

An aerial photograph of New York City, showing a dense urban landscape. The Hudson Yards development site is highlighted in the foreground, featuring a large, curved structure and several buildings. The Empire State Building is visible in the background. The text "Hudson Yards" is overlaid in blue, and "Development Information" is overlaid in yellow.

# Hudson Yards

Development  
Information

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**Note:** This information has been prepared in order to provide a general description of new development opportunities in the Hudson Yards area. It is not intended to provide a complete analysis of the zoning and other regulations which apply to sites located in Hudson Yards and should not be relied upon for that purpose. Interested parties may contact the New York City Department of City Planning for further information and should consult with real estate land use professionals, as necessary, concerning the application of the matters discussed herein to any development site within the Hudson Yards area.



# Overview



# *Hudson Yards Today*



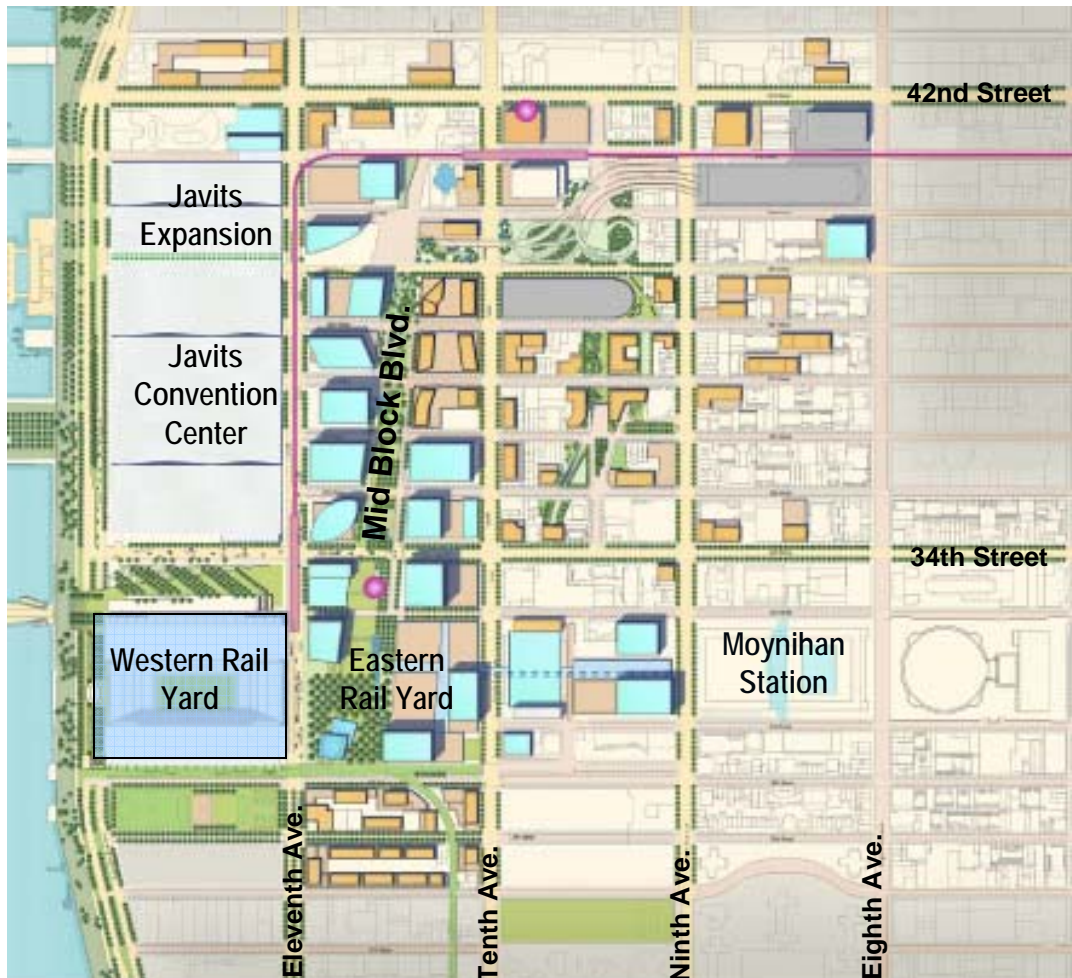
48-block area bounded generally by 43<sup>rd</sup> St., 8<sup>th</sup> Ave., 30<sup>th</sup> St. and the West Side Highway

Historically home to manufacturers, auto body shops, parking facilities and vacant lots

Characterized by open rail yards and rail cuts, bus ramps, Lincoln Tunnel entrances

Lacking adequate transportation and recreational facilities

# Master Plan 2005-2035



City, State and MTA are working together to transform the area into a mixed use extension of Manhattan's Midtown Central Business District, which will include significant residential components and new municipal facilities. The public infrastructure investment will serve to encourage and support private investment in the area.

Plans for the area include:

- Improvement of public transportation and access, primarily by extending No. 7 Line
- Creation of new parks and open space
- Development of MTA's Eastern Rail Yard
- Expansion of Javits Center
- New Zoning

# *Improvement of Public Transportation and Access*

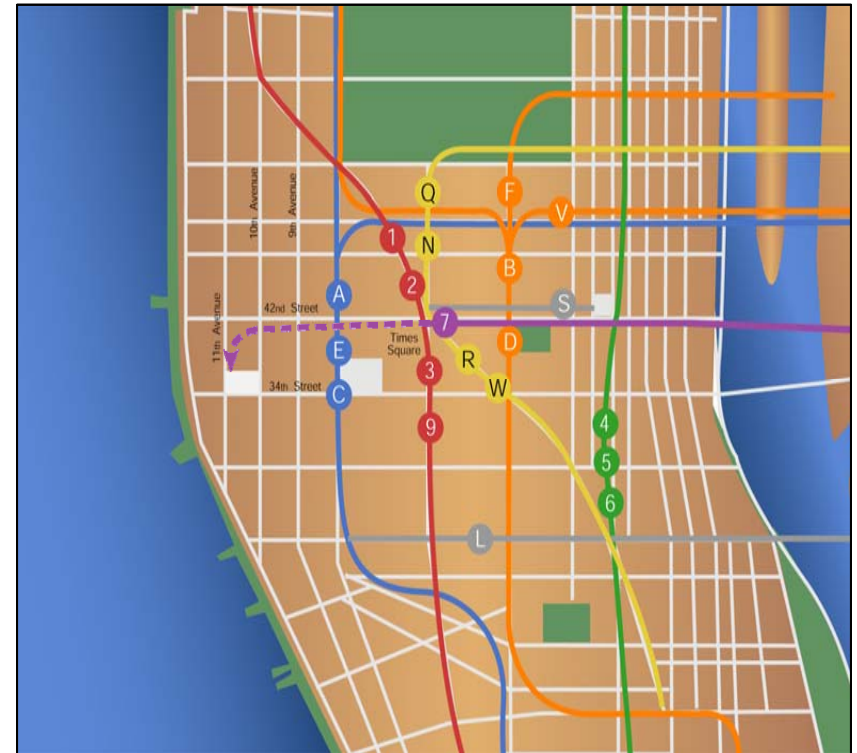
## Number 7 Line Extension

City will finance first major subway extension initiated in decades to bring essential public transportation to Hudson Yards.

Once completed, No. 7 Line will run from Flushing to a new terminal station at 34<sup>th</sup> Street and 11<sup>th</sup> Avenue.

Since No. 7 Line crosses all major north-south subway lines in Manhattan, it will provide access to Hudson Yards from virtually anywhere in the Region with no more than one transfer.

Funding for subway extension expected to be in place in Winter 2005, selection of construction management firm to occur in Winter 2005, and construction scheduled to begin in Spring 2006.



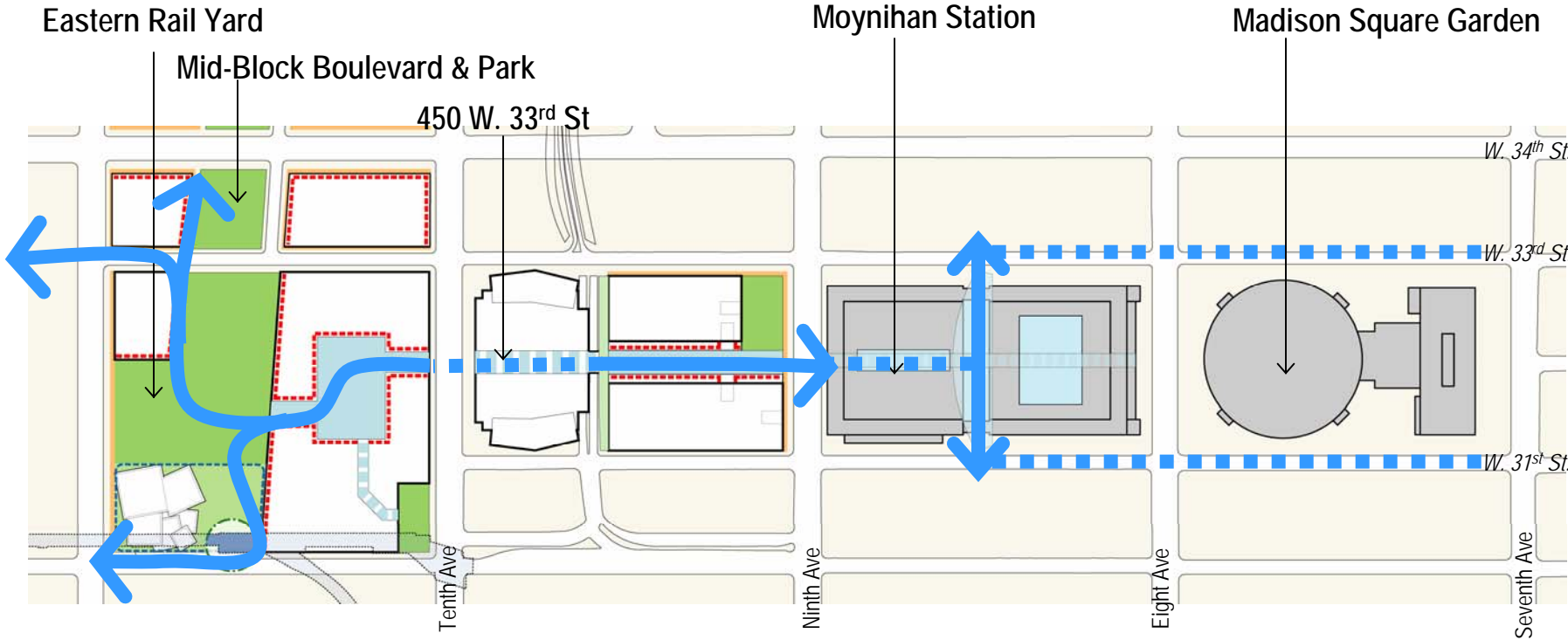


# Improvement of Public Transportation and Access (cont.)

## Farley Corridor Connection to Hudson Yards

Will help integrate Hudson Yards with local and regional transportation hubs along a 32<sup>nd</sup> St. Pedestrian Corridor, connecting Penn Station to Hudson Yards

Will use zoning incentives to create the corridor



# *Improvement of Public Transportation and Access (cont.)*

## Mid-Block Boulevard Garage

950-space public parking garage will be built beneath the Mid-Block Boulevard between 34<sup>th</sup> and 36<sup>th</sup> Sts.

Zoning mandates parking requirements based on development size, which may be satisfied either on-site or off-site.





# Creation of New Parks and Open Space

## Mid-Block Boulevard & Park

Boulevard and park system running between 10<sup>th</sup> and 11<sup>th</sup> Aves, framed by major development sites.

Will serve as pedestrian connection between Clinton, Hudson Yards and West Chelsea, and as a central park area for the district.

## Area Parks

Block 675 (south of Western Rail Yard) will be landscaped for active recreation space.

Block 679 (north of Western Rail Yard) will provide full-block open space.

Additional neighborhood parks will be created between 9<sup>th</sup> and 10<sup>th</sup> Aves through zoning incentives.

## Schedule

Legal process for acquisition of land for boulevard and parks commenced June 2005. Parks and Boulevard Master Plan process expected to be initiated Winter 2005.

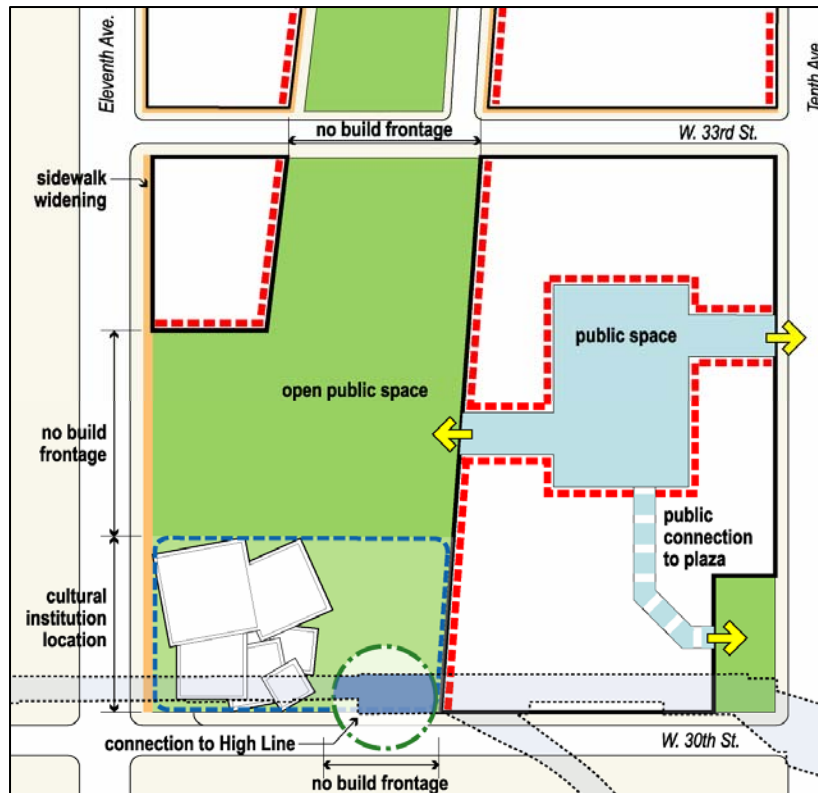


Hudson Yards park network



Mid-Block Boulevard & Park

# Development of MTA's Eastern Rail Yard



*Illustrative*

Construction of a platform over Eastern Rail Yard (ERY) between 10<sup>th</sup> and 11<sup>th</sup> Aves. and 30<sup>th</sup> and 33<sup>rd</sup> Sts. will accommodate up to approximately 5 million SF of on-site commercial space, 1.7 million SF of on-site residential space and a major cultural center.

Additional components of development include:

- New public squares (similar in size to Bryant Park)
- New pedestrian connection, linking site with Farley Corridor
- Retail development along public areas to enhance pedestrian experience
- Connection to renovated High Line, for access to the Chelsea gallery district
- 450-space below-grade public garage

RFP for engineering services for platform to be issued Summer 2005. RFP for Master Developer will be issued in 2006.

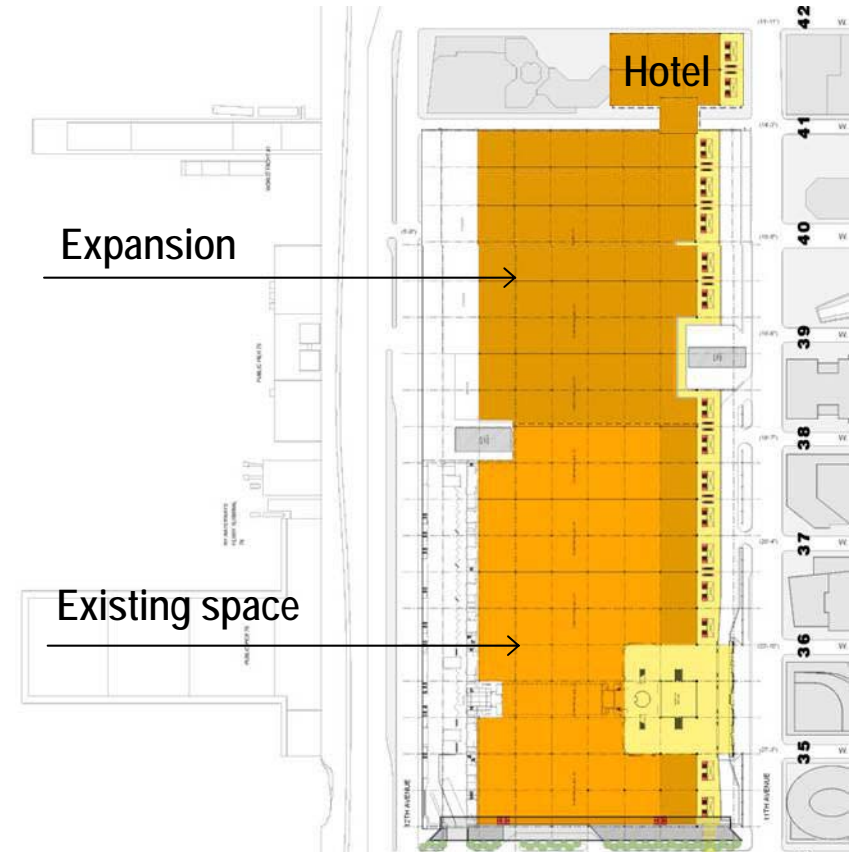
# Expansion of Javits Center

## Javits Center

Existing Javits Center's 760,000 SF of exhibition space and 30,000 SF of meeting space is inadequate for New York's convention market.

To address this and add to the area's vitality, Javits will be significantly upgraded and expanded to include:

- 1,340,000 SF of exhibition space
- 365,000 SF of meeting space
- 86,000 SF ballroom
- 1,500 room hotel

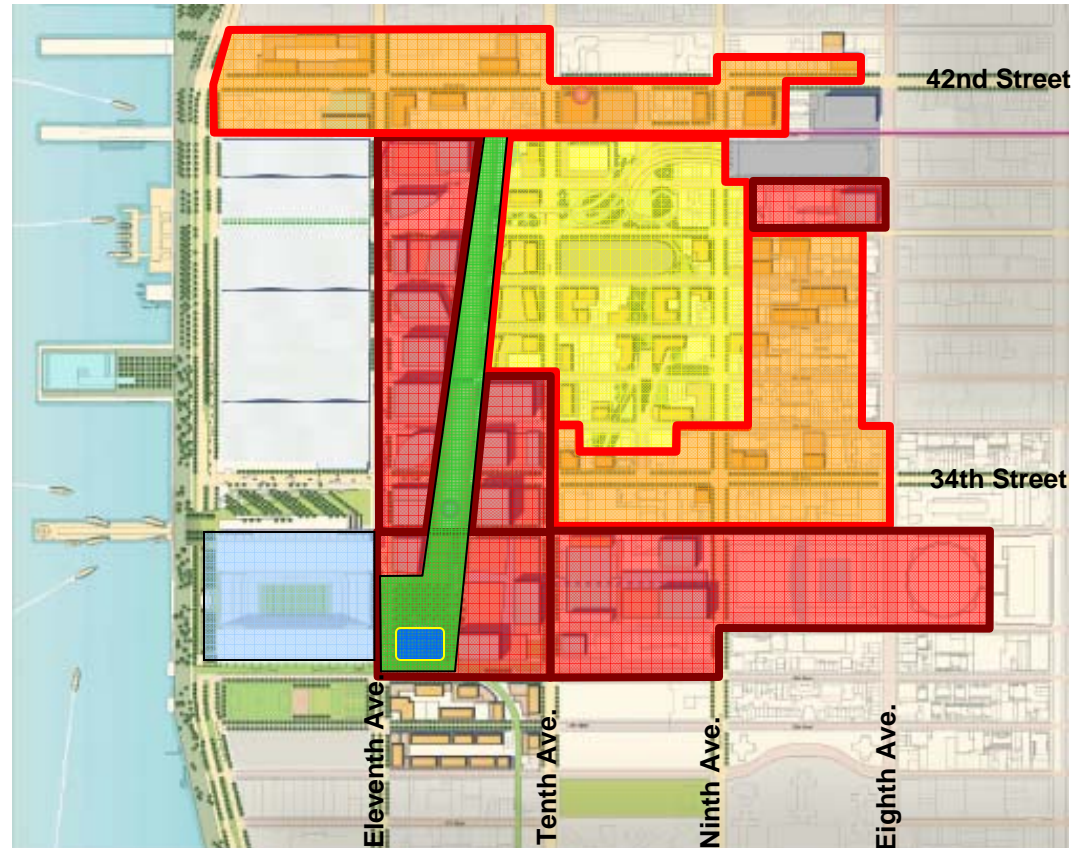









# New Zoning

Adopted in January 2005:

- Preserves low- and medium-density of existing residential character along 9<sup>th</sup> Ave. and encourages mixed-use development at increased densities in the 34<sup>th</sup> St. and 42<sup>nd</sup> St. Corridors and along the Mid-Block Boulevard
- Allows development up to a base FAR, with additional density permitted through bonus programs



## Land Use

- |   |   |
|---|---|
|  predominantly residential with limited retail     |  open space    |
|  mixed use   |  institutional |
|  predominantly commercial with limited residential |   |



# Description of the New Zoning

**Note:** For further information, refer to the Hudson Yards Zoning Text at [http://nyc.gov/html/dcp/pdf/hyards/zoning\\_text\\_011905.pdf](http://nyc.gov/html/dcp/pdf/hyards/zoning_text_011905.pdf)

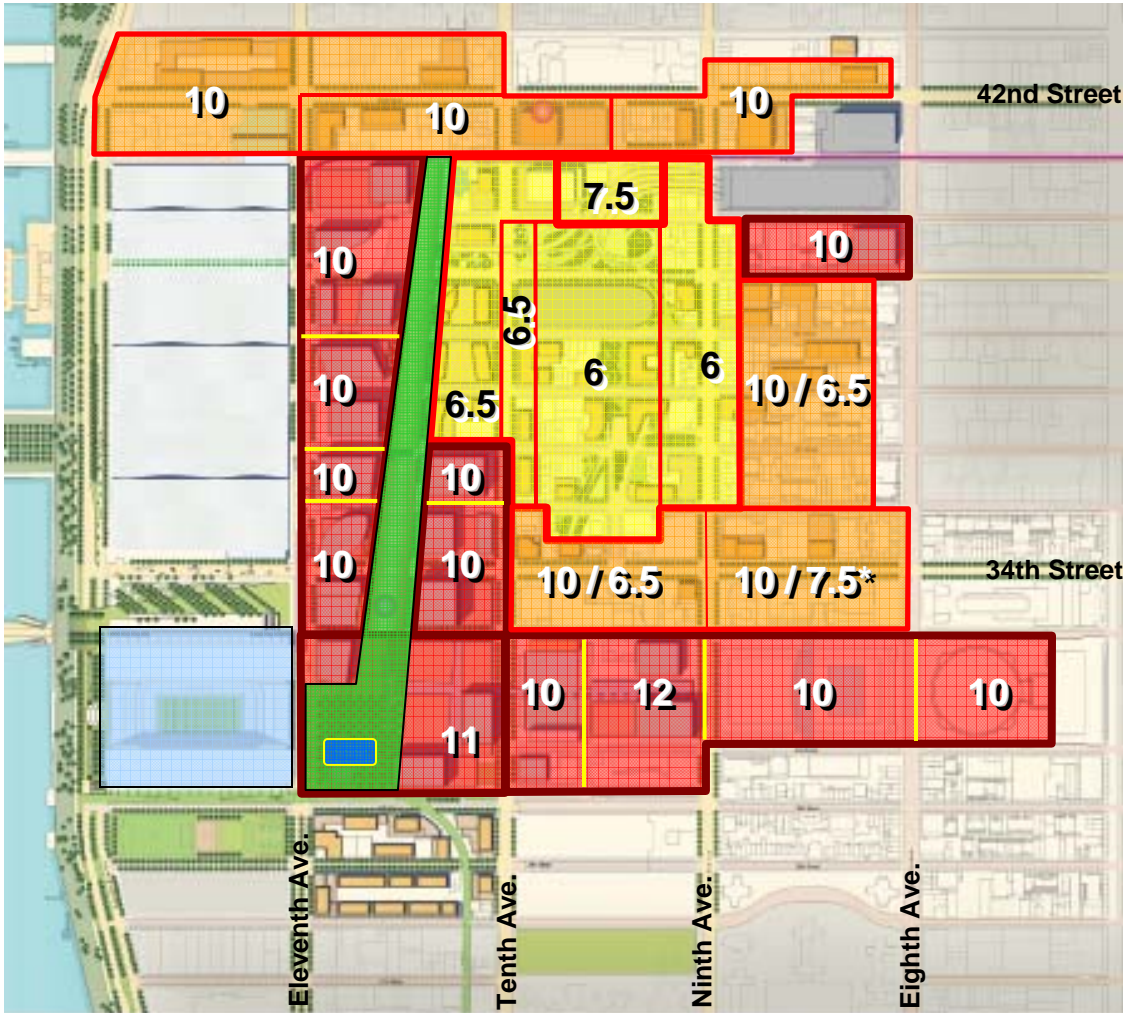
# Base Zoning

Base FARs on map represent as-of-right development potential on each site in Hudson Yards.

- Range from 6.0 to 12.0

Additional FAR may be obtained through use of several different mechanisms, including:

- District Improvement Bonus (DIB)
- Phase II Mid-Block Boulevard air rights transfer
- ERY air rights transfer
- Inclusionary Housing Bonus (IHB)



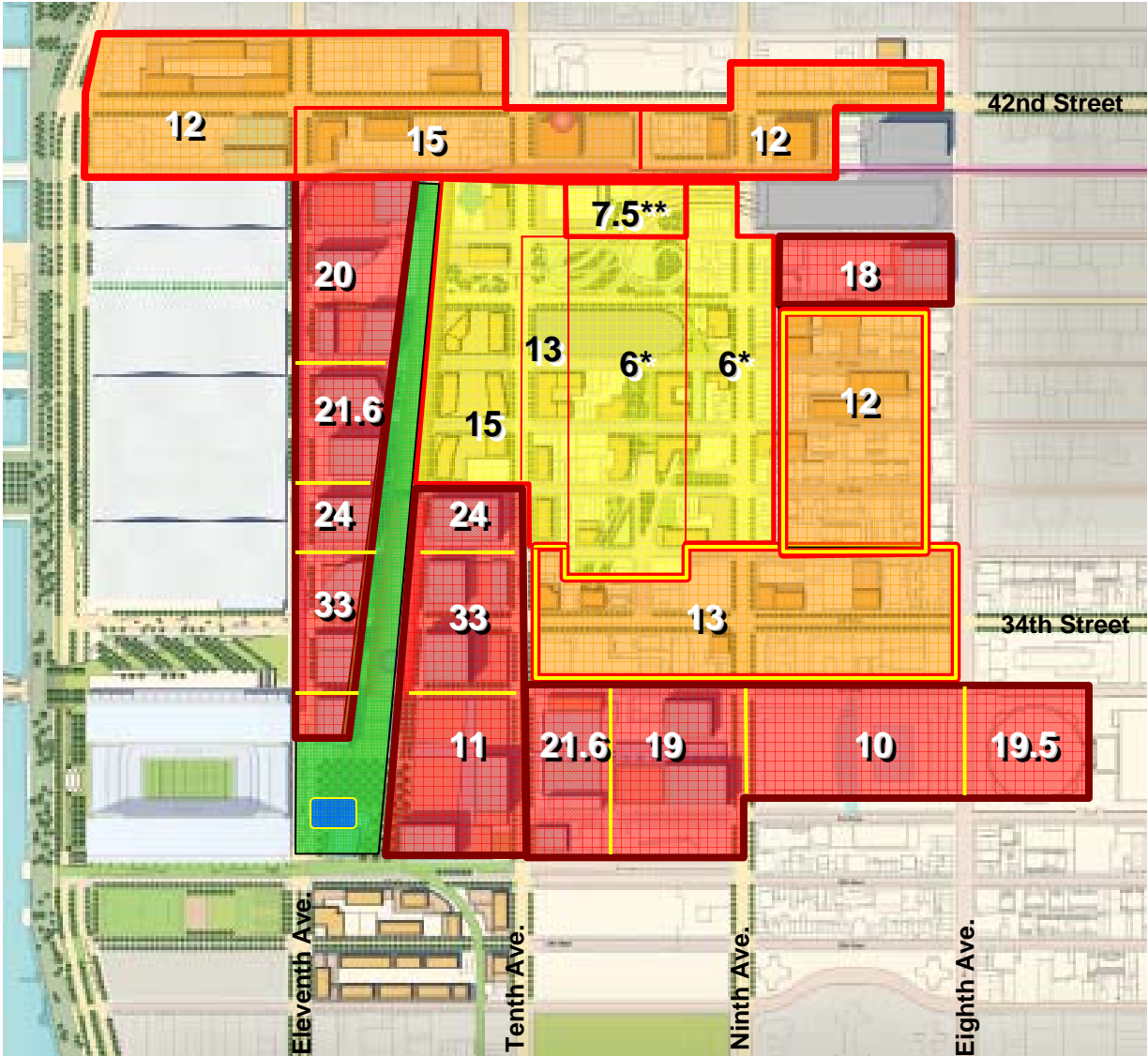
\* Upon adoption of zoning text changes under the FUCA process, the base FAR will be reduced to 6.5 for residential.



# Maximum Achievable Zoning

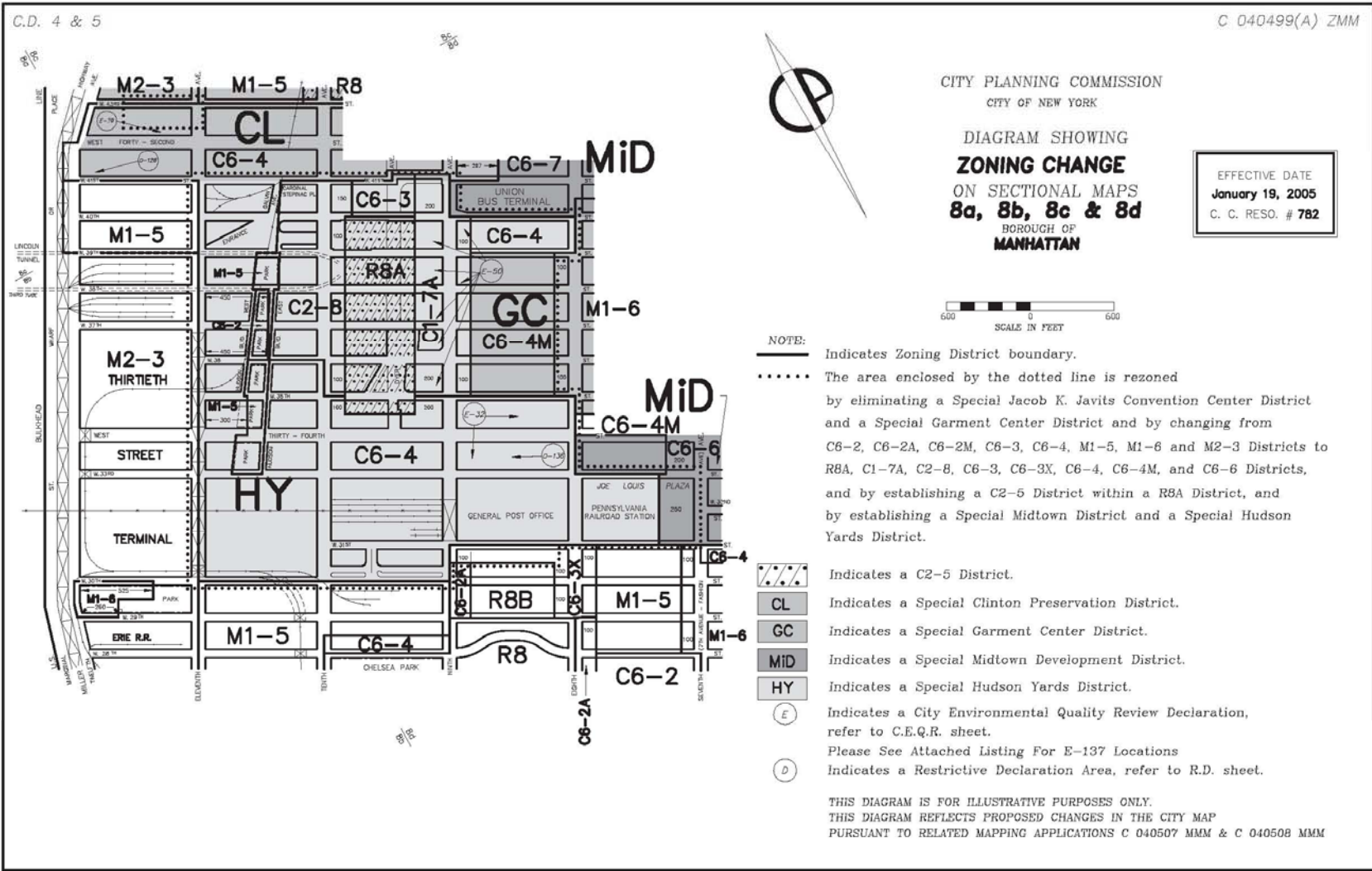
FARs on map represent maximum development potential on each site in Hudson Yards.

- Range from 6.0 to 33.0
- Assumes all available bonus mechanisms are used to their fullest extent



\* 6.5 FAR with community facility  
\*\* 10 FAR with community facility

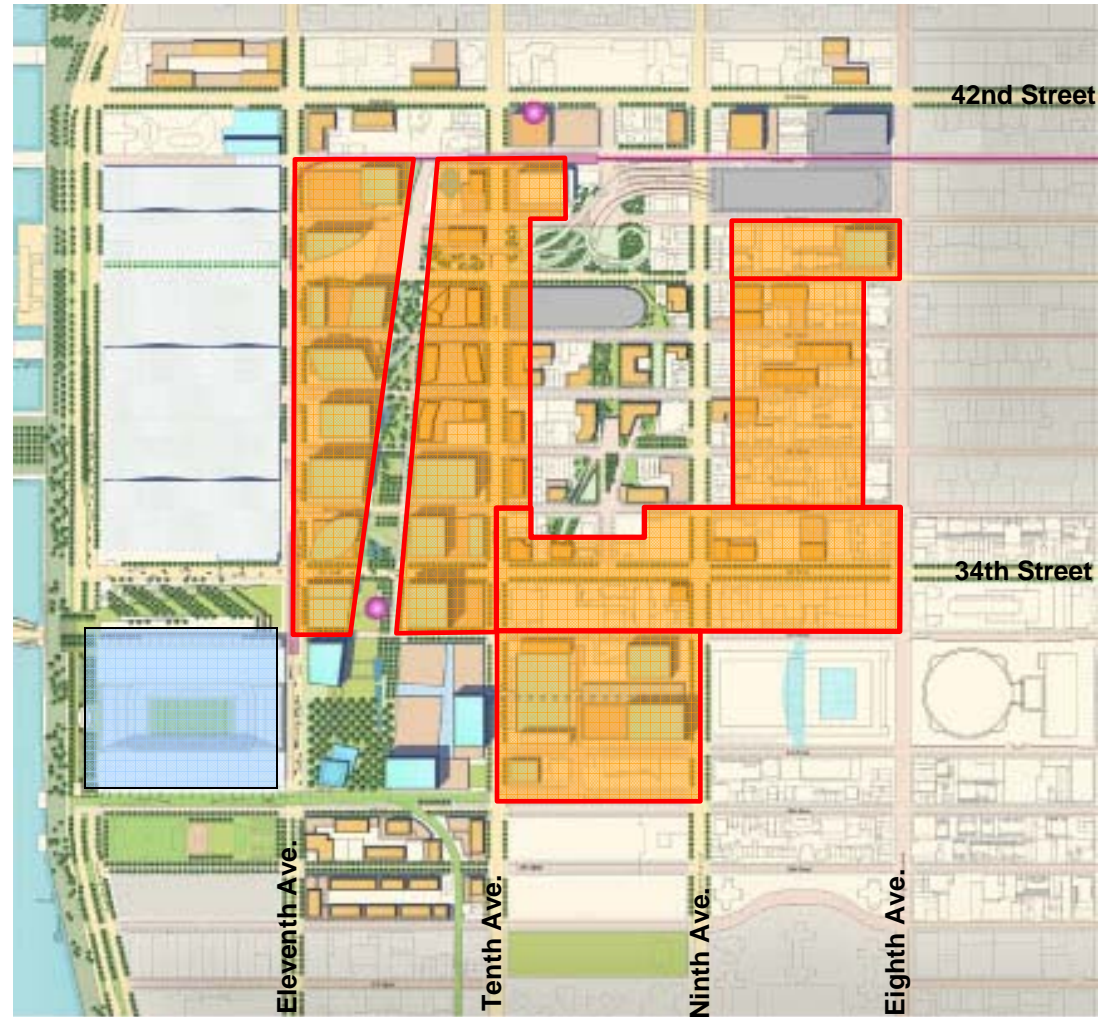
# Adopted Zoning Map



# *District Improvement Bonus (DIB)*

Additional FAR may be obtained by contributing to fund that finances area infrastructure.

- Available in highlighted areas
- Price initially set at \$100 psf of FAR (escalating by CPI every June)\*
- Maximum allowable FAR through DIB on each site set through zoning resolution (see Individual Site Information section for site-by-site bonus specifications)



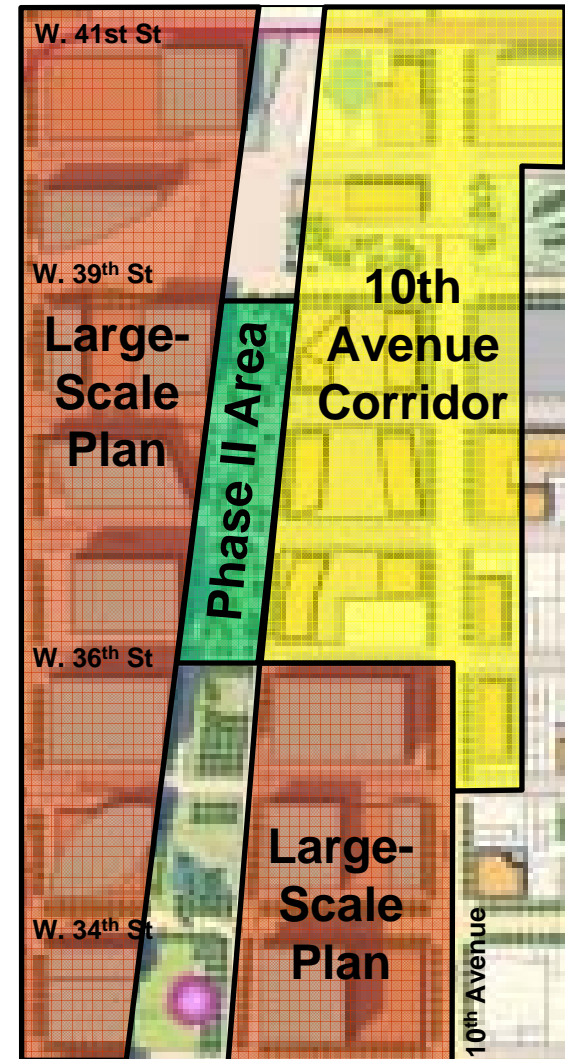
\* Purchase price can, from time to time, be adjusted temporarily by City Planning Commission and permanently by City Council (through ULURP).



# Phase II Mid-Block Boulevard Air Rights Transfer

Additional FAR may be purchased from private property owners within Phase II Area through transfer of existing Phase II FAR to selected sites within Hudson Yards.

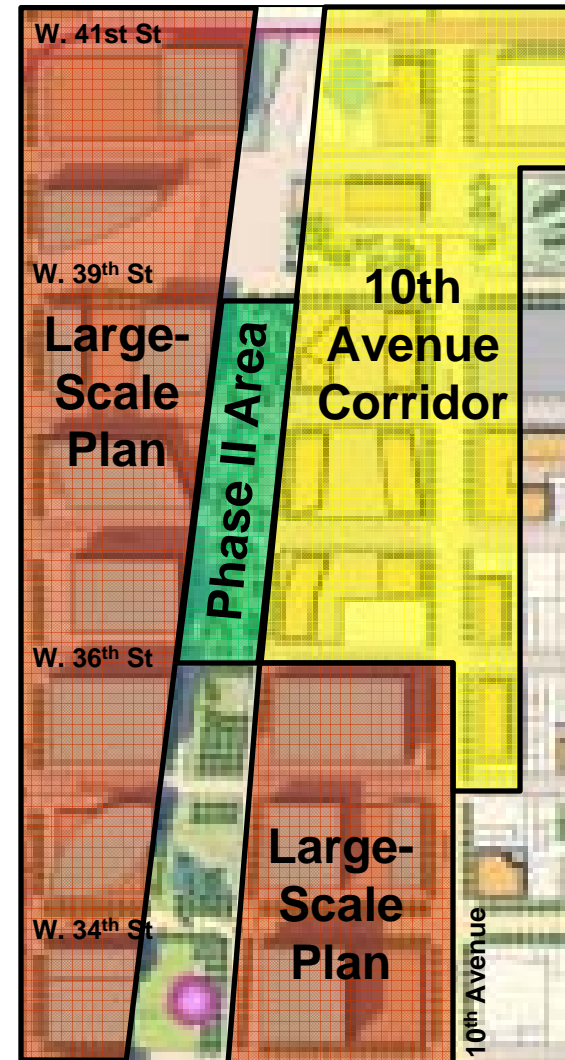
- Receiving sites within the Large-Scale Plan and the 10<sup>th</sup> Avenue Corridor
- Price set through private transactions
- If a Phase II property transfers all available FAR, property owner must transfer title to City and demolish any existing structures on property
- Phase II transfer may occur together with, or instead of DIB, but Phase II transfer and DIB together may not exceed maximum DIB allowable on each site



# Phase II Mid-Block Boulevard Air Rights Transfer (cont.)

Additional FAR may also be acquired in exchange for construction of Mid-Block Boulevard and Park in Phase II Area.

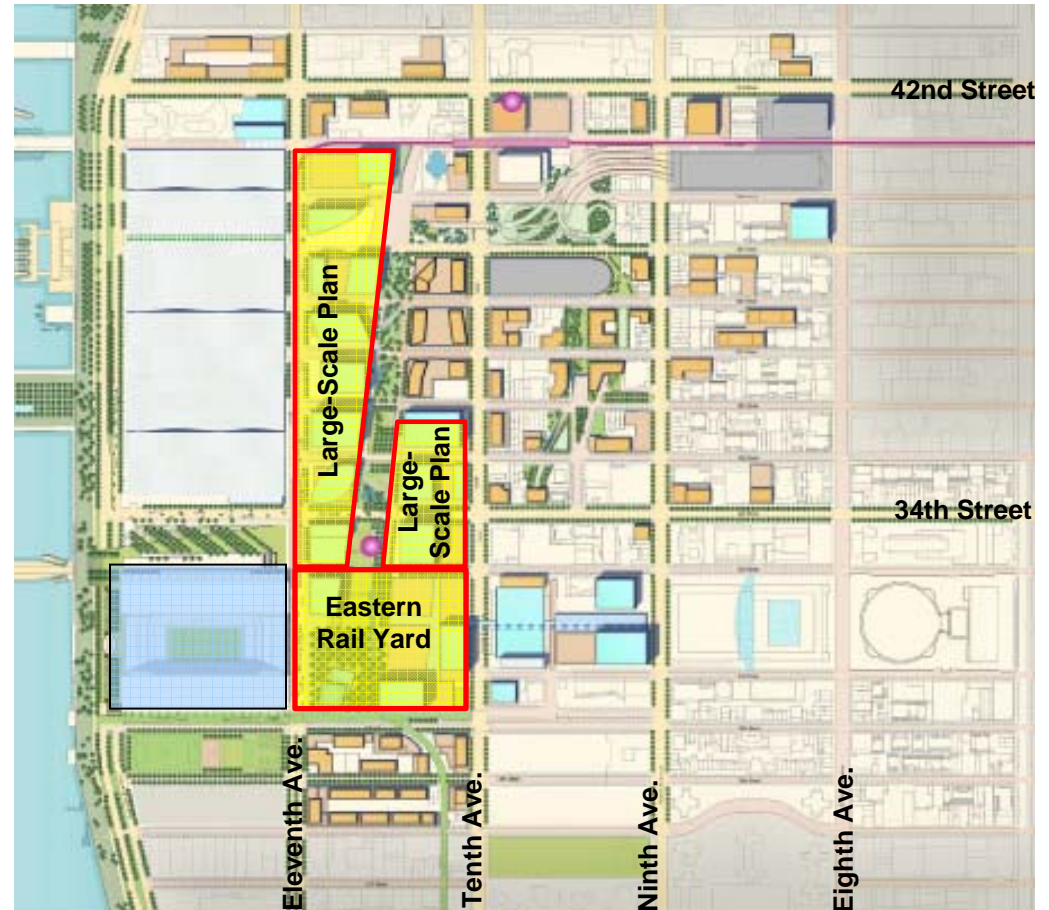
- Available in Large-Scale Plan and 10<sup>th</sup> Avenue Corridor
- Amount of additional FAR generated by construction of park and boulevard will be determined by the City Planning Commission, based on estimated cost of improvements
- Construction may occur on properties in Phase II area from which all FAR has been transferred and title has been conveyed to the City. Construction must conform to the parks and boulevard Master Design Plan.



# *Eastern Rail Yard Air Rights Transfer*

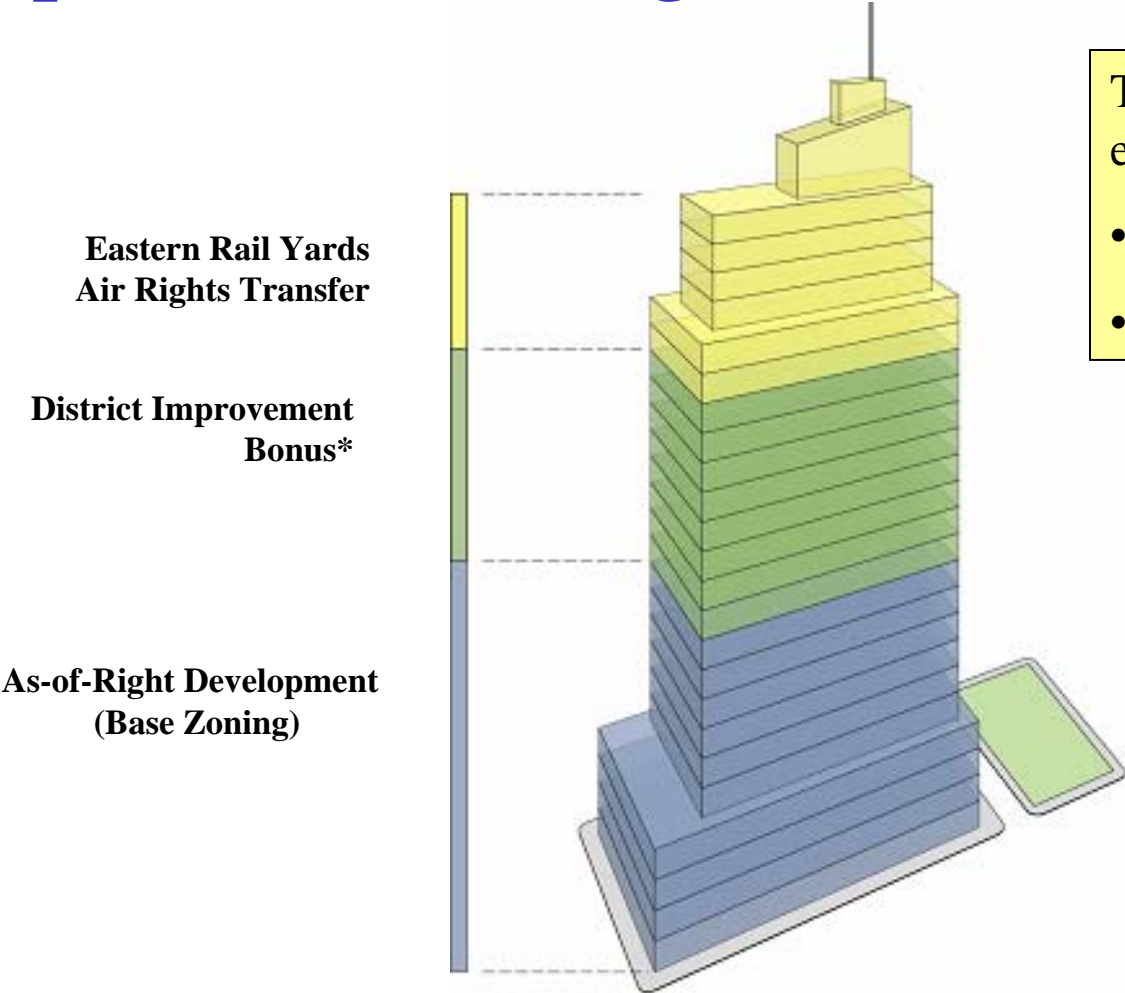
FAR on ERY is 19.0, but development potential on-site is limited to 11.0 FAR. Remaining FAR is transferable and must be purchased from party controlling ERY.

- FAR transferable to sites in Large-Scale Plan
- Price determined through appraisal and negotiation
- Minimum of 4.6 million SF will be available for purchase and transfer
- Maximum allowable FAR for transfer from the ERY on each receiving site set through zoning resolution (only available after taking full advantage of DIB and/or Phase II air rights transfers)





# *Illustration of Commercial Bonus Options in Large-Scale Plan*



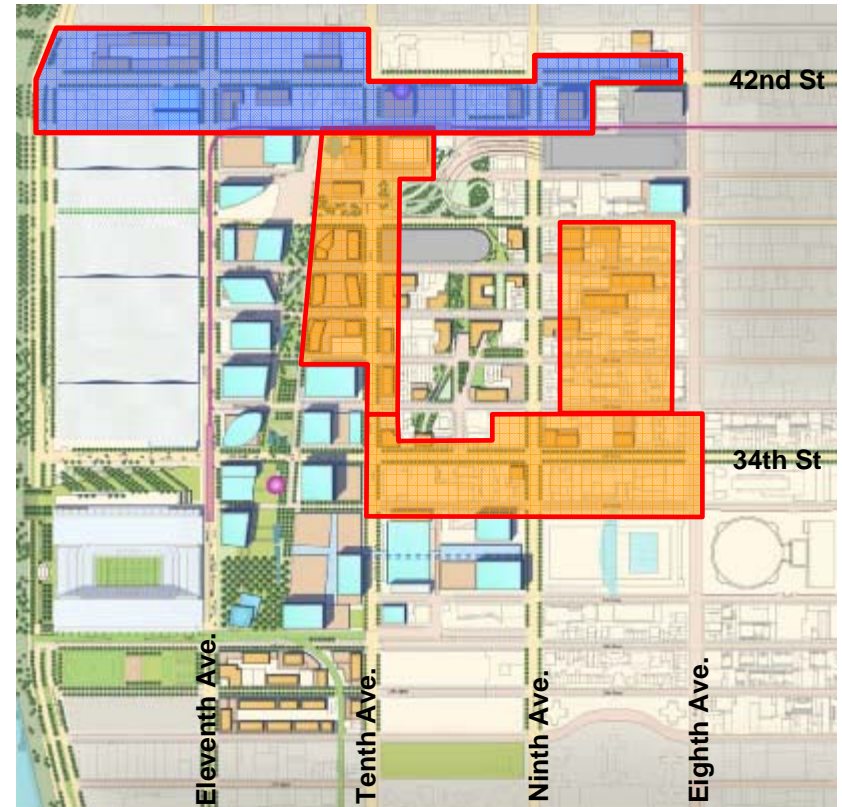
The bonus mechanisms must be employed in the order shown:

- Bonus: DIB\*; followed by
- Transfer: ERY Air Rights

\* May also include Phase II Mid-Block Boulevard Air Rights Transfer

# *Inclusionary Housing Bonus (IHB) Programs*

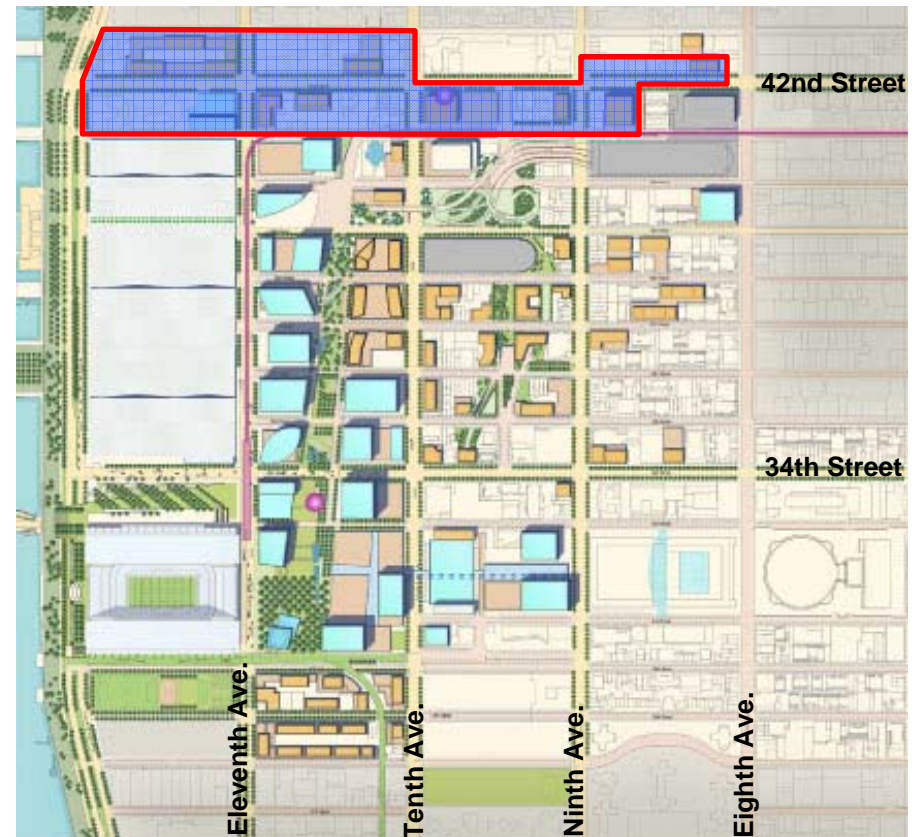
- Provides additional FAR in exchange for creation of affordable housing.
- Two programs in HY (see following pages):
  - Clinton IHB Program (in blue area)
    - ❖ Allows additional FAR in exchange for specified levels of affordable housing
    - ❖ Selected sites can be used in conjunction with Theater Bonus program
  - HY IHB Program (in orange areas):
    - ❖ Allows additional FAR through combination of DIB and IHB Program
- Maximum allowable FAR through IHB Program on each site established by zoning resolution (see Individual Site Detail section)



# Clinton Inclusionary Housing Bonus (IHB) Program

## Clinton IHB Program:

- Available in 42<sup>nd</sup> St. Corridor (in blue area)
- Provides up to 2.0 additional FAR
  - Additional square footage must include 1.0 SF of affordable space for every 2.0 to 4.0 SF of bonus space depending upon the type of construction (new, rehabilitation, or preserved)\*



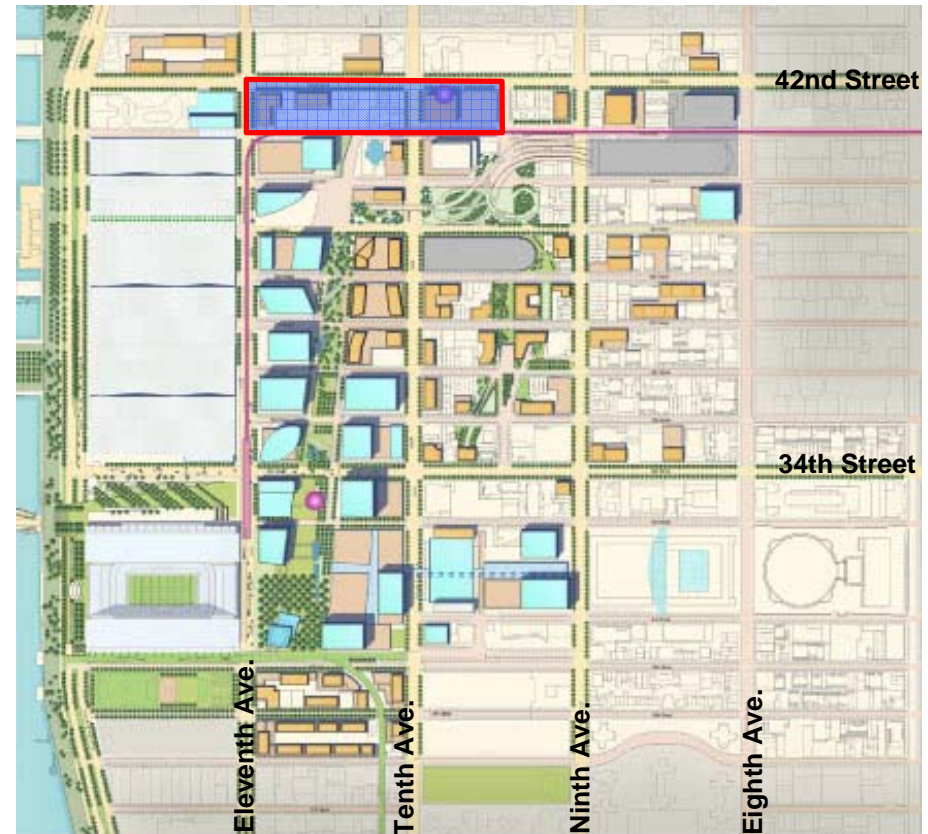
\* For further detail refer to the New York City Zoning Resolution, Section 23-93, Floor Area Compensation.



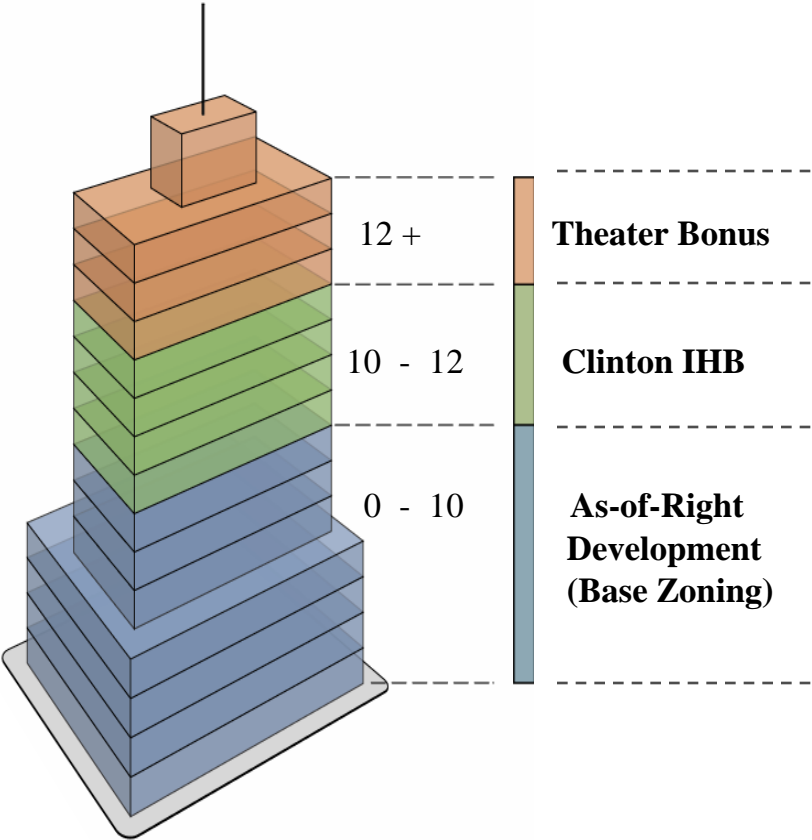
# 42<sup>nd</sup> St Corridor Theater Bonus

## Theater Bonus:

- Available on selected sites in 42<sup>nd</sup> St Corridor (in blue area)
- Provides up to 3.0 additional FAR
  - Additional square footage must include 1.0 SF of performing arts space for every 3.0 SF of bonus space
- Only available after taking full advantage of Clinton IHB Program



# Illustration of Clinton IHB and Theater Bonus



### Illustration

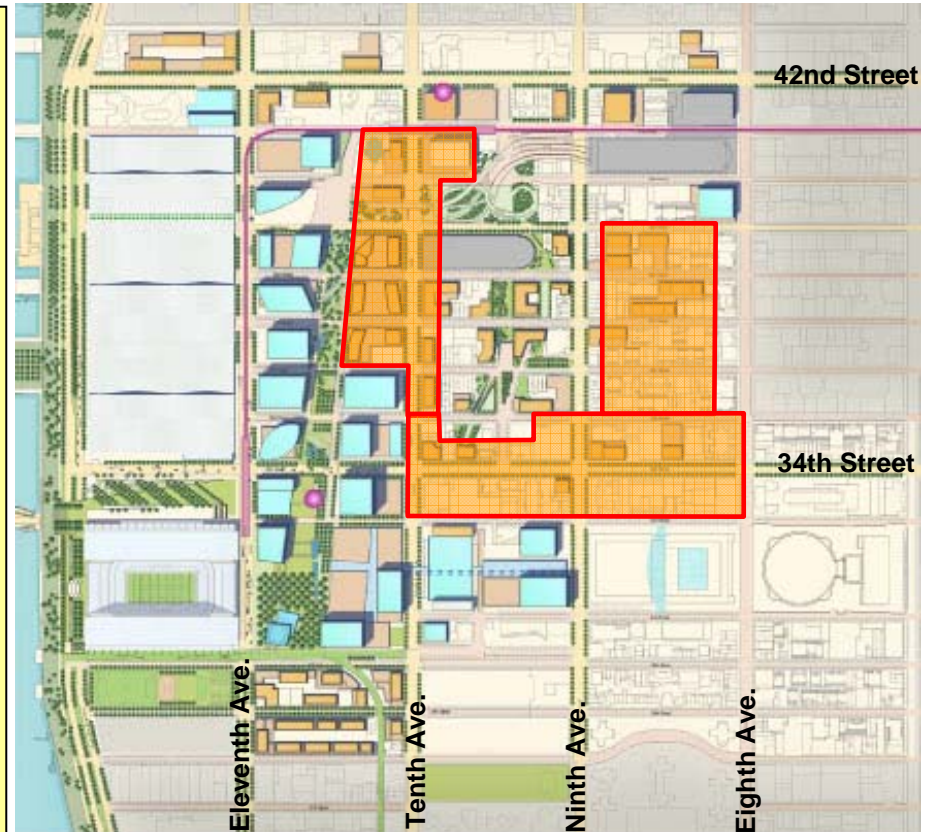
On a 10,000 SF lot, with a base FAR of 10.0 and a maximum FAR of 15.0, a developer could build:

- As-of-Right: 100,000 SF (10.0 FAR x 10,000 SF); AND
- Clinton IHB: 20,000 SF (2.0 FAR x 10,000 SF); AND
  - If affordable units are on-site, would yield 4,255 SF of affordable space and 15,745 SF of bonus space (1:3.7 ratio)
- Theater Bonus: 30,000 SF (3.0 FAR x 10,000 SF),
  - Would yield 7,500 SF of theater space and 22,500 SF of bonus space (1:3 ratio)

# Hudson Yards Inclusionary Housing Bonus (IHB) Program (cont.)

## Hudson Yards IHB Program

- Available on selected sites (in orange area)
- Must be used concurrently with DIB Program
- Provides up to 5.5 additional FAR
  - Initial **2.5** additional FAR available if
    - ❖ render required DIB payment\* **AND**
    - ❖ devote 10-15% of entire building to affordable housing\*\*
  - Remaining **3.0** additional FAR available if
    - ❖ render required DIB payment\* **AND**
    - ❖ devote additional 10-15% of entire building to affordable housing\*\* (total of 20-30% of the entire building if all bonus FAR is used)
- Further additional FAR may be available on each site using DIB pursuant to zoning resolution (see Individual Site Detail section)

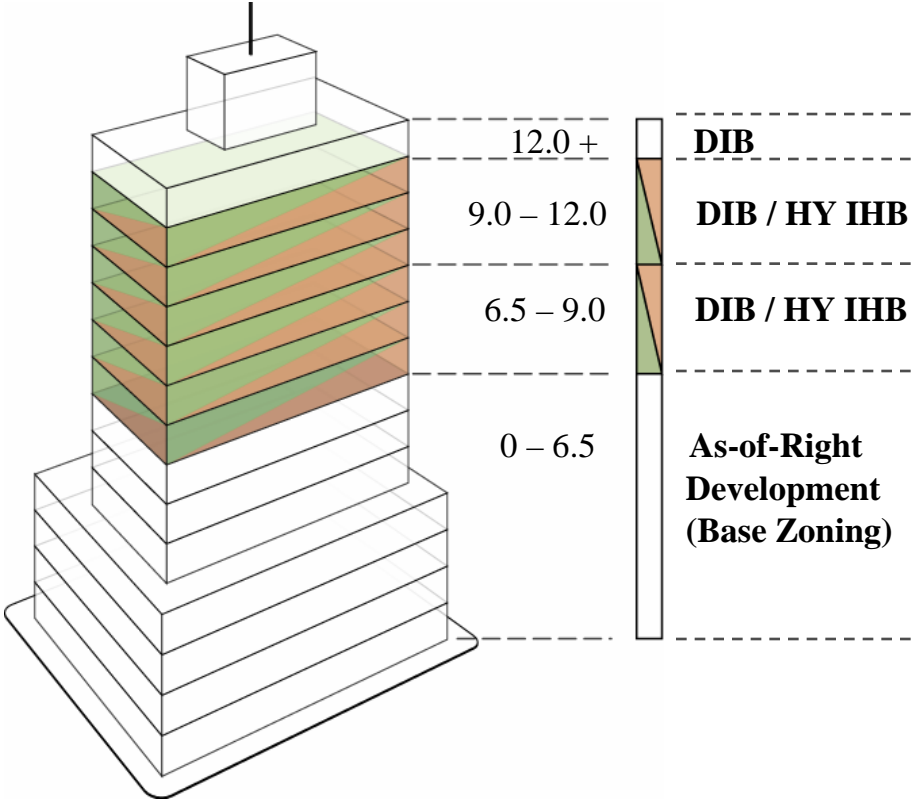


\*5/11 of DIB value of bonus for initial 2.5 FAR and 6/11 of DIB value of bonus for remaining 3.0 FAR

\*\* Percent depends on level of affordability. If space is affordable to low income tenants, requirement is 10%. If space is affordable to low and moderate income tenants, requirement is 12.5% (5% low; 7.5% moderate). If space is affordable to low and middle income tenants, requirement is 15% (5% low, 10% middle).



# Illustration Hudson Yards IHB



**Illustration**

On a 10,000 SF lot, with a base FAR of 6.5 and a maximum FAR of 13.0, a developer could build:

- As-of-Right: 65,000 SF (6.5 FAR x 10,000 SF); AND
- DIB/HY IHB: 25,000 SF (2.5 FAR x 10,000 SF); IF
  - DIB Payment: 25,000 SF x (5/11) x \$100\*;
- AND
- Devote 10%-15% x 130,000 SF to affordable housing
- DIB/HY IHB: 30,000 SF (3.0 FAR x 10,000 SF); IF
  - DIB Payment: 25,000 SF x (6/11) x \$100\*;
- AND
- Devote 10%-15% x 130,000 SF to affordable housing
- DIB: 10,000SF (1.0 FAR x 10,000SF)
  - DIB Payment: 10,000 SF x \$100 psf\*

\* Assuming DIB price of \$100 psf



# Development Incentives

# *Development Incentives*

## PILOT

A PILOT (payment in lieu of taxes) program for Hudson Yards properties will be structured to provide an incentive for commercial development in the area. The program will be administered through the New York City Industrial Development Agency (NYCIDA). PILOT payments will help fund area infrastructure improvements.

Once set for a property, the PILOT will escalate at a scheduled rate over 30 years, after which the property will revert to full property taxes.

## Other Incentives

In addition to PILOT, standard benefits may be available to developers through the City's Economic Development Corporation.

These benefits may include a partial sales tax waiver on construction materials, mortgage recording tax waiver, and energy incentives. The exact depth and dimension of these benefits will be determined by the City.

In addition, separate benefits to tenants may be available.

Standard benefits for residential developers such as 421(a) exemptions and 80/20 financing are available through the City's Department of Housing Preservation and Development and the City's Housing Development Corporation.





# Development Potential

**Note:** The development sites described in this document are presented to illustrate the significant development potential available under the Hudson Yards rezoning. In many cases, owner assemblage would be required to create these sites. It should be noted that the Hudson Yards rezoning does not require a particular form of assemblage and therefore also allows for alternative site configurations, including smaller development parcels.

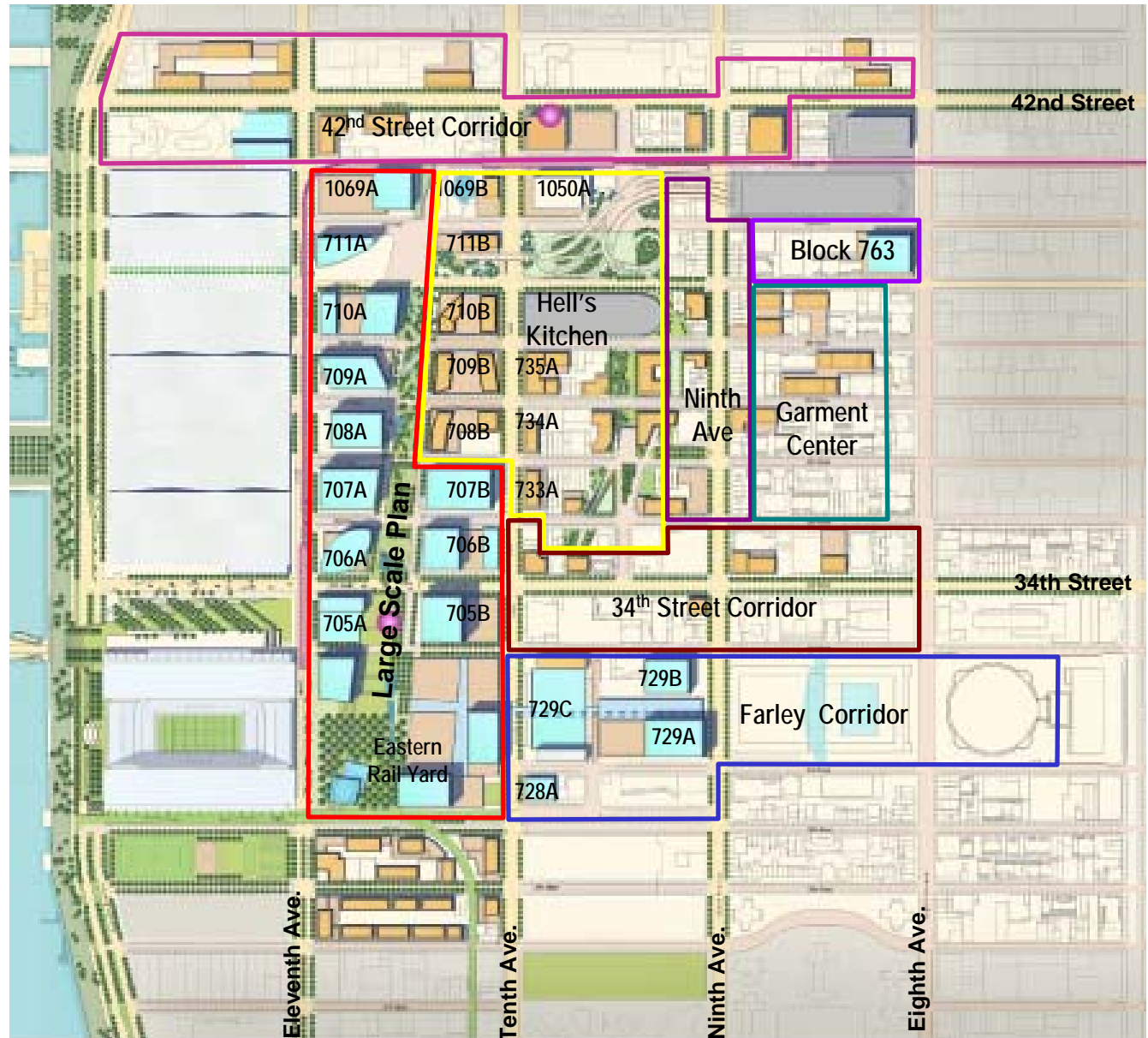
# Site Plan

There are a variety of potential development sites, both in public and private ownership.

The development sites described by this map are meant to illustrate the significant development potential in Hudson Yards.

Certain sites require assemblage, and alternate configurations, such as smaller development parcels, are allowable under the Hudson Yards rezoning.

Site-by-site detail is provided in the following pages.



# *Large Scale Plan*

**Note:** The development sites described in this document are presented to illustrate the significant development potential available under the Hudson Yards rezoning. In many cases, owner assemblage would be required to create these sites. It should be noted that the Hudson Yards rezoning does not require a particular form of assemblage and therefore also allows for alternative site configurations, including smaller development parcels.



# Eastern Rail Yard

Tenth to Eleventh avenues between West 30<sup>th</sup> to 33<sup>rd</sup> Streets



Existing conditions, looking north from 30<sup>th</sup> Street



Suggested Site

**Block/Lot:** 702/1,50 & 704/1,5,6

**Zoning:** C6-4

**Total Lot Area (SF):** 570,000

**Max FAR (on-site):** 11.0

(consisting of a max of 9.0 Comm., 3.0 Res., and/or 2.0 Com. Facility)

**Max. ZFA (SF):** 6,270,000

**Bonus FAR:** NA    **ERY Transfer FAR:** NA

**Ownership:** Lot is publicly owned, will be developed pursuant to RFP

**Assemblage required:** No

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall, mandated public open space and plaza,

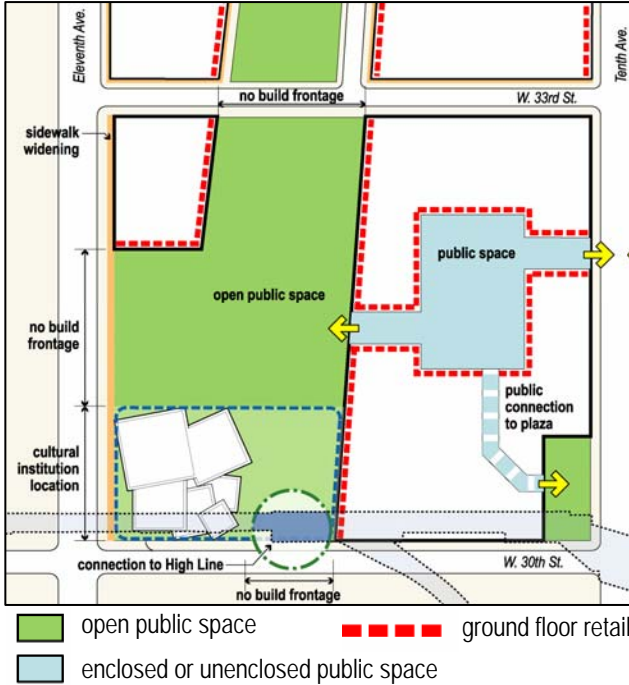
**Parking Requirement:** approximately 450 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit, Javits Convention Center, and NYSCC; accommodates large floor plate commercial uses; large regional open space; publicly funded platform

**Site Challenges:** MTA-LIRR railroad storage yards, maintenance facility, and substation will be below this site

Illustrative site plan



# Site 705A

East side of Eleventh Avenue between West 33<sup>rd</sup> and 34<sup>th</sup> streets



Existing conditions, looking northeast from 11<sup>th</sup> Avenue



Suggested Site

**Block/Lot:** 705/1, 5, 54 (partial)  
**Zoning:** C6-4  
**Total Lot Area (SF):** 40,116  
**Max. FAR:** 33.0  
**Max. ZFA (SF):** 1,323,828

**Base FAR:** 10.0      **Bonus FAR:** 8.0      **ERY Transfer FAR:** 15.0

**Ownership:** All lots are privately owned (All lots are subject to condemnation for the subway and Mid-Block Boulevard, with future overbuild potential)

**Assemblage required:** Yes

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

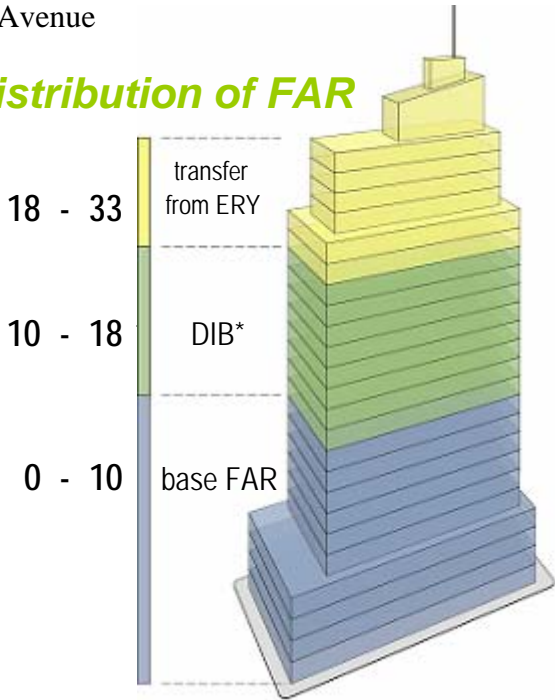
**Parking Requirement:** approximately 315 spaces, may be accommodated in Mid-block public parking garage

**Height Limits:** None

**Site Attributes:** Atop future mass transit, near Javits Convention Center; unobstructed views of Hudson River

**Site Challenges:** MTA systems space and station for No. 7 Subway will be at base of site

## Distribution of FAR



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus

# Site 705B

West side of Tenth Avenue between West 33<sup>rd</sup> and 34<sup>th</sup> streets



Existing conditions, looking southwest from 10<sup>th</sup> Avenue and 34<sup>th</sup> Street



Suggested Site

**Block/Lot:** 705/29,30,32,39,  
41,42,45,46,53 (partial)

**Zoning:** C6-4

**Total Lot Area (SF):** 71,203

**Max. FAR:** 33.0

**Max. ZFA (SF):** 2,349,699

**Base FAR:** 10.0      **Bonus FAR:** 8.0      **ERY Transfer FAR:** 15.0

**Ownership:** All lots are privately owned (Lot 53 is subject to condemnation for the Mid-Block Boulevard)

**Assemblage required:** Yes

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall,

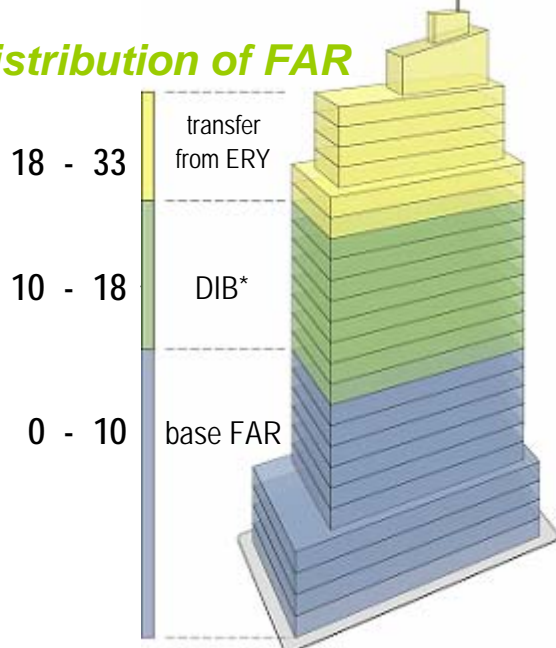
**Parking Requirement:** approximately 681 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit, Javits Convention Center; accommodates large floor plate commercial uses

**Site Challenges:** Assemblage

## Distribution of FAR



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus



# Site 706A

East side of Eleventh Avenue between West 34<sup>th</sup> and 35<sup>th</sup> streets



Existing conditions, looking northeast from 11<sup>th</sup> Avenue



Suggested Site

**Block/Lot:** 706/1, 10 (partial), 55

**Zoning:** C6-4

**Total Lot Area (SF):** 46,634

**Max. FAR:** 33.0

**Max. ZFA (SF):** 1,538,922

**Base FAR:** 10.0      **Bonus FAR:** 8.0      **ERY Transfer FAR:** 15.0

**Ownership:** All lots are privately owned (All lots are subject to condemnation for the subway and Mid-Block Boulevard and Garage with future overbuild potential)

**Assemblage required:** Yes

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall,

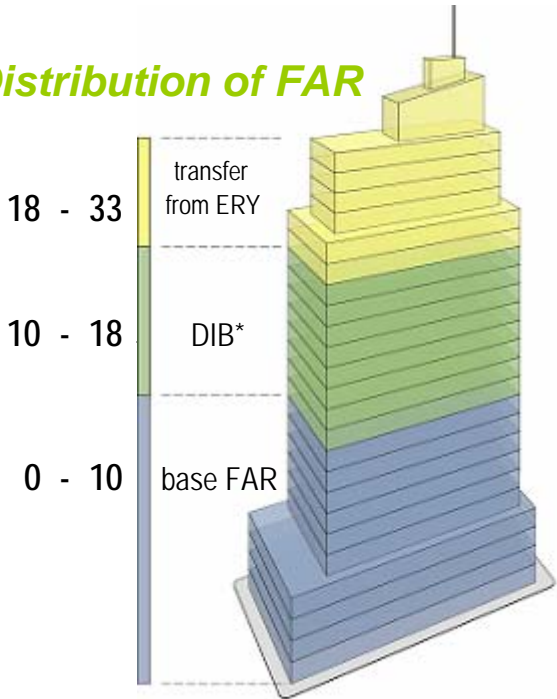
**Parking Requirement:** approximately 428 spaces, may be accommodated in Mid-block public parking garage

**Height Limits:** None

**Site Attributes:** Potential to be atop mass transit, near Javits Convention Center; accommodates large floor plate commercial uses

**Site Challenges:** MTA systems space for No. 7 Subway and Amtrak Empire Line ROW will be below this site; Mandatory easement for future subway entrance

## Distribution of FAR



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus

# Site 706B

West side of Tenth Avenue between West 34<sup>th</sup> and 35<sup>th</sup> streets



Existing conditions, looking northwest from 10<sup>th</sup> Avenue



Suggested Site

**Block/Lot:** 706/17 (partial), 20,29,35,36  
**Zoning:** C6-4  
**Total Lot Area (SF):** 67,452  
**Max. FAR:** 33.0  
**Max. ZFA (SF):** 2,225,916

**Base FAR:** 10.0      **Bonus FAR:** 8.0      **ERY Transfer FAR:** 15.0

**Ownership:** All lots are privately owned (Lot 17 is subject to condemnation for the Mid-Block Boulevard and garage)

**Assemblage required:** Site is substantially assembled by one entity

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall,

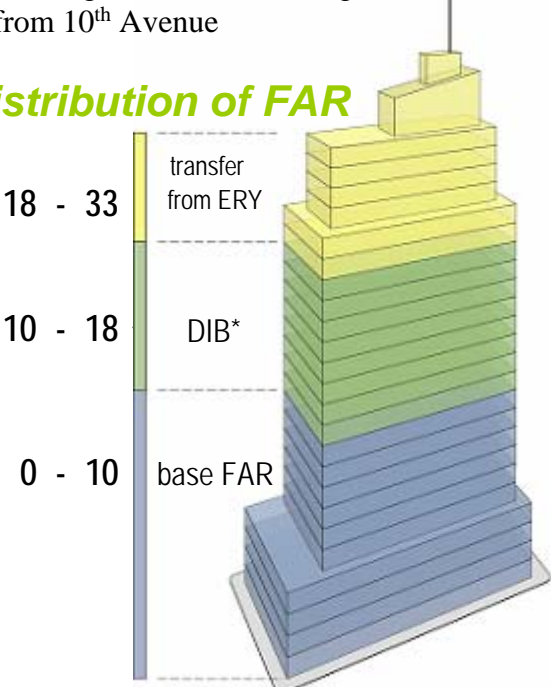
**Parking Requirement:** approximately 645 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit, Javits Convention Center; accommodates large floor plate commercial uses

**Site Challenges:** No major challenges

## Distribution of FAR



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus

# Site 707A

East side of Eleventh Avenue between West 35<sup>th</sup> and 36<sup>th</sup> streets



Existing conditions, looking northeast from 11<sup>th</sup> Avenue and 35<sup>th</sup> Street



Suggested Site

**Block/Lot:** 707/1, 13 (partial), 56 (partial)

**Zoning:** C6-4

**Total Lot Area (SF):** 52,007

**Max. FAR:** 24.0

**Max. ZFA (SF):** 1,248,168

**Base FAR:** 10.0      **Bonus FAR:** 8.0      **ERY Transfer FAR:** 6.0

**Ownership:** Lot 1 – Public; Lots 13 and 56 – Privately owned (Lots 13 and 56 are subject to condemnation for the Mid-Block Boulevard and garage)

**Assemblage required:** Partial

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

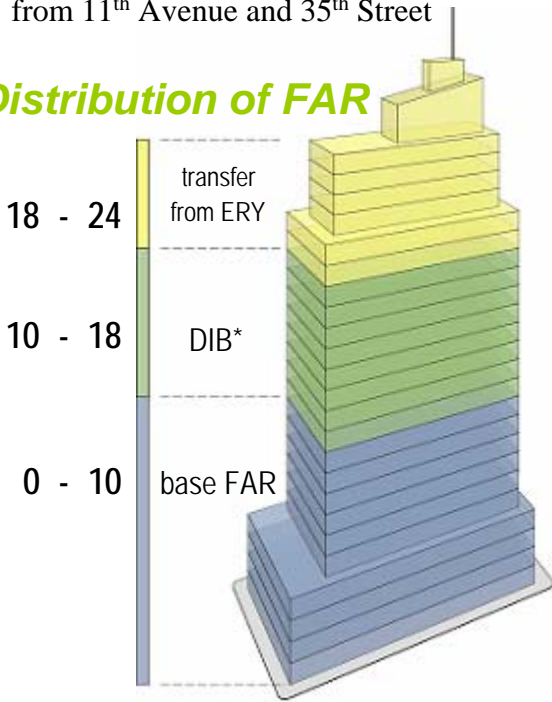
**Parking Requirement:** approximately 372 spaces, may be accommodated in Mid-block public parking garage

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit, Javits Convention Center; accommodates large floor plate commercial uses

**Site Challenges:** MTA systems space and Amtrak Empire Line ROW will be below the site; Midblock public parking garage ramps will be on a portion of the ground floor of this site; Mandatory easement for future subway entrance

## Distribution of FAR



\*Or transfer of air rights from Phase II of Blvd  
DIB: District Improvement Bonus



# Site 707B

West side of Tenth Ave between West 35<sup>th</sup> and 36<sup>th</sup> streets



Existing conditions, looking northwest from 11<sup>th</sup> Avenue and 36<sup>th</sup> Street



Suggested Site

**Block/Lot:** 707/20 (partial),26, 31,39,41,45,51 (partial)

**Zoning:** C6-4

**Total Lot Area (SF):** 64,205

**Max. FAR:** 24.0

**Max. ZFA (SF):** 1,540,920

**Base FAR:** 10.0      **Bonus FAR:** 8.0      **ERY Transfer FAR:** 6.0

**Ownership:** All lots are privately owned (Lots 20 and 51 are subject to condemnation for the Mid-Block Boulevard and garage)

**Assemblage required:** Yes

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall,

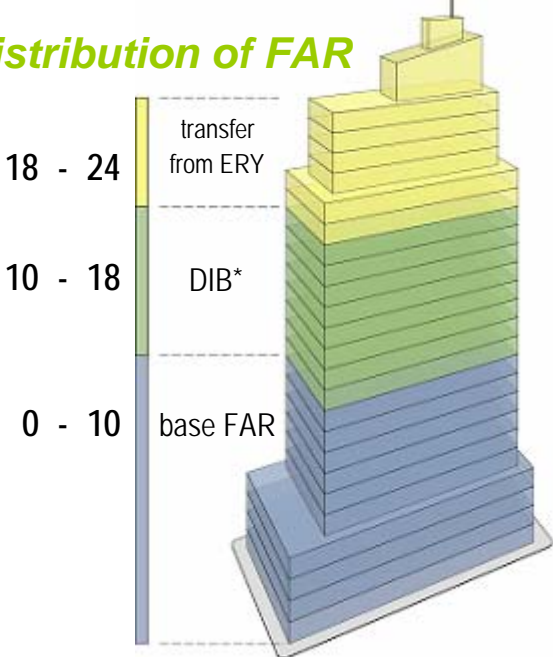
**Parking Requirement:** approximately 516 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit, Javits Convention Center; accommodates large floor plate commercial uses

**Site Challenges:** Assemblage

## Distribution of FAR



\*Or transfer of air rights from Phase II of Blvd  
DIB: District Improvement Bonus

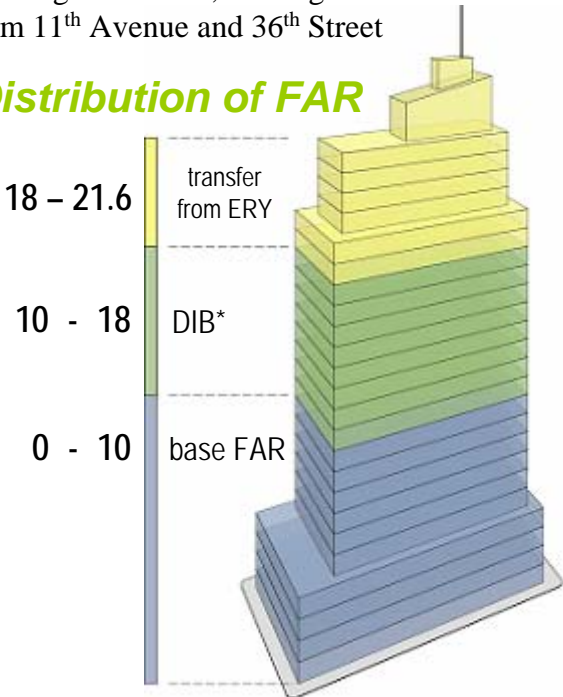
# Site 708A

East side of Eleventh Avenue between West 36<sup>th</sup> and 37<sup>th</sup> streets



Existing conditions, looking northeast from 11<sup>th</sup> Avenue and 36<sup>th</sup> Street

## Distribution of FAR



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus

**Block/Lot:** 708/1 (partial), 62, 65

**Zoning:** C6-4

**Total Lot Area (SF):** 57,694

**Max. FAR:** 21.6

**Max. ZFA (SF):** 1,246,190



Suggested Site

**Base FAR:** 10.0      **Bonus FAR:** 8.0      **ERY Transfer FAR:** 3.6

**Ownership:** All lots are privately owned (part of Lot 1 is subject to condemnation for the Mid-Block Boulevard)

**Assemblage required:** Yes

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

**Parking Requirement:** approximately 398 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit, Javits Convention Center; accommodates large floor plate commercial uses

**Site Challenges:** Amtrak Empire Line ROW is below a significant portion of the site; Assemblage

# Site 709A

East side of Eleventh Avenue between West 37<sup>th</sup> and 38<sup>th</sup> streets



Existing conditions, looking northeast from 11<sup>th</sup> Avenue and 37<sup>th</sup> Street



Suggested Site

**Block/Lot:** 709/1-3,7,13-15, 17 (partial),60,61,63,66-68,70,71  
**Zoning:** C6-4  
**Total Lot Area (SF):** 63,819  
**Max. FAR:** 21.6  
**Max. ZFA (SF):** 1,378,490

**Base FAR:** 10.0      **Bonus FAR:** 8.0      **ERY Transfer FAR:** 3.6

**Ownership:** All lots are privately owned (Lot 17 is subject to condemnation for the Mid-Block Boulevard)

**Assemblage required:** Yes

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

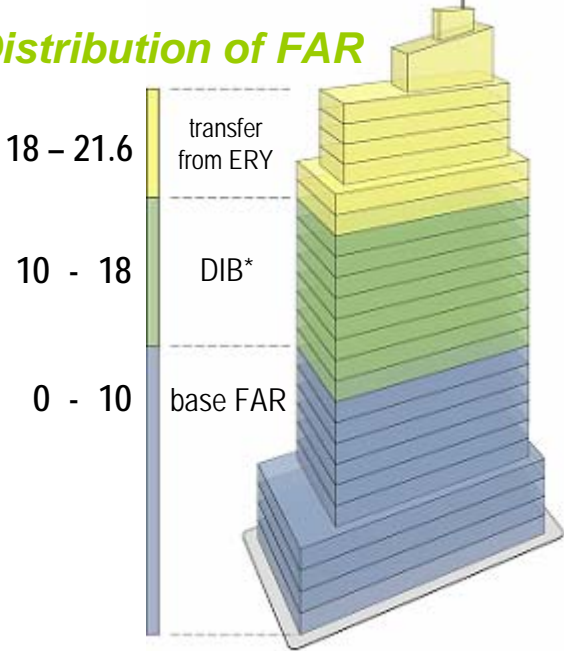
**Parking Requirement:** approximately 543 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates large floor plate commercial uses

**Site Challenges:** Assemblage

## Distribution of FAR



\*Or transfer of air rights from Phase II of Blvd  
DIB: District Improvement Bonus



# Site 710A

East side of Eleventh Avenue between West 38<sup>th</sup> and 39<sup>th</sup> streets



Existing conditions, looking south from 39<sup>th</sup> Street



Suggested Site

**Block/Lot:** 710/1, 6, 11 (partial), 58

**Zoning:** C6-4

**Total Lot Area (SF):** 69,547

**Max. FAR:** 20.0

**Max. ZFA (SF):** 1,390,940

**Base FAR:** 10.0      **Bonus FAR:** 8.0      **ERY Transfer FAR:** 2.0

**Ownership:** All lots are privately owned (Lot 11 is subject to condemnation for the Mid-Block Boulevard)

**Assemblage required:** Yes

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

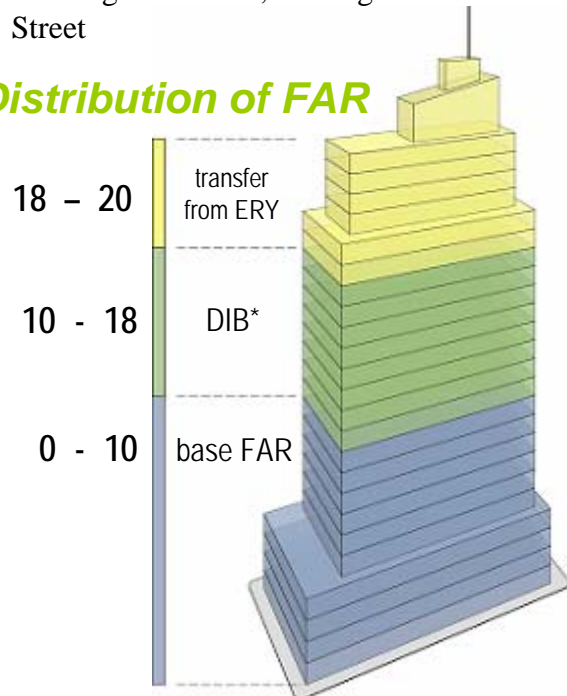
**Parking Requirement:** approximately 589 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates large floor plate commercial uses

**Site Challenges:** Assemblage

## Distribution of FAR



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus

# Site 711A

East side of Eleventh Avenue between West 39<sup>th</sup> and 40<sup>th</sup> streets



Existing conditions, looking northeast from 11<sup>th</sup> Avenue and 39<sup>th</sup> Street



Suggested Site

**Block/Lot:** 711/1 (partial)  
**Zoning:** C6-4  
**Total Lot Area (SF):** 36,800  
**Max. FAR:** 20.0  
**Max. ZFA (SF):** 736,000

**Base FAR:** 10.0      **Bonus FAR:** 8.0      **ERY Transfer FAR:** 2.0  
**Ownership:** Publicly owned (Port Authority of NY & NJ)

**Assemblage required:** No

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

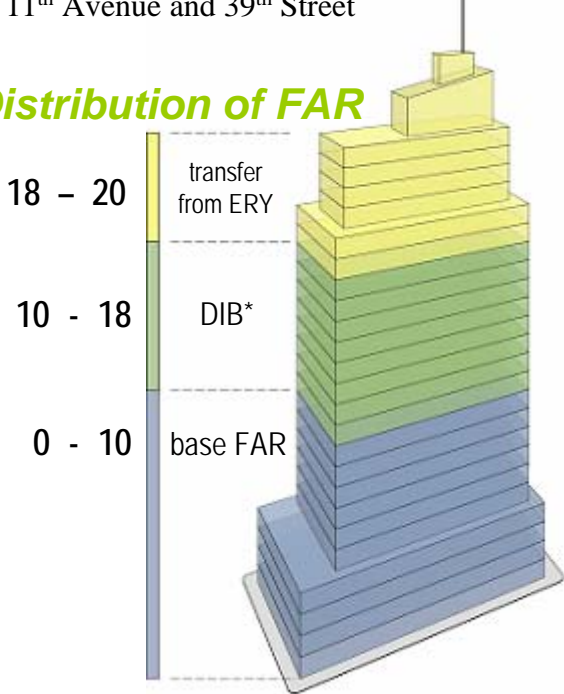
**Parking Requirement:** based upon future development size

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates large floor plate commercial uses

**Site Challenges:** Site geometry; Proximity to Lincoln Tunnel access roads

## Distribution of FAR



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus

# Site 1069A

East side of Eleventh Avenue between West 40<sup>th</sup> and 41<sup>st</sup> streets



Existing conditions, looking north from 39<sup>th</sup> Street across the Lincoln Tunnel entrance



Suggested Site

**Block/Lot:** 1069/1

**Zoning:** C6-4

**Total Lot Area (SF):** 83,160

**Max. FAR:** 20.0

**Max. ZFA (SF):** 1,663,200

**Base FAR:** 10.0      **Bonus FAR:** 8.0      **ERY Transfer FAR:** 2.0

**Ownership:** Privately owned

**Assemblage required:** No

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

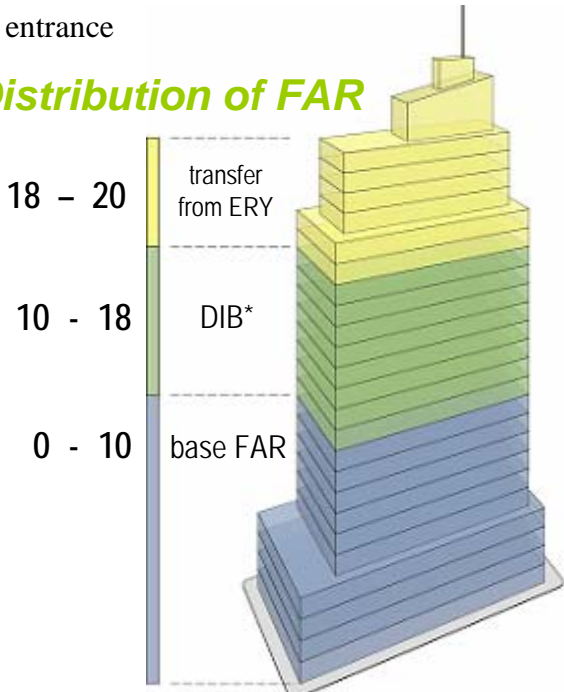
**Parking Requirement:** approximately 687 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates large floor plate commercial uses

**Site Challenges:** Proximity to Lincoln Tunnel access roads

## Distribution of FAR



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus



# *Hell's Kitchen*

**Note:** The development sites described in this document are presented to illustrate the significant development potential available under the Hudson Yards rezoning. In many cases, owner assemblage would be required to create these sites. It should be noted that the Hudson Yards rezoning does not require a particular form of assemblage and therefore also allows for alternative site configurations, including smaller development parcels.

# Site 708B

West side of Tenth Avenue between West 36<sup>th</sup> and 37<sup>th</sup> streets



Existing conditions, looking northwest from 11<sup>th</sup> Avenue and 35<sup>th</sup> Street

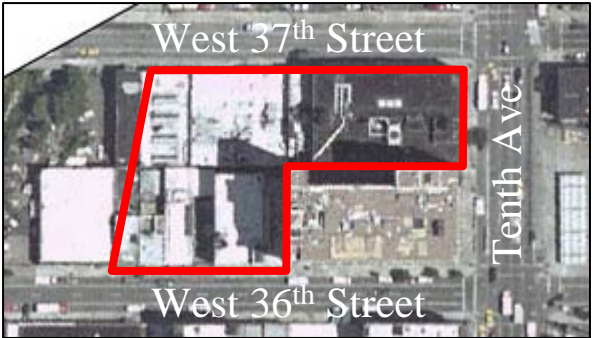
**Block/Lot:** 708/20 (partial),22,24, 37,41-43,46 (partial)

**Zoning:** C2-8

**Total Lot Area (SF):** 43,000

**Max. FAR:** 15.0

**Max. ZFA (SF):** 645,000



*Suggested Site*

**Base FAR:** 6.5      **Bonus FAR:** 8.5      **ERY Transfer FAR:** NA

**Ownership:** All lots are privately owned (Lots 20 and 46 are subject to condemnation for the Mid-Block Boulevard)

**Assemblage required:** Yes

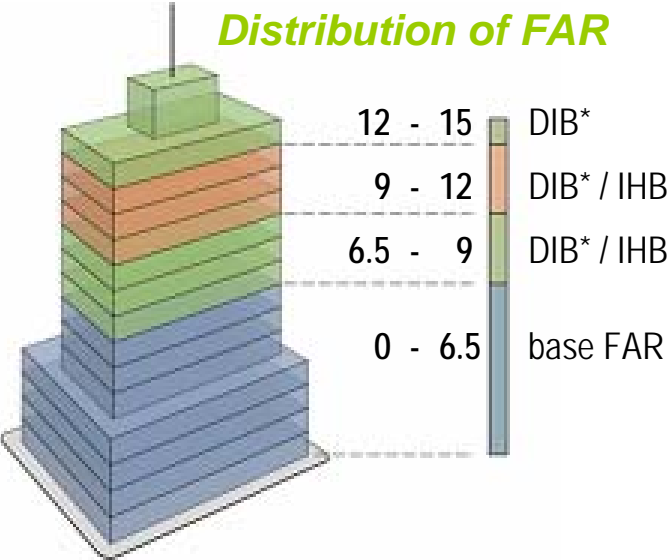
**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

**Parking Requirement:** approximately 170 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates mixed-use development

**Site Challenges:** Assemblage



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus; IHB: Inclusionary Housing Bonus

# Site 709B

West side of Tenth Avenue between West 37<sup>th</sup> and 38<sup>th</sup> streets



Existing conditions, looking northwest at 10<sup>th</sup> Avenue and 37<sup>th</sup> Street



Suggested Site

**Block/Lot:** 709/25(partial),30,31,33, 36,37,41,43,45,46(partial)

**Zoning:** C2-8

**Total Lot Area (SF):** 57,712

**Max. FAR:** 15.0

**Max. ZFA (SF):** 865,680

**Base FAR:** 6.5      **Bonus FAR:** 8.5      **ERY Transfer FAR:** NA

**Ownership:** All lots are privately owned by one entity (Lots 25 and 46 are subject to condemnation for the Mid-Block Boulevard)

**Assemblage required:** No

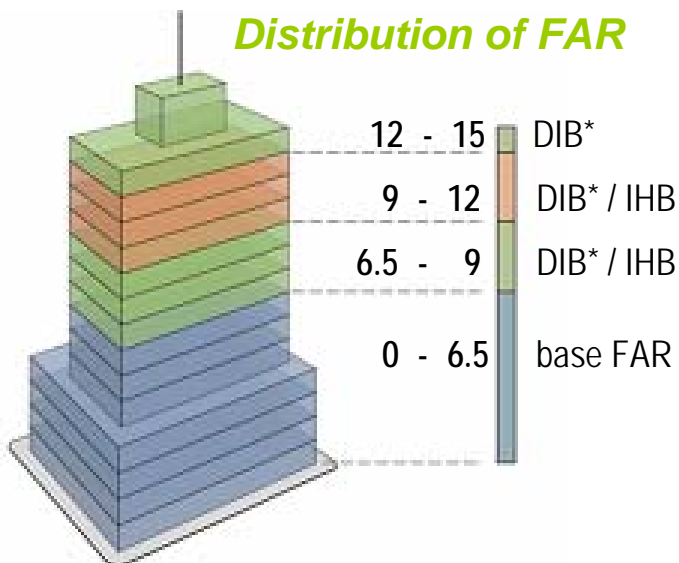
**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

**Parking Requirement:** approximately 225 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates mixed-use development

**Site Challenges:** No major challenges



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus; IHB: Inclusionary Housing Bonus



# Site 710B

West side of Tenth Avenue between West 38<sup>th</sup> and 39<sup>th</sup> streets



Existing conditions, looking northeast from 38<sup>th</sup> Street



Suggested Site

**Block/Lot:** 710/20(partial),22,  
27,29,42

**Zoning:** C2-8

**Total Lot Area (SF):** 54,040

**Max. FAR:** 15.0

**Max. ZFA (SF):** 810,600

**Base FAR:** 6.5

**Bonus FAR:** 8.5

**ERY Transfer FAR:** NA

**Ownership:** All lots are privately owned (Lot 20 is subject to condemnation for the Mid-Block Boulevard)

**Assemblage required:** Yes

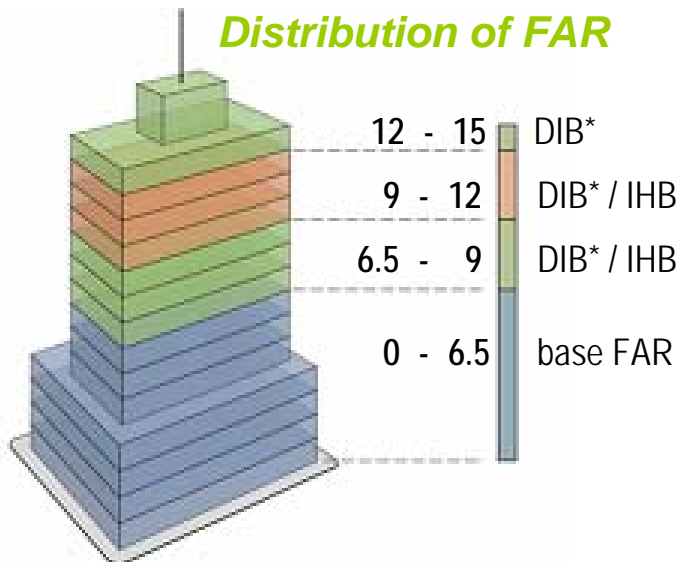
**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

**Parking Requirement:** approximately 206 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates mixed-use development

**Site Challenges:** Assemblage



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus; IHB: Inclusionary Housing Bonus

# Site 711B

East side of Tenth Avenue between West 39<sup>th</sup> and 40<sup>th</sup> streets



Existing conditions, looking southwest from 10<sup>th</sup> Avenue and 40<sup>th</sup> Street



Suggested Site

**Block/Lot:** 711/1 (partial)

**Zoning:** C2-8

**Total Lot Area (SF):** 22,500

**Max. FAR:** 15.0

**Max. ZFA (SF):** 337,500

**Base FAR:** 6.5      **Bonus FAR:** 8.5      **ERY Transfer FAR:** NA

**Ownership:** Publicly owned (Port Authority of NY & NJ)

**Assemblage required:** No

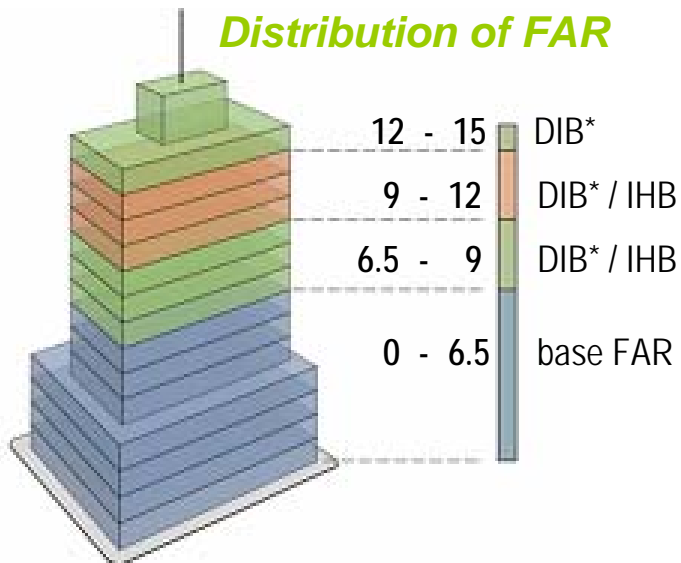
**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

**Parking Requirement:** based upon future development size

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates mixed-use development

**Site Challenges:** Site geometry; Proximity to Lincoln Tunnel access roads and ramp infrastructure



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus; IHB: Inclusionary Housing Bonus

# Site 1069B

West side of Tenth Avenue between West 40<sup>th</sup> and 41<sup>st</sup> streets



Existing conditions, looking northwest from 11<sup>th</sup> Avenue and 40<sup>th</sup> Street



Suggested Site

**Block/Lot:** 1069/29,34  
**Zoning:** C2-8  
**Total Lot Area (SF):** 17,533  
**Max. FAR:** 15.0  
**Max. ZFA (SF):** 262,995

**Base FAR:** 6.5      **Bonus FAR:** 8.5      **ERY Transfer FAR:** NA

**Ownership:** All lots are privately owned (Lots 29 and 34 are subject to condemnation for the subway with future overbuild potential)

**Assemblage required:** No

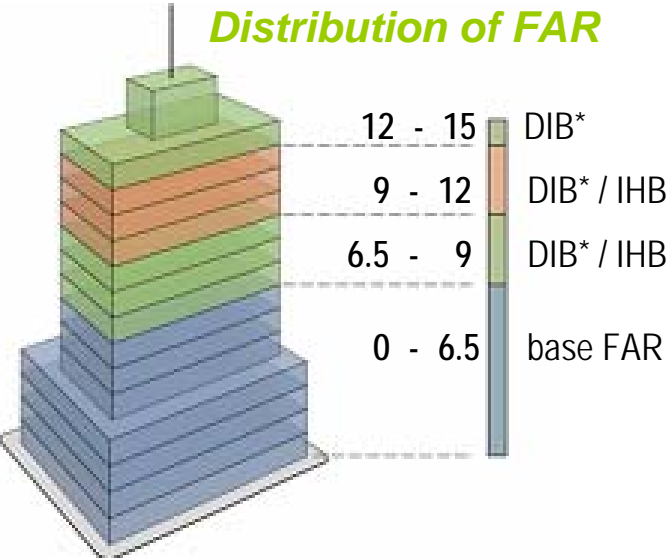
**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

**Parking Requirement:** approximately 69 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates mixed-use development

**Site Challenges:** MTA systems space for the subway will be located above ground on Lot 34; City to require at least 150 affordable units



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus; IHB: Inclusionary Housing Bonus



# Site 733A

East side of Tenth Avenue between West 35<sup>th</sup> and 36<sup>th</sup> streets



Existing conditions, looking northeast from 10<sup>th</sup> Avenue and 35<sup>th</sup> Street



*Suggested Site*

**Block/Lot:** 733/1, 67, 68, 70

**Zoning:** C2-8

**Total Lot Area (SF):** 19,750

**Max. FAR:** 13.0

**Max. ZFA (SF):** 256,750

**Base FAR:** 6.5      **Bonus FAR:** 6.5

**Transfer FAR:** Only allowed through use of Phase II area bonus

**Ownership:** Private

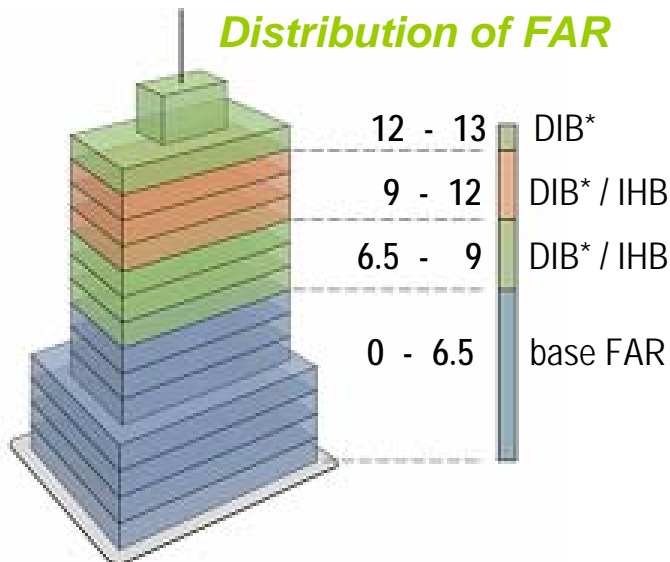
**Assemblage required:** No

**Design Guidelines:** ground floor retail and transparency, street trees, required street wall, parking requirement (approximately 74 spaces)

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates mixed-use development

**Site Challenges:** No major challenges



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus; IHB: Inclusionary Housing Bonus

# Site 734A

East side of Tenth Avenue between West 36<sup>th</sup> and 37<sup>th</sup> streets



Existing conditions, looking southeast from 10<sup>th</sup> Avenue and 37<sup>th</sup> Street



Suggested Site

**Block/Lot:** 734/1, 5, 66

**Zoning:** C2-8

**Total Lot Area (SF):** 19,449

**Max. FAR:** 13.0

**Max. ZFA (SF):** 252,837

**Base FAR:** 6.5

**Bonus FAR:** 6.5

**Transfer FAR:** Only allowed through use of Phase II area bonus

**Ownership:** All lots are privately owned

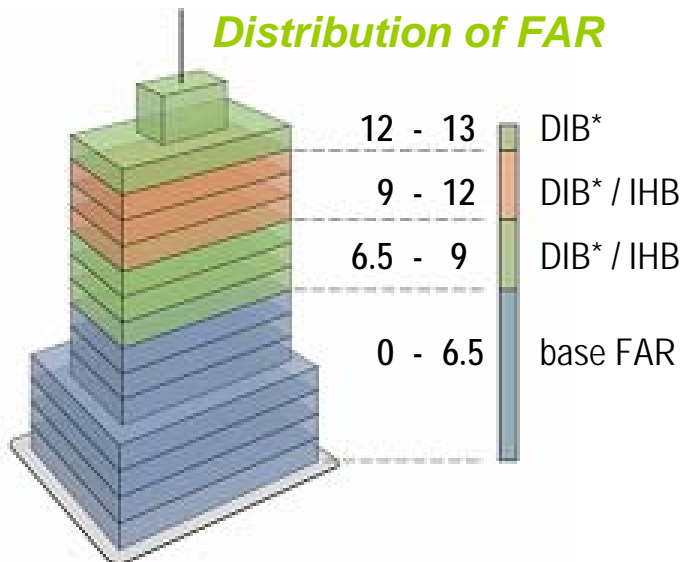
**Assemblage required:** Yes

**Design Guidelines:** ground floor retail and transparency, street trees, required street wall, parking requirement (approximately 63 spaces)

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates mixed-use development

**Site Challenges:** No major challenges



\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus; IHB: Inclusionary Housing Bonus

# Site 735A

East side of Tenth Avenue between West 37<sup>th</sup> and 38<sup>th</sup> streets



Existing conditions, looking northeast from 10<sup>th</sup> Avenue and West 37<sup>th</sup> Street



Suggested Site

**Block/Lot:** 735/1,6,7,8,9,65

**Zoning:** C2-8

**Total Lot Area (SF):** 38,049

**Max. FAR:** 13.0

**Max. ZFA (SF):** 494,637

**Base FAR:** 6.5      **Bonus FAR:** 6.5      **ERY Transfer FAR:** NA

**Ownership:** All lots are privately owned by one entity

**Assemblage required:** No

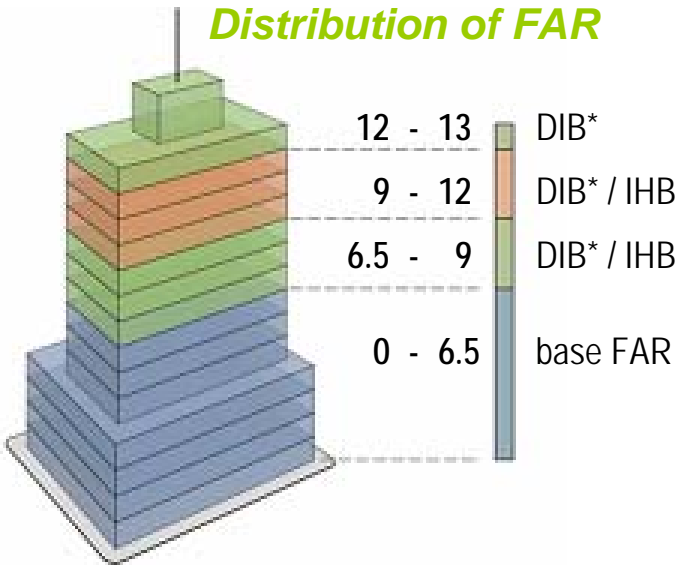
**Design Controls:** ground floor retail and transparency, street trees, required street wall

**Parking Requirement:** approximately 109 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates mixed-use development

**Site Challenges:** No major challenges



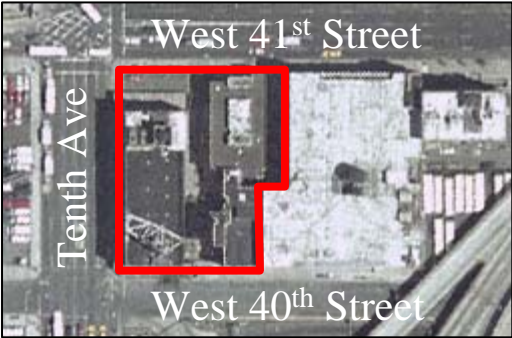
\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus; IHB: Inclusionary Housing Bonus



# Site 1050A

East side of Tenth Avenue between West 40<sup>th</sup> and 41<sup>st</sup> streets



Suggested Site



Existing conditions, looking east from 10<sup>th</sup> Avenue and 41<sup>st</sup> Street

**Block/Lot:** 1050/1,61

**Zoning:** C2-8

**Total Lot Area (SF):** 28,664

**Max. FAR:** 15.0

**Max. ZFA (SF):** 372,632

**Base FAR:** 6.5      **Bonus FAR:** 8.5      **ERY Transfer FAR:** NA

**Ownership:** All lots are privately owned

**Assemblage required:** Yes

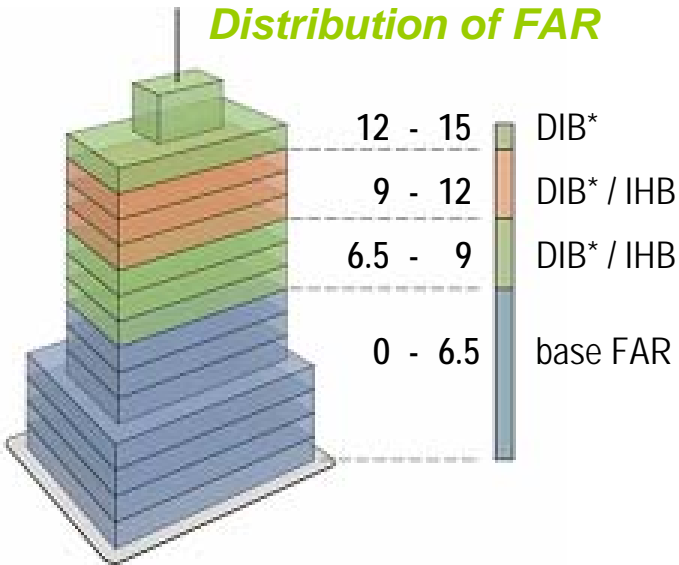
**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall

**Parking Requirement:** (approximately 114 spaces)

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Javits Convention Center; accommodates mixed-use development

**Site Challenges:** Mandatory easement for future subway entrance

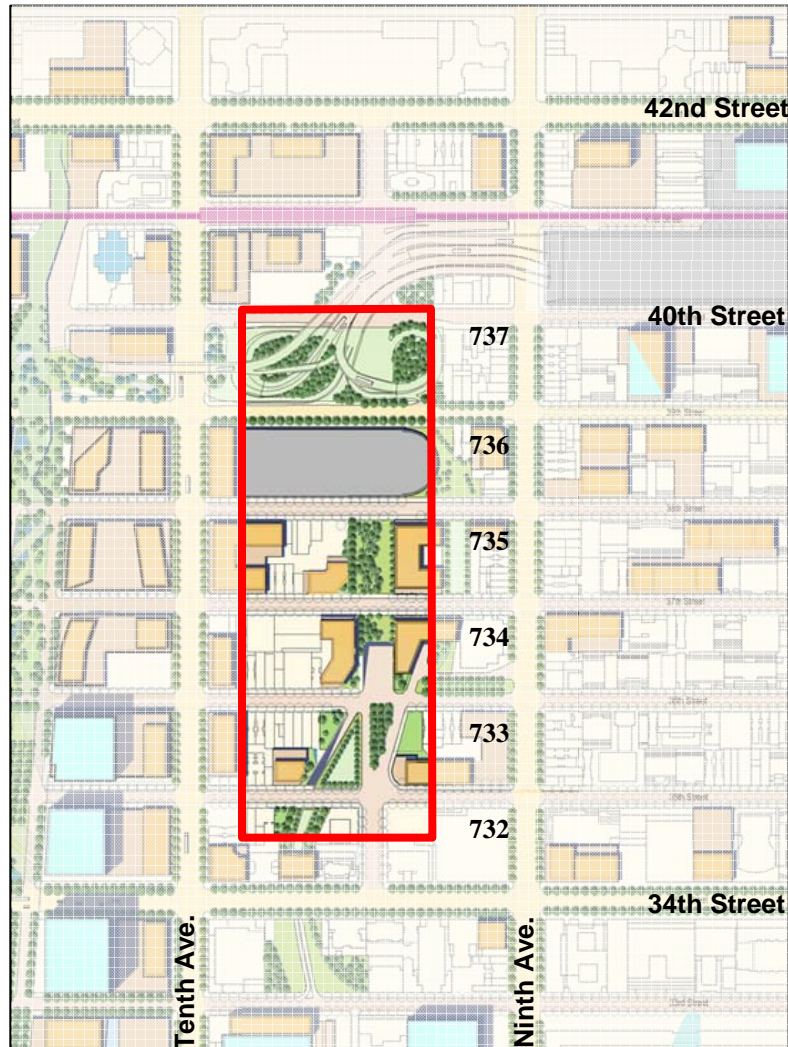


\*Or transfer of air rights from Phase II of Blvd

DIB: District Improvement Bonus; IHB: Inclusionary Housing Bonus

# *Hell's Kitchen Midblocks*

100 feet east of Tenth Ave to 200 feet west of Ninth Avenue from West 35<sup>th</sup> to 40<sup>th</sup> streets



**Blocks:** 732 - 737

**Zoning:** R8A

**Max. FAR:** 6.02 Residential, 2.0 Commercial, and/or 6.5 Community facility (consisting entirely of the community facility)

**Bonus FAR:** NA

**ERY Transfer FAR:** NA

**Ownership:** Port Authority and private ownership

**Design Controls:** street trees, required street wall

**Parking Requirement:** based upon future development size

**Height Limits:** Max. street wall height of 85 feet; Max. building height of 120 feet\*

**Area Attributes:** Allows for contextual medium-density residential development

**Area Challenges:** Lincoln tunnel access roads at different grade levels will require platforms for overbuild development

\* Maximum building height may be increased to 180 feet via a CPC authorization for the provision of open space areas.

# *Farley Corridor*

**Note:** The development sites described in this document are presented to illustrate the significant development potential available under the Hudson Yards rezoning. In many cases, owner assemblage would be required to create these sites. It should be noted that the Hudson Yards rezoning does not require a particular form of assemblage and therefore also allows for alternative site configurations, including smaller development parcels.



# Site 729A

Northwest corner of Ninth Avenue and West 31<sup>st</sup> Street



Existing conditions, looking west from Ninth Avenue



Suggested Site

**Block/Lot:** 729/50

**Zoning:** C6-4

**Total Lot Area (SF):** 128,600

**Max. FAR:** 19.0

**Max. ZFA (SF):** 2,443,400

**Base FAR:** 12.0      **Bonus FAR:** 7.0      **ERY Transfer FAR:** NA

**Ownership:** Privately owned

**Assemblage required:** No

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall, required publicly-accessible through-block passageway

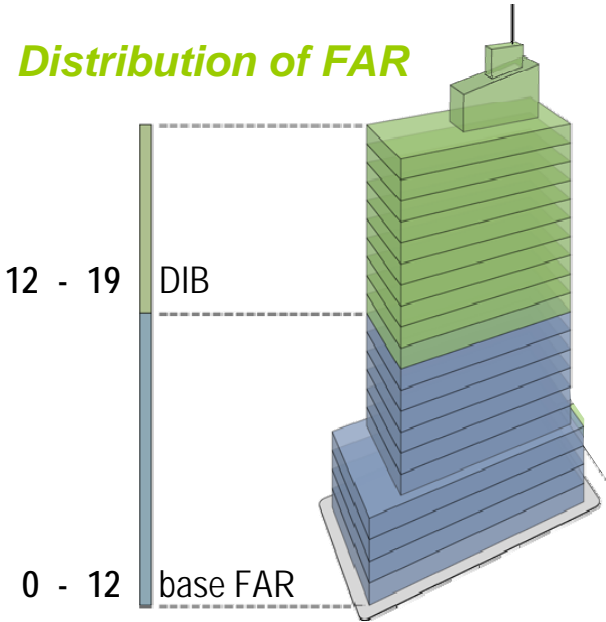
**Parking Requirement:** approximately 822 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Midtown; accommodates large floor plate commercial uses

**Site Challenges:** Construction of a platform over existing and proposed below-grade railroad tracks and right-of-way; Below-grade parking requirement

## Distribution of FAR



DIB: District Improvement Bonus

# Site 729B

Southeast corner of Ninth Avenue and West 33<sup>rd</sup> Street



Existing conditions, looking southeast from 10<sup>th</sup> Avenue



Suggested Site

**Block/Lot:** 729/60

**Zoning:** C6-4

**Total Lot Area (SF):** 80,729

**Max. FAR:** 19.0

**Max. ZFA (SF):** 1,533,851

**Base FAR:** 12.0      **Bonus FAR:** 7.0      **ERY Transfer FAR:** NA

**Ownership:** Privately owned

**Assemblage required:** No

**Design Controls:** sidewalk widening, ground floor retail and transparency, street trees, required street wall, required public plaza

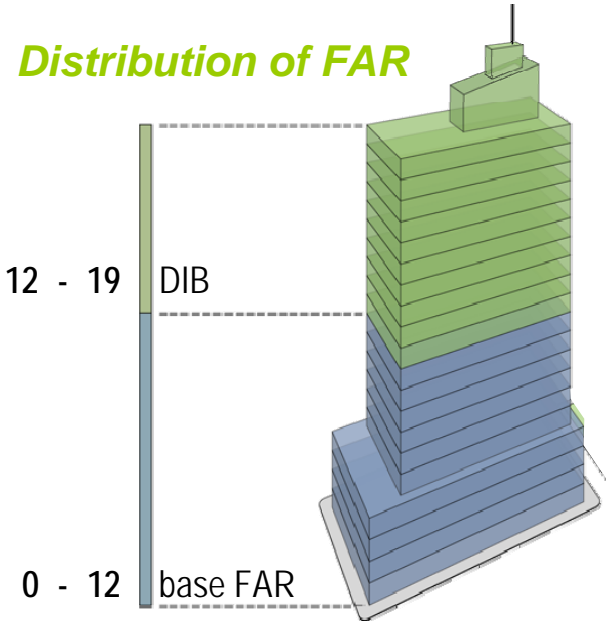
**Parking Requirement:** approximately 516 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Midtown; accommodates large floor plate commercial uses

**Site Challenges:** Construction of a platform over below-grade railroad tracks and right-of-way; Site geometry; Below-grade parking requirement

## Distribution of FAR



DIB: District Improvement Bonus

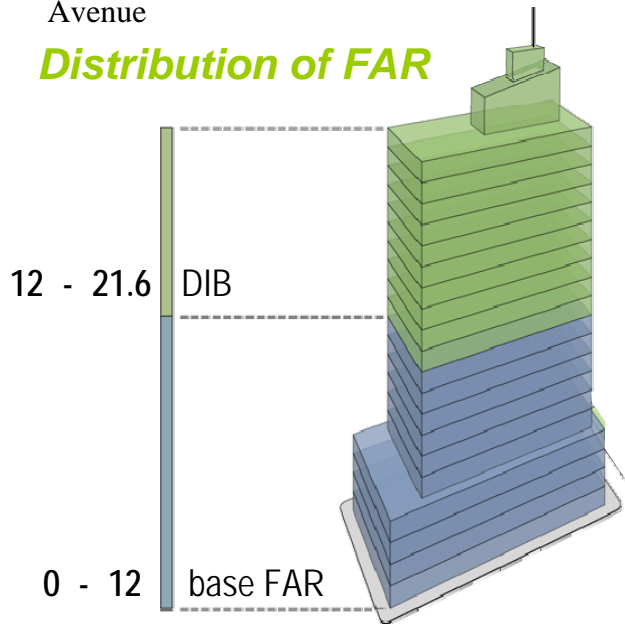
# Site 729C

East side of Tenth Avenue between West 31<sup>st</sup> and 33<sup>rd</sup> streets



Existing conditions, looking east from 10<sup>th</sup> Avenue

## Distribution of FAR



DIB: District Improvement Bonus



Suggested Site

**Block/Lot:** 729/1

**Zoning:** C6-4

**Total Lot Area (SF):** 137,310

**Max. FAR:** 21.6\*

**Max. ZFA (SF):** 2,965,896

**Base FAR:** 10.0      **Bonus FAR:** 11.6      **ERY Transfer FAR:** NA

**Ownership:** Privately owned

**Assemblage required:** No

**Design Controls (applicable only if building is expanded):** sidewalk widening, ground floor retail and transparency, street trees, required street wall, required publicly-accessible through-block passageway, required pedestrian bridge over Lincoln Tunnel Approach

**Parking Requirement:** approximately 300 spaces

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit and Midtown

**Site Challenges:** Reconfiguration of existing building for future overbuild or replacement; Railroad tracks and right-of-way below site; Below-grade parking requirement

\* 6 FAR of residential use permitted only after 12.0 FAR or more of commercial use.



# Site 728A

East side of Tenth Avenue between West 30<sup>th</sup> and 31<sup>st</sup> streets



Existing conditions, looking east from 10<sup>th</sup> Avenue



Suggested Site

**Block/Lot:** 728/4, 67, 69

**Zoning:** C6-4

**Total Lot Area (SF):** 16,775

**Max. FAR:** 21.6\*

**Max. ZFA (SF):** 362,340

**Base FAR:** 10.0      **Bonus FAR:** 11.6      **ERY Transfer FAR:** NA

**Ownership:** All lots are privately owned

**Assemblage required:** Yes

**Design Controls:** ground floor retail and transparency, street trees, required street wall

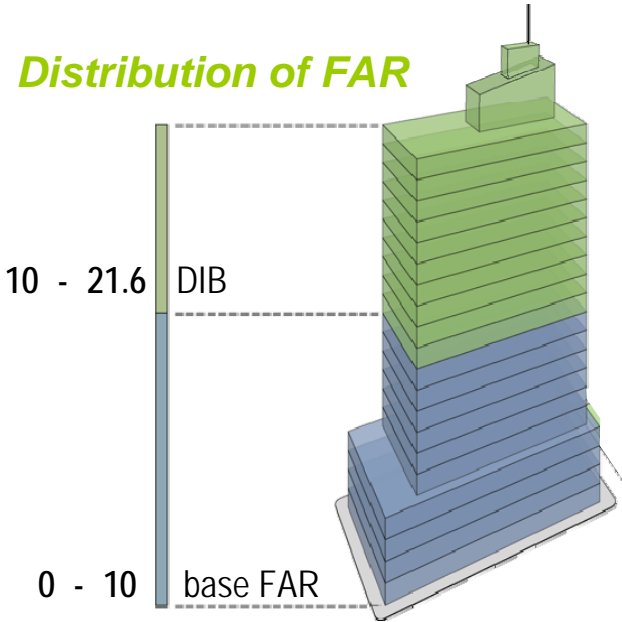
**Parking Requirement:** based upon future development size

**Height Limits:** None

**Site Attributes:** Convenient access to future mass transit, Javits Convention Center, NYSCC, Midtown, and the High Line.

**Site Challenges:** No major challenges

## Distribution of FAR



DIB: District Improvement Bonus

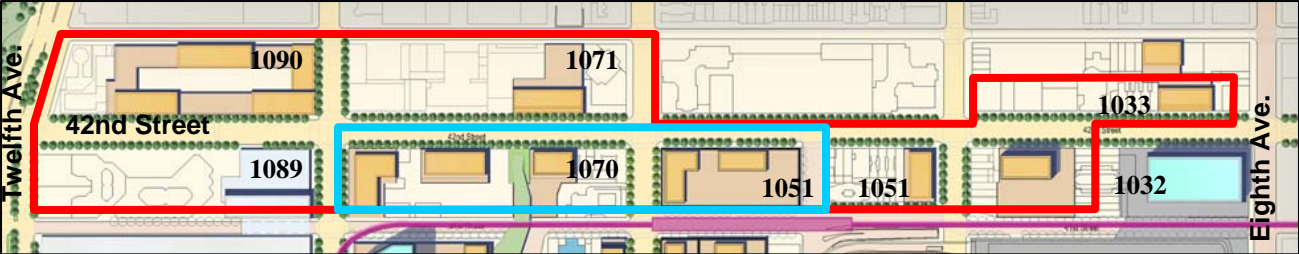
\* 6 FAR of residential use only permitted only after 12.0 FAR or more of commercial use.

# *Additional Zoning Districts*

**Note:** The development sites described in this document are presented to illustrate the significant development potential available under the Hudson Yards rezoning. In many cases, owner assemblage would be required to create these sites. It should be noted that the Hudson Yards rezoning does not require a particular form of assemblage and therefore also allows for alternative site configurations, including smaller development parcels.

# 42<sup>nd</sup> Street Corridor

Eighth to Twelfth avenues both sides of 42<sup>nd</sup> Street



- █ 42<sup>nd</sup> Street Corridor
- █ Theater Bonus Sub-Area

**Blocks:** 1032, 1033, 1051, 1070, 1071, 1089, 1090

**Zoning:** C6-4

**Max. FAR:** 12.0 (42<sup>nd</sup> Street) or 15.0 (Theater Bonus Sub-Area)

**Base FAR:** 10.0

**Bonus FAR:** 2.0 (IHB program in both districts)

**Theater Bonus FAR:** 3.0 (in Theater Bonus Sub-Area only)

**ERY Transfer FAR:** NA

**Ownership:** Primarily privately owned

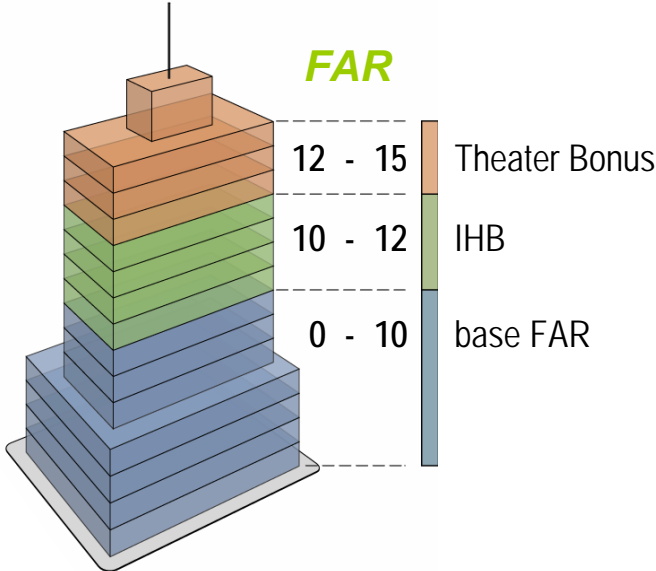
**Design Controls:** ground floor retail and transparency, street trees, required street wall

**Parking Requirement:** based upon future development size

**Height Limits:** None

**Area Attributes:** Convenient access to future mass transit, Javits Convention Center, and Midtown; Allows for medium- to high-density mixed-use development; Reinforces existing mixed residential and commercial uses

**Area Challenges:** MTA systems space and easement for future subway entrance for subway on Block 1051

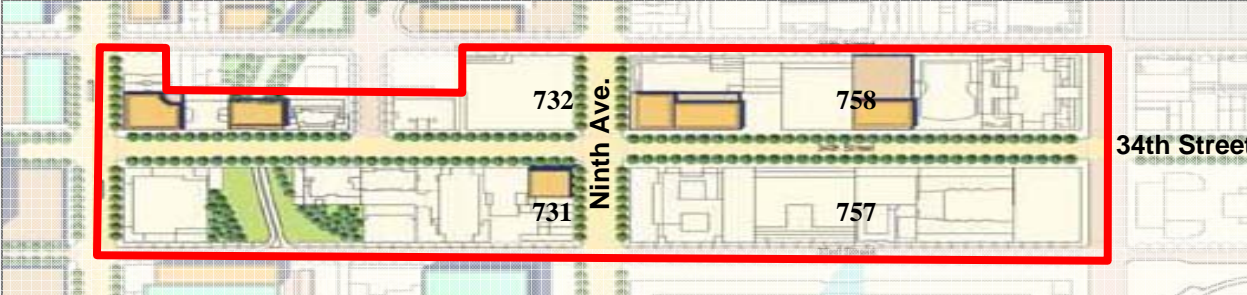


DIB: District Improvement Bonus; IHB: Inclusionary Housing Bonus



# 34<sup>th</sup> Street Corridor

Eighth to Tenth avenues both sides of 34<sup>th</sup> Street



**Blocks:** 731, 732, 757, 758

**Zoning:** C6-4

**Max. FAR:** 13.0 (Comm.), 12.0 (Res.), 12.0 (Com. Facility)

**Base FAR:** 10.0 (Comm.), 6.5 (Res.), 10.0 (Com. Facility)

**Bonus FAR:** 3.0 (Comm.) through DIB, 5.5 (Res.) through DIB and IHB, 2.0 (Com. Facility) through DIB

**ERY Transfer FAR:** NA

**Ownership:** All lots are privately owned

**Design Controls:** ground floor retail and transparency, street trees, required street wall

**Parking Requirement:** based upon future development size

**Height Limits:** None

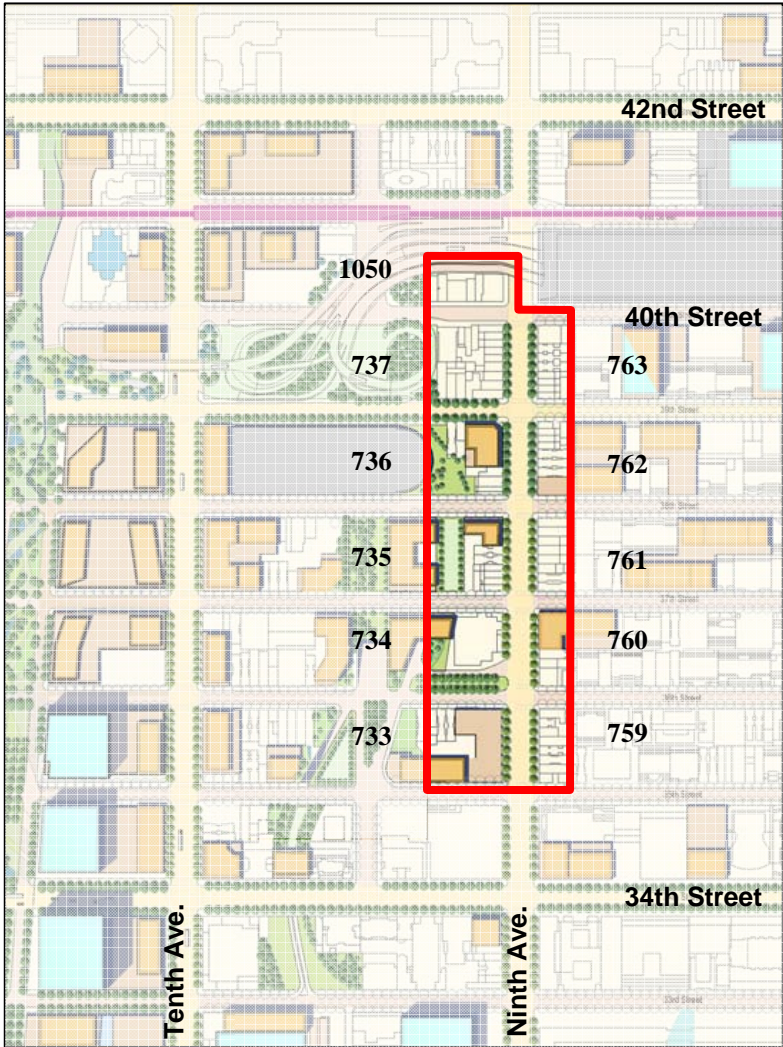
**Area Attributes:** Convenient access to future mass transit, Javits Convention Center, NYSCC, and Midtown; Allows for medium- to high-density mixed-use development; Reinforces existing mixed residential and commercial uses

**Area Challenges:** New buildings or open space over Port Authority access roads will require discussion with the Port Authority and City.

DIB: District Improvement Bonus; IHB: Inclusionary Housing Bonus

# Ninth Avenue Corridor

200 feet west of Ninth Avenue to 100 feet east of Ninth Avenue from West 35<sup>th</sup> to 41<sup>st</sup> streets



**Blocks:** 732 - 737, 759 - 763, 1050

**Zoning:** C1-7A

**Max. FAR:** 6.02 Residential, 2.0 Commercial, and/or 6.5 Community facility (consisting entirely of the community facility)

**Bonus FAR:** NA

**ERY Transfer FAR:** NA

**Ownership:** Primarily privately owned

**Design Controls:** street trees, required street wall

**Parking Requirement:** based upon future development size

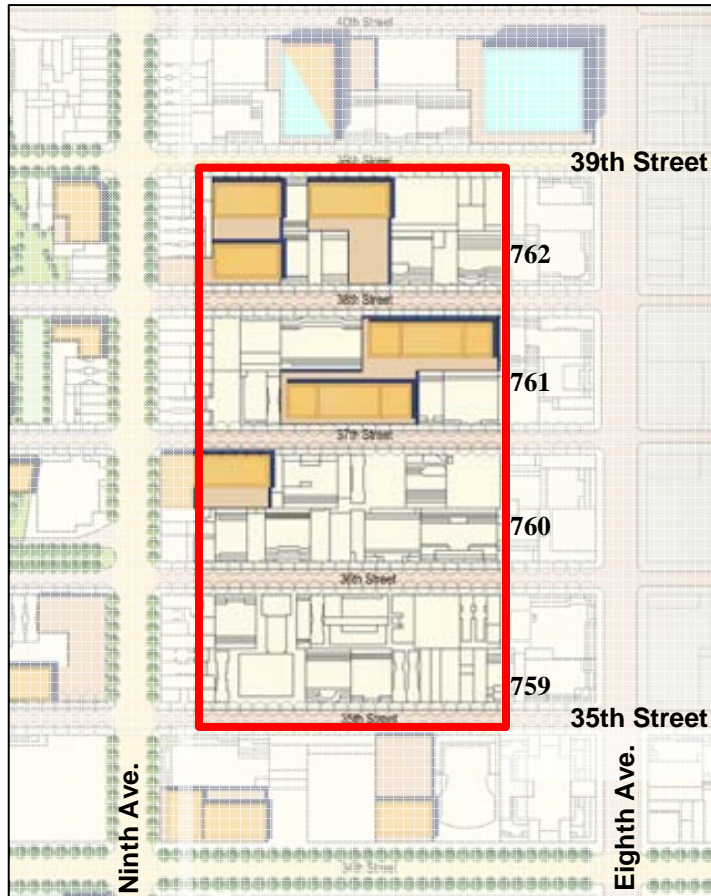
**Height Limits:** Max. street wall height of 85 feet; Max. building height of 120 feet

**Area Attributes:** Allows for contextual medium-density residential development

**Area Challenges:** No major challenges

# Garment Center Blocks

100 feet east of Ninth Avenue to 100 feet west of Eighth Avenue from West 35<sup>th</sup> to 39<sup>th</sup> streets



**Blocks:** 759 - 762

**Zoning:** C6-4M

**Max. FAR:** 12.0 (Comm.), 12.0 (Res.), 12.0 (Com. Facility)

**Base FAR:** 10.0 (Comm.), 6.5 (Res.), 10.0 (Com. Facility)

**Bonus FAR:** 2.0 (Comm. & Com. Facility) through DIB, 5.5 (Res.) through DIB and IHB

**ERY Transfer FAR:** NA

**Ownership:** Primarily privately owned

**Design Controls:** required street wall

**Parking Requirement:** based upon future development size

**Preservation Requirement:** Existing regulations that preserve garment-related uses would be retained for buildings larger than 70,000 square feet. CPC may authorize a waiver of floor area preservation requirements.

**Height Limits:** Max. building height of 250 feet

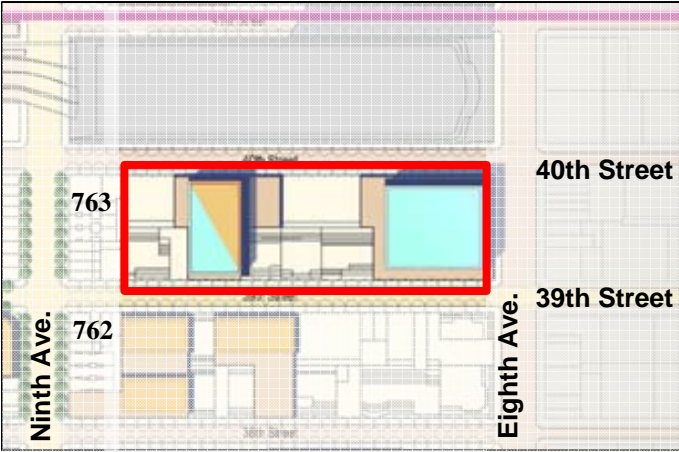
**Area Attributes:** Convenient access to future mass transit and Midtown; Allows for medium- to high-density mixed-use development

**Area Challenges:** Preservation requirements; Majority of development sites are infill sites



# Block 763

100 feet east of Ninth Avenue to Eighth Avenue from West 39<sup>th</sup> to 40<sup>th</sup> streets



**Block:** 763

**Zoning:** C6-4

**Max. FAR:** 18.0 (consisting of max 18 Commercial, 3.0 residential\* and/or 2.0 community facility)

**Base FAR:** 10.0    **Bonus FAR:** 8.0    **Transfer FAR:** NA

**Ownership:** All lots are privately owned

**Design Controls:** ground floor retail and transparency, street trees, required street wall

**Parking Requirement:** based upon future development size

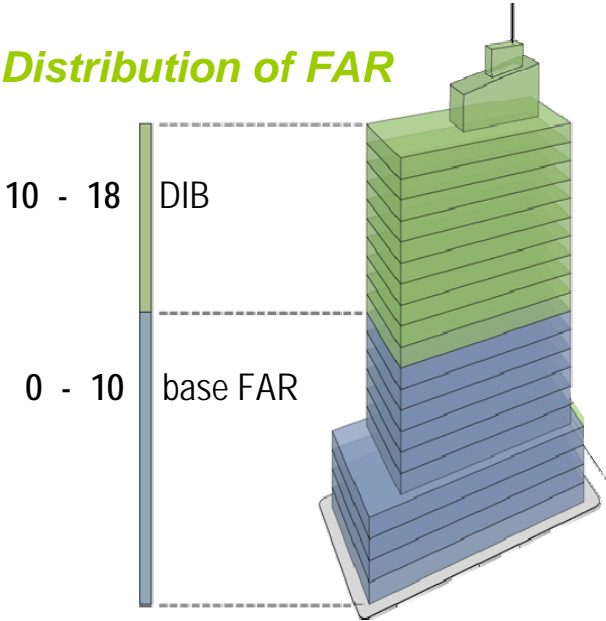
**Height Limits:** None

**Area Attributes:** Convenient access to mass transit and Midtown; Allows for medium- to high-density development

**Area Challenges:** No major challenges

\* Residential FAR can only be utilized after development of 15.0 FAR commercial use.

## Distribution of FAR



DIB: District Improvement Bonus

# Appendix

# Zoning Districts in Hudson Yards

Zoning District	Maximum FAR	Uses/Zone Type
R8A	2.0 commercial, 6.02 residential, 6.5 community facility	Local shopping and services, contextual medium-density residential
C1-7A	2.0 commercial, 6.02 residential, 6.5 community facility	Local shopping and services, contextual medium-density residential (R8A equivalent)
C2-8	2.0 (3.0 with bonus) commercial, 6.5 (12.0 with bonus) residential, 6.5 (12.0 with bonus) community facility; Max. FAR of 13.0 to 15.0 in mixed-use buildings	Local shopping and services, high-density residential (R10 equivalent)
C6-3	6.0 (7.2 with bonus) commercial, 7.5 residential, 7.5 (10.0 with bonus) community facility	Medium-density commercial district outside CBD
C6-4 (42 <sup>nd</sup> Street)	10.0 (12.0 with IHB bonus, 15.0 with Theater bonus) commercial, residential, community facility	Medium to high-density commercial district (R10 equivalent for residential)
C6-4 (Large-Scale Plan)	10.0 (up to 18.0 with bonus) commercial, 6.0 (only with bonus) residential, 2.0 community facility; Max FAR of up to 24.0 through floor area transfer from Eastern Rail Yard	High-density commercial district with wide range of uses for CBD
C6-4 (Farley Corridor)	10.0 (up to 21.6 with bonus) commercial, 4.0 to 6.0 (only with bonus) residential, 2.0 community facility	High-density commercial district with wide range of uses for CBD
C6-4 (34 <sup>th</sup> Street Corridor)	10.0 (13.0 with bonus) commercial, 6.5 (12.0 with bonus) residential, 10.0 (12.0 with bonus) community facility	Medium- to high-density commercial district with wide range of uses for CBD
C6-4M	10.0 (12.0 with bonus) commercial, 6.5 (12.0 with bonus) residential, 10.0 (12.0 with bonus) community facility; limited conversion of existing large buildings	Medium- to high-density commercial district with wide range of uses (including manufacturing) for CBD

Note: Bonus floor area under the Special Hudson Yards District may only be achieved through an increase pursuant to: (1) a contribution to the District Improvement Fund Bonus; (2) the Inclusionary Housing Program; (3) floor area regulations in the Phase 2 Hudson Boulevard and Park; or (4) a combination of these bonus mechanisms. Additional floor area is achievable on the Large Scale Plan sites through the distribution of floor area from the Eastern Rail Yard.

# Zoning Information

For more detailed zoning information, please visit:  
[http://nyc.gov/html/dcp/pdf/hyards/zoning\\_text\\_011905.pdf](http://nyc.gov/html/dcp/pdf/hyards/zoning_text_011905.pdf)