

## Joint Solicitation for the Development of the Empire Station Complex

### Addendum #4

Release Date: March 8, 2016

- 1) For prospective respondents to the Farley RFP, the following materials have been uploaded to the Dropbox for this solicitation at <http://www.bit.ly/empirestation>:
  - a. Q&A Responses - Responses to questions on the Farley RFP received by February 26. For more information on the extension of the question period see Addendum #3.
  - b. 32nd St. Corridor Designs - Conceptual drawings for the required 32nd Street corridor that includes the 9th Avenue entrance and runs through the Annex to the train hall. The corridor must have a minimum width of 30 feet, should have a minimum height of 30 feet and satisfy the other requirements set forth in the Farley RFP.
  - c. DASNY Construction Permitting Process - Description of the permitting process and content for the Farley Building, which will be governed by the Uniform Fire Protection and Building Code as adopted by the State of New York (the "State Code").

Each of the foregoing is added to and made part of the Farley RFP.

- 2) The Project Sponsors amend the Farley RFP as follows:

All Respondents to the Farley RFP should submit Base Rent for both a 49-year lease term and a 99-year lease term. Details on the submission of Base Rent will be addressed in future addenda.

The following supplements the *Train Hall Work – Drawings* section of the Farley RFP:

Respondents may propose alternate designs for the skylight/ceiling and other aspects of the Moynihan Train Hall, provided that such designs do not increase the time required for construction of the Project. In the case of any significant changes to the current design, the changes must satisfy the objectives of the Project. The designs for the skylight/ceiling and all other aspects of the Moynihan Train Hall must be architecturally significant and define the Moynihan Train Hall as an iconic space. The skylight/ceiling should optimize natural light and emphasize the monumental dimensions of the Moynihan Train Hall.

Respondents may also propose signature iconic element(s) for the Moynihan Train Hall and/or other suitable locations within Farley. Such element(s) could include a work of art or an architectural component that uniquely identifies the Moynihan Train Hall and other significant portions of Farley. The element(s) could be a static art piece or might include dynamic elements. Such element(s) could function as an orientation or way-finding point for users of the facility. The element(s) should emphasize both the

innovative features of this re-imagined transportation hub and the historic significance of the building and the site. The element(s) should also be complementary to and integrate seamlessly into the design and the finishes approved by the Project Sponsors.

The Project Sponsors may allow or reject alternate designs for the skylight/ceiling, iconic elements and other aspects of the Moynihan Train Hall in their sole discretion. In reviewing any proposed design alternatives, the Project Sponsors may consider, among other things, constructability, cost and construction schedule effects. Please review the Public Approvals section of the Farley RFP, for design compliance issues, including ongoing consultation with federal and State agencies regarding the proposed design and other Project elements and compliance with the Programmatic Agreement. With respect to such proposed design changes that are acceptable to the Project Sponsors, the Project Sponsors may assist the Selected Developer, at its expense, in the Selected Developer's efforts to obtain the required public approvals.

On page 27, in the first sentence of the Train Hall Work portion of the *Public Elements* section, replace "the core & shell of the Train Hall Retail Space" with "the core & shell of the LIRR Unit (as defined below)".

On page 27, in the *Private Elements* section, the following sentence is added, "Train Hall Retail Space must be completed and fully operational on the Train Hall Work guaranteed completion date."

On page 28, in the end of the *Building Elements* section the following is added:

Building Elements include but are not limited to: (i) a wide pedestrian corridor (the "32<sup>nd</sup> Street Corridor") within Farley, along the alignment of West 32<sup>nd</sup> Street, providing pedestrian circulation on the Annex ground floor between the Moynihan Train Hall and 9<sup>th</sup> Avenue, and the design of the 32<sup>nd</sup> Street Corridor should be based on the conceptual drawings to be provided in an addendum to this solicitation, must have a minimum width of 30 feet, and should have a minimum height of 30 feet; (ii) taxi amenities, including dedicated drop-off lanes and curb cuts for taxi access located on the mid-block of West 33<sup>rd</sup> Street and West 31<sup>st</sup> Street; (iii) new building systems and infrastructure improvements, including replacement of the building's mechanical systems in order to meet the needs of the new transportation-related space and the entire reconfigured facility; (iv) a planned restoration program, including a comprehensive exterior building restoration, with stonework and mortar cleaned and refurbished, and windows restored and replaced as necessary; and (v) new loading access for Farley (at the same street level location as existing USPS loading docks), including removal of the existing USPS loading docks and construction of modern loading facilities for USPS, the Railroad Users and commercial tenants. The Selected Developer shall be solely responsible for all costs for construction of the Building Elements, including without limiting the foregoing, the cost of advancing the current 100% drawings and conceptual designs to construction drawings. Development of the Building Elements should not inhibit railroad operations in any way. The Selected Developer must commit to clear and firm milestones for the Building Elements. These milestones must be included in the Respondent's submission. All Building Elements that relate to the operation

and maintenance of the Train Hall Work or the Train Hall Retail Space must be competed and fully operational on the Train Hall Work guaranteed completion date.

On pages 30 and 31, in the section titled *Train Hall Work* is amended as follows:

- In item (iii), delete the clause, “a wide pedestrian corridor within the Farley Complex-along the alignment of 32<sup>nd</sup> Street-providing pedestrian circulation between the Moynihan Train Hall and Ninth Ave;”
- Deleted in its entirety is each of the following items: (iv) regarding new retail space, (v) regarding taxi amenities, (iv) regarding building systems and infrastructure improvements, (vii) regarding planned restoration program, and (viii) regarding loading access; and
- Add as item (iv) “**LIRR Unit Core and Shell**. This will house LIRR operations, including back-of-house and passenger-facing operations (e.g., information, ticketing, waiting areas, etc.).”

On page 47, the language in item 11.iii is replaced with the following:

Letter from surety bond provider indicating willingness to provide performance and payment bonds in an amount equal to \$800 million or an amount commensurate with the final project cost;.

Any questions regarding this addendum may be submitted to the designated contact account for this solicitation at [empirestation@esd.ny.gov](mailto:empirestation@esd.ny.gov). In order to receive an update when a new addendum is posted to the ESD website, please email [empirestation@esd.ny.gov](mailto:empirestation@esd.ny.gov). If you have already emailed this account, you will be notified of future updates.