Public Forum

WESTERN RAIL YARD DRAFT STRATEGIC FRAMEWORK

May 8th, 2007
Today’s Agenda

1. Project Overview
2. Goals and Objectives
3. Context and Technical Analysis
4. Open Space Vision
5. Urban Design Vision
6. Summary
7. Q&A
1. Project Overview
Overview

- HYDC, together with the City’s Department of City Planning and in consultation with the City Council and the MTA, are preparing Planning and Design Guidelines and a Technical Study.

- Rail Yards provide a rare combination of large footprint sites and extraordinary Mid-Manhattan location.

- Development of the Rail Yards needs to achieve an appropriate balance of revenue generation with high quality design, resulting in minimal impact on LIRR operations and facilities.

- Planning and development process has involved outreach to the local community, major developers and civic groups.
Planning Process

- **Eastern Rail Yard** was rezoned as part of January 2005 rezoning of Hudson Yards district. Thus, ERY is already zoned for large-scale mixed use development.

- **Western Rail Yard** was **not** rezoned in 2005. ULURP and environmental review for rezoning will be required prior to development.

- HYDC and MTA/LIRR have nearly completed a joint technical study of the Rail Yards, and are collaborating with the Department of City Planning and City Council staff on Planning and Design Guidelines for WRY.
Selection Process

- Process to select ERY and WRY Rail Yard developer(s) is governed by September 2006 agreement between MTA and City.

- Request for Proposals is expected to be issued in May with responses due in September. RFP will allow bids for both or either Rail Yards.

- Selection Committee will include City representatives.

- Following developer selection and MTA Board action, key financial terms and project deadlines will be formalized in an MOU.
RFP- Technical and Design Info

- Technical package
  - Platform performance specifications, including life safety
  - Clearance Envelope Diagrams
  - Track Outage Guidelines

- WRY Design Guidelines
2. Goals and Objectives
Western Rail Yard Land Use Principles

- Maximize value and revenue to MTA
- Minimize impacts on LIRR operations and facilities
- Design Excellence
- Extend Hudson Yards commercial core
- Extend West Chelsea residential uses
- Create new and connect to surrounding open spaces
3. Context and Technical Analysis
Site Opportunities / Issues

Opportunities
- Large site area
- Waterfront location
- Proximity to #7 Line
- Strategic location linking development to the North, East and South
- Approximately 30% of the site is located on terra firma

Issues
- Platform over active rail yard
- Limited platform access
- Roadway required at platform
- LIRR clearance requirements
- Depth to bedrock
- Coordination with other transportation construction
Transportation Facilities

Existing
- Penn Station
- PABT
- Lincoln Tunnel
- 7 Subway
- A/C/E Subway
- 1/2/3 Subway
- Quill Bus Depot
- JKJCC Truck Marshalling Yard
- Ferry Terminal

Future
- 7 Subway Extension
- Moynihan Station
- JKJCC Truck Marshalling Yard
- THE Tunnel (ARC)
Area and Uses

- Hudson Yards Commercial Core
- West Chelsea Residential
- Hudson River Park
- 33/34 Site
Parks & Open Space

- Hudson River Park
- Pier 76
- Hudson Park and Boulevard
- High Line Park
- JKJCC Green Space
- 33/34 site
- Western Rail Yard
- ERY
Structural Issues

- Rail Yard must maintain 24/7 operations, including track outages for construction
- Track spacing results in 50’ typical north-south spans
- Average "ceiling" clearances for Rail Yard below platform to be as high and as close to 22' as possible
- Platform and columns act like a table on “legs”
- Bedrock 100’+ deep plus at western end of site
- There is no “generic” platform
- The structural needs of the platform, new buildings, open spaces and roads all need to be integrated
Column Location Diagram
Illustrative Platform Section
Illustrative Platform Perspective
Street Connections
Conceptual Land Use
4. Open Space Vision
Open Space Precedents

Bryant Park

Madison Square Park
Open Space Precedents

Union Square

Rockefeller Center
Open Space – Scale Comparison

- **Bryant Park**
  - Approximately 6 acres
  - 920’

- **Madison Square Park**
  - Approximately 6 acres
  - 455’

- **Union Square**
  - Approximately 5 acres
  - 760’

- **Rockefeller Center**
  - Approximately 2 acres
  - 920’

- **Western Rail Yard**
  - Approximately 5 acres
  - 800’

- **Eastern Rail Yard**
  - Approximately 6 acres
  - 712’
Open Space Framework

Goal:
*Provide a level of planting and amenities that creates an attractive and compelling landscape for public use and enjoyment.*
Open Space Organization - Bryant Park
Illustrative Open Space
High Line Segments

12th Avenue
30th Street
Illustrative Platform Section
Illustrative Platform Section
5. Urban Design Vision
Conceptual Site Plan Organization
Illustrative Perspective
Hudson Park and boulevard Looking South towards Eastern Rail Yard
Illustrative Perspective
Open Space Western Rail Yard Looking West
Illustrative Perspective
11th Avenue from 33rd Street Looking South
Illustrative Perspective
33rd Street from 11th Avenue looking West
Illustrative Perspective
12th Avenue looking South
Illustrative Perspective
12th Avenue at 30th Street looking East
Illustrative Open Space
30th Street at Eastern Rail Yard looking West
Illustrative Open Space
30th Street at Eastern Rail Yards looking North
Floor Area and Uses

Goal:
*Provide floor area controls that are compatible with the level of development in surrounding areas and that can be sustained with the area’s transportation connections and infrastructure.*

Total FAR = 10 (5,700,000 ZSF)
Minimum 20% Commercial 1,140,000 ZSF
Minimum 20% Residential 1,140,000 ZSF

*Promote a vibrant mix of commercial and residential uses to activate the site.*

Allowed uses shall be limited to use groups permitted as of right in a C6-4 District.
Site Access

Goal:
Promote integration of the site into the fabric of the city street system by providing direct vehicular and pedestrian access to the platform along 11th Avenue and West 33rd Street and to the site along West 30th Street.

Develop a platform above the rail yards that connects with the existing city street system, and provides maximum pedestrian and vehicular access, and provide adequate clearance for LIRR operations below.
Height/Setback and Building Articulation/Tower Controls

Goal:
Create building envelopes that establish a street wall presence consistent with the adjacent Hudson Yards zoning.

Modulate building scale by requiring setbacks above maximum base heights.

30th Street should be developed as a “wide street” by providing more light and air on the street to balance development permitted on the southern portion of the rail yard.

Encourage building façade articulations by permitting appropriate recesses and breaks in streetwalls to accentuate corners and architectural features.

Rail yards development should create a skyline presence. Tower heights should vary, with the tallest buildings located along 11th Avenue, and heights decreasing westward towards the Hudson River.

Tower regulations should be compatible with those established for the Hudson Yards Special District along 11th Avenue and Hudson Blvd.
Illustrative Streetscape and Ground Floor Fenestration

Goal:
Provide sidewalk widenings with street tree plantings along 30th Street, and along 33rd Street where possible, to provide clear and direct connection from 11th Avenue to the waterfront.

Create an active, public streetscape by designating retail uses and requiring significant ground floor glazing throughout the site, with a focus on 11th Avenue, 30th Street, and the new streets on the platform level facing the central open space.
Sustainability

Goal:
In accordance with the City's plaNYC 2030, the development should be environmentally sustainable to minimize the impact of new development on the environment.
6. Summary
Mutually Shared Goals

- Plan for WRY will be coordinated with the entire Hudson Yards area
- Plan allows for mixed-use development
- Plan will include generous open space and relate to the existing Hudson River and High Line parks
- Plan will include on and off-site affordable housing
  - On-site – up to 20% of the rental units would be affordable through the 80/20 program
  - Off-site locations:
    - West 54th Street / MTA Site
    - West 48th Street / DEP Site
- Plan will include a PS/IS school
- Plan will include office space for arts and non-profit uses
Mutually Shared Goals

- Parking will be allowed, but not required, for WRY site
- Plans should incorporate green building standards
- WRY development plans are subject to ULURP and environmental review
- Guidelines should be flexible and promote compelling architectural design
7. Q&A