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

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

South Bronx Greenway Master Plan
Context and background

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
- 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

**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, unleashed 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

Proposed new Produce Market fence
Capital improvements – South Bronx Greenway

Hunts Point Landing
- Cost: $7M
- Timing: begin construction spring 2009
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**
Additionally, the Hunters Point Improvement Fund includes:

- 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

*South Bronx Greenway Master Plan*
Capital improvements – infrastructure projects to 2010

Total City infrastructure investment: $41.1M

- Produce Market infrastructure ($10.1M)
- Fish Market bulkhead ($5.5M)
- Fish Market ($0.2M)
- 600 Food Center Drive ($11M)
- Anheuser Busch bulkhead ($8.2M)
- Edgewater/Lafayette rail crossing ($0.5M)
- 200 Food Center Drive ($2.3M)
- 155 Food Center Drive ($0.3M)
- Lead track reconstruction ($3.0M)
- 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

FDC structure
Hunts Point residential area
Revised truck route

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

[Diagram showing Bruckner/Sheridan reconstruction with markers for Direct access to Edgewater Road, New Leggett Ave access ramps, and a revised truck route.]
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

Heavy truck traffic in the South Bronx

Public Health Impacts:
- Asthma
- Emphysema
- Heart Disease
Hunts Point Vision Plan

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

- Grow alternative fuels market
- Redevelop brownfield
- Create new green jobs
- Expand retail in the FDC
- Make HP a new green model
- Contribute to the Greenway
- Reduce diesel emissions
### 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

- **Spring 2008**: RFP Release
- **Summer 2008**: Developer designation
- **Fall 2008**: Responses due
- **Winter 2008**: ULURP certification
- **Fall 2009**: ULURP completion
- **Winter 2009**: Development begins