

NEW YORK METHODIST HOSPITAL - CENTER FOR COMMUNITY HEALTH

January 6, 2014



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

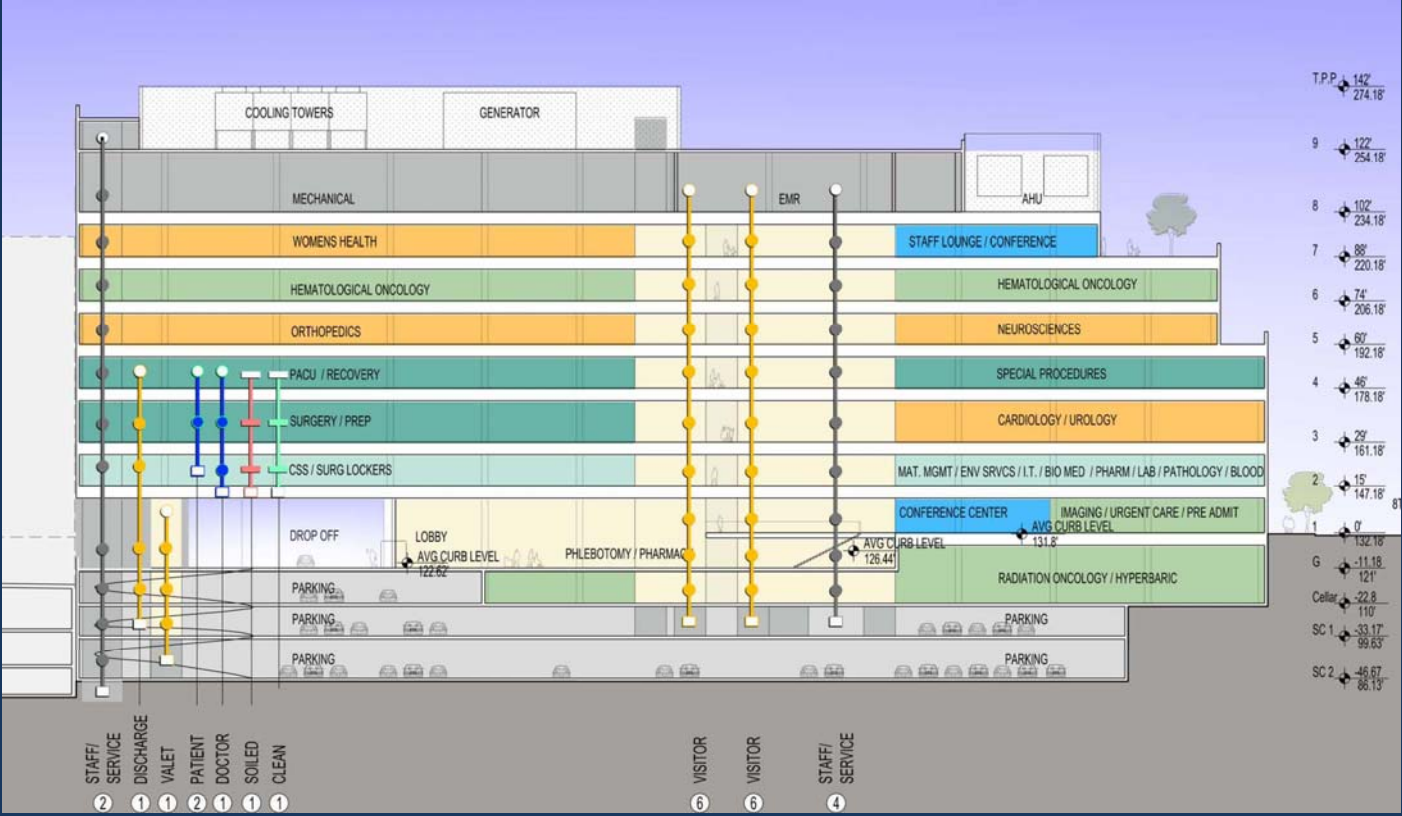
Right circulation and flow

Operational logic

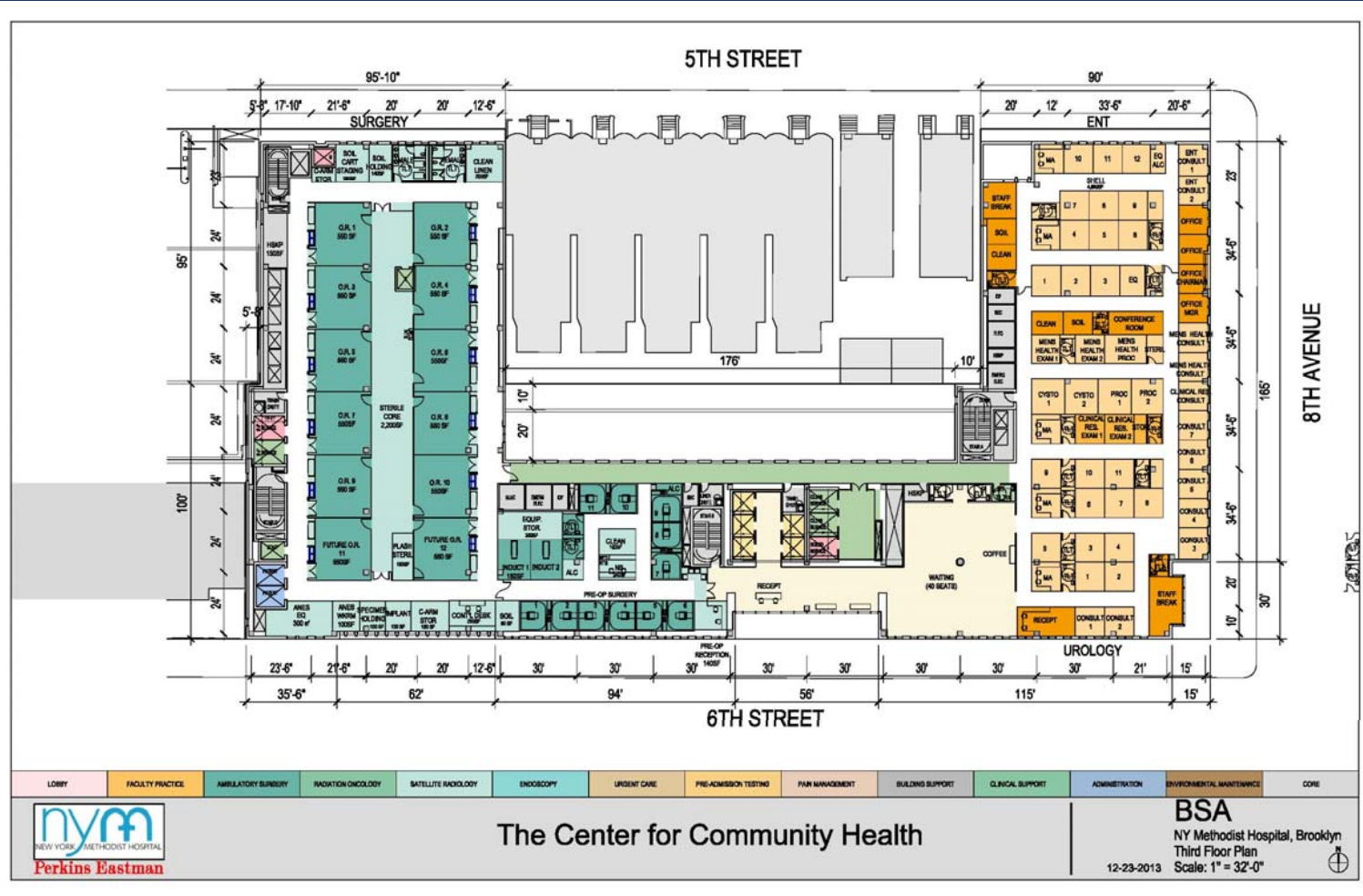
Patient Safety

Infection Control

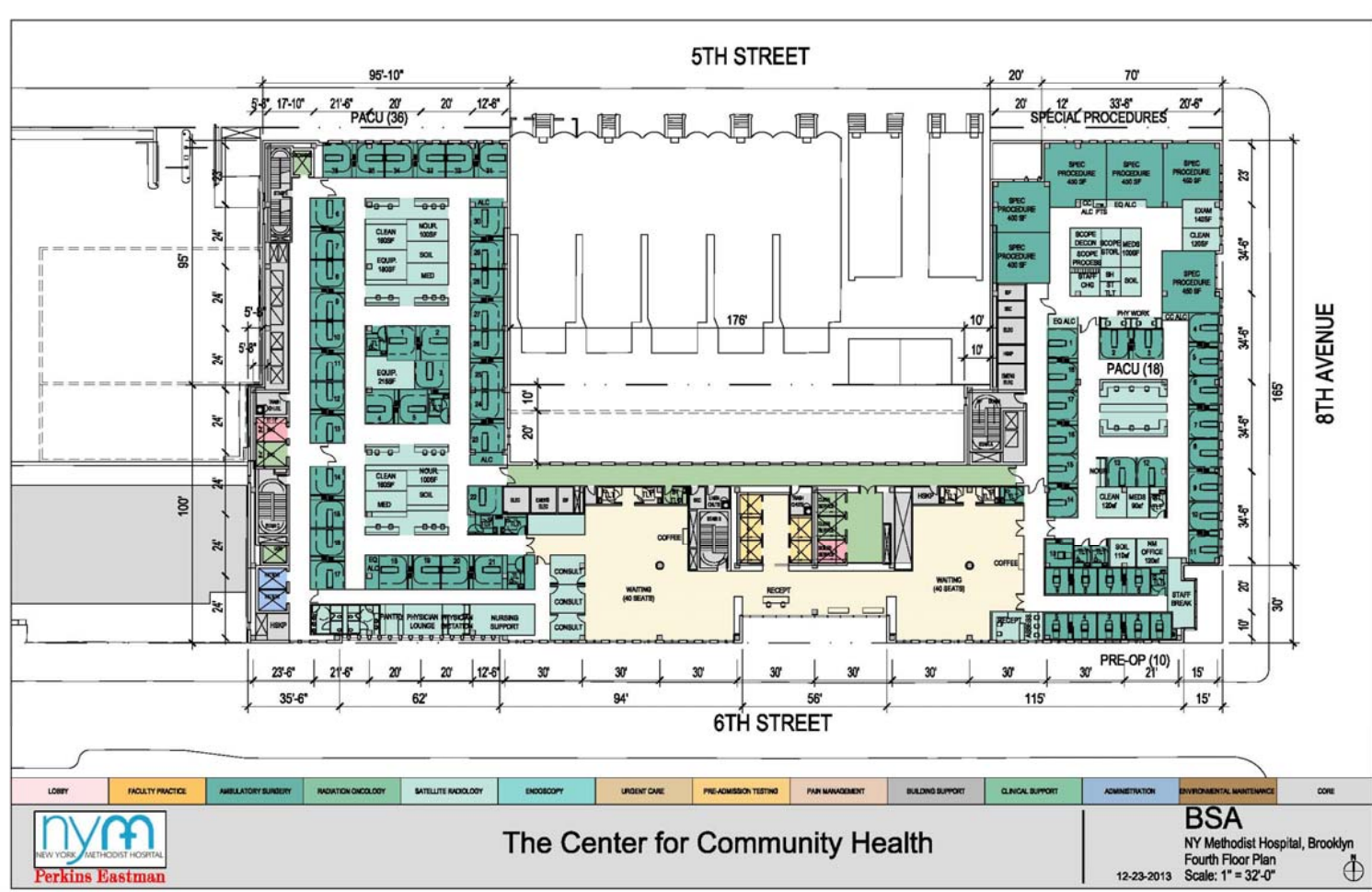
Meets patient, family and staff needs



Surgery



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



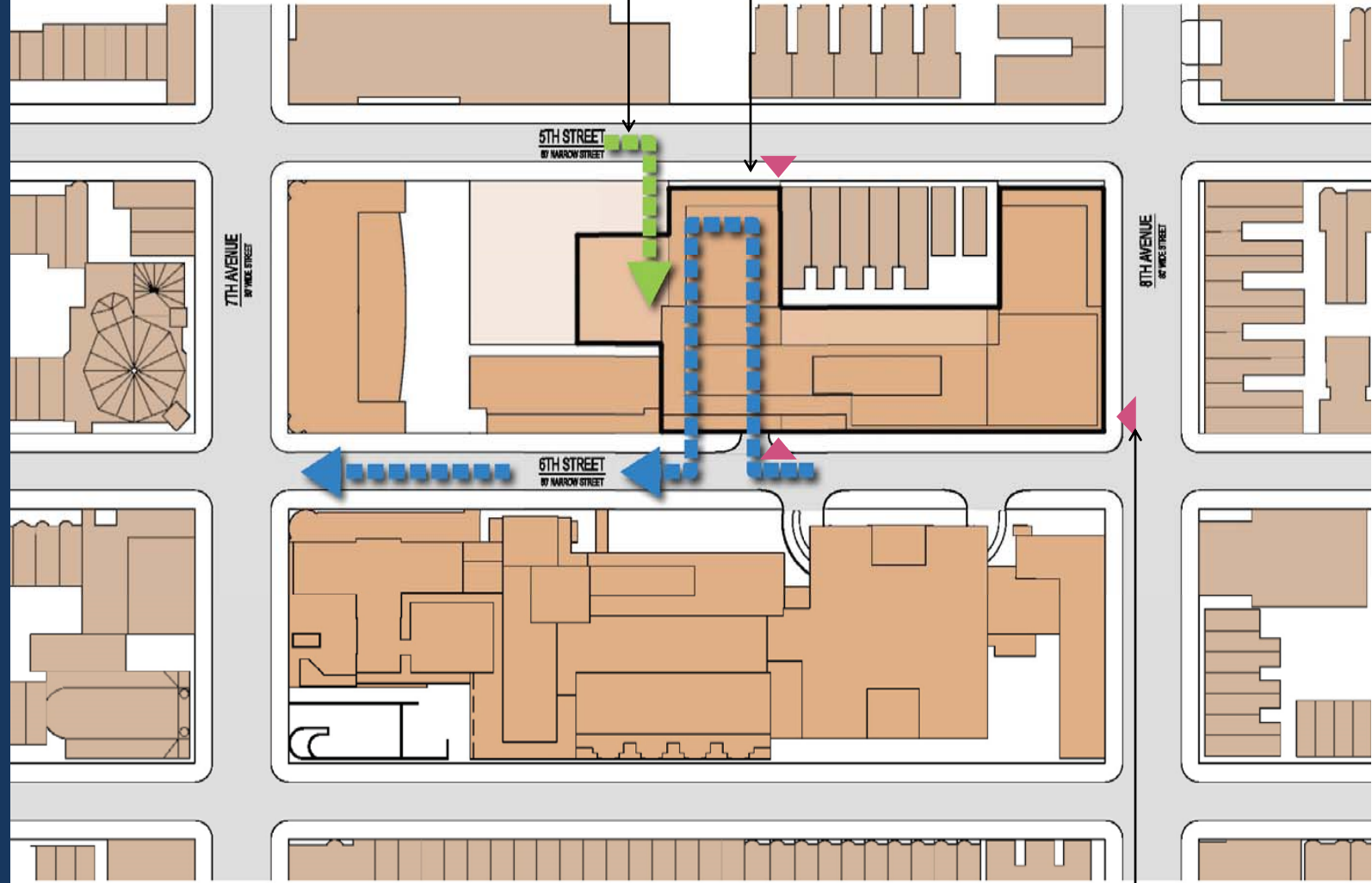
Character

- Base, middle, top
- Masonry & glass top



LOADING DOCK SERVICES / TRUCKS
CONTAINED ONSITE

NO VEHICLES ONTO 5TH STREET



LIMITED ACCESS AT 8TH AVE. ENTRY

Envelope

- Multiple Buildings



Envelope

- Deep Reveals



Envelope



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 8th Avenue
and 5th Street



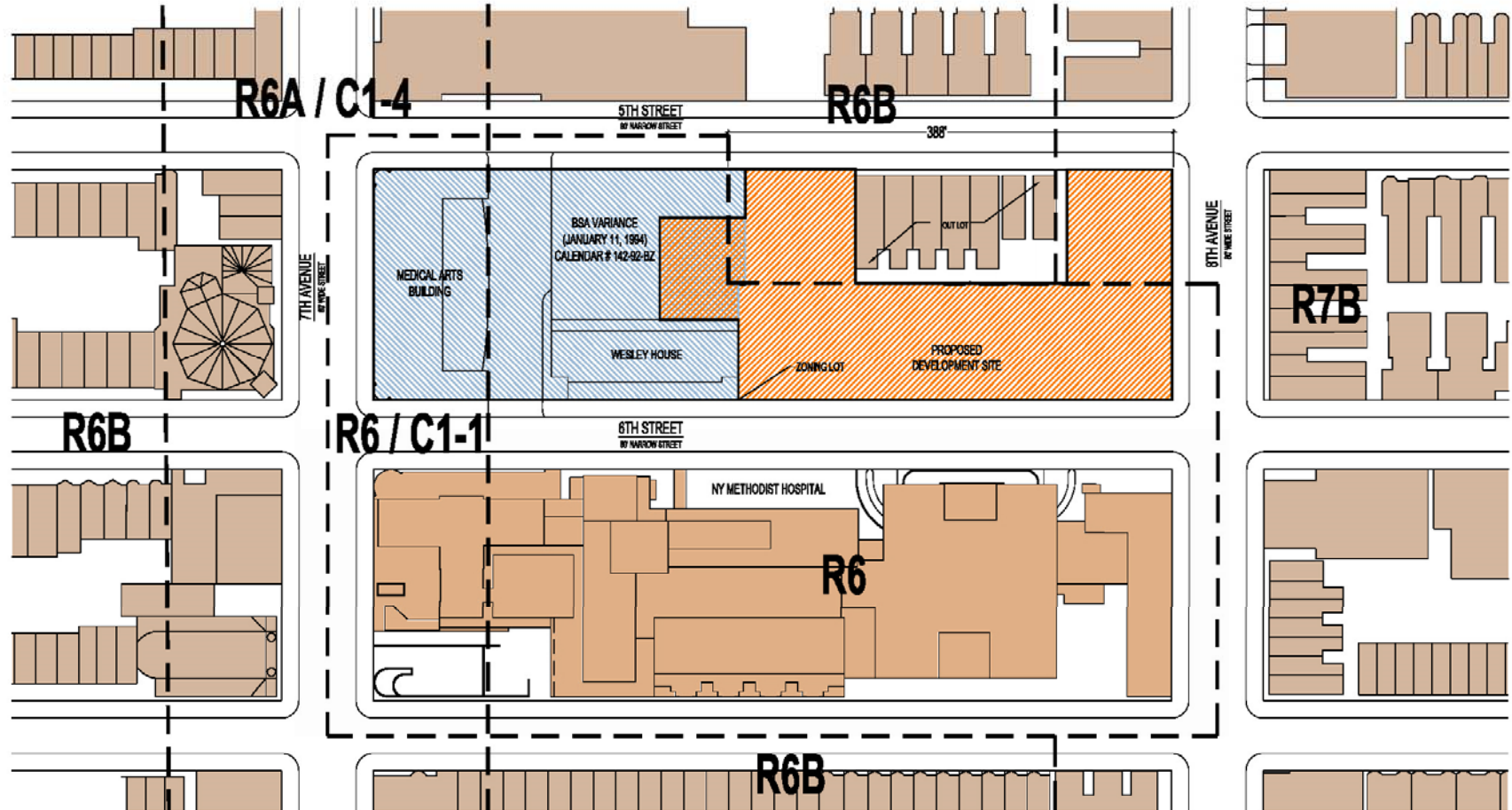
Envelope - As of Right

View from 8th Avenue
and 6th Street

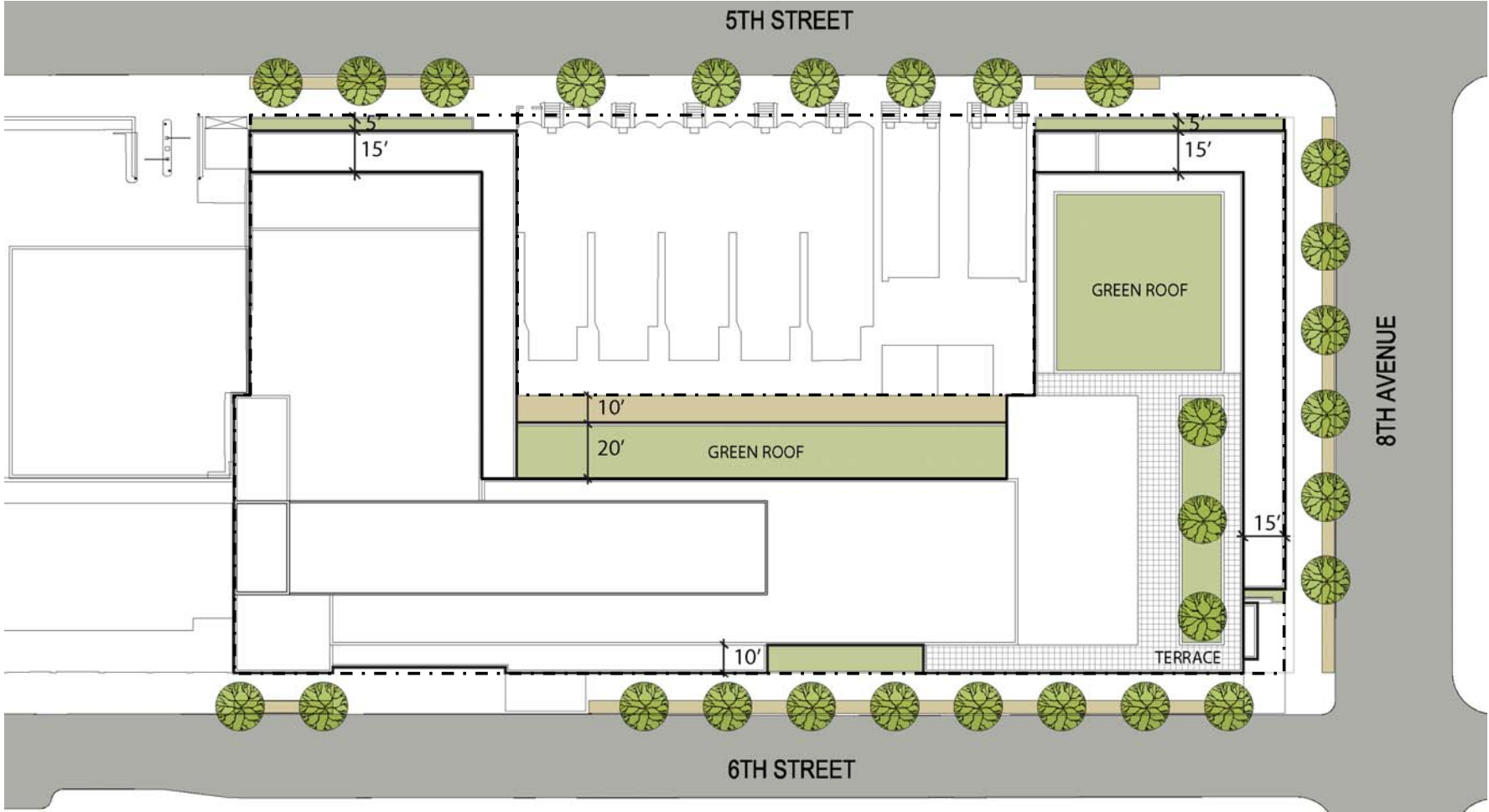


Zoning Map

- 3 different zoning districts



Property Setbacks



Envelope
- September 2013



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
 - no significant adverse impact from nitrogen oxides (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

	<u>% of total utilization</u>
Existing facilities relocated from across 6 th Street	54%
Consolidation of existing off-site facilities	18%
Expansion of existing facilities (growth)	28%

Summary of Forecasted New Travel Demand for the Proposed Development

New Peak Hour Trips (In + Out)

Mode Choice	AM (8-9)	Midday (12-1)	PM (5-6)
Auto (includes taxi & truck)	90	91	79
Subway	31	21	26
Bus	12	8	9
Walk/Other	12	7	9

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)

Thank You

