Program
Current Challenges – Future Needs
Quality of Health Care
Need for Right-Sized Facilities
The Institutes

- Orthopedic Medicine and Surgery
- Neurosciences
- Cancer Center
- Cardiology and Cardiac Surgery
- Women’s Health
- Men’s Health
Other Needs
Building Form and Design
Program Drivers that define size and fit

Compliance with Codes and Guidelines:

• 2010 Guidelines for Design of Healthcare Facilities
• Department of Health Requirements
• NYC Building Code
• Americans with Disabilities Act
• Federal Guidelines
• National Fire Protection Association

“Best Practices” (e.g. Surgery and Recovery on same floor)
Planning Criteria that drive building envelope

- Efficiency and utilization
- Functional organization
- Optimal Adjacency
- Flexibility
- Right circulation and flow
- Operational logic
- Patient Safety
- Infection Control

Meets patient, family and staff needs
Recovery and Procedure Suites
Changes In Response to Community Input
Partial List  July 2013 – December 2013

Character
• Modified façade color and materials
• Added stepped-base expression
• Changed uppermost façade materials, reducing glass
• Added contextual design features
• Added articulation features at the western facade

Operations
• Removed drive-thru to 5th Street
• Relocated truck dock back from 5th Street
• Reduced access to 8th Avenue and 6th Street entrance

Envelope
• Set back building from 5th Street and at rear yard
• Modified building massing to read as multiple buildings
• Moved most of the building mass to 6th Street
• Created deep façade reveals
• Reduced building height in R7B district
• Increased building setback in R6B district
Character

- Color
Character

- Stepped Base
Character

- Base, middle, top
- Glass top
Character

- Base, middle, top
- Masonry & glass top
Envelope

- Multiple Buildings
• Deep Reveals
Envelope
- As of Right

View from 7th Avenue and 5th Street

- Illustrating what could be built without variances
- 5th street massing and public entrance
- Loading dock pushed to 5th Street property line
Envelope
- As of Right

View from 8\textsuperscript{th} Avenue and 5\textsuperscript{th} Street
Envelope
- As of Right

View from 8th Avenue and 6th Street
Zoning Map

- 3 different zoning districts
Property Setbacks
Envelope
- Further Reductions in R7B

• Reduced top in R7B

• Deleted 7th floor in this district

• Stepped 5th Street façade down adjacent to neighboring homes

• Aligned street wall with existing buildings
Envelope
- Further Reductions in R6B

- Reduced top in R6B
Envelope
- Further Reductions in R6B

View from 6th Street

- Reduced top
Envelope
- Further Reductions
  Combined
Environmental Assessment Statement (EAS)

Air Quality

• Project is expected to include a utility conduit/pedestrian tunnel, making new boiler unnecessary

• Analyzed worst-case assumption of new natural gas-fired boiler system
  o no significant adverse impact from nitrogen oxides ($\text{NO}_x$)

• NYM will implement emissions reduction program during construction
Environmental Assessment Statement (EAS)

Water and Sewer Infrastructure

- Proposed project will reduce release of storm water from site by 95%

- No incremental increase in storm water or sanitary wastewater from Proposed Development above Complying Development

- On-Site Improvements:
  - Storm water detention system
  - Water conservation measures

NYM will work with the community to approach DEP to address existing local storm water issues
Transportation Overview

• Summary of findings from BSA Application
• Summary of findings from Additional Traffic Study
• Summary of findings from Parking Study
### Summary of Outpatient Demand for the Proposed Development

<table>
<thead>
<tr>
<th>Description</th>
<th>% of total utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing facilities relocated from across 6&lt;sup&gt;th&lt;/sup&gt; Street</td>
<td>54%</td>
</tr>
<tr>
<td>Consolidation of existing off-site facilities</td>
<td>18%</td>
</tr>
<tr>
<td>Expansion of existing facilities (growth)</td>
<td>28%</td>
</tr>
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</table>
### Summary of Forecasted New Travel Demand for the Proposed Development

#### New Peak Hour Trips (In + Out)

<table>
<thead>
<tr>
<th>Mode Choice</th>
<th>AM (8-9)</th>
<th>Midday (12-1)</th>
<th>PM (5-6)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto (includes taxi &amp; truck)</td>
<td>90</td>
<td>91</td>
<td>79</td>
</tr>
<tr>
<td>Subway</td>
<td>31</td>
<td>21</td>
<td>26</td>
</tr>
<tr>
<td>Bus</td>
<td>12</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>Walk/Other</td>
<td>12</td>
<td>7</td>
<td>9</td>
</tr>
</tbody>
</table>
BSA Application
CEQR Transportation Requirements

• CEQR Technical Manual threshold for a detailed intersection analysis
  • 50 additional vehicle trips through any intersection during any peak hour. (Proposed Development compared to Complying Development)

• Findings
  • At most there would be 36 additional vehicle trips through any intersection in any peak hour.
  • New parking garage would provide sufficient capacity to meet future demand.

From a CEQR perspective a detailed traffic analysis is not warranted for the BSA application.
Additional Traffic Study - Summary of Finding

Analyzed Intersections -
Level Of Service (LOS) Results

2013 Existing Conditions
All approaches during all peak hours operate at LOS C (Fair) or better.

2017 Future Conditions with the Proposed Development
All approaches during all peak hours continue to operate at LOS C (Fair) or better.
Parking Study - Summary of Findings

Existing Utilization: 558

Existing Capacity: 597
   (518 at garage + 79 at doctors’ lot)

Future Added Demand: 104

TOTAL Future Utilization: 662
   (558 + 104)

Future Capacity: 834
   (518 garage – 34 lost on parking deck
    + 350 new spaces)