

# Public Forum



**WESTERN RAIL YARD** DRAFT STRATEGIC FRAMEWORK

May 8<sup>th</sup>, 2007

 STV Incorporated

F X F O W L E

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# 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

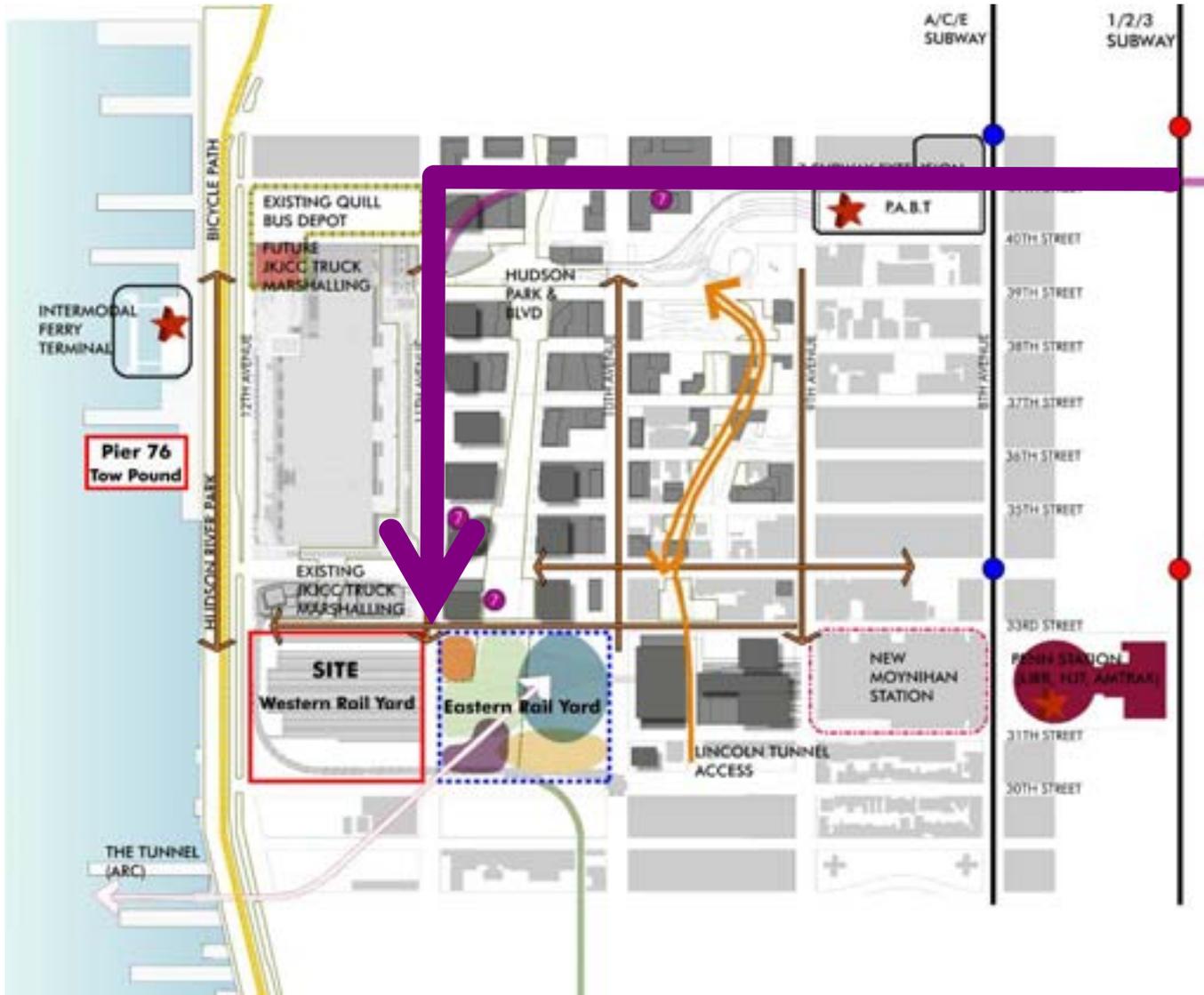
## Opportunities

- 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

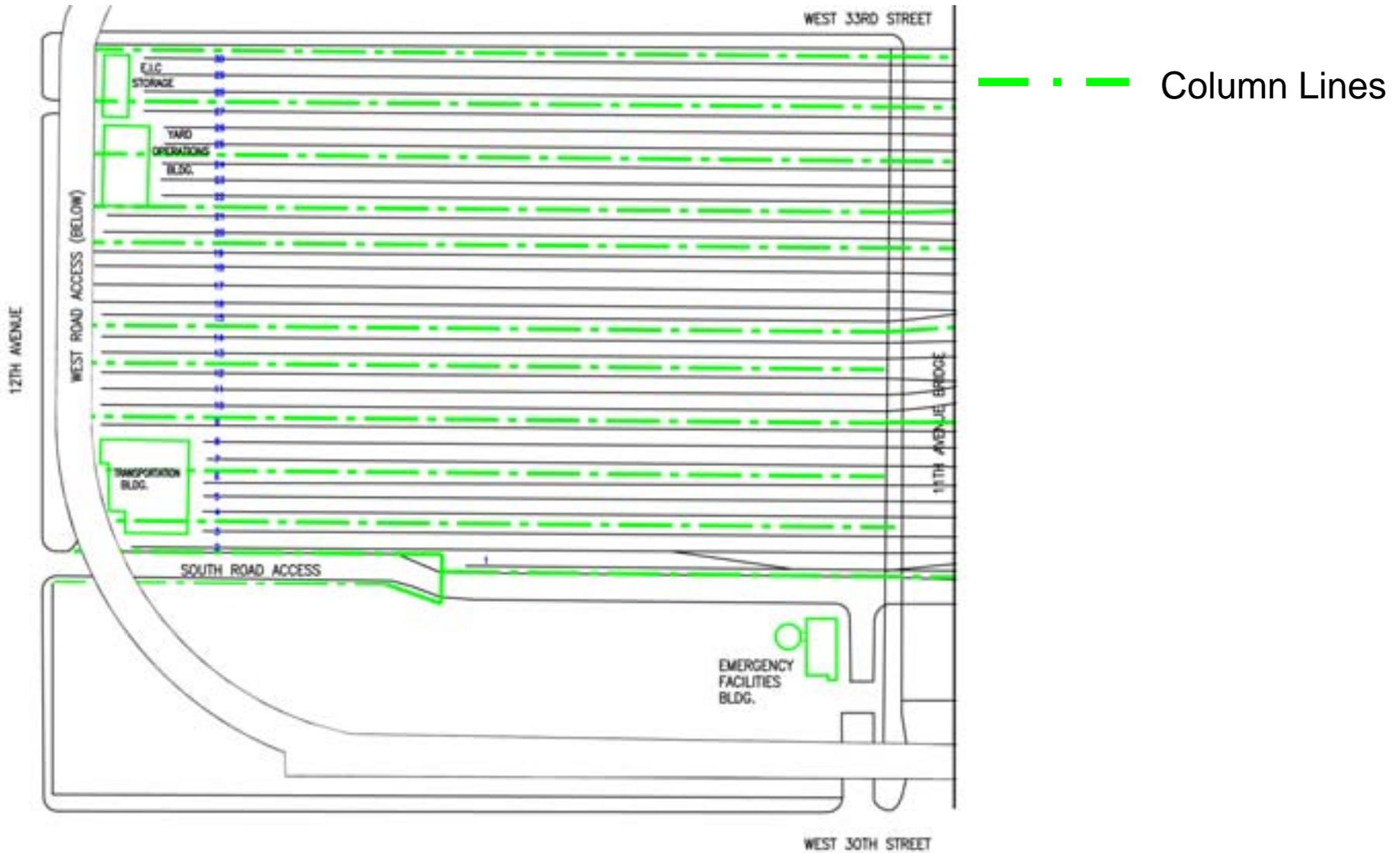


- Hudson River Park
- Pier 76
- Hudson Park and Boulevard
- High Line Park
- JKJCC Green Space
- 33/34 site
- Western Rail Yard
- ERY

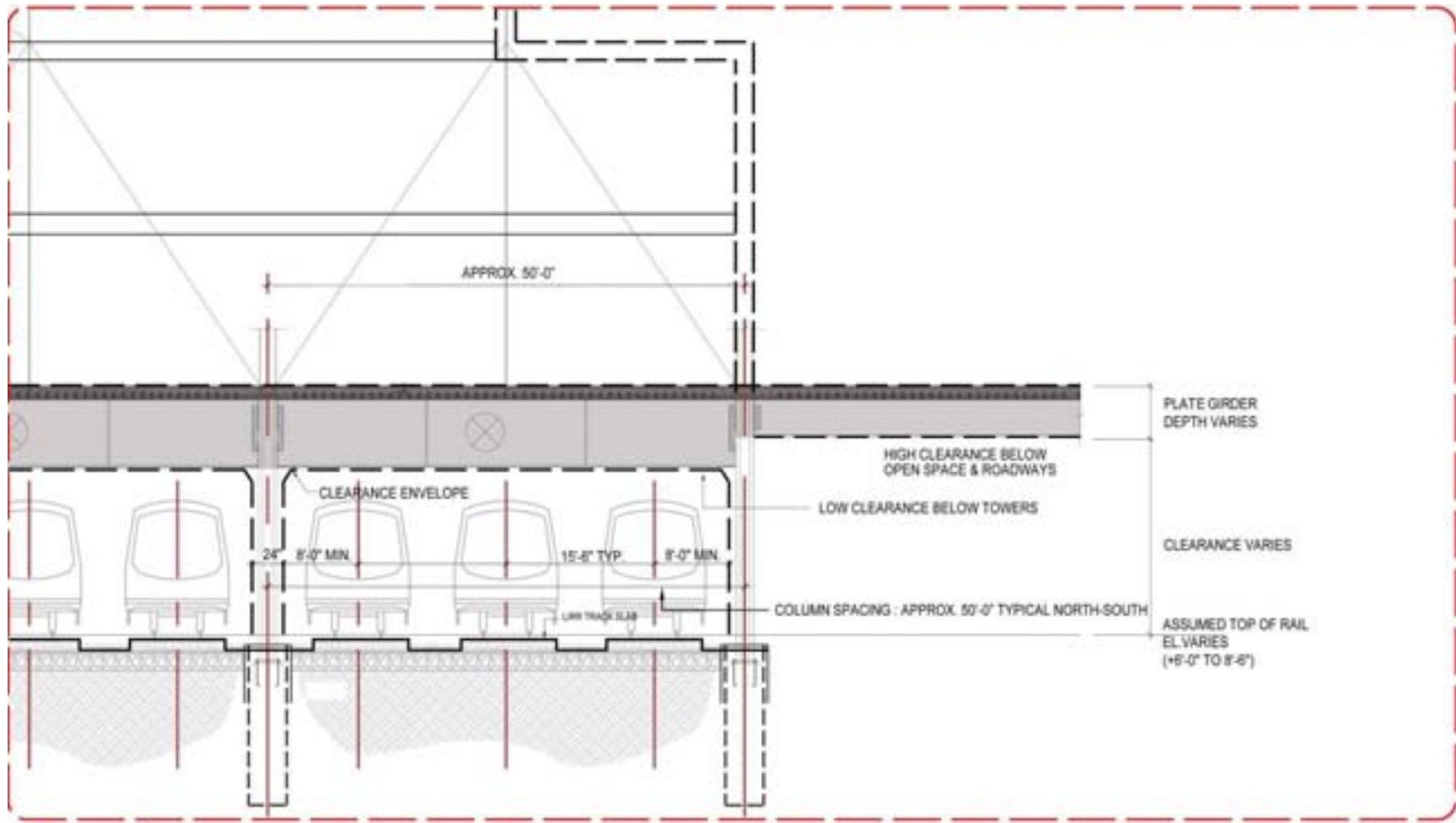
# Structural Issues

- 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

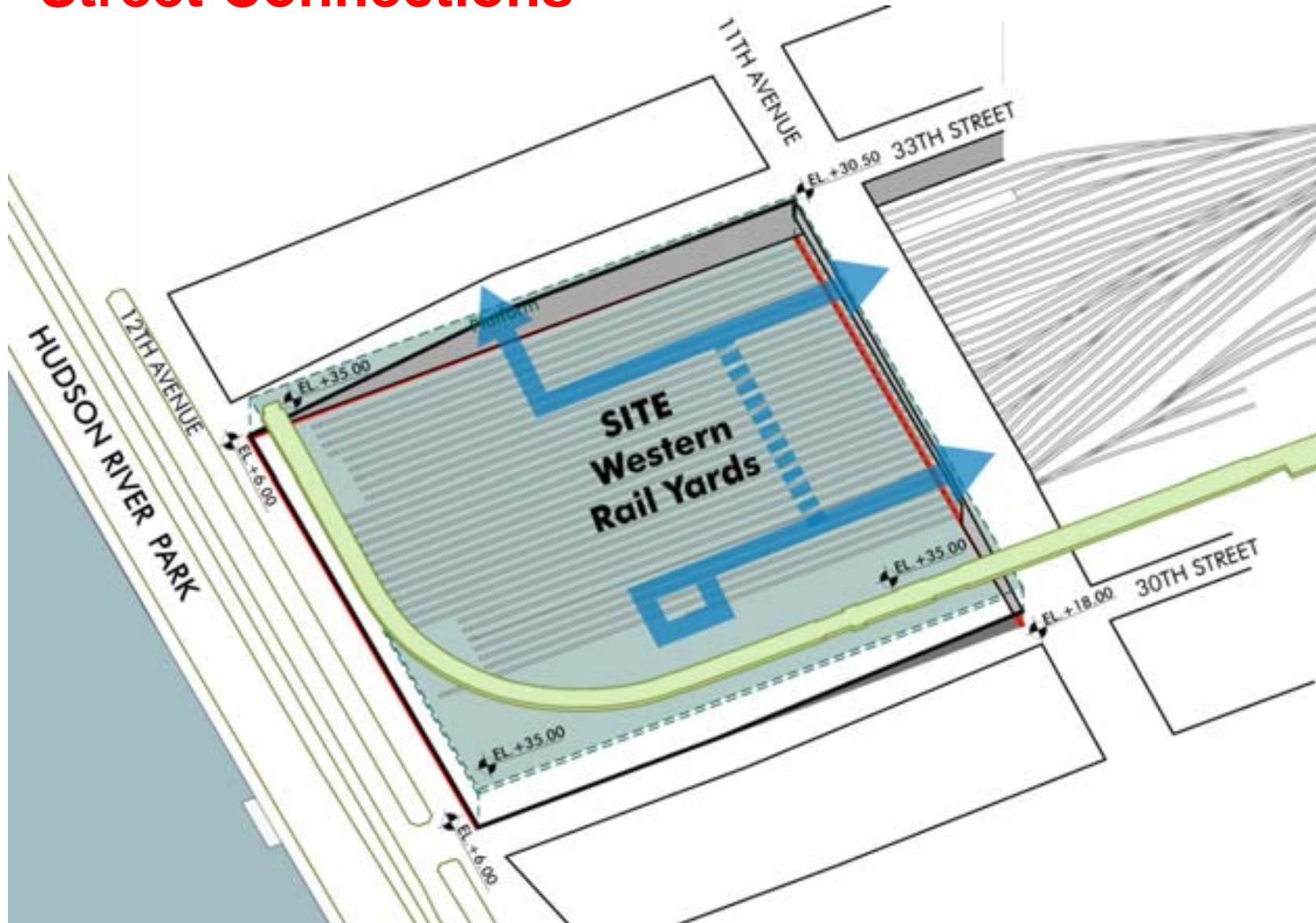


CONCEPTUAL PLATFORM AT TOWERS LOOKING WEST (PERPENDICULAR TO TRACKS)

# Illustrative Platform Perspective



# Street Connections





# 4. Open Space Vision

# Open Space Precedents

Bryant Park



Madison Square Park



# Open Space Precedents

Union Square

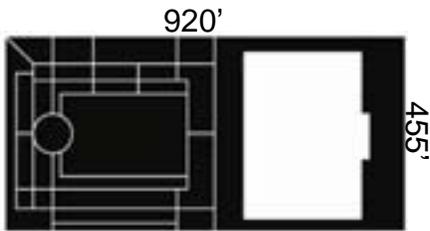


Rockefeller Center

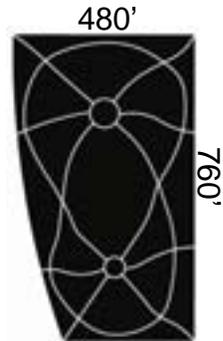


# Open Space – Scale Comparison

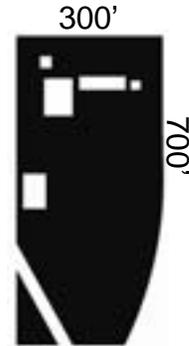
**Bryant Park**  
Approximately 6 acres



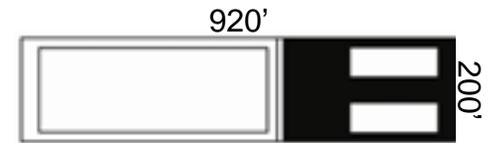
**Madison Square Park**  
Approximately 6 acres



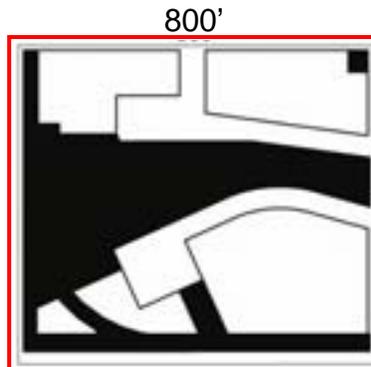
**Union Square**  
Approximately 5 acres



**Rockefeller Center**  
Approximately 2 acres



**Western Rail Yard**  
Approximately 5 acres



**Eastern Rail Yard**  
Approximately 6 acres



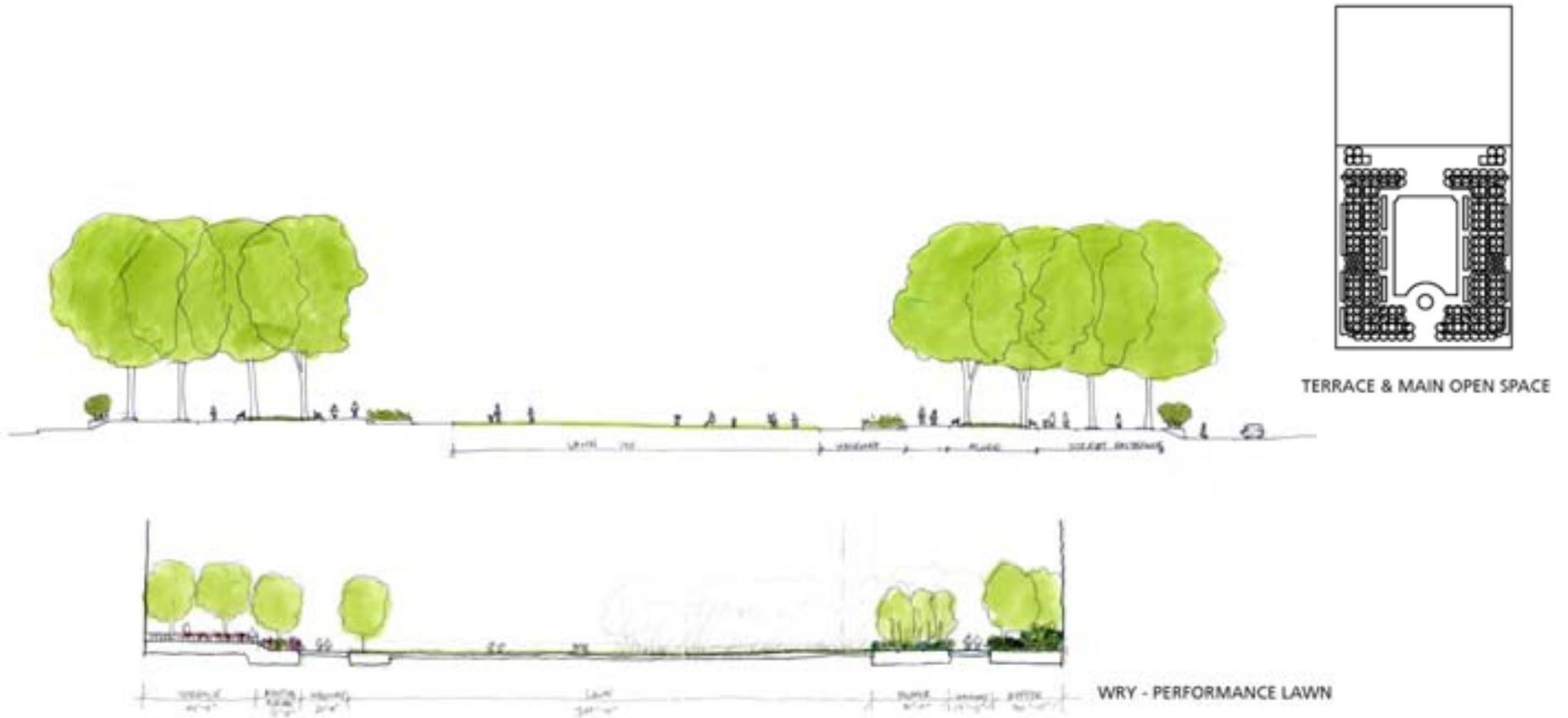
# Open Space Framework

**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



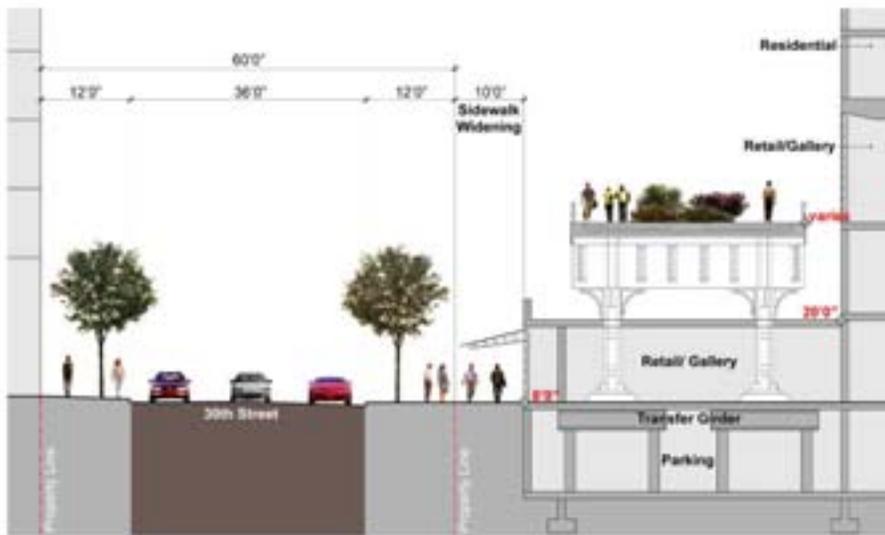
# High Line Segments



# Illustrative Platform Section



# Illustrative Platform Section



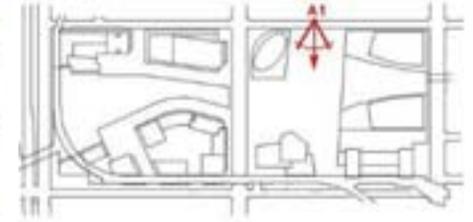
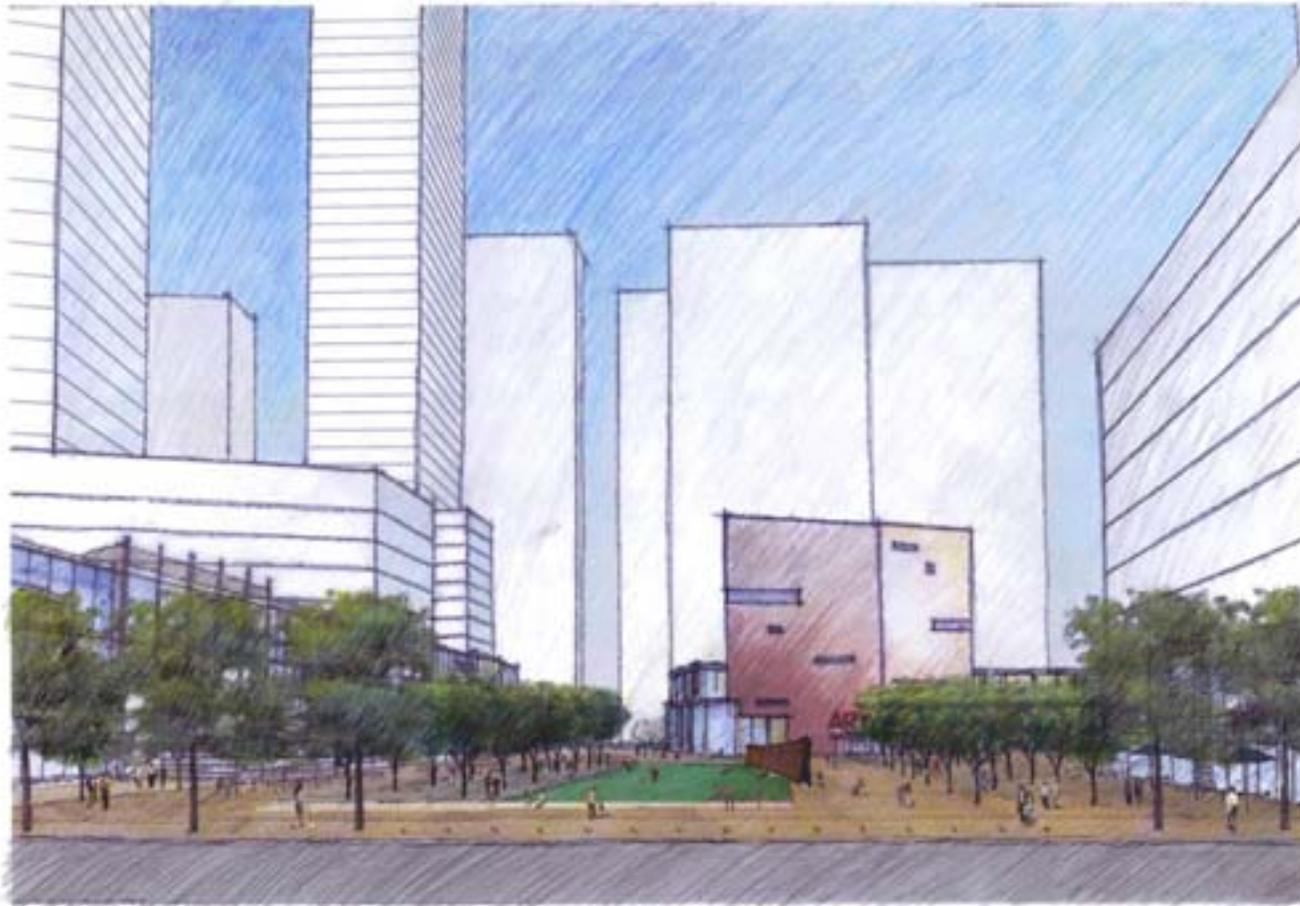
# 5. Urban Design Vision

# Conceptual Site Plan Organization



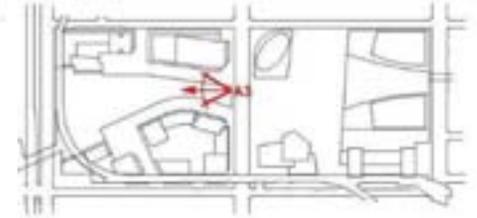
# Illustrative Perspective

Hudson Park and boulevard Looking South towards Eastern Rail Yard



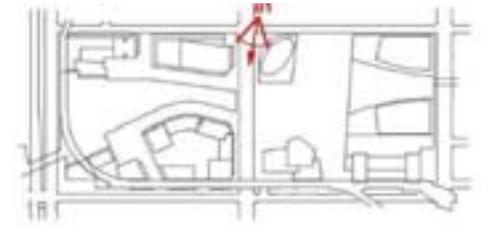
# Illustrative Perspective

Open Space Western Rail Yard Looking West



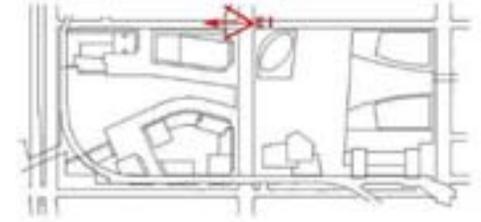
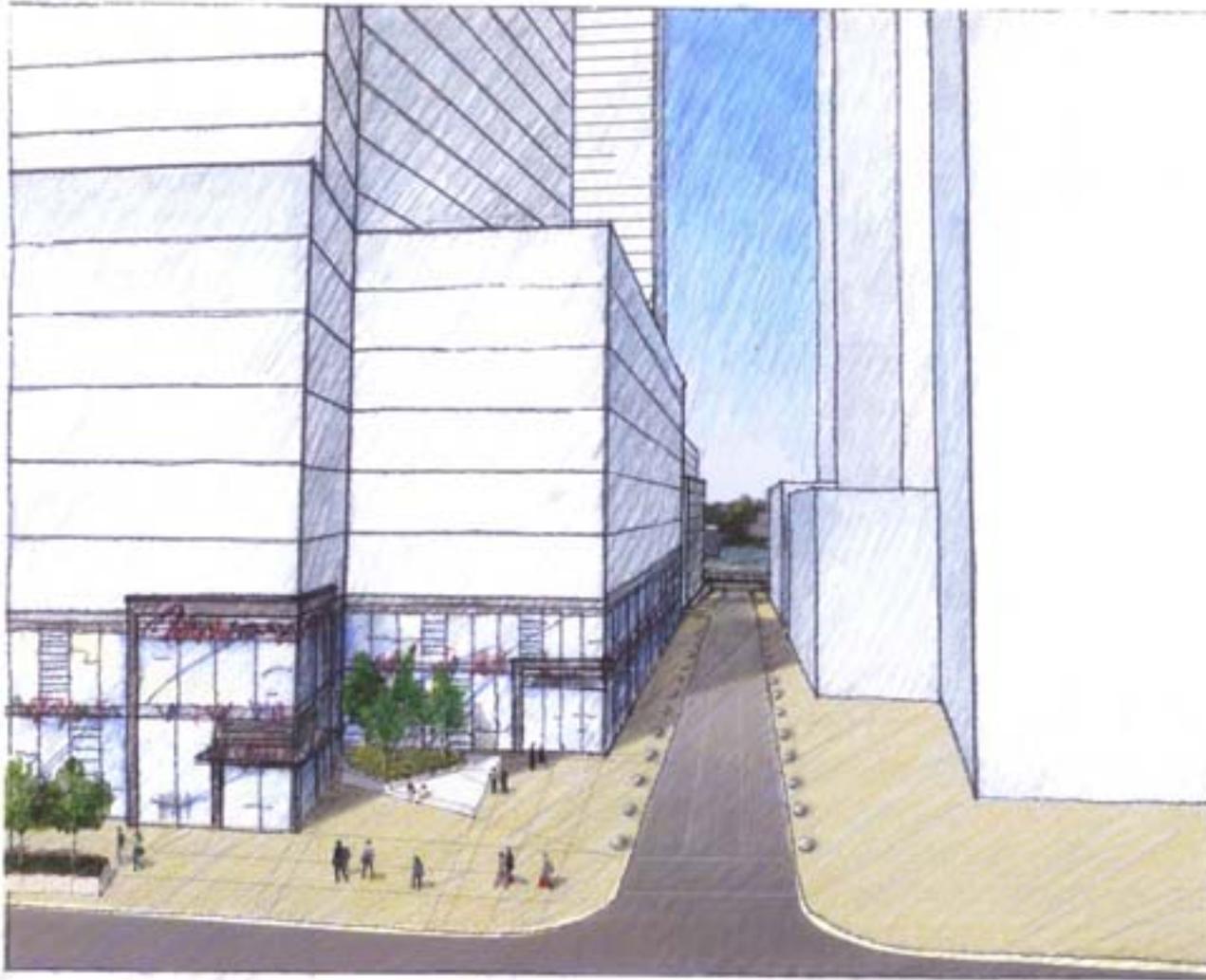
# Illustrative Perspective

11<sup>th</sup> Avenue from 33<sup>rd</sup> Street Looking South



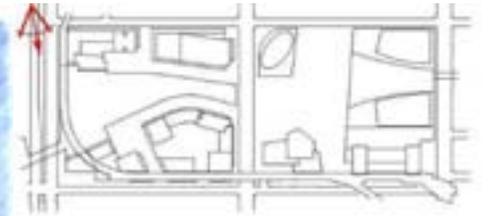
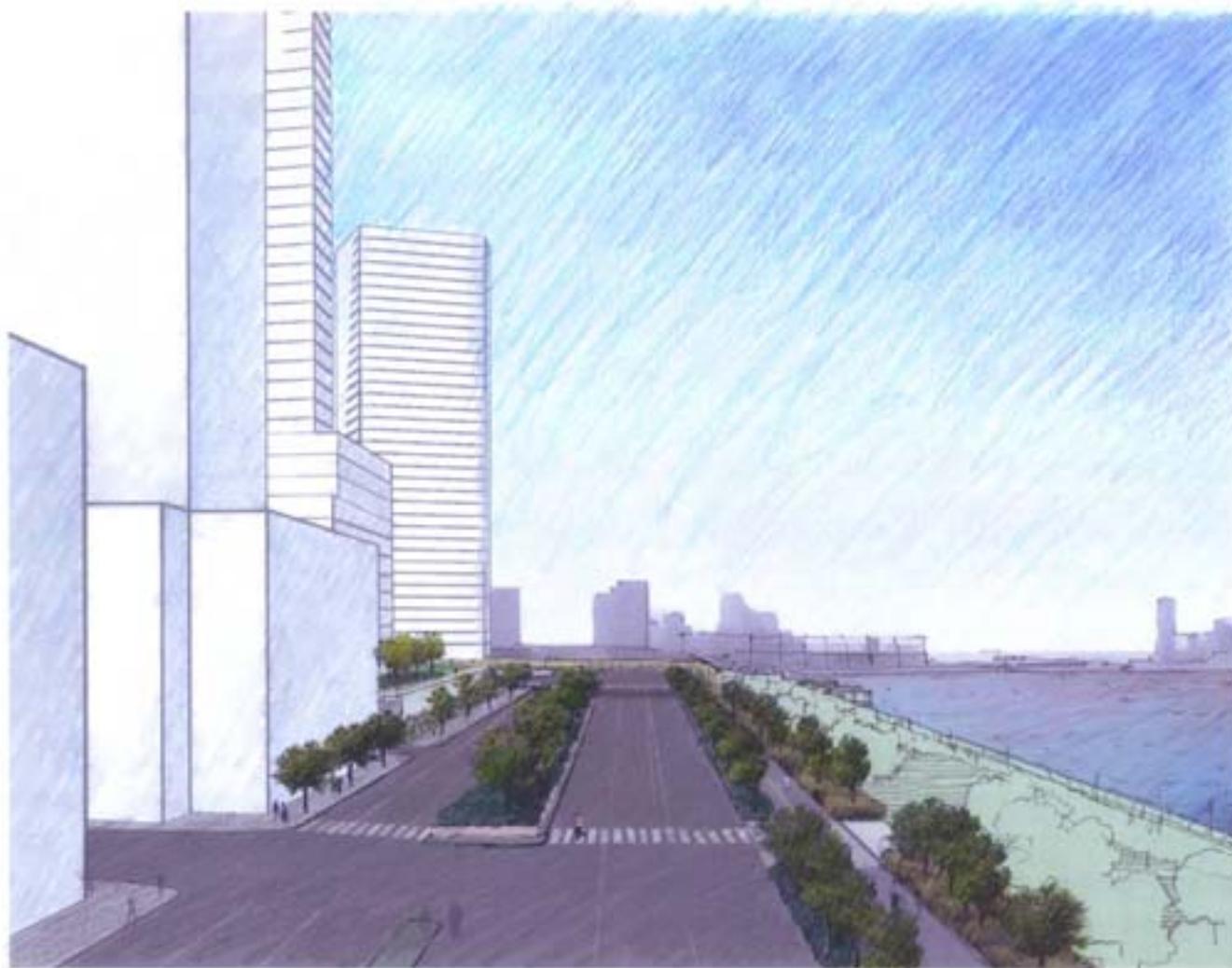
# Illustrative Perspective

33<sup>rd</sup> Street from 11<sup>th</sup> Avenue looking West



# Illustrative Perspective

12<sup>th</sup> Avenue looking South



# Illustrative Perspective

12<sup>th</sup> Avenue at 30<sup>th</sup> Street looking East



# Illustrative Open Space

30<sup>th</sup> Street at Eastern Rail Yard looking West



# Illustrative Open Space

30<sup>th</sup> 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**

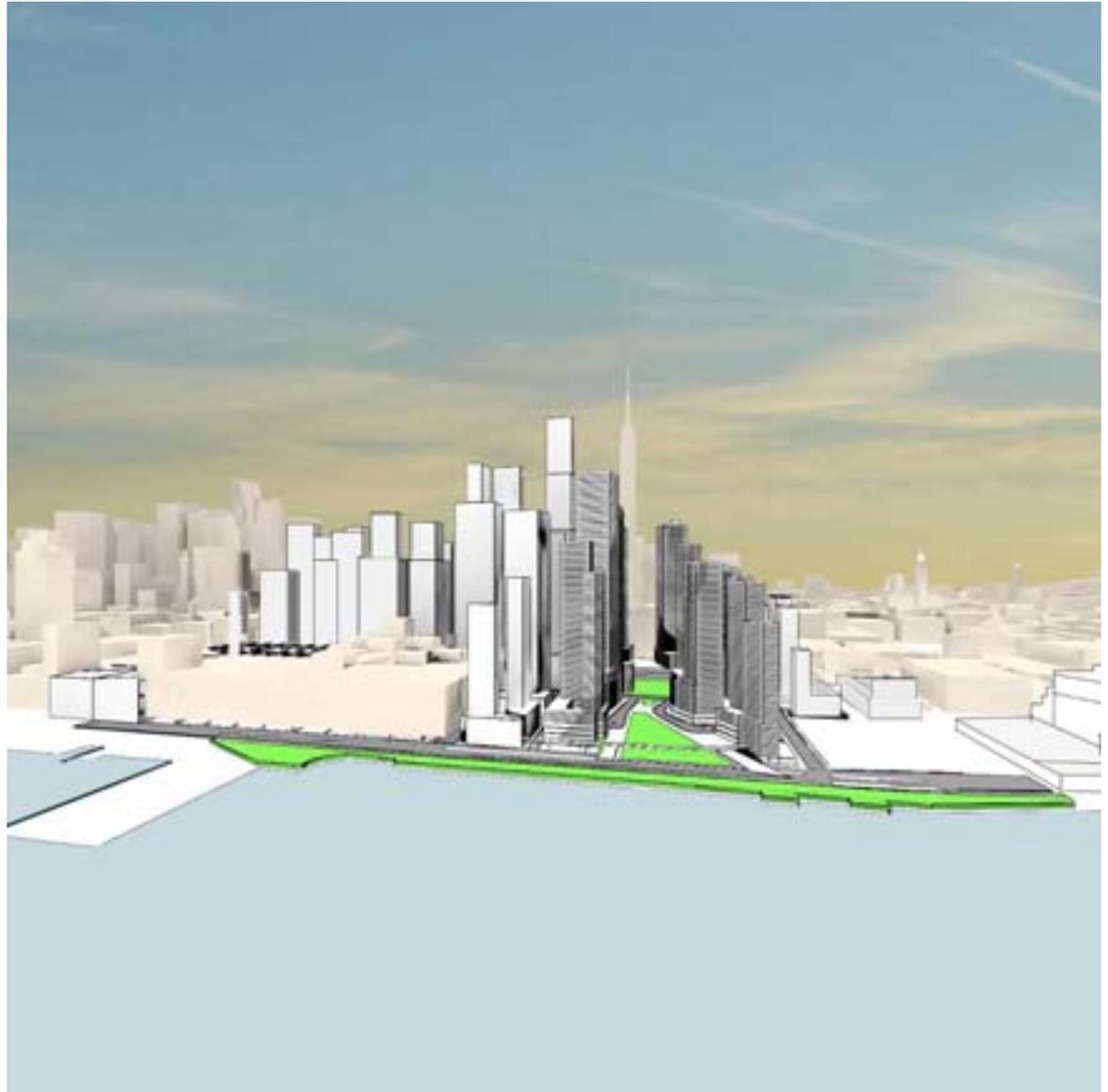
**1,140,000 ZSF**

**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 11<sup>th</sup> Avenue and West 33<sup>rd</sup> Street and to the site along West 30<sup>th</sup> 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.*

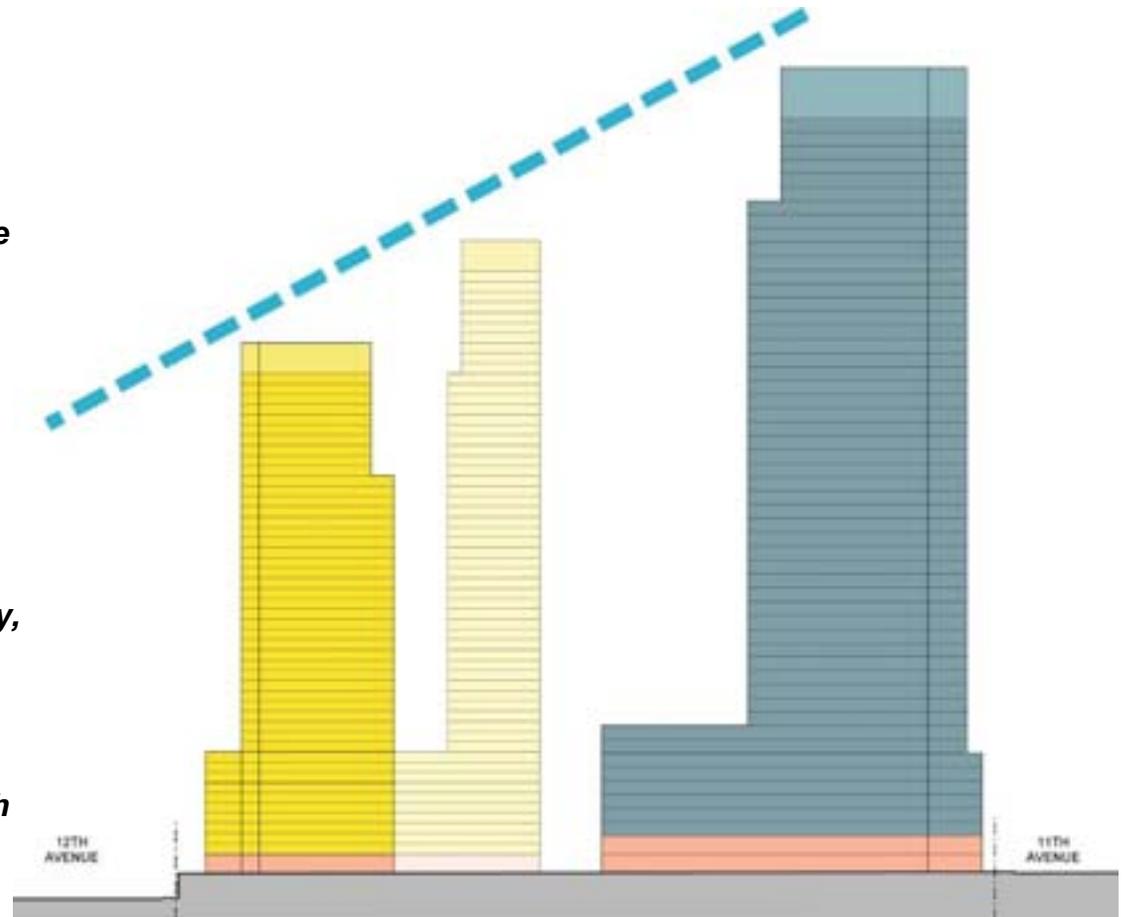
*Modulate building scale by requiring setbacks above maximum base heights.*

*30<sup>th</sup> 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 11<sup>th</sup> Avenue, and heights decreasing westward towards the Hudson River.*

*Tower regulations should be compatible with those established for the Hudson Yards Special District along 11<sup>th</sup> Avenue and Hudson Blvd.*



# Illustrative Streetscape and Ground Floor Fenestration

## Goal:

*Provide sidewalk widenings with street tree plantings along 30<sup>th</sup> Street, and along 33<sup>rd</sup> Street where possible, to provide clear and direct connection from 11<sup>th</sup> 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 11<sup>th</sup> Avenue, 30<sup>th</sup> 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 54<sup>th</sup> Street / MTA Site
    - West 48<sup>th</sup> 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