

# **CONVENTION CENTER DEVELOPMENT CORPORATION**

## **JACOB K. JAVITS CONVENTION CENTER EXPANSION AND RENOVATION CIVIC PROJECT AND LAND USE IMPROVEMENT PROJECT**

### **Amendment Modifying the General Project Plan**

**May 2016**

Except as modified below, the General Project Plan for the above-referenced Project, affirmed and dated July 18, 2006, remains unchanged and in full force and effect. The Modifications are described below.

#### **Convention Space**

The Convention Center expansion of up to seven levels with a maximum height of approximately 210 feet will be modified to a smaller, more efficient design which will expand the Convention Center to 5 levels, with a maximum height of approximately 179 feet, and which will result in an approximately 940,000 sf reduction in proposed additional convention center space, from an approximately 1.5 million sf expansion to an approximately 570,000 sf expansion. In addition, approximately 0.6 acres of passive open space will be included along Eleventh Avenue.

#### **Truck Marshaling**

The new, above-grade, multi-level truck marshaling facility located along Twelfth Avenue south of West 40th Street will be modified from a 580,000 sf marshaling facility containing seven levels to a 4-level, approximately 480,311 sf marshaling facility.

#### **Facility Planning and Design**

A new entry pavilion will be created to provide access and entry from the Level 2 inner roadway/plaza. This area, an extension of the existing Level 2 Concourse, will house or connect to all of the pre-function and registration space required by the new exhibition, meeting room, and ballroom functions. The entry pavilion will be accessed through a new vestibule as well as existing vestibules that were created as part of the main building's renovation, thereby dispersing pedestrian traffic.

#### **Financing**

Proceeds from the sale of the block bounded by 33<sup>rd</sup> and 34<sup>th</sup> Street will no longer be a funding source for the expansion project and those sites are not part of the expansion project. Funding is anticipated to be provided through an appropriation of \$1 billion, New York Convention Center Development Corporation cash on hand and bond issues proceeds.

**CONVENTION CENTER DEVELOPMENT CORPORATION**

**JACOB K. JAVITS CONVENTION CENTER  
EXPANSION AND RENOVATION  
CIVIC PROJECT AND LAND USE IMPROVEMENT PROJECT**

**General Project Plan Phase I  
July 18, 2006**

**I. PROJECT IDENTIFICATION AND BACKGROUND**

The Jacob K. Javits Convention Center Expansion and Renovation Civic Project and Land Use Improvement Project (or the "Project"), bounded by 40th Street at the north, 33<sup>rd</sup> Street at the South, 11<sup>th</sup> Avenue at the east and 12<sup>th</sup> Avenue at the west, and 36<sup>th</sup> on the north, 35<sup>th</sup> Street on the south, and 11<sup>th</sup> Avenue on the west and Hudson Boulevard on the east is made up of four principal elements which are described in greater detail within this General Project Plan.

**A. Principal Elements of the Project:**

1. The renovation and expansion of the existing Jacob K. Javits Convention Center (or "Javits") located on the superblock bounded by West 34<sup>th</sup> Street, 11<sup>th</sup> Avenue, West 39<sup>th</sup> Street, and 12<sup>th</sup> Avenue in Manhattan;
2. The creation of a multi-level combination truck security screening, marshalling, and loading facility on the site located along 12<sup>th</sup> Avenue south of 40<sup>th</sup> Street.
3. The development of a convention center hotel on the site located between Eleventh Avenue and Hudson Boulevard from 35<sup>th</sup> to 36<sup>th</sup> Streets (the "35/36 Site"); and
4. Commercial and residential development of the block bounded by West 34<sup>th</sup> Street, 11<sup>th</sup> Avenue, West 33<sup>rd</sup> Street, and 12<sup>th</sup> Avenue (the "33/34 Site").

**B. The Convention Center Development Corporation and Operating Corporation**

The 1979 enabling legislation for Javits created two corporations, one of which is responsible for the development and construction of Javits, the other of which is responsible for the operation of Javits. The New York Convention Center Development Corporation ("CCDC") is a 50% owned subsidiary of the New York State Urban Development Corporation, now doing business as Empire State Development Corporation ("ESDC"). CCDC has two stockholders, ESDC and the Triboro Bridge and

Tunnel Authority. Pursuant to statute, CCDC is responsible for site acquisition, design, development, and construction of Javits. The New York Convention Center Operating Corporation ("CCOC") is a public benefit corporation separate and independent from CCDC. Also pursuant to statute, CCOC is responsible for the operation and maintenance of Javits and for approval of the original plans and the expansion plans.

### C. Background

Javits opened in 1986 as the successor to the Coliseum Convention Center at 59<sup>th</sup> Street and Broadway. Since its opening, Javits has been New York City's primary venue for large conventions, exhibitions, and major trade shows. These events are key contributors to the City and State economy, stimulating direct and indirect employment, economic activity, and tax revenues, and strongly supporting the City's hotel, restaurant, tourism, and entertainment industries.

CCDC owns the 33/34 Site which is an unimproved block that is currently utilized for truck and trailer parking and storage. CCDC also owns most of the 35/36 Site which is currently improved as publicly accessible passive open space. (The remainder of the 35/36 Site is to be acquired by CCDC as described in Section IX: Public Actions and Approvals below). The 35/36 Site is connected to Javits via a below-grade passage that runs underneath the 11<sup>th</sup> Avenue viaduct although this passage has always been closed to the public.

In anticipation of future expansion, in 2002, CCOC purchased and now owns property and buildings on the block just north of Javits between West 39<sup>th</sup> and 40<sup>th</sup> Streets from 11<sup>th</sup> to 12<sup>th</sup> Avenues ("the Yale site").

## II. THE NEED FOR JAVITS EXPANSION AND RENOVATION

### A. The Existing Javits is in Need of Repair, is Too Small, and Lacks Facilities

The Javits, as it exists today, contains approximately 760,000 SF of exhibition space, 30,000 SF of meeting space, and approximately 665,000 SF of pre-function, support, and staging areas. The North Pavilion, a temporary structure erected on the south side of West 39<sup>th</sup> Street, contains an additional 54,400 SF of exhibition space.

The Javits lacks a sufficient amount of prime exhibition space, including an inadequate amount of contiguous space, to attract the largest conventions and trade shows. The main exhibit hall area ("Level 3") contains Javits' largest prime contiguous exhibit space of approximately 410,000 SF, with few columns and ceiling heights of at least 33 feet in most of the area. The lower level of exhibit halls (Level 1) has lower ceiling heights of 18 feet and significantly more columns, rendering this space less than prime.

The Javits is critically deficient in meeting room space. For a convention center of its size, Javits has a very small quantity of meeting room space resulting in the lowest ratio (1:25) of meeting space to exhibit space of all major competing convention centers around the country. In addition Javits has no ballroom space. Virtually every major convention center has substantial ballroom space to accommodate large numbers of persons in a single venue. Other convention center ratios of meeting and ballroom space to exhibit space typically range from 1:8 to 1:2. This indicates a severe deficiency of meeting and ballroom space relative to exhibit space. This deficiency places the Javits at a serious competitive disadvantage.

The existing space is in immediate need of repair and renovation. For example, roof leaks are a persistent problem during heavy rain, and the heating, ventilation and air conditioning ("HVAC") system is in significant need of an upgrade. Both problems detrimentally impact operations.

Javits lacks any sort of significant truck marshalling operations facility. Although the 33/34 Site is used for some truck and trailer parking and storage, on significant show dates throughout the year the larger tractor trailer trucks actually marshal on the streets surrounding the Javits, adding significant traffic congestion.

Javits is currently 16<sup>th</sup> in size in relation to the nation's other convention centers. For it to compete for the nation's larger conventions and events, it would need to:

1. Expand the amount of prime exhibition space to create a significant area of contiguous space (over 500,000 square feet), while providing large amounts of additional meeting space.
2. Provide ballroom space.
3. Bring the facility into a state of good repair
4. Create an efficient truck marshalling and loading facility.
5. Provide for a large, directly connected headquarters hotel.

**B. Javits' Position in the National and Regional Convention Market**

Despite its limitations and deficiencies, Javits operates at or near full capacity and has been forced to turn away business, because of the very strong attraction of New York City as a convention, trade show and event destination. However, some of the recent trends at Javits are not positive. The Javits has experienced declines in its share of Tradeshaw 200 events (the 200 largest trade shows in the nation), even though that sector of the market has experienced significant growth. Existing large shows and events that book Javits have insufficient room for growth and, absent expansion, several major recurring trade shows will be forced to relocate to other destinations and facilities. Those shows and events would stay at Javits, if it had the requisite exhibition space and other required facilities. Also, major exhibit halls are at practical maximum occupancy and existing and new customers have difficulty obtaining desirable event dates. A survey of Javits' major national competitors shows that they are larger, more flexible and more modern.

## **Chicago**

McCormick Place, North America's largest convention complex, currently contains nearly 2.2M SF of exhibition hall space (including 1.6M SF on one level), 345,000 SF of meeting room space, a 45,000 SF ballroom, and 8,000 parking spaces after a North expansion in 1986, a South expansion in 1996, and an East (Lakeside) renovation in 1997. Full service bars, cafes and restaurants are located throughout the complex. A contiguous full-service truck marshalling yard can accommodate up to 500 trucks. A West expansion, currently in design and slated for completion in 2007, will provide an additional 470,000 SF of exhibition space, 250,000 SF of meeting rooms, and 100,000 SF of ballroom space.

## **Orlando**

After its most recent expansion in 2003, the Orange County Convention Center in Orlando, Florida contains nearly 2.1M SF of exhibition hall space, approximately 420,000 SF of meeting room space, two 92,000 SF general assembly areas, a 62,000 SF multi-purpose room (or ballroom space), and 6,200 parking spaces. Three full service restaurants and eight food courts are located within the center, and three covered loading docks contain 173 truck bays.

## **Las Vegas**

The Las Vegas Convention Center contains 2.0M SF of exhibition hall space, 244,000 SF of meeting room space, and 5,500 parking spaces. The Center offers full service kitchen facilities, two restaurants with seating for 1,200, 15 concession stands and two cafes. The Center was last expanded in 1998, and construction of another, multi-million dollar enhancement project is scheduled to begin in 2006.

### **C. The Potential of an Expanded and Improved Facility**

As mentioned above, Javits currently operates at capacity much of the year with a mix of conventions, tradeshow and consumer shows. Several studies in recent years, including a PriceWaterhouseCoopers study commissioned by CCOC in 2004, have found that a renovated and expanded Javits could greatly improve service to existing shows and could capture a larger share of the national market. For example, one recent survey of Javits visitors found that New York City as a destination is consistently ranked highly against its competitors, while Javits itself placed next to last among competitive properties. This suggests an opportunity to grow Javits business with an improved facility.

In particular, there is an opportunity to garner an increased share of the professional association convention business. Professional associations generate the greatest incremental spending, which in turn translates into increased jobs and taxes for New York City and State. New York City should be a natural to capture an increasing share of professional association conventions for two reasons. Firstly, New York City continues to achieve an improving image as a travel destination, which makes hosting conventions here more appealing to association members. Secondly, New York City is the hub of a

huge regional population center with excellent demographic characteristics that provides a huge and growing market for the consumption of goods and services. Many convention and tradeshow organizers want to target the region's affluent and highly educated population.

If Javits were larger, had a substantially greater amount of prime exhibition space, including a significant increase in contiguous space, an appropriate number of meeting rooms, a ballroom, and a headquarters hotel, Javits could book substantially more business. Further, while Javits now hosts traditional industry conventions and exhibitions such as apparel, gift, and food and beverage, and similar traditional trade shows, as well as public shows with a mass appeal, such as the Boat Show and the Auto Show, there are entire sectors of the convention, exhibition and event markets for which Javits cannot compete because it lacks size and appropriate facilities. Javits is not big enough for the largest trade shows and has insufficient meeting room space for many large trade shows and most conventions. The market sector consisting of conventions hosted by large trade and professional associations - where New York City has unique advantages versus its competitors - is currently beyond the Javits Center's reach.

If Javits is not expanded and upgraded, its ranking in terms of prime exhibition space, meeting space, and flexible ballroom space will deteriorate further in comparison to major competitors that are currently undergoing or planning extensive expansions. Without expansion and a substantial upgrade, Javits events will become more limited in number, scope and duration, and the economic impact of larger, more frequent events, both within and beyond Javits, will be diminished.

#### D. The Need for a Convention Center Hotel

Javits has no "headquarters" hotel at or near it. Event exhibitors prefer a hotel that is directly connected or immediately adjacent to a convention center to allow for quick and easy movement between their exhibit on the convention center floor and their hotel facilities to enable them to conduct private business meetings and deal with day-to-day business matters.

### **III. THE STATE LEGISLATURE AUTHORIZATION OF THE JAVITS EXPANSION**

The New York State Legislature has recognized that Javits needs to be both expanded and upgraded. In Chapter 3 of the Laws of 2004 (the "2004 Legislation"), the Legislature found that Javits "lacks sufficient contiguous exhibit space and meeting/conference space to accommodate many large, high-impact trade shows and conventions that would otherwise be attracted to New York, and is also competitively disadvantaged by the lack of any adjacent hotel to service its clientele." (Laws of 2004, Chapter 3, § 1). Accordingly, the 2004 Legislation authorized CCDC to undertake the expansion and renovation of Javits to address these existing deficiencies. The Project is a "civic project" pursuant to Section 3(d) of the Urban Development Corporation Act (the "UDC Act"), which defines such a project as one that is "designed and intended for the purpose

of providing facilities for educational, cultural, recreational, community, municipal, public service or other civic purposes.”

#### **IV. THE INITIAL JAVITS EXPANSION CONCEPT PLAN BY CCOC**

CCOC first undertook the process of creating a conceptual plan for expansion and upgrade of Javits (the “CCOC concept plan”). That plan was included as one of the four projects analyzed in the Hudson Yards Final Generic Environmental Impact Statement (“FGEIS”). (See Section XII: Environmental Review below).

The CCOC concept plan contemplated expansion in two phases, first in a northerly direction to the southerly side of 40<sup>th</sup> Street. Phase I of the CCOC concept plan would have added exhibition space, meeting rooms and other facilities, included substantial modernization and renovation of existing Javits facilities, and the conversion of Javits’ current at-grade parking and storage lot on the 33/34 Site into a below-grade, multi-level marshalling facility with street level open space above.

Phase I of the CCOC concept plan also contemplated construction of a hotel of approximately 1,500 rooms and 50 stories on the western side of 11<sup>th</sup> Avenue between West 41<sup>st</sup> and 42<sup>nd</sup> Streets (Silverstein site), with the land for the hotel being acquired through eminent domain and at current market rates. A long glass enclosed bridge would have been created to connect from the southernmost edge of the hotel on 41<sup>st</sup> Street over the MTA Quill Bus Depot to the northernmost section of the Phase I expansion.

Phase II would have expanded Javits northward to 41<sup>st</sup> Street after the relocation of the MTA’s Quill Bus Depot to the southern portion of the MTA’s Caemmerer Rail Yard. Phase II would have included a below grade truck passage running alongside Amtrak’s Empire Line linking the marshalling facility on 33/34 Site to the Phase II expanded Javits at approximately 11<sup>th</sup> Avenue between West 40<sup>th</sup> and 41<sup>st</sup> Streets.

#### **V. THE CURRENT JAVITS EXPANSION PLAN**

##### **A. Financial and Security Considerations**

After the FGEIS was completed, CCDC (with ESDC’s concurrence) subjected the CCOC concept plan to close financial scrutiny and independent analysis. CCDC concluded that the CCOC concept plan could not be constructed within the funds available due to a number of factors, including: a clearer understanding of the construction costs associated with the project, specifically a significant escalation of construction costs since the original cost estimate; the high cost of the bridge connecting the hotel and the expanded convention center; and the high cost of acquiring the hotel site through eminent domain.

In addition, CCDC retained a security consultant to work with the appropriate agencies, including the New York City Police Department (NYPD) and the NYS Office

of Homeland Security to develop a threat assessment and establish security criteria for Javits. While work continues to refine the parameters of the threat assessment, consultations with security officials confirmed that an above ground integrated facility would be preferable to a detached marshalling facility either above or below-grade.

## B. Planning Process

CCDC undertook a thorough study of the CCOC concept plan in order to determine what revisions would be necessary for the project to be built within the allotted budget and to include all required security measures.

CCDC issued a Request for Qualifications, followed by a Request for Proposals for a new "world class" design team to address these growing issues and develop a new concept design. The architect selected was a three-part team, comprised of Richard Rogers Partnership, FXFOWLE Architects, PC, and A. Epstein and Sons International (the "Design Team").

The Design Team prepared concept design plans to meet CCOC's Phase I concept program and to insure that the revised Javits expansion plan would result in a project that would be harmonious with the approved Hudson Yards Rezoning and Development Program for the redevelopment of the Hudson Yards area.

CCDC's planning process included representatives from CCDC, CCOC, Empire State Development Corporation, Hudson Yards Development Corporation (HYDC), the NYC Department of City Planning (NYCDCP) as well as the Design Team and CCDC's Owner's Representative, Tishman Construction. There was also outreach during the planning process to various stakeholders, via focus group reviews and presentations, including the NYPD and other local law enforcement authorities, and a Community Advisory Committee, which encompasses Community Board No. 4 members as well as local officials and current and potential customers of Javits.

The first step in this process was a "Design Charrette", an intensive 45 day period of compressed design process resulting in the development of a Master Plan for the Project site, a comprehensive program for the Project as a whole and a new concept design.

Overall, the Design Team focused on three primary objectives during the Design Charrette:

- Create an appropriately revised expansion plan for Javits and deliver that program with minimal interruption to existing operations;
- Coordinate with the City's plans to implement the Hudson Yards Plan; and,
- Begin construction as soon as possible.

The Design Team carefully considered and weighed many factors in this initial design work, including: various urban design goals of the NYCDCP and Community Board No. 4; the results of the Hudson Yards FGEIS; the recent rezoning of the Hudson Yards area;

the presence of the High Line and the future of the Hudson Yards; the No. 7 line extension and the planned subway station at 11th Avenue and 34<sup>th</sup> Street; future Javits expansion options; the possibility of a new hotel adjoining or proximate to Javits; the presence of the Lincoln Tunnel and its entrances/exits; the impact and nature of security and threat assessments; potential development opportunities for the 33/34 Site; the disapproval of the Multi-Use Facility on the Western Caemmerer Rail Yard; and the existing condition of Javits.

The Design Team also focused on creating an expansion and renovation plan that coordinates with the proposed No. 7 Line subway station at 34<sup>th</sup> Street. While the majority of the new station is below 11<sup>th</sup> Avenue, there will be a requisite interface between ventilation requirements of the tunnel and the station and the new convention center hotel that will be developed on the 35/36 Site. The guidelines of the development of the 33/34 Site include an easement for access to the new No. 7 Line station.

CCDC also retained the Thornton–Tomasetti Group to produce an Existing Conditions Survey Report. The report prioritizes needed repairs and puts forth an estimated order of magnitude cost estimate for the listed and needed repairs. This report was utilized in determining the extent of needed renovations and improvements to the existing facility to be included in the Project.

The Design Team also had to take into account that the southernmost tube of the Lincoln Tunnel runs under the existing Javits and is located on an axis with 38th Street. The middle tube runs just south of 39th Street and will be under a portion of the expanded Javits. The northernmost tube runs in the 39th Street right of way. The upward slope of the northernmost tunnel structure will break the floor plane (Elevation +5.00). This will have an impact on the use of approximately three eastern bays of the expansion on the lowest level.

### C. Overview of the Project

The elements of the Phase I expansion plan (“CCDC Plan”) are described below. Although the plan retains the overall program for expansion, basic components and space allocations as set forth in the original CCOC concept plan that was analyzed in the FGEIS, some of the program elements would be moved to other sites to be controlled and owned by CCDC. In the event there is a Phase II expansion plan, it would expand Javits vertically by building an additional floor above the existing facility. This Phase II plan would eliminate the need for the relocation of the MTA’s Quill Bus Depot (as was contemplated in the CCOC concept plan) and the potential large public cost associated with its relocation.

1. Expand Javits northward to 40<sup>th</sup> Street to provide: (1) a larger amount of prime exhibition space, including the creation of much larger contiguous exhibition space on Level 3; (2) a large amount of new meeting room space; and (3) a ballroom. As currently configured, the CCDC Plan adds approximately 340,000 SF of exhibition space (including approximately 65,000 SF of ballroom space that can be converted to

exhibition space when the ballroom is not in use), a 45% increase of existing permanent space. This would create approximately 550,000 SF of prime contiguous space on Level 3. The CCDC Plan would also add approximately 180,000 SF of meeting room space (a 600% increase) and would create an approximately 65,000 SF ballroom out of swing exhibition space. To allow for this expansion West 39<sup>th</sup> Street between 11<sup>th</sup> and 12<sup>th</sup> Avenues would be closed to through traffic.

2. Relocate the proposed marshalling facility from 33/34 Site into the expanded Javits along 12<sup>th</sup> Avenue south of 40<sup>th</sup> Street. (attachment B). As currently configured, this would create a multi-level, multi-use, 580,000 square foot facility for truck marshalling, security screening, unloading, loading, queuing, parking and storage. The integration of a marshalling facility into the Javits Center achieves the level of security that is required. It also enables the floors of the marshalling facility to be designed to align with the exhibition floors of Javits. Trucks will be able to be driven directly onto certain exhibition floors, and increase the utility of Javits. This integration of the marshalling operations into Javits minimizes truck traffic across 34<sup>th</sup> Street. The integration also assures the reduction of truck traffic on City streets.

3. Develop a Convention Center hotel on the 35/36 site (attachment B). This would eliminate the necessity of CCDC acquiring title to the Silverstein Site for a hotel through eminent domain, as Javits owns the 35/36 Site. The hotel would connect to Javits via a connection under the 11<sup>th</sup> Avenue viaduct. This connection would also eliminate the long costly overhead bridge connection from the 41<sup>st</sup> Street hotel site into Javits. The hotel would be between 1,000 and 1,500 rooms, with at least 50,000 SF of meeting space, including ballroom, meeting rooms and prefunction space. An override of portions of the New York City Zoning Resolution is necessary for the 35/36 Site. The first portion of the override would include the site's current E-designation for hazardous materials, noise, and air quality. The hazardous materials E-designation requires additional sub-surface investigation and a health and safety plan as part of the site's redevelopment. Since the site is now part of the Project, such obligations would be incorporated into the Project's Construction Environmental Protection Program which would be consistent with the requirements set forth in the E-designation. To incorporate the air quality requirements of the E-designation, the HVAC stack for the Convention Center hotel shall be at least 20 feet from the edge of the building roof, or shall fire natural gas. To incorporate the noise requirement of the E-designation, the new building must provide a closed window condition with minimum attenuation of 40dBA window-wall attenuation on all facades in order to maintain an interior noise level of 45 dBA. The second portion of the override would apply to setbacks and height, thereby allowing greater flexibility for the development of the hotel. All other zoning requirements of the Special Hudson Yards District, including, without limitation, maximum floor area and sidewalk widening regulations, would apply.

4. Build over the vehicle access in the "moat" along the westerly side of 11<sup>th</sup> Avenue and build a new transparent façade along the length of 11<sup>th</sup> Avenue from 34<sup>th</sup> Street to halfway between 38<sup>th</sup> and 39<sup>th</sup> Streets to serve as a new entryway and concourse for Javits (attachment A). The new entryway and concourse will provide front-of-house reception

and registration along with catering, convention support and an open stage to celebrate vertical movement. All floors will be visible from the street and internal circulation will be visible. The new 11<sup>th</sup> Avenue entry will contain new meeting rooms, vertical access and support space for the expansion.

5. Upgrade, modernize, and revitalize the existing Javits; replace existing mechanical systems; and generally bring the facility into a state of good repair. The Project's Construction Environmental Protection Program will require that HVAC stacks for the expanded Convention Center would be placed at least 400 feet from the proposed mixed-use development at the 33/34 Site.

6. Create 3.2 acres of new publicly accessible passive open space along 11<sup>th</sup> Avenue and 34<sup>th</sup> Street, anchored by large public plazas at the corner of Eleventh Avenue and 40th Street and Eleventh Avenue and 34<sup>th</sup> Street (attachment B). The approximately 40,000 square foot plaza on 40<sup>th</sup> Street will contain trees, pedestrian amenities, and retail kiosks. The open space and landscaping will link south along 11th Avenue to 34th Street and tie into a public plaza and open spaces on the block between 33rd and 34th Streets. 40th Street, with the proposed 9 foot tree-lined sidewalk widening, will become the pedestrian corridor to the waterfront and the ferry terminal on the Hudson River, while the public plaza will facilitate pedestrian transition from 39th street and along 11th Avenue. One consequence of the CCDC Plan is that the green roof contemplated in the CCOC concept plan would be eliminated. Although this would result in the loss of a certain amount of publicly accessible rooftop open space, the CCDC Plan for open space around the expanded Javits creates more open space that is more readily accessible to the public than the proposed rooftop open space in the CCOC concept plan. In addition, the expanded entry and interior courtyard area in the CCDC Plan will provide interior and covered publicly accessible open spaces during Javits events.

7. Allow for the mixed-use development of the 33/34 Site through an override of the New York City Zoning Resolution (attachment B). A set of Design Guidelines has been established for the site and would control development on the site including maximum square footage, streetwalls and tower setbacks, sidewalk widenings, and open space (attachment C). The Design Guidelines were developed in conjunction with the New York City Department of City Planning and the Hudson Yards Development Corporation. The Design Guidelines were determined by the City to be in harmony with the development authorized in the nearby Hudson Yards rezoning. The Design Guidelines would allow up to 1 million gross square feet of residential development above grade, up to approximately 1.45 million gross square feet of commercial development above grade, and up to 500 parking spaces. These guidelines also require the creation of 1.25 acres of publicly accessible open space, with both passive and active (0.5 acres) recreation elements. The Design Guidelines would also require the preservation of an easement for the Highline, an easement for an MTA/NYCDOT/Amtrak access road, and an easement for a future subway entrance (attachment C). Consistent with the Hudson Yards rezoning, additional sub-surface investigation and a health and safety plan would also be required as part of the site's redevelopment. These obligations would be incorporated into the Project's Construction Environmental Protection Program.

8. Implement the following Project traffic improvements which have been approved by NYSDOT and NYCDOT:

- Twelfth Avenue and West 33rd Street: Install a new signal to control northbound and westbound traffic. This signal would facilitate westbound turns from West 33rd Street onto northbound Twelfth Avenue. Southbound Twelfth Avenue would not be controlled by this signal.
- Twelfth Avenue and West 34th Street: Minor signal timing changes would be made at this intersection.
- Twelfth Avenue and West 39th Street: The existing median would be modified to construct a second northbound left turn only lane. In addition, minor signal timing modifications would be made at this intersection. Pedestrians would be prohibited from crossing 12<sup>th</sup> Avenue at this intersection and would cross one block north at West 40th Street.
- Eleventh Avenue at West 33rd Street: Daylighting would be provided on westbound West 33rd Street during the PM peak hour.
- Eleventh Avenue and West 42nd Street: Minor signal timing changes would be made at this intersection.

9. All construction activities for the Project would adhere to the environmental mitigation measures identified in the FGEIS, most notably the use of Ultra-Low Sulfur Diesel (ULSD) and adherence to the applicable provisions of the New York City Noise Control Code and good engineering practices.

#### D. Summary of the Project

In summation, the CCDC Plan will provide all of the following elements:

1. Ensure the entire Javits Center is in a state of good repair;
2. Meet security requirements;
3. Allow for construction within the applicable budget constraints;
4. Provide approximately the same amount of new exhibition space as the CCOC concept plan;
5. Provide the requisite amount and quality of meeting space, ballroom space and other support facilities;
6. Eliminate costly program elements of the CCOC concept plan, such as the acquisition of the hotel site, relocation of the Quill Bus Depot operations in Phase II, and the construction of the overhead bridge between the original hotel site and Javits;
7. Enable CCDC to sell or long-term lease the 33/34 Site for residential and commercial development consistent with and complementary to the City's Hudson Yards Development Program; and
8. Enable the development of Convention Center hotel on the 35/36 Site.

## **VI. DETAILED PROGRAM DESCRIPTION FOR CONVENTION CENTER EXPANSION**

### **Exhibition Hall**

The new exhibition space is located directly north of the existing Javits facility and will contain the requisite amenities for a 21<sup>st</sup> century convention center. The new space will pick up on the 90 foot structural grid of the existing Javits. Power, data, and wireless connections will be available throughout. The main exhibition floor will have a total of approximately 550,000 SF of contiguous exhibition space with over 1,100 linear feet of prime hall frontage along the main concourse. An additional 100,000 SF of exhibition space is located on the top floor adjacent to the convertible ballroom space. New toilet and core elements will increase building services for all of the exhibition spaces. The expanded Javits will have a capacity of over 1.1 million SF of exhibition space (including approximately 65,000 SF of ballroom space and approximately 35,000 SF of additional Pre Function Space that can be converted to exhibition space when the ballroom is not in use).

### **Meeting Rooms**

The new meeting rooms are distributed throughout the new facility so that convention attendees can enjoy the easy transition and short walk between all the exhibition halls and new meeting areas. All meeting room spaces will be served by adjacent back of house space to ease operations and facilitate set up and breakdowns. On Level 1 and Level 2 the existing meeting rooms will be refurbished and expanded for seamless integration with the expanded facility. Above Level 3, the new meeting rooms are stacked along the 11<sup>th</sup> Avenue side of the building at Level 6, next to the new exhibition and ballroom space, and on the upper mezzanine levels. Convention attendees visiting the upper most meeting rooms will enjoy panoramic views of the New York City skyline.

### **Ballroom**

The new 65,000 square foot ballroom space is located on the top floor of the expanded facility affording sweeping river views and taking full advantage of access to the panoramic New York City skyline. It will be served by a dedicated circulation system from the plaza at 40<sup>th</sup> Street and 11<sup>th</sup> Avenue. The ballroom and pre-function area will easily convert to exhibition space, when required, adding a level of significant flexibility to the new facility. The clear span space will be the largest ballroom in the City significantly augmenting New York City's ability to host a wide range of events.

### **Pre-Function**

The meeting room and ballroom spaces are served by pre-function space that allows for casual interaction and break out space for visitors. To best serve the entire convention center these spaces are woven throughout the facility and where possible take advantage of views to the skyline.

### **Marshalling Facility**

The new 580,000 square foot truck marshalling facility located along 12<sup>th</sup> Avenue south of West 40<sup>th</sup> Street will provide truck marshalling and, to the extent not required by the marshalling demands of the move ins and move outs in progress, may accommodate some crate storage as well. It is anticipated that security screening will be conducted within the converted existing Level 1 loading bays that are relocated into the new addition. The details of the expanded Javits' security program remain under discussion with the appropriate agencies and will be refined as the design work goes forward.

The 240 foot by 410 foot facility will assist in providing off-street truck marshalling and screening for show set-up and tear down, as well as for crate storage and other essential back-of-house functions. Such a facility is critical to the smooth operation of any large convention center. This facility will remove trucks from the street and ease vehicular congestion currently associated with the operation of Javits. Ground floor retail and careful massing ease the sense of an oversized parking garage and will help integrate the facility into the neighborhood.

### **Back of House**

The essential back-of-house functions such as shops, kitchens and food preparation, storage for ballroom and meeting room furniture, mechanical and electrical rooms, etc. are distributed throughout the facility to raise the level of service for the entire Convention Center. Upgraded and expanded core areas will provide increased toilet and service capacity for the new and existing exhibition space. The loading dock berth ratio will meet industry standards at the north end of the expanded facility and will result in far greater operational capacity for show set-ups and break-downs in that part of the facility. A new centralized mechanical plant will efficiently and effectively serve the indoor conditioning of the entire facility.

### **Circulation**

Escalators, elevators and stairs will become a fascinating moving stage for people and objects as they participate in and become part of the life of the building and the new street scene on the revitalized and reconfigured west side of 11<sup>th</sup> Avenue (attachment A).

Level 3 will be the new entrance to Javits. The existing vehicular "moat" area will be covered with a new exciting and highly animated glazed concourse that will run approximately 1,000 feet along 11<sup>th</sup> Avenue.

Major vertical circulation towers will divide the 11<sup>th</sup> Avenue frontage, roughly on alignment with West 35<sup>th</sup>, West 36<sup>th</sup>, West 37<sup>th</sup> and West 38<sup>th</sup> Streets. Slender and tapered columns, sun screens and visually transparent glazing will welcome visitors on a platform alive with pedestrian and visitor amenities. A combination of landscaping, stairs and ramps will connect the concourse entrance to the sloping elevation of 11<sup>th</sup> Avenue.

Inside, new stairs, elevators, and toilet room cores will be integrated with the existing facility at the interface of the new concourse and the existing and expanded exhibition

space. Similarly, new cores will be necessary on the western edge of the existing and expanded exhibition space. The new concourse and pre-function area will be approximately 80,000 SF and connect to the new and refurbished exhibition spaces.

Additional support cores containing toilet rooms, stairs and elevators will flank the eastern, western, and northern edges of the new expansion space.

### **Public Open Space**

The existing moat will be covered with an urban forecourt that ties the Convention Center to life on the street (attachment B). A network of public open space that winds along and through the convention center redevelopment will strengthen the sense of connectivity to the neighborhood. The open space will be anchored by a new plaza at the corner of 11<sup>th</sup> Avenue and 40<sup>th</sup> Street with landscaped plantings, outdoor seating, and retail kiosks. Connecting south along 11<sup>th</sup> Avenue and west along 34<sup>th</sup> Street the open space network will tie into a plaza and active open space located on the block between 33<sup>rd</sup> and 34<sup>th</sup> Streets (the 33/34 Site). Landscaping elements including trees, benches, and stairs will weave together with entry canopies and the colonnade supported sun shade to further humanize the building's scale.

## **VII. STATE AND CITY FINANCIAL BENEFITS FROM THE EXPANDED JAVITS**

The Expanded Javits Center will result in significant economic and fiscal benefits to New York City and New York State. Construction activity in Phase 1 will generate an estimated 8,735 direct construction jobs and a total of approximately 15,460 construction-related jobs (direct, indirect, and induced). Overall construction-related employment will generate an estimated \$913.3 million in personal income. One-time fiscal impacts reflecting personal income taxes and sales tax on personal consumption expenditures will generate a total of approximately \$39.1 million for New York City and \$60.9 million for New York State.

The Expanded Javits Center will generate substantial additional permanent benefits by capturing a greater number of conventions, association meetings, and trade shows annually. These positive effects will reflect an estimated increase of approximately 400,000 attendees and visitors and their spending on such things as hotels, restaurants, and entertainment in the New York City region. Total incremental spending by overnight visitors, day-trippers, event organizers and exhibitors is expected to be \$370.8 million annually. This is anticipated to generate an additional 4,431 direct jobs and over 6,350 total jobs (direct, indirect, and induced) in the New York City area, with an increase in total personal income of approximately \$263.4 million.

The increased visitor spending in the area will produce significant fiscal benefits as well. Such activity is estimated to generate over \$23.8 million in annual tax revenues for New York City and nearly \$23.0 million in annual tax revenues for New York State (counting personal income tax, sales tax, and hotel occupancy taxes).

**VIII. ESTIMATED PROJECT COSTS AND ANTICIPATED FUNDING SOURCES**

The total cost of the Javits expansion program, through Phase I exclusive of hotel construction, is estimated to be approximately \$1.684 billion. Estimated project costs and anticipated sources of funds, in approximate amounts, are set forth below.

<b>Estimated Project Costs</b>	
Expansion, renovation and modernization of Existing Javits, including:	
- Construction Costs;	\$1,270,000,000
- Furniture, Fixture & Equipment Costs; and	20,000,000
- Contingency (12% of above costs)	155,000,000
Other costs, including:	
- Property Acquisition (including defeasing debt as authorized);	63,000,000
- Consultant Fees and Other Miscellaneous Expenses; and	157,000,000
- Contingency (12% of Consultant and Other Costs)	19,000,000
<b>Total Component Costs</b>	<b>\$1,684,000,000</b>

<b>Anticipated Sources of Funds</b>	
New York City General Obligation Bonds	\$350,000,000
State Financing Agreement Bonds	350,000,000
Bonds Secured by Hotel Unit Fee Tax	530,000,000
Estimated Excess Hotel Unit Fees and Interest Earnings	115,000,000
Estimated Proceeds from Sale of Block Bound by 33 <sup>rd</sup> /34 <sup>th</sup> and 11 <sup>th</sup> /12 <sup>th</sup>	339,000,000
<b>Total Anticipated Sources of Funds</b>	<b>*\$1,684,000,000</b>

The 2004 Legislation, at Section 4 (adding new Section 5-a), authorizes CCDC to issue bonds (which, pursuant to new Section 5-a(1)(a), are excluded from any limitations on ESDC bonds issued or outstanding under the UDC Act) for the following purposes:

1. To refund any outstanding bonds from Existing Javits construction or for the refunding thereof (new Section 5-a(1)(a)(i)). These bonds may be secured by financing agreement(s) (the "Financing Agreements") between CCDC and the New York State Division of Budget (new Section 5-a(1)(a)) which shall provide to CCDC, in the aggregate, a sum not to exceed the annual debt service payments and related expenses, including financing costs (new Section 5-a(11)). While authorized, it is not currently anticipated that this restructuring will be necessary or undertaken.

\* Under a pending agreement involving the acquisition of the Yale Site from CCOC by CCDC, CCDC will reimburse CCOC for its equity investment of approximately \$15 million. The funds reimbursed to CCOC will be made available for Project costs but only if the sale or long-term lease of 33/34 Site is completed.

2. To acquire property necessary for, and to construct and complete, the Expanded Javits, including reimbursing CCOC for preliminary costs and retiring CCOC outstanding indebtedness respecting acquisition of property for the expansion (new Section 5-a(1)(a)(ii)). Pursuant to new Section 5-a(1)(a), these bonds may be secured by: (A) revenues derived from Tax Law new Section 1104, which imposes a \$1.50 per day fee on occupied hotel rooms in New York City beginning April 1, 2005 (the "Hotel Tax"); or (B) Financing Agreements.

3. To acquire property necessary for, and to construct and complete, one or more Convention Center hotels (new Section 5-a(1)(a)(iii); the "Hotel Bonds"). The Hotel Bonds may be secured by hotel revenues (new Section 5-a(1)(a)).

Pursuant to the 2004 Legislation:

(i) Revenues from Financing Agreements and the Hotel Tax shall be pledged for payment of debt service on the bonds (excluding the Hotel Bonds), financing costs, and costs necessary for servicing and administering the bonds and any ancillary bond facility, development corporation credit support agreement and Finance Agreement in respect of such bonds (new Section 5-a(4)(b)).

(ii) Financing Agreements shall not constitute constitutional State debt but shall be subject to annual appropriation by the Legislature (new Section 5-a(11)).

(iii) Bonds secured by Financing Agreements shall have maturities of no more than 30 years and may be issued in aggregate principal amount not to exceed \$350,000,000, excluding amounts required to refund outstanding Convention Center debt, fund reserves, and pay costs of issuance (new Section 5-a(11)).

In addition to revenues derived from bonding permitted by the 2004 Legislation, the State and City of New York signed a Memorandum of Understanding, dated March 25, 2004, pursuant to which the City committed to funding up to \$350,000,000 to assist in financing the Javits expansion. It is expected that the City is prepared to meet this commitment via issuance of General Obligation Bonds. State Bond authorization and issuance may be conditioned upon CCDC's receipt of these City funds (new Section 5-a(1)(a)).

Each lease of the 33/34 Site for commercial or residential development would require the payment of PILOT in a minimum amount equivalent to the amount of PILOT or real property taxes that would have been payable had the development been located in the Hudson Yards Redevelopment Area. Such minimum PILOT requirement may be reduced with the consent of the Hudson Yards Infrastructure Corporation.

## **IX. PUBLIC ACTIONS AND APPROVALS**

The Project requires the acquisition of a parcel of City-owned land north of 39th Street between 11th and 12th Avenues, which is currently used as NYPD parking lot, and an approximately 2,988 square foot parcel of land adjacent to the eastern boundary of the

35/36 Site which, upon acquisition, shall form a part of the 35/36 Site for the purposes of this GPP (This parcel is currently privately owned, but will be acquired by the City as part of a larger acquisition made in connection with the Hudson Yards project. CCDC will acquire the parcel from the City). The Project requires that CCDC acquire the Yale site which is currently owned by CCOC. The Project also requires that CCDC occupy the portion of 39th Street between 11th and 12th Avenues, which CCDC will occupy pursuant to Section 16 of the 2004 Legislation. All other property necessary for the Project is owned by CCDC.

CCDC would make such property acquisitions in accordance with applicable law. Section 3 of the 2004 Legislation specifically states (at amended Section 5(3)(a)) that CCDC may acquire "by purchase, grant or gift, or by the exercise of the power of eminent domain pursuant to the eminent domain procedure law, or otherwise, real or personal property, or any interest therein deemed necessary or desirable for the convention center, including for the expansion project and any convention center hotel". The 2004 Legislation, at Section 16, also specifically continues CCDC's "power to occupy the beds of streets or the space over same within the city of New York at the site of or in the general vicinity of the convention center, without consent of or payment to such municipality."

CCDC has made the determination that compliance with certain local laws, ordinances, codes, charters or regulations, including but not limited to the New York City Zoning Resolution (collectively, "Local Laws") is not feasible or practicable. Therefore, pursuant to UDC Act Section 16, CCDC will override such Local Laws as they would otherwise apply to the Project and to properties owned by CCDC

The required overrides of the New York City Zoning Resolution are: 1) regarding the 33/34 Site, complete override of the Zoning Resolution and 2) regarding the 35/36 Site, override of applicable height and setback provisions (Sections 93-42 and 93-50) and the E-designation.

## **X. UDC ACT SECTION 10(d), 10(c) AND 10(g) FINDINGS; PUBLIC PURPOSE**

CCDC is empowered pursuant to Section 10 of the UDC Act to undertake projects upon making the necessary statutorily mandated findings.

### **A. Civic Project Findings**

1. That there exists in the area in which the project is to be located, a need for the educational, cultural, recreational, community, municipal, public service or other civic facility to be included in the project;

There exists within the Project location on the West Side of Manhattan in New York City a need for the Project. The Legislature found that Javits "lacks sufficient contiguous exhibit space and meeting/conference space to accommodate many large, high-impact

trade shows and conventions that would otherwise be attracted to New York, and is also competitively disadvantaged by the lack of any adjacent hotel to service its clientele.”

2. That the project shall consist of a building or buildings or other facilities which are suitable for educational, cultural, recreational, community, municipal, public service or other civic purpose.

The Project shall consist of facilities suitable for the civic purpose of providing convention center and trade show space, as well as a convention center hotel.

3. That such project will be leased to or owned by the state or an agency or instrumentality thereof, a municipality or an agency or instrumentality thereof, a public corporation, or any other entity which is carrying out a community, municipal, public service or other civic purpose, and that adequate provision has been, or will be, made for the payment of the cost of the acquisition, construction, operation, maintenance and upkeep of the project.

As described herein, the Project will be owned by CCDC, an ESDC subsidiary, or ESDC. Adequate provision has been or will be made for the payment of the cost of the acquisition and construction of the Project and CCOC will be responsible for the operation and maintenance of the Project. The convention center hotel will be owned by CCDC and leased, pursuant to a long-term net lease, to a hotel developer and/or operator, to be selected following the issuance of a request for proposals. CCDC will require the designated hotel developer and/or operator to provide for the payment of the cost of acquisition, construction, operation, maintenance and upkeep of the hotel.

4. That the plans and specifications assure or will assure adequate light, air, sanitation and fire protection.

CCDC staff, working with the ESDC Department of Design and Construction will review and approve all plans and specifications and will assure that the above criteria are satisfied. The Project will be designed and built in accordance with the New York City Building Code with such variances as may be approved by the New York City Department of Buildings.

**B. Land Use Improvement Project Findings.**

1. That the area in which the project is to be located is a substandard or unsanitary area, or is in danger of becoming a substandard or unsanitary area and tends to impair or arrest the sound growth and development of the municipality.

The 33/34 Site entails approximately 3.6 acres of potential prime real estate within the borough of Manhattan. Its present use is as a parking and storage lot for the Javits Center. Due to the limited use of the 33/34 Site, it serves as an impediment to future adjacent development.

2. That the project consists of a plan or undertaking for the clearance, replanning, reconstruction and rehabilitation of such area and for recreational and other facilities incidental or appurtenant thereto.

The Project plan calls for the development of the 33/34 Site as a mixed-use development, accommodating up to approximately 1 million gross square feet of residential development above grade, up to approximately 1.45 million gross square feet of commercial development above grade, and a minimum of 1.25 acres of publicly accessible open space with .5 active open space, recreational elements, and parking.

3. That the plan or undertaking affords maximum opportunity for participation by private enterprise, consistent with the sound needs of the municipality as a whole.

CCDC will solicit development proposals for the development of the 33/34 Site in accordance with the program specified in this General Project Plan.

#### C. Findings For All ESDC Projects

That there is a feasible method for the relocation of families and individuals displaced from the project area into decent, safe and sanitary dwellings, which are or will be provided in the project area or in other areas not generally less desirable in regard to public utilities and public and commercial facilities, at rents or prices within the financial means of such families or individuals, and reasonably accessible to their places of employment.

No families or individuals will be displaced as a result of the Project.

#### XI. BUILDING CODE

The construction of the Project will conform to the New York City Building Code with such variances as may be approved by the New York City Department of Buildings.

#### XII. ENVIRONMENTAL REVIEW

In November 2004 a Final Generic Environmental Impact Statement ("FGEIS") was issued by the NYC Department of City Planning and the MTA as co-lead agencies for the Hudson Yards Rezoning and Development Program. The FGEIS analyzed four large-scale planning initiatives for the far West Side of Manhattan: rezoning of a large portion of the Hudson Yards area; extension of the No. 7 subway line to 34<sup>th</sup> Street and Eleventh Avenue; construction of a Multi-Use Facility including a stadium for the New York Jets; and an expansion of the Jacob K. Javits Convention Center, including a convention center hotel.

Since the publication of the FGEIS, planning and design for the Project has progressed and a number of changes are proposed to the CCOC concept plan that was analyzed in the FGEIS.

Due to these changes ESDC, as the lead agency for the environmental review for the Project, has had a comprehensive Technical Memorandum prepared to assess whether these changes and/or any changes in the background conditions have the potential to result in any significant adverse impacts not previously identified in the FGEIS. The final Technical Memorandum also considered the public comments made during the public review of the GPP, and the project modifications reflected in the modified GPP and concludes that there is no potential for any such significant adverse impacts, and therefore, there is no need for the preparation of a supplemental environmental impact statement. ESDC has conducted a thorough review of the Technical Memorandum and concurs with this determination.

ESDC and CCDC adopted the GPP on April 5, 2006. ESDC and CCDC held a public hearing on May 15, 2006 on the GPP and the Technical Memorandum and accepted written comments through June 14, 2006. ESDC and CCDC modified the GPP, in response to public comments and to reflect certain design refinements. This document is the modified GPP and appended hereto (Attachment E) are the response to all public comments. The Final Technical Memorandum's conclusions regarding significant adverse impacts remain unchanged. The Final Technical Memorandum concludes that there is no need for preparation of a supplemental environmental impact statement. ESDC conducted a thorough review of the Technical Memorandum and concurs with this determination.

### **XIII. AFFIRMATIVE ACTION**

ESDC's Non-Discrimination and Affirmative Action policies will apply. The Contracting Party shall use its best efforts to achieve a 20% Minority/Women-owned Business Enterprise contractor and/or subcontractor participation goal during the development of this project, and an overall goal of 25% minority and female workforce participation during construction.

### **XIV. ATTACHMENTS**

- A. Project Rendering
- B. Proposed Site Plan
- C. Design Guidelines for 33/34 Site
- D. Environmental Technical Memorandum
- E. Responses to Comments