



BRONX COMMUNITY BOARD #1

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ECONOMIC DEVELOPMENT-LAND USE & HOUSING

MINUTES

May 9, 2018

CEDRIC L. LOFTIN
DISTRICT MANAGER

NEW YORK CITY DEPARTMENT OF DESIGN & CONSTRUCTION

Mr. Richard Brotherton A.I.A. Architect said that as members of the community know the age of criminal responsibility for juveniles is being raised by law in New York State by April the 1st of last year from 16 to 18. The transition period runs from October the 1st of this year through October of 2020 and one of the specific stipulations of the New York State Law applies to New York City that the adolescents 16 and 17 year olds must come off Riker's Island by October the 1st of this year. We were before the Committee a while ago last year in November with some modest expansions that needed to be done to the Horizon facility to enable that consolidation of 16 and 17 year old to Horizon to occur. When they do come off around October of this year they will be in the custody of the Department of Corrections for two years in collaboration with the Administration for Children's Services. There will be a transition period for those two years during that time the Department of Correction will be working at Horizon they will need temporary accommodations which will come in three forms of interim trailer installations identified on this map on the back of the handout. One good thing about the adolescents coming off of Riker's Island it will be easier to find them rather than having to go to Riker's Island. There's plenty of public transportation to reach the adolescent when they're here. We have to have a separate eating accommodation so we're providing a little canteen form them its colored orange and in the interior rear yard and won't be visible from the street. The Administrative Office we're providing about twenty work stations in a small trailer on the south side of the Brook Avenue complex and the Locker Rooms with gender segregation men on one side and women on the other off the main entrance. Presently we're providing the design of these temporary installations to the Public Design Commission under they're close scrutiny I believe we're on the cusp of passing muster from the Public Design Commission and will be able to install these trailers over the summer. They will then be in place for the two years the duration that I mentioned of this transition period. Details of the design of these three installations will be presented by Mr. Don Henry from Urban Architects who prepared the designs.

Mr. Donn Henry Urban Architects said that as Richard mentioned these are temporary trailers they're not permanent installations put in place solely to assist DOC with the transition from the Department of Corrections to the Administration for Children's Services. These are kids they're 16 and 17 year old and they need to be under the jurisdiction of the Administration for Children's Services which is the mission of Horizon Juvenile Center. This is our Public Design presentation that we brought up here to share with you today. The few slides are just orientation we know where we are we're in the Mott Haven section. Horizon Juvenile Center we know is bounded by 149th Street, Brook Avenue, Westchester Avenue and the upper block above it is St. Ann's. This is a different Ariel view which gives you a good view of the existing facility. Some of the views along Brook Avenue, the front of the facility our neighbor Burger King right next door, the view up and down Brook Avenue. On the interior of the facility where some of the temporary facilities are located one is in the service yard area at the very rear of that so it's within the enclosure of the facility these are two views of that area with continued views

within those areas there. The canteen is in a notched little space between the gymnasium and the housing units the red shed there is being replaced by the canteen. That's our existing layout as it is and the next slide is what's on the back of the handout is the three places where the temporary trailers are being located. Along Brook Avenue we have the two purple locations near the front entrance any Officers coming in to change their clothing go into those facilities there and then directly back into the facility where they're going to do their tour of duty. The orange is the small canteen area for break time and meals then additional Administrative space the locker rooms are being located along Brook Avenue we took great care with the location there the reason for that location is that the need to change their uniforms before they get on tour and yet they cannot be inside the facility there's not enough locker room capacity for the Department of Corrections and it's temporary for only two years. So we've placed the locker facilities right by the front entrance door using the diagonal parking. The intent is to continue to have parking they're currently twenty-three spaces six of which are dedicated to ACS with seventeen other spaces. We had conversations with the Department of Transportation about this and what we were able to come with is maintain parking on a parallel parking basis in front of the lockers and continue to provide fourteen parking spaces for the public use. This is a view of the locker facilities they're quite low they're one-story and they're just nestled along the tree line. The sidewalk will remain open so the public can walk. This is a plan of the Administrative spaces at the very back of the Horizon complex behind the security walls in the service yard contains a large open office plan and two conference room areas. The trailers are very straight forward they're very pre-fabricated they come in on wheels. They're on a temporary basis when we're done with them in two years they're simply taken apart and rolled back out and everything restored back to its original state. In the canteen we needed a space for sixteen seats but we needed to tuck it in here in an accessible space within the facility it fitted in with all the other activities that take place out there it is not seen by the public. Time is of the essence for us because October 1st is coming quickly we want to have these pre-fabricated we also don't want to spend a lot of money on a temporary facility so we want these things to be ready-made, pre-fabricated and reusable so that they can be used for a future function.

Questions and Comments

NEW YORK CITY DEPARTMENT OF CITY PLANNING

Mr. Oscar Oliver-Didier Senior Urban Designer said that I'm here to present a proposed Text Amendment which is M1 Hotel Special Permit. The key here is on the map and the things that I will be presenting. So again I'm here to present a new zoning Text Amendment that we're proposing that would set forth a requirement for a City Planning Commission Special Permit for hotels in light manufacturing in M1 districts. We have seen a lot of new hotels open in these areas since 2010 and understand that they have generated some concern among communities. We at the Department of City Planning are also concerned about balance and neighborhood growth which is why we're taking this action now. So for these reasons the Department is proposing a Zoning Text Amendment to establish a City Planning Commission Special Permit for new hotels, motels and boatels in M1 districts. So this case-by-case site-specific review process will let everyone consider the appropriateness of new hotels and in the more actively industrial areas this would identify where hotels and existing uses are potentially site compatible and in the more mixed use areas to evaluate where the city wants to direct growth towards other sectors to achieve balance and growth. Moreover a CPC Special Permit would still allow for hotels when deemed appropriate. But hotels do result in potential conflicts in M1 districts these can be different in every site or neighborhood but they largely differ between active industrial areas and mixed use areas. Some of these and you can see them in the slide there are land use conflicts with surrounding businesses this

include noise, truck traffic, pollution and other nuisance. Unsafe conditions for pedestrians and obviously an unpleasant streetscape or a design out of context. On slide number four here we have a view of the Bronx with the areas where a new hotel would be subject to Special Permit these are M1 districts, areas where new hotel development would still be permitted and in the blue district with existing Special Permit for new hotels. In orange you have the areas that would be subject to the Special Permit. In the next slide we actually have a zoom in of Community District 1 you see the same color categories in orange you sort of see the M1 areas that would be subject to this Special Permit and in blue where you would get them still as-of-right. Just to orient everybody you sort of see here the district boundary in blue up north is Community District 4. So in Community District 1 from this orange area where this Special Permit would apply would more or less be from East 144th Street along Canal Place and then just in the southern end you see East 135th Street and the Deegan Expressway. You obviously have also a very important M1 District here in the Port Morris area along Jackson Avenue the Bruckner all the way down to East 132nd Street this ends along where the rail line is. So moving on to the next slide here proposed Special Permit findings new transient hotels will be permitted only by a CPC Special Permit and in doing so the Commission must find the following these are the findings that have to take place: one that the proposed site plan for the project shows that it will minimize potential conflicts between the hotel and adjacent uses; two that the hotel development will not cause undue traffic congestion in the area; and three that the proposed project will not impair the character of the surrounding area. So again if they meet these findings they would get the Special Permit and be able to build a hotel with it in this area. In terms of the ULURP Process and the Special Application Process on slide number 7 if this proposal is enacted every new hotel in an M1 District would have to apply for a Special Permit. This includes the full ULURP Process with Community Board review then it would be delivered to the Borough President for review then over to the City Council and then to the Commission for review on comments both the Board and the Borough President had. So there in the last slide you see that there's more information on our website and you see there's also an email address where you can direct emails to the team that is working on this so they can really chime in on specific data or information.

Questions and Comments

NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION

Ms. Stephanie Roth Assistant Director in Asset Management Operations Division said that I'm going to give an overview of the two programs that are going to be housed under this operation and then will go into detail about the actual site plan. So Graffiti Free NYC is operated by the Economic Development Corporation and started in 1999 at no-cost for graffiti removal of residential and industrial properties. We average about 11 thousand properties cleaned per year and 5 million square feet of graffiti removal. It's a request based program so anyone can call 311 and request for us to come and remove the graffiti. In the Bronx in 2017 1,900 properties were cleaned and in 2018 to date 375 properties have been cleaned. In this district Community Board One in 2017 328 properties were cleaned and 16 to date in 2018. I encourage you to call in more and will come and clean it.

The other operation that we will be using is Clean NYC it's a brand new program that EDC will be launching very soon. It's a power washing program for sidewalks. The Mayor allocated 1.9 million dollars in Capital Funding for us to custom engineer these trucks. They're custom made to New York City and that will service the five boroughs.

Ms. Nandinee Phookain said that we are the Architects working on this program and what we're designing is an operations facility for these two programs. It's a very small building and there will also be 19 trucks 12 for the Graffiti Free NYC program which are not diesel and 7 trucks for the Clean NYC program which are diesel. If you go the first slide that has the location of the site and the site is located on Third Avenue and East 135th Street and it's under the Major Deegan Expressway. So it's an end of street lot that's city owned. It's predominately industrial there's a Building Supply store and then there is a Car Wash on other side and diagonally there's some NYCHA Housing it's between Lincoln Avenue and Third Avenue on East 135th Street. So there are some photographs as you can see that show the site on page two. Then the next slide you can see is the floor plan you can see here that the building itself is quite small. So it just has an office, restrooms, lockers and a small area for storage and then space for the vehicles. The next slide shows the lighting but we should look at the renderings there is a day time rendering and a night time rendering. So if you look at the photographs that are existing so what we're trying to do because it's industrial and at the edge of the neighborhood so we tried to make this a little bit more interesting. We designed a fence that's curved so it provides some interest and also there's some lighting that's incorporated into it so it will also be a safer environment. I think that Stephanie had mentioned that there were several shifts there are some shifts at night as well. So it will just be safer because there will be more people and will be a better lit site under the expressway.

Mr. Craig Small Vice President said that the hours of operation for Graffiti Free NYC 4 AM – 12 PM and 7 AM – 3 PM and Clean NYC from 12 AM – 8 AM.

Questions and Comments

The Chairperson called for a motion to adjourn.

Motion made to adjourn. Motion duly seconded. Motion called and passed unanimously.

MEETING ADJOURNED.