Leveraging Strategic Alliances with Developers and Planners: Urban Development and Sustainable Transport

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Land

- **HOUSING**
  Create homes for almost a million more New Yorkers, while making housing more affordable and sustainable

- **OPEN SPACE**
  Ensure that all New Yorkers live within a 10-minute walk of a park

- **BROWNFIELDS**
  Clean up all contaminated land in New York
OUR MODEL: TRANSIT-ORIENTED DEVELOPMENT

NEW HOUSING WITHIN A 10-MINUTE WALK FROM MASS TRANSIT

NEW HOUSING OPPORTUNITIES (Projected)

REZONING AREA (SINCE 2002)

SUBWAY LINES
A five borough economic development strategy

Business District Initiatives
2002 to present
CASE STUDY: HUDSON YARDS
ZONING STRATEGY

• High-density mixed use development

• 26M square feet of office space

• 13,500 housing units

• Zoning mechanism to finance infrastructure, open space and affordable housing
HUDSON YARDS SPECIAL DISTRICT

SUBDISTRICTS
- Hell’s Kitchen
- Other areas
- 10th Ave Corridor
- 34th Street Corridor
- Farley Corridor
- Commercial Core
- Open Space
FLOOR AREA BONUS MECHANISMS

DISTRICT IMPROVEMENT BONUS (DIB)

AS-OF-RIGHT DEVELOPMENT

COMMERCIAL DEVELOPMENT

RESIDENTIAL DEVELOPMENT

INCLUSIONARY HOUSING BONUS

DIB

AS-OF-RIGHT DEVELOPMENT
• Special District included requirements for off-street parking
  • For lots larger than 15,000 SF
  • Commercial: .35 to .4 per 1,000 SF
  • Residential: 33% to 50% of units

• Municipal parking garage with 950 spaces, to be located beneath the boulevard

• Specified locations for loading docks and curb cuts

• Bicycle parking
  • 1 SF for every 1,000 SF of floor area
Pedestrian-friendly environment

MANDATORY GROUND FLOOR RETAIL

MANDATORY STREET WALL REQUIREMENTS

MANDATORY SIDEWALK WIDENING

Special Hudson Yards District
100% Retail and Glazing Requirement
50% Retail and Glazing Requirement
Glazing Requirement Only

Subdistrict F (See Map 9 for Mandatory Ground Floor requirements)

<table>
<thead>
<tr>
<th>Special Hudson Yards District</th>
<th>Minimum Base Height</th>
<th>Maximum Base Height</th>
<th>Percentage of zoning lot street frontage that must be occupied by a street wall</th>
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<td>60'</td>
<td>85'</td>
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F Subdistrict F (See Map 10 for Street Wall requirements)

Special Hudson Yards District
10' Sidewalk widening
5' Sidewalk widening
5' Sidewalk widening required if more than 75% of the total floor area existing on the zoning lot on January 19, 2005 is demolished

F Subdistrict F (See Map 10 for Street Wall requirements)
Pedestrian-friendly environment

- Pedestrian bridge at 38th street
- High Line market at 30th Street
- Hudson Yards Boulevard and Park
- Hudson Yards Boulevard and Park
**STAKEHOLDERS AND OUTREACH**

*Stakeholders*
- Property owners
- Local residents and businesses
- Government Officials (City Council)
- Community Boards
- Madison Square Garden
- The Regional Plan Association (RPA)
- Real Estate Board of New York (REBNY)
- Housing and mass transit advocates

*OUTREACH*
- 100’s of meeting over a 3 year period
PUBLIC REVIEW AND ISSUES

START OF PUBLIC REVIEW SEPT. 2004

COMMUNITY BOARD AND BOROUGH PRESIDENT (90 DAYS)
- Too much density
- Not enough affordable housing
- Concerns about allocation of improvement funds

CITY PLANNING COMMISSION (60 DAYS)
- Strong opposition at public hearing to the rezoning from some groups because of the sports stadium
- CPC approved with increased bonuses for affordable housing and reduced parking requirements

CITY COUNCIL (50 DAYS)
- Approved with more affordable housing
- Protections from displacement for existing residents
- Guarantee that no infrastructure funding could be used for the stadium

APPROVED ON JANUARY 2005
POST ADOPTION CHANGES

- Parking lawsuit
  - Compromised to eliminate requirements for parking and the garage
  - Allow (not required) off-street parking up to a certain amount

- Western Rail Yards site
  - Plans for the Sports Stadium were blocked by the state legislature
  - A mixed-use development plan was crafted in collaboration with local and State authorities. Plan was subject to city’s zoning laws and public review
STATUS UPDATE

• Special Hudson Yards District adopted in 2005

  Subway line extension is under construction and slated for completion by the end of 2013

• Hundreds of housing units have already been completed with affordable housing

• No office space yet, but there is developer interest

• Land acquisition for the first phase of Hudson Boulevard is complete, and funds are secured for design and construction

• 30 year projection that hundreds of thousands of jobs will be created, and over US$60B will be generated in tax revenues

• Serious considerations are under review to extend the #7 subway line under the Hudson River to the State of New Jersey