

WILLETS POINT PHASE 1 DEVELOPMENT RFP

Questions & Answers Summary

From June 8, 2011 through July 1, 2011, including Second Information Session

Questions & Answers from Information Session II (June 21, 2011)

Note: Some questions have been edited for brevity and clarity.

1. Please clarify the anticipated zoning lot boundaries for the Site.

It is anticipated that the Selected Developer would execute zoning lot mergers as required to effectuate zoning lots of greater than 200,000 square feet, which would be eligible for 5.0 FAR under the Special District Zoning. Streets, as defined in the Special District Zoning, form the boundaries for "blocks", but not necessarily for zoning lots, which may be divided by private streets.

2. Does the "pedestrian corridor bisecting buildings "A1" and "A2" count as a street for the purposes of determining "blocks"?"

The pedestrian corridor between buildings "A1" and "A2" is not a "connector street" or any other special "street type" as defined in the Special District Zoning. Therefore we do not believe the plaza and pedestrian corridor is considered a "street" for the purpose of defining the boundary of "Blocks" and, further, may be used to generate floor area.

3. Can new streets that are constructed generate additional floor area (FAR)?

The Special District Zoning differentiates between "blocks", which are defined by "streets", and zoning lots, which may be traversed by privately-owned streets. Privately-owned streets within zoning lots may be used to generate floor area (FAR) for the zoning lot that they lie within. FAR cannot be transferred between zoning lots without a discretionary action. Mapped streets will not generate FAR.

4. The RFP states that the Phase I area is 12.75 acres (which is equivalent to approximately ½ million square feet). At an FAR of 5.0 as permitted under the zoning, this would imply a maximum zoning floor area of 2.5M square feet. However, the Approved Program includes only half of the total zoning floor area permitted under the Special District Zoning. Please explain this.

The Approved Program reflects what was reviewed and approved under the Environmental Documents. Projects conforming to the Approved Program will not be required to undertake further environmental review. The Approved Program provides for the construction of a smaller amount of zoning floor area than the maximum permitted under the zoning. Upon completion of the Expressway Work, and subject to additional environmental review as may be required, it is anticipated that the developer would be able to sell additional air rights or build additional square footage allowable under the zoning.

5. Will the City permit construction of a street behind block A1 such that there is an intersection at the Eastern Perimeter Road and Roosevelt Avenue?

The City will permit construction of streets in any location permitted under the Special District Zoning, subject to NYCDOT approval. Construction of an additional street (or streets) subject to the aforementioned conditions is likely to require additional environmental review.

6. What is the current status of the MTA parcel east of the district?

NYCEDC is unable to comment on MTA owned property, except to say that the MTA is constantly evaluating its property portfolio.

7. Please clarify the uses that will be permissible in the buffer area.

Temporary parking is the only use contemplated for the Buffer Area. Upon completion of the Project, a traffic study will determine if there is a need for additional parking beyond that which was provided as part of the Project. Should it be determined that such a need exists, the Selected Developer will be obligated to construct temporary parking in a portion of the Buffer Area to meet this demand. Such parking may be commercial parking, and the Selected Developer will be obligated to both operate and maintain such parking, and would be entitled to collect any parking revenue associated therewith. Should it be determined that there is no need for additional parking, the buffer area is anticipated to remain inaccessible to the public. As parking within the Buffer area is temporary in nature, it may not be used to satisfy accessory parking requirements pursuant to the Special District Zoning.

8. Will EDC extend the submission due date?

EDC has no plans to extend the schedule for submissions.

9. When does EDC anticipate the construction of the Van Wyck Ramps? What budget lines will fund construction of the Ramps?

EDC anticipates that the ramps will be constructed as part of a subsequent phase of the project. The start date for the subsequent phase(s) has yet to be finalized; however, the environmental documents contemplate that the ramps will be constructed by 2017. The funding for the Expressway Work is not yet in the City budget.

10. What are the developers responsibilities regarding the reconstruction of 126th Street?

The selected developer will be required to widen, resurface and restripe 126th Street in accordance with the environmental studies where adjacent to the Phase 1 Area and Buffer Area. The Selected Developer would also be responsible for construction of any new sidewalks/plazas along the eastern side of 126th Street, which is inside the Phase 1 Area, as well as any proposed elevation transitions and/or treatments contemplated to transition from the existing elevation of 126th Street to the proposed grade elevation of the Project.

11. The Site Information File's construction bid documents for the 126th Street storm sewer shows a new sewer extending from Flushing Bay to Roosevelt Avenue, picking up existing connections from Citi Field. It also shows the decommissioning and filling of the existing storm sewer along 126th Street. However, page 21 of the RFP cites that the sewer work will only extend as far south as 34th Avenue, and page 23 cites that the "Selected Developer will not be obligated to construct infrastructure in excess of that required for the development and operation of the Phase 1 site." Can the City please



clarify the respective obligations of the City and Selected Developer with respect to 126th Street infrastructure and road improvements?

As described in the RFP, the City will construct a new storm sewer and outfall beneath 126th Street from approximately 125-feet south of the existing intersection of 126th Street and 35th Avenue to the Flushing Bay. The improvements along this corridor are downstream of the Phase 1 Area and are necessary to accommodate increased stormwater flows from the Phase 1 Area. Also, as stated in the RFP, the selected Developer would be responsible for constructing a stormwater sewer system to convey stormwater from buildings and streets within the Phase 1 area which would connect to the new stormwater sewer being constructed near the existing intersection of 126th Street and 35th Avenue. The existing storm sewer between 35th Avenue and Roosevelt Avenue would remain and the Developer would not be required to make storm sewer improvements along this corridor.

12. Can EDC make a copy of today's presentation available?

Yes, EDC can provide the invitees with a copy of today's presentation.

13. Since 2004, have additional market studies for a convention center been performed? Is it required that the Conceptual District Plan include a convention center?

EDC anticipates that Respondents will conduct their own market analysis in preparing responses to the RFP. Conceptual District Plans may or may not propose a convention center; EDC will accept responses that provide Conceptual District Plans containing any combination of uses permitted under the Special District Zoning. However, the City does have an interest in exploring the construction of a convention center at this location.