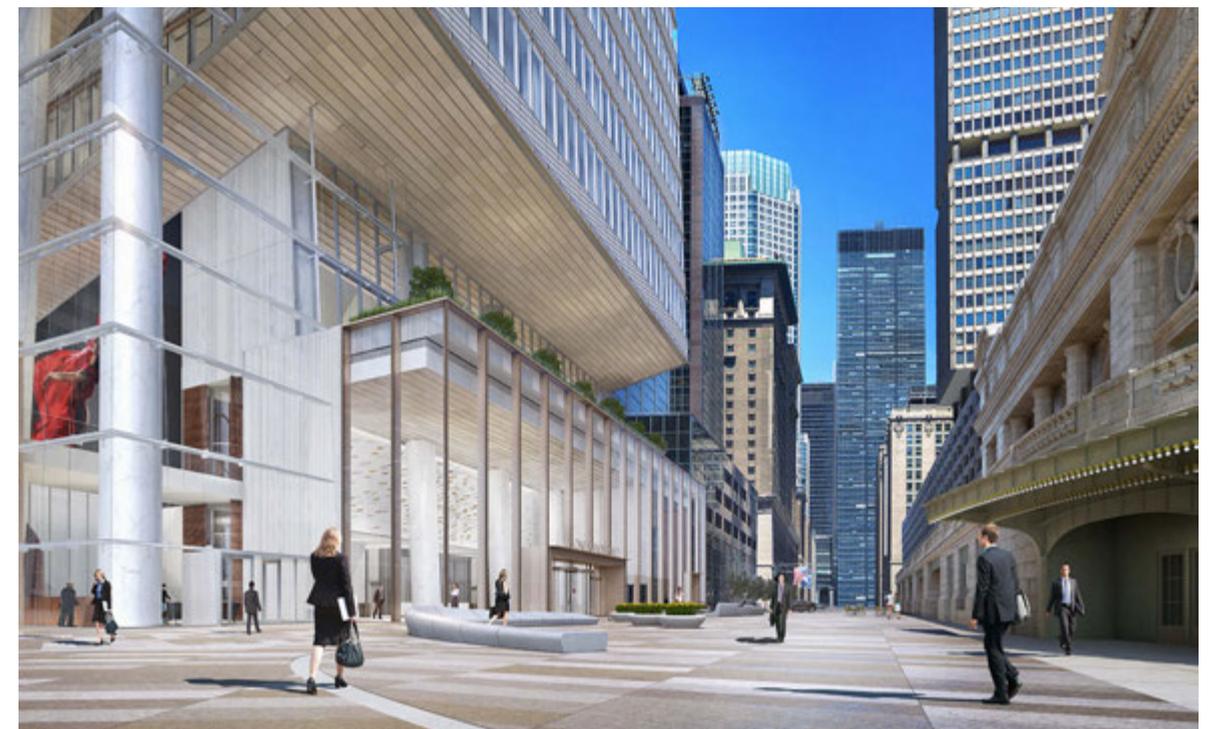
- City Planning proposes a 5-block rezoning along Vanderbilt Avenue.
- Mayor de Blasio announces creation of East Midtown Steering Committee (further detailed on next slide).

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.

Top | View south, rendering of Midtown skyline with One Vanderbilt.
Bottom | View west, rendering of One Vanderbilt building and plaza.

Images | Kohn Pedersen Fox Associates



Membership

- City Council Member Garodnick
- MN Borough President Brewer
- Build Up NYC
- East Midtown Multi-Board Task Force
- East Midtown Partnership
- Grand Central Partnership
- MN Community Board 5
- MN Community Board 6
- Municipal Art Society
- NY Landmarks Conservancy / Historic Districts Council
- Real Estate Board of NY
- Regional Plan Association

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.”

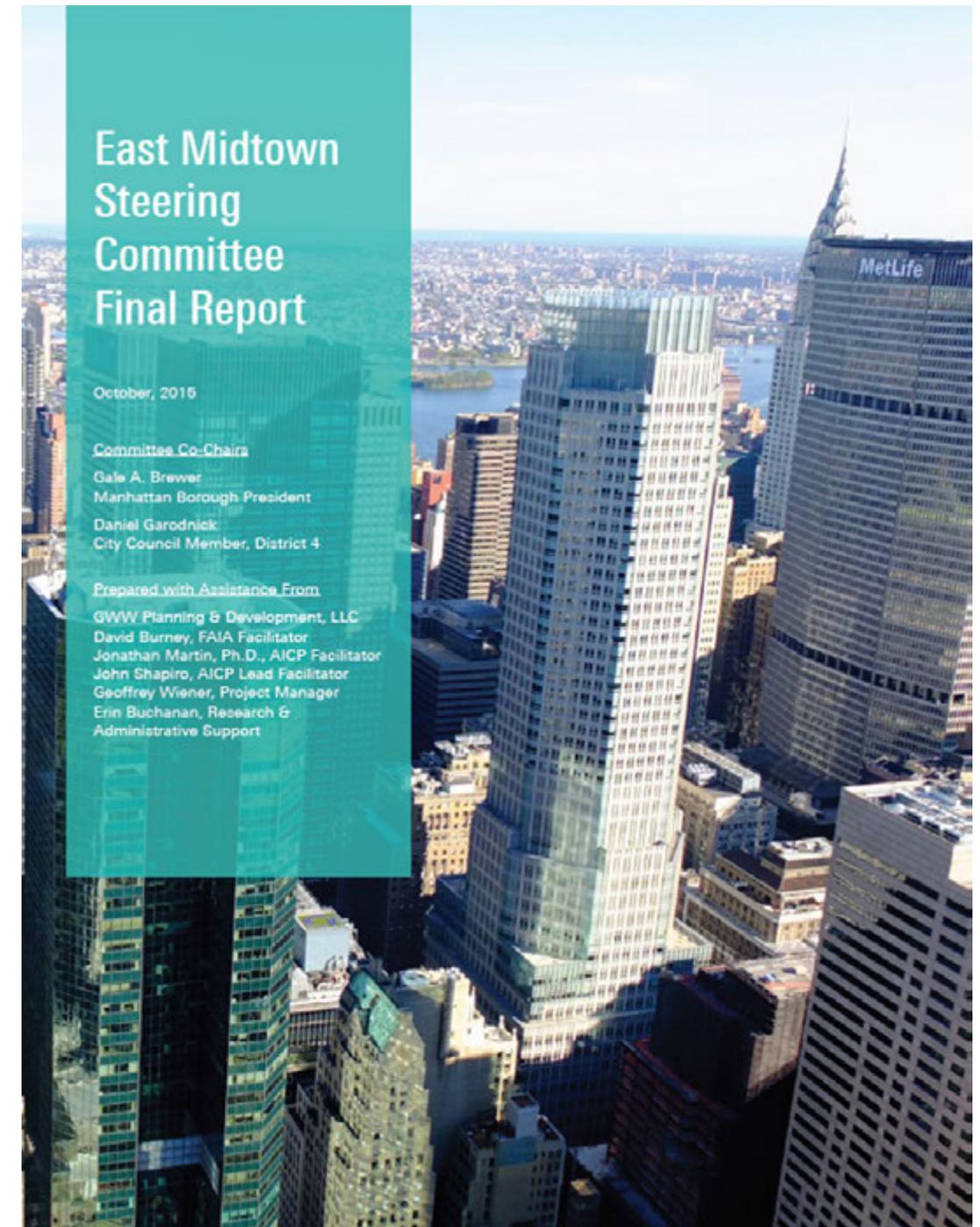


Image | GWV Planning & Development

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.

East Midtown Steering Committee's illustrative density map

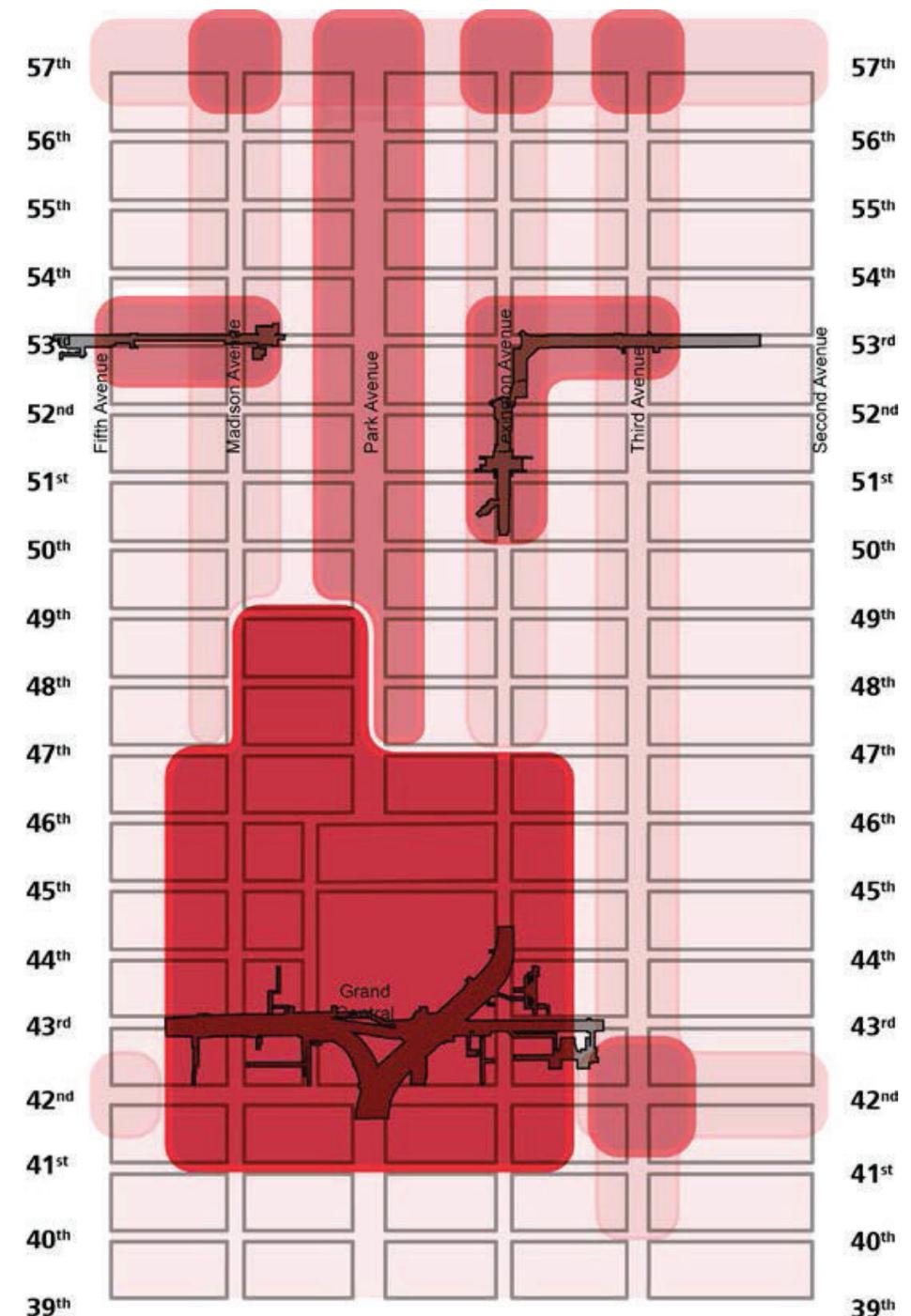


Image | GWW Planning & Development

Interagency Working Group

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.

landmark preservation



redevelopment potential



vibrant pedestrian realm



state-of-the-art office construction





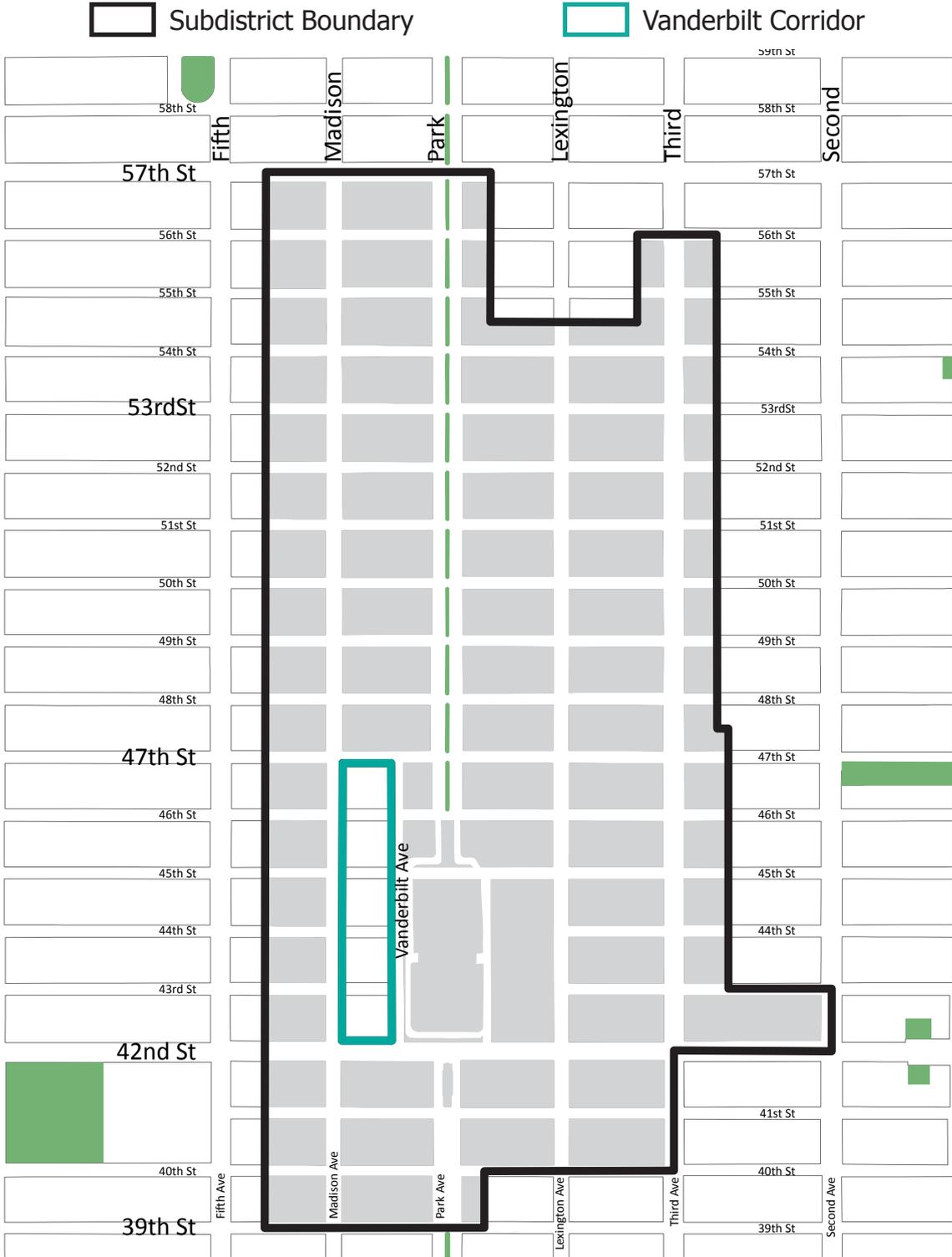
Zoning Proposal

A Predictable Framework

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.



Proposed Boundary

Informed by current land use and built fabric.

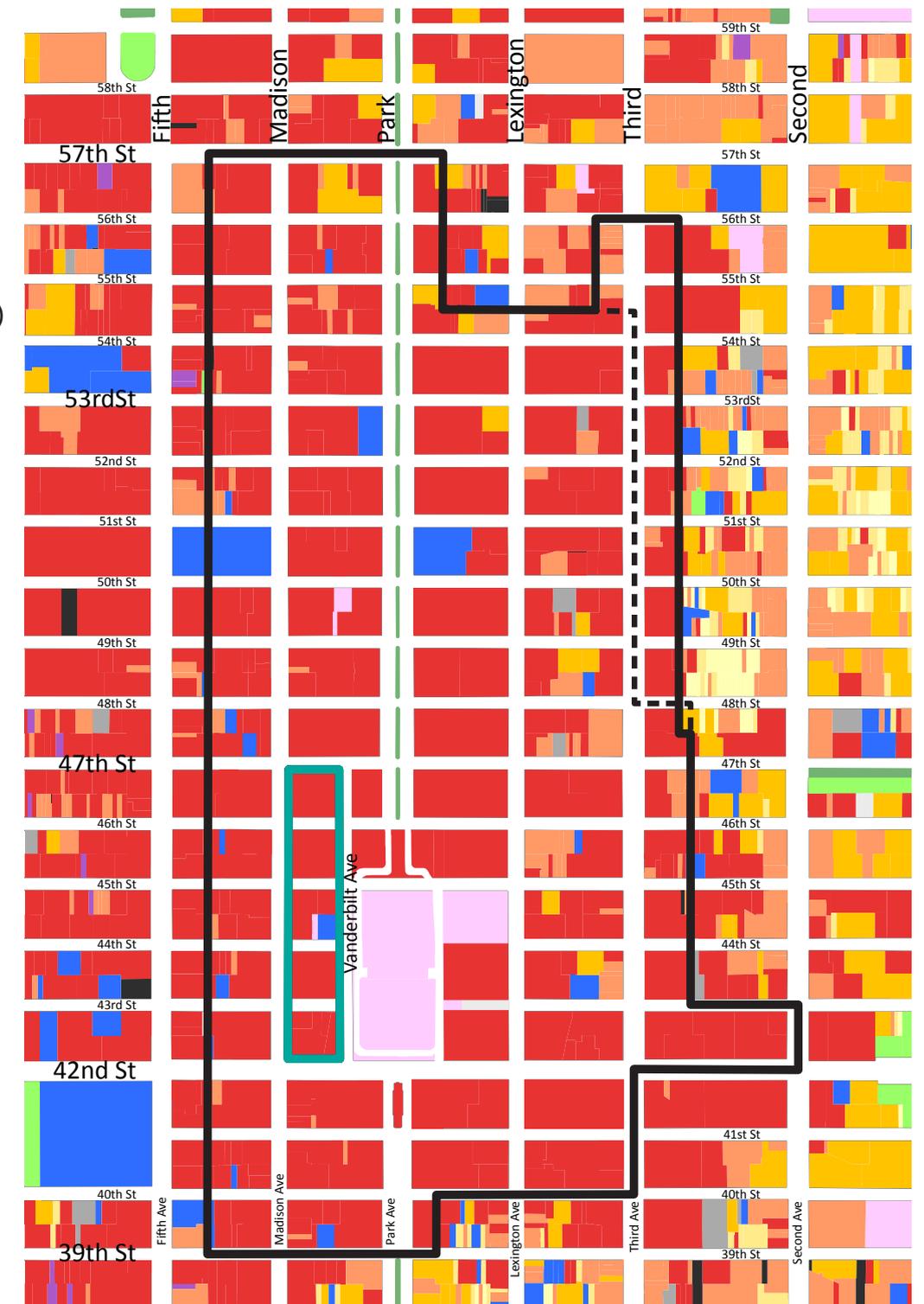
Predominately **commercial** areas included.

Mixed **residential-commercial** areas not included.

Residential districts east of Third Ave not included.

Vanderbilt Corridor remains separate.

- One + Two Family Residence
- Multi-Family Residence (walkup)
- Multi-Family Residence (elevator)
- Mixed Residential + Commercial
- Commercial
- Industrial
- Transportation + Utility
- Public Facilities + Institutions
- Open Space
- Parking
- Vacant
- Subdistrict Boundary
- Vanderbilt Corridor
- 2013 Boundary



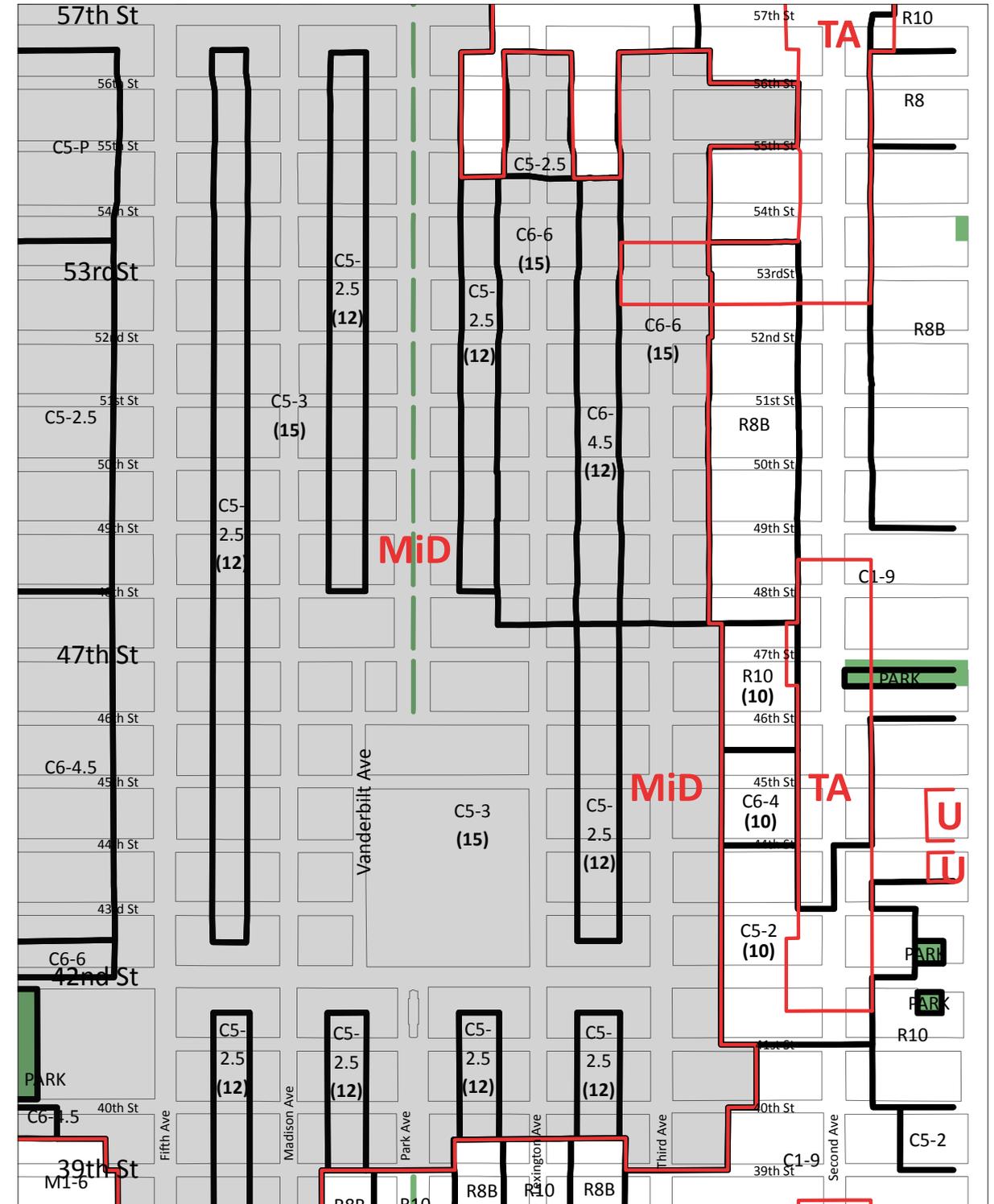
Current Zoning

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.

-  Zoning District
-  Special District
-  Special Midtown District

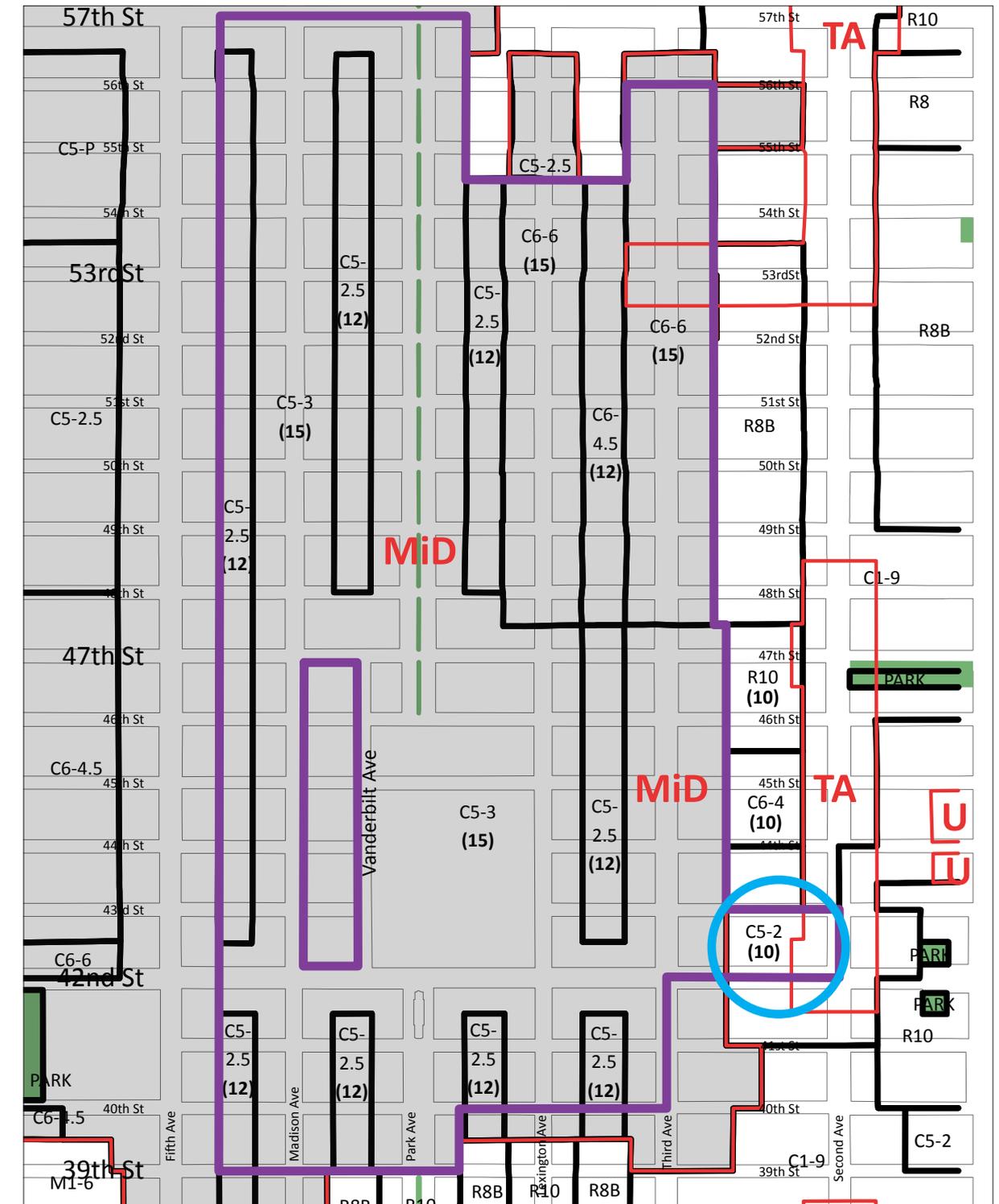


Proposed Text + Map Amendment

Text amendment | Establish the East Midtown Subdistrict within the Special Midtown District (MiD), which will supplant the Grand Central Subdistrict.

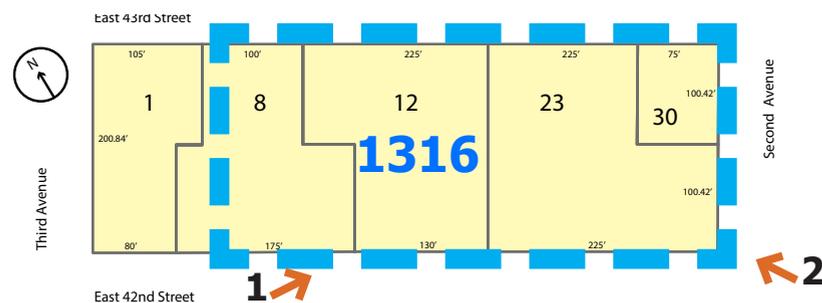
Map amendment | Rezone Block 1316.

-  Proposed map amendment
-  Proposed text amendment
-  Zoning District
-  Special District
-  Special Midtown District



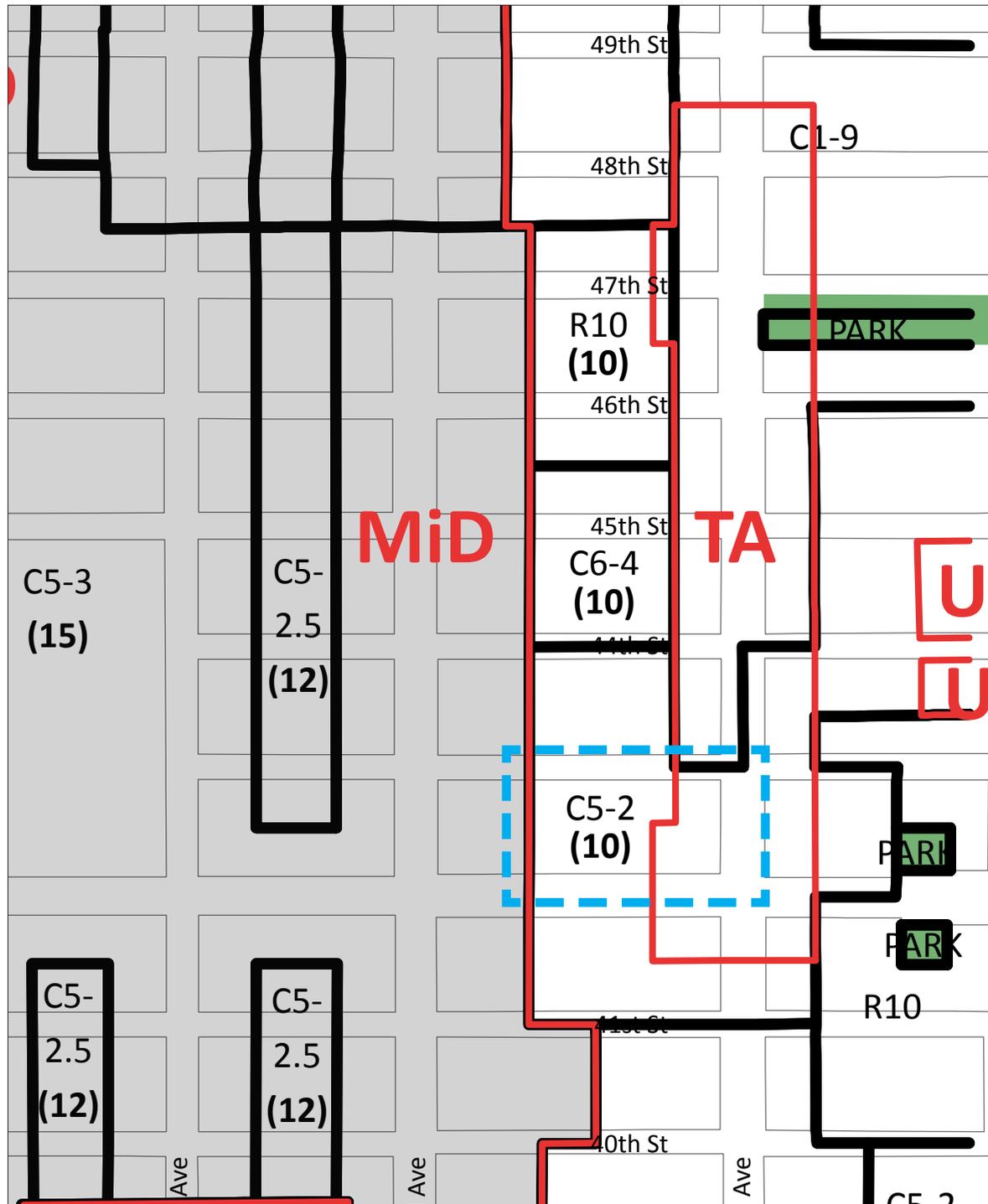
Zoning Map Amendment Context

Built environment



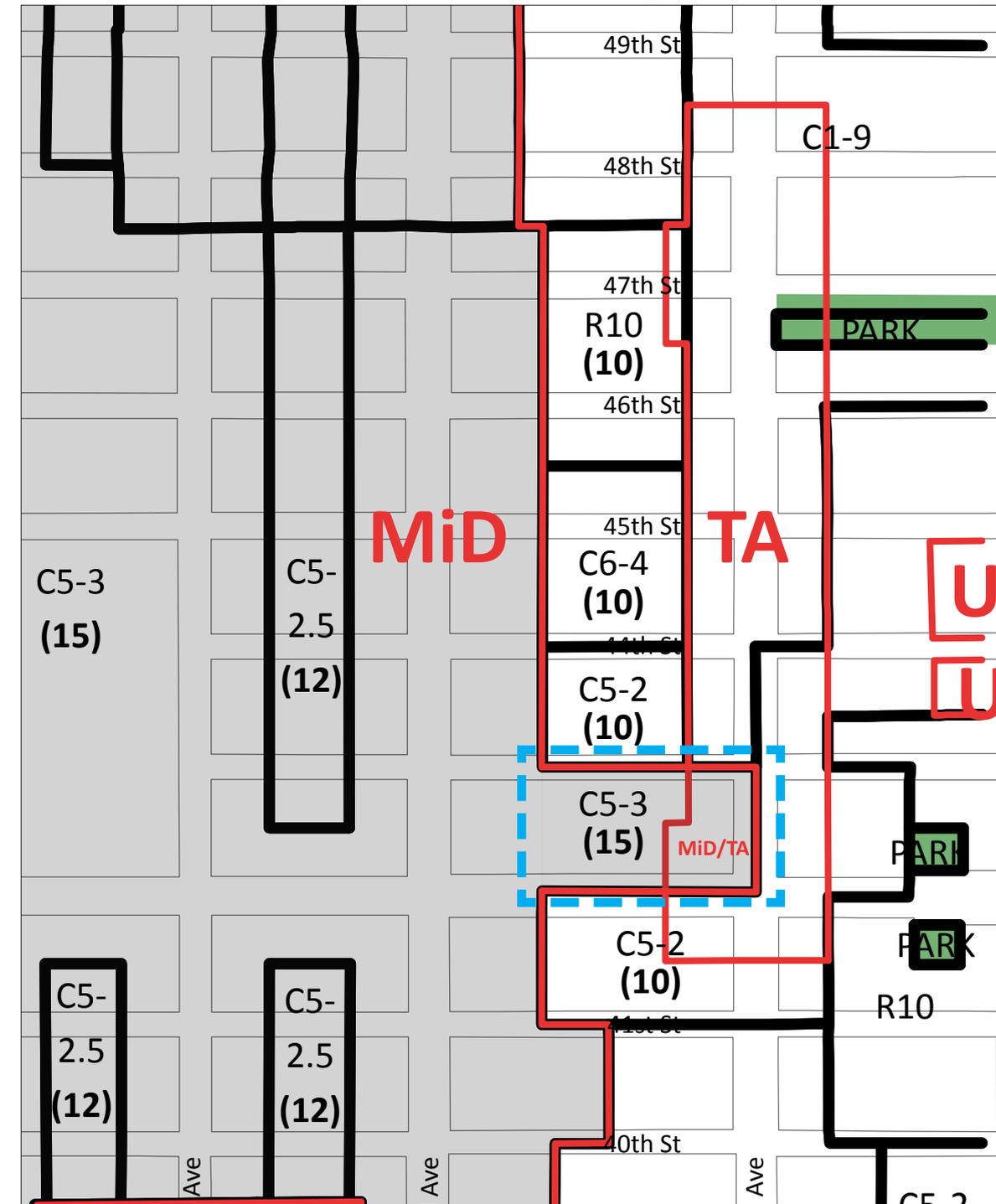
Zoning Map Amendment

Current Zoning



-  Proposed map amendment
-  Zoning District
-  Special District
-  Special Midtown District

Proposed Zoning

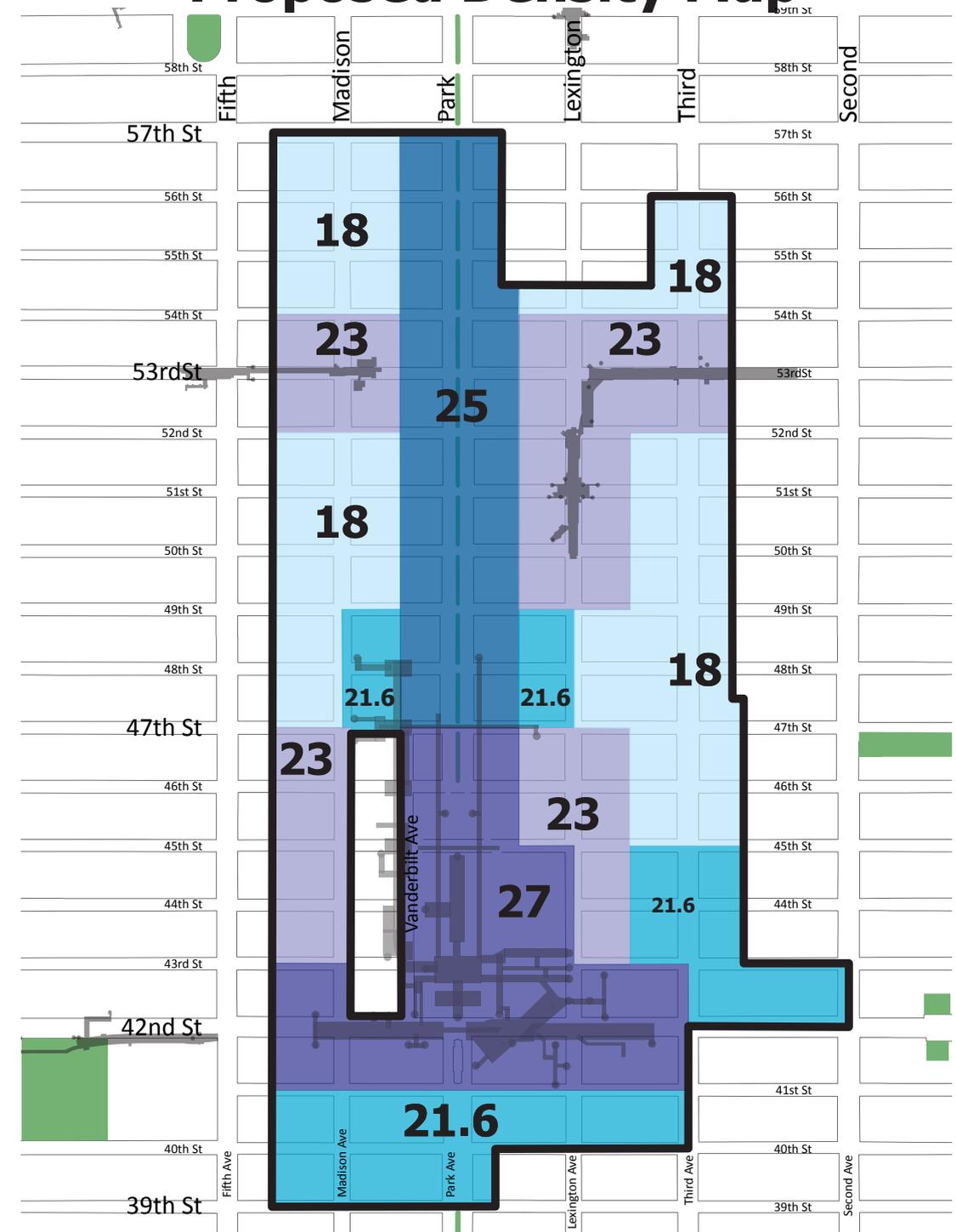


Underlying zoning districts continue to dictate base FAR

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

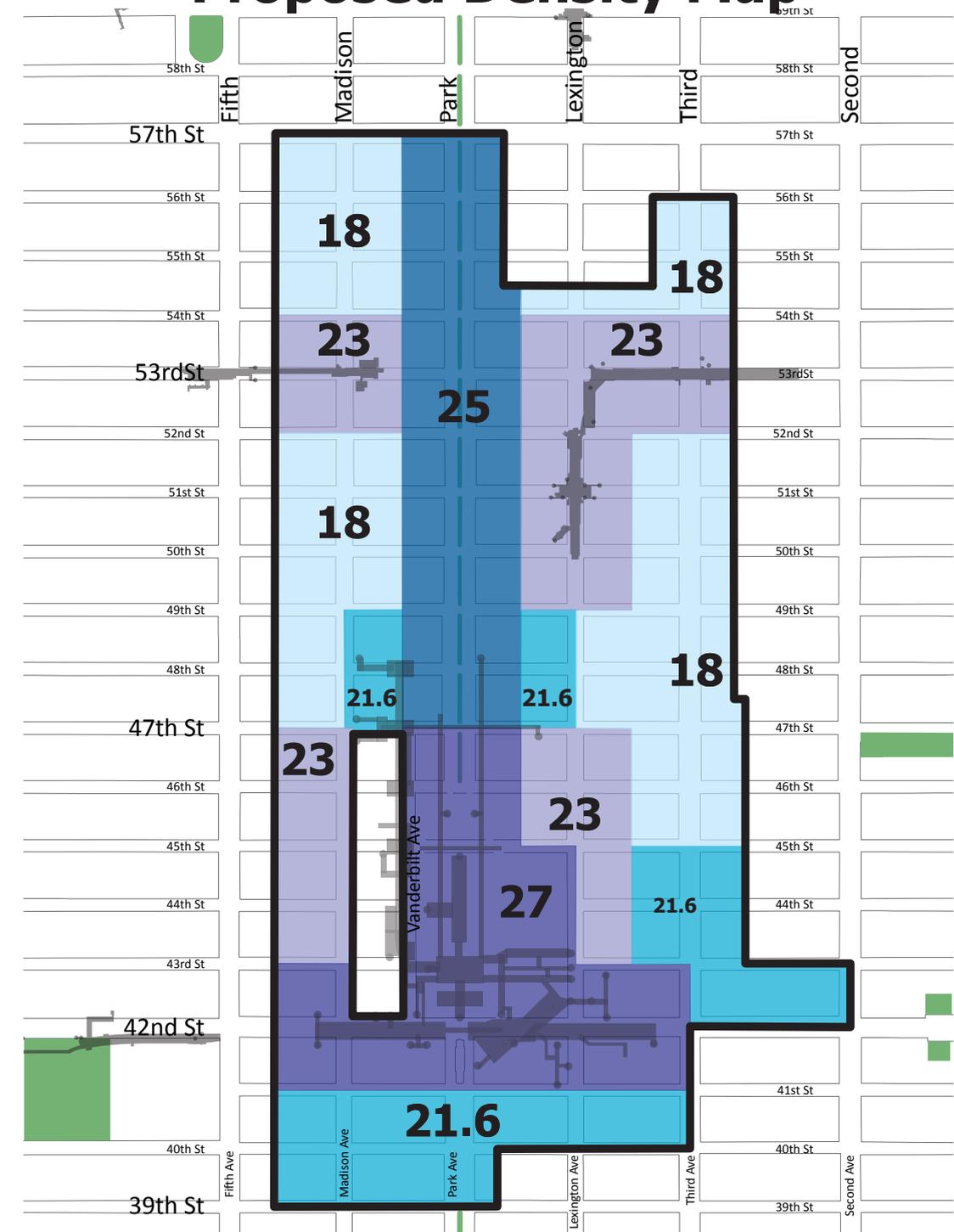
Proposed Density Map



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

Proposed Density Map



As-of-Right Mechanisms

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

pre-identified transit improvements



Image | Kohn Pedersen Fox Associates

transfer of landmark development rights



rebuild overbuilt floor area

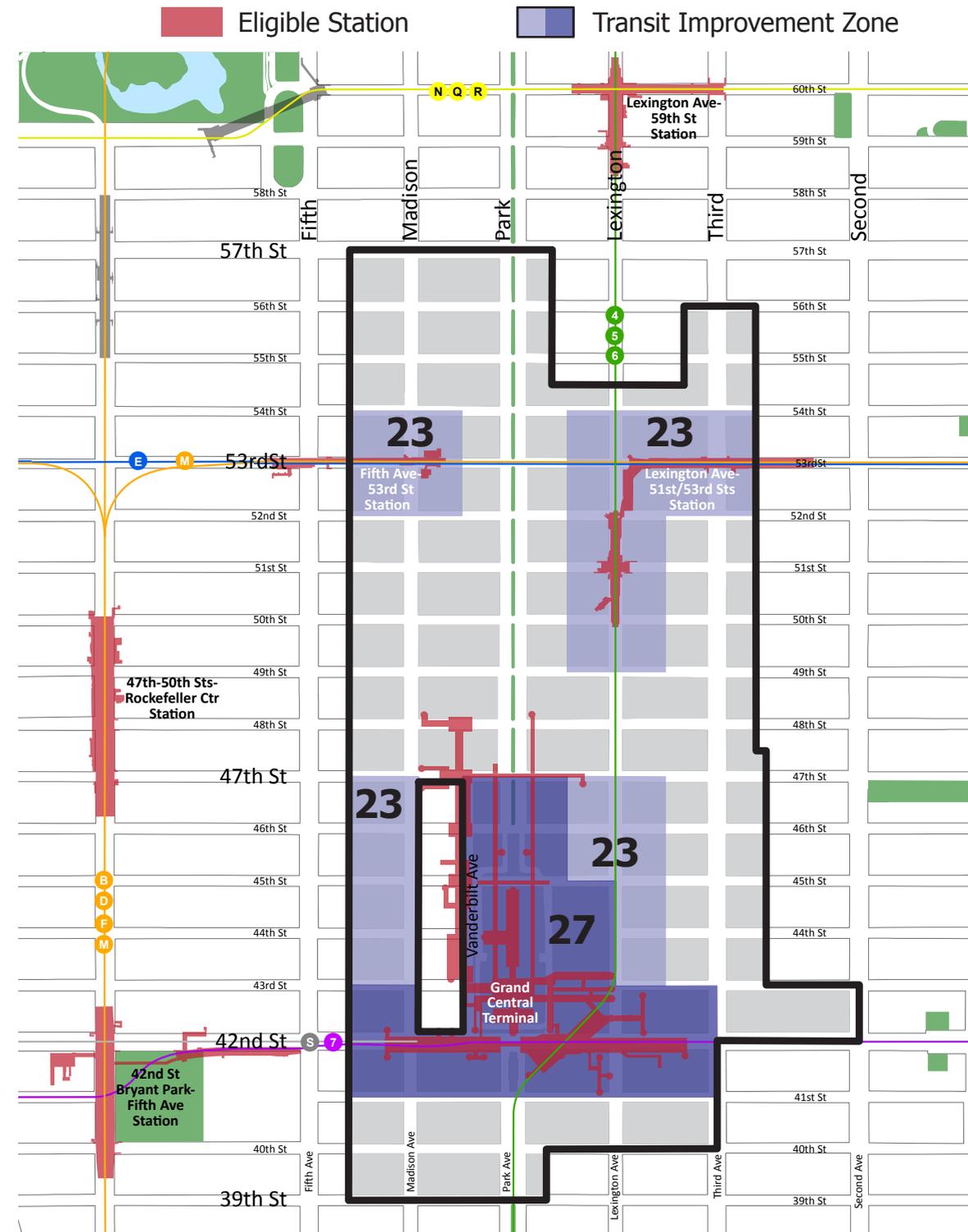


Pre-identified Transit Improvements

MTA has identified 24 improvements at six stations serving Greater East Midtown.

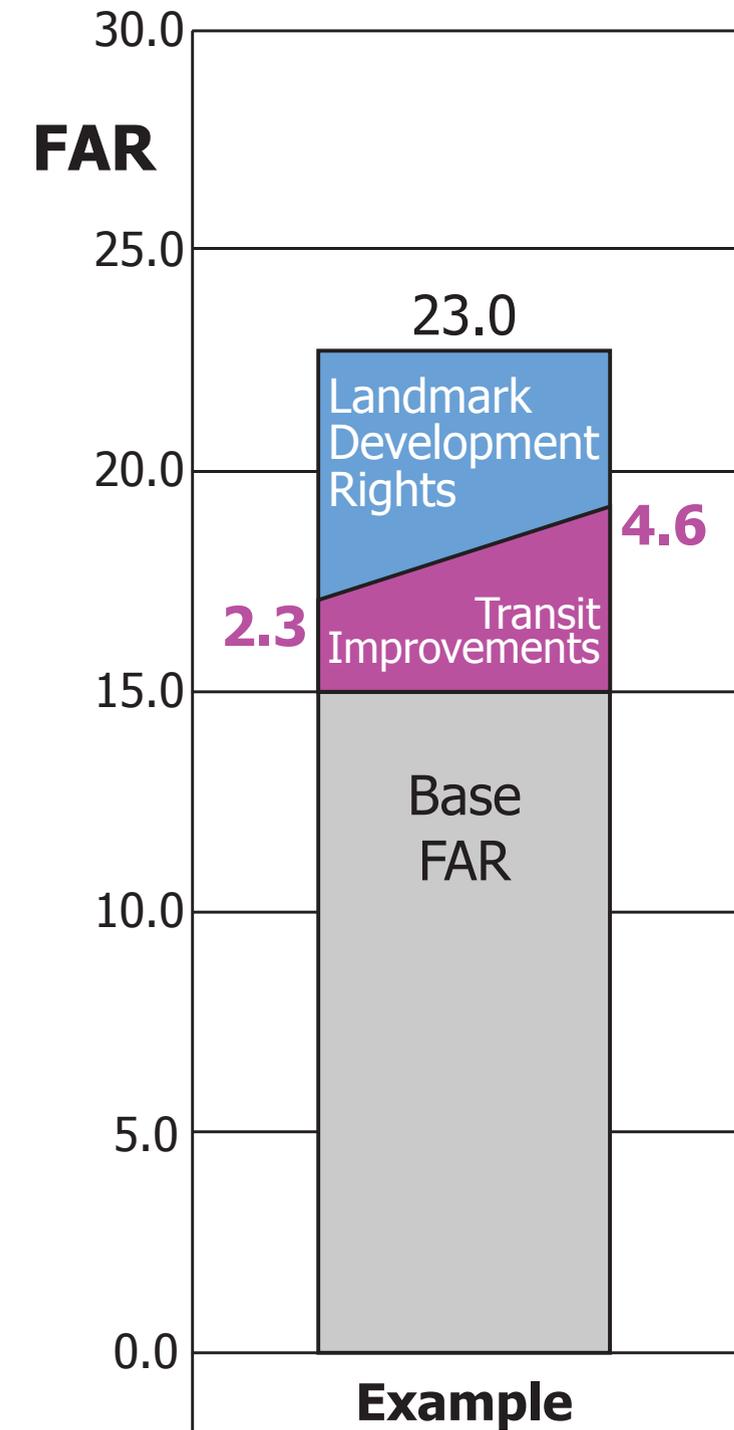
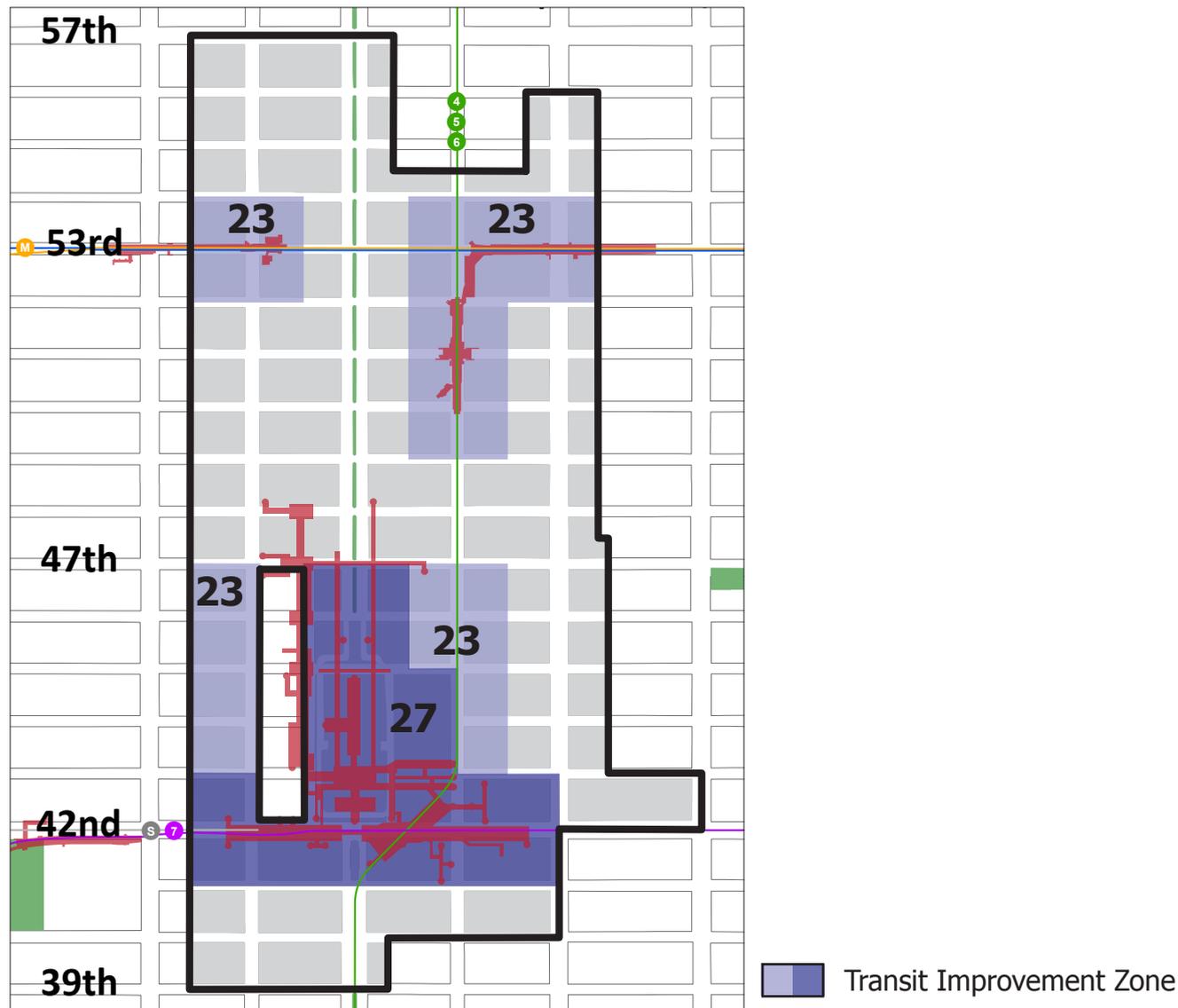
These include projects such as stair widenings, ADA access, new escalators, extended mezzanines, and station overhauls.

Improvements would facilitate increased passenger flow, improve connections between stations, and reduce rush hour congestion.



As-of-Right Transit Improvement Mechanism

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.



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

pre-identified transit improvements



Image | Kohn Pedersen Fox Associates

transfer of landmark development rights



rebuild overbuilt floor area

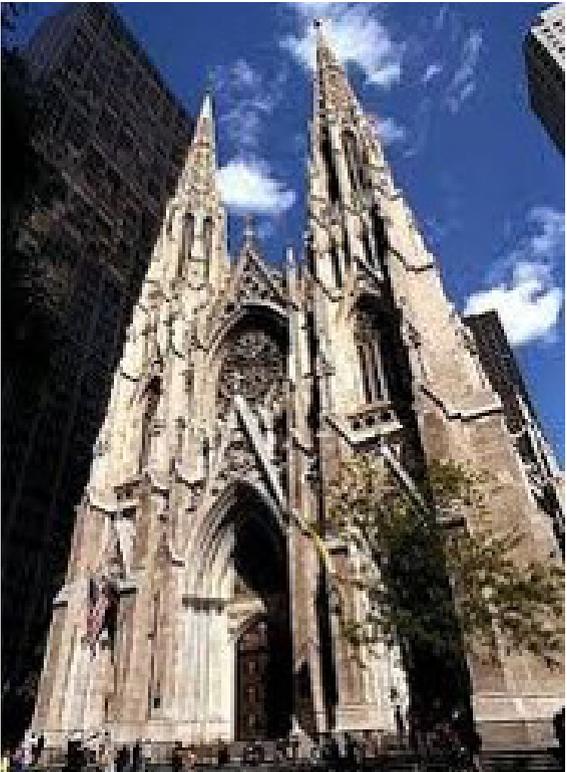


As-of-Right Landmark Transfer Mechanism

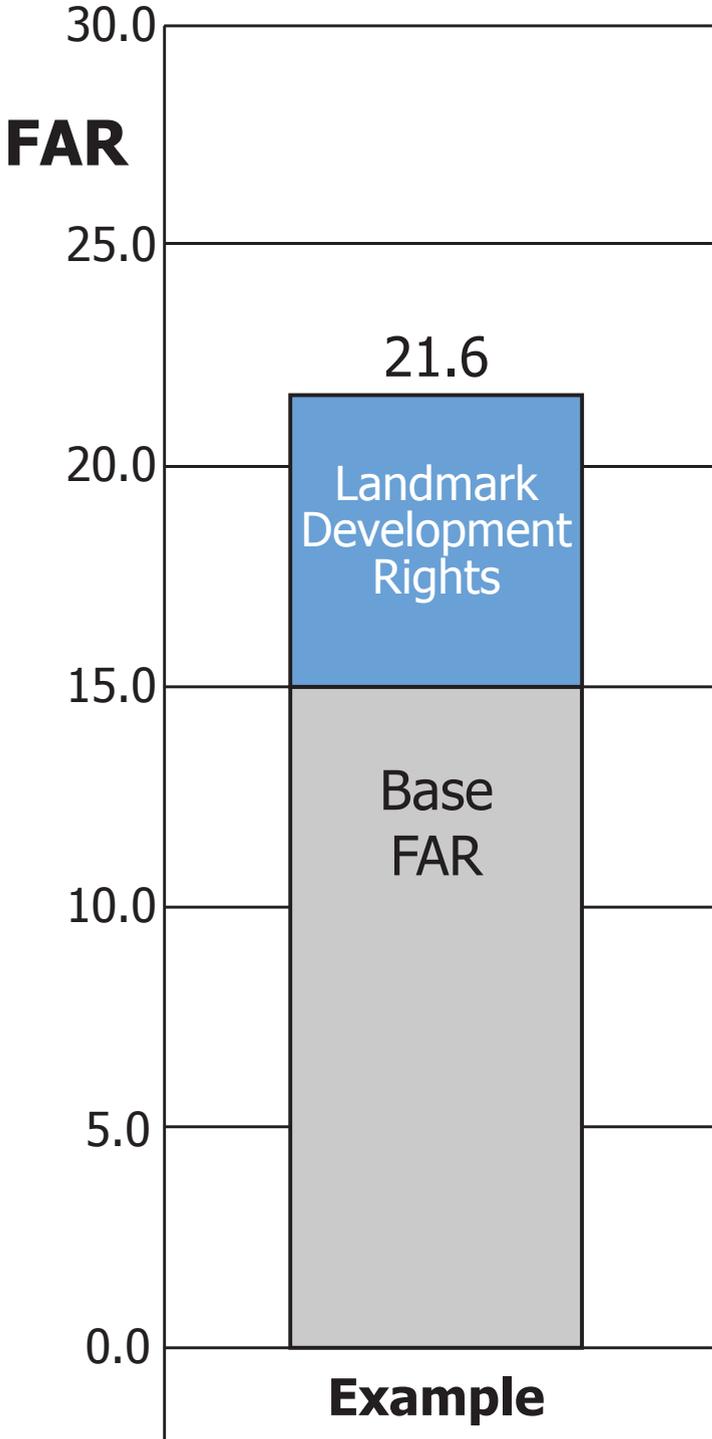
Would permit **districtwide transfer** of landmark development rights.

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



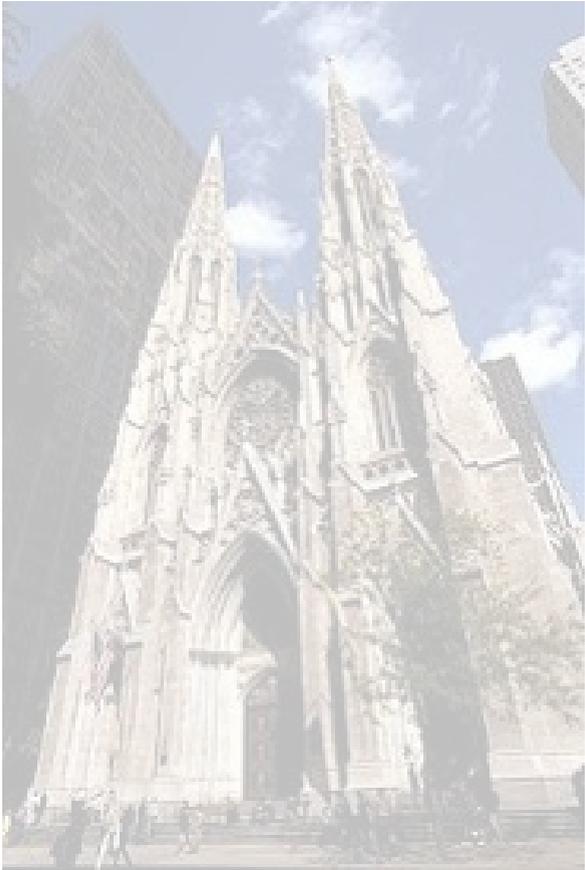
Qualifying sites can achieve maximum as-of-right FAR via **three mechanisms**:

pre-identified transit improvements



Image | Kohn Pedersen Fox Associates

transfer of landmark development rights



rebuild overbuilt floor area



As-of-Right Overbuilt Floor Area Mechanism

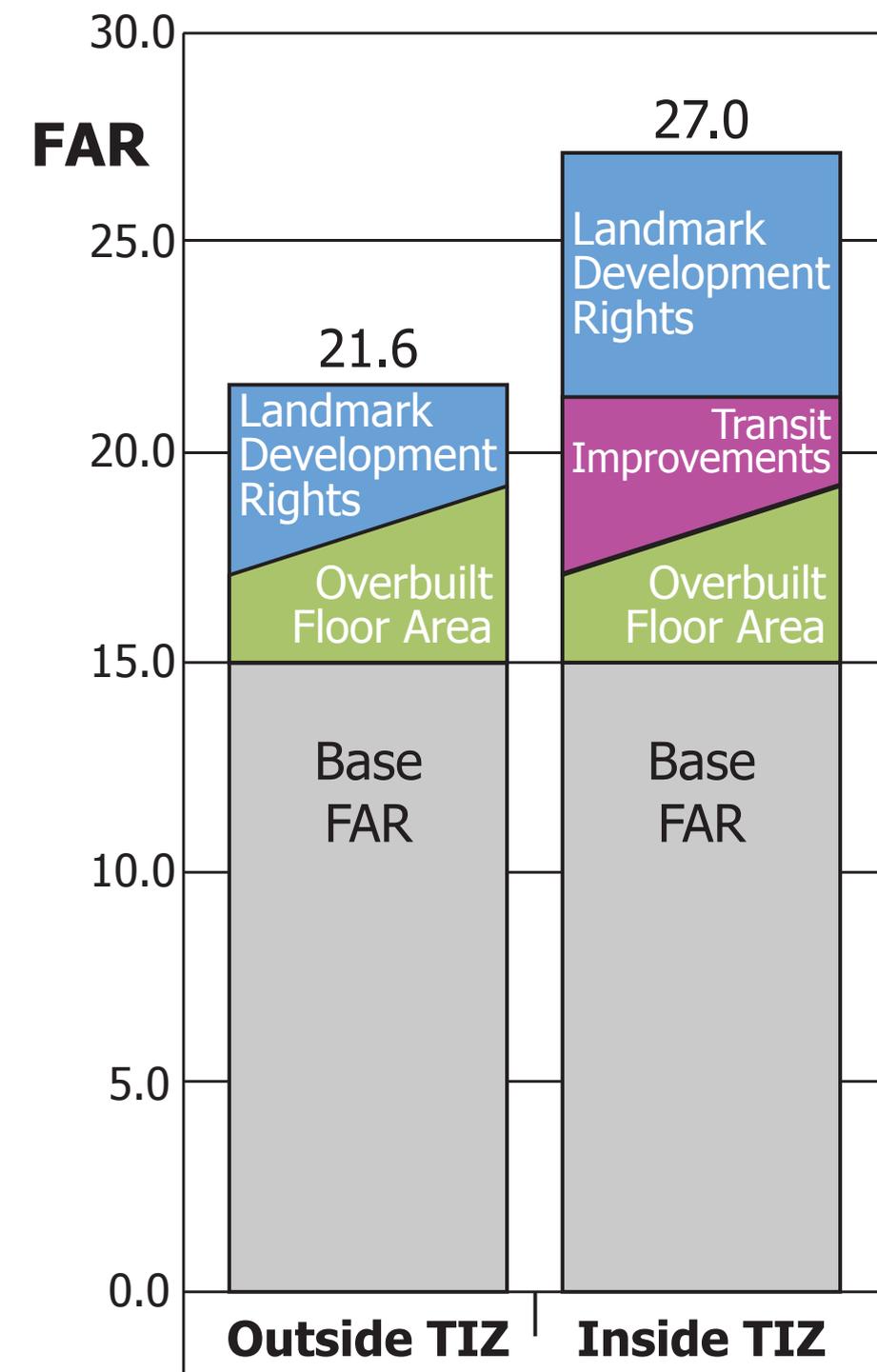
Would permit pre-1961 buildings with **non-complying floor area** to demolish and re-build to their overbuilt bulk.

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

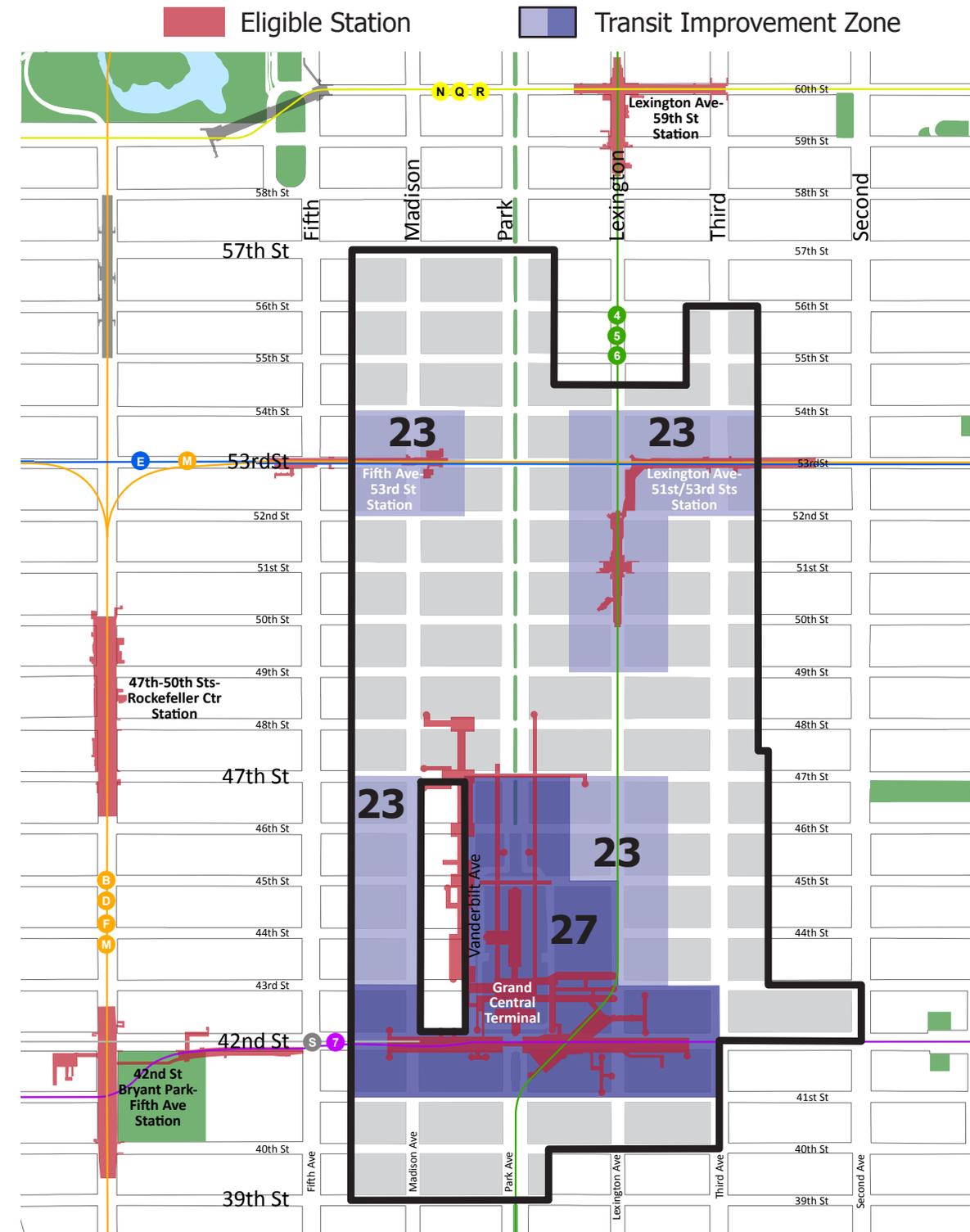
Transit Improvements

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



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.

Proposed improvements to Lexington line at Grand Central Terminal via One Vanerbilt project



Image | Kohn Pedersen Fox Associates

Pre-identified transit improvements

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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

Proposed improvements to Lexington line at Grand Central Terminal via One Vanerbilt project



Image | Kohn Pedersen Fox Associates

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

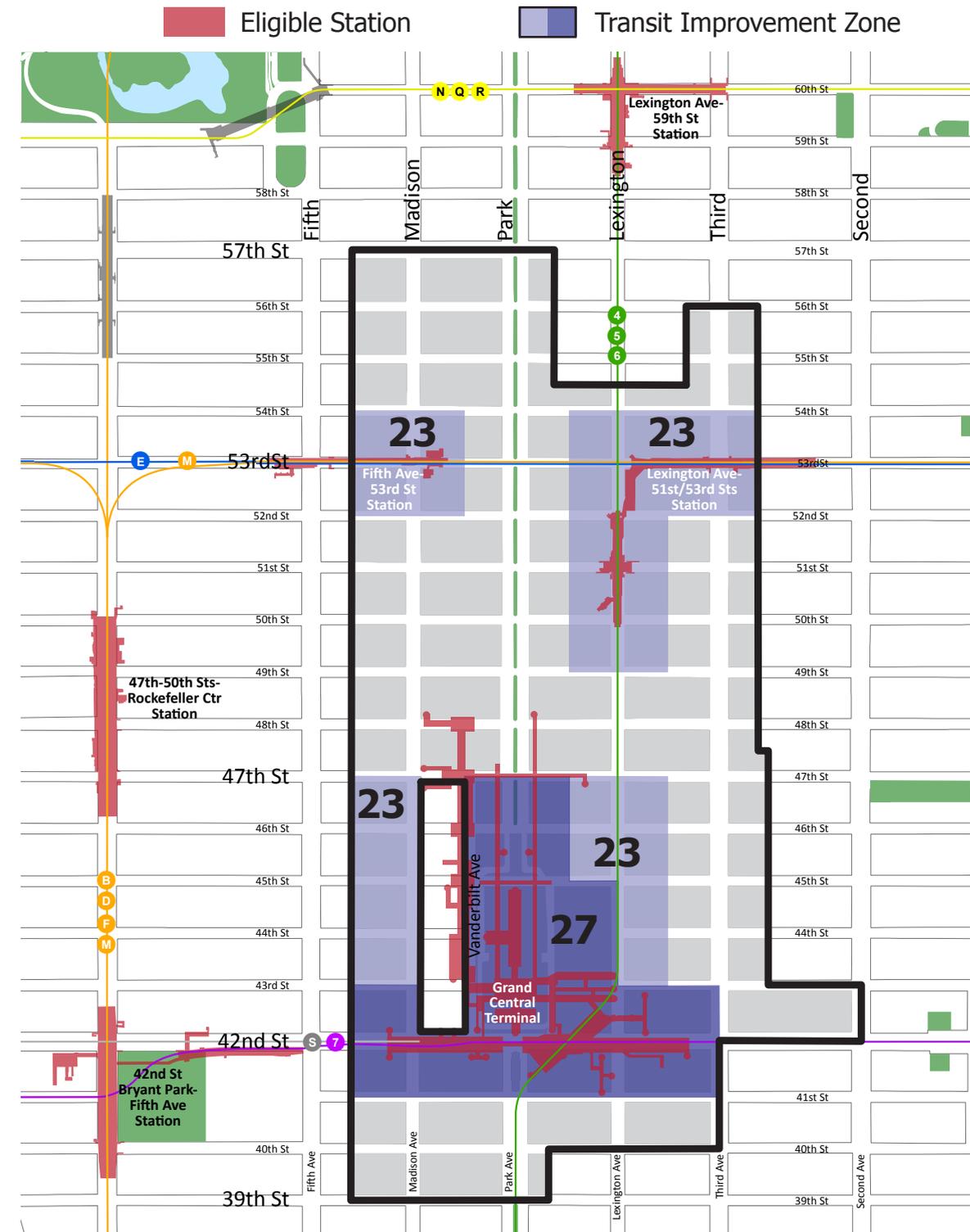


Transit Improvement Selection Hierarchy

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 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

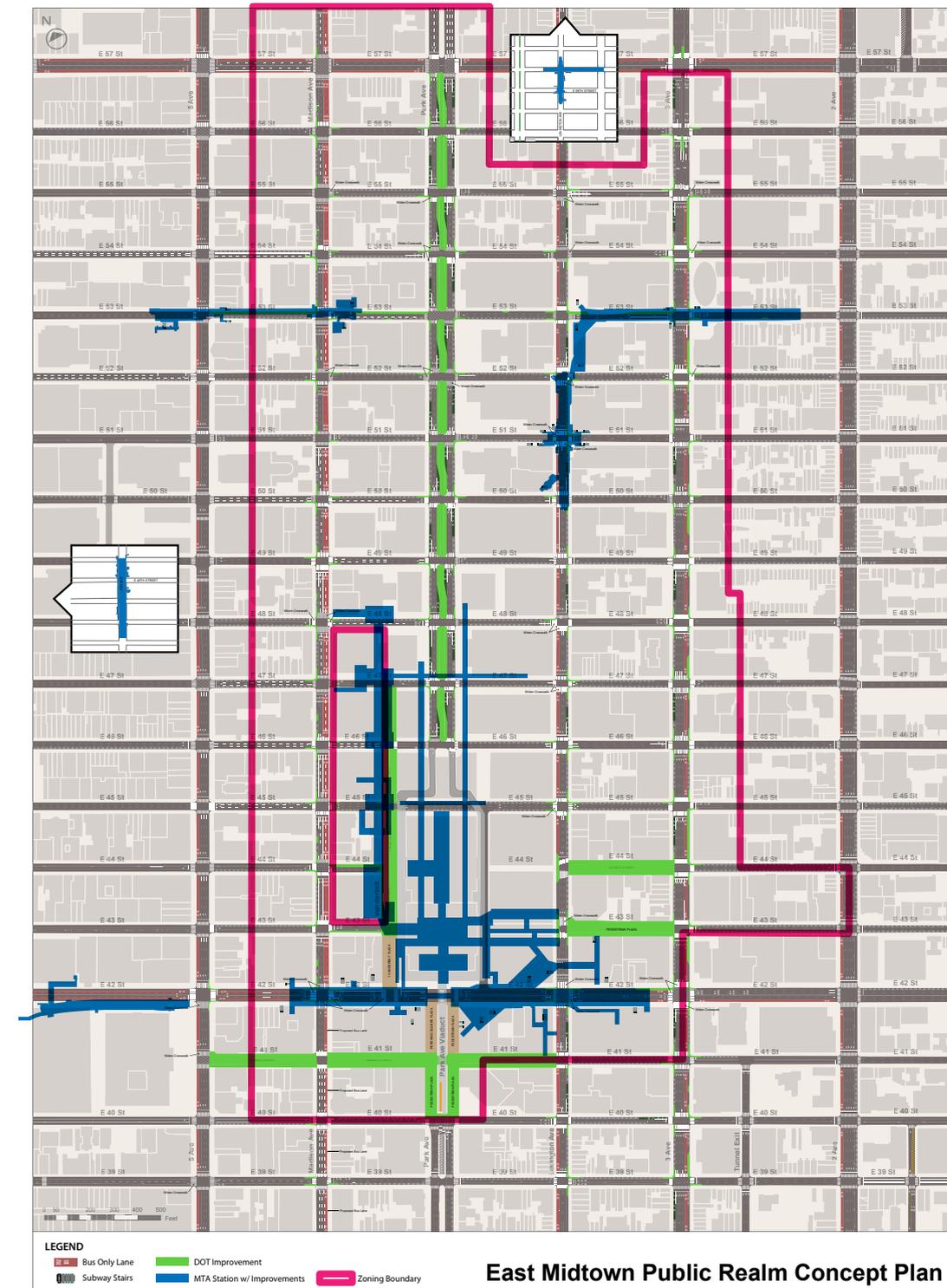


Public Realm Improvement Concept Plan

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

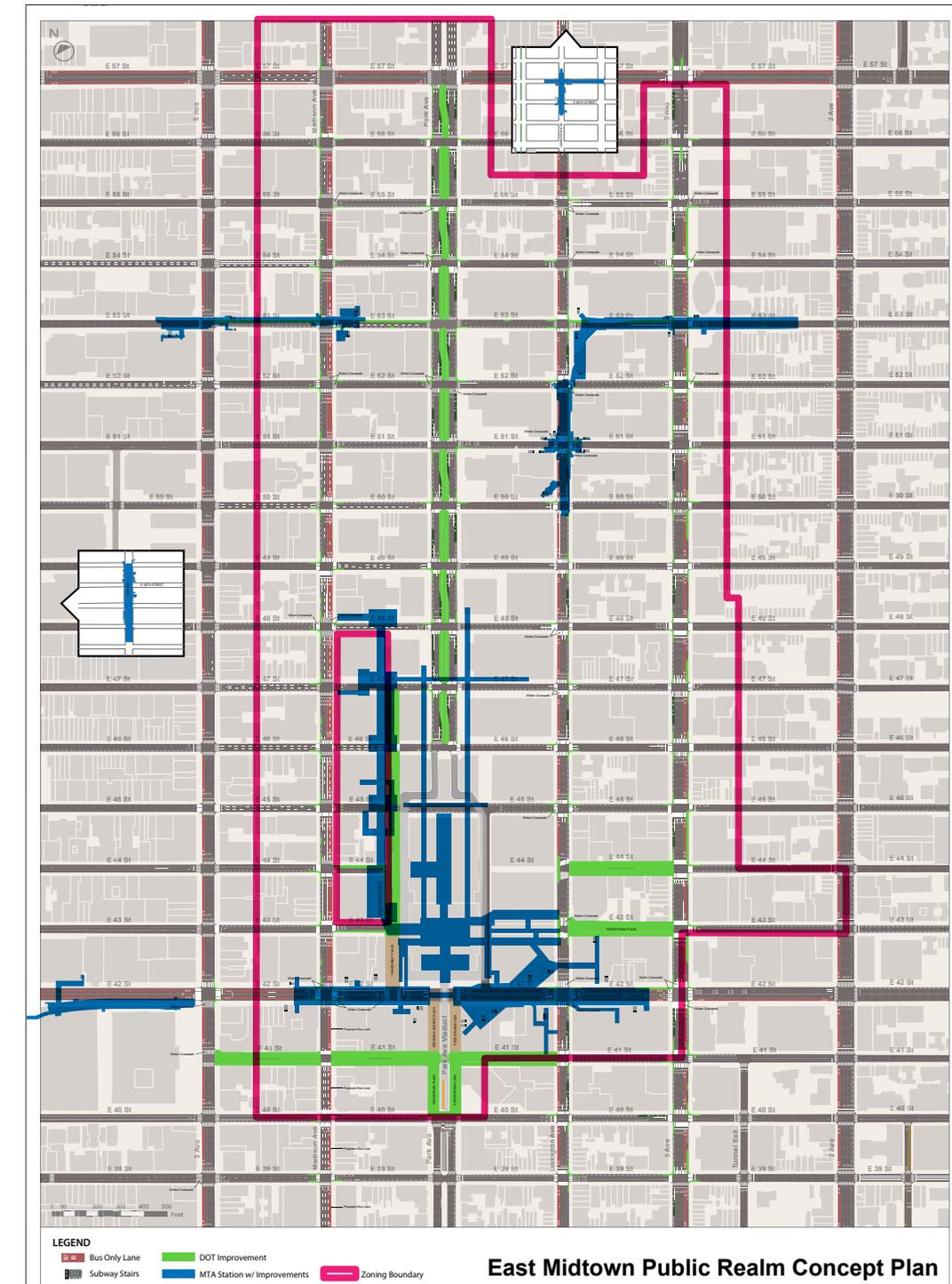
Park Avenue mall pedestrianization



Library Way shared street



corner bulbout + midblock neckdown

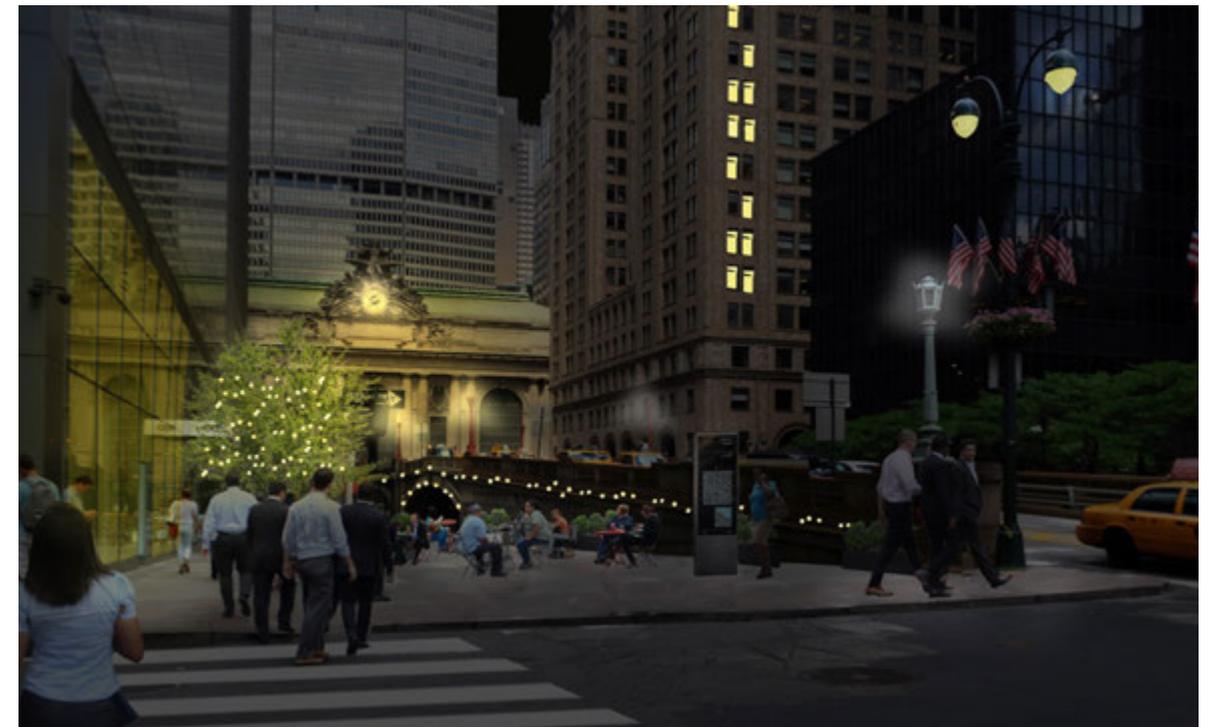


The Fund:

- 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.

Planned open air concourse at 601 Lexington Avenue



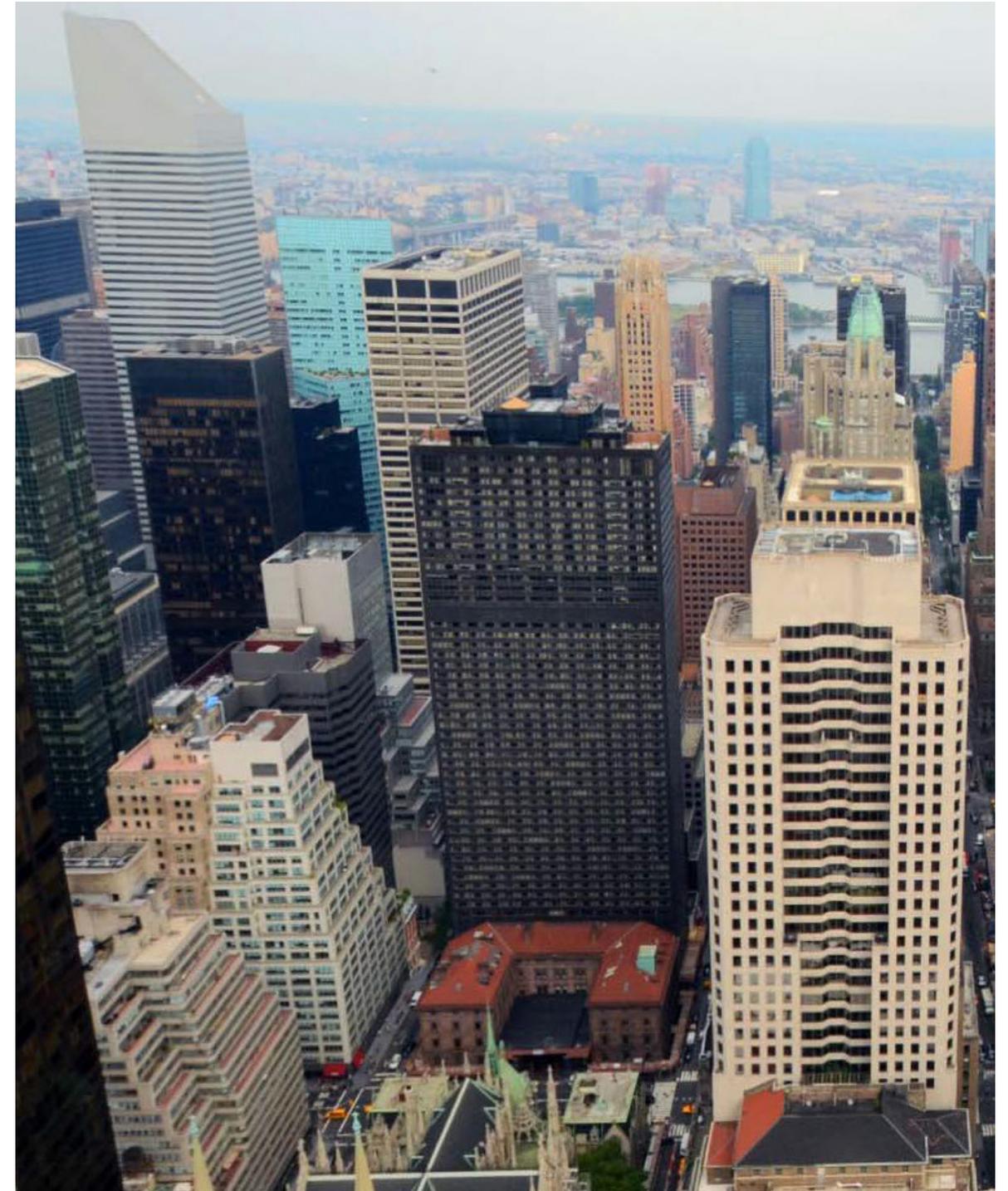
Image | Gensler

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



Additional Modifications Affecting the Subdistrict

View north, corner of Lexington Avenue and East 47th Street

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.





DEIS chapters with no impacts

1. Land Use, Zoning, and Public Policy
2. Socioeconomic Conditions
3. Urban Design and Visual Resources
4. Hazardous Materials
5. Water and Sewer Infrastructure
6. Solid Waste and Sanitation
7. Energy
8. Greenhouse Gas Emissions
9. Noise
10. Public Health
11. Neighborhood Character

DEIS chapters with impacts

1. Open Space
2. Shadows
3. Historic and Cultural Resources
4. Transportation
5. Air Quality
6. Construction