



Brookdale Site

CB6 Land Use Committee Update

February 4, 2015

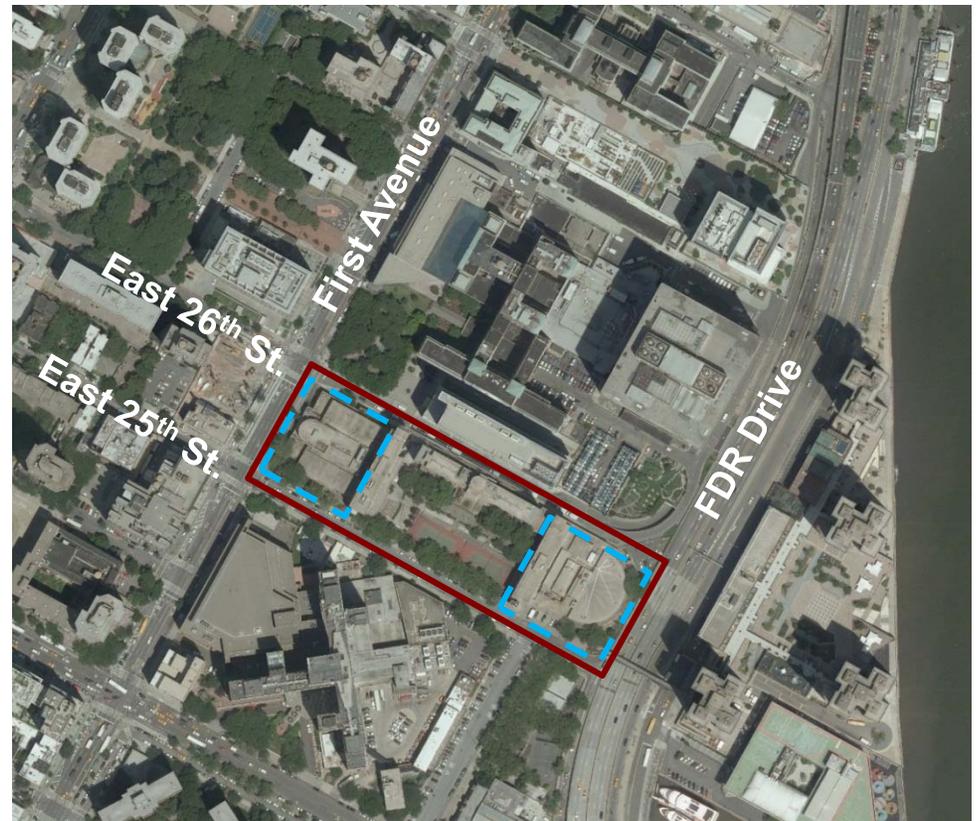


Meeting Agenda

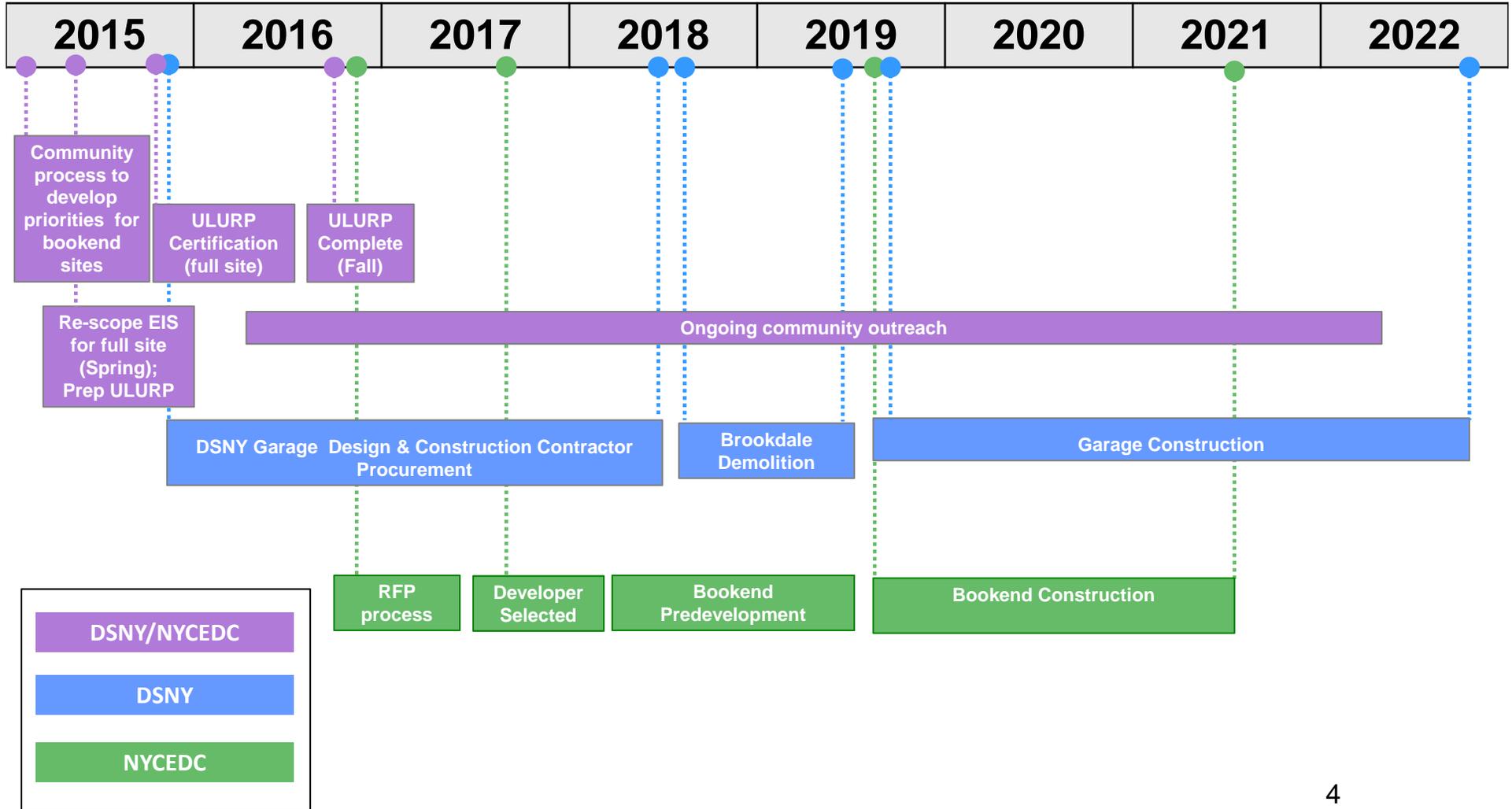
- Overall Goals
- Brookdale Site Overall Timeline
- Short-term Timeline
- Review DSNY Facility History / Current Status
- Next Steps

Overall Goals

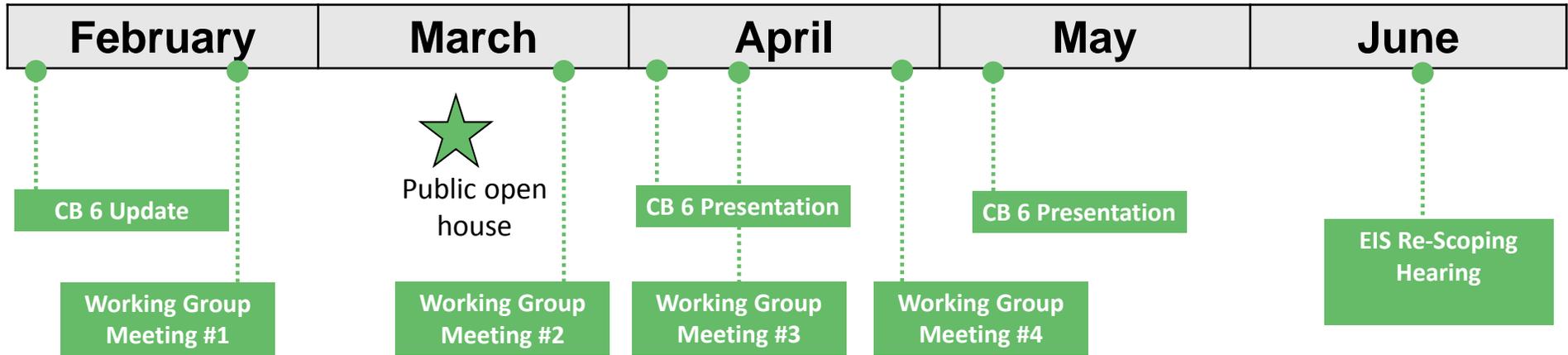
- **Long-term Goal:** Brookdale site developed with range of uses compatible with a consolidated DSNY facility meeting City and local priorities within a financially feasible program
- **Short-term Goal:** Work with a broad range of stakeholders to develop a framework to guide the development of the program for the end parcels of the Brookdale site.



Brookdale Site Anticipated Overall Timeline

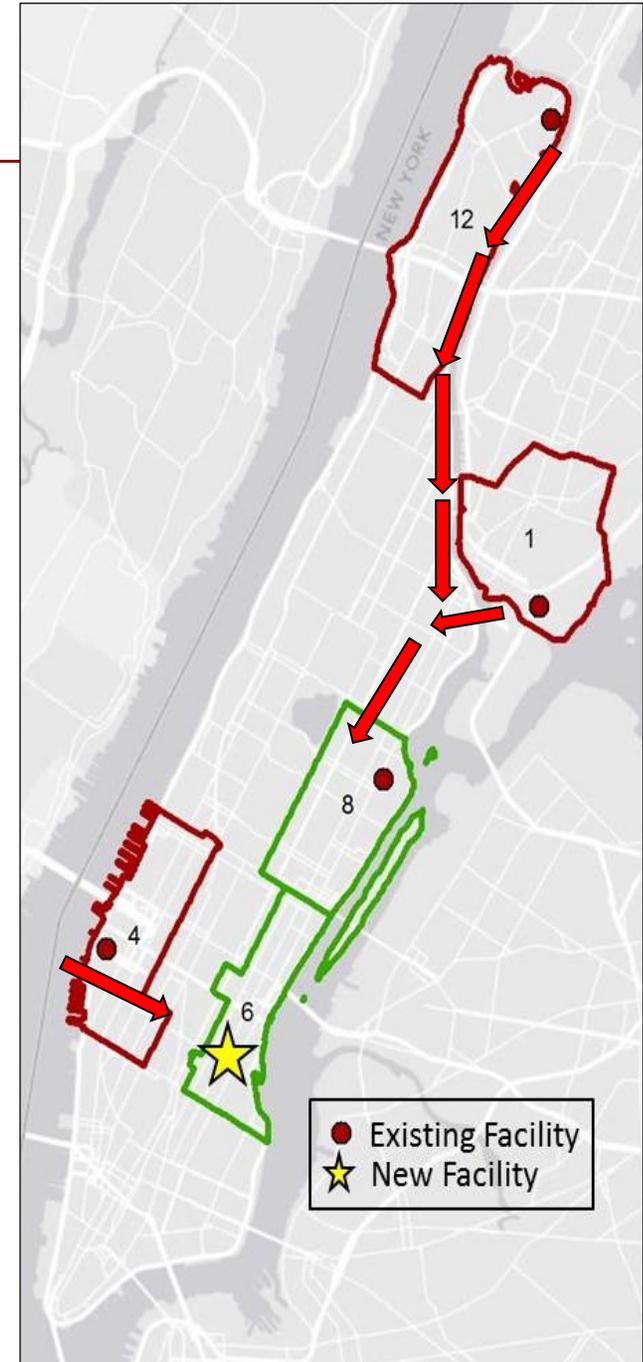


Short-Term Timeline



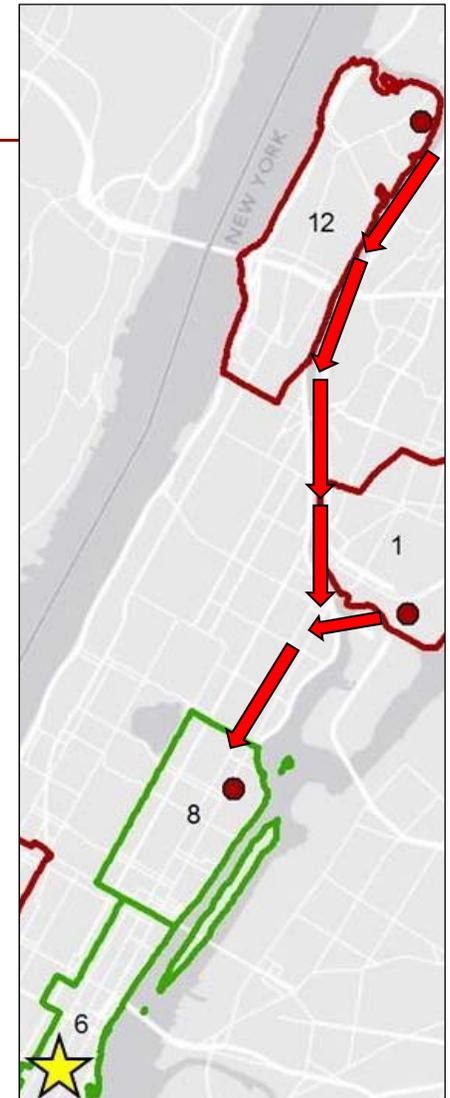
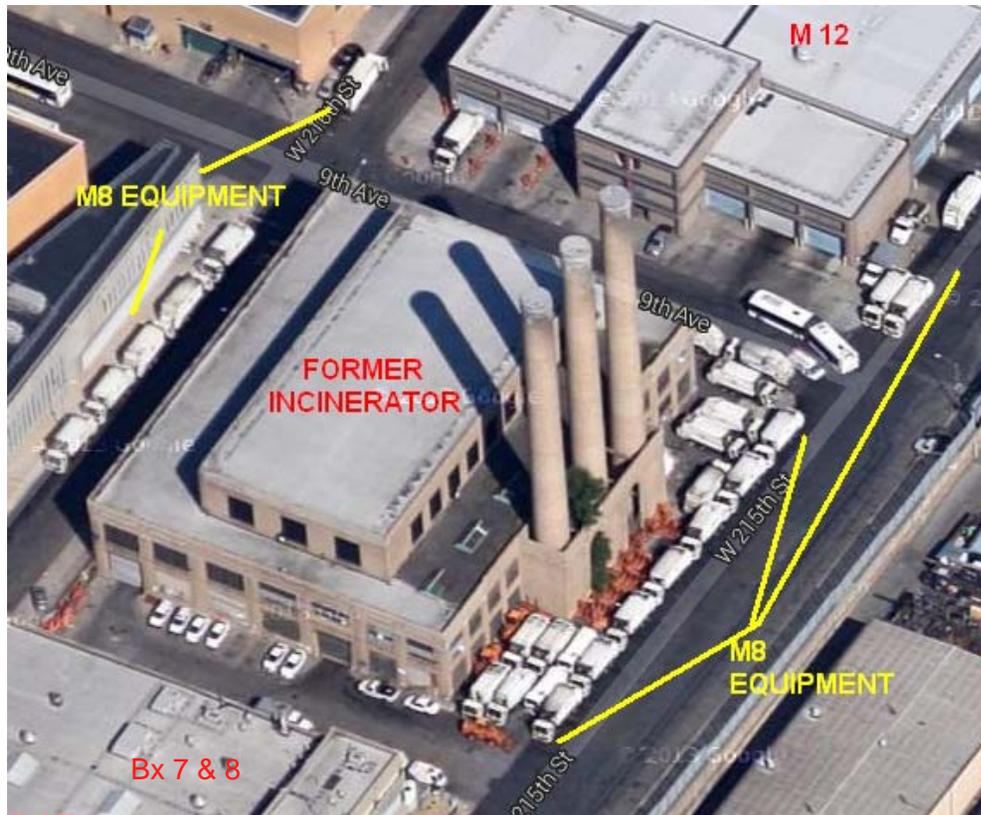
DSNY Background

- In 2007, DSNY vacated the E73rd Street Garage. There is a contract of sale with Memorial Sloan Kettering.
- As part of that agreement, DSNY will receive ~\$200M towards the construction of a new garage.
- Sanitation serves CDs 6 and 8 from over-capacity facilities in Manhattan CDs 4 and 12 and Bronx CD 1; trucks are forced to park on streets.



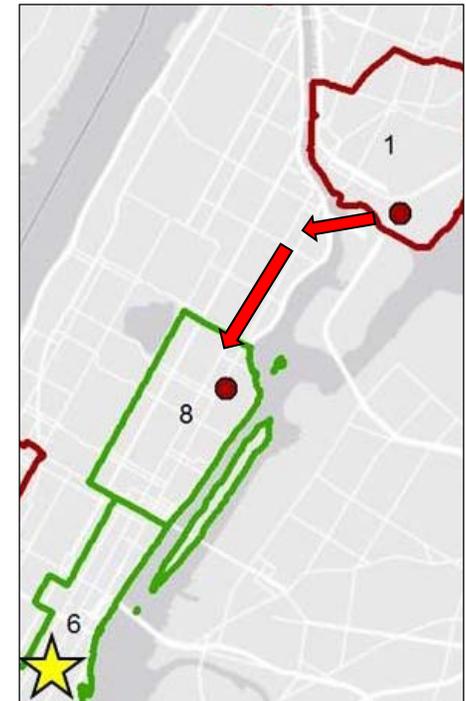
Equipment in MN CD12

- CD 12 currently houses MN12, BX 7/8 and M8 Garages and W. 215th St salt shed. M8 operations are partially in former incinerator with equipment mostly parked on W. 215th St.
- M8 Equipment must travel 7 miles through traffic to reach the required service area.



Equipment in BX CD1

- Street sweepers (mechanical brooms) must drive from Bronx CD 1 through the Manhattan East Side to clean Manhattan CD's 3, 6, 8.
- Increased travel time causes inefficiencies and wear and tear on equipment.



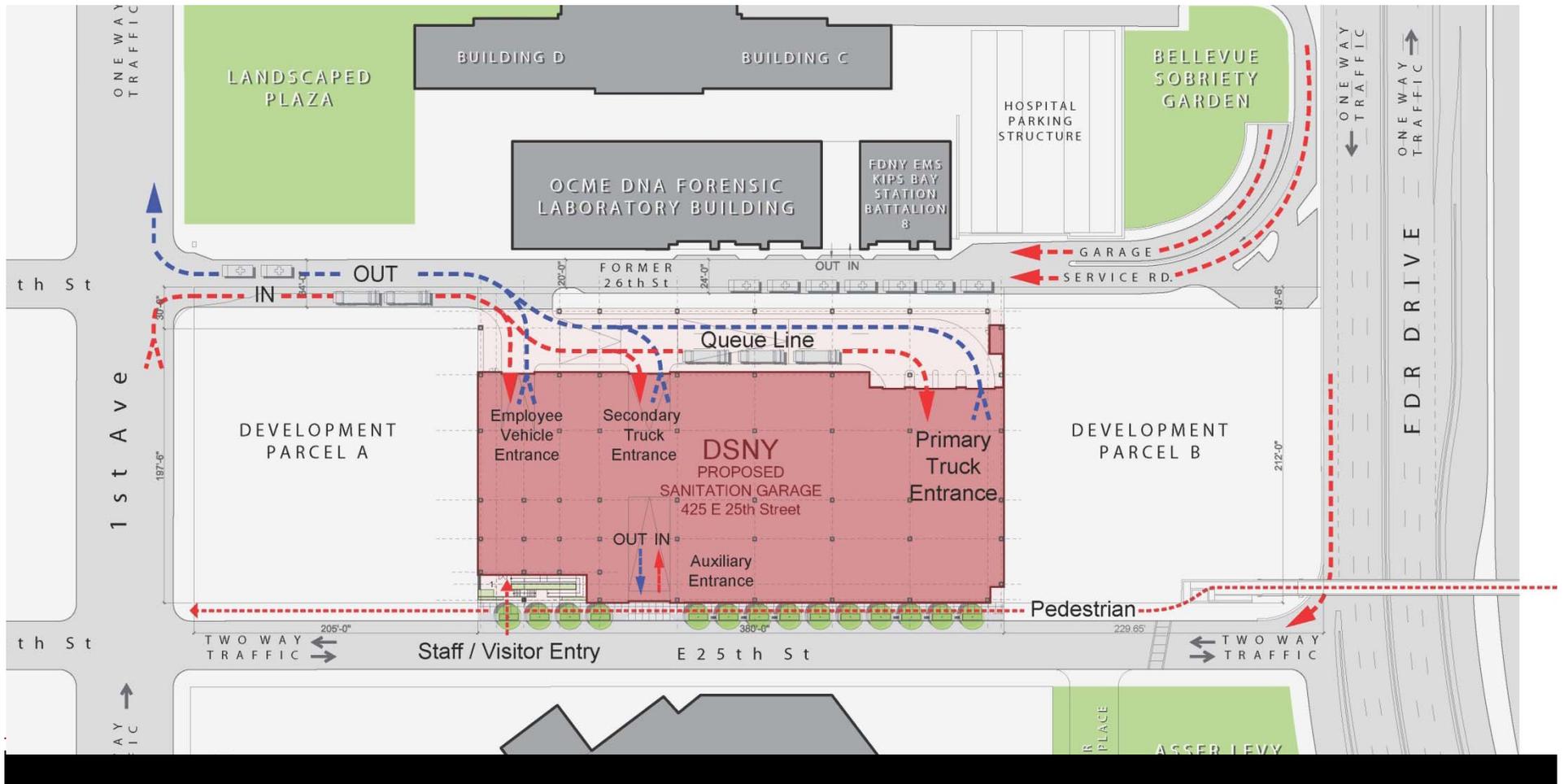
Equipment in MN CD4

- Garage operations are located in leased space on W. 30th St; and W. 29th St. Equipment is parked on 11th Ave, W. 28th St and W. 29th St; close to Hudson Yard Development.
- DSNY must relocate due to landlord's plans for site and development within the Hudson Yards area; no interim sites have been identified.
- Trucks and salt spreaders must travel cross-town to serve CD6, resulting in increased travel time and inefficiencies, particularly in snow emergencies.



Update on Proposed Facility

- Primary entrance and exit on the internal Bellevue drive entering/exiting along First Ave
- DSNY Emergency access only on E. 25th St.
- Truck queuing occurs within garage (off-street)
- No overhang over the Bellevue drive (former E 26th St)
- Mid-block construction selected in order to avoid conflict with current EMS and OCME



Update on Proposed Facility

- The project received preliminary approval by the PDC October 20,2014.
- Located mid-block between East 25th St. and former East 26th St.
- ~450,000 gross sf (350,000 zoning sf).
- Four stories of truck storage. Overall roof height ranges from 120 to 136 ft.
- Office space located on E. 25th St; opportunity for ground floor retail / community facility
- Safe for 500 year flood event.
- Building will be sealed on E. 25th St. side. Facility is designed to avoid noise impacts (none identified in EIS work thus far).



Update on Proposed Facility

- Primary entrance will be on Bellevue drive.
- Placing vehicle entrance 200 feet from corner of 1st Ave avoids traffic impacts.
- No salt will be stored at the facility.
- Facility will include electric vehicle chargers, biodiesel and gasoline fuel storage.



Rendering for illustrative purposes only

Update on Proposed Facility

- Draft Scope for EIS assumed development on bookend parcels
- Preliminary CEQR studies of traffic, air and noise impacts from the DSNY Garage have been done; these will be updated to include updated proposal for parcels A and B
- Green roof benefits : storm-water retention, habitat, insulation & reduce heat island effect



Rendering for illustrative purposes only



Update on Proposed Facility



Rendering (illustrative only)

E. 25th St. View

Update on Proposed Facility

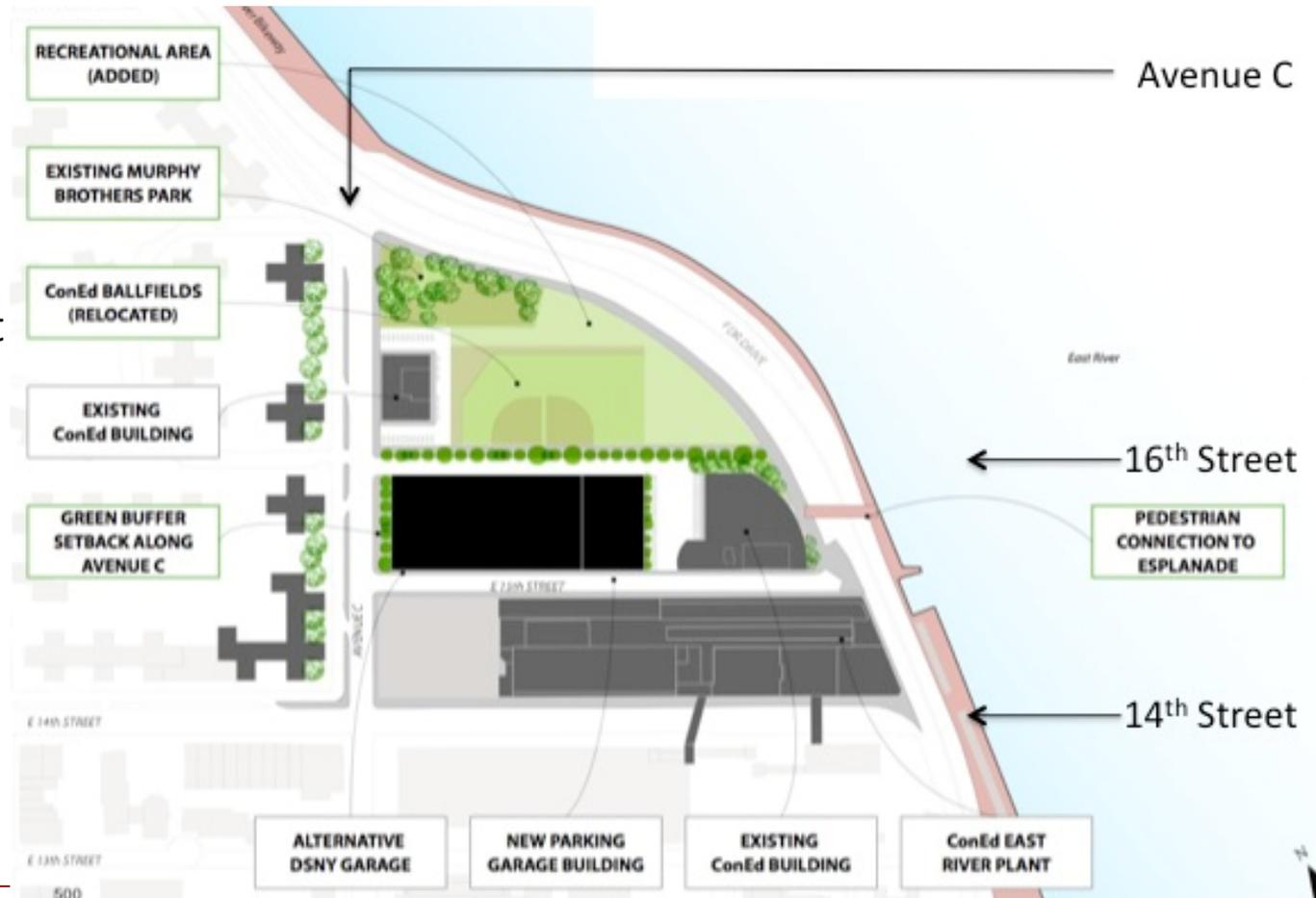


Pedestrian Experience
Rendering (illustrative only)

E. 25th St. Street view

Initial response – BFJ proposed Con Ed site alternative

- Significant challenges:
 - Con Edison has no plans to sell the property, and generally prefers to maintain existing property rather than sell
 - City cannot condemn land from a utility
 - No funding for acquisition or additional Con Edison garage
 - Significant time required to acquire/redesign facility; DSNY currently without needed space
 - Located further from CDs 6 & 8 (longer truck travel for service)
 - Entire site in 100 year flood plain increases risk



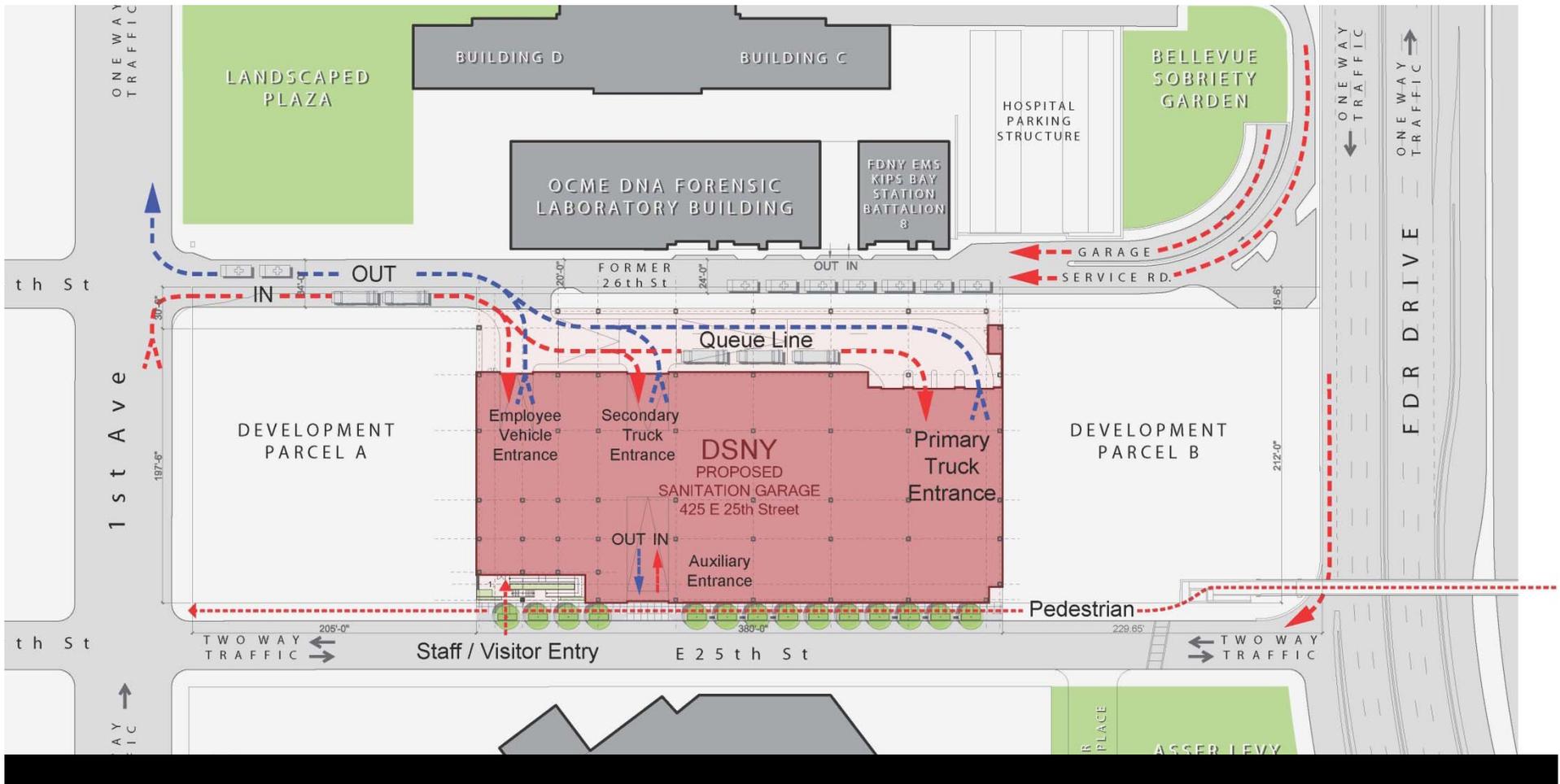
Initial response – BFJ proposed below-grade alternative

- Significant challenges:
 - Building code has been updated to require occupancies of emergency responders to be constructed flood safe: higher than the base flood elevation.
 - Multi-level underground storage of vehicles would require a costly “bathtub” and ventilation snorkels through uses above.
 - DSNY truck storage requires a 24-30 ft floor-to-floor height; not met here.
 - Fails to accommodate both CD 6 and 8 equipment; E. 91st St MTS currently in CD8.
 - Limits potential range of uses on bookend parcels.



City Priorities for Site

- Opportunity for affordable housing, life sciences/wet lab space, and/or community facility on bookend sites, particularly reexamining potential density
- Bookend sites need to be self-sustaining (internal cross-subsidy) and compatible with DSNY garage
- Understand specific local priorities for bookend sites to help shape program



Manhattan CD 1, 2, 5 Garage at Spring St



Discussion

