



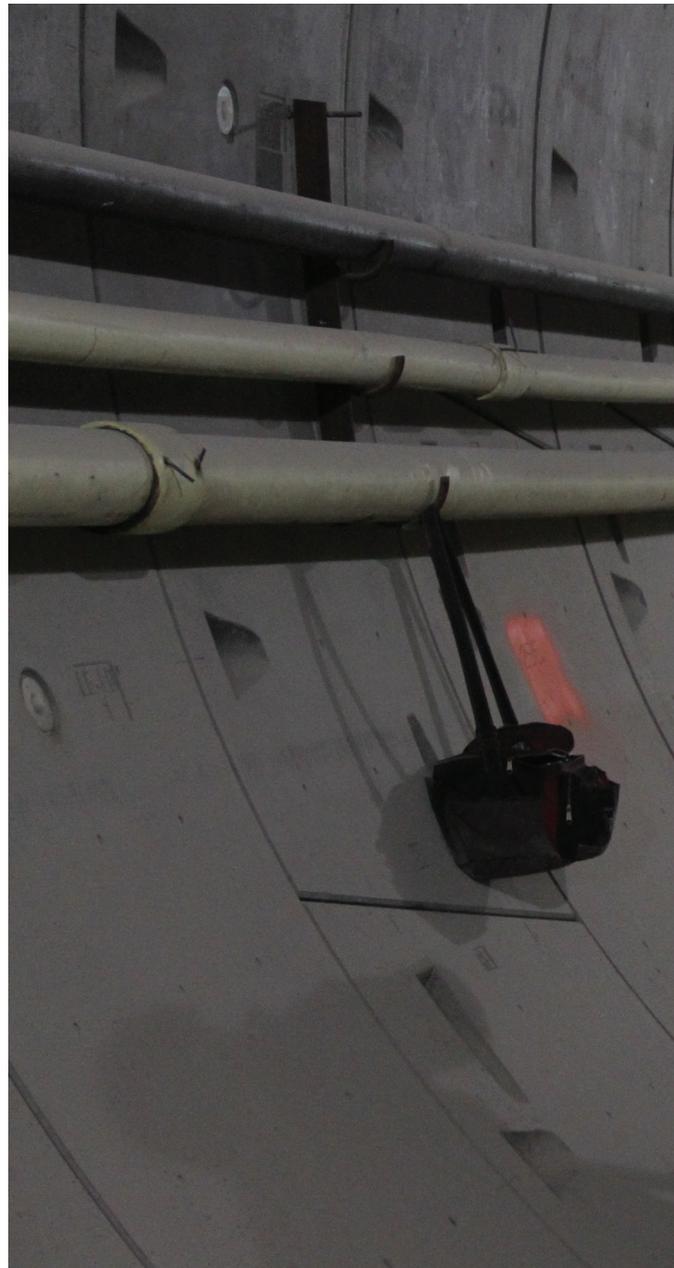
Platform Construction Looking South

Public Sector Innovation

The final frontier of Manhattan development



Mezzanine Arches Looking North



Hudson Yards Development Corp.

President
Ann Weisbrod

Location
New York, New York

With developable land becoming scarcer in the City of New York, Manhattan's Hudson Yards district remains the final frontier, the last great underutilized land parcel that will help fulfill the city's responsibility of providing job and housing opportunities for New Yorkers.

"This project was really a long time coming," says Ann Weisbrod, President of the Hudson Yards Development Corporation (HYDC). "The Midtown Central Business District (CBD) is running out of space and is in desperate need of expansion. For New York to stay competitive on a global stage, we had to expand the CBD."

The Hudson Yards Development Corporation was created to do just that. Established in 2005 by the City of New York, the HYDC was tasked with spearheading the implementation of the public infrastructure necessary to support the city's Hudson Yards Development Program. The program consists of up-zoning for high-density office and residential development, the extension of the No. 7 Subway line to West 34th Street and 11th Avenue, the creation of the Hudson Park and Boulevard, and the redevelopment of the MTA rail yards.

The vision of the Hudson Yards Development Program was to transform the 360-acre former manu-



facturing and transit area into a new commercial and residential district that provides much-needed office space and housing. The project has generated a great deal of excitement around one of the last large underdeveloped areas in Manhattan.

"I think that this project will have a tremendous impact on the city, and because of that it has been very well received," Weisbrod says.

CRITICAL REZONING

In December 2009, the New York City Council approved a comprehensive rezoning of the Western Rail Yard, which will transform the western portion of the open air railroad storage yard into a vibrant,

transit-oriented, mixed-use development with approximately 5,000 apartments, office, hotel, retail, cultural and community facilities. It will also feature 5.45 acres of public open space.

"I believe that this project illustrates how the public sector can be mobilized as a driver of economic development," Weisbrod says. "The benefits created by the public sector's strategic investments in infrastructure will be captured by both the public and private sectors for decades to come."

One of the most crucial aspects to the project is the extension of the No. 7 subway line, which currently terminates in Times Square, two miles to a

new terminus at West 34th Street and 11th Avenue. The subway tracks will extend beyond the new terminal station to West 25th Street and 11th Avenue to accommodate the storage of six trains in order to enhance the operation of the entire line.

Upon construction of the No. 7 subway extension, nearly the entire Hudson Yards neighborhood will be within a 10-minute walk of a subway station. Because the No. 7 is a cross-town line that connects to nearly every other subway line, Hudson Yards will become easily accessible for residents, commuters and visitors alike.

“There was a realization in the early 1990s that we needed to do a major rezoning to extend public transportation,” Weisbrod says. “There were two decades of studies and several false starts in the beginning, but the rezoning finally happened and has really become one of the focal points for this development.”

GREEN CENTER

Another fundamental element to the new Hudson Yards district is Hudson Park and Boulevard. The park will serve as a green center at the heart of the newly created neighborhood, with entrances through each of the newly designed east-west side streets. Comprised of approximately four acres of broad, tree-lined walkways and open spaces, the environmentally sustainable park will offer a variety of activities ranging from grassy areas for picnicking to walking paths that meander through the landscape to intimate shady nooks for reading and relaxing. Larger public gatherings and events such as farmer’s markets and outdoor movies will also be integrated into the park in the future.

Both the Park and Boulevard and No 7 Subway extension projects are funded by \$3.0 billion of project bonds that will be paid back through property tax-related revenues generated by new developments within the Hudson Yards District. In addition, the City-sponsored rezoning created density bonuses that developers can purchase from the City, with the proceeds being applied to debt service. Since 2007, developers have purchased almost \$90 million of these zoning bonuses.

“New York has been built on this public/private model,” Weisbrod explains. “The public sector establishes the zoning and builds the necessary public infrastructure, and the private sector leverages these investments to build new, best-in-class developments.”

A world class, multi-disciplinary team, led by Michael Van Valkenburgh Landscape Architects in collaboration with the HYDC, the New York City Departments of Parks and Recreation, Transportation, City Planning and the Economic Development Corporation, was selected to design the Park and Boulevard project. The design work commenced in mid-2010 and construction is expected to be completed at the end of 2013, when the subway extension opens.

Representing a significant addition to the civil infrastructure of New York City, the Hudson Yards project will slowly transform a once-underutilized site into a community epicenter, providing jobs and housing for a large number of New Yorkers. **DDC**

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Dagher Engineering is proud to have worked with the Hudson Yards Development Corporation on the Hudson Park & Boulevard Project.



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