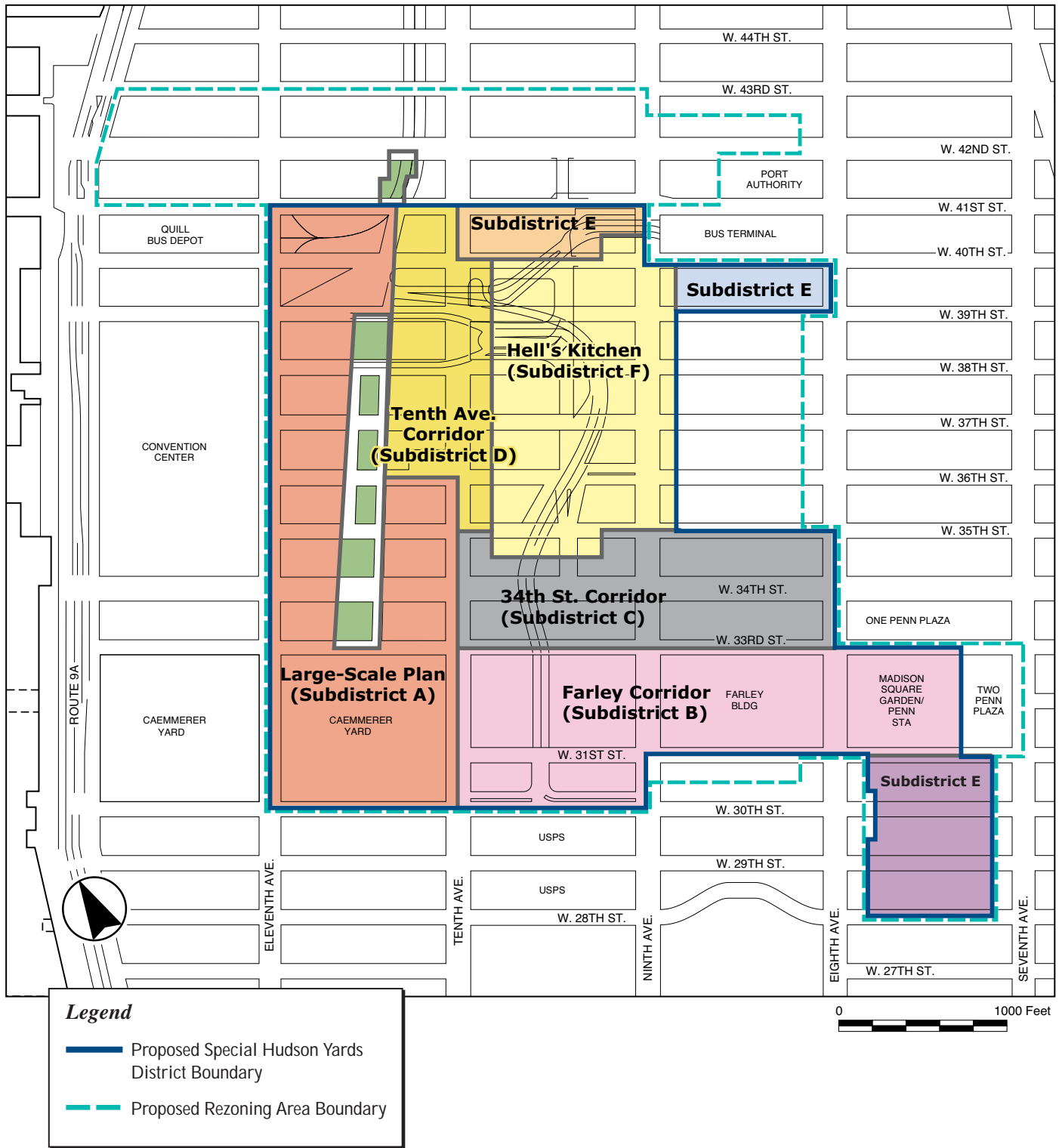


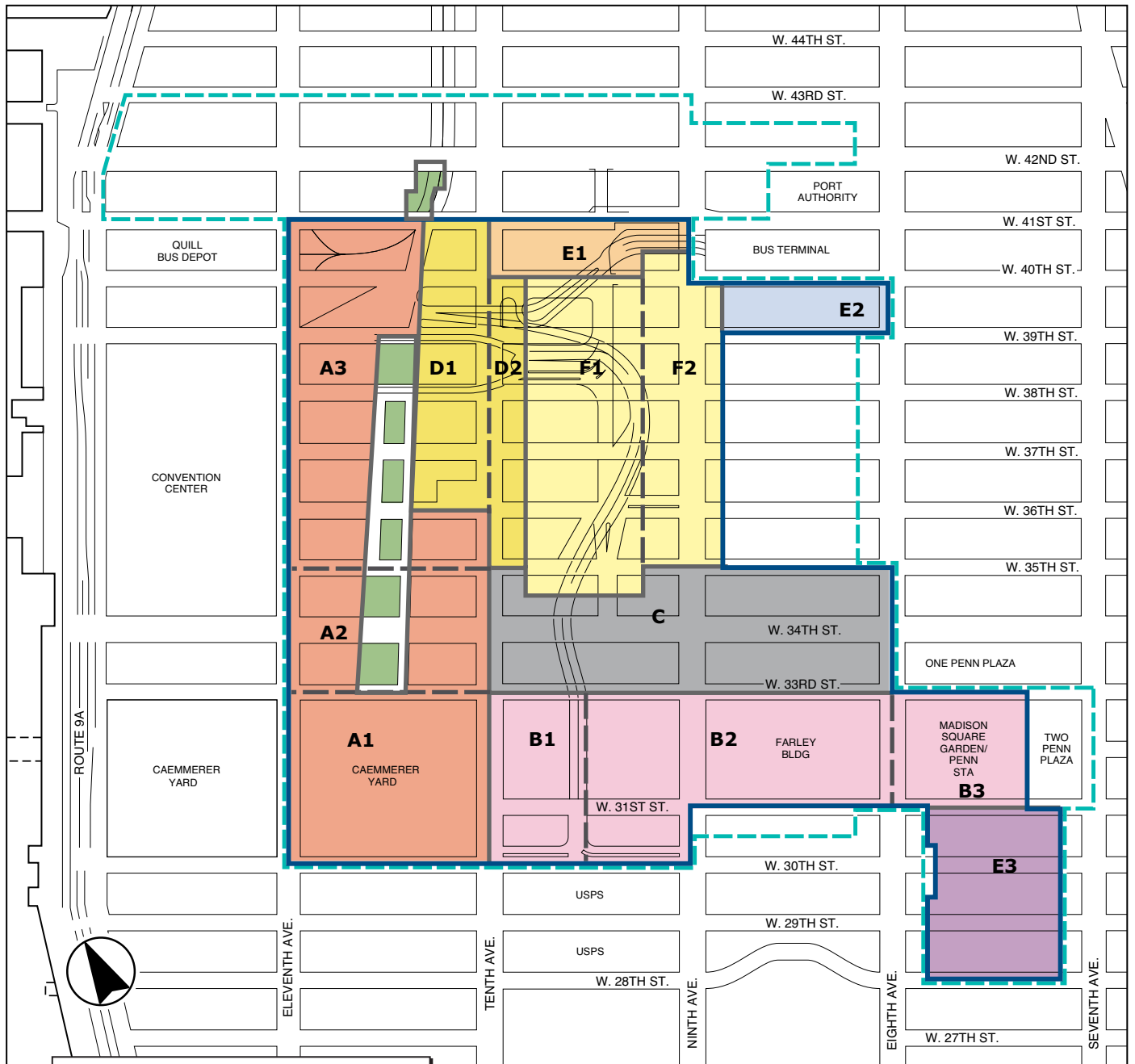
Special Districts in the Rezoning Area

Figure 2-1



Proposed Subdistricts

Figure 2-2



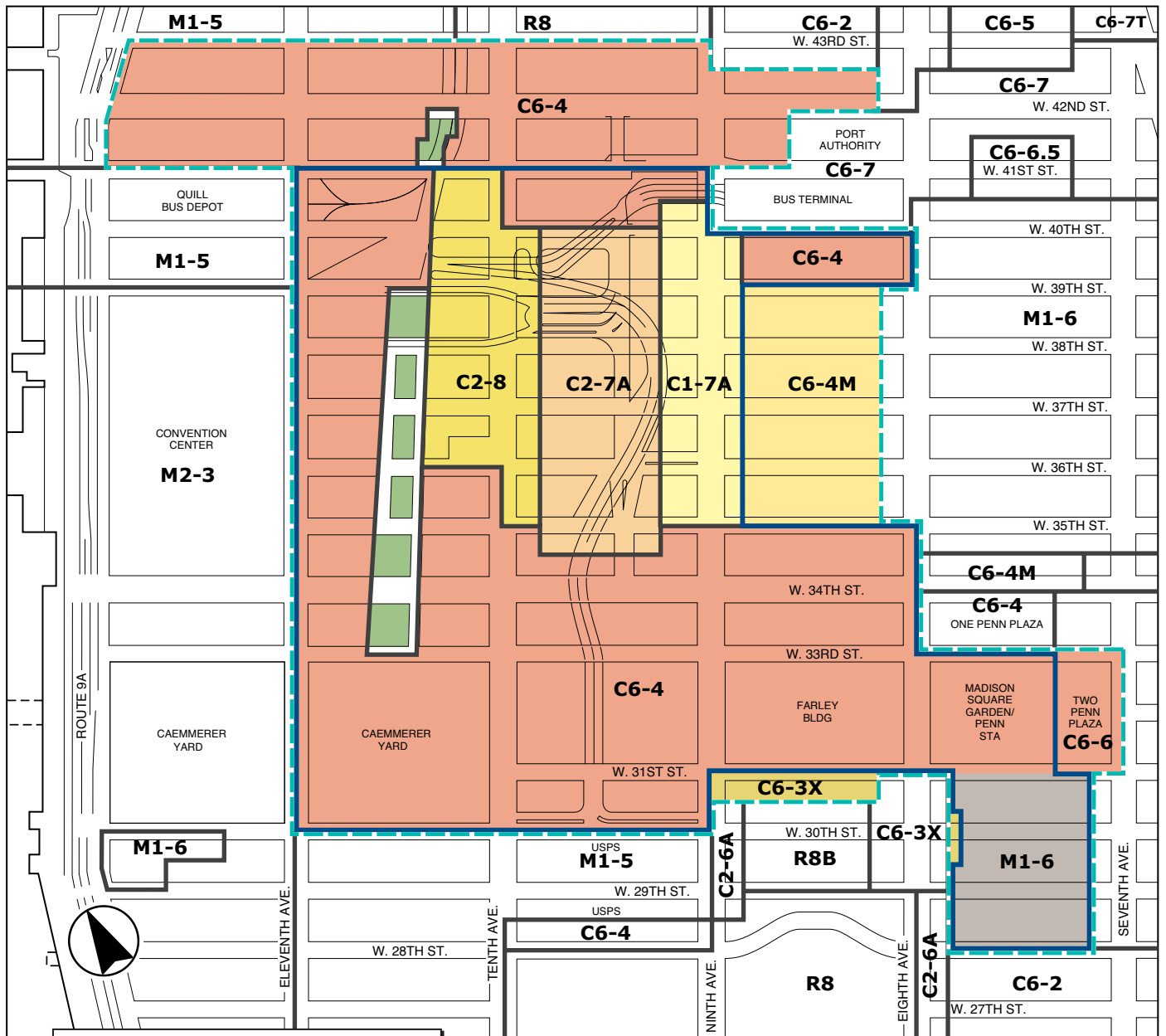
Legend

- Proposed Special Hudson Yards District Boundary
- Proposed Rezoning Area Boundary
- Subarea Boundary
- A1** Subarea

Proposed Subdistricts/Subareas

Figure 2-3

Source: New York City Department of City Planning



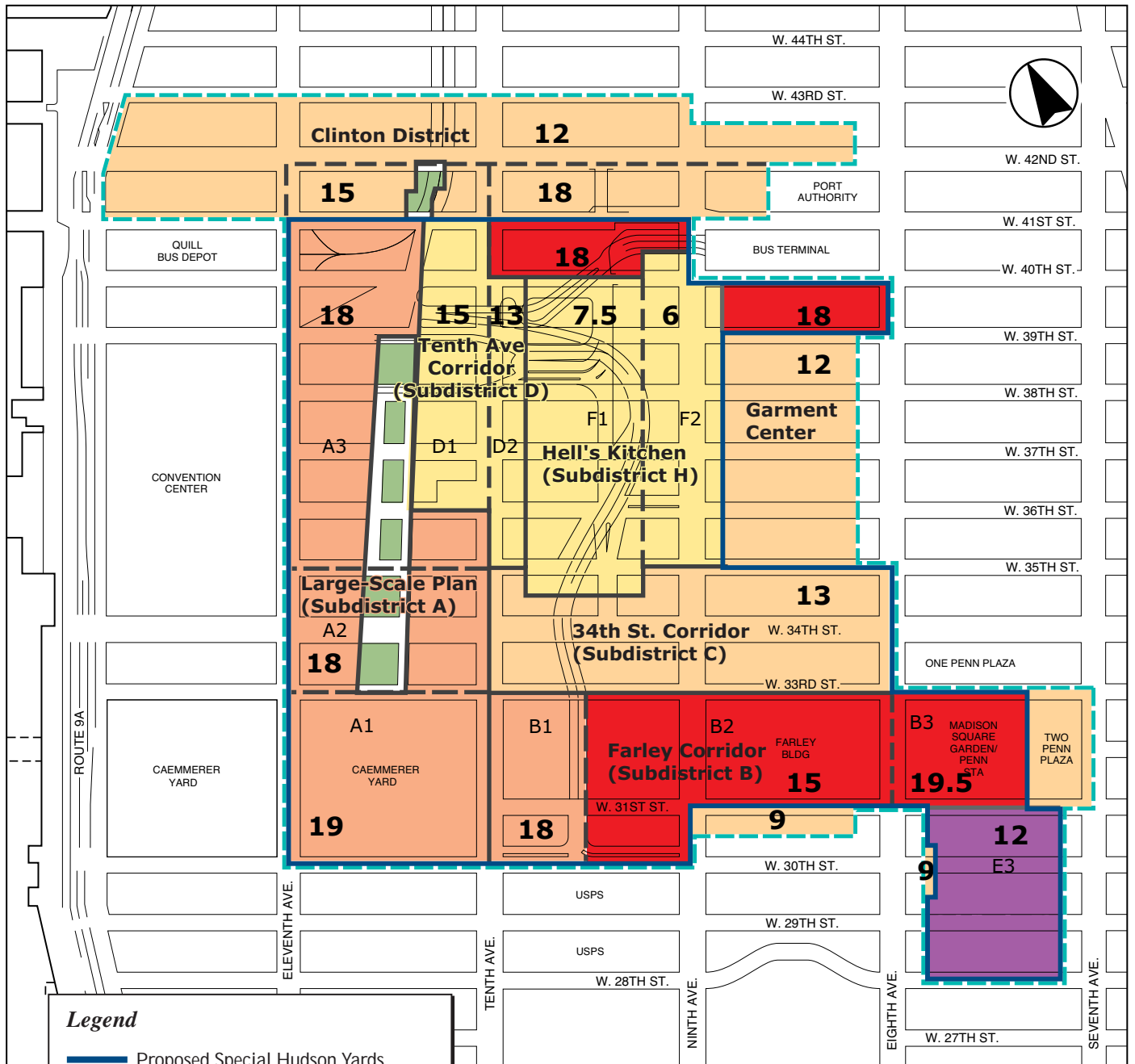
Legend

- Proposed Special Hudson Yards District Boundary
- Proposed Rezoning Area Boundary
- Zoning District Boundary



Proposed Zoning Districts
Figure 2-4

Source: New York City Department of City Planning



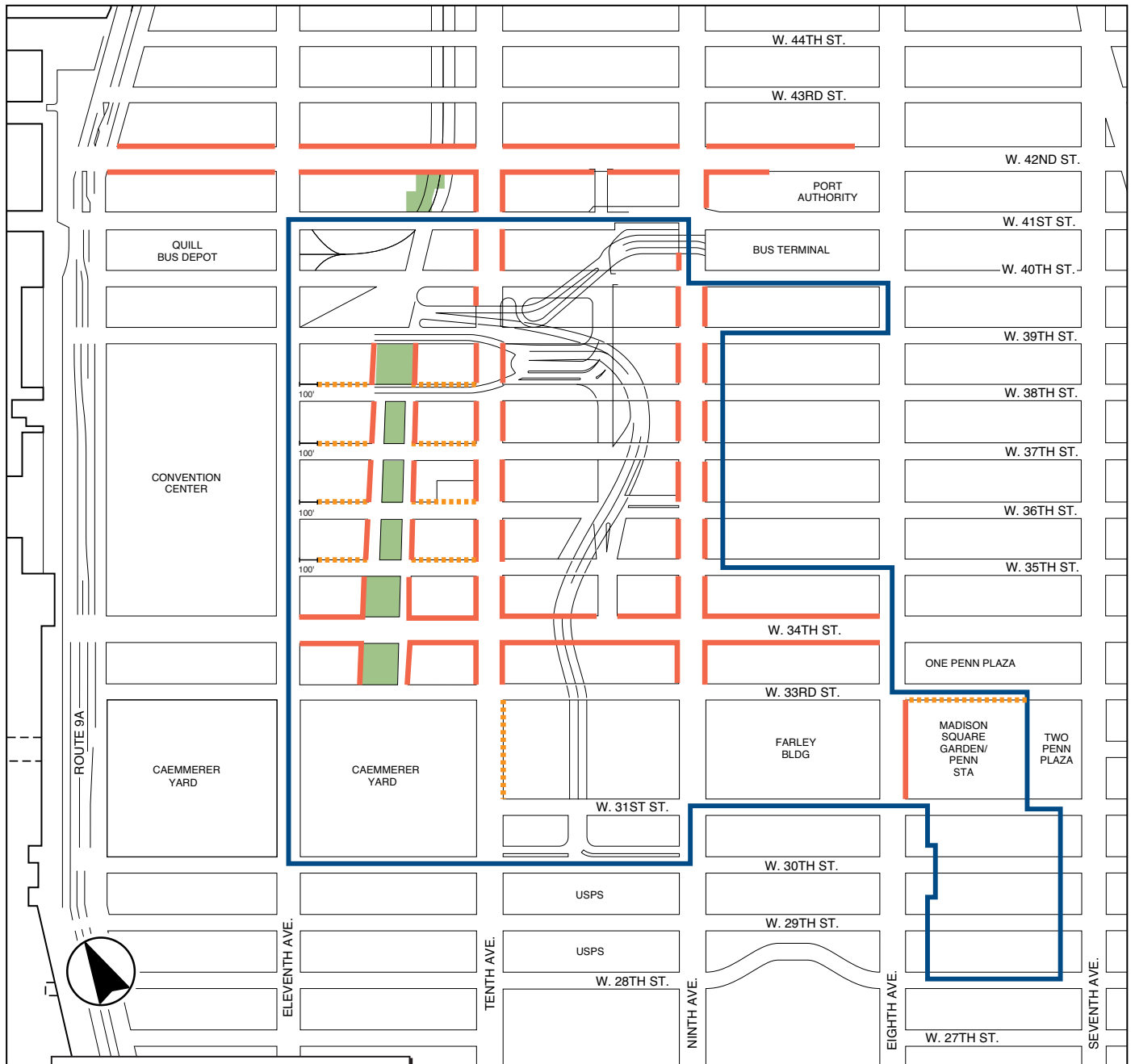
Legend

- Proposed Special Hudson Yards District Boundary
- Proposed Rezoning Area Boundary
- Residential with Limited Commercial
- Mixed-Use
- Commercial with Limited Residential
- Commercial Only
- Manufacturing
- A1 Subarea
- 18** FAR

Proposed Land Use and Density by Subdistrict

Figure 2-5

Source: New York City Department of City Planning



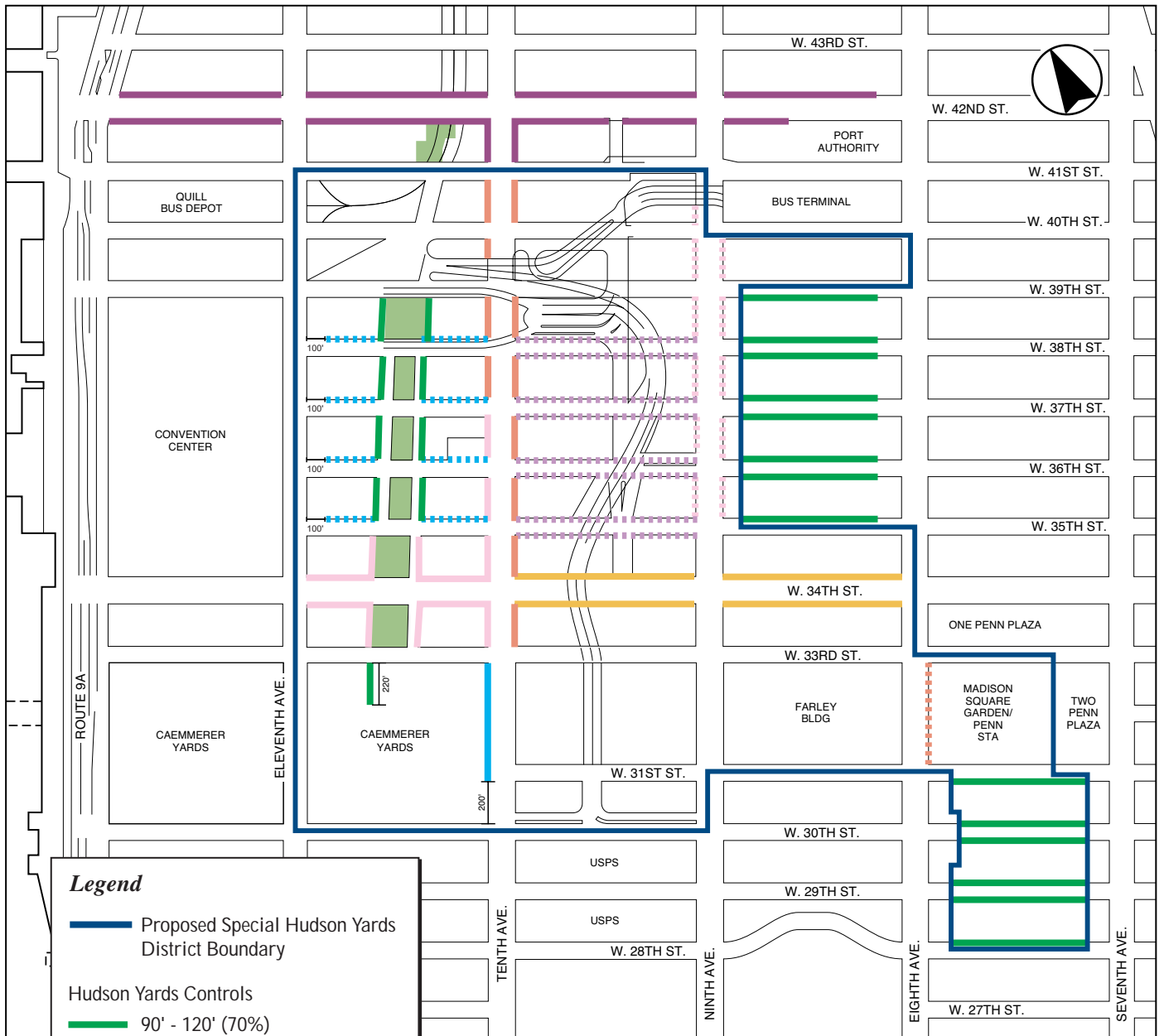
Legend

- Proposed Special Hudson Yards District Boundary
- Retail Requirement (100%)
- - - 50% Requirement



Proposed Requirements Retail Frontage
Figure 2-6

Source: New York City Department of City Planning



Legend

- Proposed Special Hudson Yards District Boundary

Hudson Yards Controls

- 90' - 120' (70%)
- 90' - 150' (100%)
- 90' - 150' (70%)
- 120' - 150' (100%)
- - - 60' - 120' (50%)
- - - 90' - 150' (35%)
- 60' - 150' (70%)

Contextual Controls

- - - 60' - 85' (100%)
- - - 60' - 95' (none)

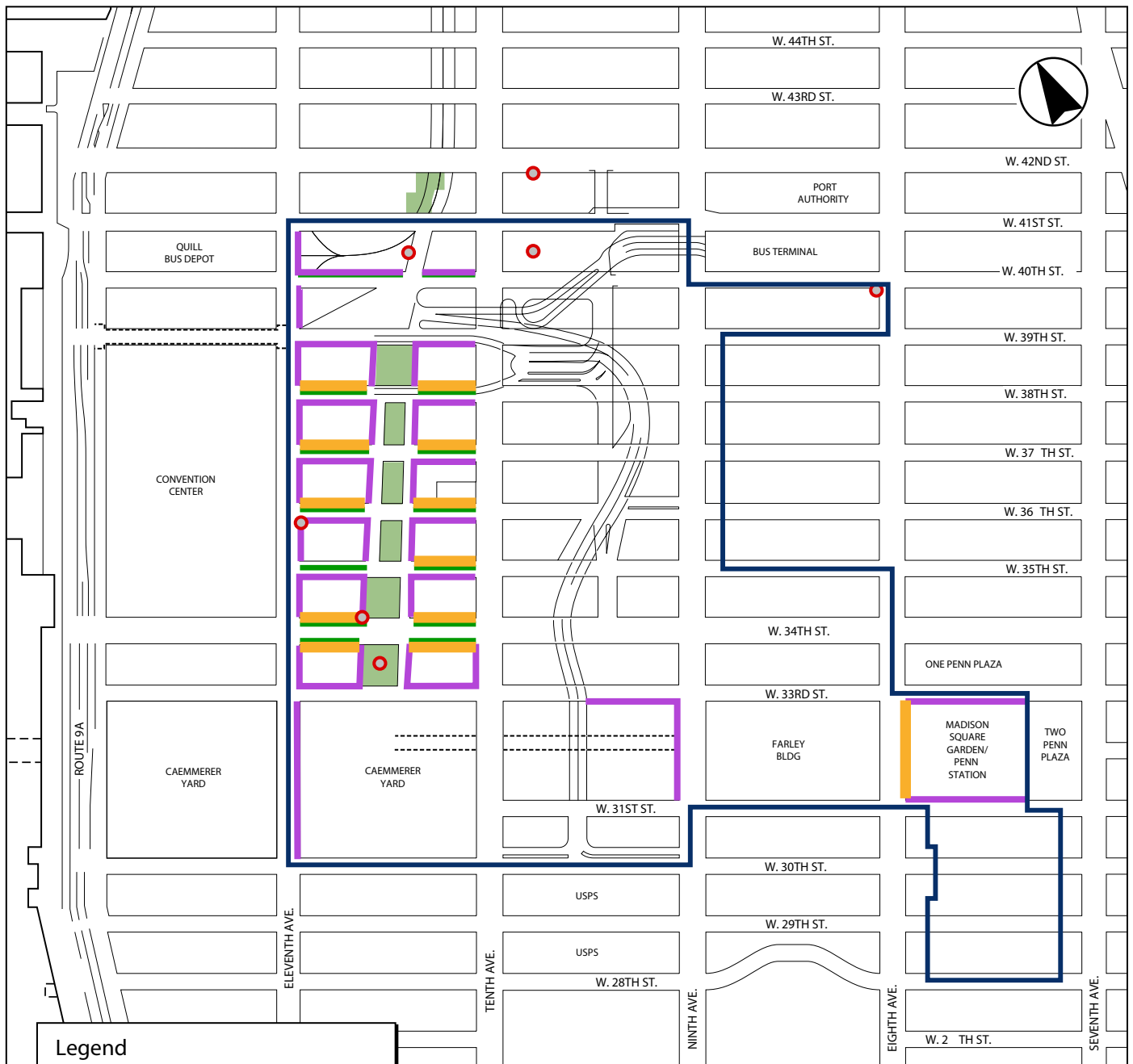
Clinton Controls

- 45' - 85'

Garment Center Controls

- 90' - 120'

Proposed Street Wall Requirements
Figure 2-7



Legend

- Proposed Special Hudson Yards District Boundary
- Sidewalk Widening 5-feet
- Sidewalk Widening 10-feet
- Tree Planting
- Subway Entrance
- - - - - Pedestrian Way

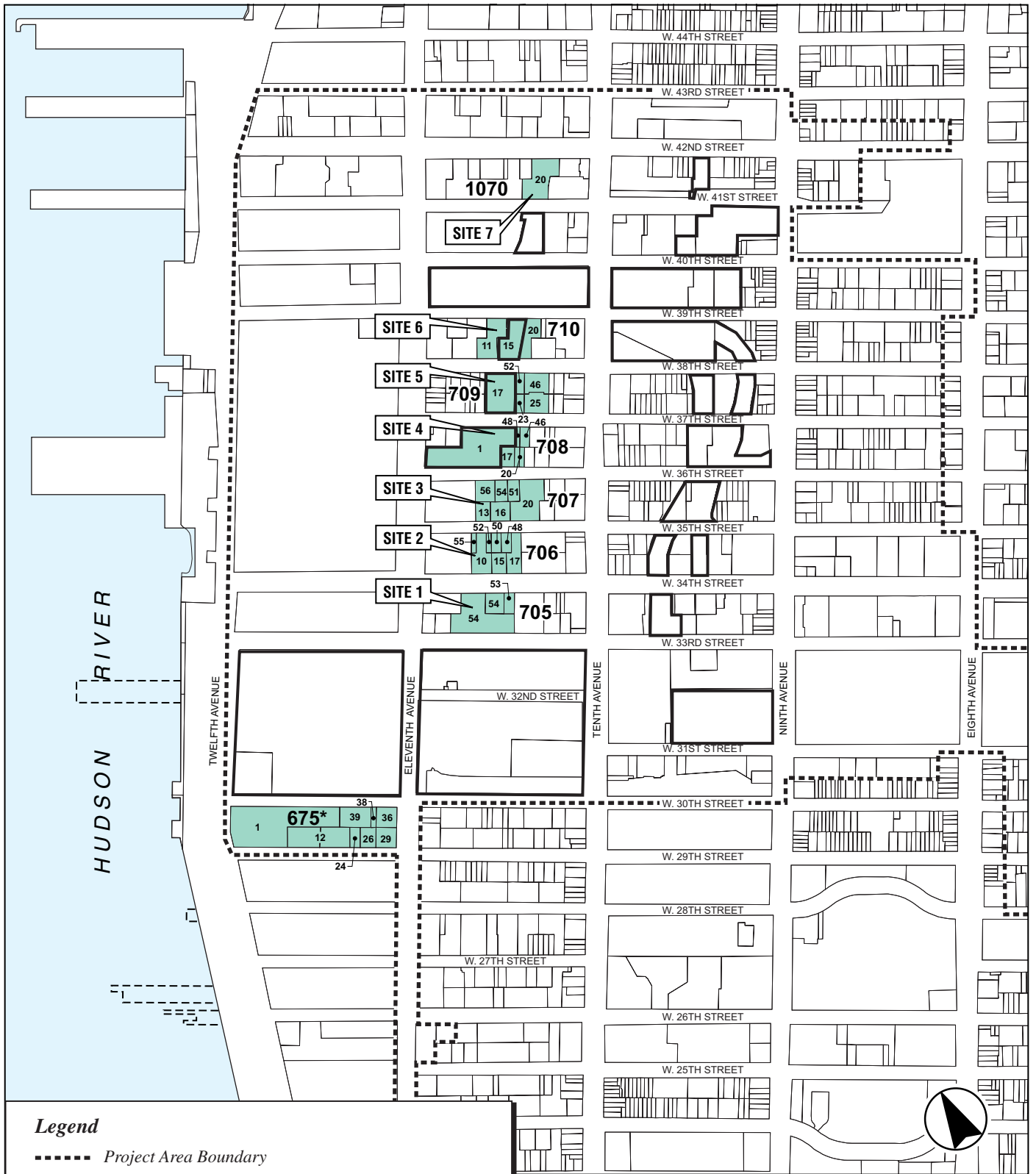
Proposed Mandatory Site Improvements
Figure 2-8



Legend

- Project Rezoning Area Boundary
- Proposed Mapped Parks
- * Pedestrian Bridge Would Not Be a Mapped Park

Proposed Mapped Parks
Figure 2-9



Legend

----- Project Area Boundary

705 Block Number

1 Lot Number

— Open Rail Yards and Approaches to Lincoln Tunnel

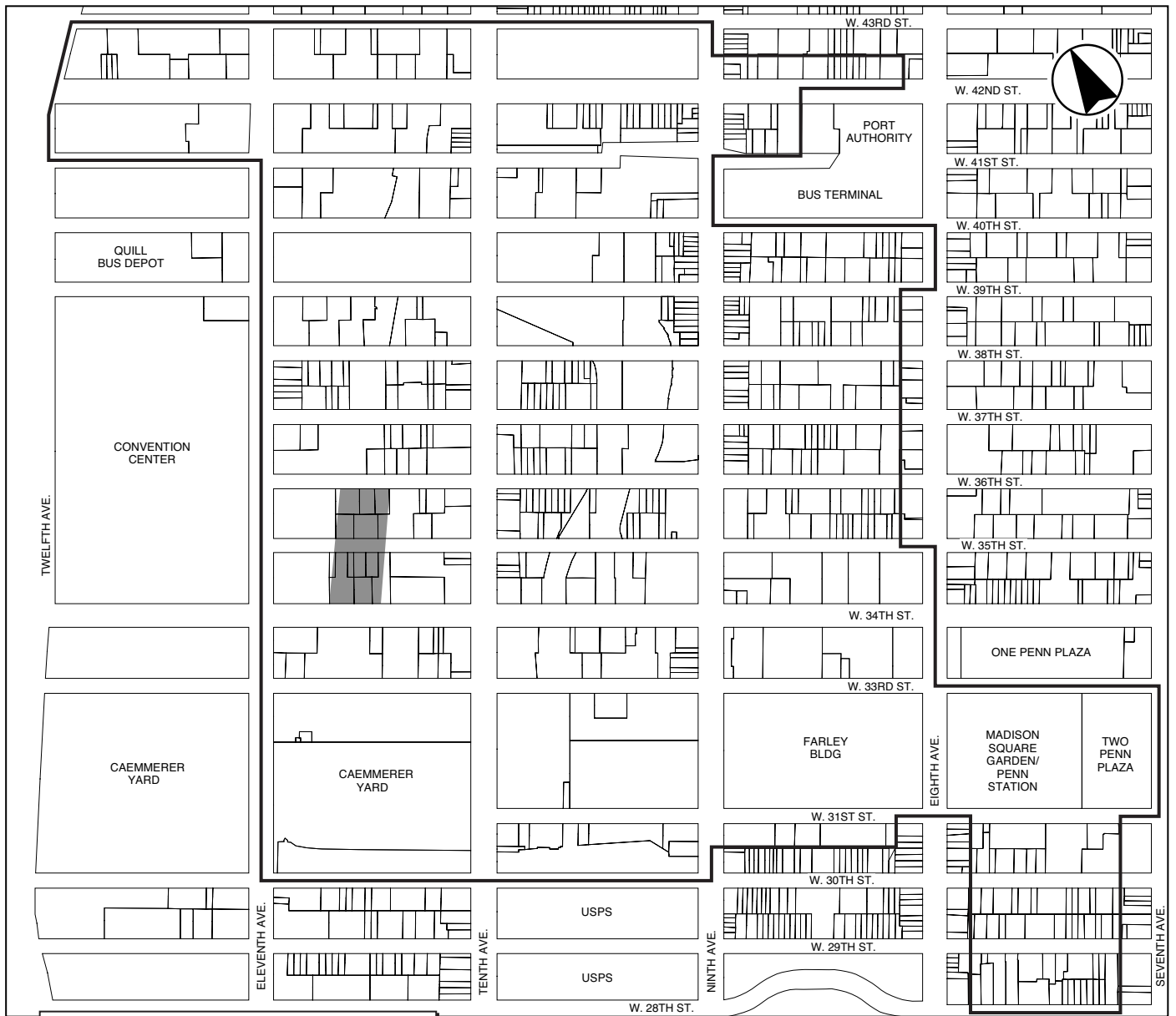
■ Property to be Acquired (in whole or in part)

NOTES: See Table 2-1 and 2-2 for description of each property

*Block would accommodate open space and municipal facilities

**Property Acquisition
for Open Space**

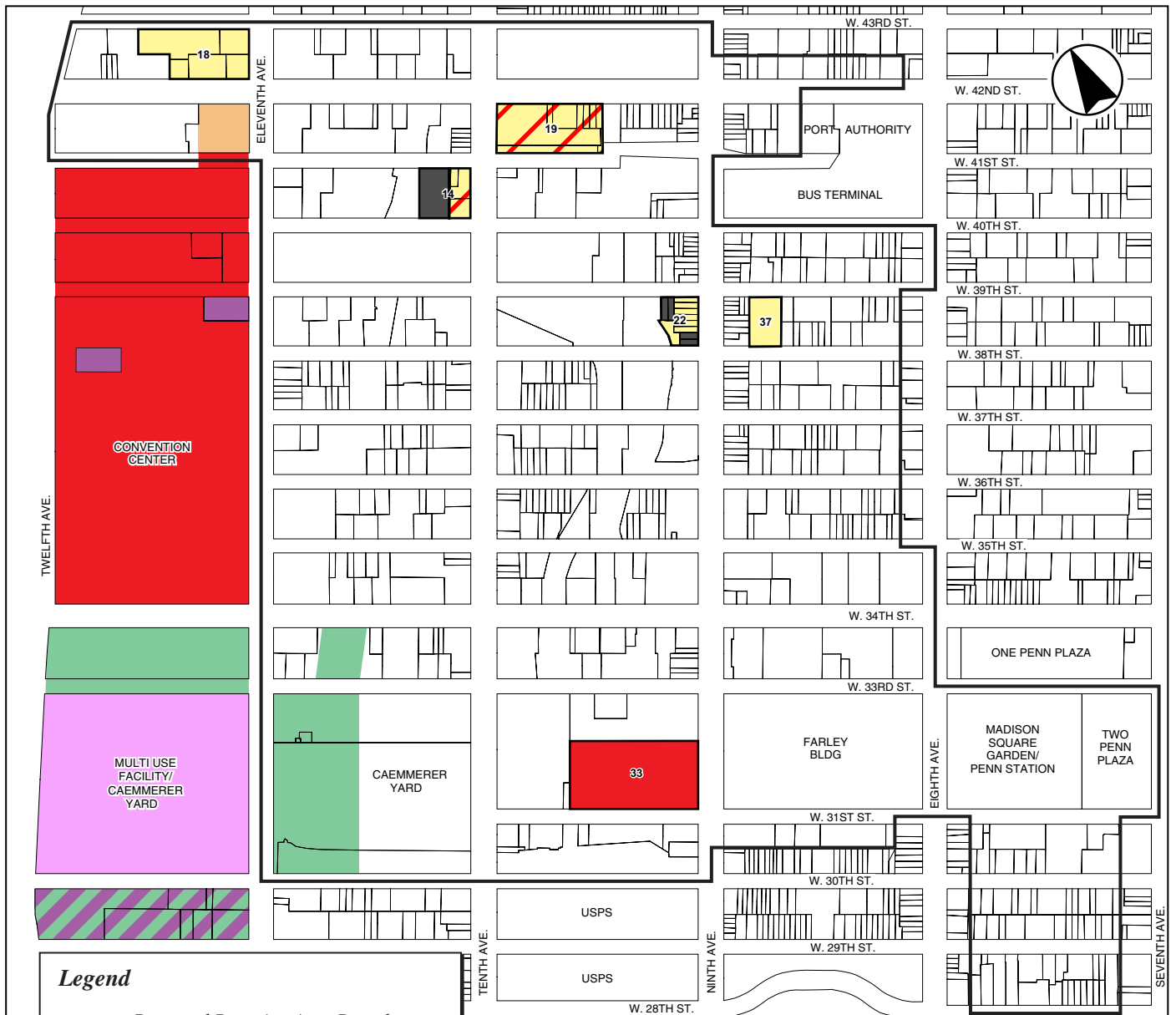
Figure 2-10



Legend

- Project Rezoning Area Boundary
- Proposed Public Parking Garage (below proposed midblock park and boulevard system and 35th St.)

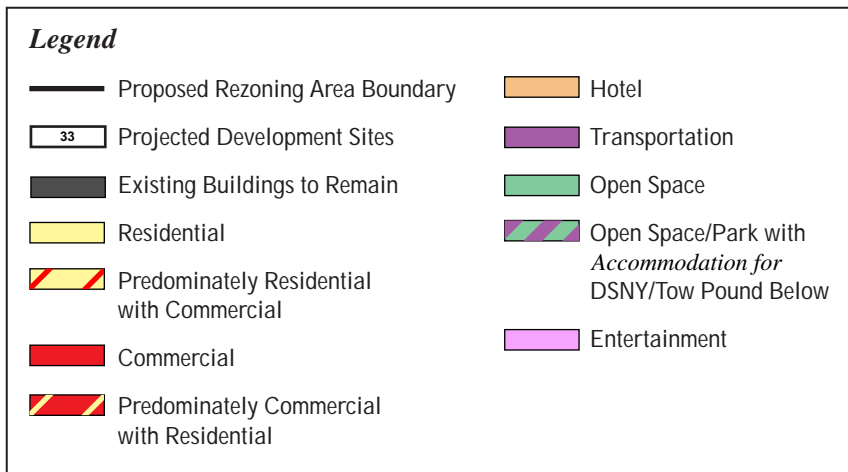
Proposed Below-Grade Parking Garage
Figure 2-11



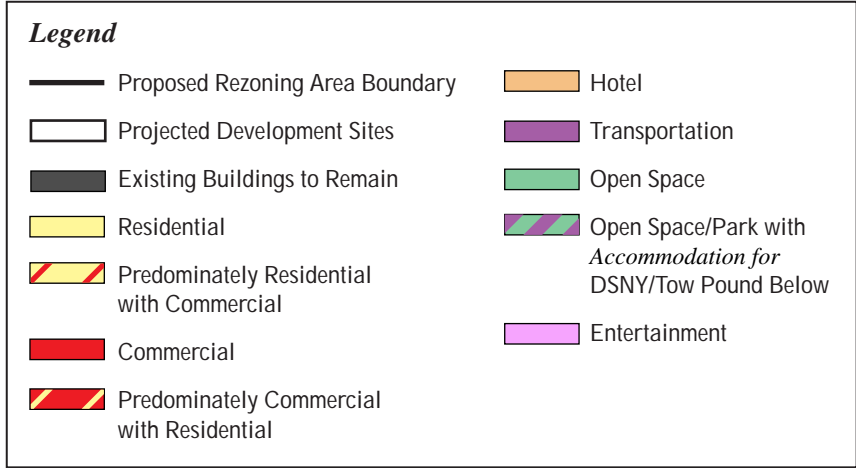
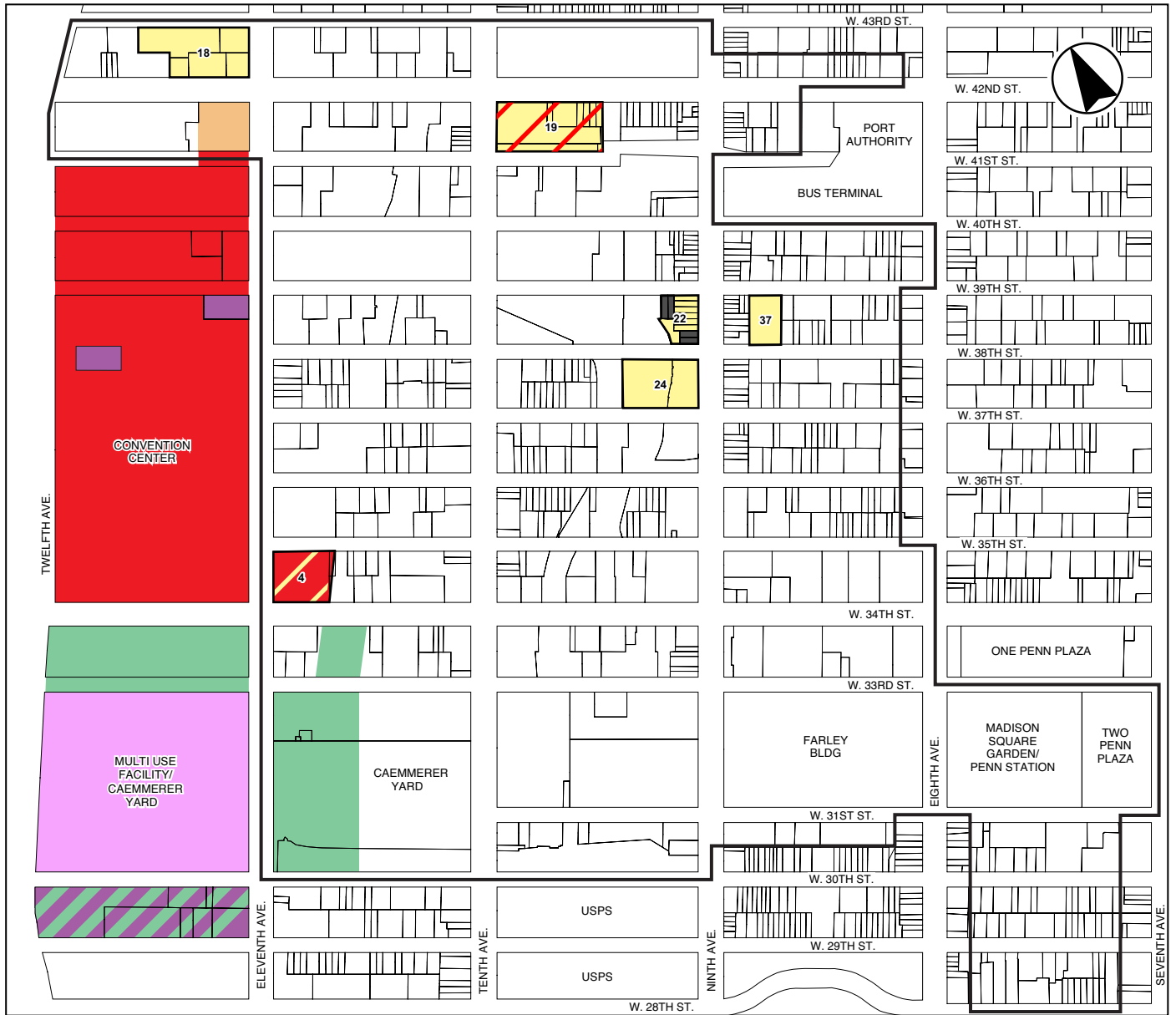
Legend

- Proposed Rezoning Area Boundary
- Projected Development Sites
- Existing Buildings to Remain
- Residential
- Predominately Residential with Commercial
- Commercial
- Hotel
- Transportation
- Open Space
- Open Space/Park with Accommodation for DSNY/Tow Pound Below
- Entertainment

**2010 Projected Sites
without Relocation of Madison Square Garden**
Figure 2-12



**2025 Projected Sites
without Relocation of Madison Square Garden**
Figure 2-13



**2010 Projected Sites
with Relocation of Madison Square Garden**
Figure 2-14



Legend

Proposed Rezoning Area Boundary	Hotel
Projected Development Sites	Transportation
Existing Buildings to Remain	Open Space
Residential	Open Space/Park with Accommodation for DSNY/Tow Pound Below
Predominately Residential with Commercial	Entertainment
Commercial	
Predominately Commercial with Residential	

**2025 Projected Sites
with Relocation of Madison Square Garden**
Figure 2-15



Legend

- Proposed Rezoning Area Boundary
- Potential Development Sites
- Existing Buildings to Remain
- Residential
- Predominately Residential with Commercial
- Commercial
- Predominately Commercial with Residential
- Projected Site as Commercial and Potential as Residential



**2025 Potential Sites
Without Relocation of Madison Square Garden**
Figure 2-16

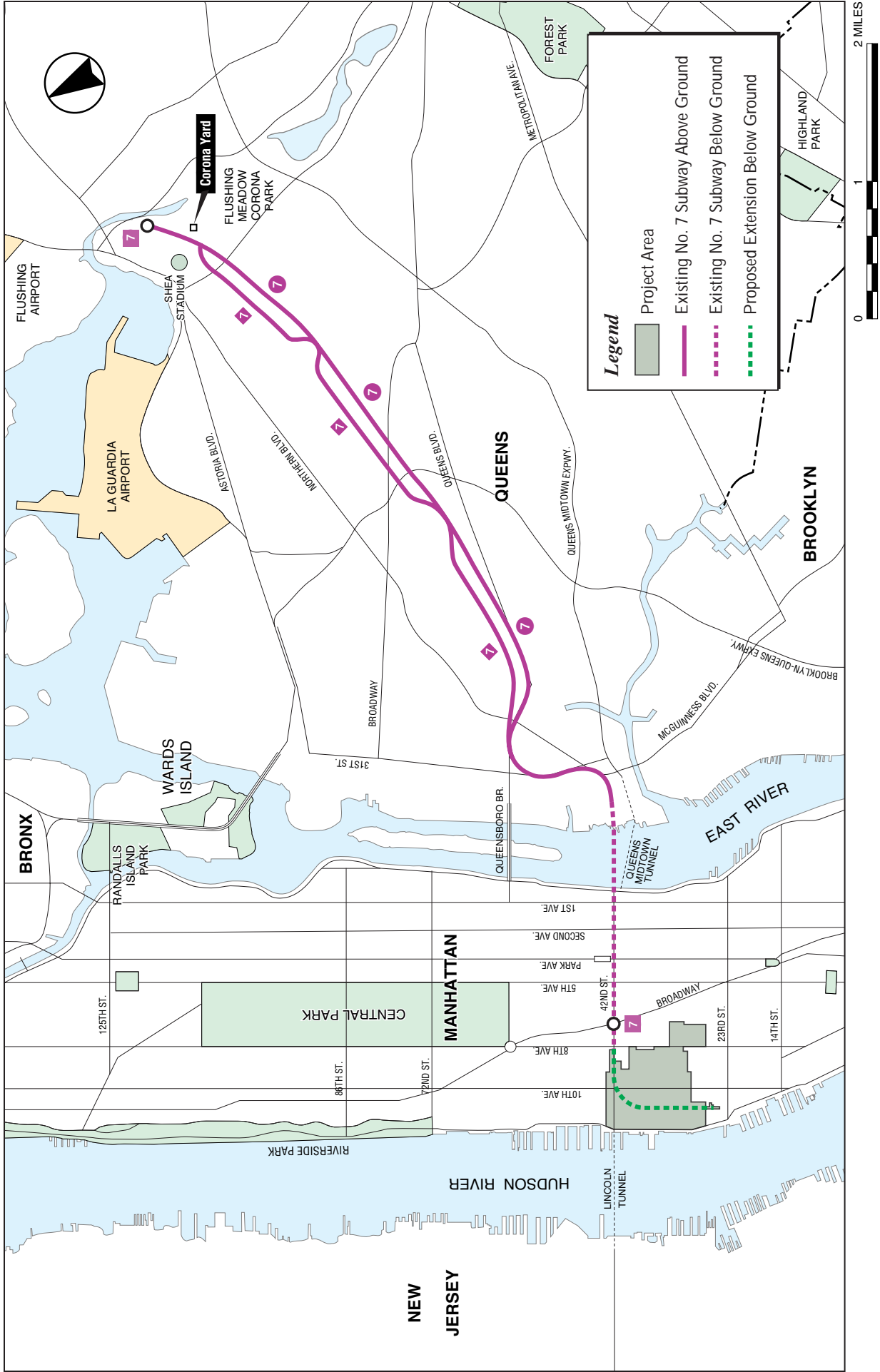


Legend

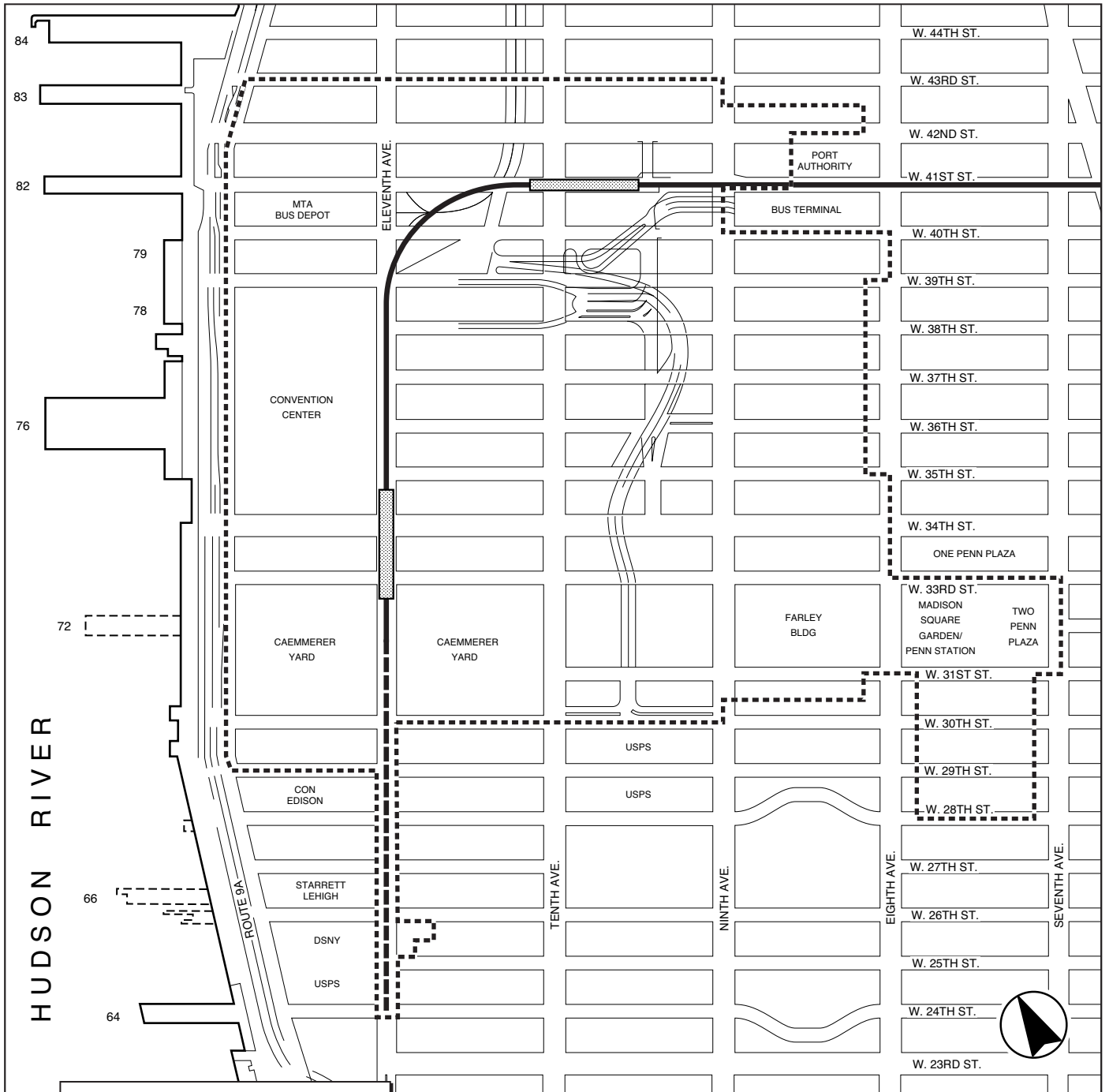
- Proposed Rezoning Area Boundary
- Potential Development Sites
- Existing Buildings to Remain
- Residential
- Predominately Residential with Commercial
- Commercial
- Predominately Commercial with Residential
- Projected Site as Commercial and Potential as Residential



**2025 Potential Sites
With Relocation of Madison Square Garden
Figure 2-17**



Location of Proposed Action: No 7 Subway Extension
 Figure 2-18

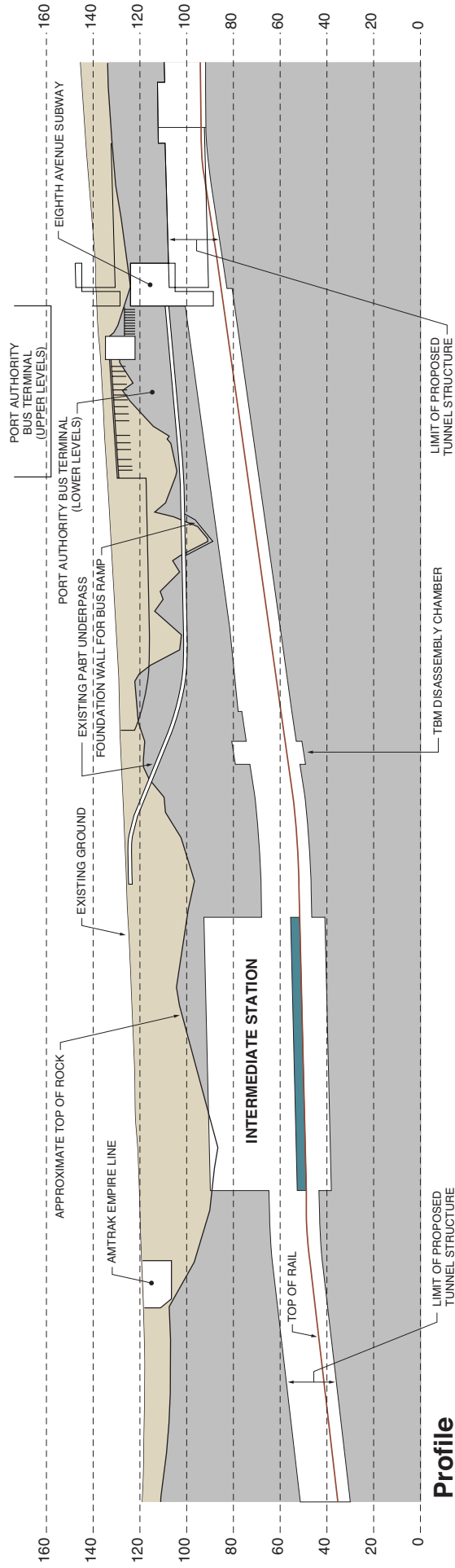
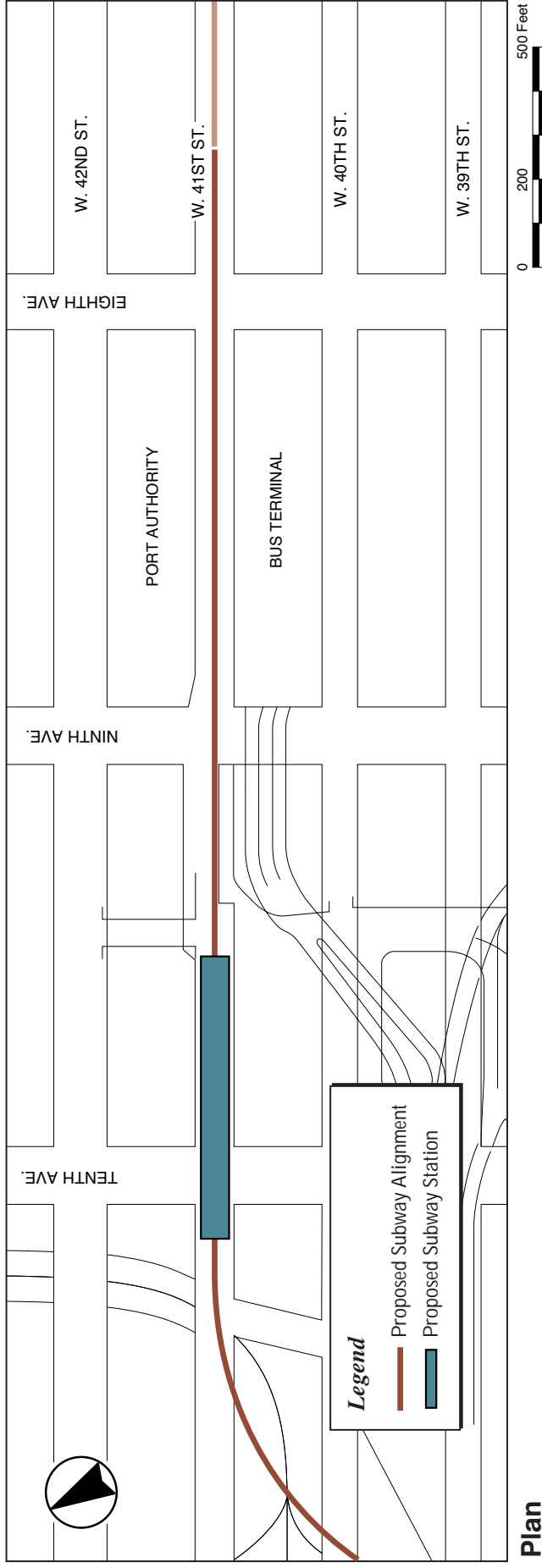


Legend

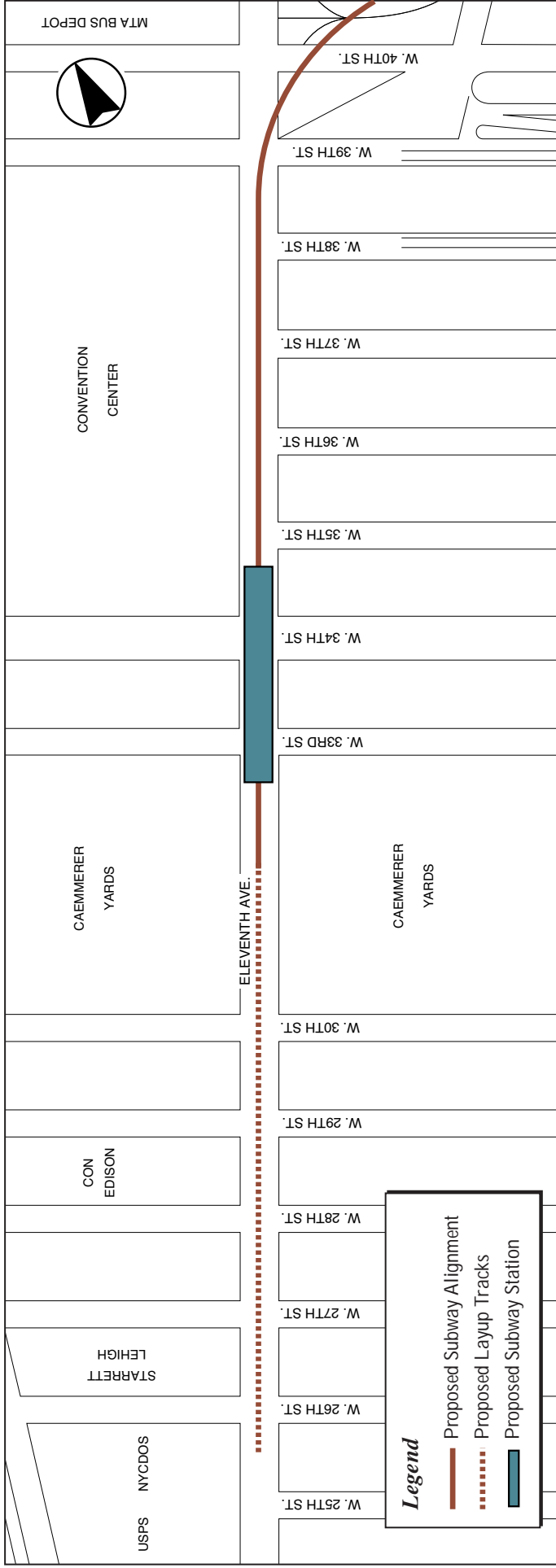
- Project Area Boundary
- Proposed Subway Alignment
- - - - Proposed Layup Tracks
- ▨ Proposed Subway Station



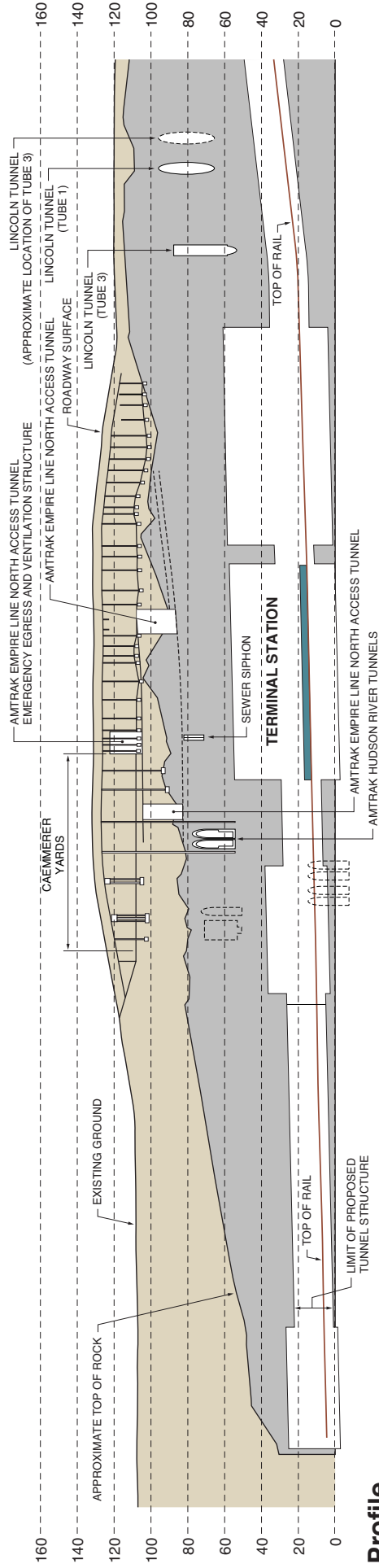
Proposed Subway Alignment
Figure 2-19



Proposed Subway Alignment and Profile: Looking North
 Figure 2-20

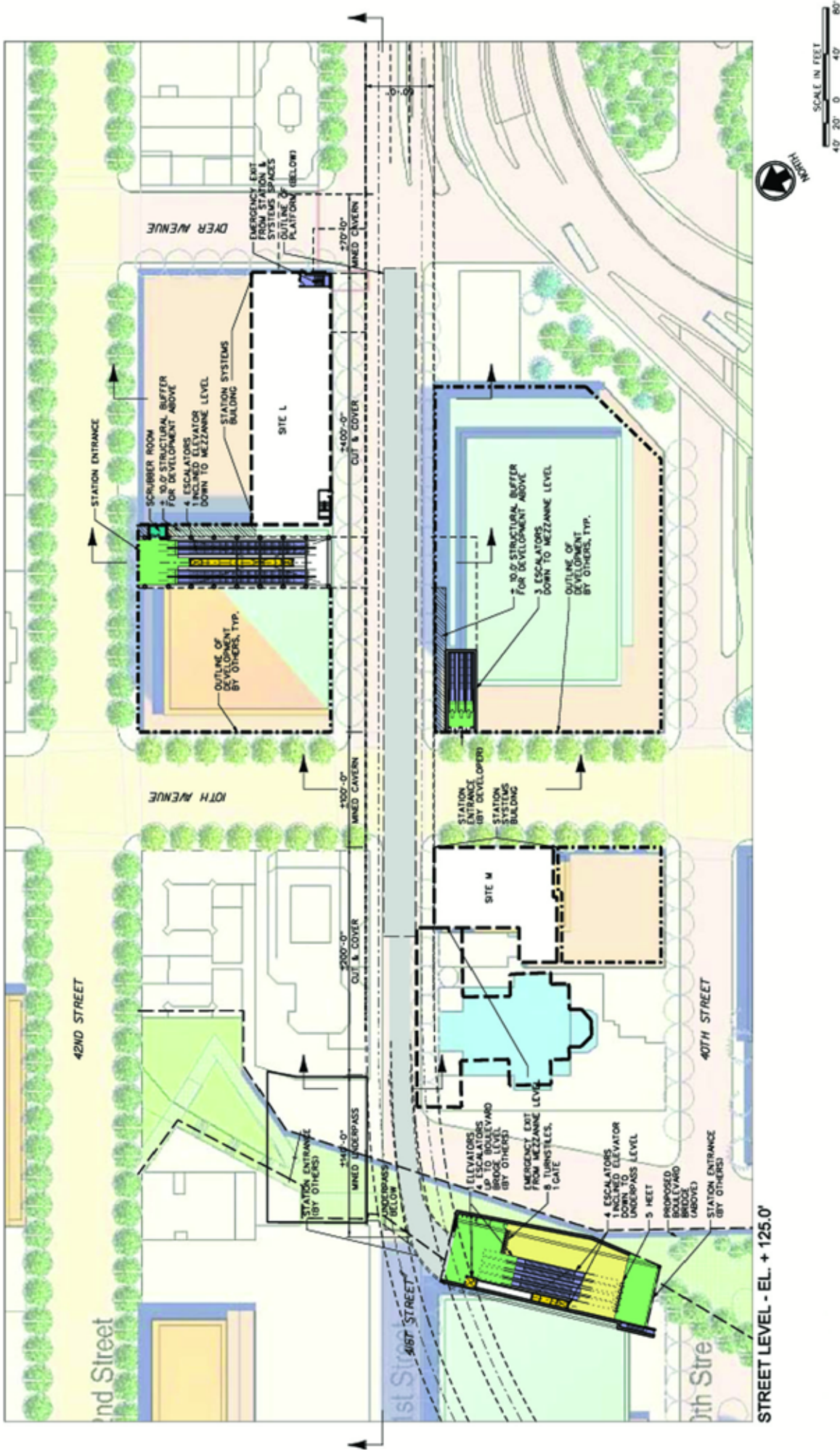


Plan

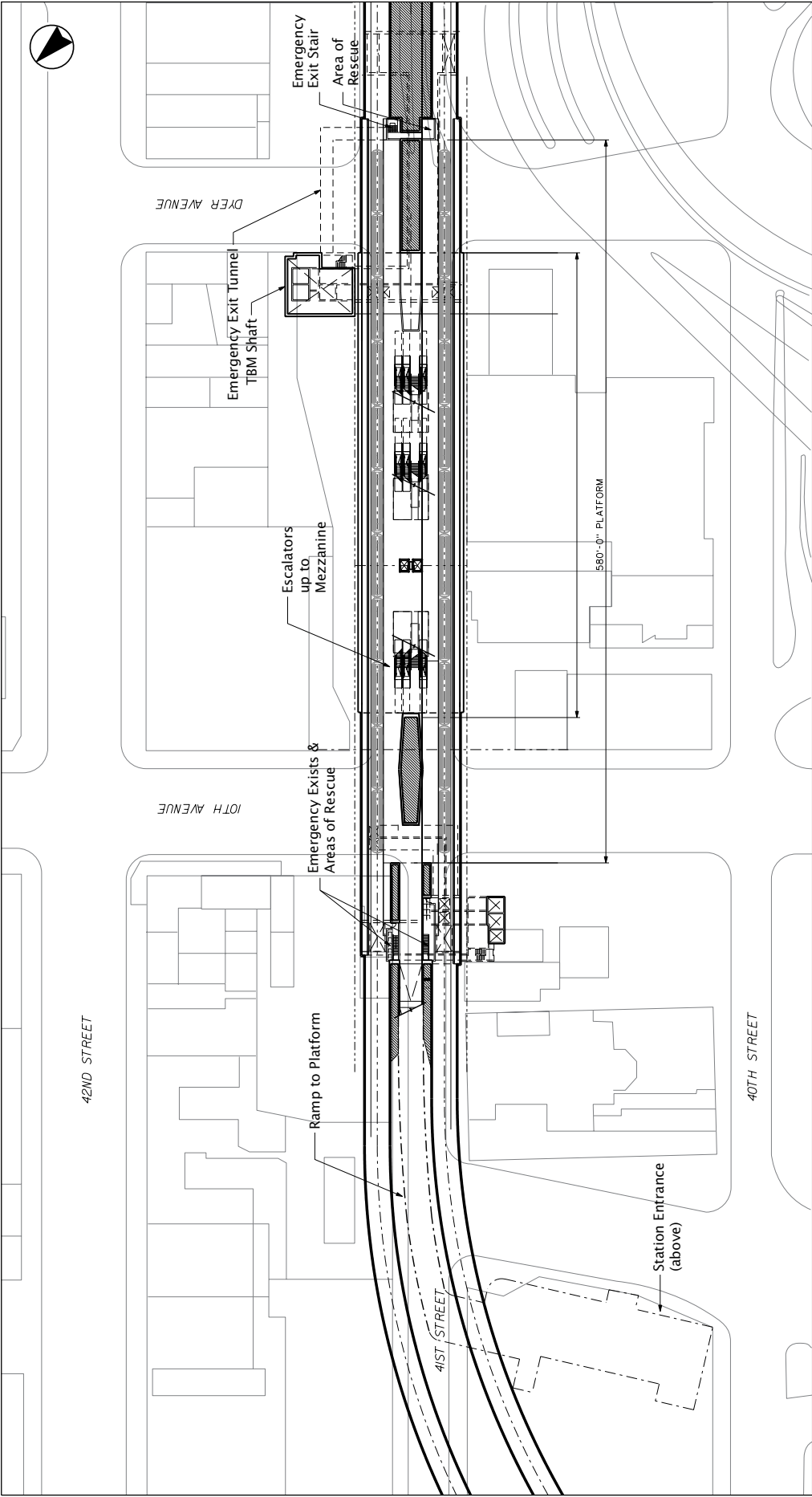


Profile

Proposed Subway Alignment and Profile: Looking West
Figure 2-21



Intermediate Subway Station at West 41st Street and Tenth Avenue
 Figure 2-22

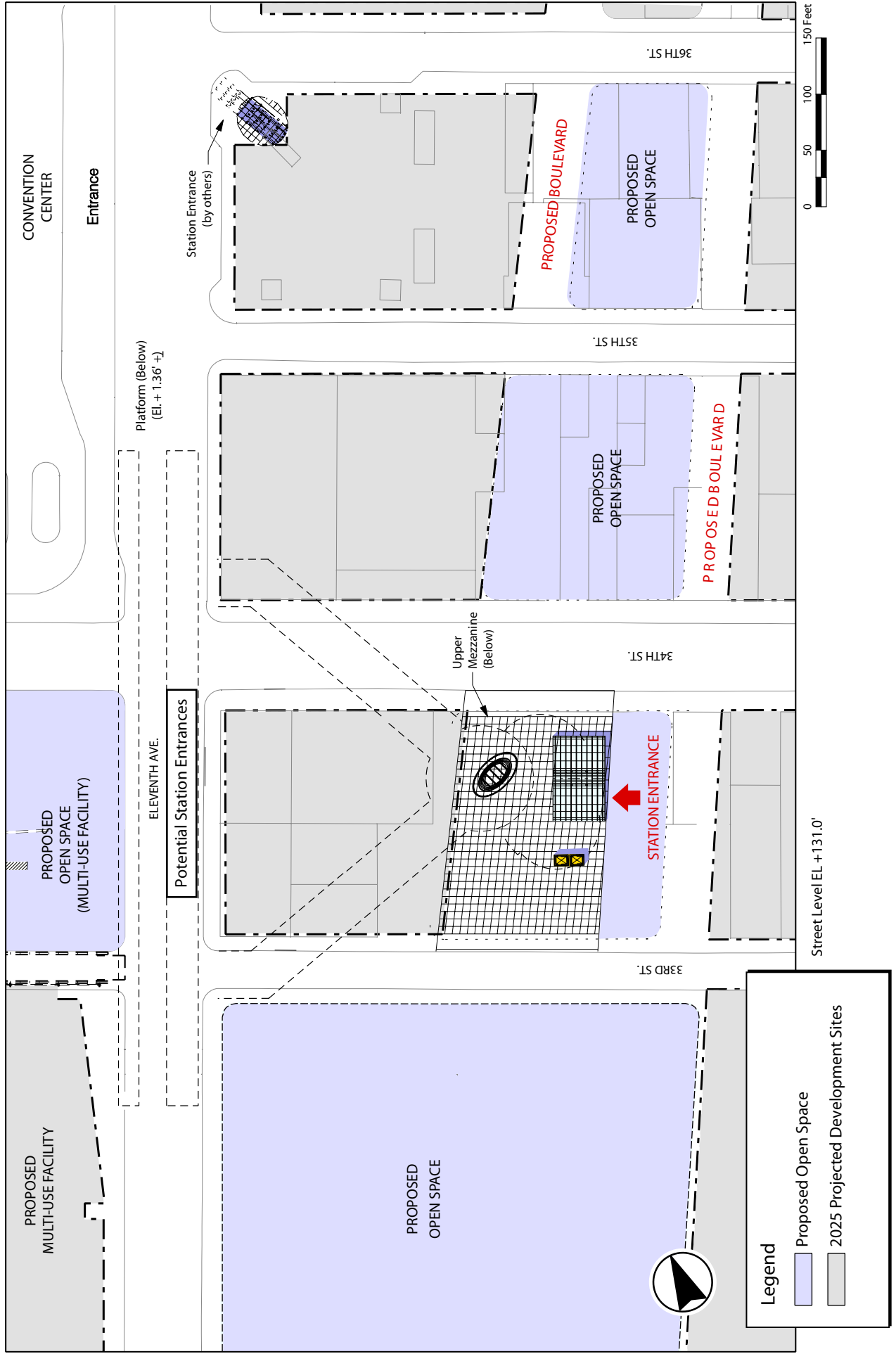


Platform Level - EL.+52.0'

Intermediate Station: Platform Level
Figure 2-23



Terminal Station: Cavern Section
Figure 2-24

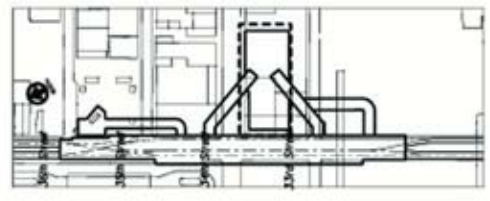


Terminal Station: Street Level Entrances
Figure 2-25



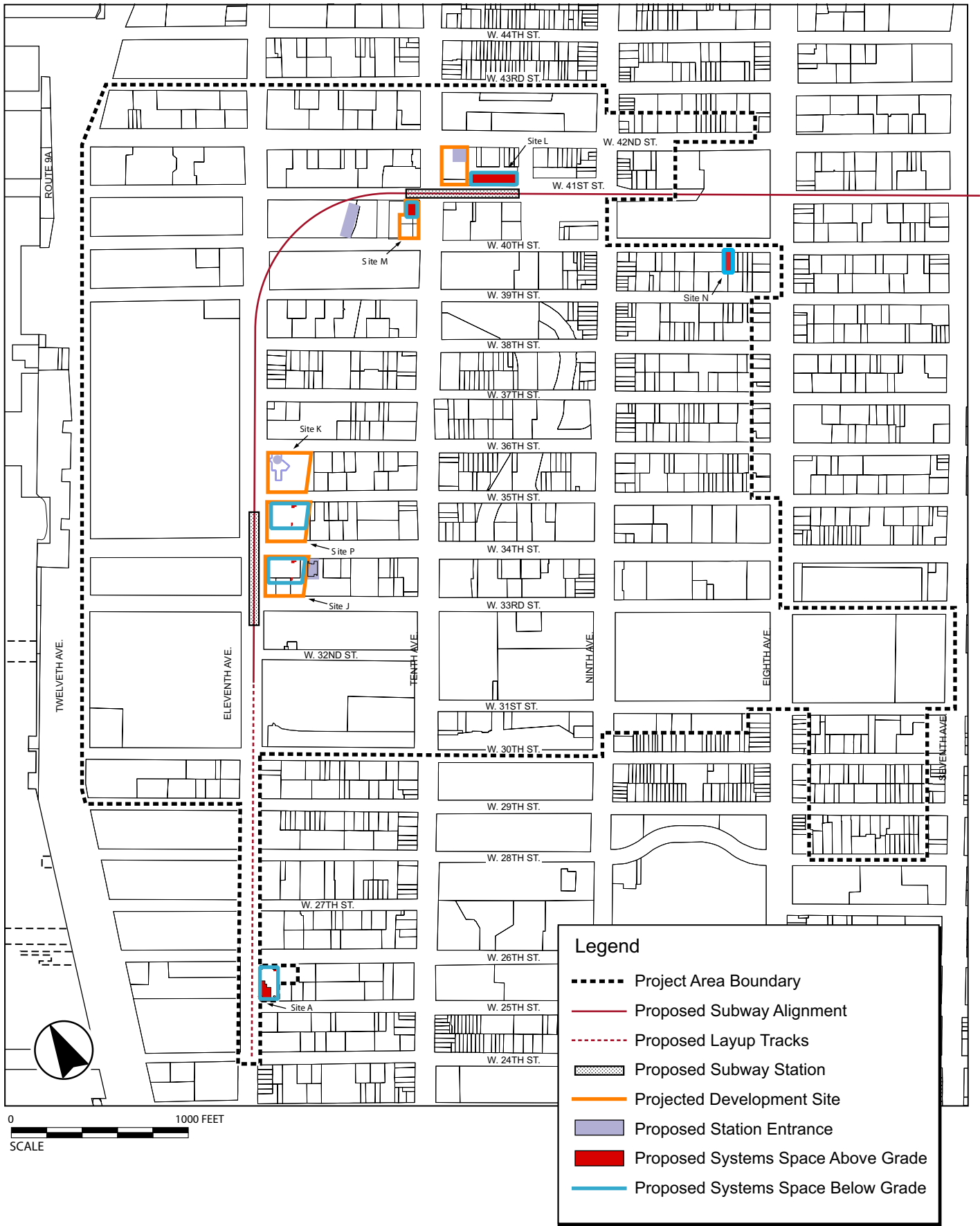
UPPER MEZZANINE KEY PLAN
SCALE: 1/4" = 1'-0"

- POSSIBLE CONNECTION
- DEVELOPER SPACE
- UNPAD AREA
- PAD AREA
- VERTICAL CIRCULATION
- ELEVATION
- TRANSIT SPACE

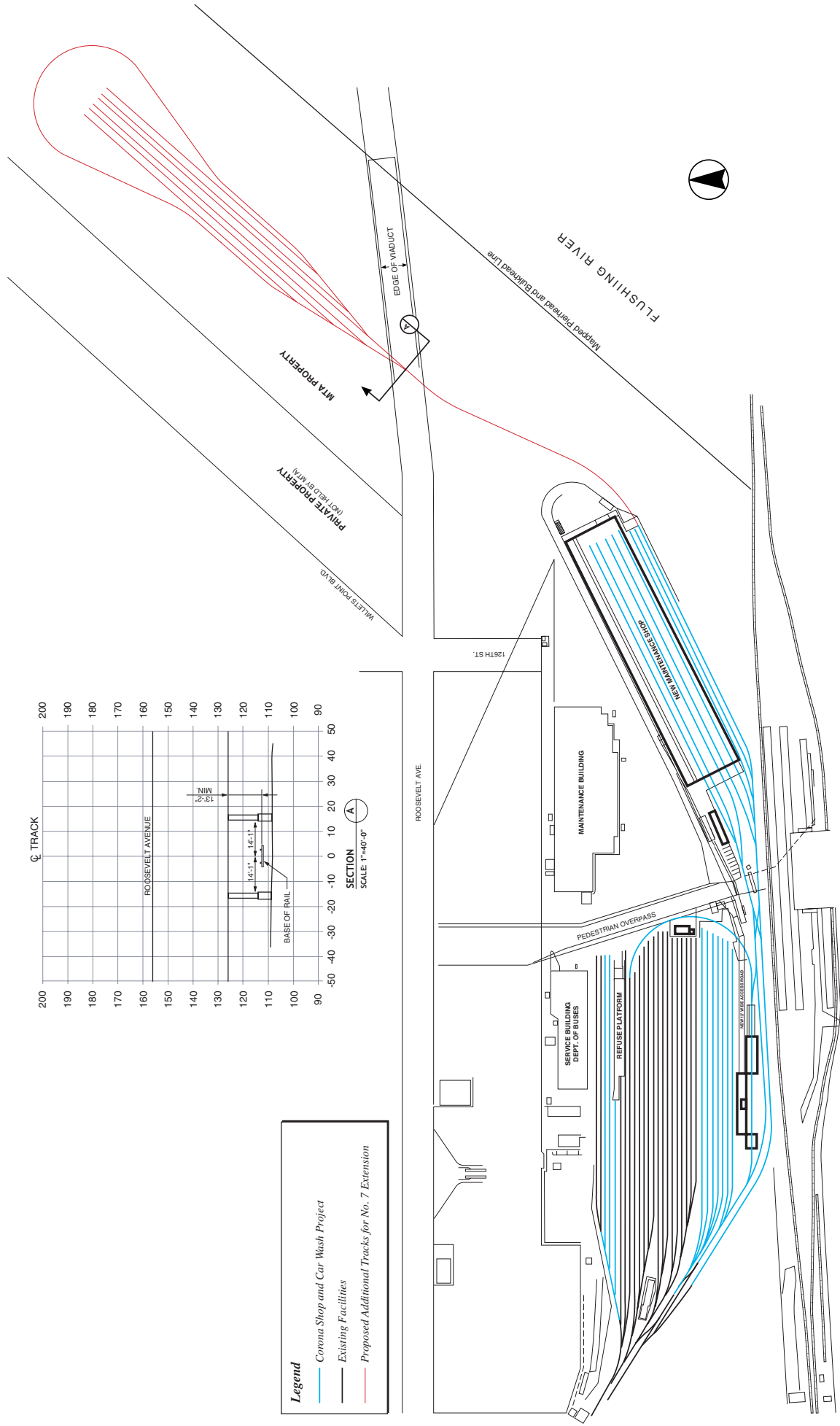


SCALE IN FEET
20' 10' 0' 10' 20' 40'

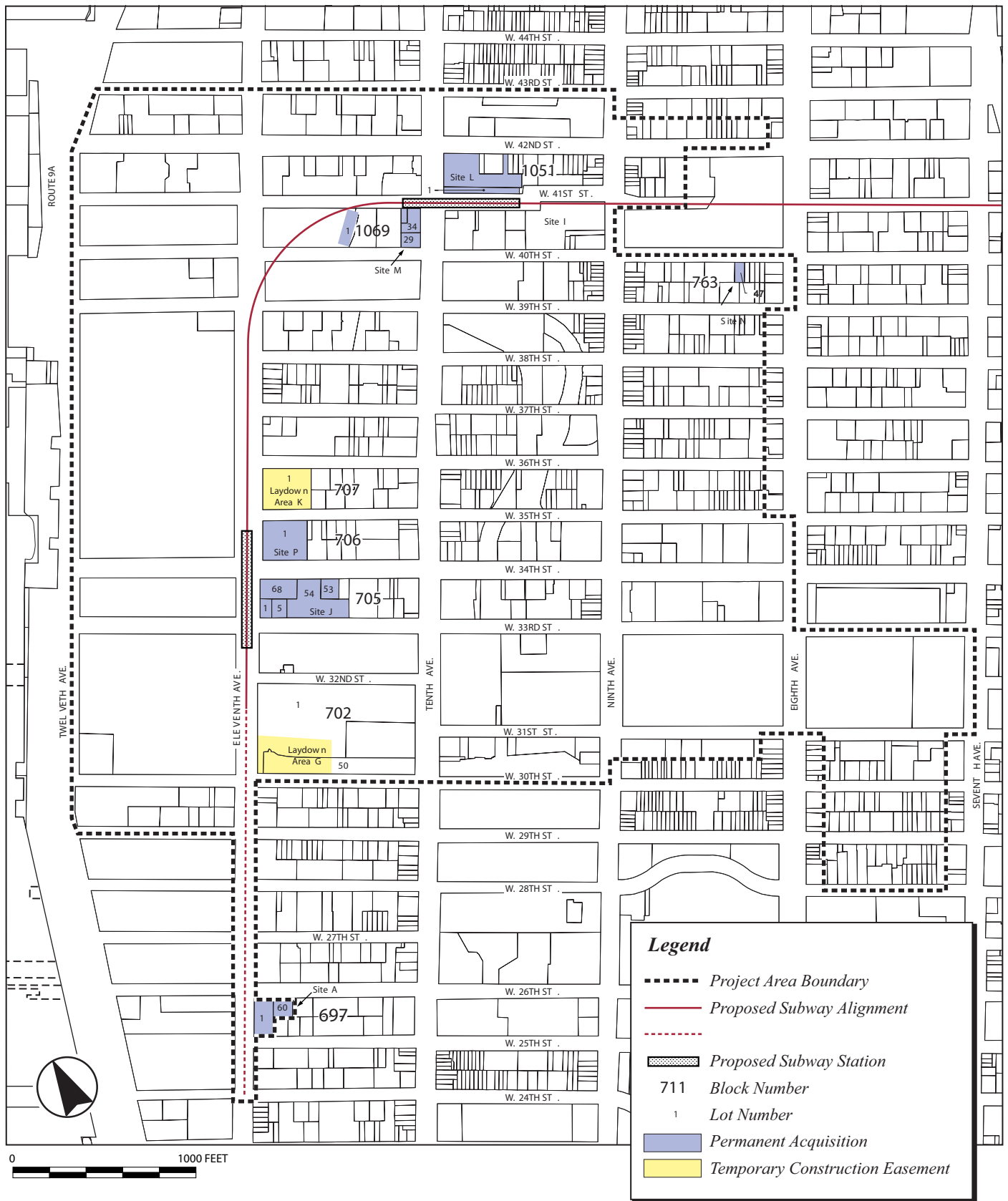
Terminal Station: Upper Mezzanine
Figure 2-26



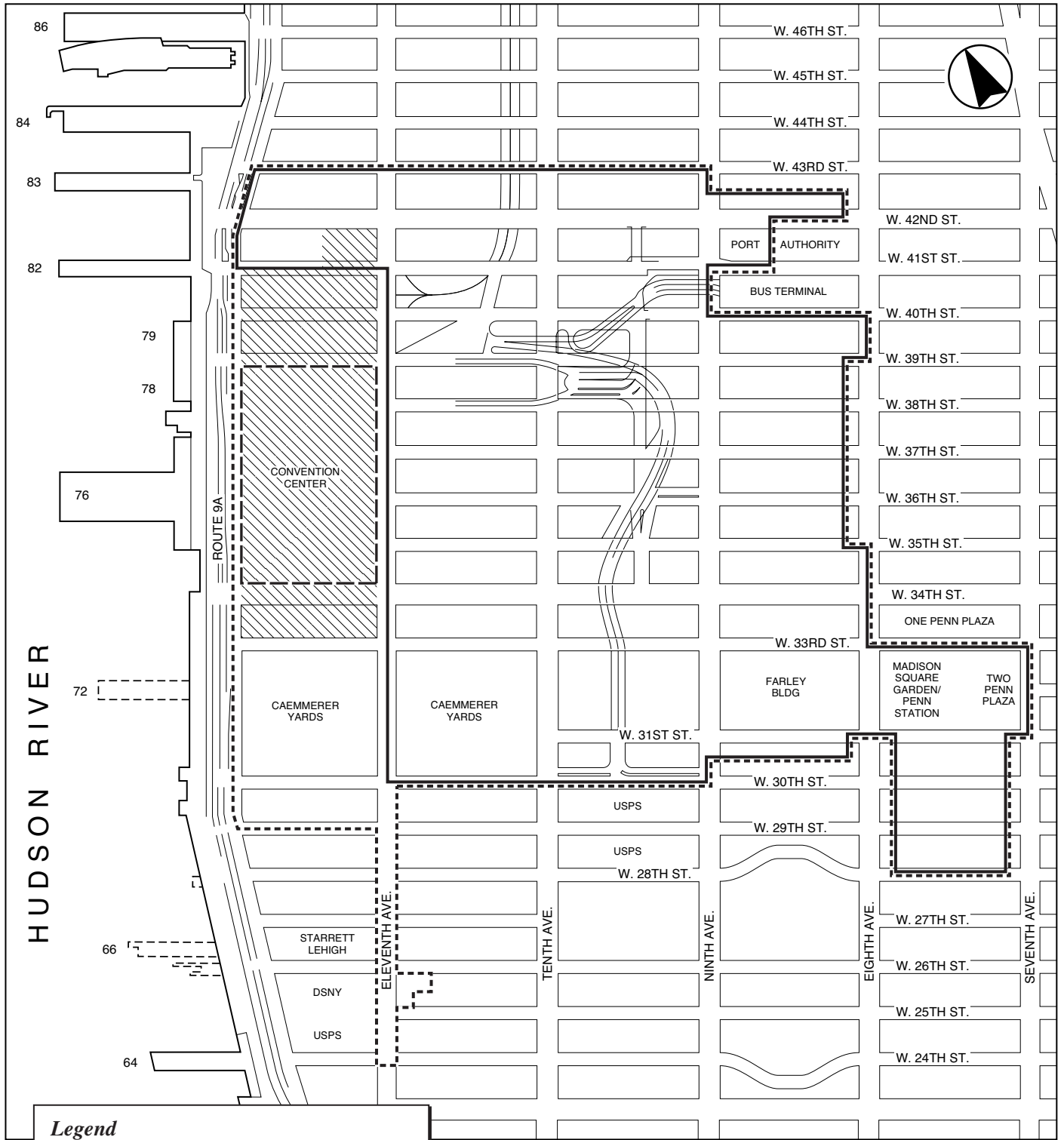
Proposed Subway Ancillary Facilities
Figure 2-27



Corona Yard Improvements
Figure 2-28
NO. 7 SUBWAY EXTENSION-HUDSON YARDS REZONING AND DEVELOPMENT PROGRAM

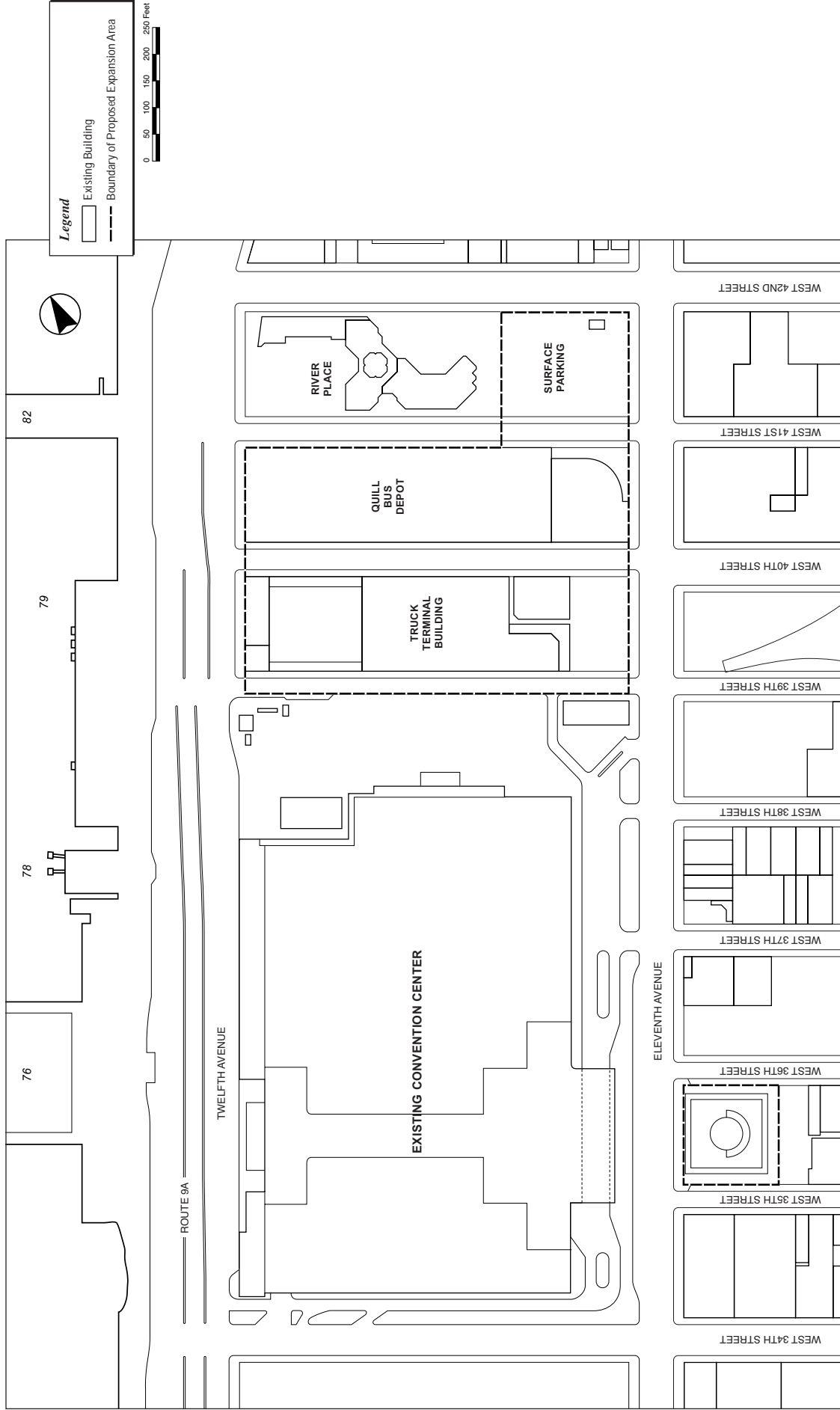


**Property Acquisition for the
Proposed No. 7 Subway Extension**
Figure 2-29

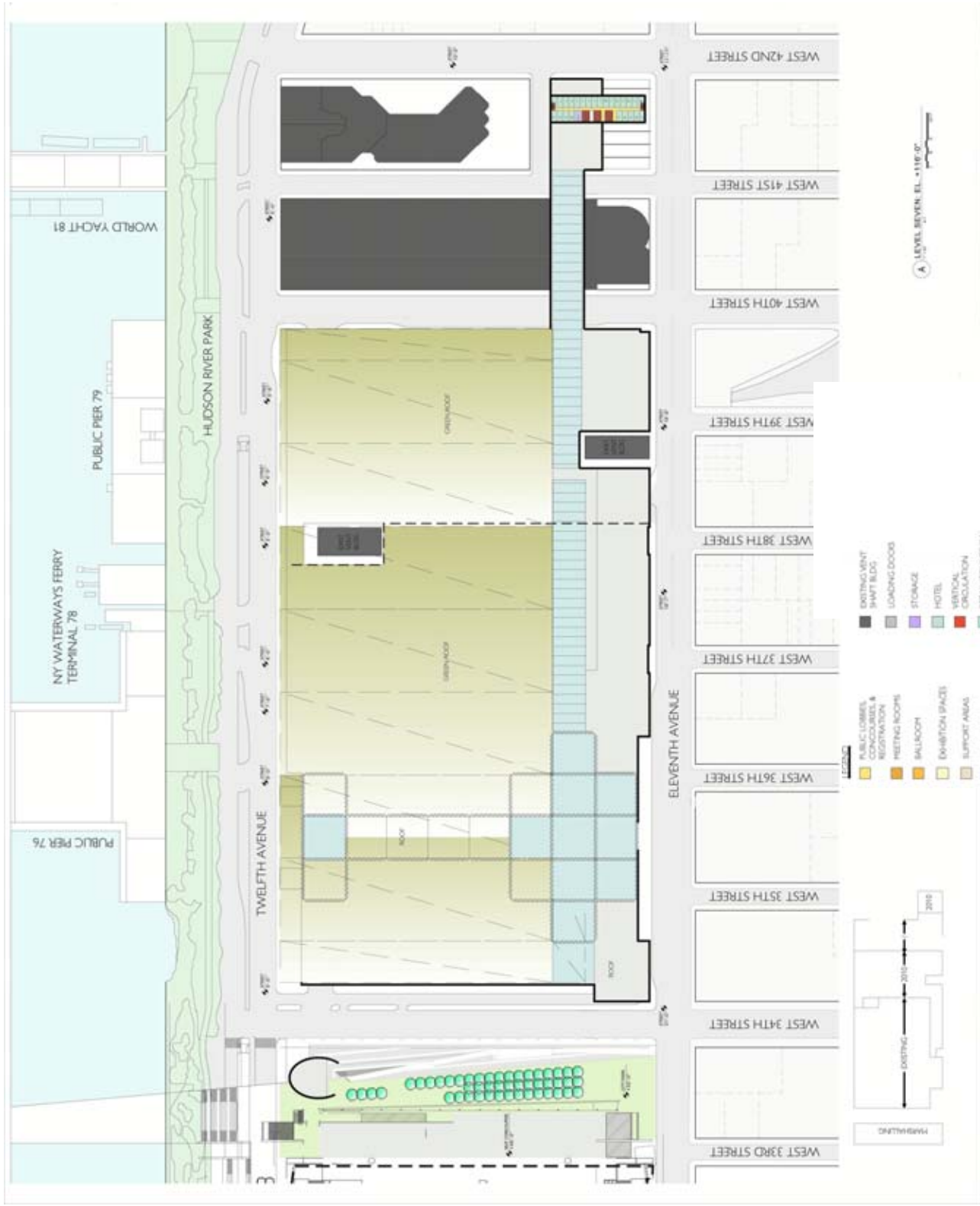


Proposed Convention Center Expansion

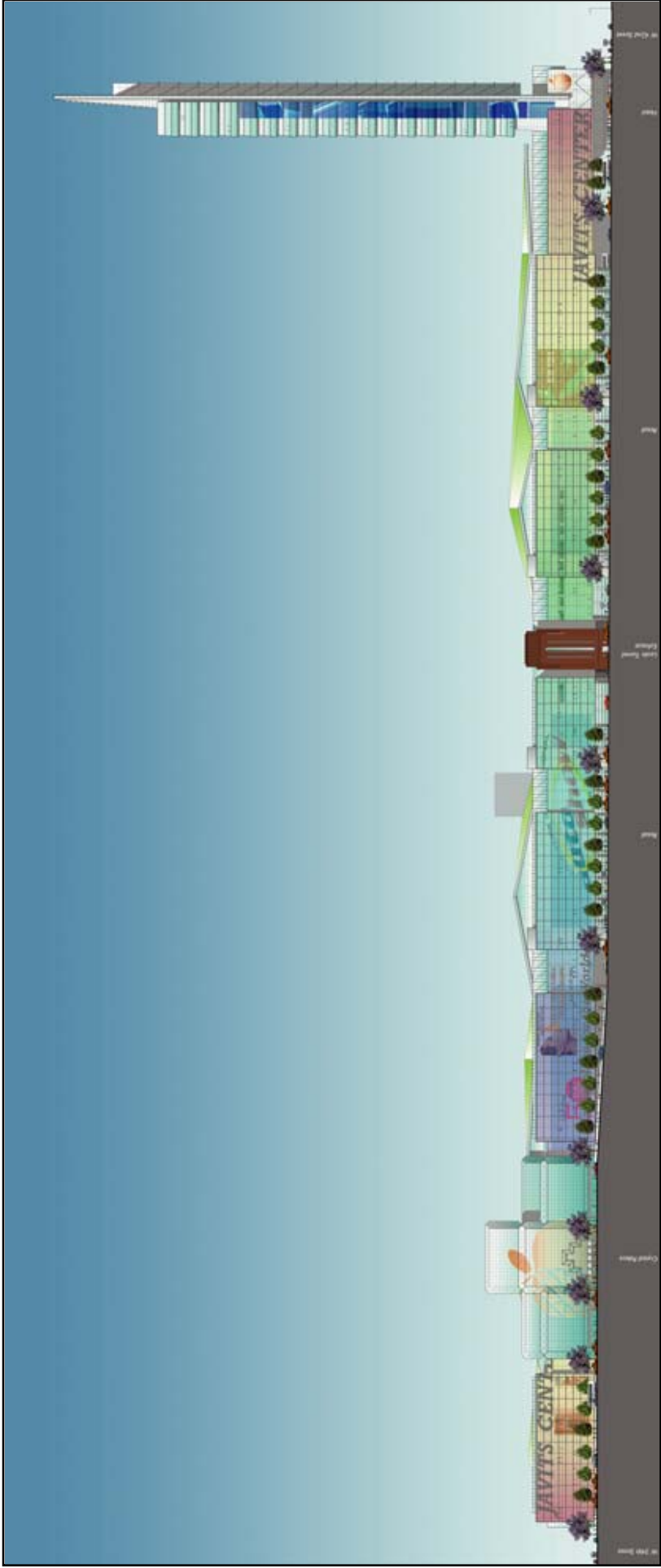
Figure 2-30



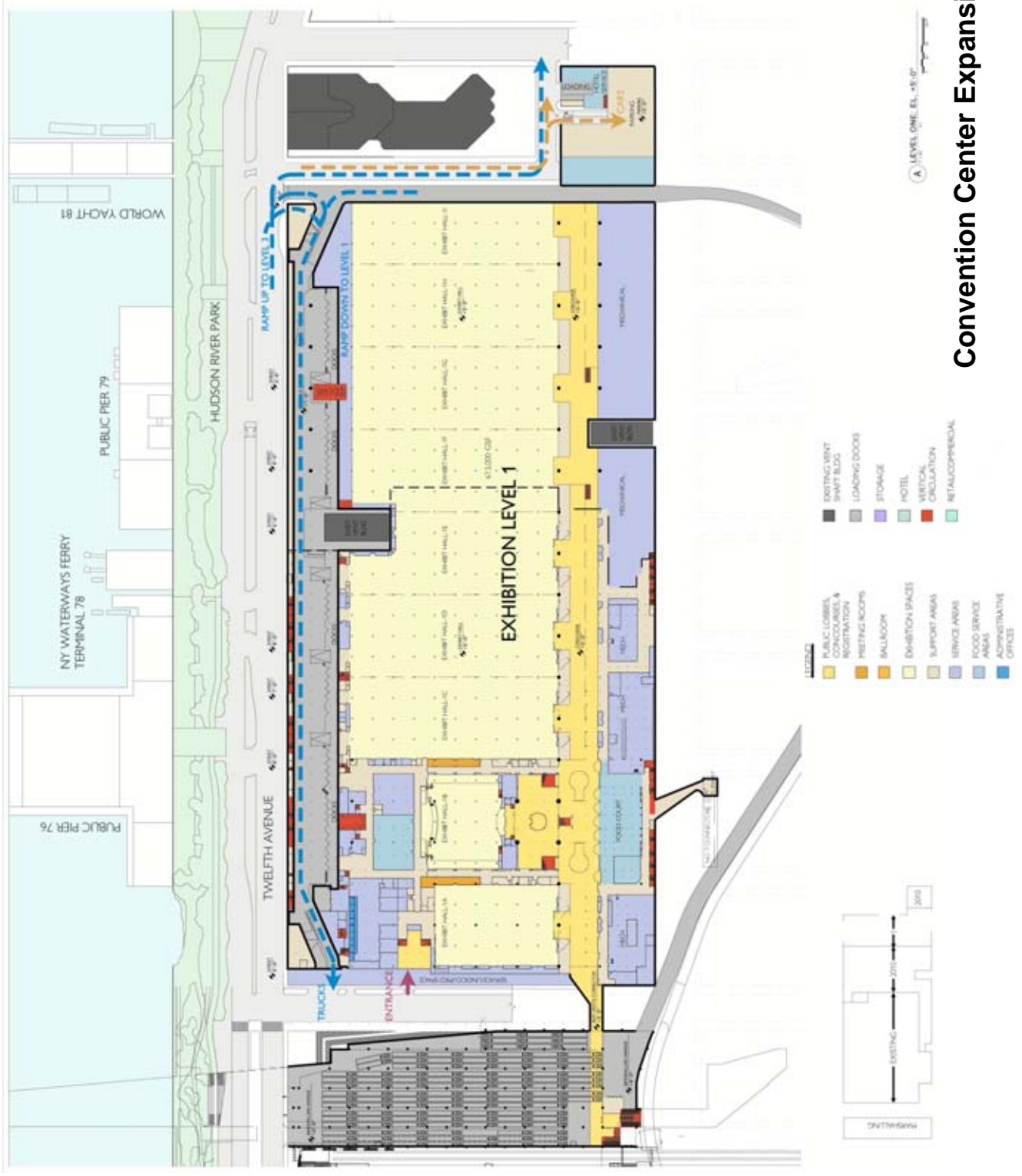
**Convention Center Expansion:
Existing Conditions**
Figure 2-31



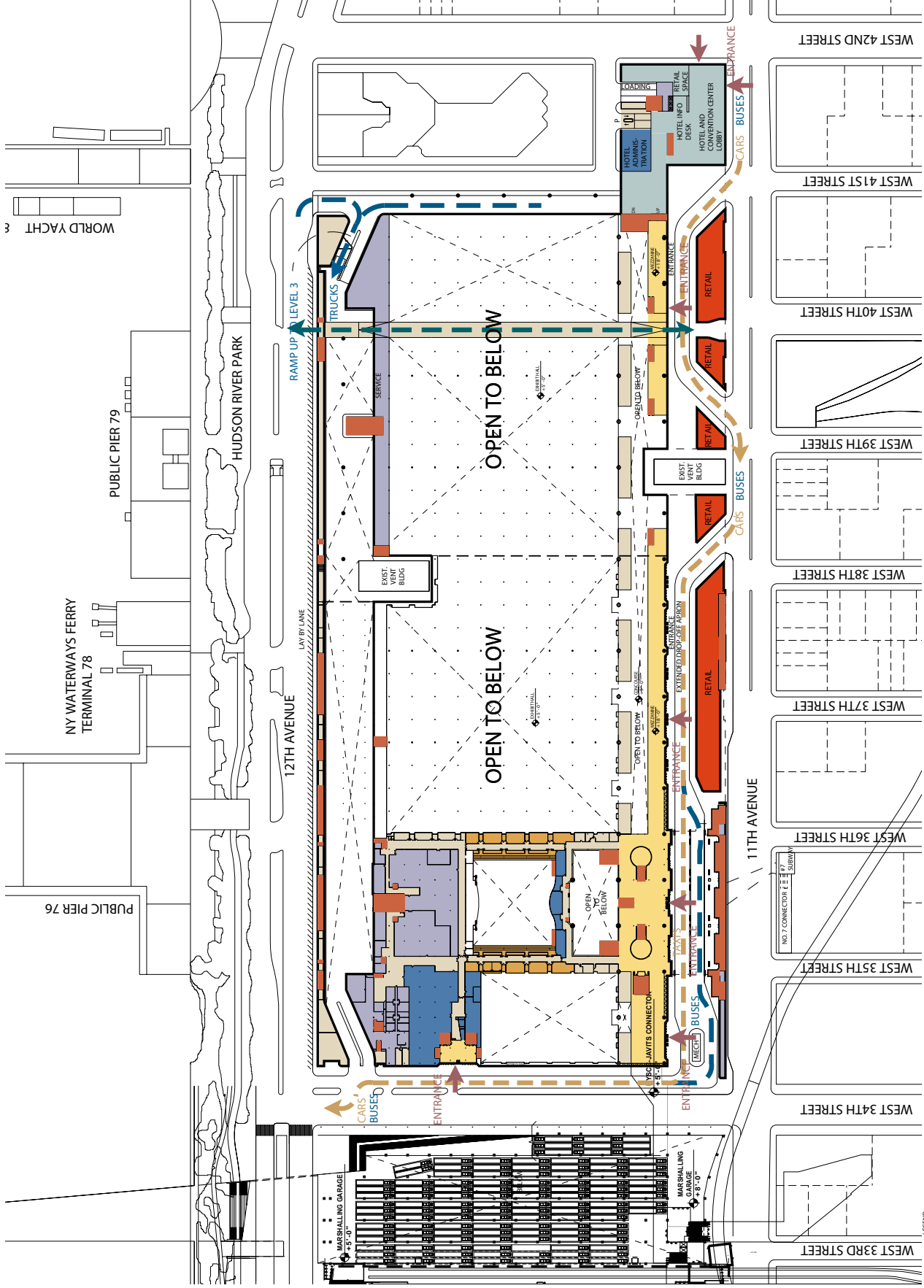
Convention Center: Phase 1
Figure 2-33



Convention Center Expansion: Phase 2
Figure 2-34

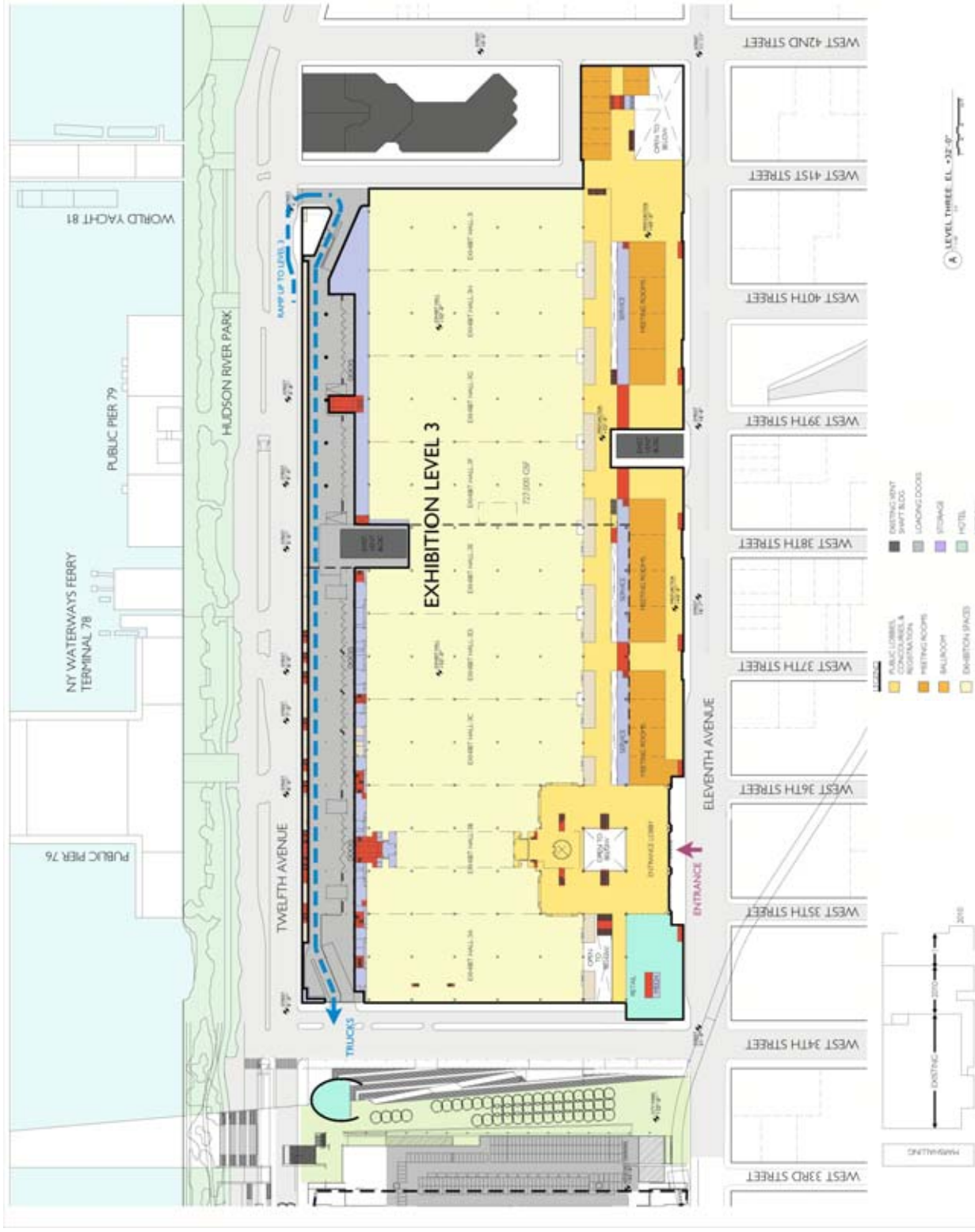


Convention Center Expansion: Level 1
Figure 2-35

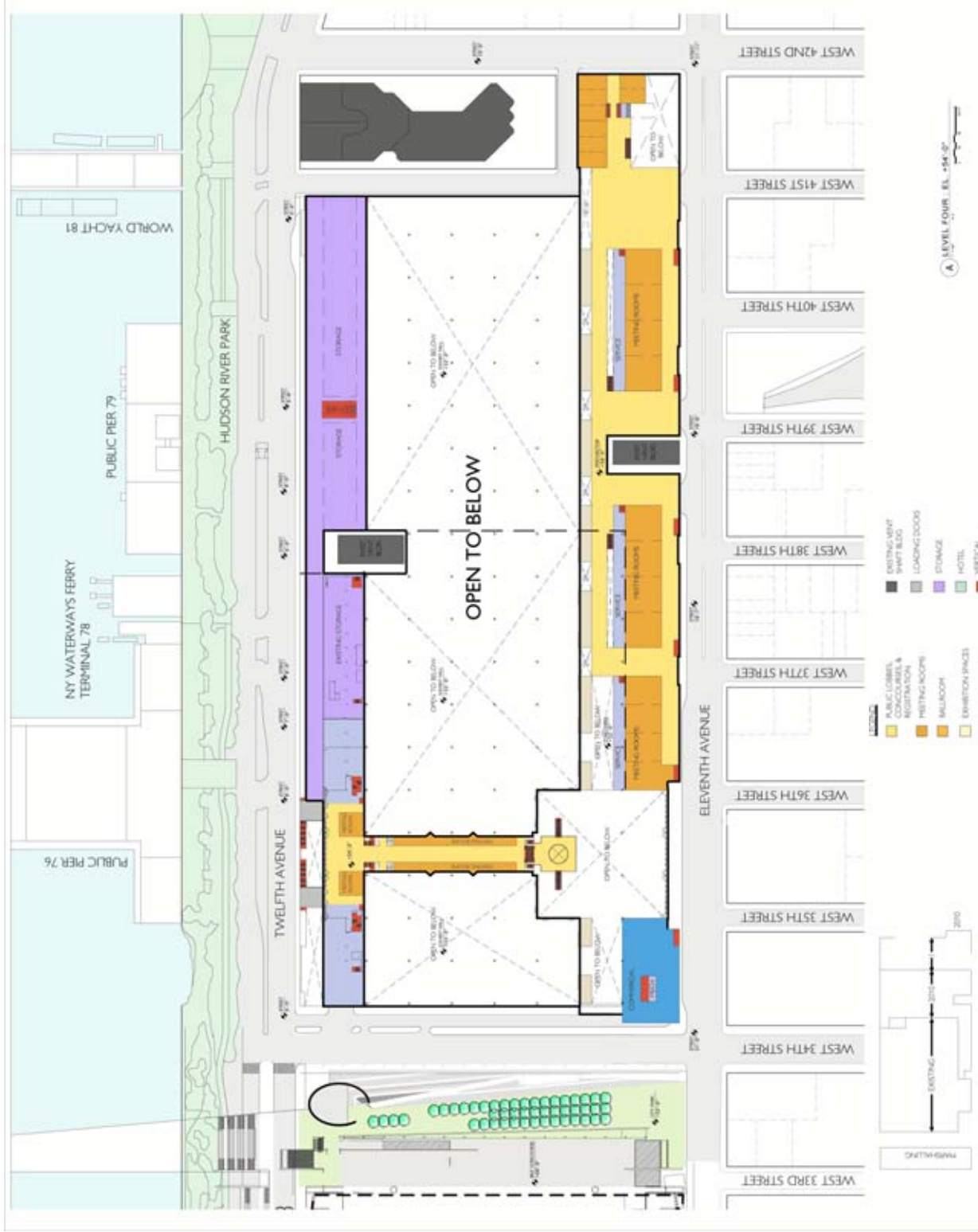


Convention Center Expansion: Level 2
 Figure 2-36

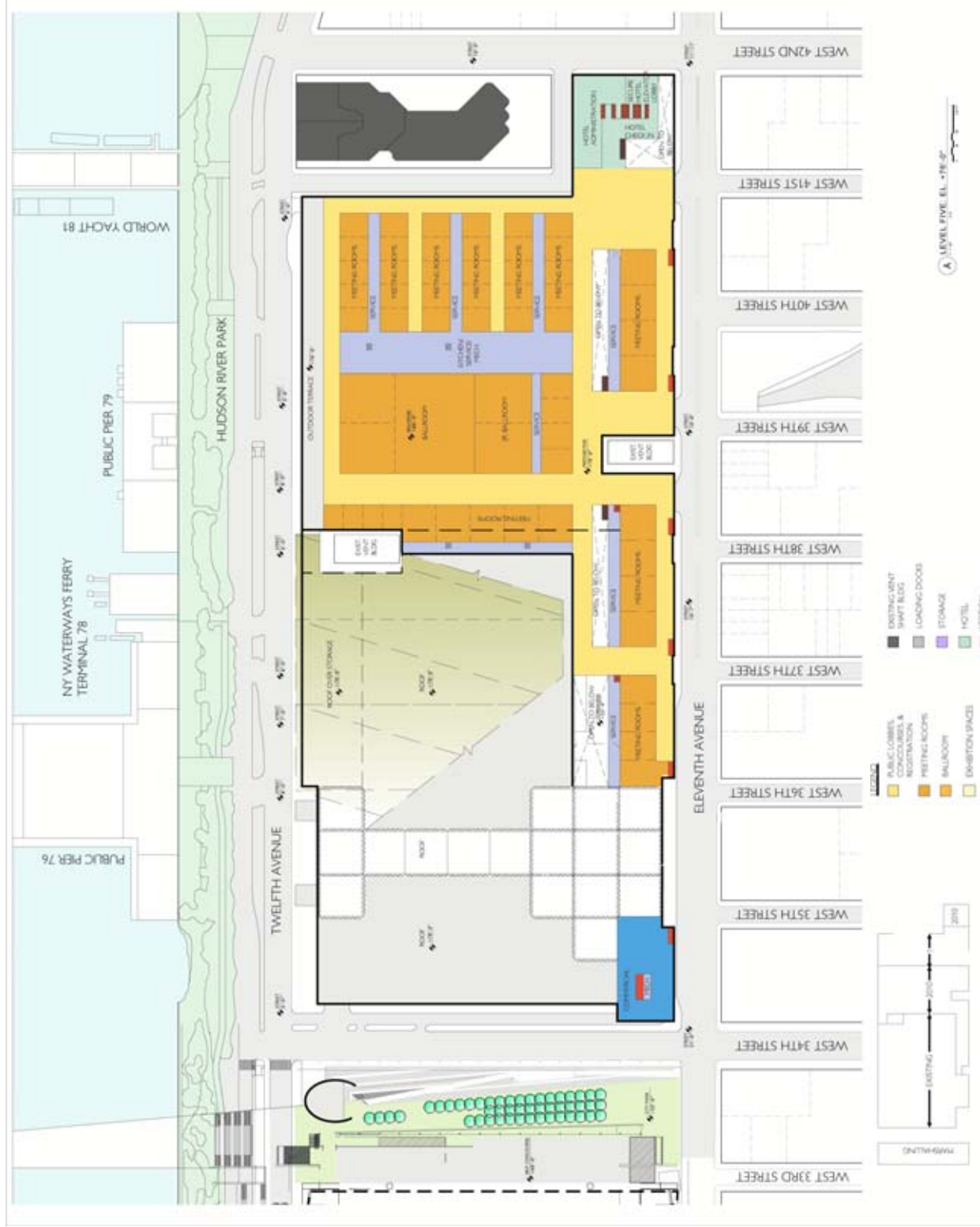
- LEGEND**
- PUBLIC LOBBIES, CONCOURSES, & REGISTRATION
 - MEETING ROOMS
 - BALLROOM
 - EXHIBITION SPACES
 - SUPPORT AREAS
 - SUPPORT AREAS
 - SERVICE AREAS
 - FOOD SERVICE AREAS
 - RESTAURANTS
 - OFFICES
 - EXISTING MEET & SHIRT BLDG.
 - HOTEL
 - EXHIBITION
 - CIRCULATION
 - RETAIL/COMMERCIAL
 - LOADING DOCKS
 - STORAGE
- A** LEVEL TWO, EL. +18'-0"
- NO. 7 CONNECTOR E E 17' SHOWN



Convention Center Expansion: Level 3
Figure 2-37



Convention Center Expansion: Level 4
Figure 2-38

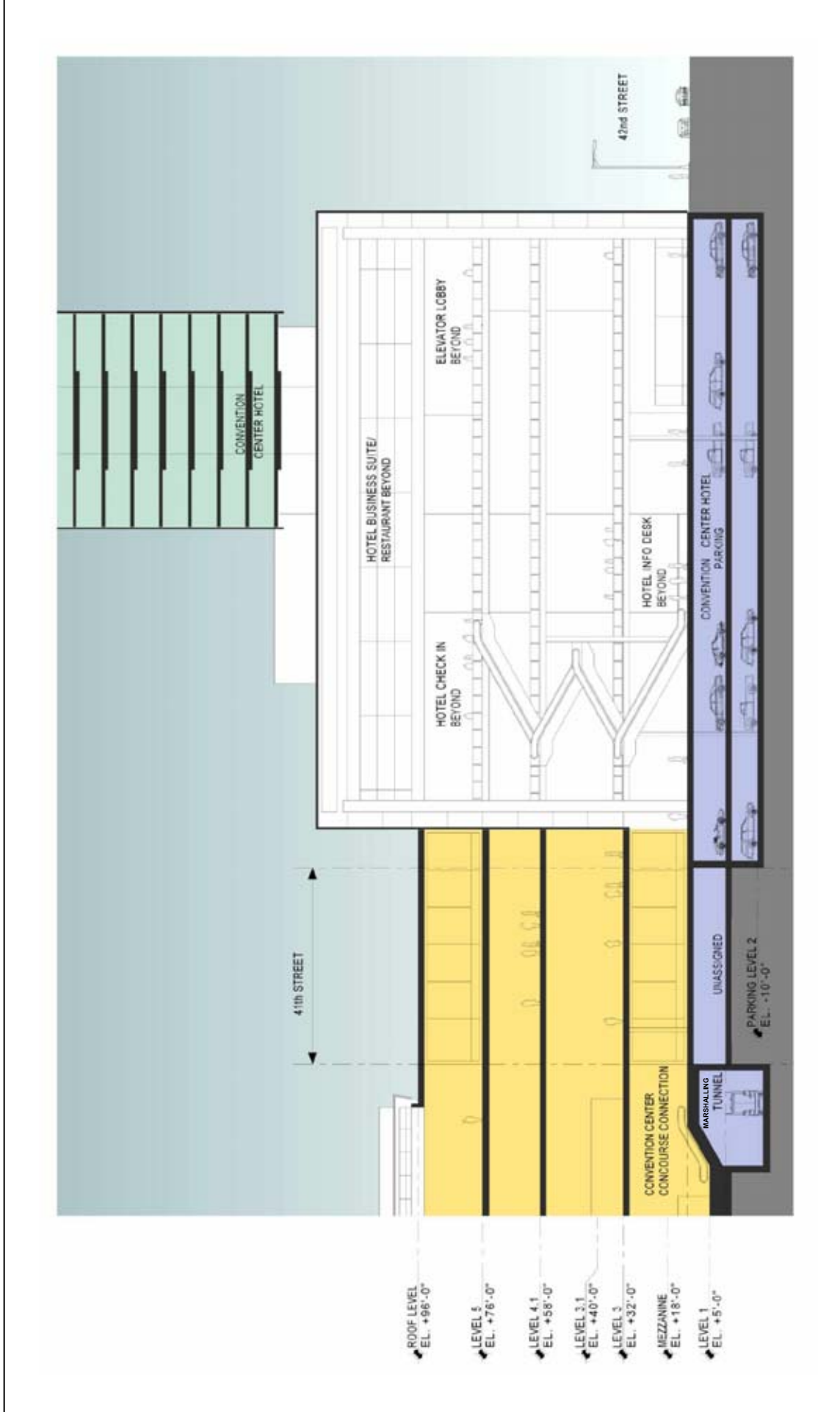


Convention Center Expansion: Level 5
 Figure 2-39

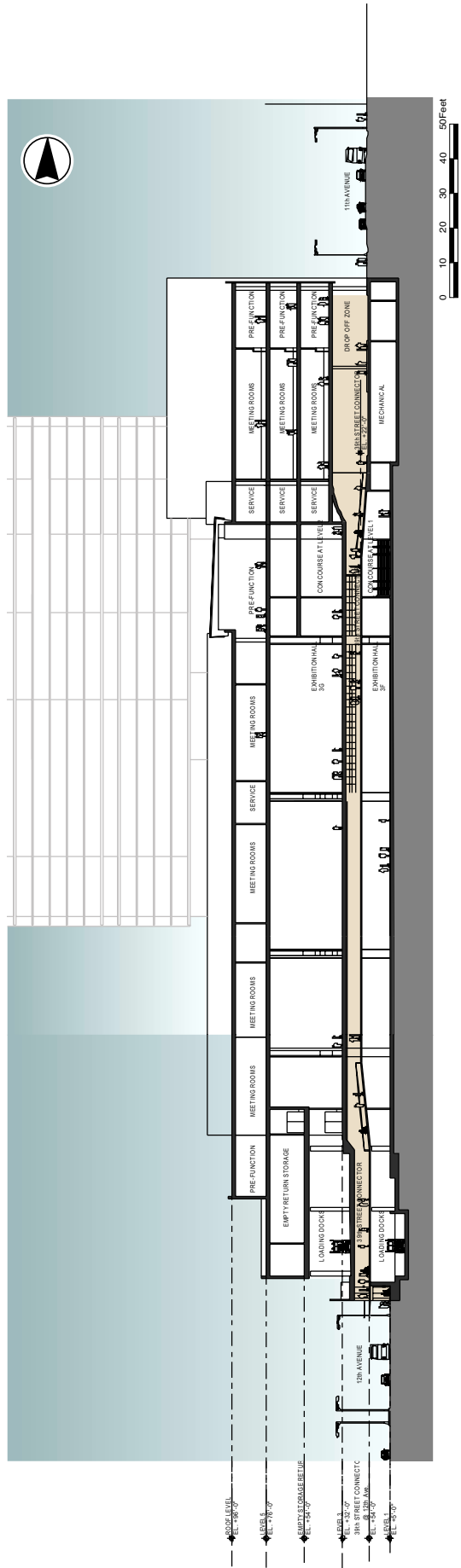


- A - OPEN PUBLIC SPACE/
ESPLANADE
- B - PUBLIC ACCESS POINTS
TO ESPLANADE
- C - MEP AREAWAY ZONES
- D - VEGETATED ZONES
- E - SKYLIGHT

Convention Center: Rooftop Open Space
Figure 2-40

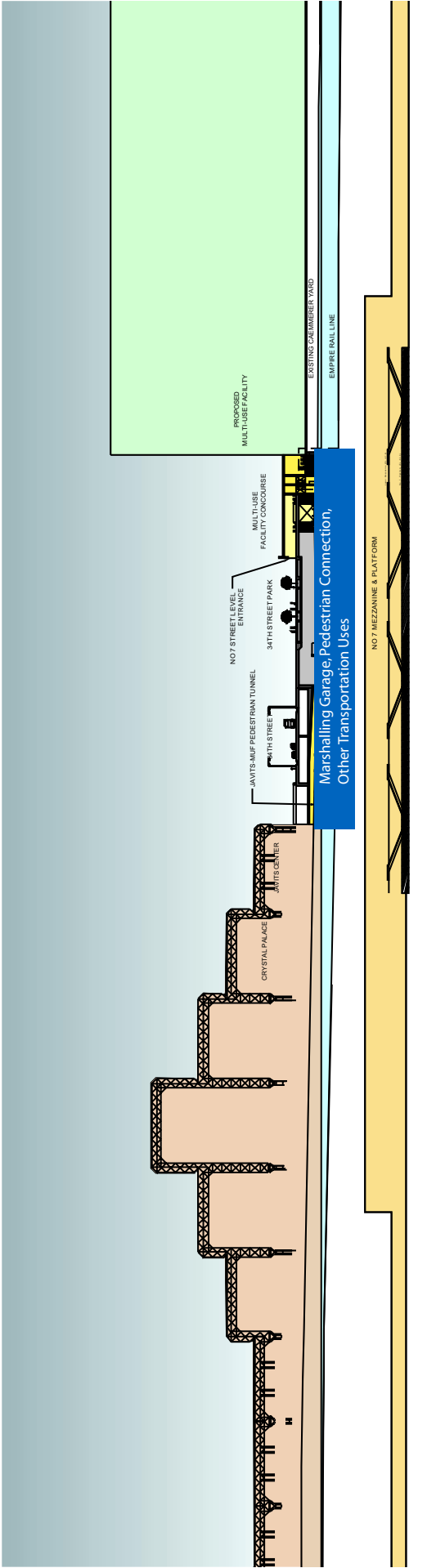


Convention Center Hotel: Section Looking South
 Figure 2-41



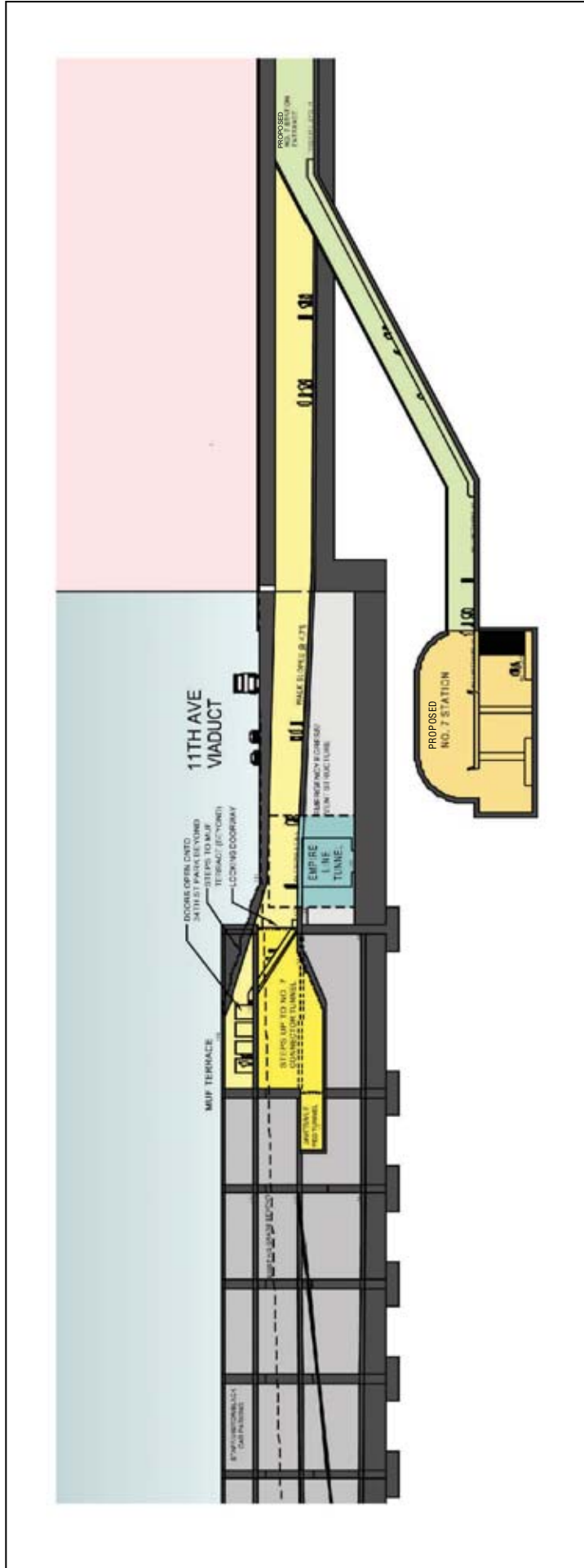
Convention Center: 40th Street Pedestrian Connector
 Figure 2-42

NO. 7 SUBWAY EXTENSION-HUDSON YARDS REZONING AND DEVELOPMENT PROGRAM

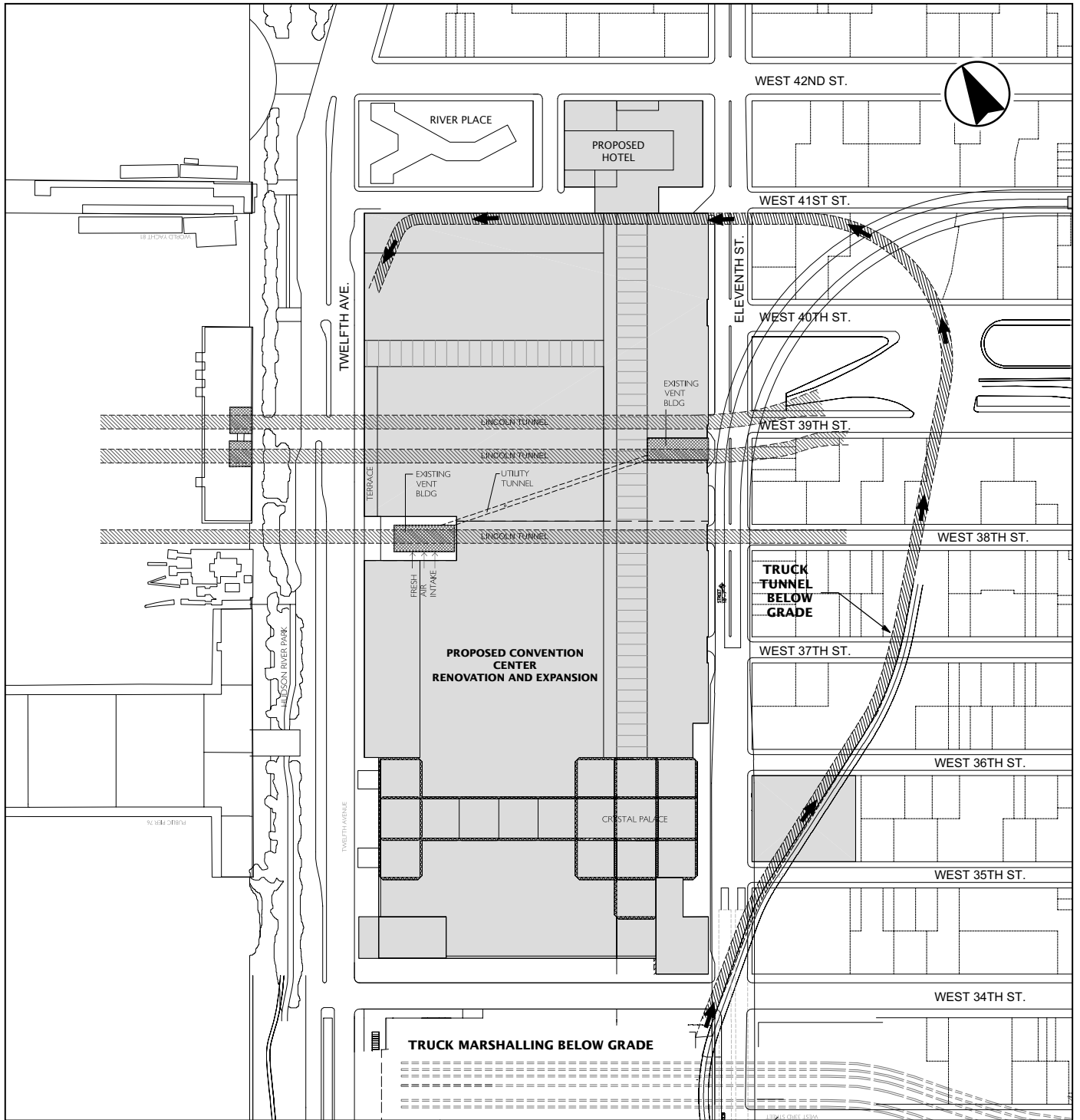


SECTION THROUGH JAVITS-MUF PEDESTRIAN TUNNEL
 0' 30' 60' 90' 120'

Marshalling Yards Below the Convention Center & Multi-Use Facility
 Figure 2-43

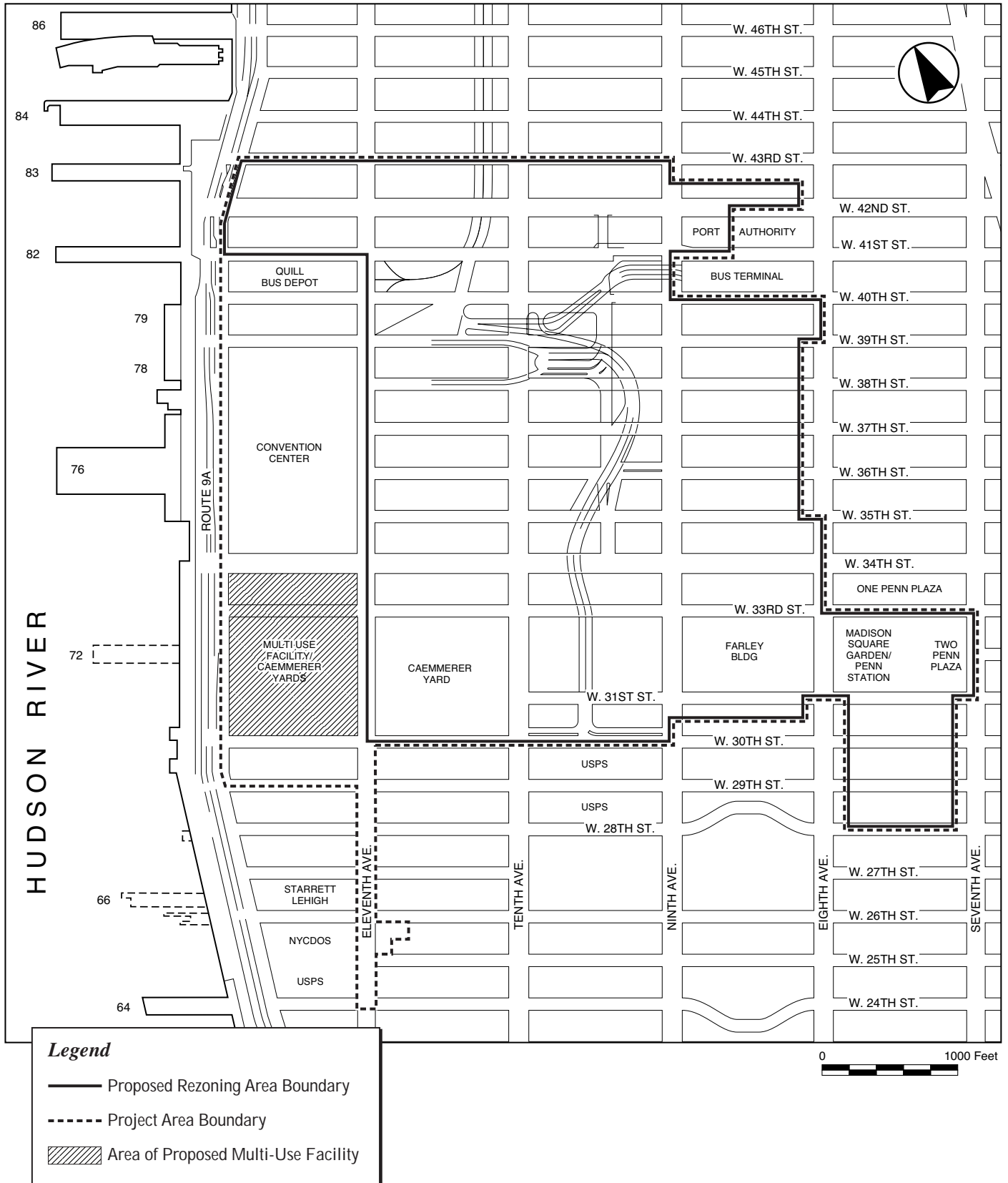


**Convention Center Truck Marshalling at West 34th Street:
Section Looking North**
Figure 2-44



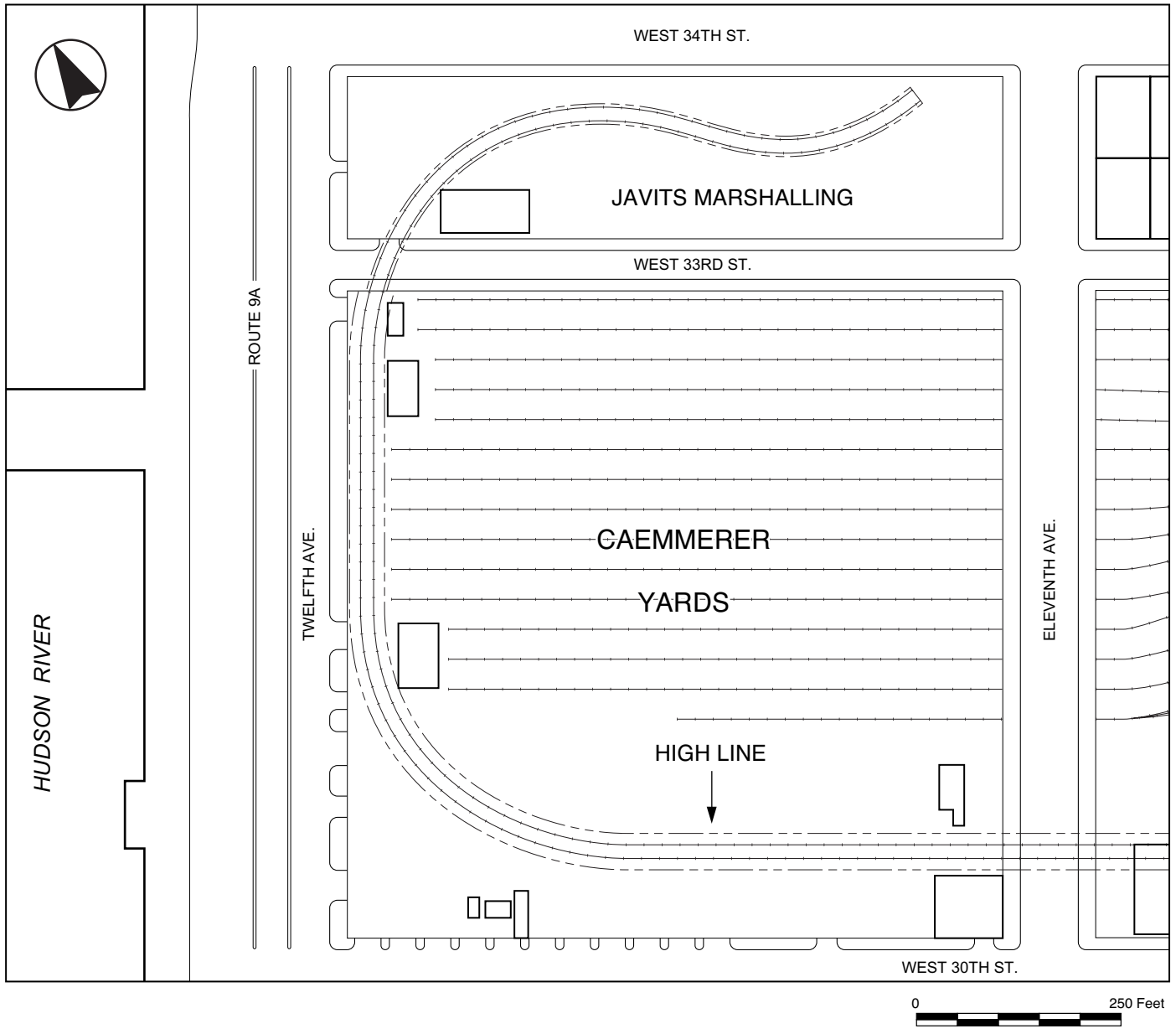
Convention Center Truck Marshalling Plan

Figure 2-45



Proposed Multi-Use Facility

Figure 2-46

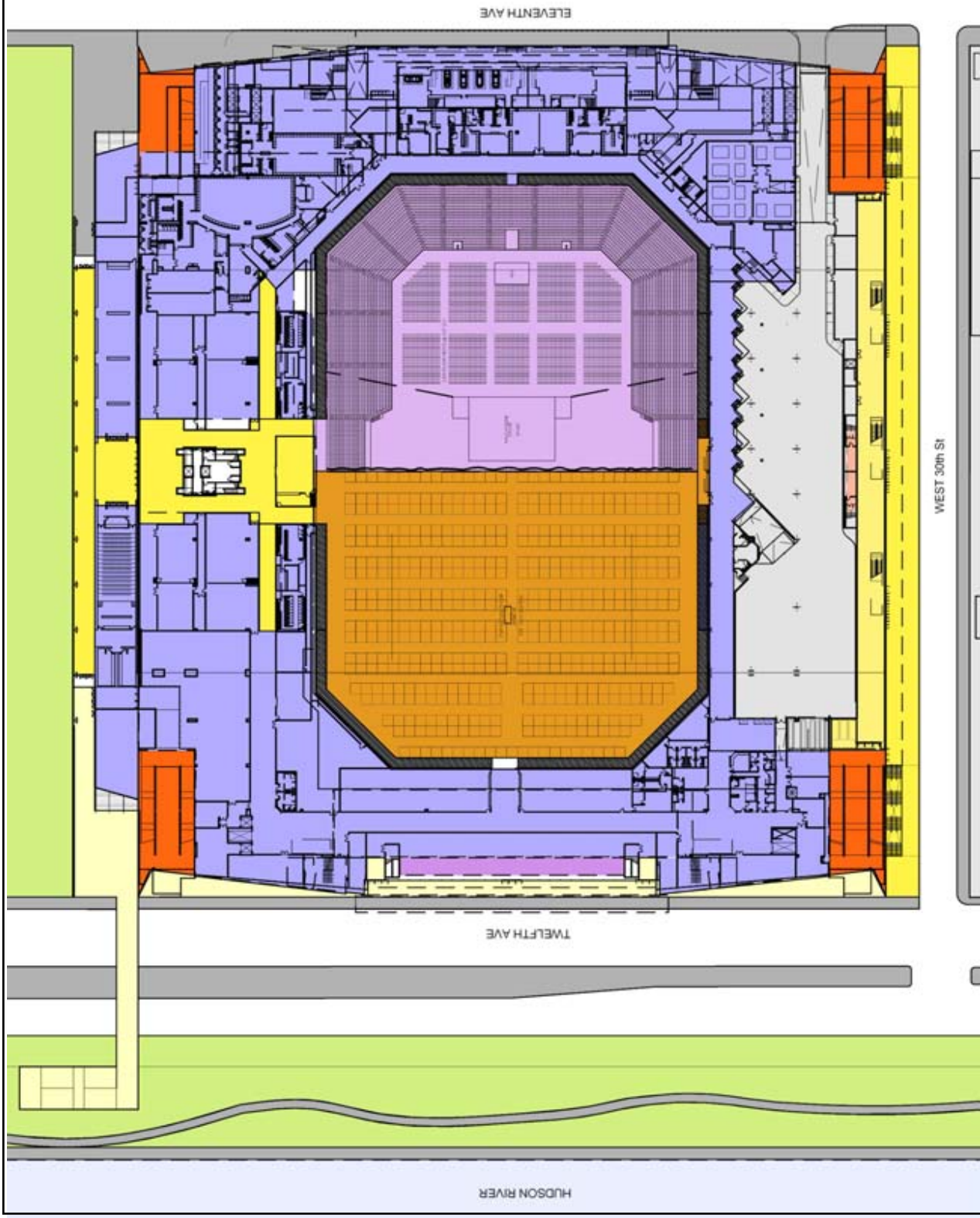


Multi-Use Facility: Existing Conditions

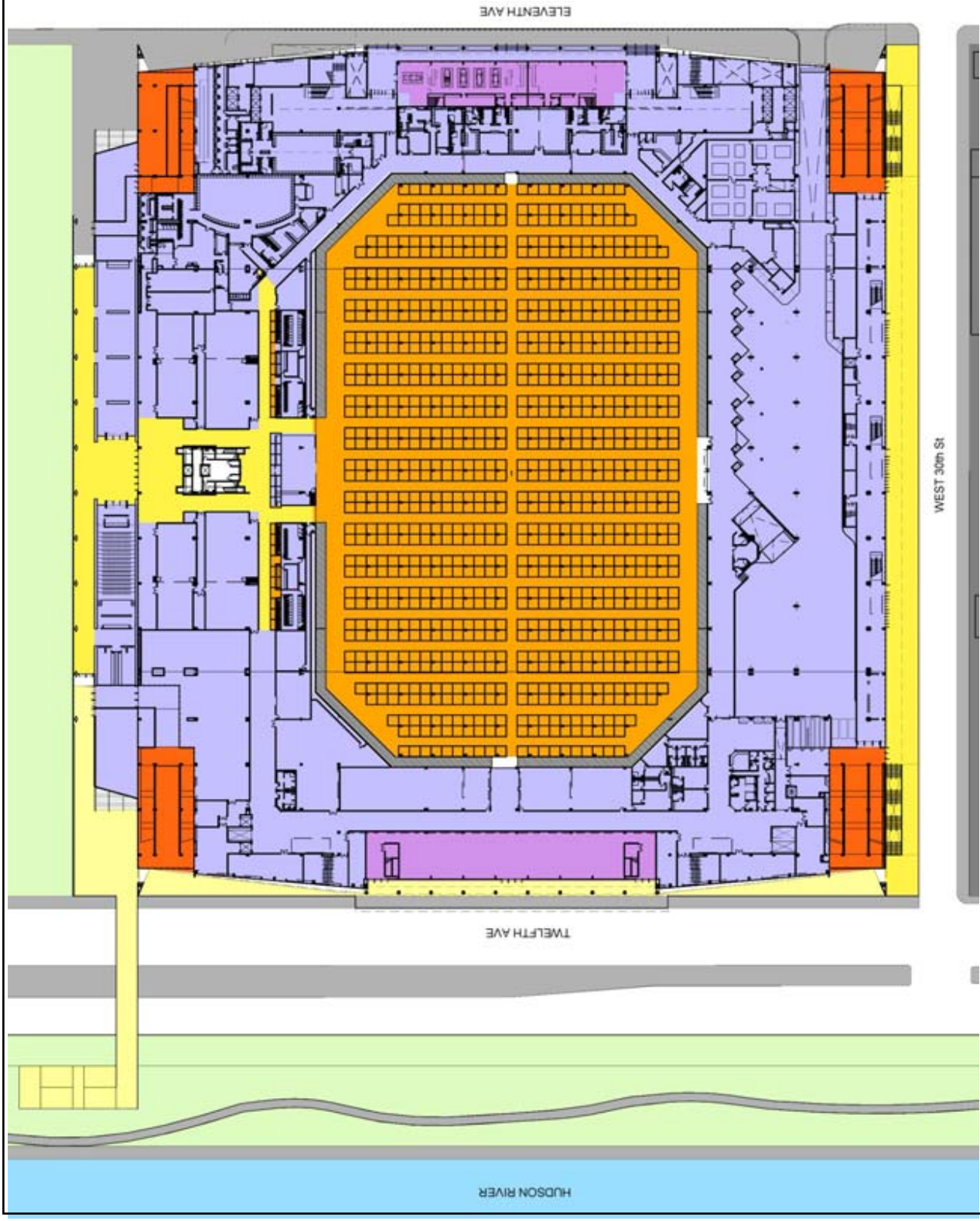
Figure 2-47



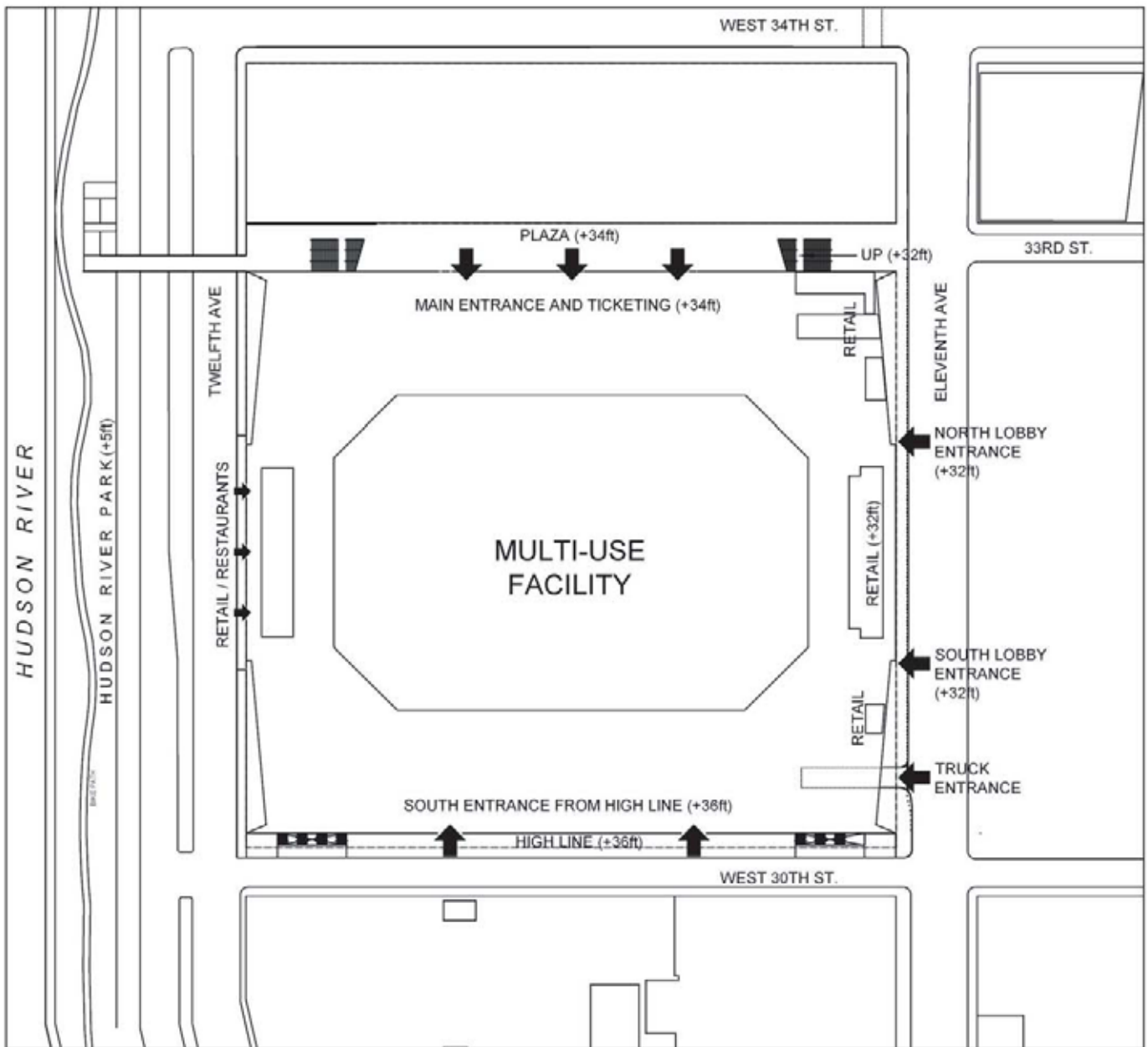
Multi-Use Facility: Stadium Mode
Figure 2-48



Multi-Use Facility: Plenary Hall Mode
Figure 2-49

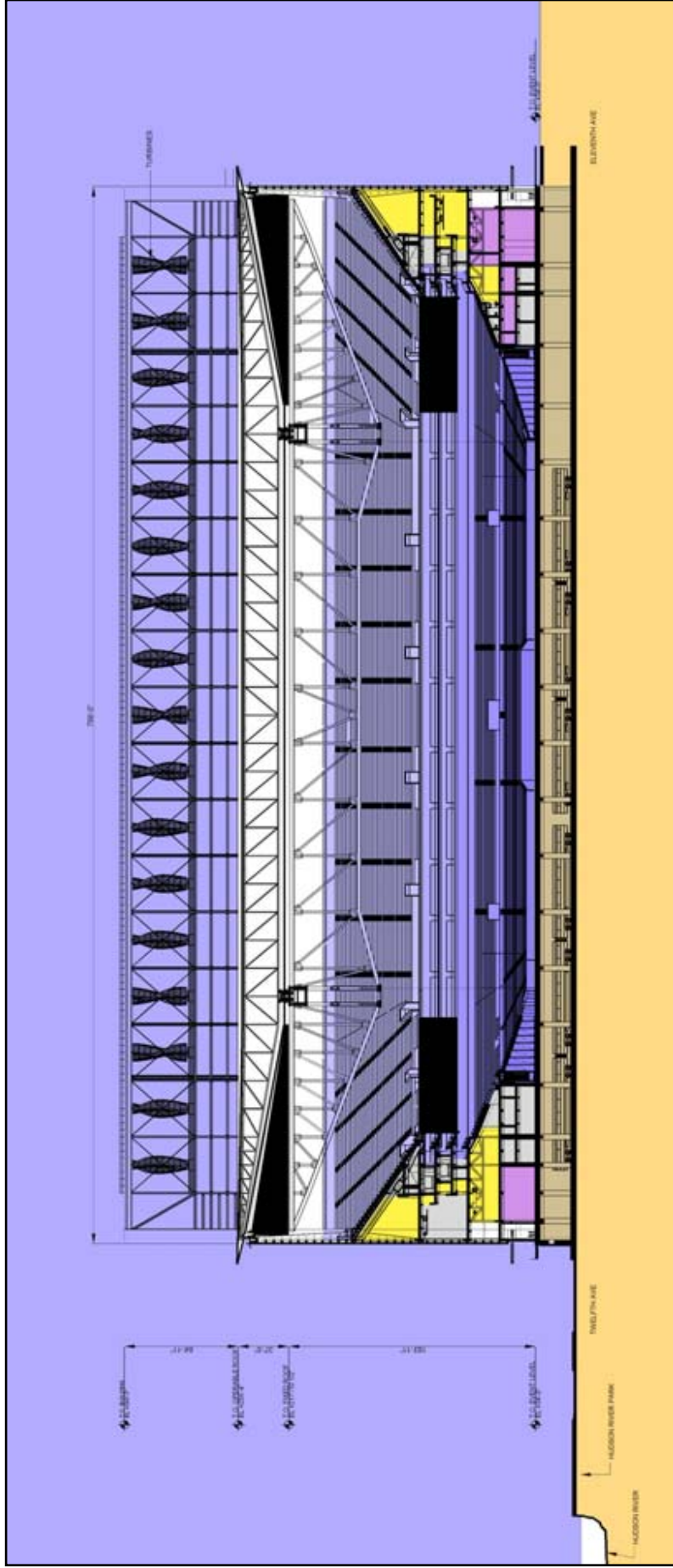


Multi-Use Facility: Exposition Hall Mode
 Figure 2-50

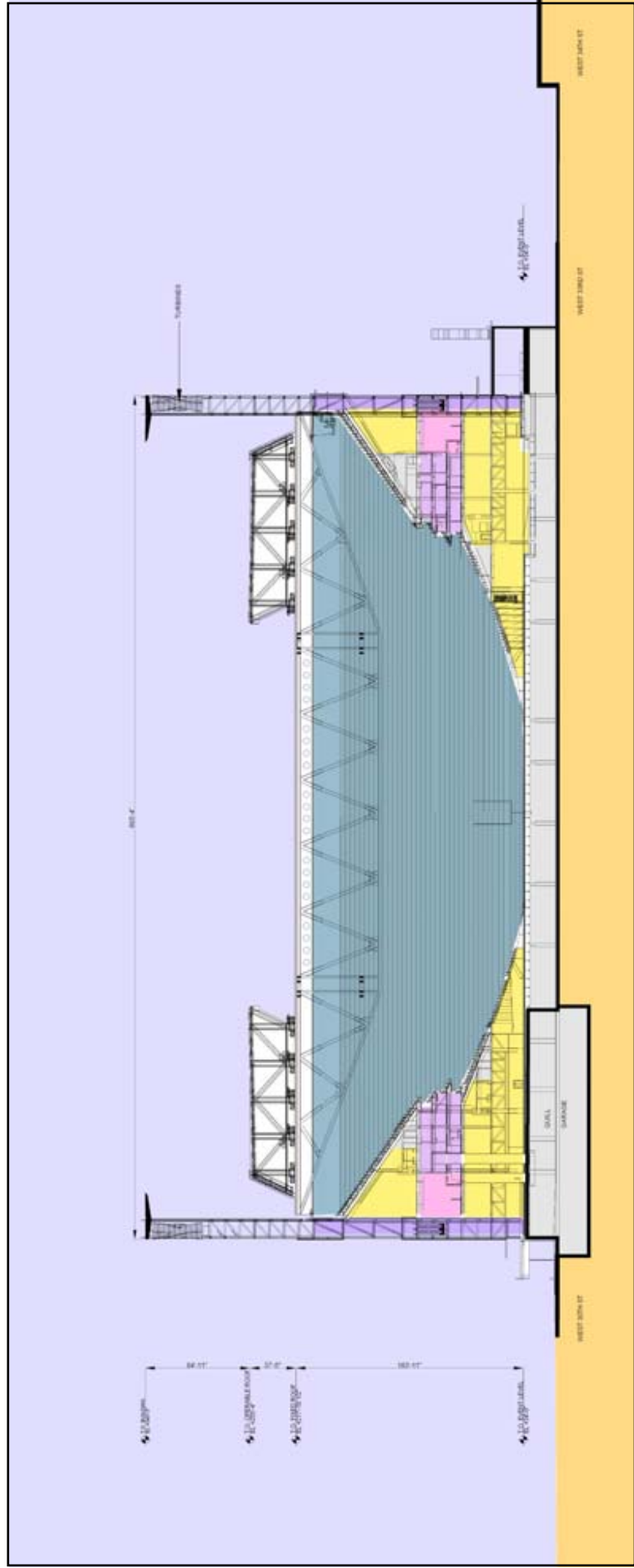


Multi-Use Facility: Access Plan

Figure 2-51



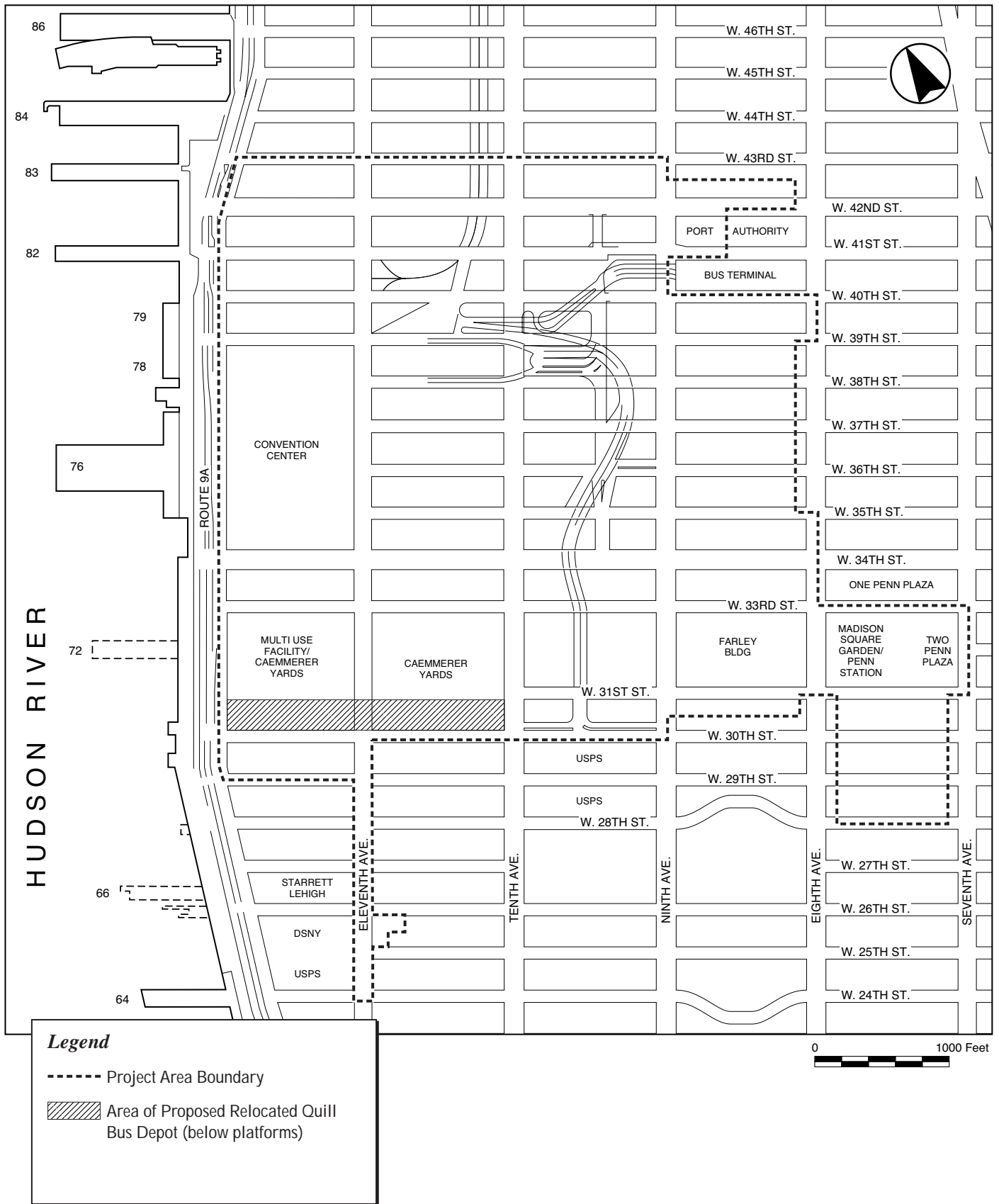
Multi-Use Facility: East-West Section
 Figure 2-52



Multi-Use Facility: East-West Section with Stadium
 Figure 2-53

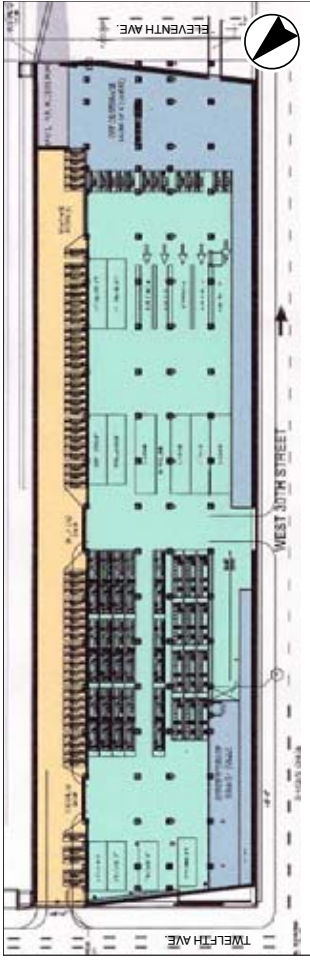


Multi-Use Facility Northeastly View
Figure 2-54

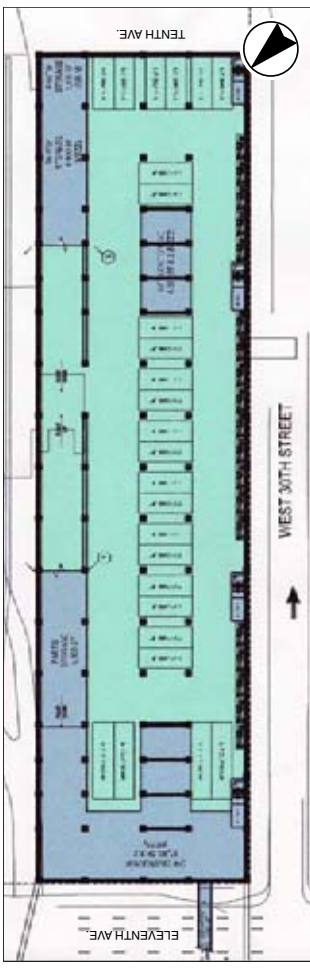


Proposed Relocated Quill Bus Depot

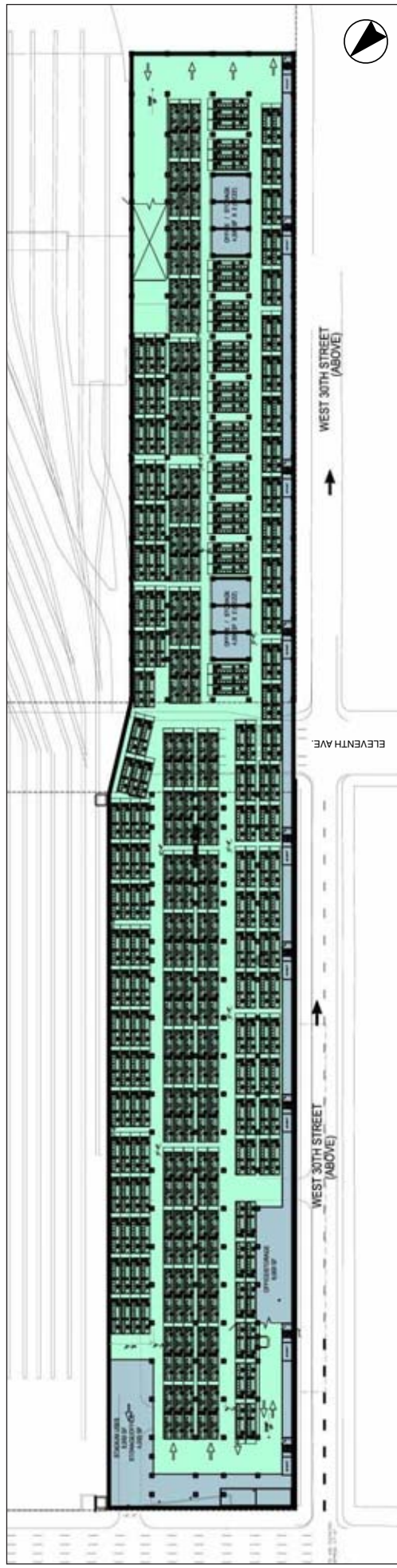
Figure 2-55



Ground Floor Level
Elevation +8



Basement Level
Elevation -5

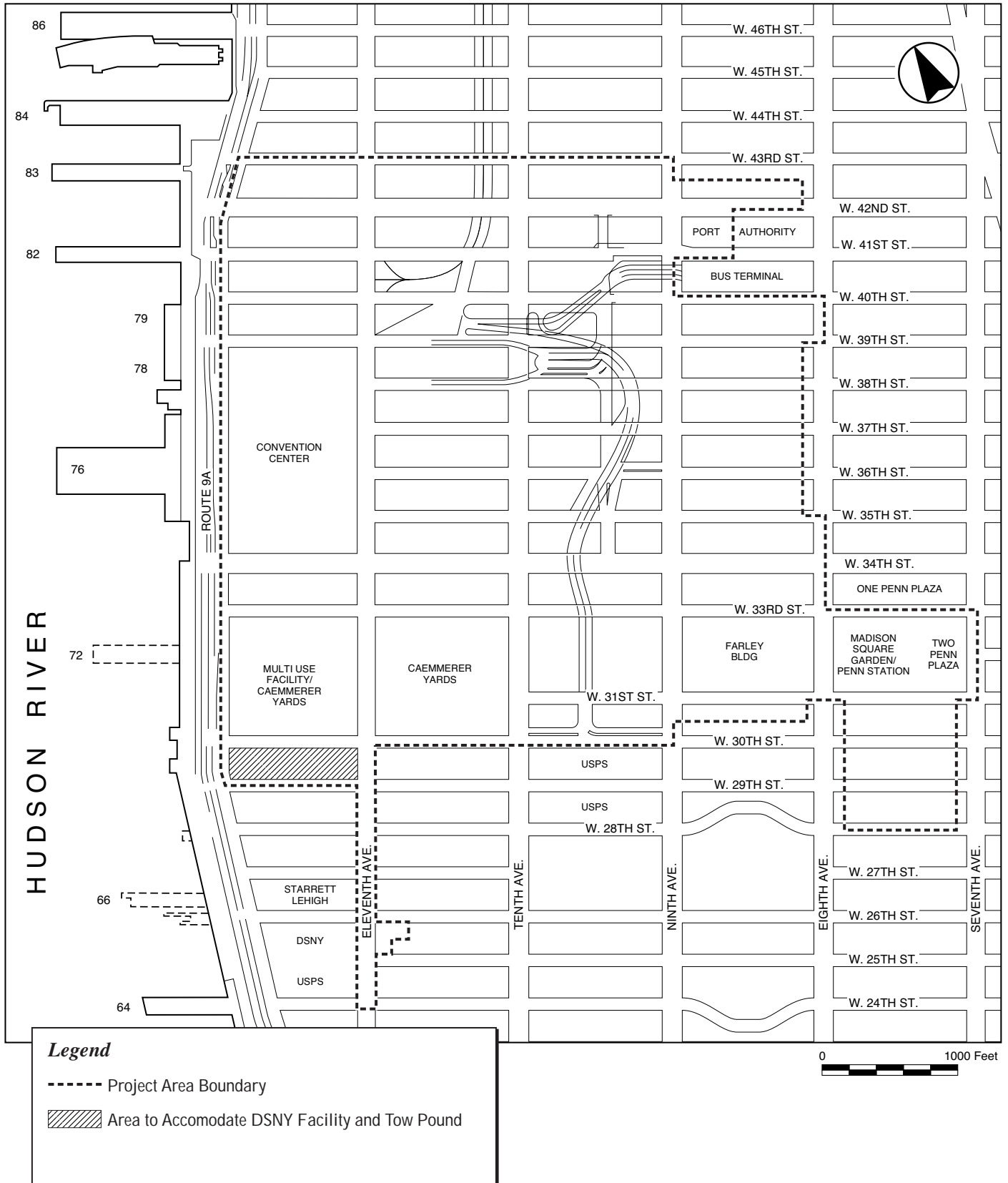


Lower Basement Level
Elevation -25

Legend

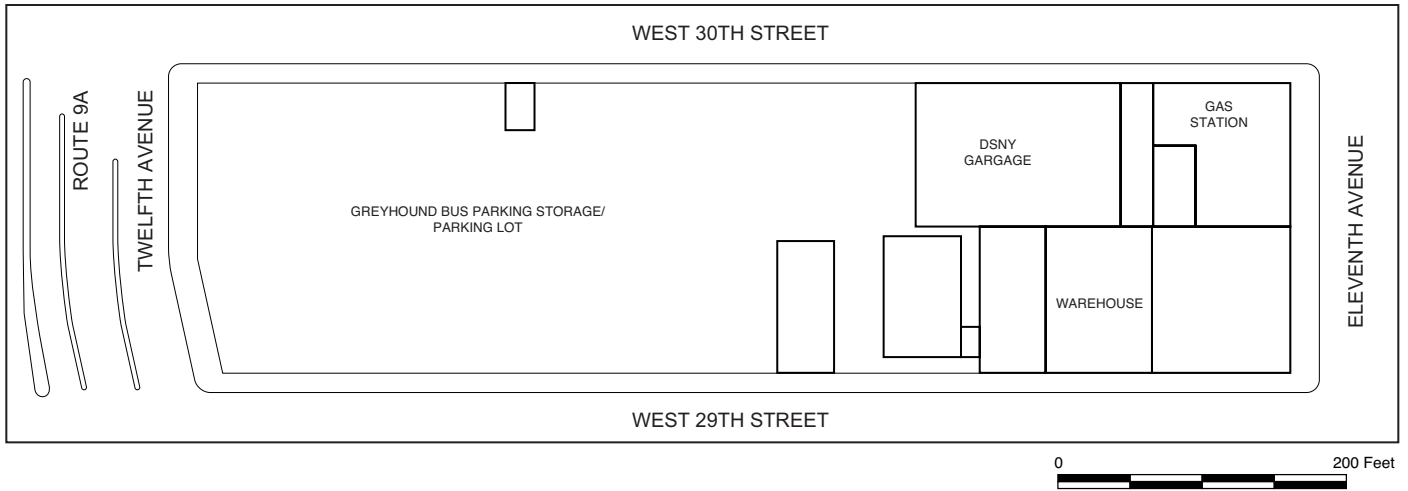
■	Bus Storage and Maintenance
■	Office, Storage, Ventilation
■	Shared Driveway (Quill and LIRR)

Relocation of Quill Bus Depot: Site Plan Figure 2-56

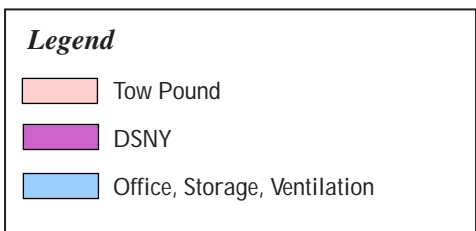
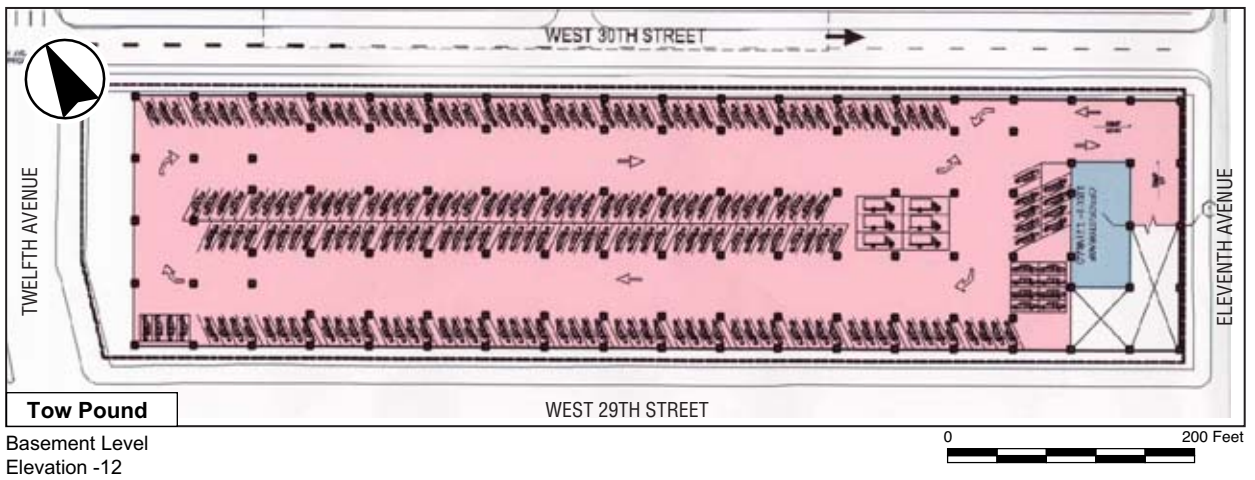
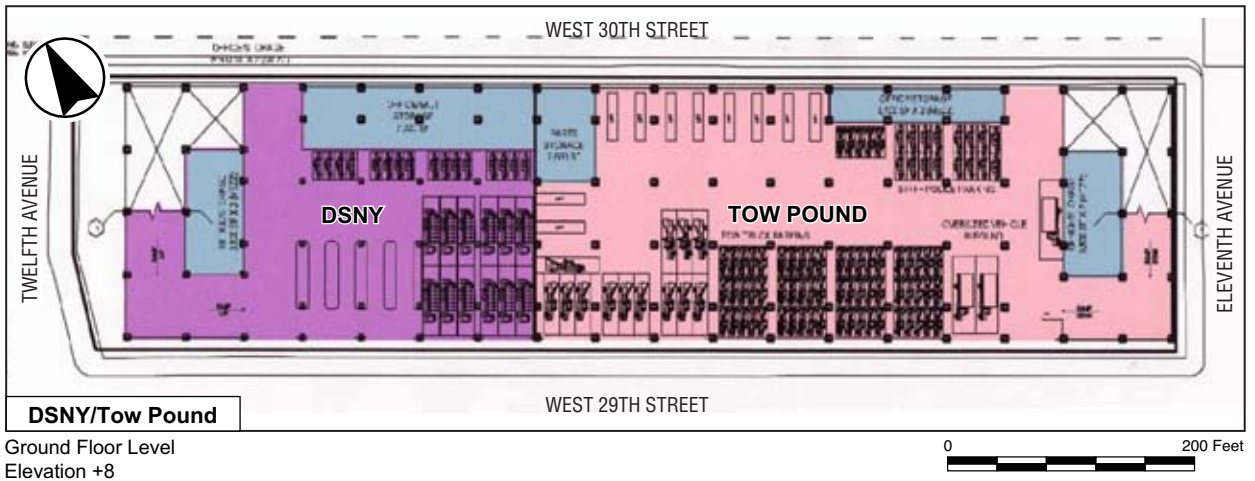


Accommodation for DSNY Facilities and NYPD Tow Pound

Figure 2-58



Accommodation for DSNY/Tow Pound Facilities: Existing Conditions
Figure 2-59



**Accommodation for
DSNY/Tow Pound Facilities**
Figure 2-60