



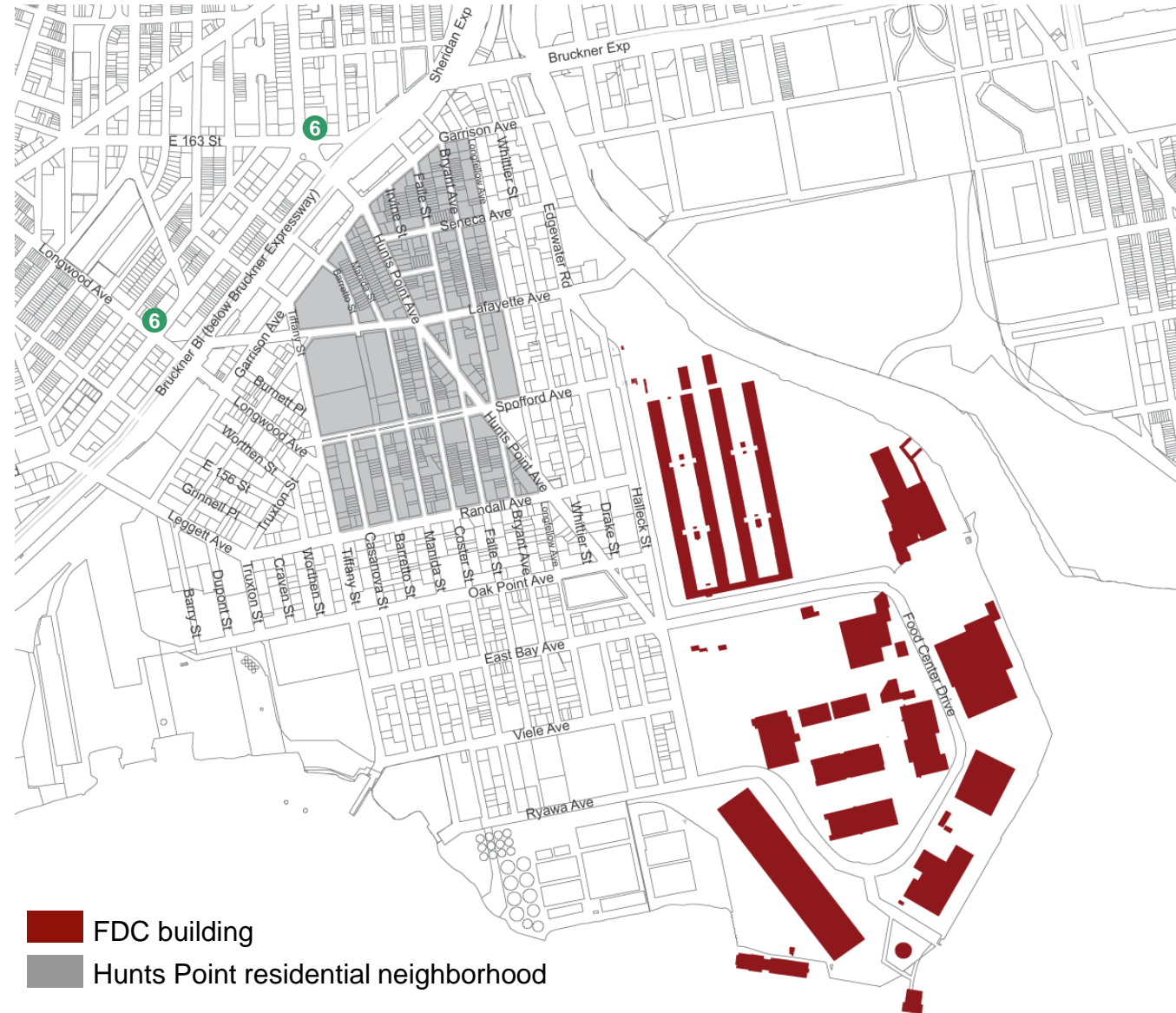
Hunts Point Food Distribution Center

Development Framework
2008-2009

Outline

- Context and background
- Development sites
- Capital projects
- Next steps
- Alternative fueling facility RFP

Context and background

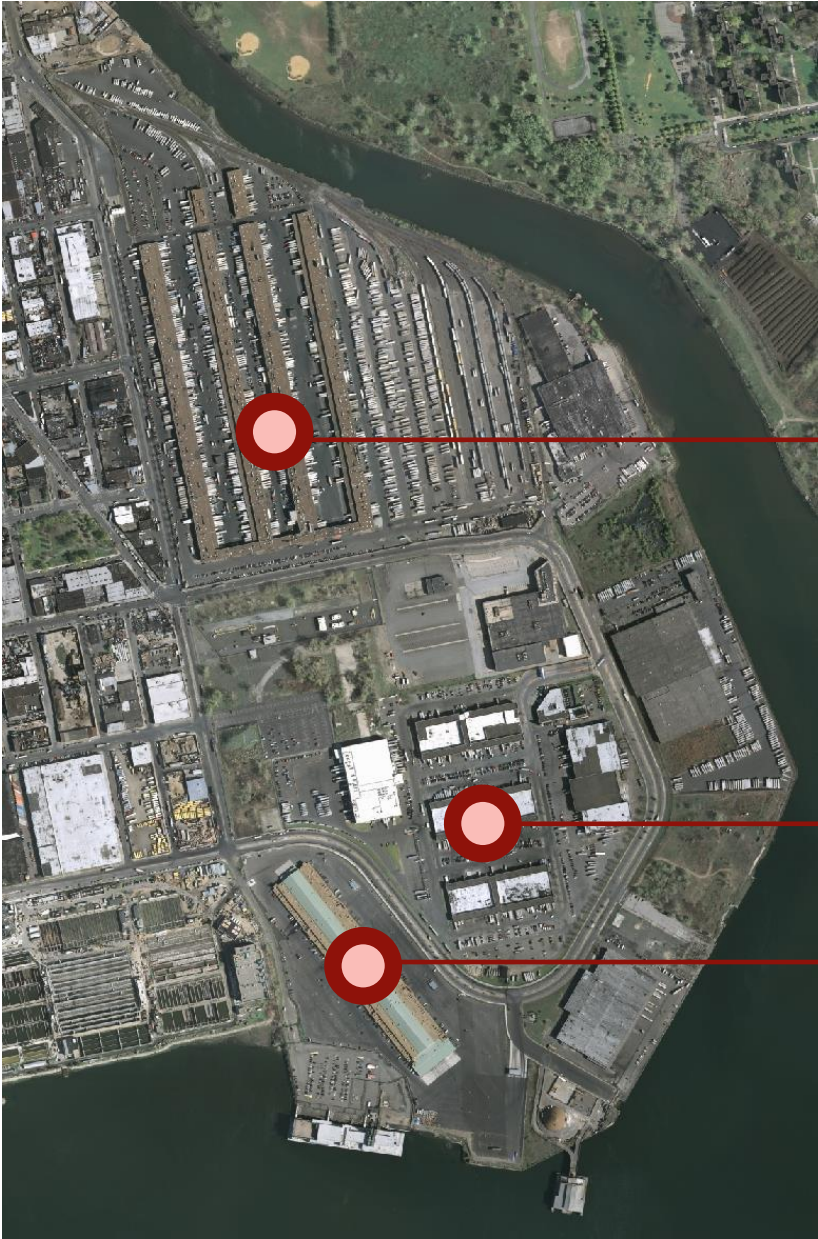


The FDC:

- Occupies 329 acres; a third of Hunts Point Peninsula
- Houses over 115 firms
- Employs approximately 10,000 people

Context and background

FDC tenants:



New York City Terminal Produce Market
Cooperative
126 acres, 47 cooperator firms

Hunts Point Cooperative Market (meat market)
37 acres, 37 cooperator firms

Fulton Fish Market at Hunts Point
33 acres, 36 cooperator firms

Context and background



FDC tenants:

Bazzini
R-Best

Baldor

Krasdale

Anheuser Busch (Spring 2009)

Sultana
Citarella

Context and background – 1950's



March 1953

Context and background – 1960's



Context and background – 2005

FALL 2004

HUNTS POINT VISION PLAN

DEVELOPED BY
Hunts Point Task Force
City of New York



Michael R. Bloomberg, Mayor of the City of New York

Hunts Point Vision Plan

- Addressed peninsula-wide issues, including:
 - Land use conflicts
 - Truck traffic
 - Waterfront access
 - Unemployment

Context and background – 2005



**Hunts Point
Food Distribution
Center**



**Organics Recovery
Feasibility Study**

Final Report
December 30, 2005



Prepared for:

The New York City Economic
Development Corporation

Prepared by:

DSM Environmental Services, Inc.
www.dsmenvironmental.com

Organics Recovery Feasibility Study

- Study determined that on-site anaerobic digestion would:
 - Be technically possible and financially self-sustaining
 - Reduce the volume of waste to be exported
 - Generate renewable energy
 - Stabilize waste management costs

Context and background – 2006



Context and background

NEW YORK ENTERPRISE
REPORT

fyi



FOOD MANUFACTURING IS A FAT INDUSTRY IN NYC

While overall the manufacturing industry has declined in New York City over the past decade, one sector of the industry is very much alive and flourishing. According to a recent report commissioned by the Mayor's Office for Industrial & Manufacturing Businesses, food production is a thriving business sector in the Big Apple. With 900 local food manufacturers supporting jobs for almost 34,000 New Yorkers, the food manufacturing sector, which includes breads, meats, dairy products, beverages, ethnic specialties and more, brings in \$5 billion in sales annually. Furthermore, the food manufacturing companies are an important source of both employment and entrepreneurship for immigrants with limited education or English skills. Roughly 70% of New Yorkers employed in this industry are immigrants, with 64% having a high school degree or less education. To read the full report, entitled "More Than a Link in the Food Chain," visit nyc.gov/industrial.

12 | THE NEW YORK ENTERPRISE REPORT | APRIL/MAY 2007

New York Enterprise Report, April/May 2007

MOIMB Food Production study:

- Robust manufacturing sector
 - 900 local food manufacturers
 - 33,800 jobs
 - \$5 billion annual sales
- ~70% of employees in the sector are immigrants, and 64% have a high school degree or less education
- Average annual wages are \$32,000

****As of October 2007, 27 food related companies have inquired about space in the Food Distribution Center.**

Context and background – 2008

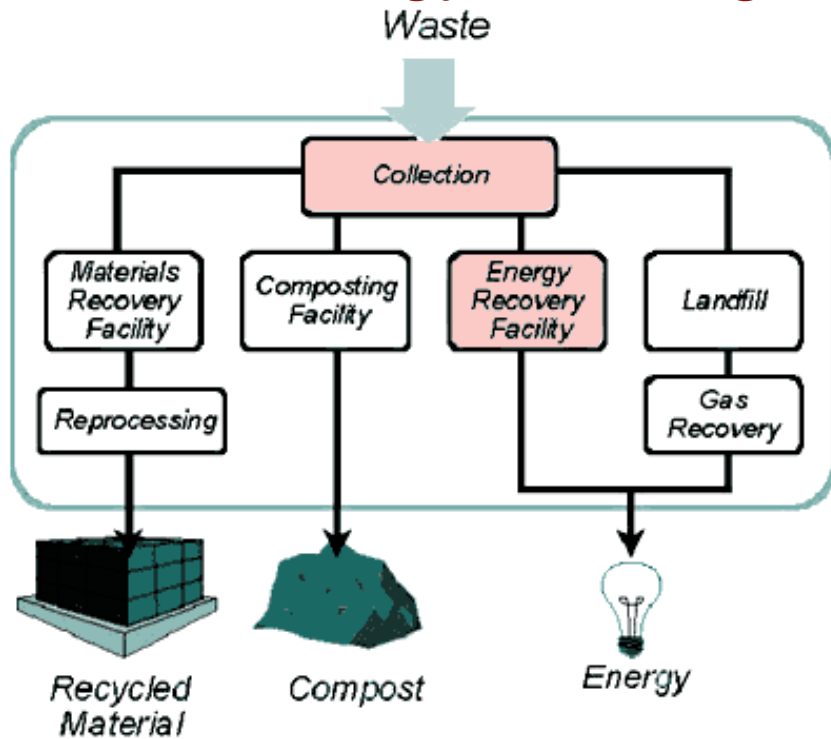


Hunts Point Terminal Produce Market

Hunts Point Terminal Produce Market

- Built in 1967
- Plays a significant role in the City's economy
- Existing facilities are inadequate
- Identify future redevelopment options

District Energy and Organics Recovery



www.mindfully.org

District energy feasibility study

- Evaluates energy utilization patterns
- Identifies opportunities for innovation and efficiency
- Specifies land requirements and economic feasibility

Preliminary results available September 2008

Anaerobic digestion study

- Evaluates feasibility of anaerobic digestion of organic waste to produce electricity while reducing the amount of waste transported to distant landfills, and transportation-related emissions.

Preliminary results available November 2008

Context and background – 2008



Alternative freight transportation modes

- Identify opportunities for the City to foster use of rail and barge freight transportation
- Reduce the number of trucks entering FDC



Detroit – Windsor Truck Ferry

Development opportunities

- Guiding principles
- Underutilized sites

Development opportunities – Overall goals

Future development in the Food Distribution Center should:

- maximize new job opportunities
- minimize air quality impacts



Development opportunities – Guiding principles



- Prioritize food processing or distribution uses
- Maximize efficient land use by combining multiple users on a site
- Foster multi-story manufacturing uses
- Explore ways to improve rail and maritime freight transportation
- Explore organic waste recovery to produce energy or biofuel
- Encourage sustainability principles consistent with PlaNYC recommendations

Development opportunities – Community priorities



- Hire locally
- Minimize truck traffic
- Maximize use of electric or low-emissions vehicles
- Engage community throughout the development process
- Implement sustainable building practices
- Enhance retail availability to fresh food
- Expand waterfront access and recreational opportunities

Development opportunities – Underutilized sites

~25 acres of vacant, unleased development sites



Fruit Auction Rail Shed (1.3 acres)

Site D (7.2 acres)

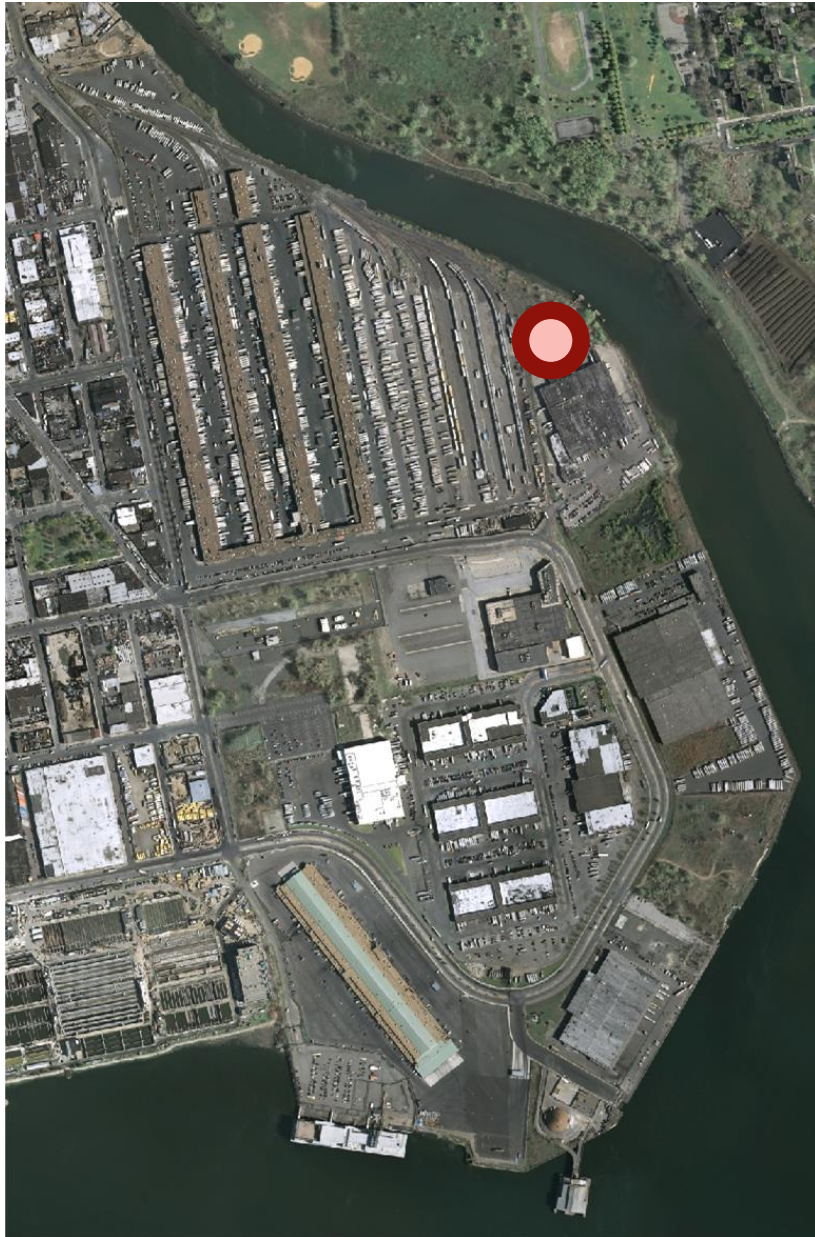
Site E-OU2 (2.9 acres)

Site E-OU3 + adjacent site (6 acres)

Site A-OU2 (3.2 acres)

MTS Site (~3 acres)

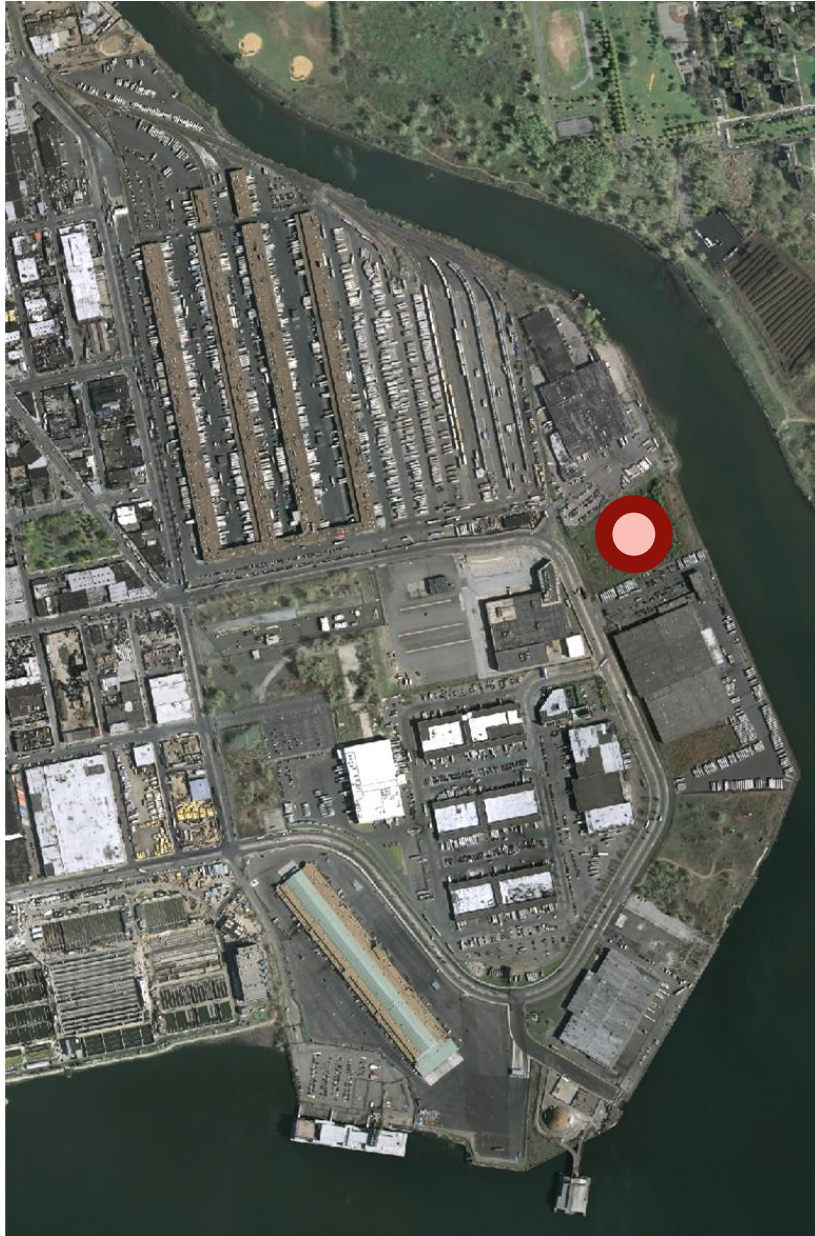
Development opportunities – Fruit Auction Rail Shed



- Size: ~2 acres
- Development concepts:
 - Food related use
- Next steps:
 - Assess general development feasibility (i.e. Phase II, demolition, FEMA, survey)
 - Reserve space for South Bronx Greenway



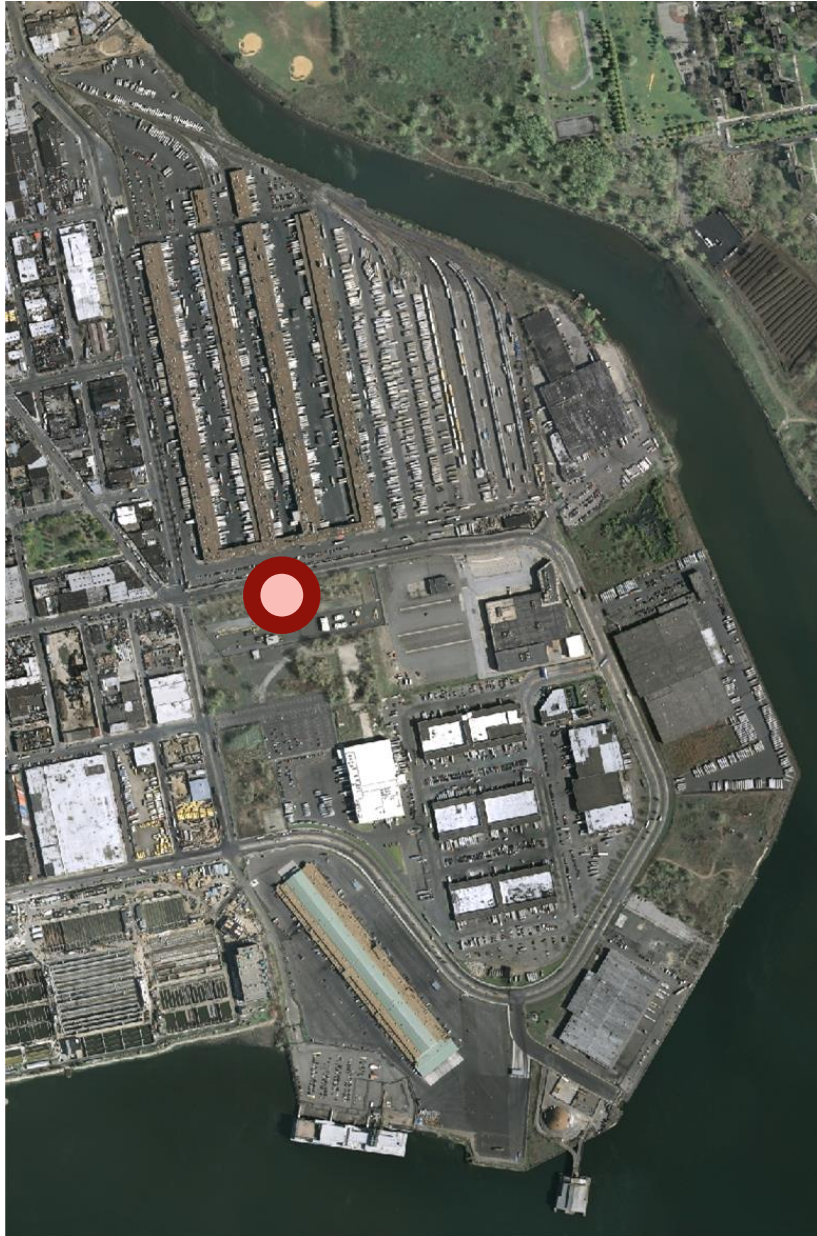
Development opportunities – Site D



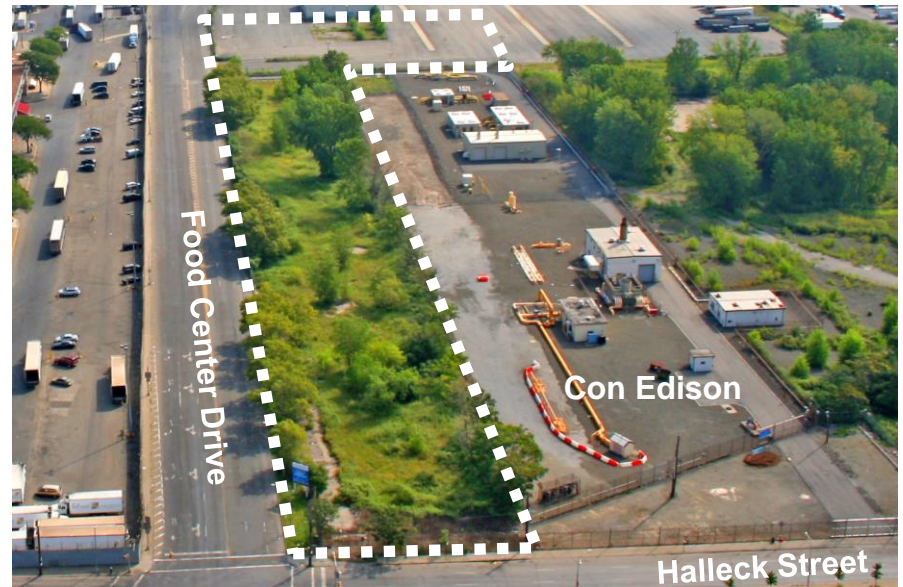
- Size: 7.2 acres
- Development concepts:
 - Food-related use
 - Organics recovery facility
- Next steps:
 - Assess general development feasibility (i.e. FEMA issues and transportation circulation)
 - Reserve space for South Bronx Greenway
 - Issue RFP for development in 2009-10



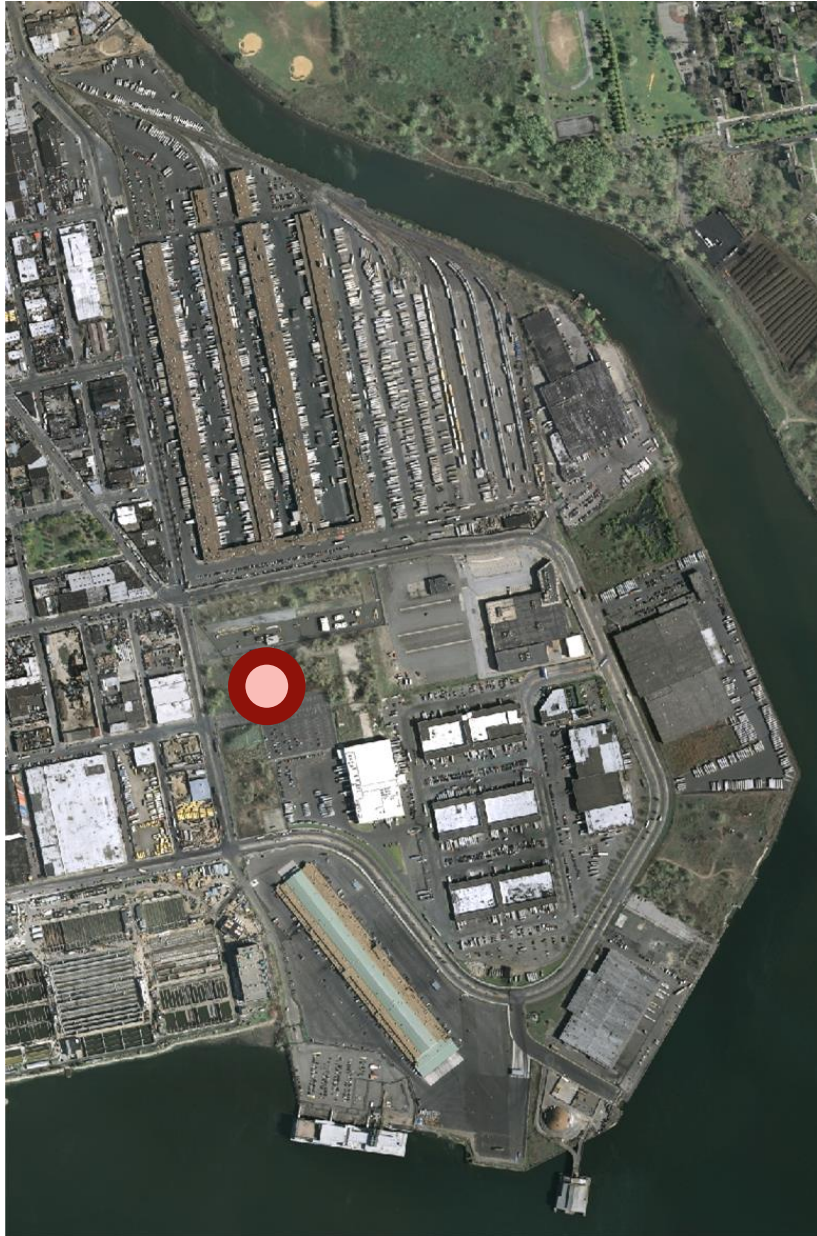
Development opportunities – Site E-OU2



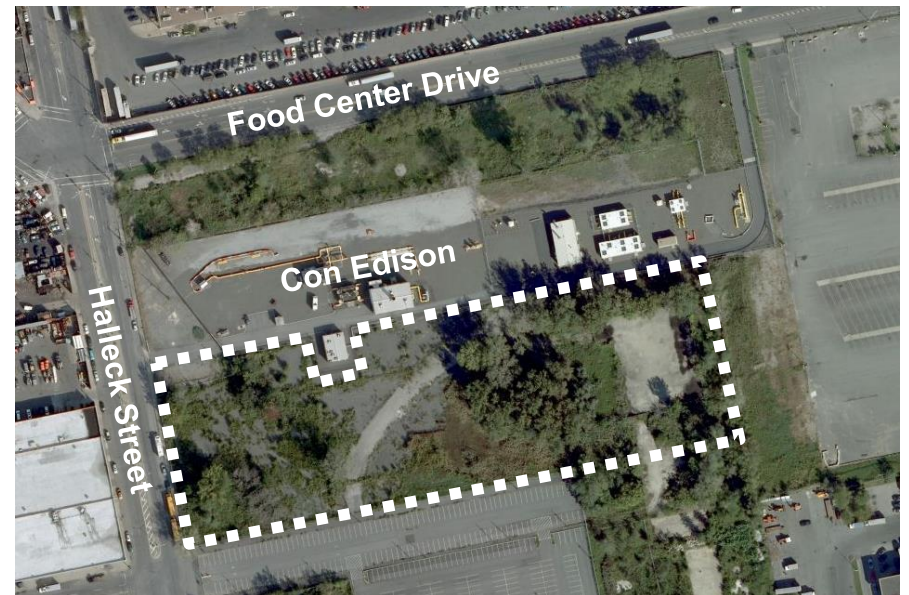
- Development parcel size: ~3.7 acres
- Development concepts:
 - Retail alternative fueling facility and ancillary retail uses to serve the Food Distribution Center and adjacent industrial neighborhood
- Next steps:
 - Review RFP submissions and designate developer by fall 2008



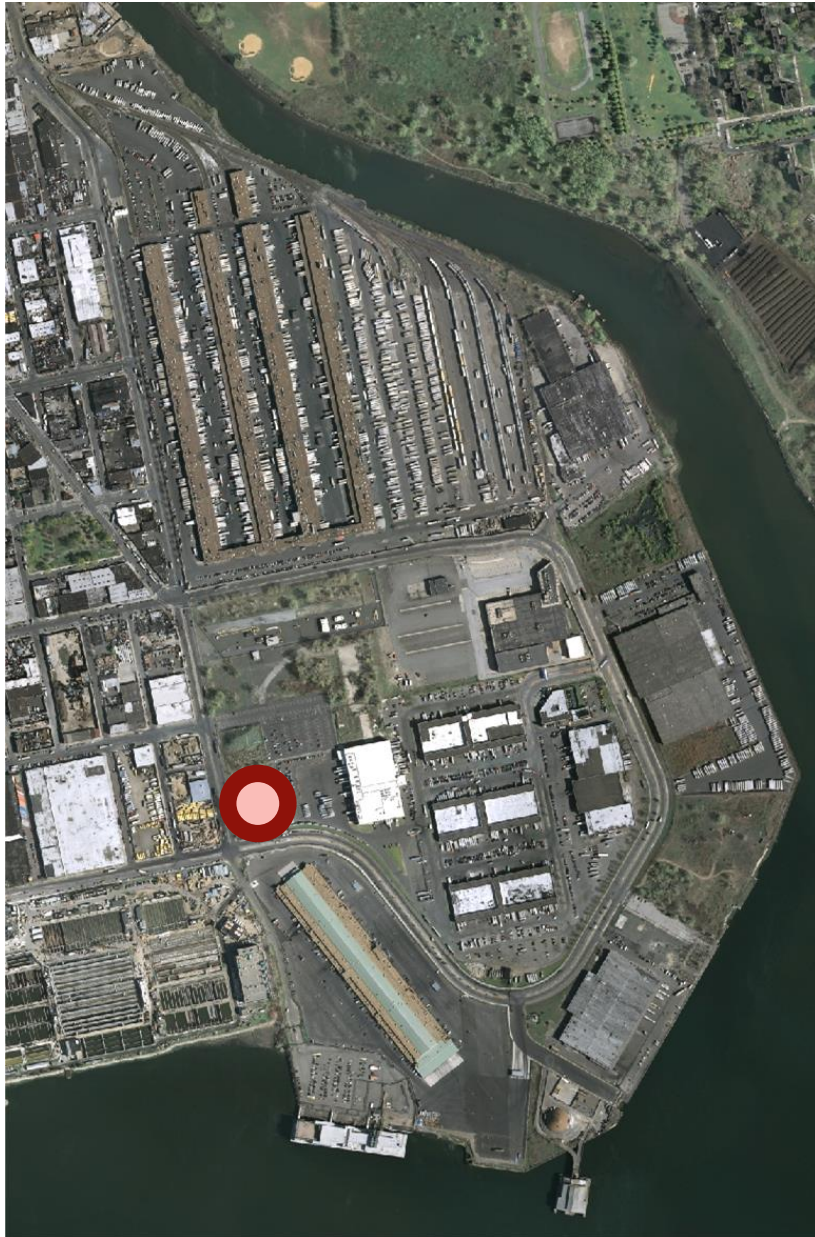
Development opportunities – Site E-OU3



- Development parcel size: ~2.5 – 6.5 acres
- Development concepts:
 - Food-related use
- Next steps:
 - Issue RFP for food related use in 2009-10



Development opportunities – Site A-OU2



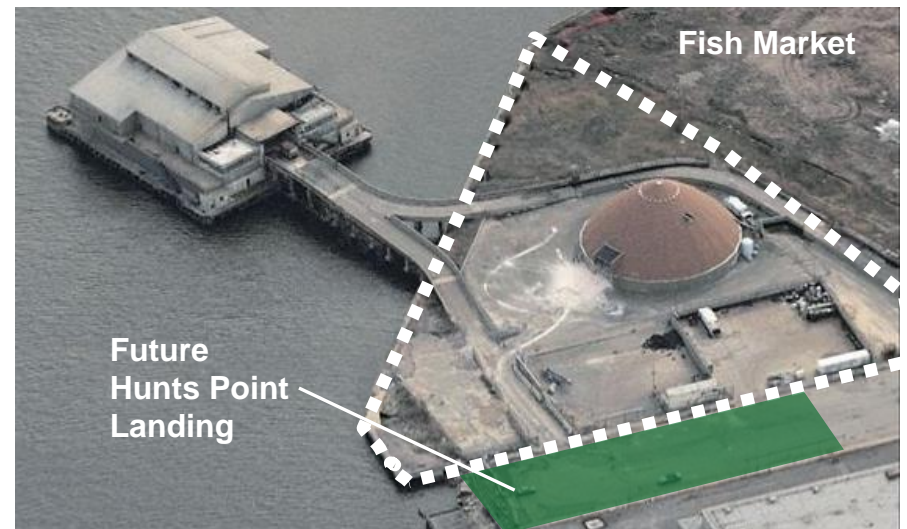
- Size: 3.2 acres
- Development concepts:
 - Food-related use
- Next steps:
 - Address substantial remediation costs
 - Issue RFP for food-related use if remediation strategy is identified



Development opportunities – MTS Site



- Size: ~3.5 acres
- Development concepts:
 - Recreational use (i.e. park, marina)
 - “South Street Seaport” use
 - Food-related use
 - Organics recovery facility
 - Freight ferry terminal
- Next steps:
 - Assess general development feasibility (incl. salt pile relocation options, FEMA)
 - Engage public on redevelopment options



Capital improvements

- Signs
- South Bronx Greenway
- Infrastructure projects to 2010

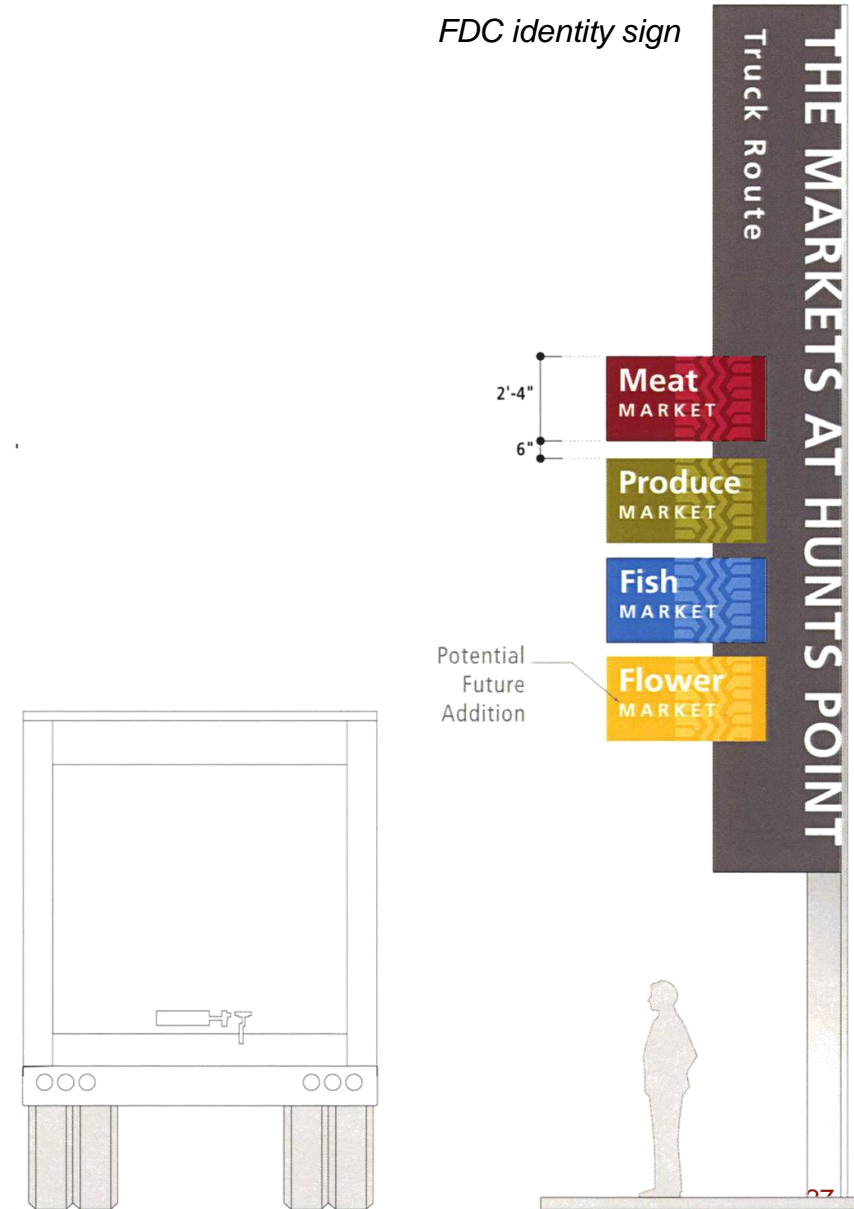
Capital improvements – signs

Truck route signs

- Cost: \$350,000
- Timing: fall 2008 installation

Food Distribution Center identity signs

- Cost: \$1.3M
- Timing: fall 2008 installation



Capital improvements – South Bronx Greenway



Produce Market Fence

- Cost: \$2.5M
- Timing: begin construction fall 2008

Existing Produce Market fence



ELEVATION ALONG FOOD CENTER DRIVE

SCALE: 3/16" = 1'-0"



ELEVATION ALONG HALLECK STREET

SCALE: 3/16" = 1'-0"



ELEVATION ALONG HALLECK STREET AT INTERSECTIONS WITH OAK POINT AVENUE AND RANDALL AVENUE

SCALE: 3/16" = 1'-0"

Proposed new Produce Market fence

Capital improvements – South Bronx Greenway



Hunts Point Landing

- Cost: \$7M
- Timing: begin construction spring 2009



Hunts Point Landing design concept

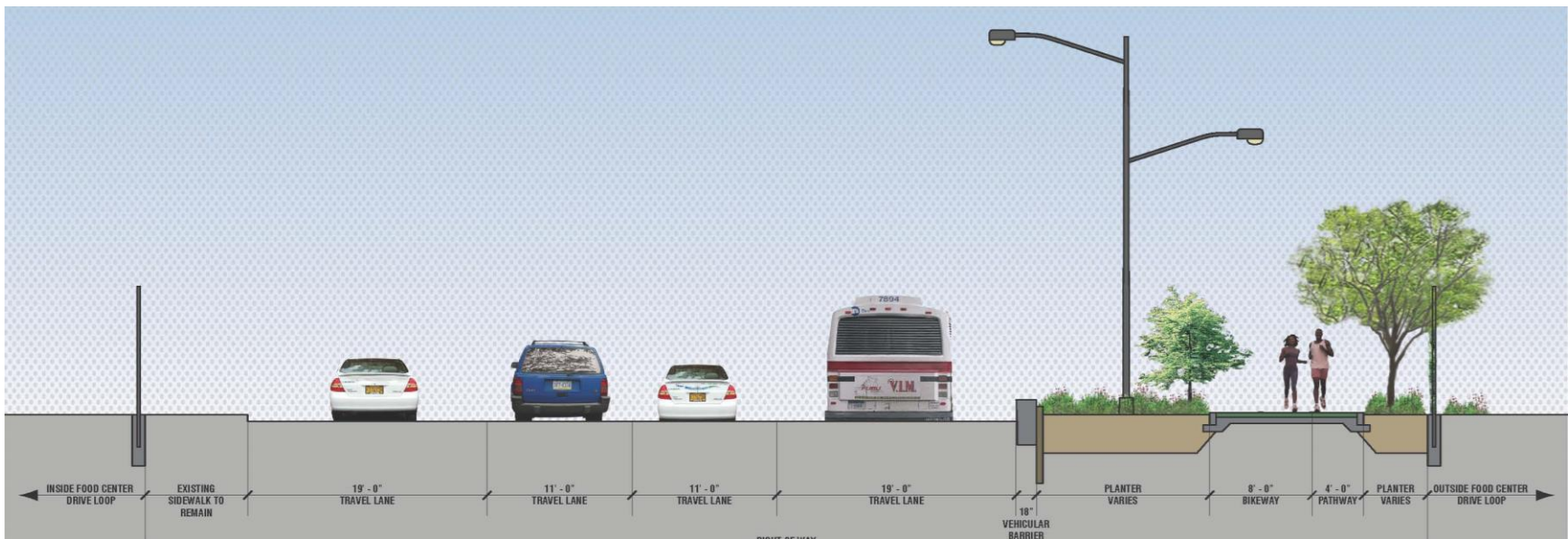
Capital improvements – South Bronx Greenway



Food Center Drive reconstruction

- Cost: \$14M
- Timing: ULURP certification August 2008; begin construction summer 2009

Food Center Drive – existing alignment



Food Center Drive – proposed alignment

Additional actions – property management



Hunts Point Improvement Fund

- Maintenance of selected capital improvements:
 - Food Center Drive
 - Hunts Point Landing
 - Food Distribution Center signs
- \$0.25/built sf for new and renewal leases
- 30-foot Greenway easement

Capital improvements – infrastructure projects to 2010



**Total City infrastructure investment:
\$41.1M**

Lead track reconstruction (\$3.0M)

Edgewater/Lafayette rail crossing (\$0.5M)

Produce Market infrastructure (\$10.1M)

200 Food Center Drive (\$2.3M)

155 Food Center Drive (\$0.3M)

Anheuser Busch bulkhead (\$8.2M)

600 Food Center Drive (\$11M)

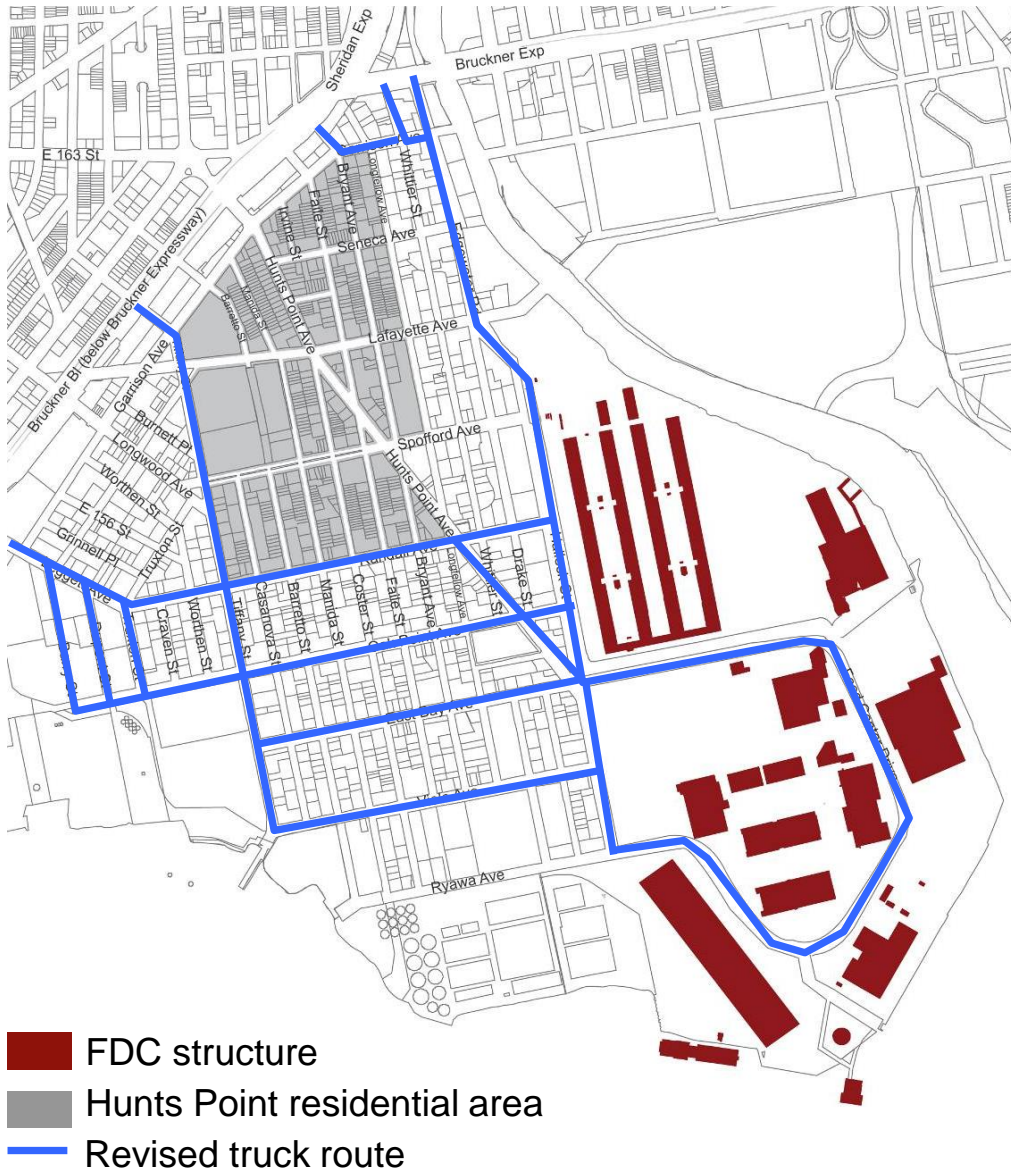
Fish Market (\$0.2M)

Fish Market bulkhead (\$5.5M)

Complementary projects

- NYCDOT – Truck route revisions and proposed truck route signs
- NYSDOT – Bruckner/Sheridan reconstruction
- City Planning – Hunts Point Special District rezoning

Complementary projects – NYCDOT



Truck route revisions

- Re-route truck traffic away from the residential core

Proposed truck route signs

- Standardized wayfinding

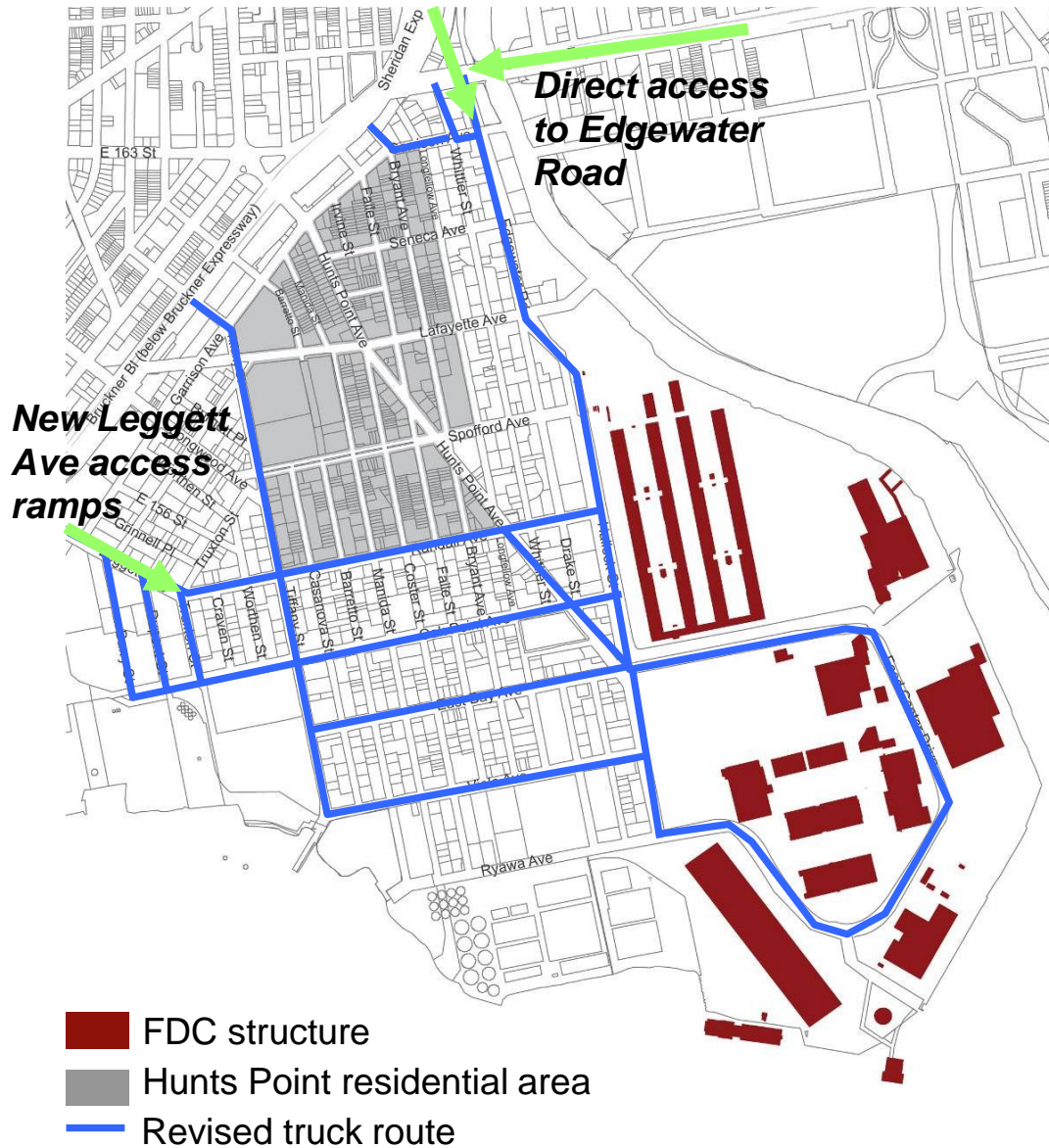


Existing "negative" truck sign



Proposed new "positive" truck route sign

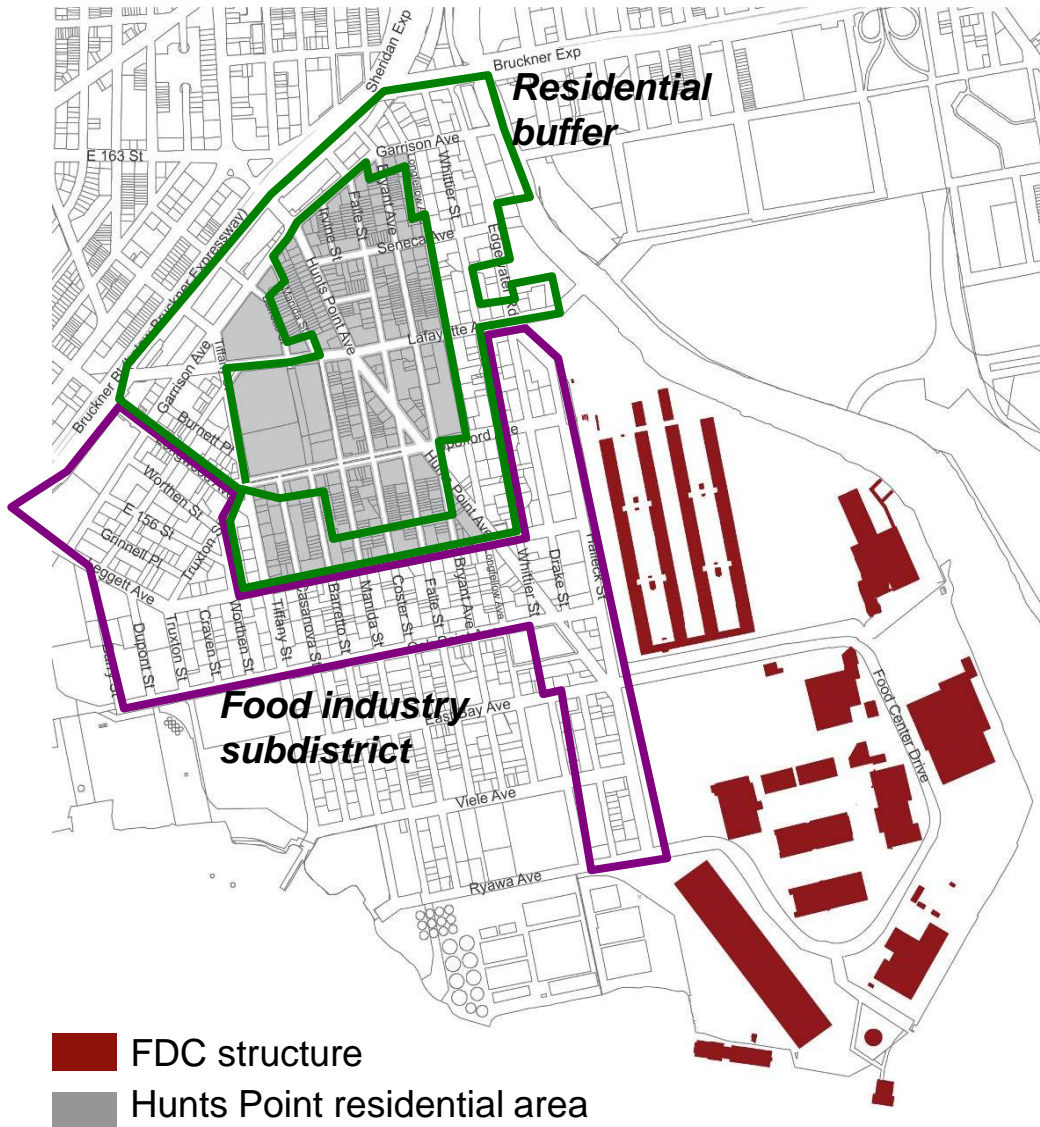
Complementary projects – NYSDOT



Bruckner/Sheridan reconstruction

- Improve safety and traffic flow at the Bruckner Expressway (I-278) at its interchange with the Sheridan Expressway (I-895)
- Improve access in and out of Hunts Points from the Expressway

Complementary projects – City Planning



Hunts Point Special District rezoning

- Creates “buffer” between residential and manufacturing areas
- Encourages development of food-related businesses
- Prohibit new waste-related uses, such as waste-transfer stations

Next steps

- Feasibility studies
- Outreach and development sequence

Next steps – feasibility studies

- Site-specific studies
 - Fruit Auction Rail Shed site
 - FEMA/site condition analysis
 - Site D
 - FEMA/site condition analysis
 - MTS site:
 - Phase II
 - Development feasibility
 - FEMA/Site and bulkhead conditions

- Additional Phase II assessments required for untested sites

Next steps – outreach and development sequence

1. Key points for outreach

- Present Food Distribution Center development framework
- Update prior to releasing RFPs for any site
- Update prior to RFP selection

2. Advance development on sites

- Alternative fueling facility
- Fruit Auction Rail Shed site
- Site D
- Halleck Street sites (E-OU3/A-OU2)



Alternative Fueling Facility RFP

Release Date: April 15, 2008

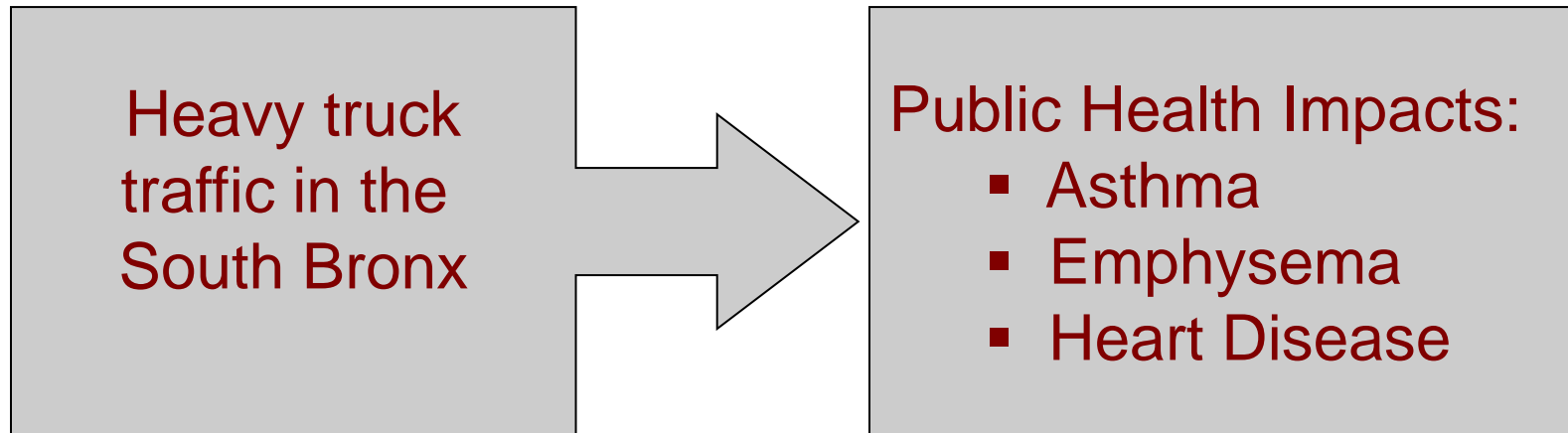


Outline

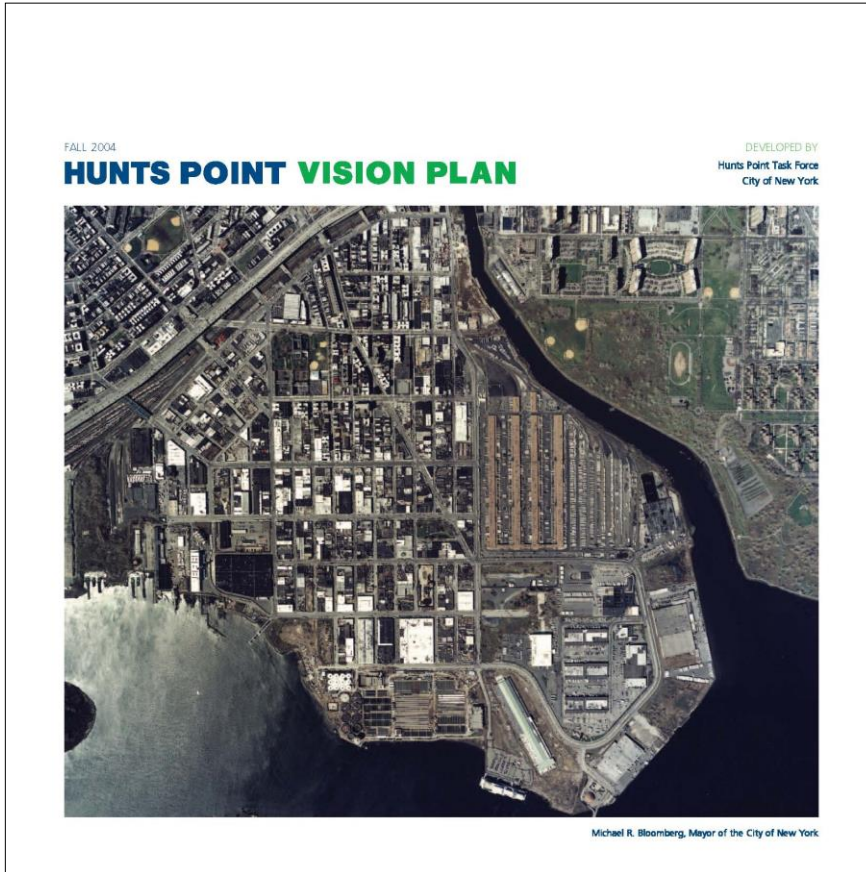
- Context and background
- Goals
- Development components
- RFP timeline

Context and background

- Strong link between localized vehicular air pollution and adverse public health impacts
- Asthma rates in the South Bronx are among the highest in the country



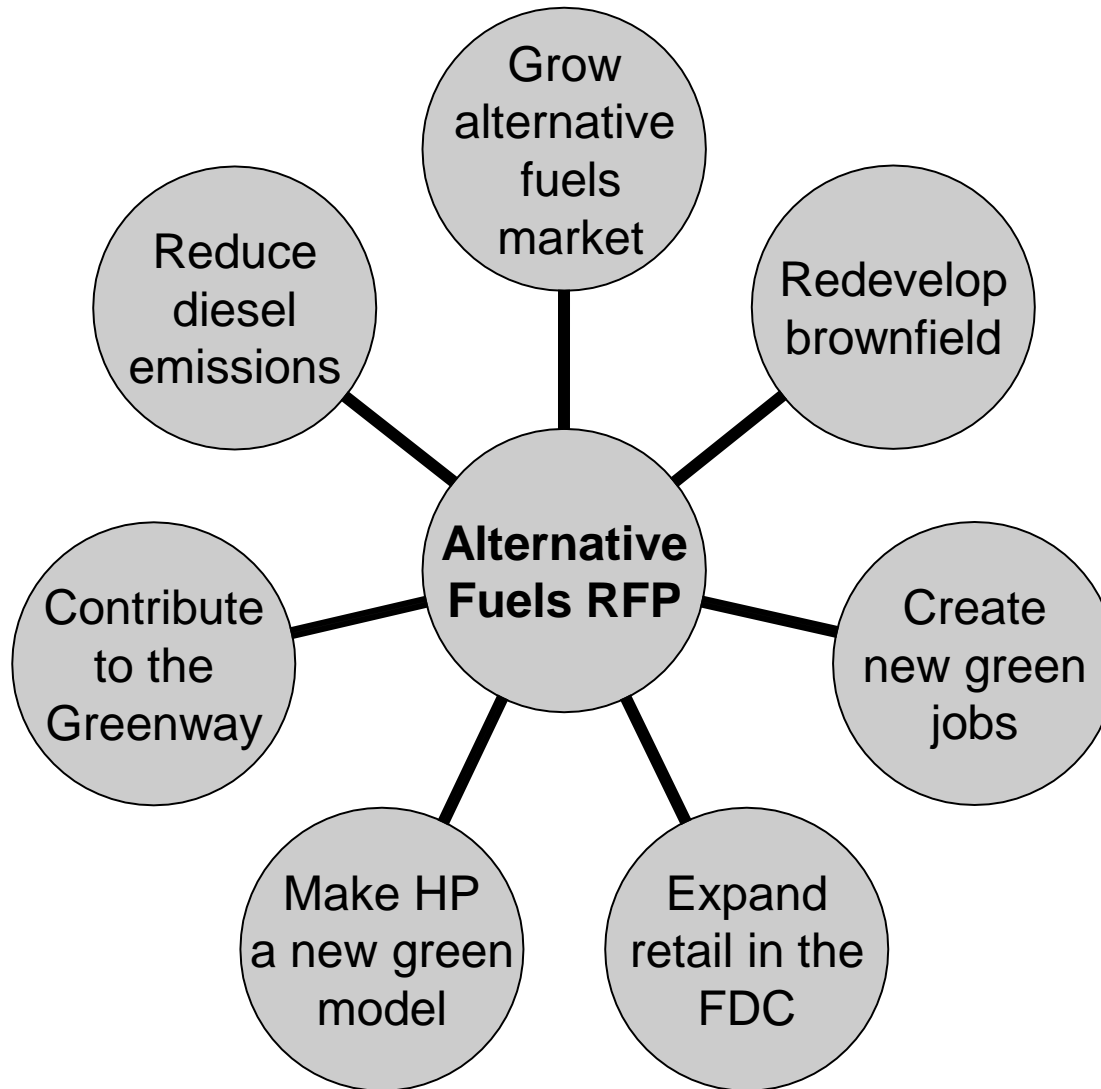
Context and background – 2005



Hunts Point Vision Plan

- Identified diesel truck emissions as a problem
- Recommended the development of a service station with clean fuel technologies

Goals



Development components

Alternative Fueling Facility

Required Components

- Sustainable alternative fuel
- Specific amount of fuel available
- Associated retail sales

Suggested Components

- Mix of fuels
- Local or regional production
- Competitively priced

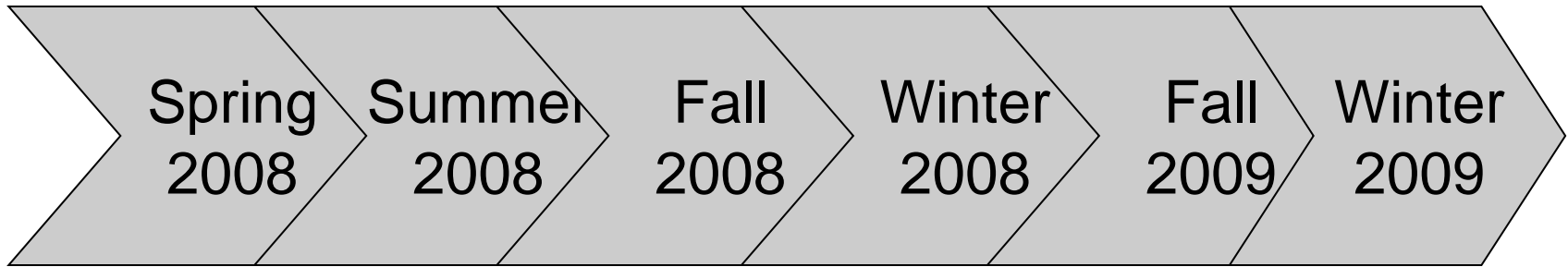


Suggested Additional Components

Complementary Uses

- Truck maintenance facility for the conversion of engines
- Truckstop electrification (TSE) facility
- Showroom for trucks that use sustainable alternative fuels
- Organics recovery facility for either the production of biofuel or electricity

Timeline



RFP
Release

Developer
designation

ULURP
completion

Responses
due

ULURP
certification

Development
begins