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CONTACT:

Rachaele Raynoff (City Planning) - (212) 720-3471

CITY PLANNING CERTIFIES HUDSON YARDS PLAN BEGINNING PUBLIC REVIEW OF WEST SIDE REDEVELOPMENT AS ECONOMIC ENGINE FOR NYC

June 21, 2004 -A far-reaching, historic plan to transform an under-utilized swath of the west side of Manhattan, known as Hudson Yards, into a thriving business and residential district officially entered the public review process, City Planning Director Amanda M. Burden announced today. Through changes to zoning to permit new commercial and residential development, create vast new public parks and unique open spaces, and extend the Number 7 train, this comprehensive plan is the Bloomberg administration's most significant economic development project. The long term plan is expected to create more than 100,000 permanent jobs, result in more than 12,000 new units of affordable and market rate housing, and generate billions of dollars of new revenues for the City and State. This critical public action is closely integrated with the State's proposal to create a Convention Corridor on 11th Avenue, which will encompass the expansion of the Jacob K. Javits Convention Center and the construction of the New York Sports and Convention Center.

"Hudson Yards is the single best investment we can make in our City's future, besides the redevelopment of Lower Manhattan. It will generate tens of thousands of jobs and billions in new tax revenue for the City and State over the next several decades," said Deputy Mayor Daniel L. Doctoroff. He noted, "It provides room for midtown – the largest and most productive business district in the nation – to grow while creating the conditions for significant residential development. By pairing this mixed-use community with the newly created Convention Corridor, which is critical to the future of the City's tourism and hospitality industries, we are confident that Hudson Yards will be one of our City's greatest success stories for this century."

"This 360-acre plan is a monumental and complex undertaking to develop, over time, an area of Manhattan that will become one of the world's great urban places," said City Planning Director Amanda M. Burden. "After input gathered in the course of more than 100 meetings over the past two years, City Planning's urban design master plan now responds to a variety of community and civic concerns. We will create a more than 20-acre network of public open spaces that will connect the Hudson River to Midtown, Clinton, the Garment District, Chelsea and the Village. The result is a plan that will transform the area into a place where future generations will clamor to live, work, invest, and visit."

"By rebuilding the commercial heart of Lower Manhattan in the near term, and planning for the expansion of Midtown into Hudson Yards over the long term, we are ensuring Manhattan's position as the economic engine of our region while preventing the sprawl that has overtaken most American cities," said City Planning's Manhattan Director, Vishaan Chakrabarti. "Today we initiate the rezoning of the 40-block area between 30th to 42nd Streets and Seventh to Eleventh Avenues. Though surrounded by thriving neighborhoods, the western portion of this area is today isolated from public transportation, has scarce open space, and is dominated by the pit of the railyards, parking lots, and auto body shops. Adjacent to some of the world's most valuable real estate, this district -- once transformed – is the only location in Manhattan capable of housing the large floor plate office buildings that employ our citizens and fuel our economy and City."

As provided by City law, the rezoning and related actions will undergo a formal public review known as the Uniform Land Use Review Procedure (ULURP) by the local community boards, the Borough Board and Borough President, the City Planning Commission and the City Council. These City actions include:

- Changing Hudson Yard's outdated manufacturing zones to encourage mixed-use development. Over the next 40 years, this will result in the creation of approximately 28 million square feet of commercial space and 12 million square feet of residential space.
- Creating a Special Hudson Yards District that permits densities that gradually increase going west from the lower scale residential neighborhood along Ninth Avenue, referred to by some as Hell's Kitchen's "Main Street". The highest densities are planned along the 34th Street corridor and between 10th and 11th Avenues, close to existing and planned mass transit. Special design controls would encourage architectural innovation while ensuring that new buildings relate to neighborhood context where it exists. Requirements for street trees, wider sidewalks and continuous retail will create a vibrant pedestrian environment.
- Ensuring affordable housing development by mapping inclusionary zoning to provide developers with a floor area bonus in exchange for building affordable housing in the district. This mechanism, combined with other City financing incentives, is expected to create almost 2,000 units of affordable housing.
- Creating an open space network of more than 20 acres. This network includes a grand public square above the Eastern Rail Yards, two full-block parks leading to the waterfront on 34th Street and 30th Street, a mid-block boulevard between Tenth and Eleventh Avenues, and connections to the High Line, an elevated linear park that is planned to extend from Gansevoort to West 30th Street.

- Relocating necessary but unattractive municipal facilities to new inland locations beneath new parkland.

Essential to the plan is the westward extension of the Number 7 Subway line from its current terminus in Times Square in order to place all of Hudson Yards within a ten minute walk from the subway. The plan envisions new stations at 41st Street and Tenth Avenue and 34th Street and Eleventh Avenue. This new terminus will be at the nexus of an expanded Javits Convention Center, the New York Sports and Convention Center (NYSCC), a new major cultural facility, the Eastern Railyards public square, and significant new commercial and residential development. The Number 7 line is key because it crosses every north/south subway line in Manhattan, meaning that virtually every New Yorker will reach the Hudson Yards with no more than one transfer. Combined with NJ Transit, LIRR, the potential for Metro-North access into a new Moynihan Station, and the brand new 39th Street ferry terminal, the Hudson Yards will become a regional transportation hub much like the Grand Central area and the planned World Trade Center site.

The MTA is a critical partner in making the Number 7 extension a reality, and is a co-applicant on the environmental planning for the proposed extension. The resulting Draft Environmental Impact Statement (DEIS) covers the entire Hudson Yards area, including west of 11th Avenue. The ULURP actions cover the area generally east of 11th Avenue.

In February, the City announced that a new local development corporation, the Hudson Yards Infrastructure Corporation (HYIC) will serve as the financing vehicle for the Hudson Yards initiative. The bonds issued by the HYIC will be repaid by revenue generated through future commercial and residential development in the Hudson Yards. The total costs of the infrastructure to be financed between 2005 and 2012 are projected to be \$2.77 billion, which will include the costs of:

- Construction of the Number 7 subway extension;
- The creation of a platform over what is known as the Eastern Rail Yards, between 30th & 33rd Streets from 10th to 11th Avenues, to create a six-acre park and to allow for development by private developers and cultural institutions; and
- The new parks and streets and boulevard.

Payments in Lieu of Taxes on new development in Hudson Yards are to be applied to pay for the City's costs of preparing the area for the new growth. Densities were planned to facilitate development of buildings of appropriate scale for the area, to respond to anticipated demand for Class A office space and housing over the next 40 years, to generate sufficient revenue to finance construction of the Number 7 subway line extension and to create the open space. Developers would be permitted to construct additional floor area in exchange for providing affordable housing or for contributing to a district improvement fund.

The Bloomberg Administration believes that making the infrastructure investments in the Hudson Yards Redevelopment Area will be vital for the City's economic growth over the next three decades. For details on the financing plans, see http://www.nyc.gov/html/omb/pdf/press02_04a.pdf. Additional details and illustrations of the rezoning proposal are available on the City Planning website at <http://www.nyc.gov/html/dcp/html/hyards/hymain.shtml>.

Concurrent with the investments described above, the State of New York, supported by the City of New York, will expand and modernize the Javits Convention Center by doubling the amount of exhibition space, increasing the amount of meeting space more than ten-fold, creating the largest ballroom in New York City and constructing a new hotel with up to 1,500 rooms. The City and the State will also develop the New York Sports and Convention Center (NYSCC) to be built on a platform over rail yards located just south of the Javits Center. The NYSCC will operate primarily as a 200,000 square foot, column free exhibition hall with 30,000 square feet of meeting space. Because it will have a retractable roof and moveable seating, it will also be able to operate as a stadium seating 75,000 people, or as a plenary hall seating up to 40,000 people. It will serve as the future home of the New York Jets football team as well as the Olympic stadium if the City is selected to host the 2012 Olympic Games. While the Convention Corridor project has been studied extensively in the Hudson Yards EIS, it will be subject to the State's General Project Plan (GPP) process, and financed separately from the City projects.

City Planning has held nearly 100 meetings with civic and community groups as it developed the comprehensive Hudson Yards proposal and has incorporated many constructive ideas into the plan. The EIS for the project analyzes a number of proposed alternatives, as required by environmental regulations.

The official public review of the City actions for the City's Hudson Yards ULURP is expected to conclude in January 2005 with a vote at the City Council.

About City Planning

The Department of City Planning is responsible for the City's physical and socioeconomic planning, including land use and environmental review; preparation of plans and policies; and provision of technical assistance and planning information to government agencies, public officials, and community boards.