

A CATALYST FOR DEVELOPMENT OF THE HUDSON YARDS

The Western Rail Yard Project is an integrated, four-block design consisting of 6.6 million square feet of mixed-use development and a southern expansion of the Javits Convention Center. Mixed uses include residential (2 million square feet), office (2.9 million square feet), hotel (1.3 million square feet), and retail. In addition there will be a large public park on the roof of the main convention hall. This diverse combination of uses will enliven the site, creating a catalyst for development of the entire Hudson Yards area.

The Western Rail Yard Project's 11-acre rooftop park would serve many functions in the overall Hudson Yards open space plan — as a large addition to Hudson River Park, as a spectacular terminus to both the 32nd Street corridor and the new High Line Park, and as an outdoor garden for conventioners.

Promenades along both 34th and 39th streets to the new Ferry Terminal and the Hudson River waterfront will enhance the Hudson Yards area and the Hudson River Park by providing gracious pedestrian connections to the waterfront from developments at both the northern and southern ends of Hudson Boulevard.

A major commercial building at the important corner of 34th Street and Eleventh Avenue, feasible now that the MTA has expressed interest in moving its offices to the area, could inspire the desired westward extension of midtown.

Combining the MTA rail yard and the Javits marshalling yard into a four-block design permits a more cost-effective project, since almost all building cores could be placed on solid ground (30th to 31st streets and 33rd to 34th streets), reducing the cost of building over rail.

Separate development of the two parcels would mean that both sites will be quite distinct, probably single-use, and essentially private. If this happens, the opportunity of creating a major, publicly-oriented project will have been lost along with the synergy of locating convention, park, hotel, residential, and entertainment uses in a single, integrated project that could act as a catalyst for additional Hudson Yards development.

This project can be started quickly because it is an alternative in the completed Hudson Yards Environmental Impact Statement and because platform engineering and construction issues have already been vetted with the MTA in connection with the stadium project.

ADVANTAGES FOR THE MTA

The MTA would benefit from the near-term sale of 4.7 million square feet of development rights. With a new office building in the Hudson Yards, the MTA could gain additional revenue by selling its valuable Madison Avenue properties.

The MTA would benefit from the considerable effort recently expended on the site, including engineering work on the platform, their relationships with ESDC and the City, a master plan compatible with the Hudson Yards Plan, and the completed Environmental Impact Statement.

If instead of an integrated project, the MTA sells its property between 30th to 33rd streets separately, development of the MTA site will be substantially delayed because of the MTA's intention to create a master plan and the requirement for a new Environmental Impact Statement.

Furthermore, separate development of the three-block MTA rail yard would mean a much more expensive project, since many building cores would have to be placed over the rails. As a result, the MTA might receive less revenue.

THE SOUTHERN JAVITS CENTER EXPANSION

The southern Javits Center expansion is a state-of-the-art, architecturally exciting meeting and exhibition facility. All exhibition space is on one level, bringing the total amount of premium space (minimum 90-foot column spacing and 33-foot ceiling height) at the Javits Convention Center to 850,000 square feet. Those who know convention industry think that this configuration is a great solution for the Javits Center expansion.

A southern expansion of the Javits Convention Center could be built for the same cost and within the same time-frame as a northern expansion. A southern expansion has many advantages compared to the current plan.

The main advantages are that by expanding south now, the Javits Center would get more rentable space in a much better building, and a future expansion would still be possible by expanding north. But expanding north now would preclude any future expansion to the south because the MTA will surely sell its property. Another main advantage of expanding south now is that constructing a separate building entails minimal interference with operations at the existing Javits Center during construction, a major concern with the current northern expansion.

Phase 1 of a southern Javits Center expansion places most new convention and meeting space between 30th and 34th streets. A new headquarters hotel on 34th Street would connect to the meeting rooms and the ballroom. The existing Javits Center building would be renovated by fixing the leaking roof and glass walls and replacing the air conditioning system. To fit the project within ESDC's \$1.7 billion budget, the developer would pay for and construct the platform over the MTA rail yard.

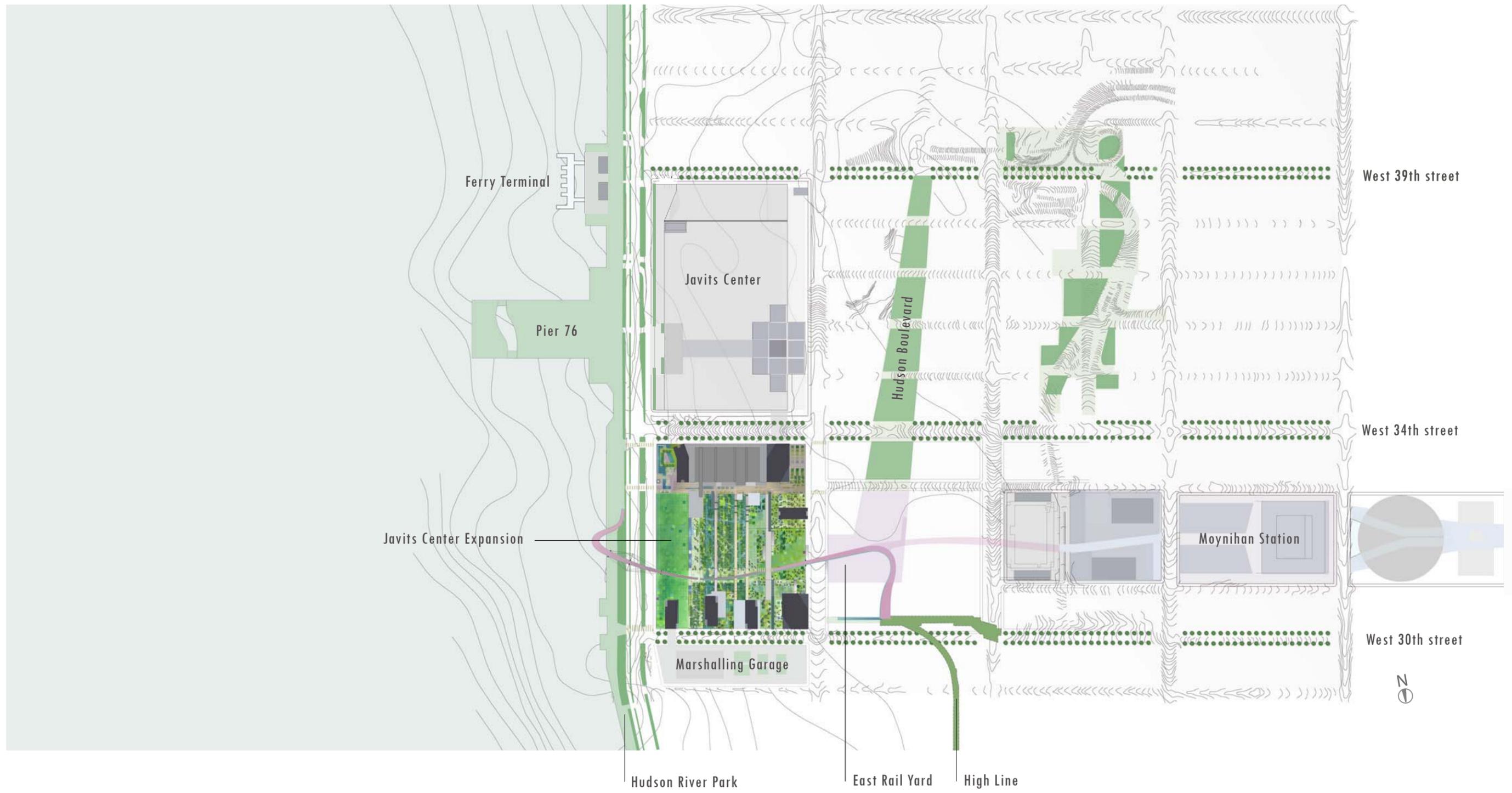
A large public rooftop park would enhance the attractiveness of the convention center ballroom and meeting rooms while integrating the Javits Center with other Hudson Yards developments.

FEASIBILITY OF A SOUTHERN JAVITS CENTER EXPANSION

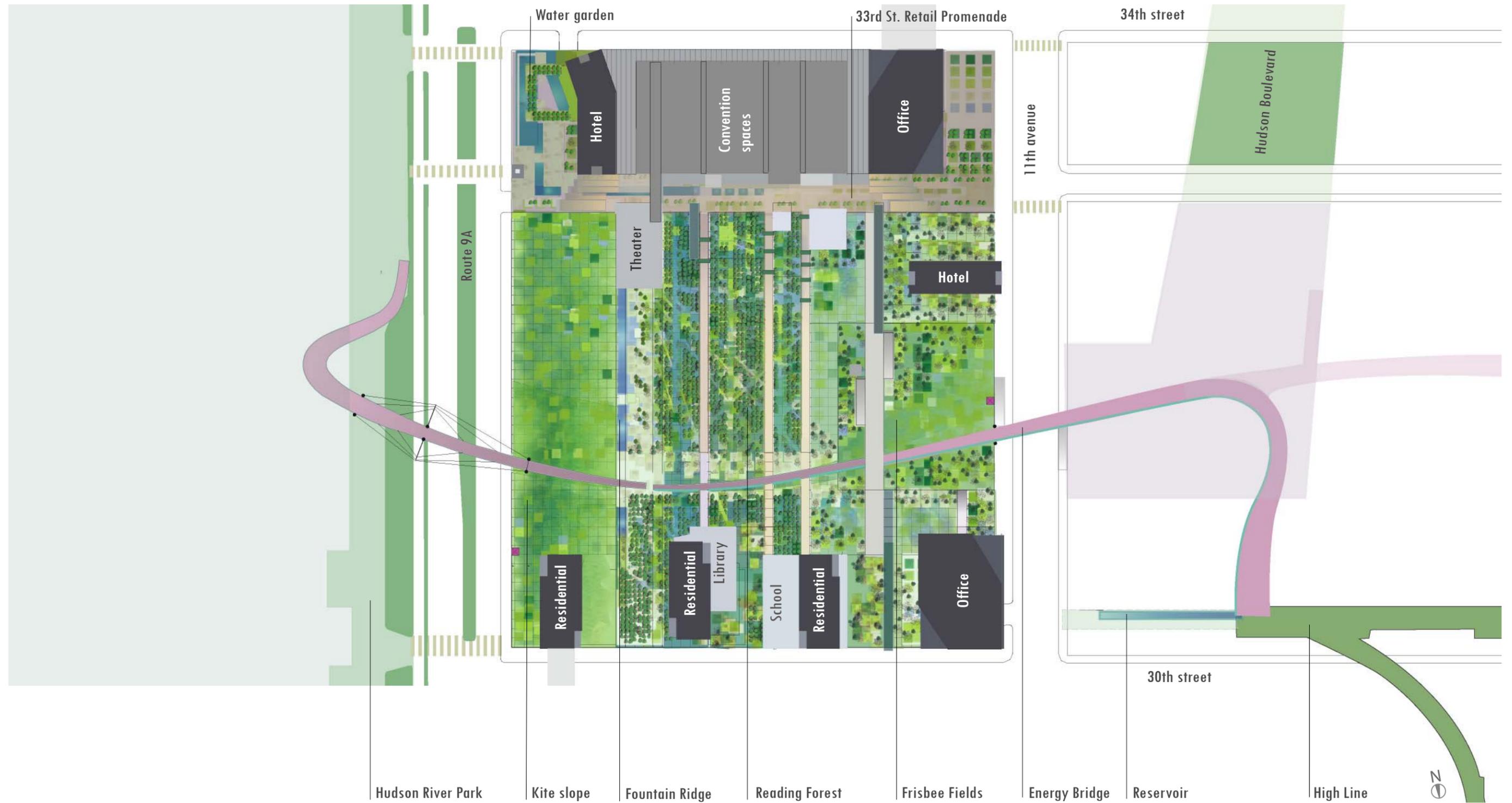
Appropriated State and City funds could be used to construct either a northern or a southern Javits Center expansion since both are within the boundaries of the State enabling legislation (30th to 42nd Street, Eleventh to Twelfth Avenue). Additional funds would come from sale of the Yale site (39th to 40th streets) for 1.9 million square feet of residential development. Funds could also be raised by selling either the Javits Plaza or development rights over the current marshalling yard (33rd to 34th streets).

The cost of the deck over the rail yard in a southern expansion would be paid by the developer. The developer could also construct the deck and the exhibition hall superstructure to accelerate the project schedule and reduce costs. The superstructure could then be leased or sold to the Convention Center Development Corporation for completion.

ARCHITECTURE / URBAN DESIGN	LANDSCAPE ARCHITECTURE	URBAN PLANNING	STRUCTURAL ENGINEERING	COST ESTIMATING	WESTERN RAIL YARD PROJECT
Meta Brunzema Architects P.C. 459 West 35th Street, 5th Floor New York, New York 10001	TILL 720 Monroe St #C211A Hoboken, New Jersey 07030	Daniel Gutman 407 West 44th Street New York, New York 10036	Severud Associates 469 Seventh Avenue, Suite 900 New York, New York 10018	Pavarini McGovern 352 Park Avenue South, 14th Floor New York, New York 10010	February 12, 2006



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View of Rooftop Park - Reading Forest looking East



View of Fountain Ridge and Kite Slope looking West



View of Frisbee Field looking North

Blue Park connecting the High Line to Hudson River Park

The park is structured in zones of alternating passive and reflective program such as a Frisbee Field (with school and greenhouses), Reading Forest (with library), fountain ridge and kite slope (with grand views to the Hudson River and Palisades of New Jersey). Underlying and permeating these programs is a flow of water. The source is the fountain ridge that discharges 200,000 gallons of water a day.

Blue Roof water management

The Hudson Blue Park is both a functioning watershed, an adaptive ecological system and a place for quiet engagement of the sky, river, neighborhood, trade, transportation and plant systems.

Blue Infrastructure

It is accessible from multiple points with the most prominent being a multi branching suspension bridge. This bridge, which harnesses pedestrian flow toward generating energy, touches the ground at the East Rail Yard Plaza, the High Line, Hudson River Park and the Blue Park.

Blue Towers vertical watershed

This water is sourced from the three neighborhood towers, two hotel and office towers and the convention center below. The new watershed boundary directs flow away from the river into the park, as well as toward the river into the kite slope and a waterfront garden. Outflow water is directed back into the building system and irrigated to the High Line.

Convention Blues

Provides a new type of built landscape for Manhattan - building on the water management landscape strategies of Frederick Law Olmstead and the infrastructural inventiveness of Robert Moses and the singular identity of the High Line.

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HUDSON YARDS - WEST RAIL YARD (as per Alternative "T" in Hudson Yards EIS)

West Side Yard Area 570,000 SF 776,000 SF = total built area including vacated 33rd Street
 Basic Maximum FAR 12.00 Proposed FAR = 13.6 (the difference is a bigger convention center)
 Total Allowable ZFA N/A ZSF Total Proposed ZFA = 7,736,939 ZSF

Use	FAR	Zoning Floor Area	mech. factor	Allowable GSF	Accessory Parking As per EIS		As per Current Zoning below 96th Street	
					Parking Req'd	Pkg. Provided	Parking Req'd.	Pkg. Provided
Residential	3.4	1,941,748 ZSF	3%	2,000,000 GSF	0% of units	0 Cars	20% of units	400 Cars
Hotel	1.5	873,786		900,000	0% of units	0	15% of units	135
Residential Hotel	0.7	388,350	3%	400,000	0% of units	0	20% of units	80
Retail	0.5	263,889	8%	285,000	0 /1,000 SF	0	1 /4,000 SF	71
Commercial	4.9	2,787,685	8%	3,010,700	0 /1,000 SF	0	1 /4,000 SF	753
SUB-TOTALS		6,255,458 ZSF		6,595,700 SF		0 Cars		1439 Cars
Convention Center	0.4	1,481,481 ZSF	8%	1,600,000	0 /1,000 SF	0	0 /1,000 SF	0
TOTALS	13.6	7,736,939 ZSF		8,195,700 SF		0 Cars		1439 Cars

WEST RAIL YARD

		STORIES	GSF/FLR	TOTAL GSF	RES. UNITS
W1	HOTEL	59	9,750	575,250	
W2	HOTEL	55	13,000	715,000	
W3	RESIDENTIAL	55	11,000	605,000	
W4	RESIDENTIAL	65	11,000	715,000	
W5	RESIDENTIAL	60	11,000	660,000	
W6	OFFICE	56	24,300	1,360,800	
W7	OFFICE	66	24,000	1,584,000	
SUB-TOTAL				6,215,050	
CONVENTION CENTER			1,600,000	1,600,000	

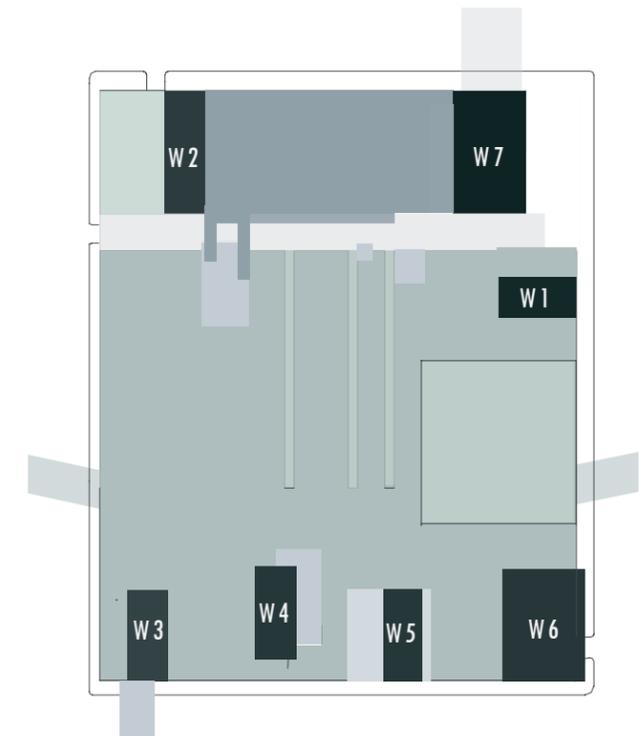
WEST YARD TOTAL 7,815,050

SUMMARY BY USE

	Proposed GSF	Allowable GSF (as per EIS)
Residential	1,980,000	2,000,000
Hotel *	1,290,250	1,300,000
Retail	285,000	285,000
Commercial	2,944,800	3,010,700
Conv. Center	1,600,000	1,600,000
TOTAL GSF	8,100,050	8,195,700

Hotel Sub-total*

Short-term	605,000	900,000
Long-term	660,000	400,000



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EAST ELEVATION



WEST ELEVATION

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