



Greater East Midtown Proposal

April 24, 2017

A Premier Business District with Long-term Challenges

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.

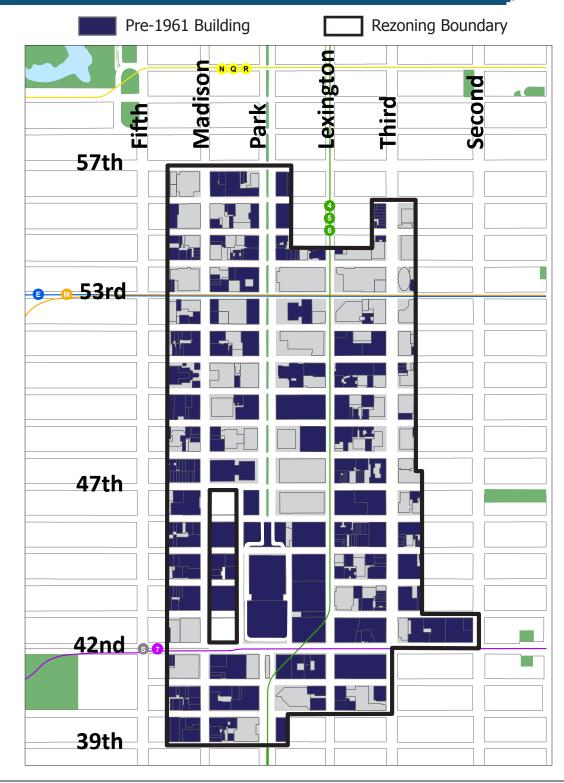
Long-term Challenges

- Outdated building stock
- Limited new development
- Current zoning
- Pedestrian + transit network











Recent City Initiatives

2013 | East Midtown rezoning proposal

 City withdrew proposal prior to a vote by City Council in order to address comments.

2015 | Vanderbilt Corridor rezoning approved

 Permits developments to achieve higher densities in exchange for making transit improvements and/ or via development rights from nearby landmarks.

2015 | East Midtown Steering Committee

• Consensus-driven, stakeholder process that laid the foundation for the current Greater East Midtown rezoning proposal.

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





East Midtown Steering Committee

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.
- 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

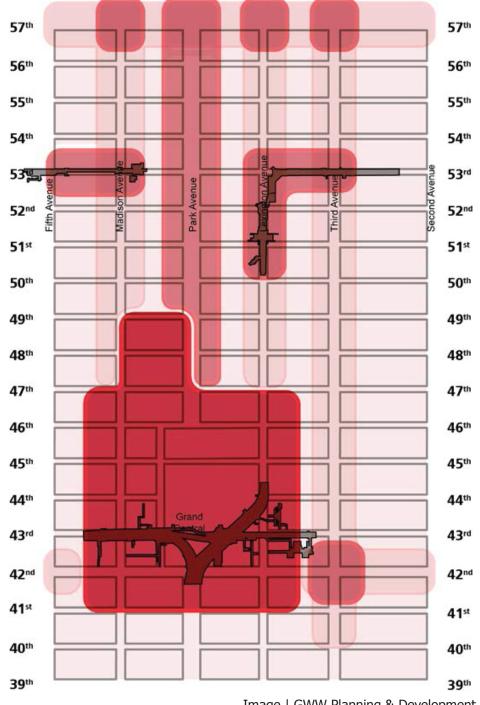


Image | GWW Planning & Development



A Stronger, Better East Midtown

The City's vision for Greater East Midtown is to ensure it remains one of New York City's premier office districts by:

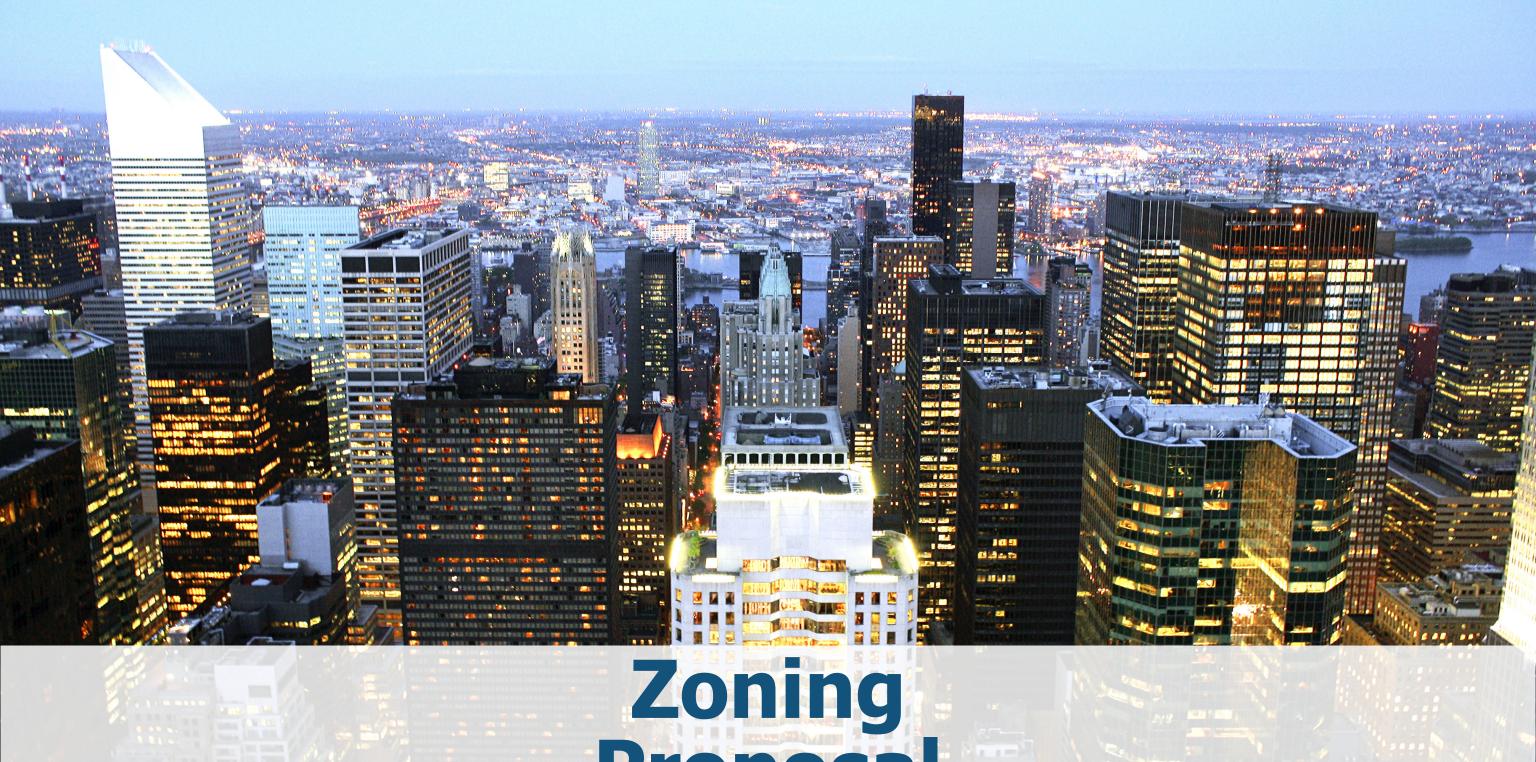
- Incentivizing the development of state-of-theart office space;
- Helping to preserve landmark buildings and maintain the area's iconic built environment;
- Reducing challenges for the redevelopment of outdated building stock; and
- Upgrading the area's pedestrian realm and transit network.











Zoning Proposal

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.



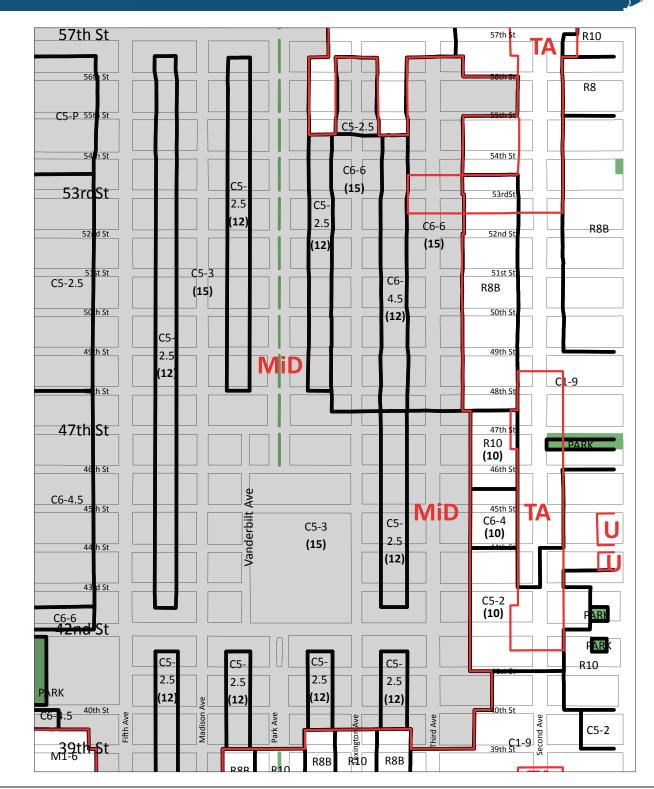
Current Zoning

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.



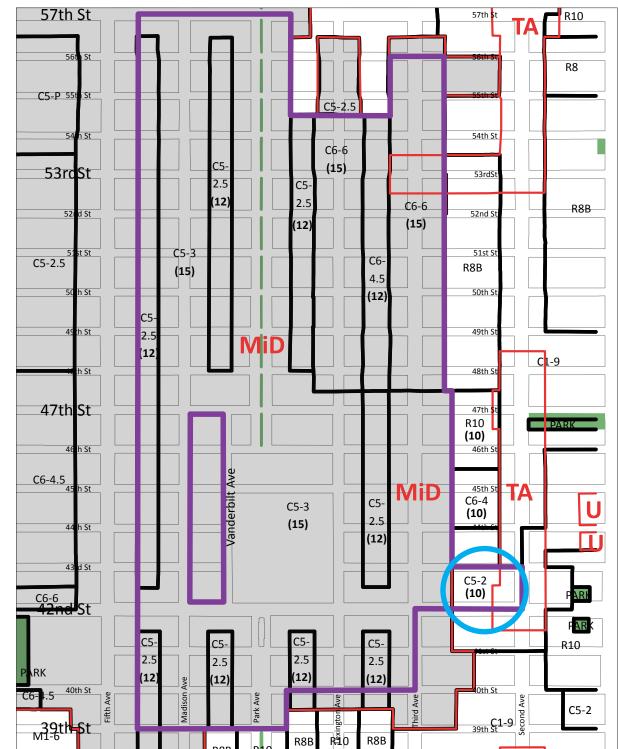


Proposed Text + Map Amendment

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.



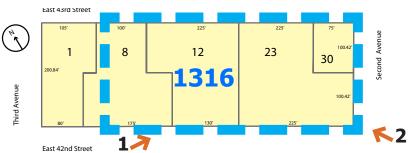


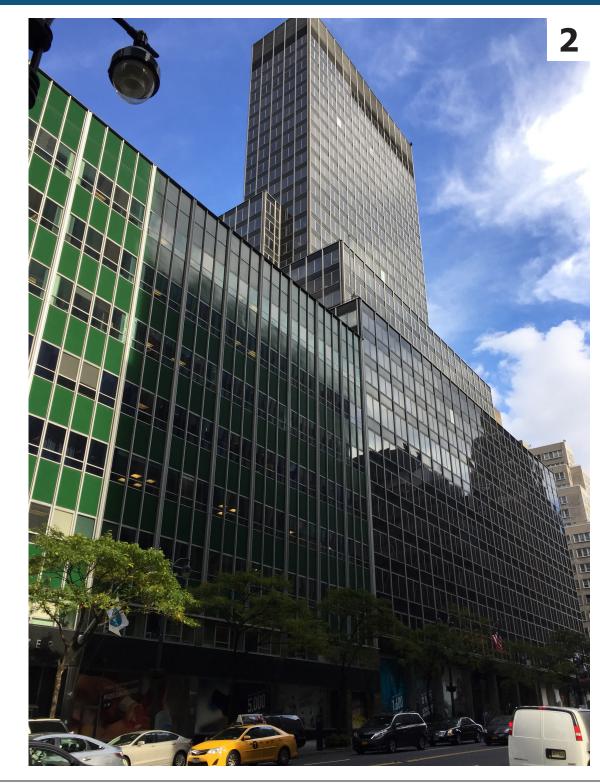
Zoning Map Amendment Context

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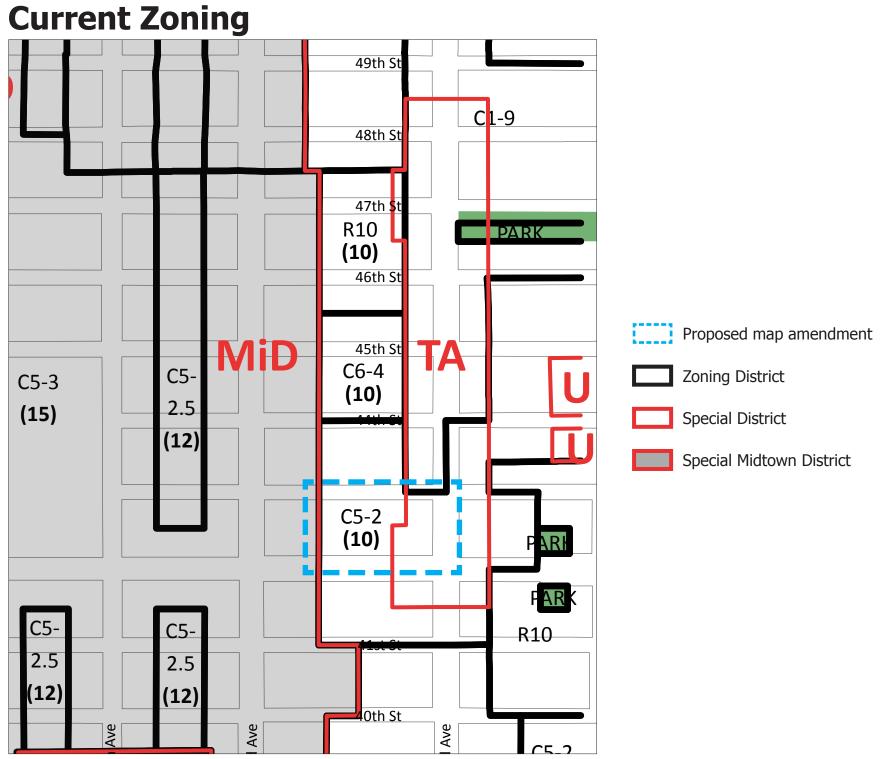
Built environment

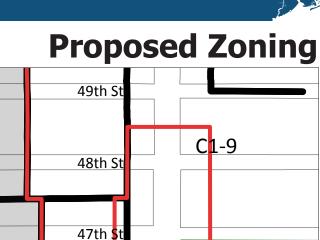




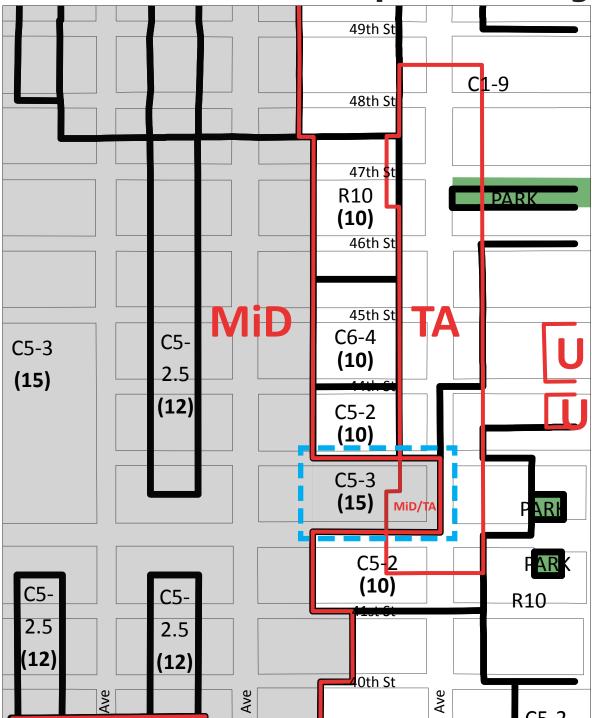


Zoning Map Amendment









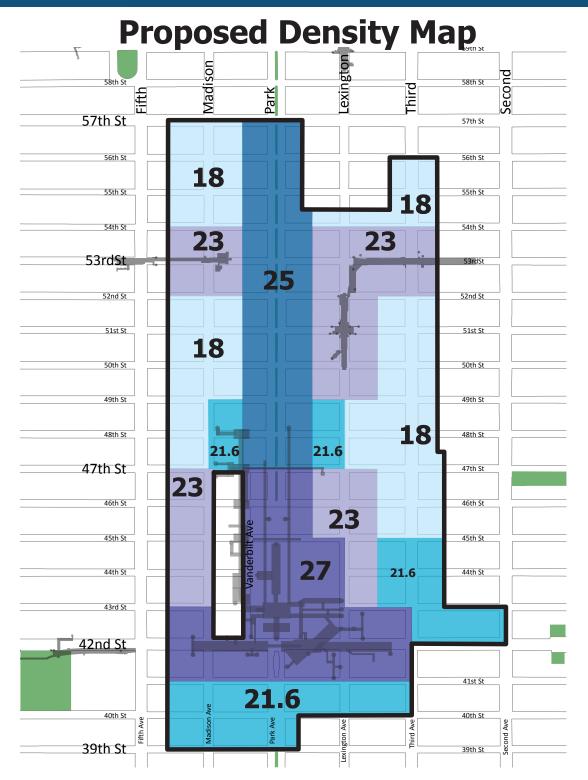
Text Amendment Density Framework + Qualifying Site Criteria

Underlying zoning districts continue to dictate base FAR

Increased density based on locational 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



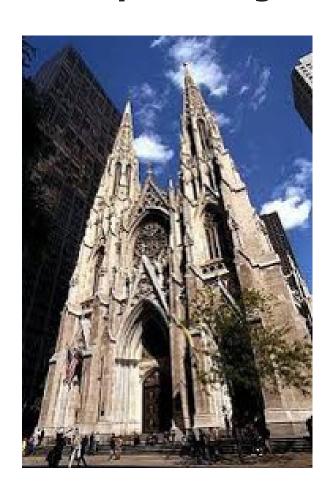
Qualifying sites can achieve maximum as-of-right FAR via three mechanisms:

pre-identified transit improvements



Image | Kohn Pedersen Fox Associates

transfer of landmark development rights



rebuild overbuilt floor area

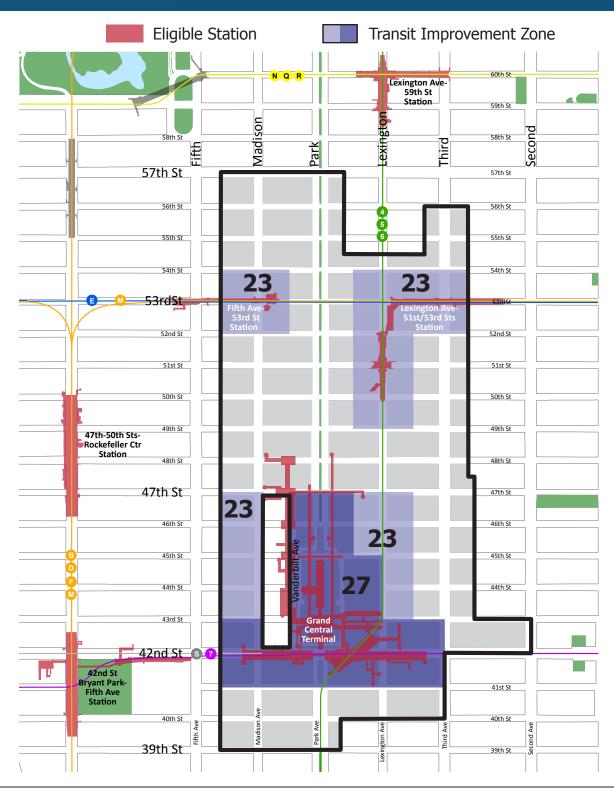


Pre-identified Transit Improvements

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

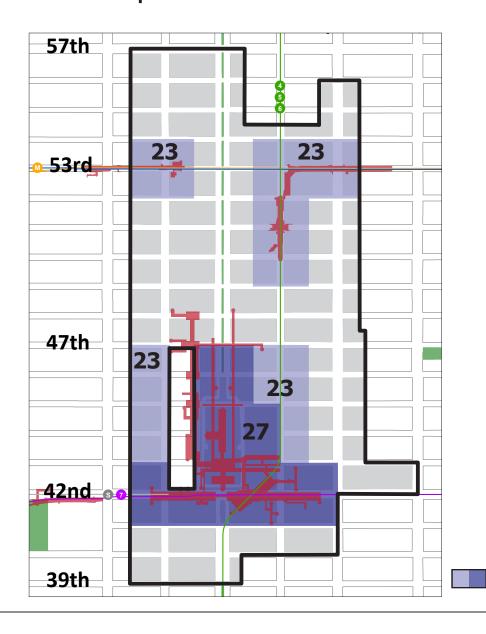
These include projects such stair widenings, ADA access, new escalators, extended mezzanines, and station overhauls.

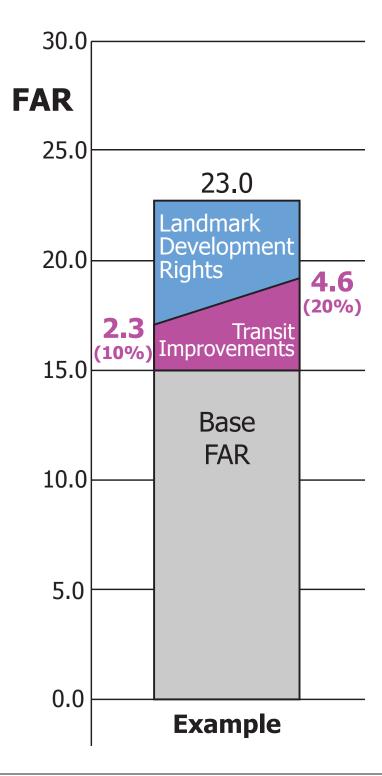
Improvements would facilitate increased passenger flow, improve connections between stations, and reduce rush hour congestion.



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.





Transit Improvement Zone

As-of-Right Mechanisms



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

pre-identified transit improvements

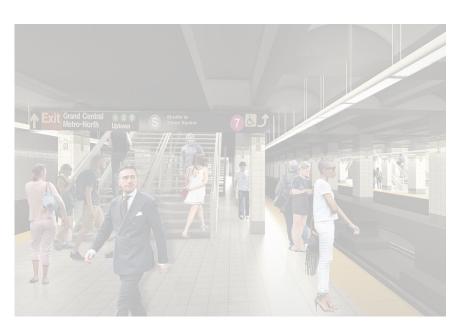
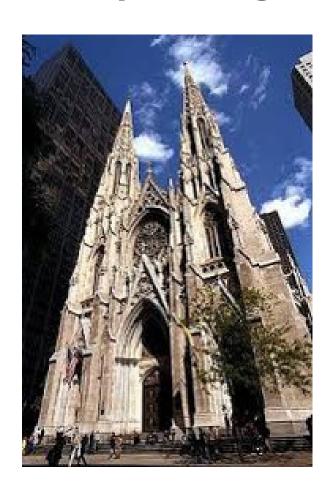


Image | Kohn Pedersen Fox Associates

transfer of landmark development rights



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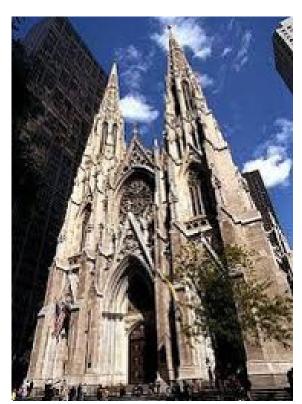


As-of-Right Landmark Transfer Mechanism

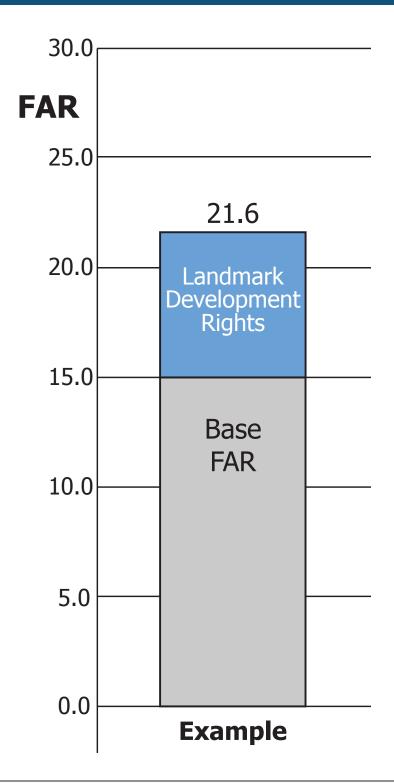
Would permit **districtwide transfer** of landmark development rights.

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



As-of-Right Mechanisms



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

pre-identified transit improvements

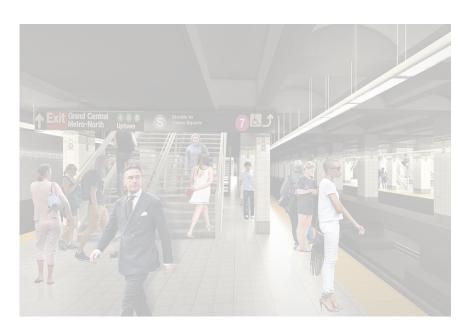


Image | Kohn Pedersen Fox Associates

transfer of landmark development rights



rebuild overbuilt floor area



As-of-Right Overbuilt Floor Area Mechanism

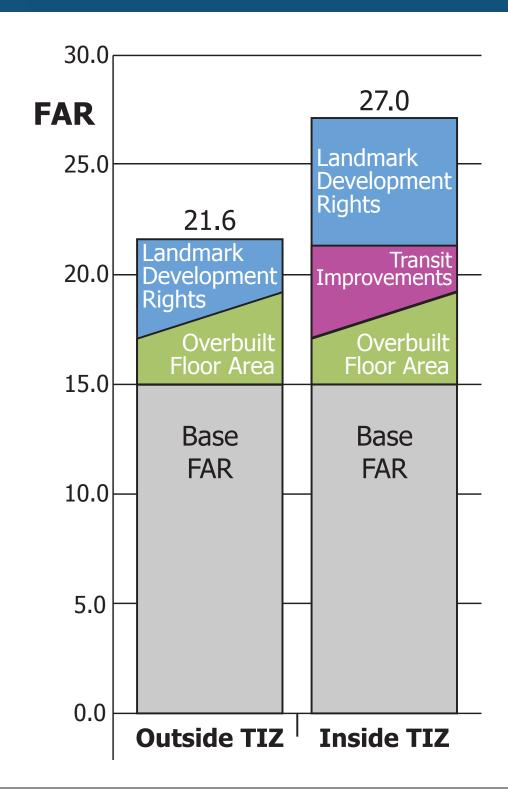
Would permit pre-1961 buildings with **non-complying floor area** to demolish and re-build to their overbuilt density.

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





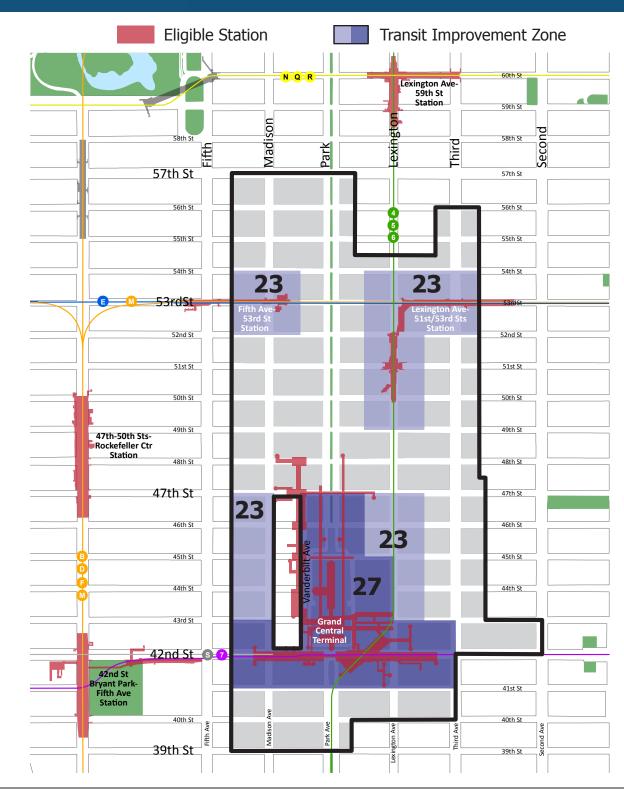
Improvements

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

- 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 Vanderbilt project

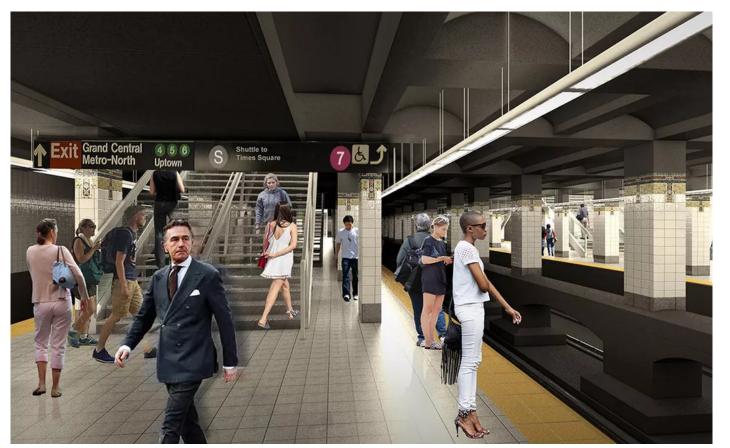


Image | Kohn Pedersen Fox Associates



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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 Vanderbilt 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





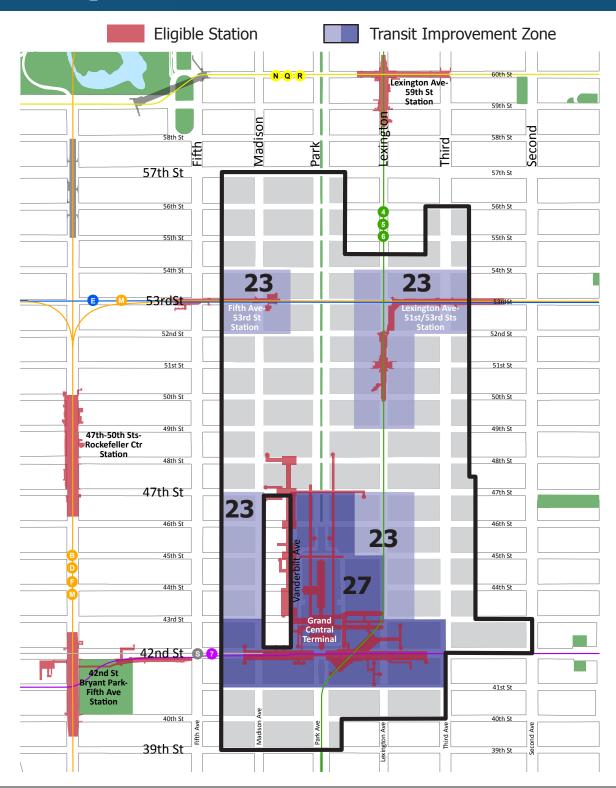


Transit Improvement Selection Hierarchy

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.

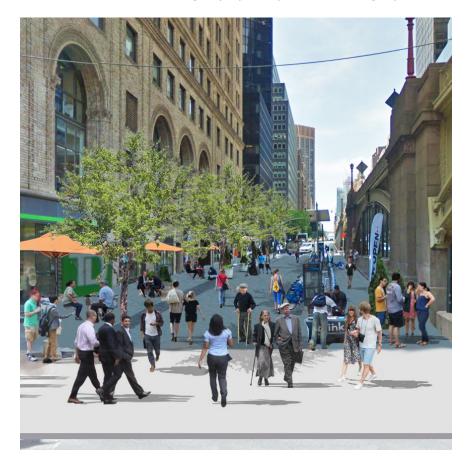


Pedestrian Realm Toolkit



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

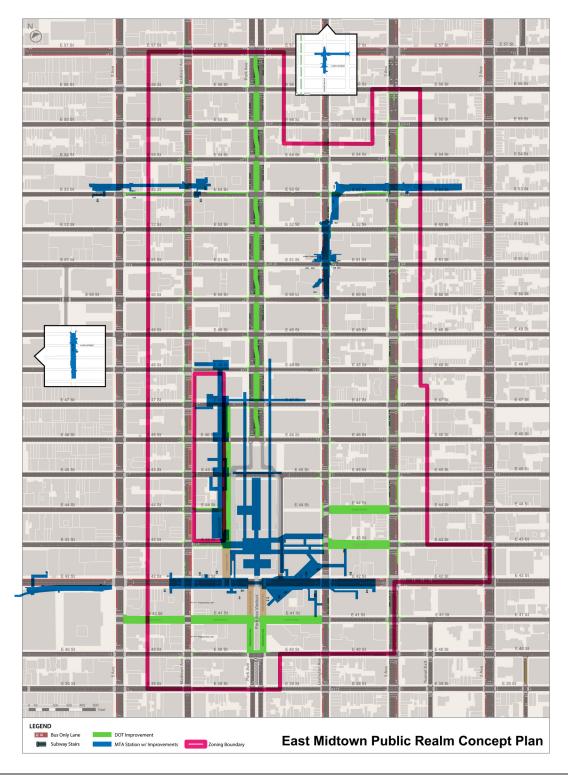


Public Realm Improvement Concept Plan

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

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Pedestrian plazas

- Pershing Square East
- Park Avenue mall

Shared streets

- Vanderbilt Avenue
- Library Way (East 41st Street)
- East 43rd Street
- East 44th Street

Thoroughfare improvements

- Midblock extensions
- Corner and bus bulbouts

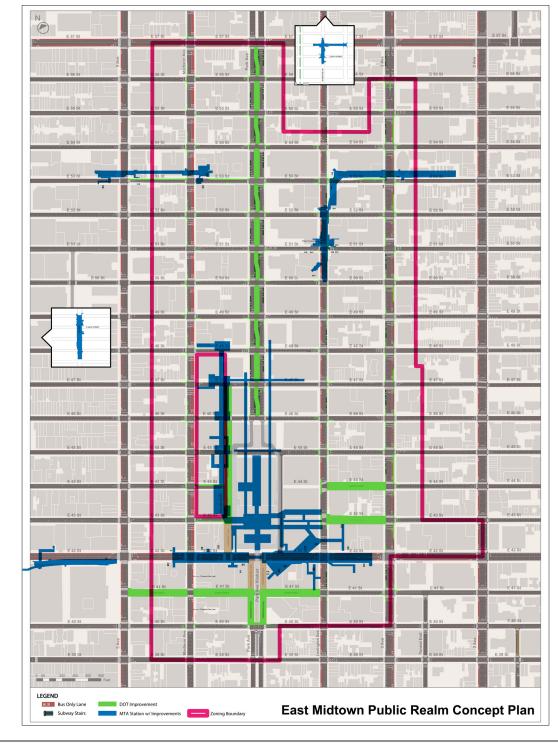


Library Way shared street



corner bulbout + midblock neckdown





Public Realm Improvement Fund

The Fund:

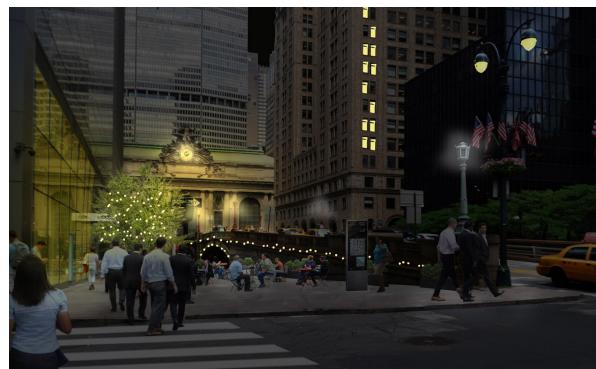
- Generated through a portion of the landmark development rights sales and the redevelopment of overbuilt floor area.
- Supports capital improvements identified by DOT and MTA.

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

Provisions Applicable on Qualifying Sites

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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.

Special Permits for Additional Floor Area

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



Discretionary Actions to Modify Qualifying Site Criteria

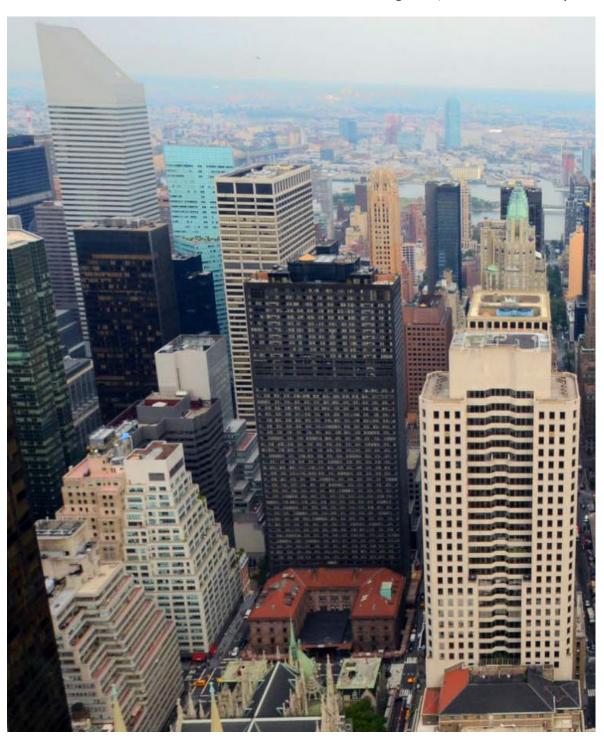
Facing east, East Midtown skyline

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.



Environmental Review

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

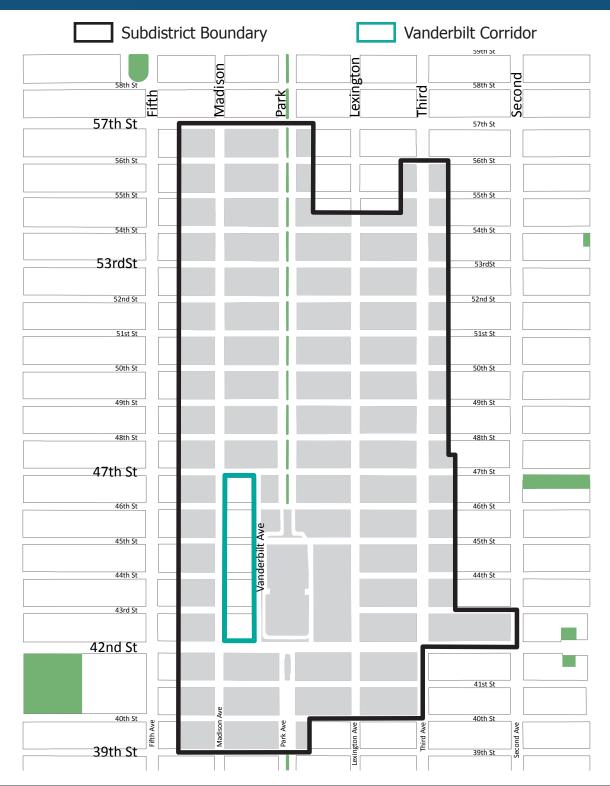


(A) Application

(A) Text Amendment for Qualifying Site Criteria

Site eligibility criteria in order to use proposed framework:

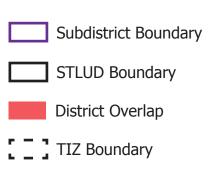
- Cleared frontage <u>or a landmarked building</u> required along a wide street
- Commercial floor area minimum of 80% of development site
- Building must meet or exceed environmental standards

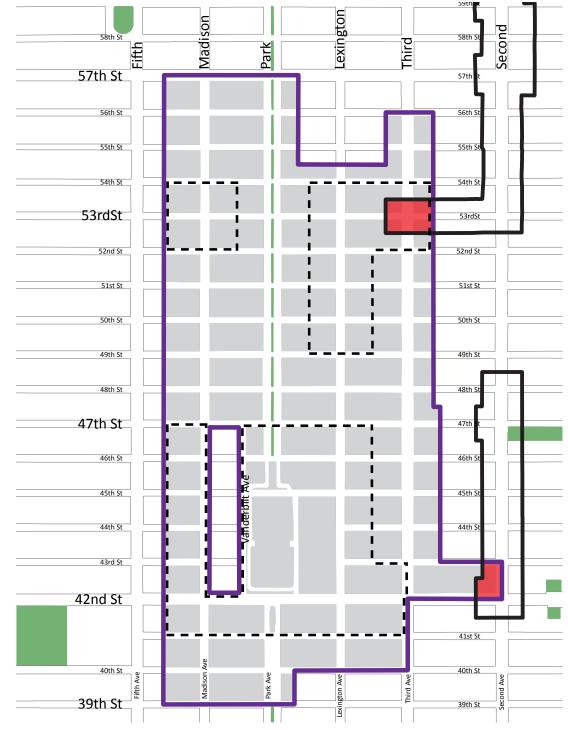


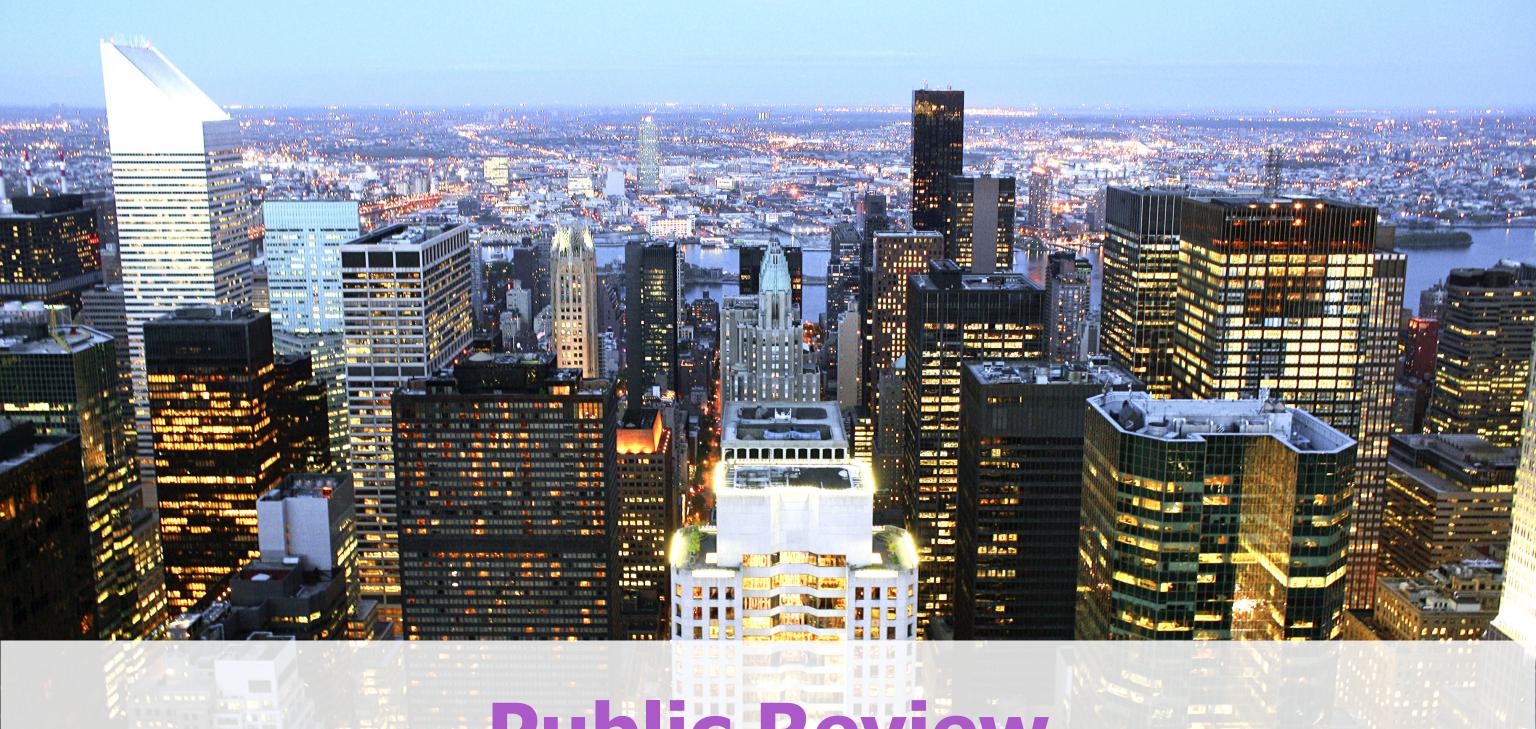
(A) Text Amendment

Establish floor area exemptions for transit easement volumes in areas of overlap between the proposed Subdistrict and Special Transit Land Use District (STLUD), and for existing easements outside of the Transit Improvement Zones (TIZ).

Allow developments to make **in-kind contributions** to adjacent above-grade public realm improvements.







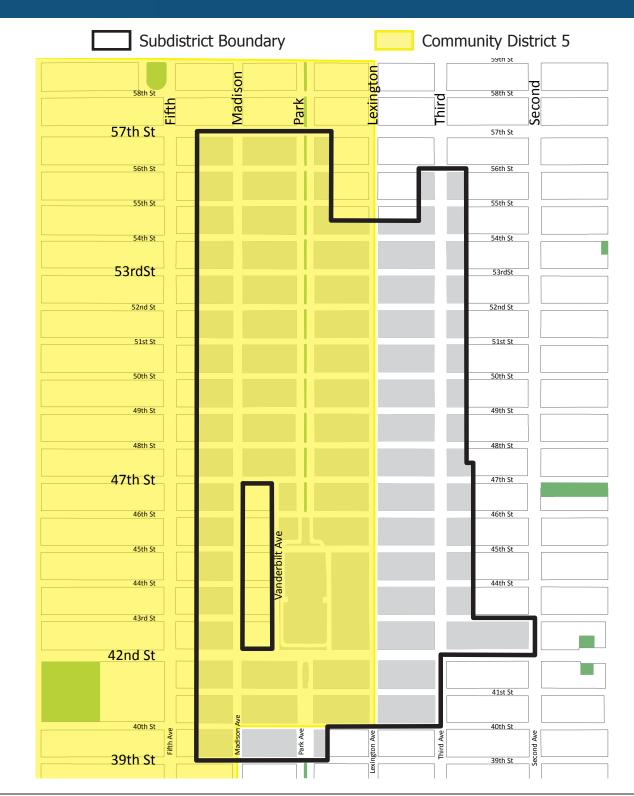
Public Review

Community Board Public Review

Community Board 5 Recommendation

Disapproval with conditions:

- Public space
- Minimum contribution rate
- Residential conversion
- Governing group
- Height and setback regulations
- Discretionary review
- Zoning map change

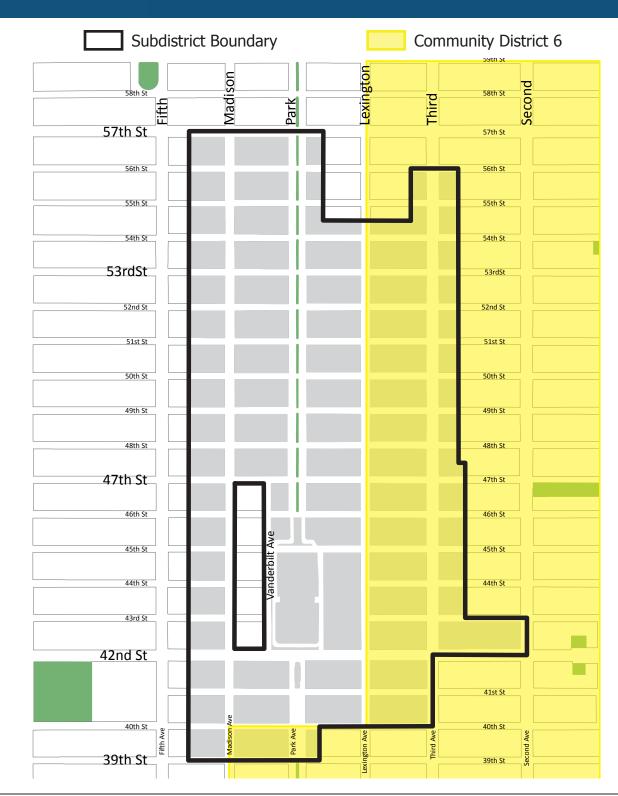


Community Board Public Review

Community Board 6 Recommendation

Disapproval with conditions:

- Public space
- Transit improvements
- Midblock development
- Subdistrict boundary
- Height and setback regulations
- Zoning map change
- Environmental standards



Borough Board Public Review

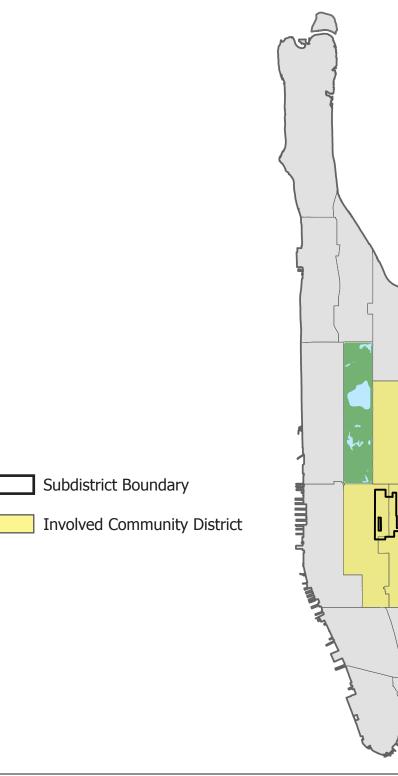
Manhattan Borough Board Recommendation

Approval with conditions:

- Public space
- Governing group
- Subdistrict boundary
- Residential conversion
- Environmental standards
- Shadows
- Minimum contribution amount

City Commitment

FEIS to consider mandatory POPS alternative





Borough President Public Review

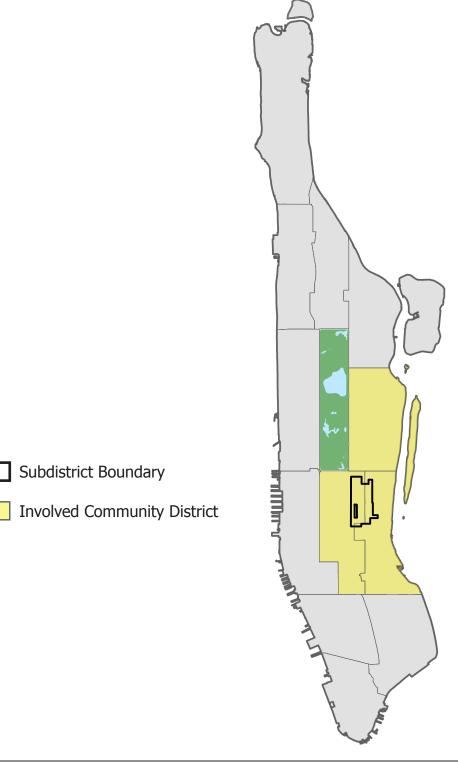
Manhattan Borough President Recommendation

Approval with conditions:

- Public space
- Governing group and improvement fund
- Subdistrict boundary
- Minimum contribution amount
- Height and setback regulations
- Shadows
- Residential conversion

City Commitment

- Public realm improvement projects
- Governing group membership and reporting
- Minimum contribution amount analysis
- Residential conversion reporting







Greater East Midtown Proposal

April 24, 2017