

395 Flatbush Avenue

Public Design Commission
Conceptual Review Presentation
March 24, 2025

DRAFT



TenBerke

41 Madison Avenue, 17th Floor
New York, NY 10010

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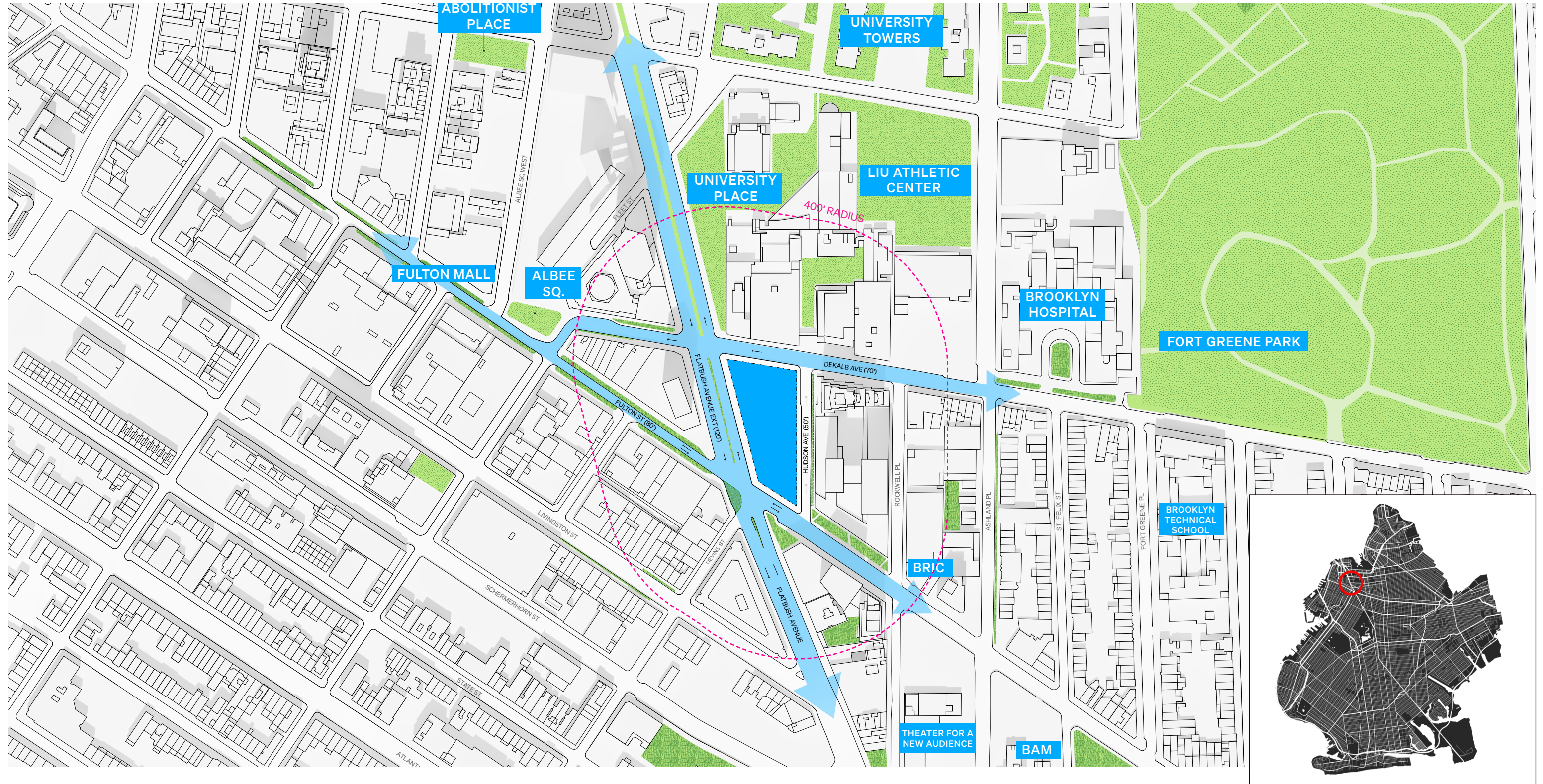
Site Design

Material Palette

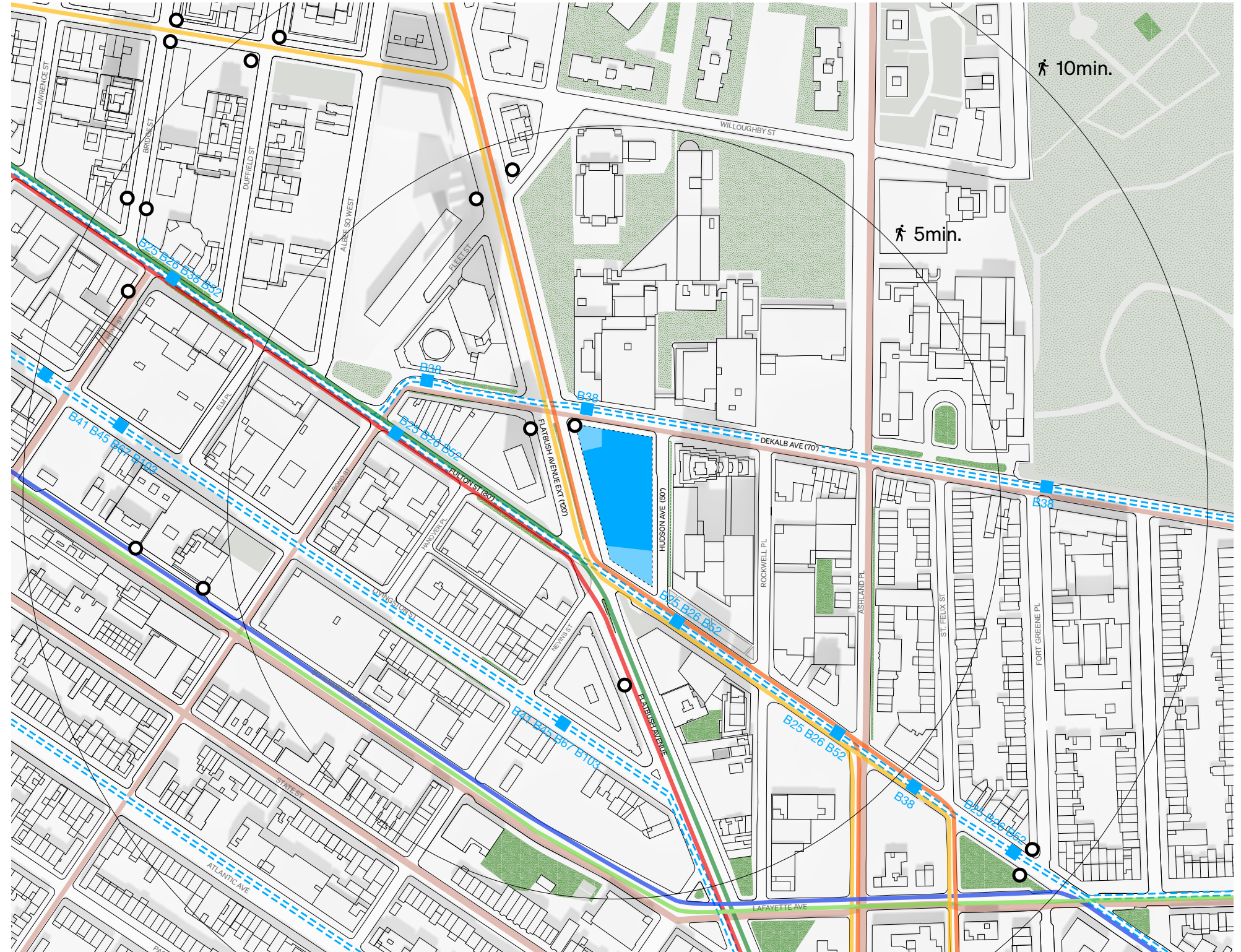
Proposed Plans, Sections and Elevations

Renderings

Location Plan



Transit & Connectivity



Key

- Subway Line
- Subway Entrance
- Bus Line
- Bus Stop
- Bike Path
- Walking Radius

Site Photographs



1 - NORTHEAST VIEW AT THE INTERSECTION OF FLATBUSH - FULTON



2 - SOUTHWEST AT THE INTERSECTION OF DEKALB - HUDSON AVE



3 - SOUTHEAST AT THE INTERSECTION OF FLATBUSH - DEKALB



4 - NORTH ALONG FULTON STREET



Site Photographs



5 - NORTHERN FLATBUSH AVENUE RETAIL FRONTAGE



6 - FULTON STREET RETAIL FRONTAGE



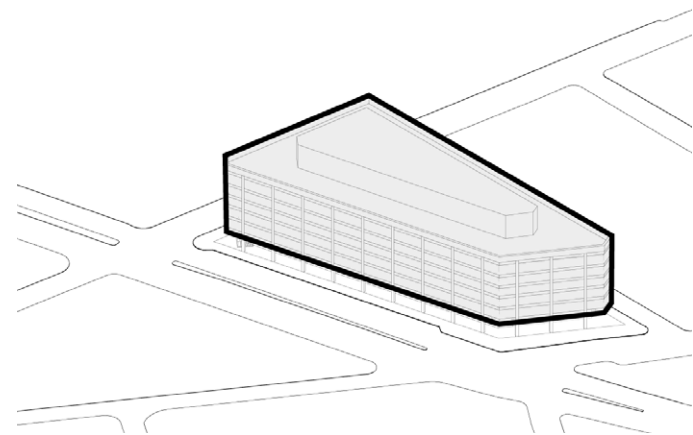
7 - FULTON-DEKALB RETAIL FRONTAGE



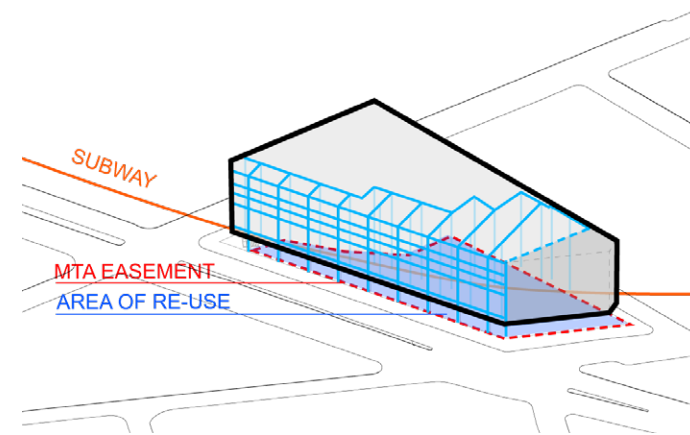
8 - EXISTING SUBWAY ENTRANCE



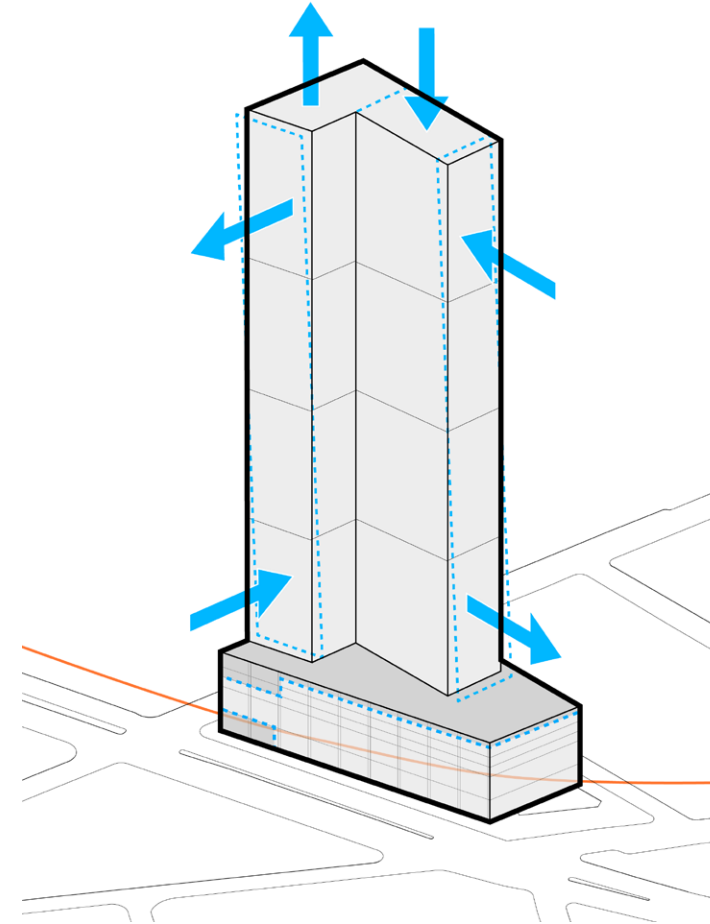
Massing Concept



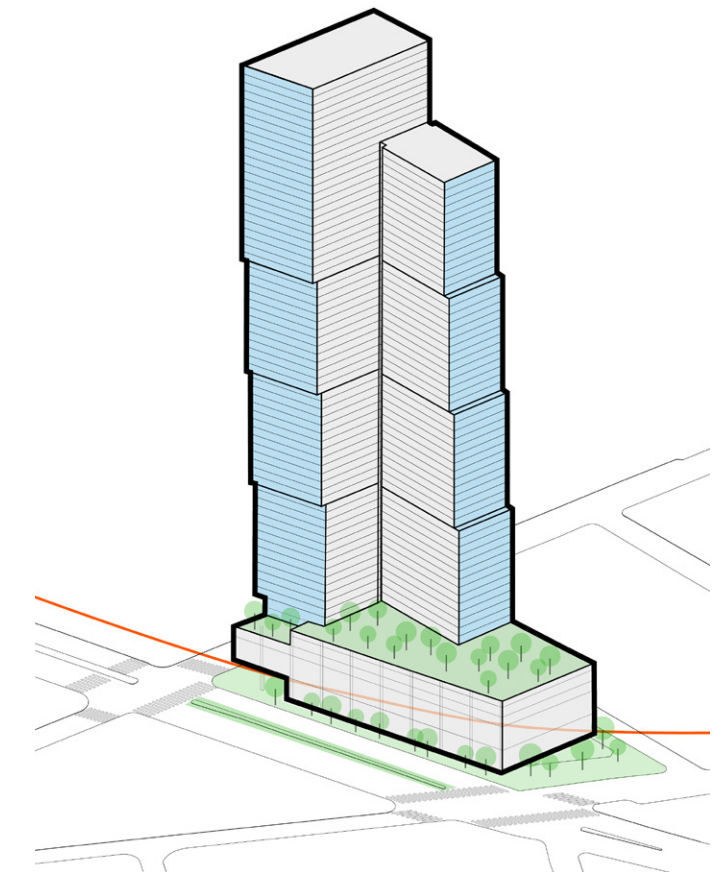
EXISTING BUILDING



REUSE + ADAPT



EXTRUDED MASSING

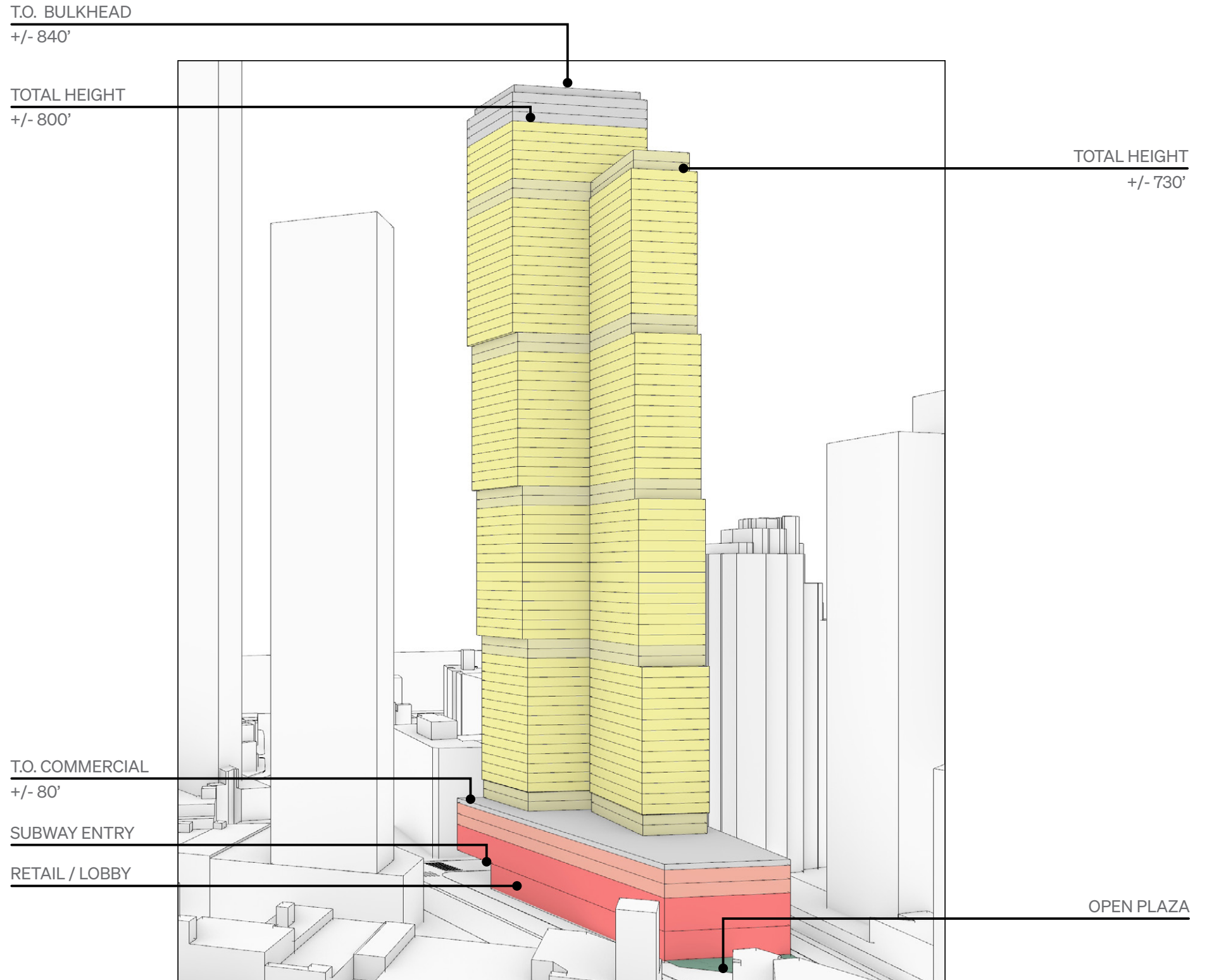


ARTICULATED MASSING

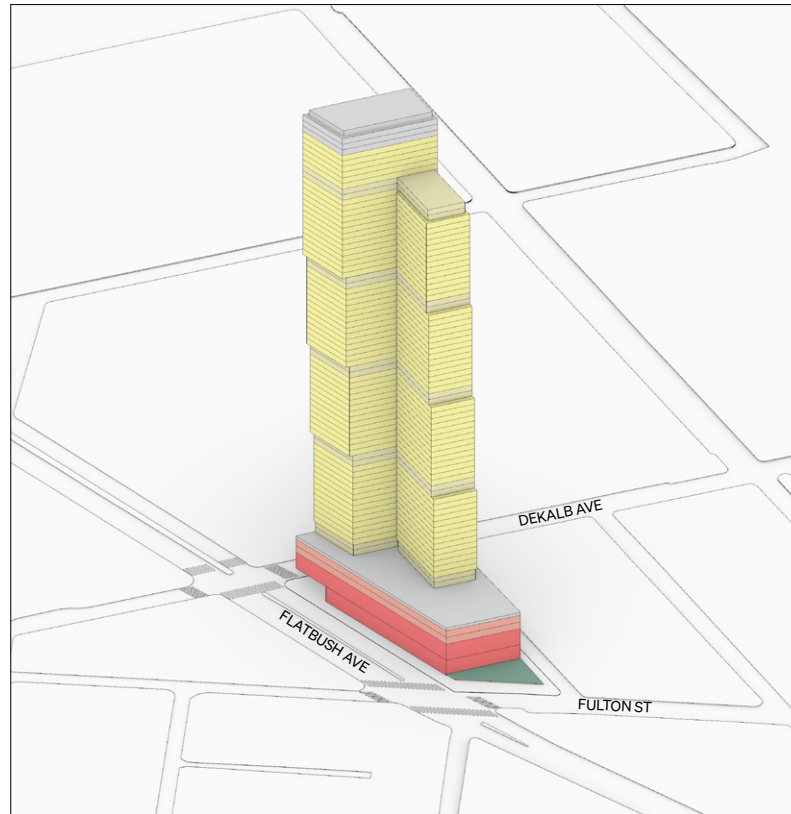
Proposed Massing

Key Considerations

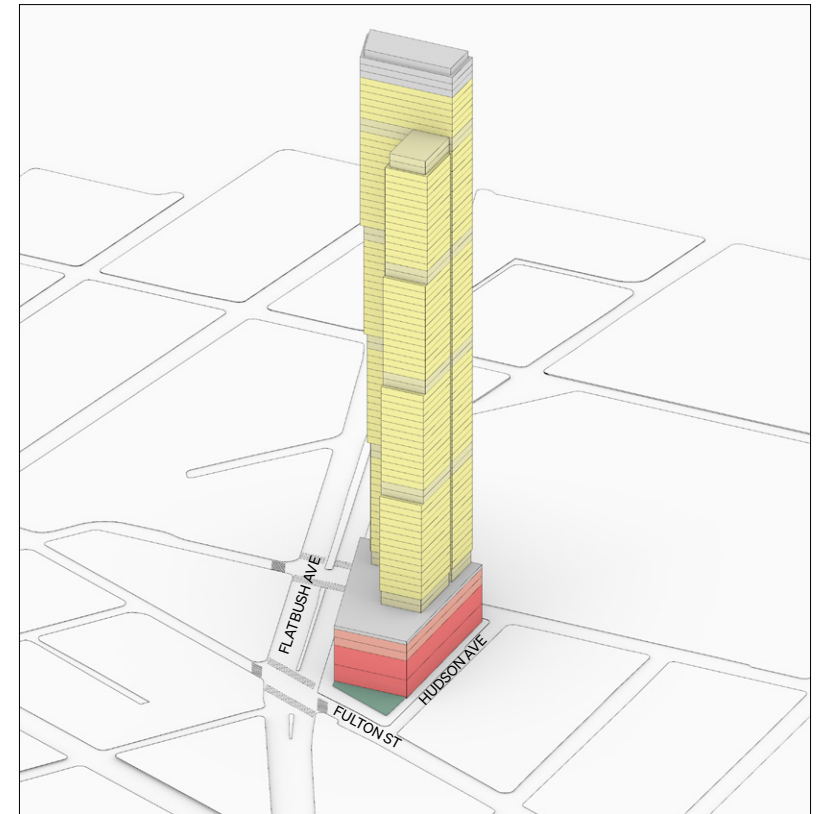
- Establish a connective and vibrant public realm including generous sidewalks, active retail, enhanced subway entry, and south facing open space.
- Reuse of podium structure takes advantage of embodied carbon and reduces schedule risk.
- Massing that is responsive to the surrounding context and strikes a distinctive silhouette in downtown Brooklyn.
- The two legs of the tower are articulated by a vertical “reveal” and material change that breaks down their sense of scale on the skyline.
- To allow for more light and air along Hudson Avenue, the building contains multiple setbacks along Hudson Avenue, which are balanced by off-setting cantilevers on Dekalb Street giving the building an iconic and recognizable expression. This strategy also allows more efficient for planning for the tower layout.
- Material articulation inspired by the neighborhood architecture provides texture, tactility, and depth.



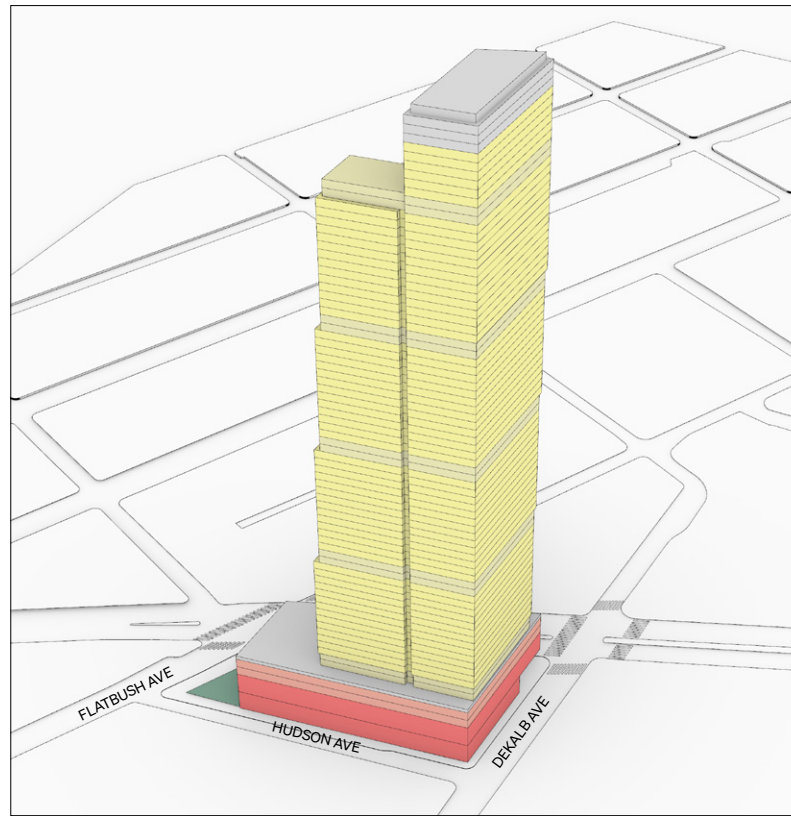
Proposed Massing



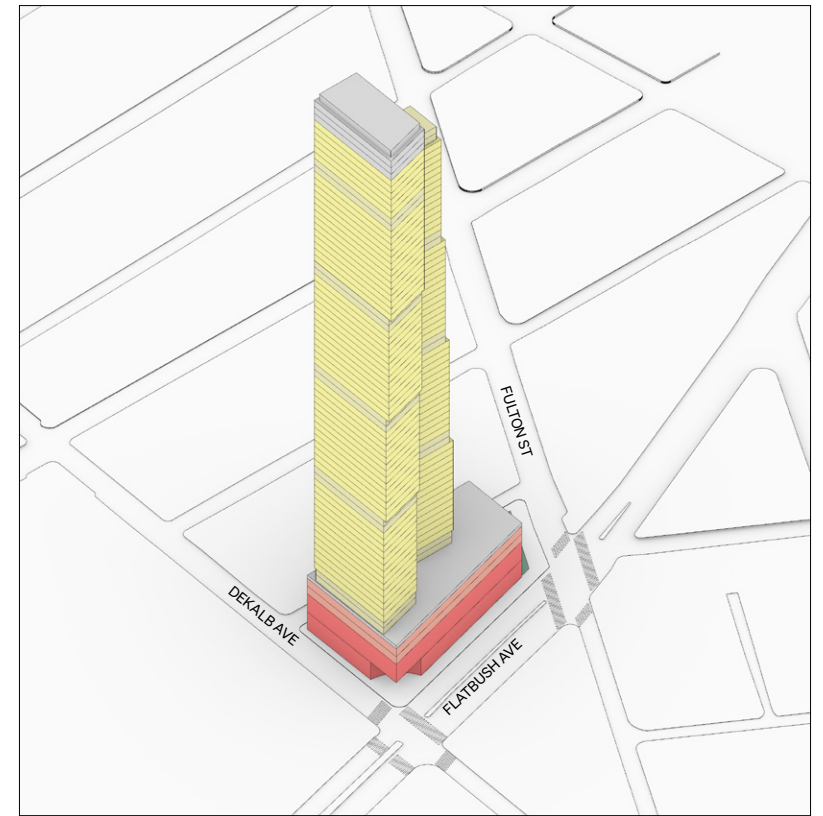
1-LOOKING NORTH



2-LOOKING EAST

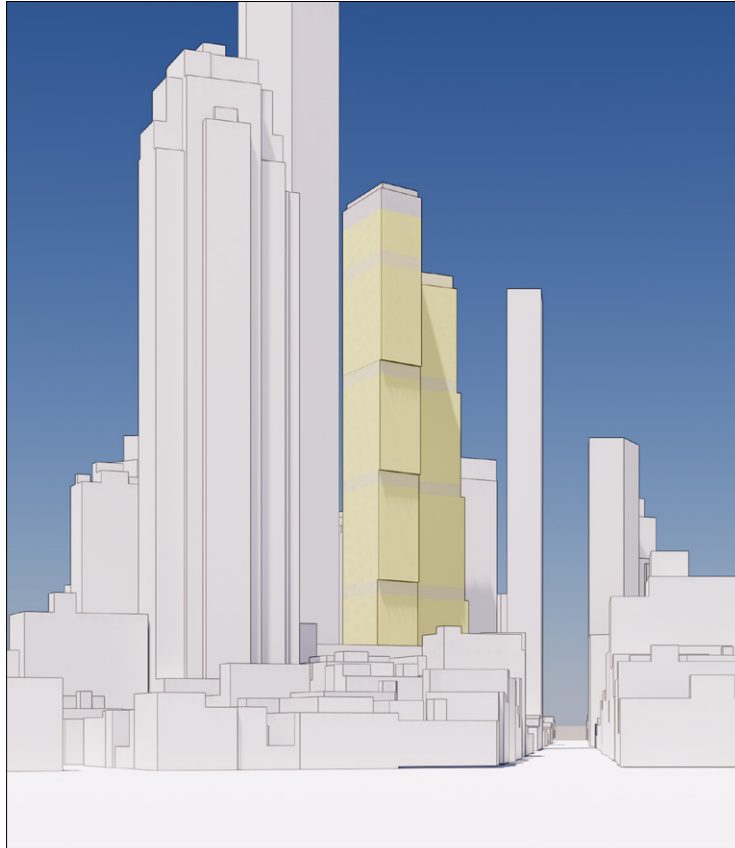


3-LOOKING SOUTH

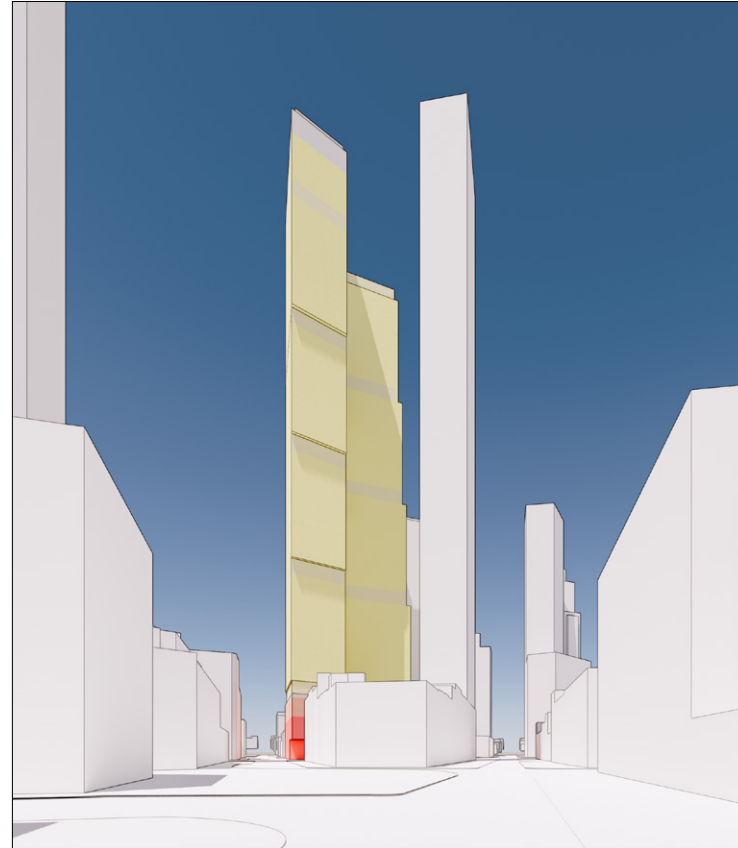


4-LOOKING WEST

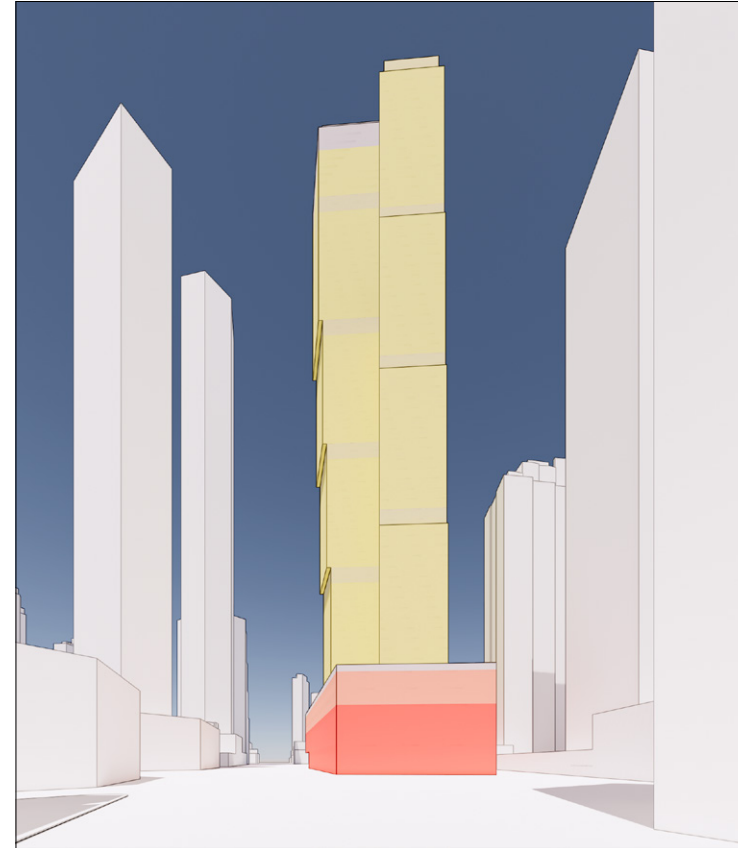
Massing Views



VIEW ON FULTON LOOKING SOUTHEAST



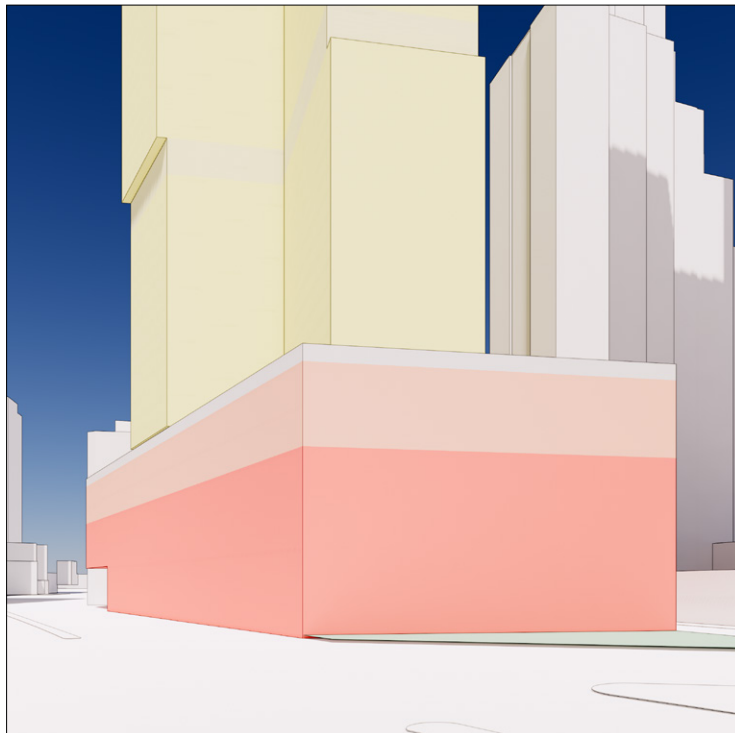
VIEW FROM ALBEE SQUARE TOWARDS FULTON LOOKING EAST



VIEW ON FLATBUSH LOOKING NORTH



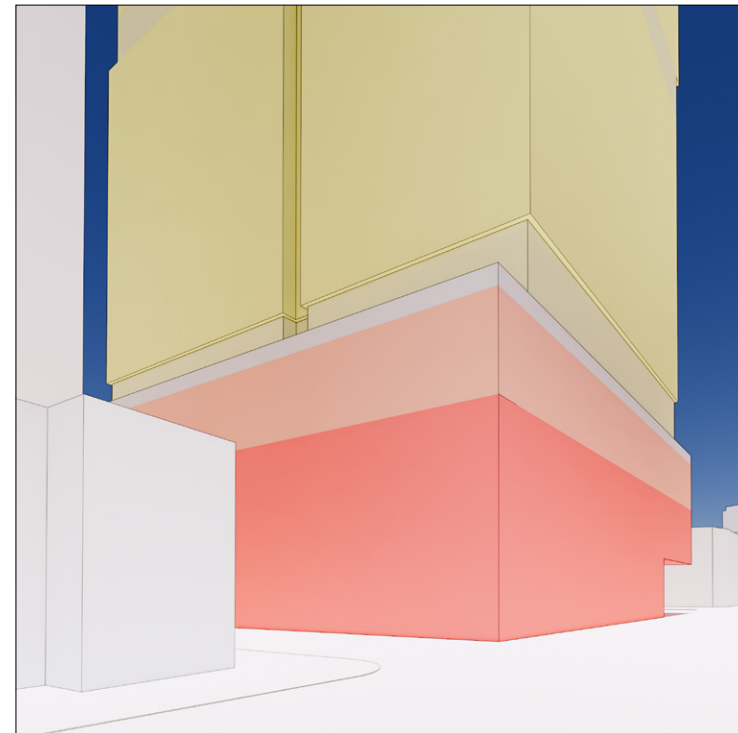
VIEW ON FLATBUSH LOOKING SOUTH



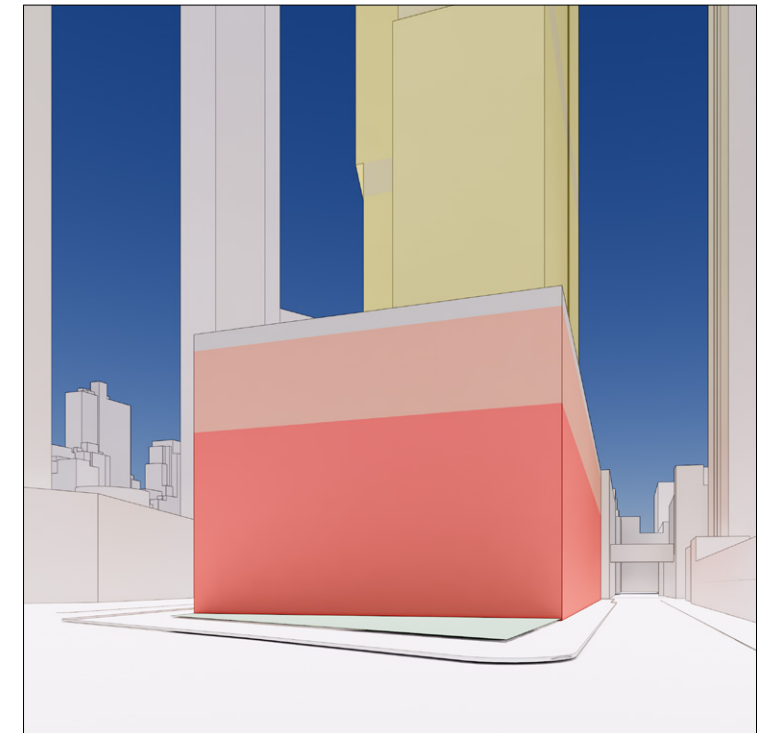
VIEW ON FLATBUSH AND FULTON LOOKING NORTH



VIEW ON FLATBUSH LOOKING SOUTHEAST



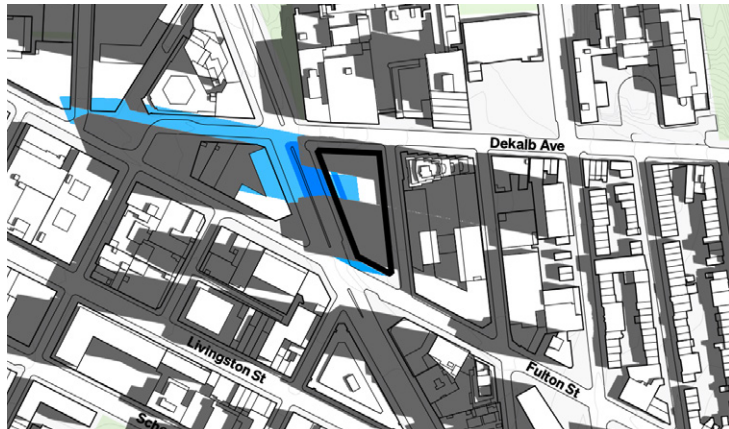
VIEW ON HUDSON AND DEKALB LOOKING WEST



VIEW ON FULTON LOOKING NORTH TOWARDS HUDSON

Shading Studies: Block Scale

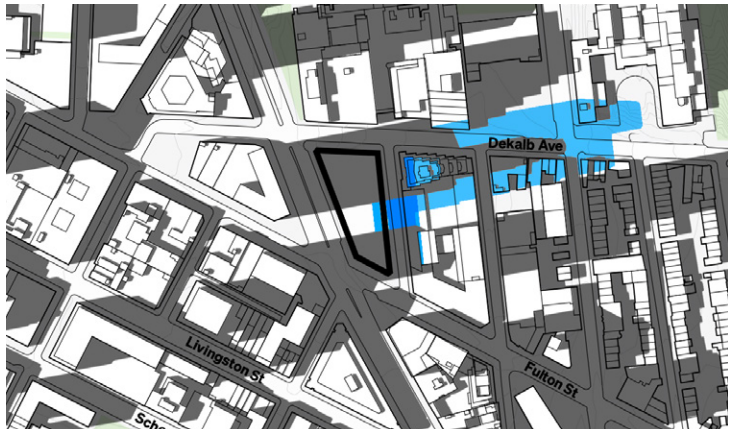
SUMMER



9AM

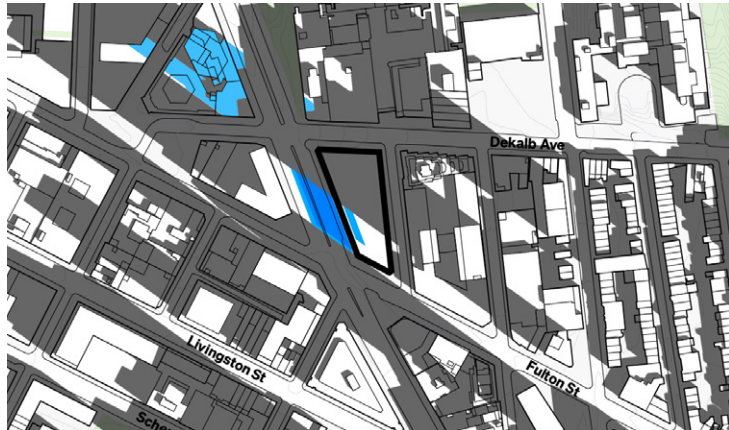


12PM



3PM

FALL/SPRING



9AM



12PM



3PM

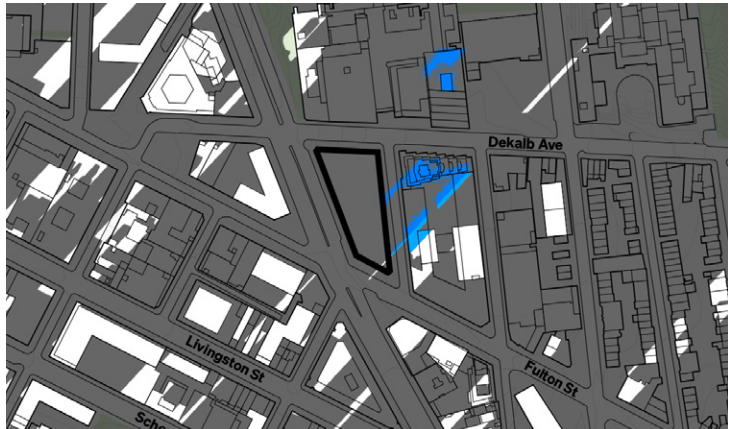
WINTER



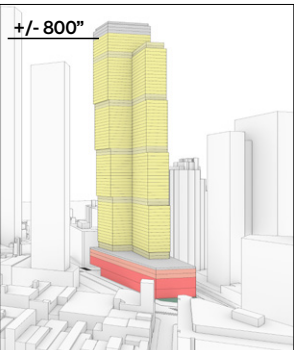
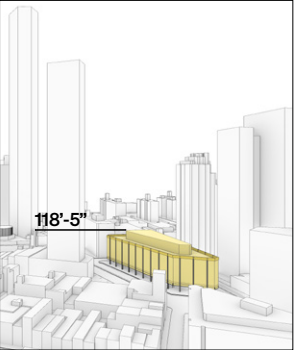
9AM



12PM



3PM



Existing Pedestrian Experience



VIEW ON CORNER OF FULTON & HUDSON



VIEW ON FLATBUSH LOOKING SOUTH



VIEW ON HUDSON LOOKING NORTH



VIEW AT CORNER OF FLATBUSH & DEKALB



VIEW ON DEKALB LOOKING WEST



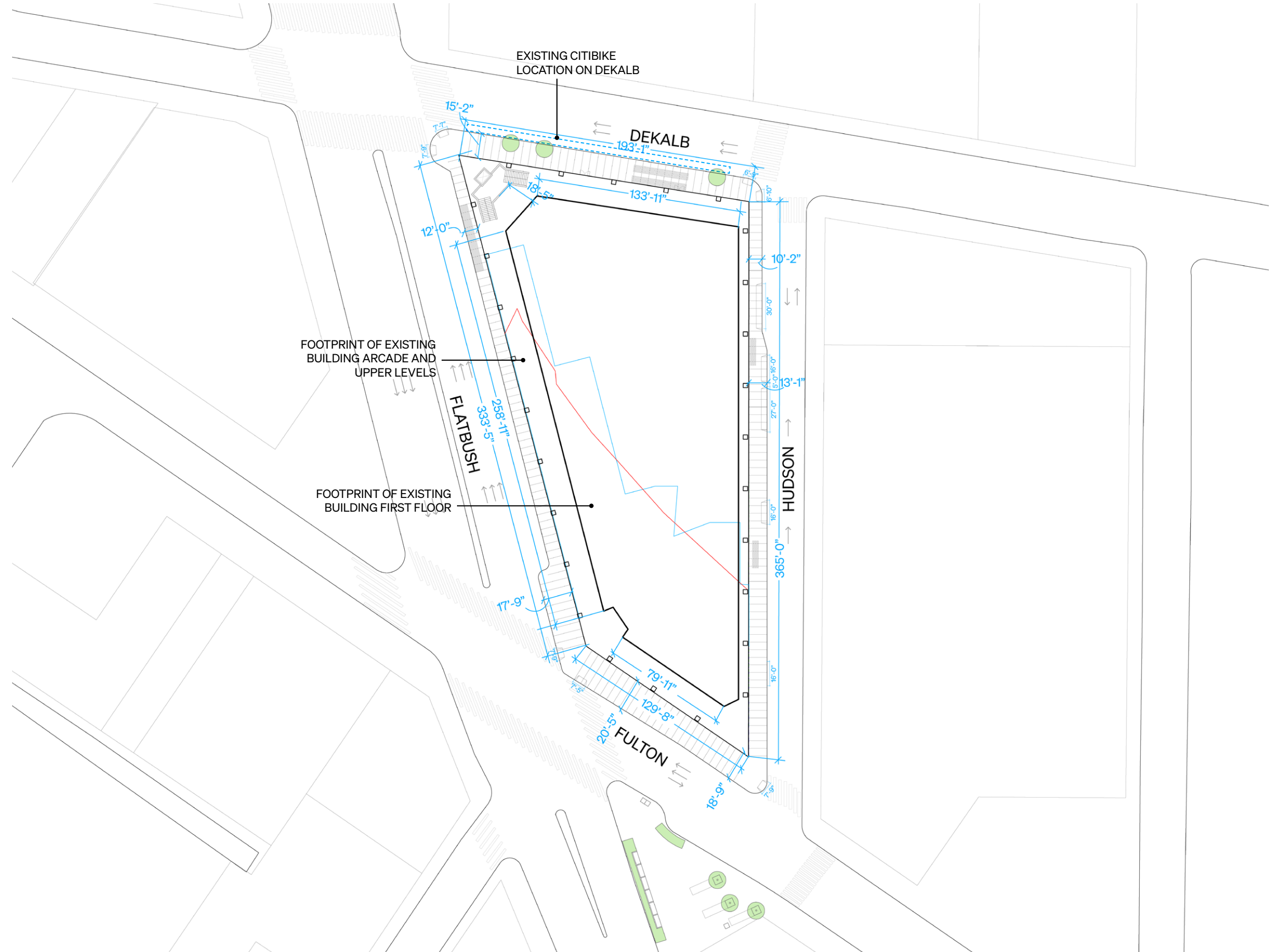
VIEW ON FLATBUSH LOOKING NORTH

Site: Existing

Key Opportunities

- Potential to introduce connectivity, scale, and open space to enhance the public realm
- Widen sidewalk on Flatbush and preserve wide sidewalks throughout
- Potential to bring ground floor retail to the sidewalk in order to increase visibility and activity
- New street trees, benches, and street furniture that connects to Downtown Brooklyn public realm
- Potential to introduce new south facing open space at Fulton that provides layered landscape experience and node along important Fulton corridor
- Potential to enhance subway entry experience at Dekalb, including increased space and height
- Reuse of existing podium structure within the subway easement takes advantage of embodied carbon
- Introduce retail and residential connectivity towards Hudson street

- MTA EASEMENT LINE
- EXTENT OF EXISTING COLUMNS TO REMAIN
- PROPERTY LINE
- BUILDING FOOTPRINT

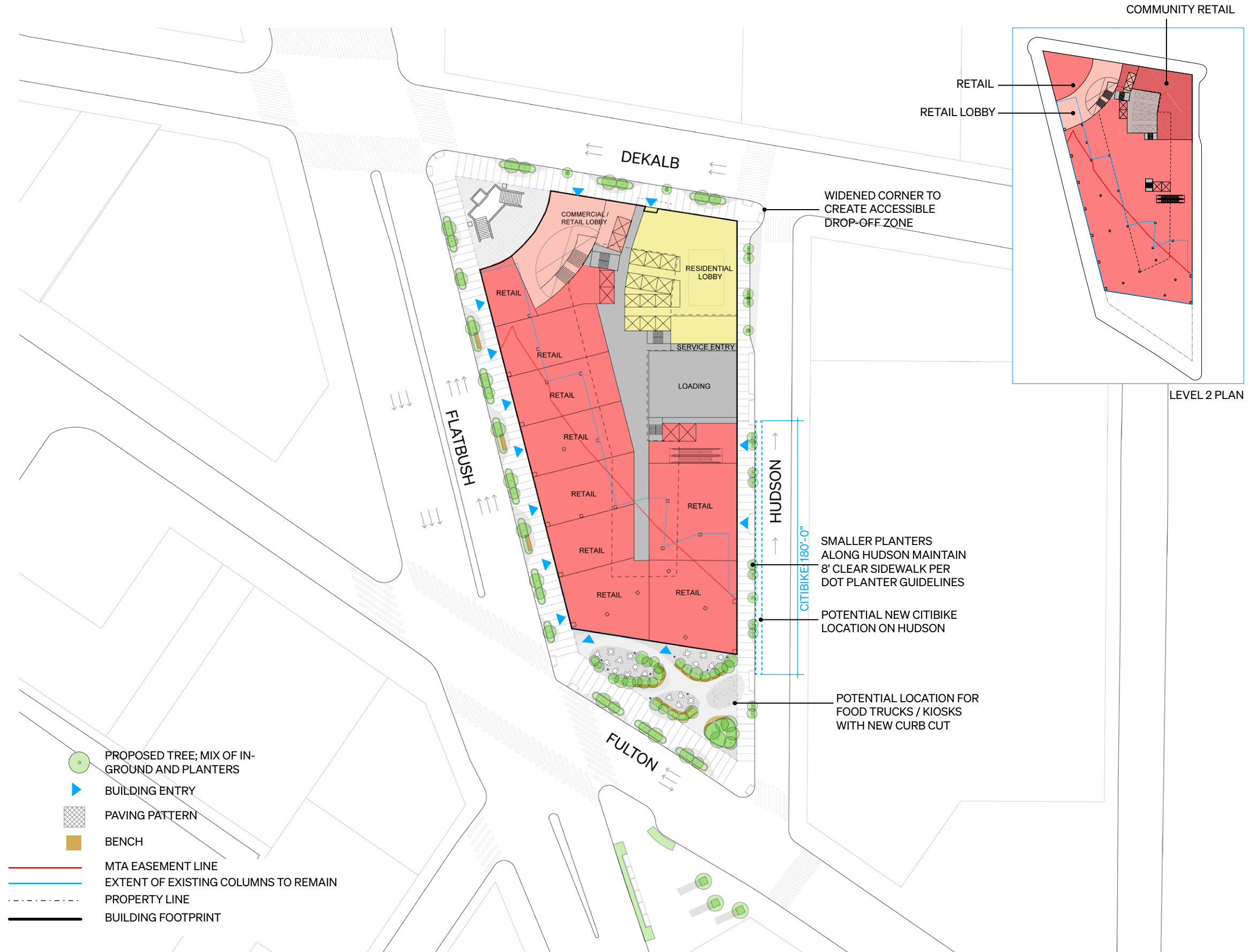


Site: Proposed

Key Considerations

- 4,750 sf of open plaza at south along Fulton Street provides a shared and accessible public realm that establishes a sense of place
- Enhanced pedestrian experience and connectivity along Flatbush, Dekalb, and Fulton
- Inviting and visible retail
- Increased biodiversity and green infrastructure
- Enhanced subway entry plaza at Flatbush and Dekalb
- Community retail located at Level 2
- One lane of two-way portion of Hudson Avenue recaptured for accessible car drop off subject to DOT agreement
- Proposed changes to sidewalk widths:

Hudson Avenue: 13' (no changes)
 Flatbush Avenue: ~18.5' from 12'
 Dekalb Avenue: 15' (no changes)
 Fulton St: 20.5' (no changes)



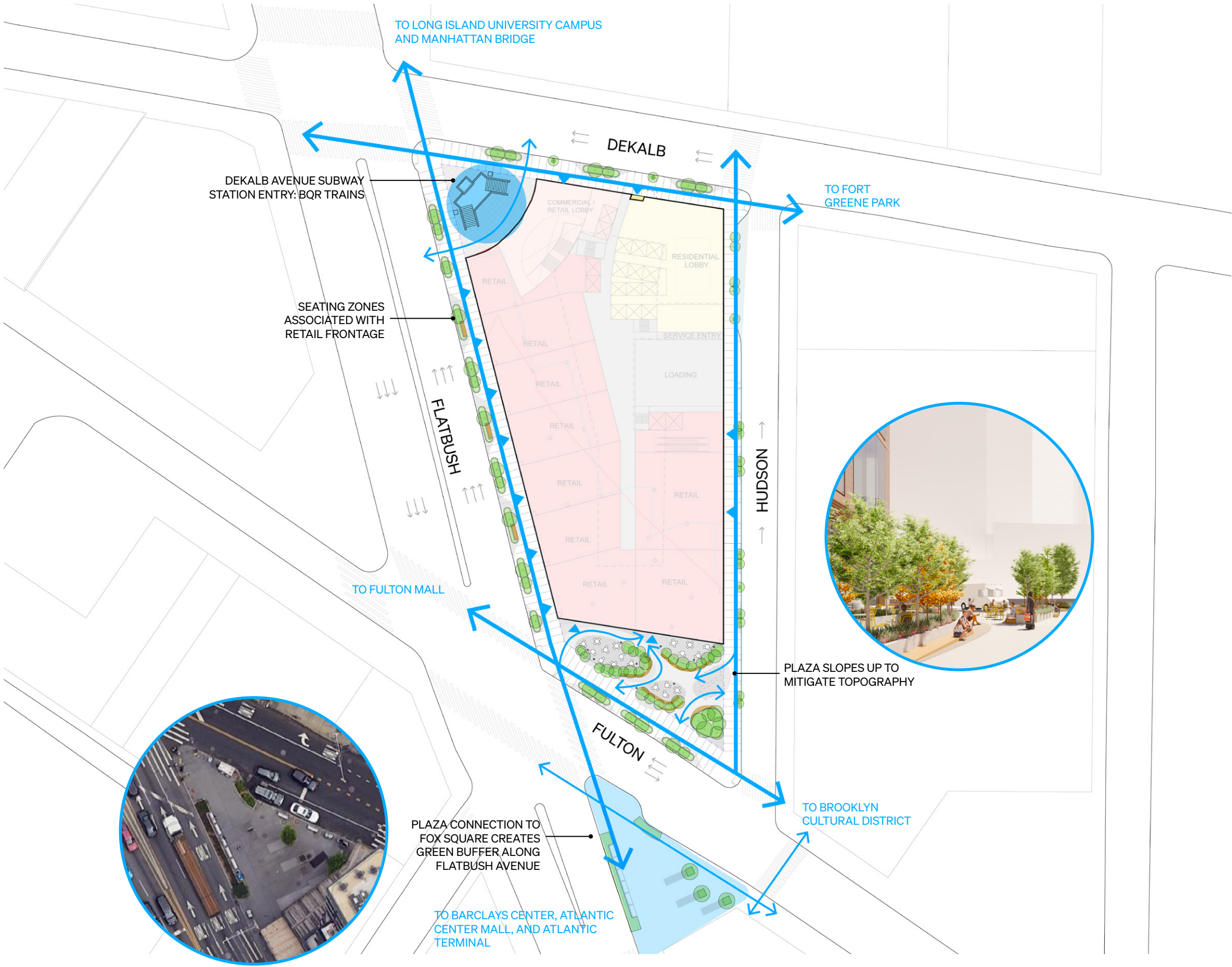
Site Diagram: Existing & Proposed Overlay

Key Changes

- Remove southern portion of podium to create a new south facing plaza
- Bring retail to the sidewalk and remove the existing arcade
- Expand the subway entry plaza
- Expand sidewalk along Flatbush by infilling parking lane
- New street trees, benches, and furniture
- One lane of two-way portion of Hudson Avenue recaptured for accessible car drop off subject to DOT agreement
- Proposed changes to sidewalk widths:
 Hudson Avenue: 13' (no changes)
 Flatbush Avenue: ~18.5' from 12'
 Dekalb Avenue: 15' (no changes)
 Fulton St: 20.5' (no changes)

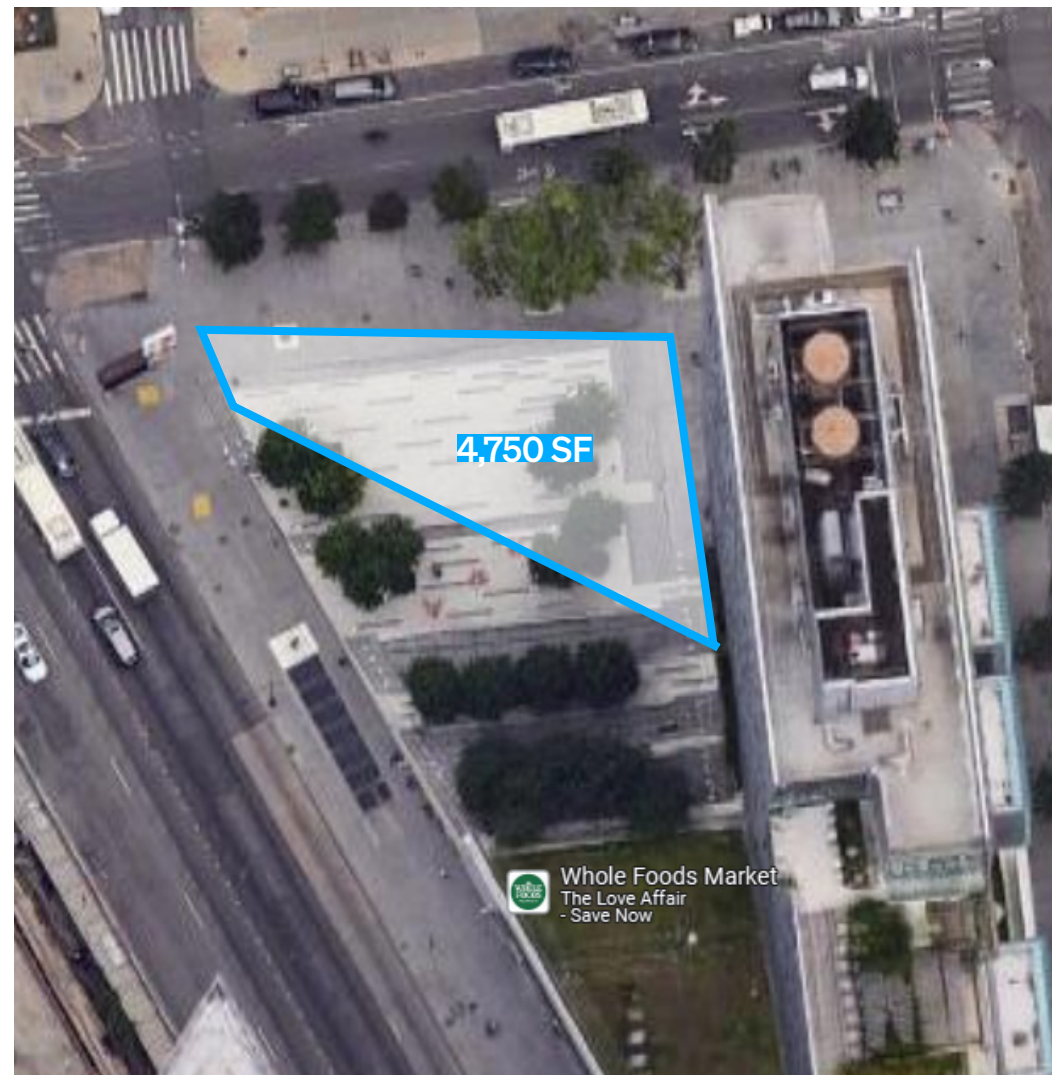
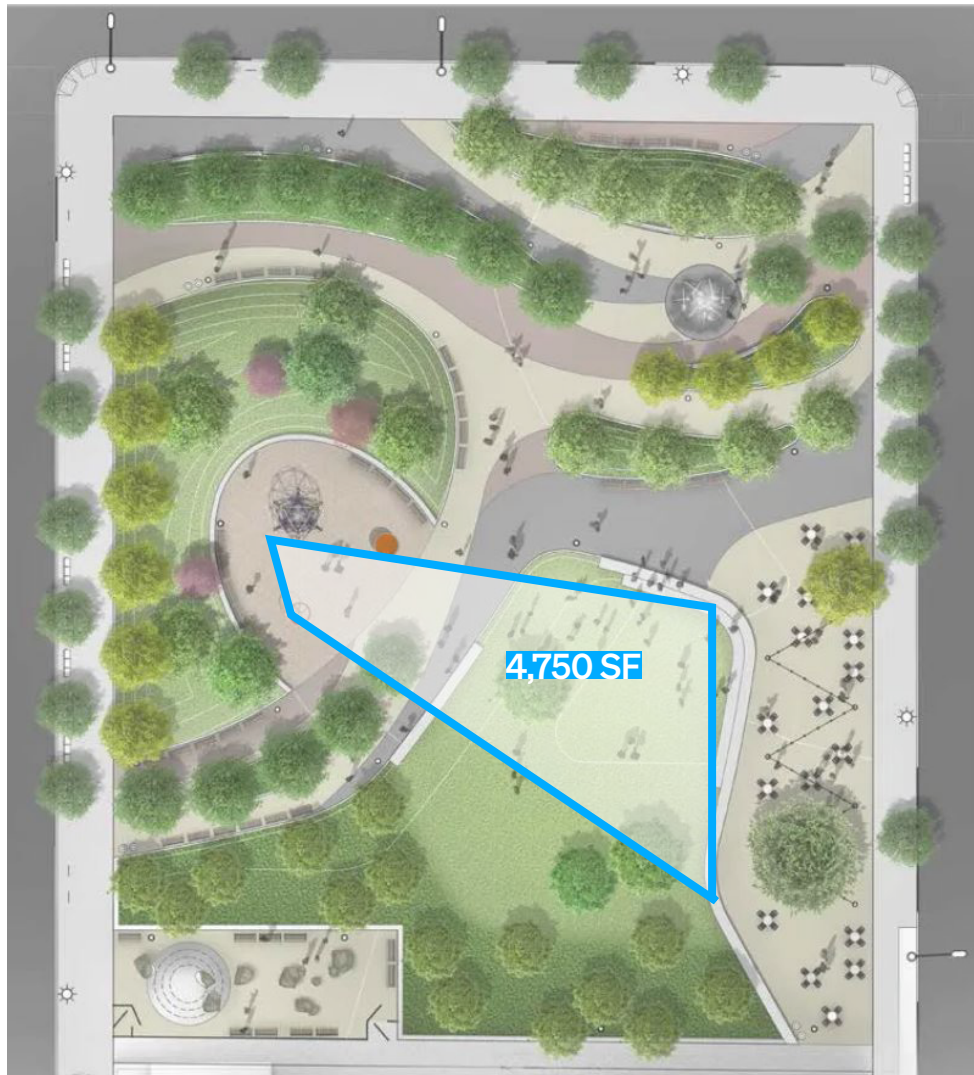
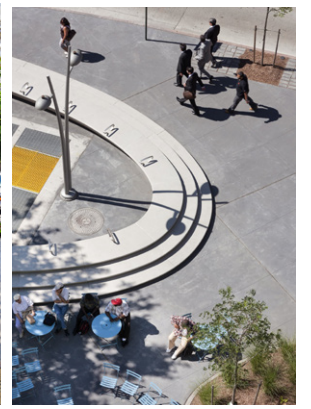
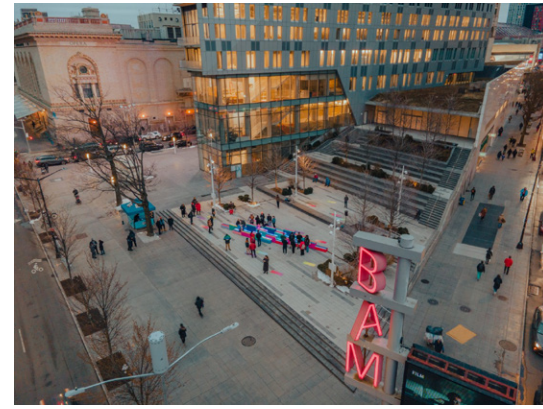


Site Diagram: Circulation



- PROPOSED TREE; MIX OF IN-GROUND AND PLANTERS
- BUILDING ENTRY
- PAVING PATTERN
- BENCH
- MTA EASEMENT LINE
- EXTENT OF EXISTING COLUMNS TO REMAIN
- PROPERTY LINE
- BUILDING FOOTPRINT

South Plaza: Scale Comparisons



ABOLITIONIST PLACE, WILLOUGHBY SQUARE
(50,000 SF)

THE PLAZA AT 300 ASHLAND PLACE
(35,300 SF)

ALBEE SQUARE
(18,800 SF)

South Plaza and Sidewalks: Precedents



Site: South Plaza

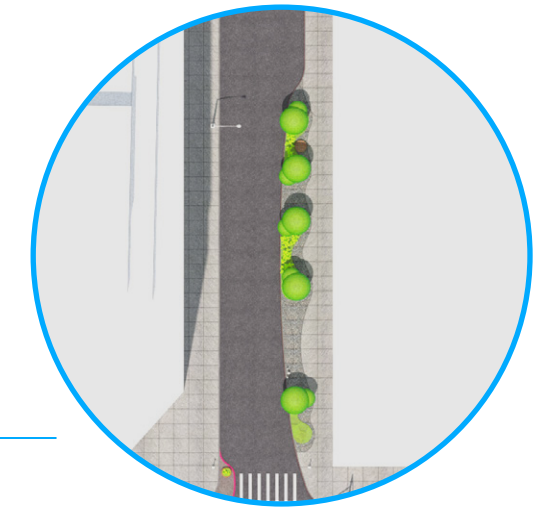
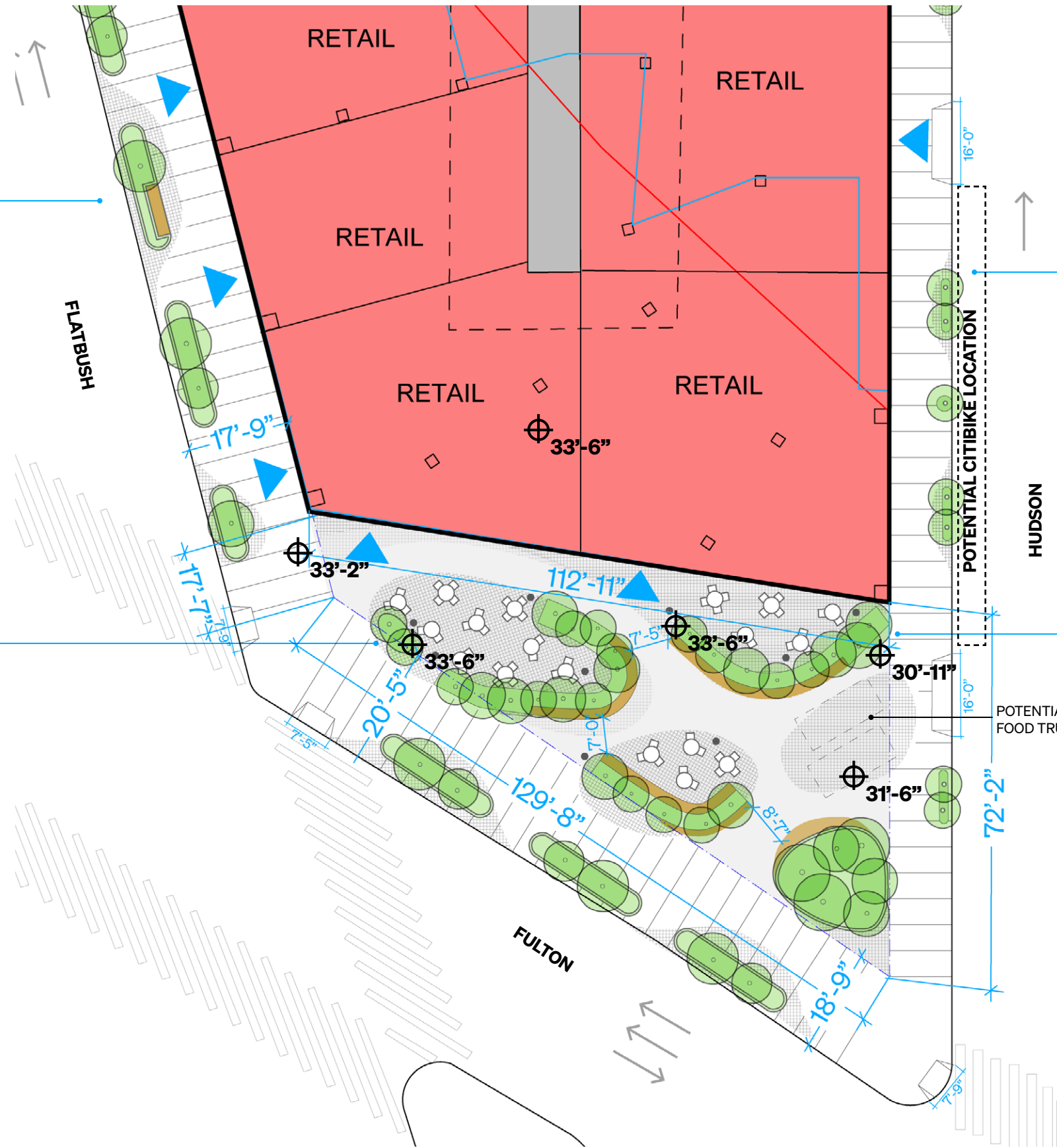


PLANTERS WITH BUILT IN BENCHES LINE SIDEWALK TO IMPROVE PEDESTRIAN EXPERIENCE ON FLATBUSH AVE



MIX OF PLANTERS AND IN-GROUND TREES AND FLEXIBLE SEATING CREATES POCKETS OF ACTIVITY AT SOUTH PLAZA

- PROPOSED TREE; MIX OF IN-GROUND AND PLANTERS
- BUILDING ENTRY
- PAVING PATTERN
- BENCH
- MTA EASEMENT LINE
- EXTENT OF EXISTING COLUMNS TO REMAIN
- PROPERTY LINE
- BUILDING FOOTPRINT
- LIGHT POLE INSTALLATION LOCATION



ORGANIC FORMS IN HARDSCAPE AND PLANTING CAN SOFTEN A NARROWER SIDEWALK ON HUDSON



PLANTER BEDS HELP MITIGATE TOPOGRAPHY OF THE EXISTING SOUTH SITE.



LINEAR LIGHT INSTALLATION IS REMINISCENT OF THE COLUMNS OF THE ORIGINAL BUILDING, WHILE ACTIVATING THE PLAZA AFTER DARK.



Site Plan: Pedestrian Views

NOTE: CONCEPTUAL ARCHITECTURE RENDERINGS DO NOT SHOW MATERIALITY / COLOR IN THESE VIEWS



ELEVATION VIEW ALONG DEKALB AVENUE



VIEW AT SOUTH PLAZA LOOKING TOWARDS HUDSON STREET



CORNER VIEW FROM FLATBUSH AND FULTON STREET



CORNER SOUTH PLAZA VIEW FROM HUDSON AND FULTON STREET

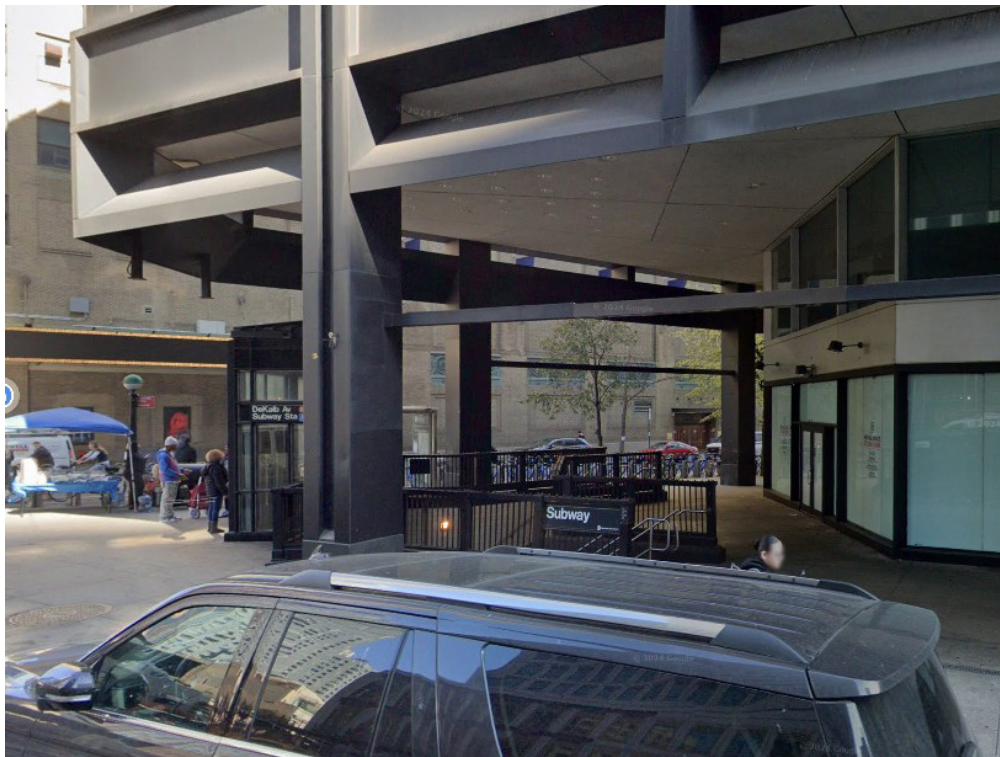
Subway Entry: Existing



CORNER OF FLATBUSH & DEKALB



DEKALB CORNER



FLATBUSH CORNER



SUBWAY ENTRY STAIRS FROM DEKALB



SUBWAY ENTRY STAIRS FROM FLATBUSH

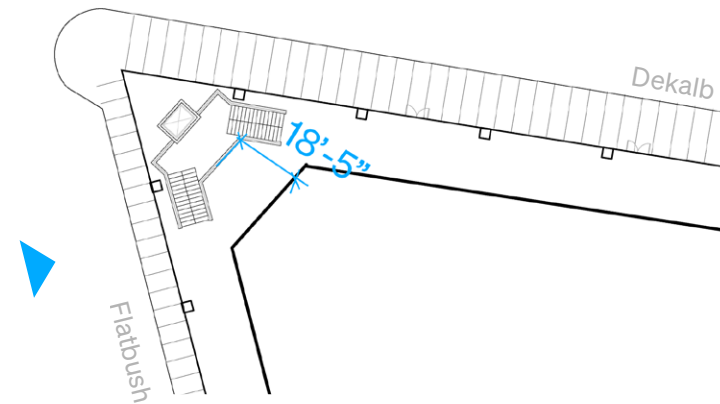
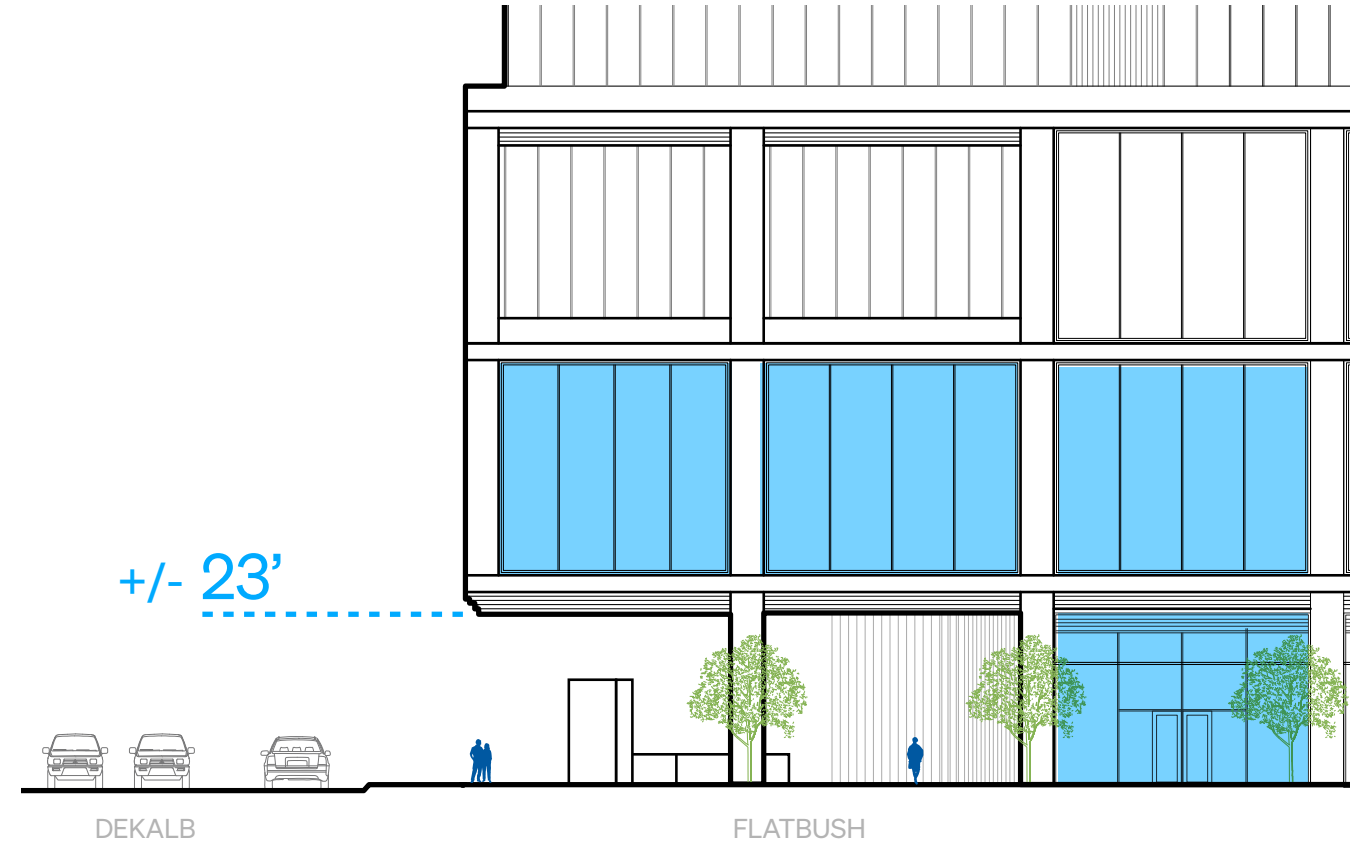
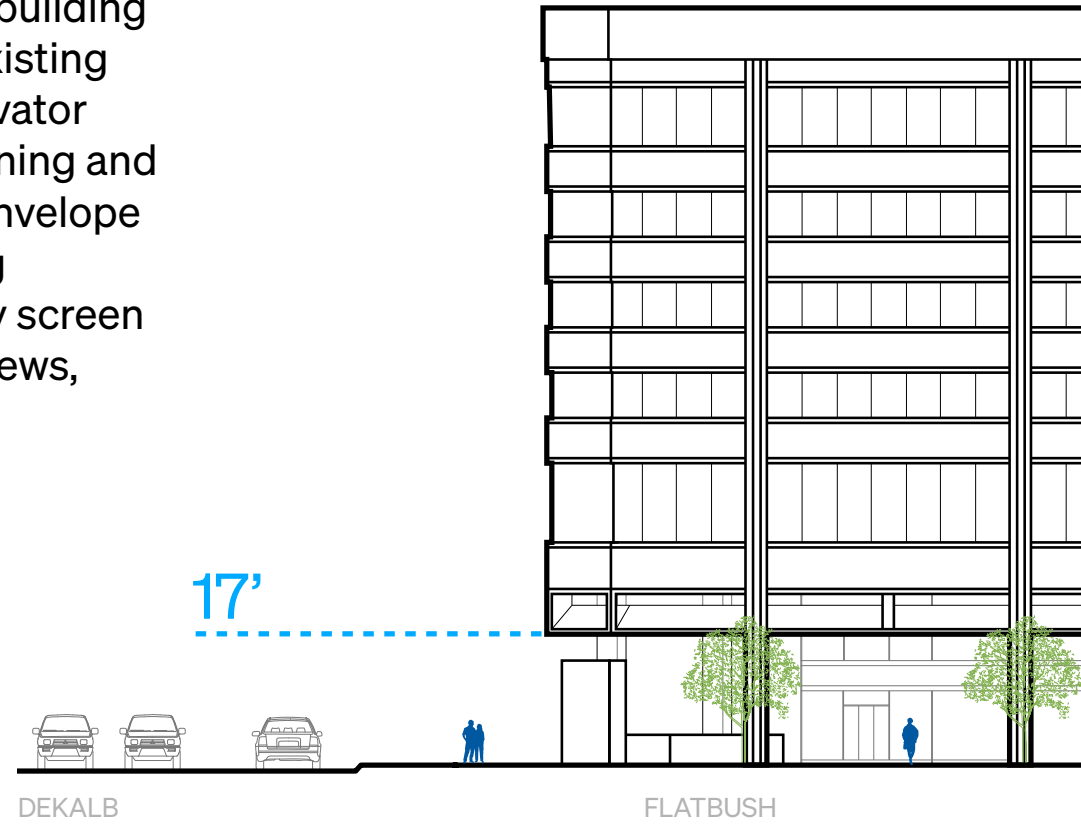


SUBWAY ENTRY OVERLOOK

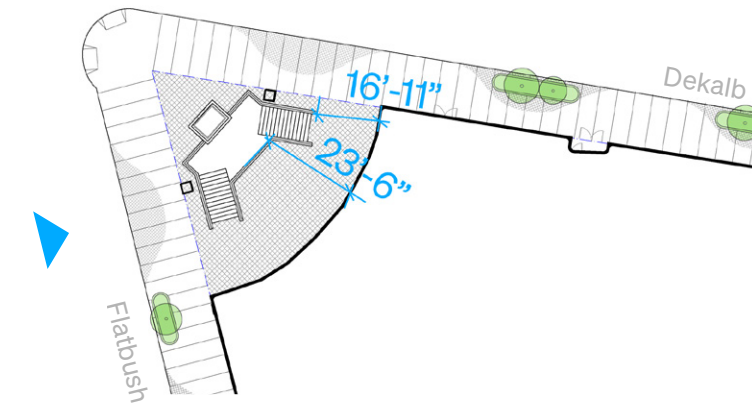
Subway Entry

Key Considerations

- Reuse existing structure of building above subway along with existing subway entry stairs and elevator
- Remove “skirt” at entry opening and provide new architectural envelope to increase scale of opening
- New curved wall of masonry screen material that provides for views, lighting, and sense of scale
- New finishes and lighting throughout



EXISTING



PROPOSED

Subway Entry Precedents

Key Considerations

- Penn 1 and 605 Third Avenue precedents are at the similar scale, depth, height and circulation flow to our proposed subway entrance.



560 LEXINGTON AVENUE
35' TALL ENTRY



PENN 1
23' TALL ENTRY



605 THIRD AVENUE
23' TALL ENTRY



JAY STREET METRO-TECH STATION
18' TALL ENTRY

Subway Entry: Proposed Design

NOTE: CONCEPTUAL ARCHITECTURE RENDERINGS DO NOT SHOW MATERIALITY / COLOR IN THESE VIEWS



VIEW FROM CORNER OF DEKALB AND FLATBUSH

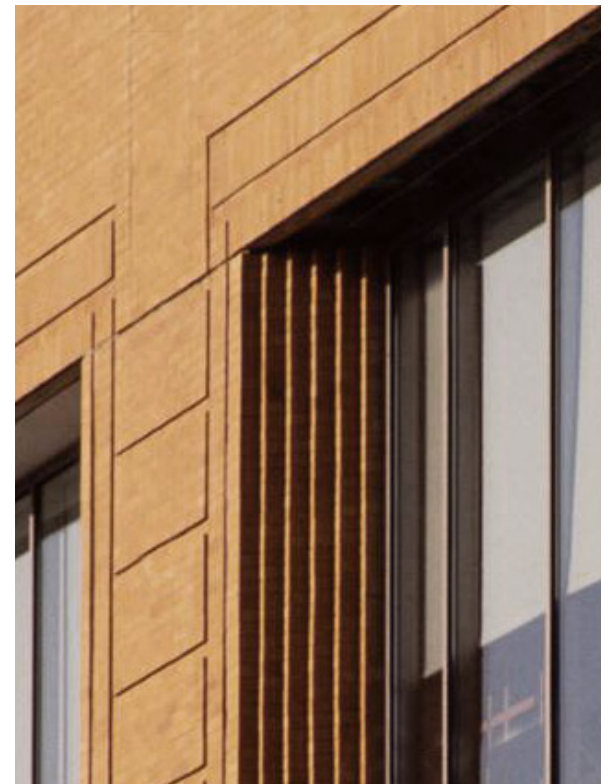
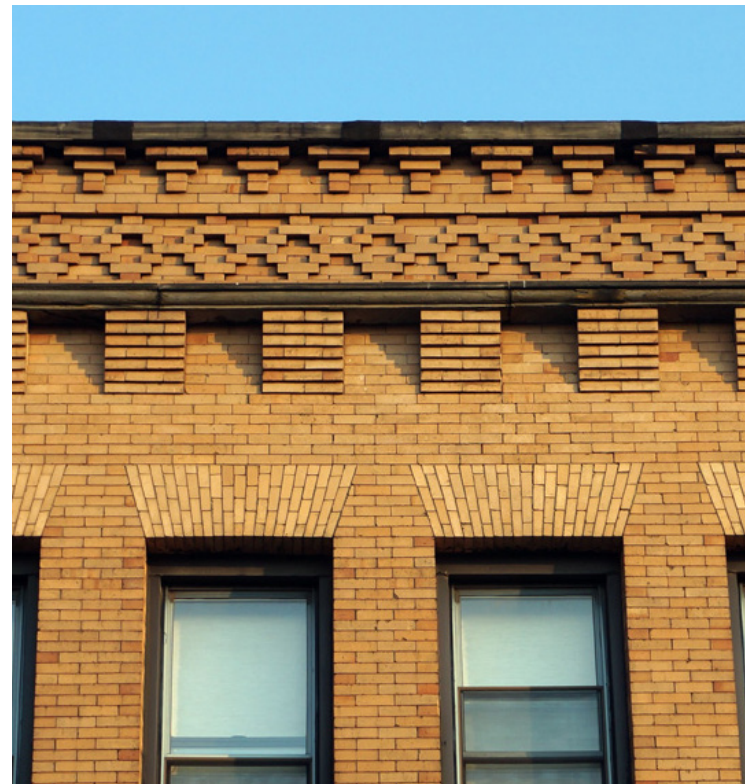
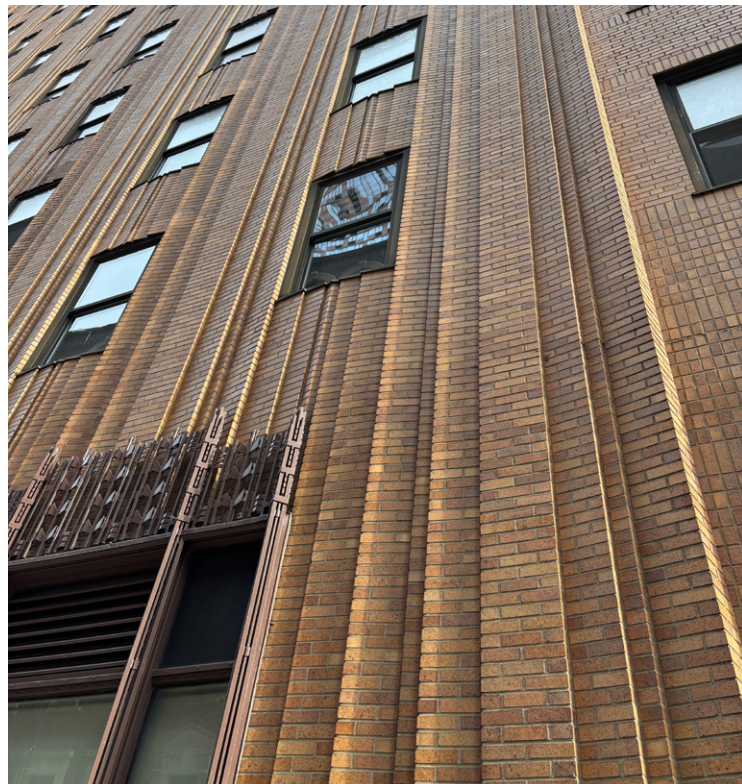
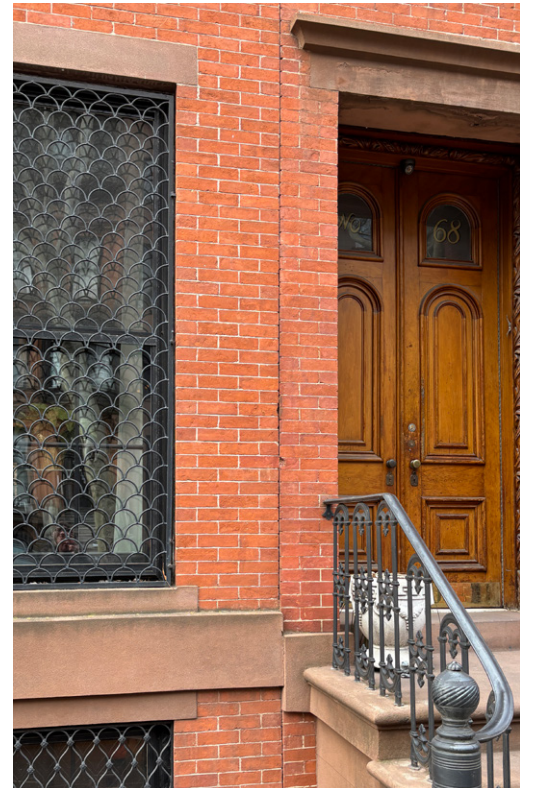


SUBWAY ENTRY ELEVATION VIEW ALONG FLATBUSH

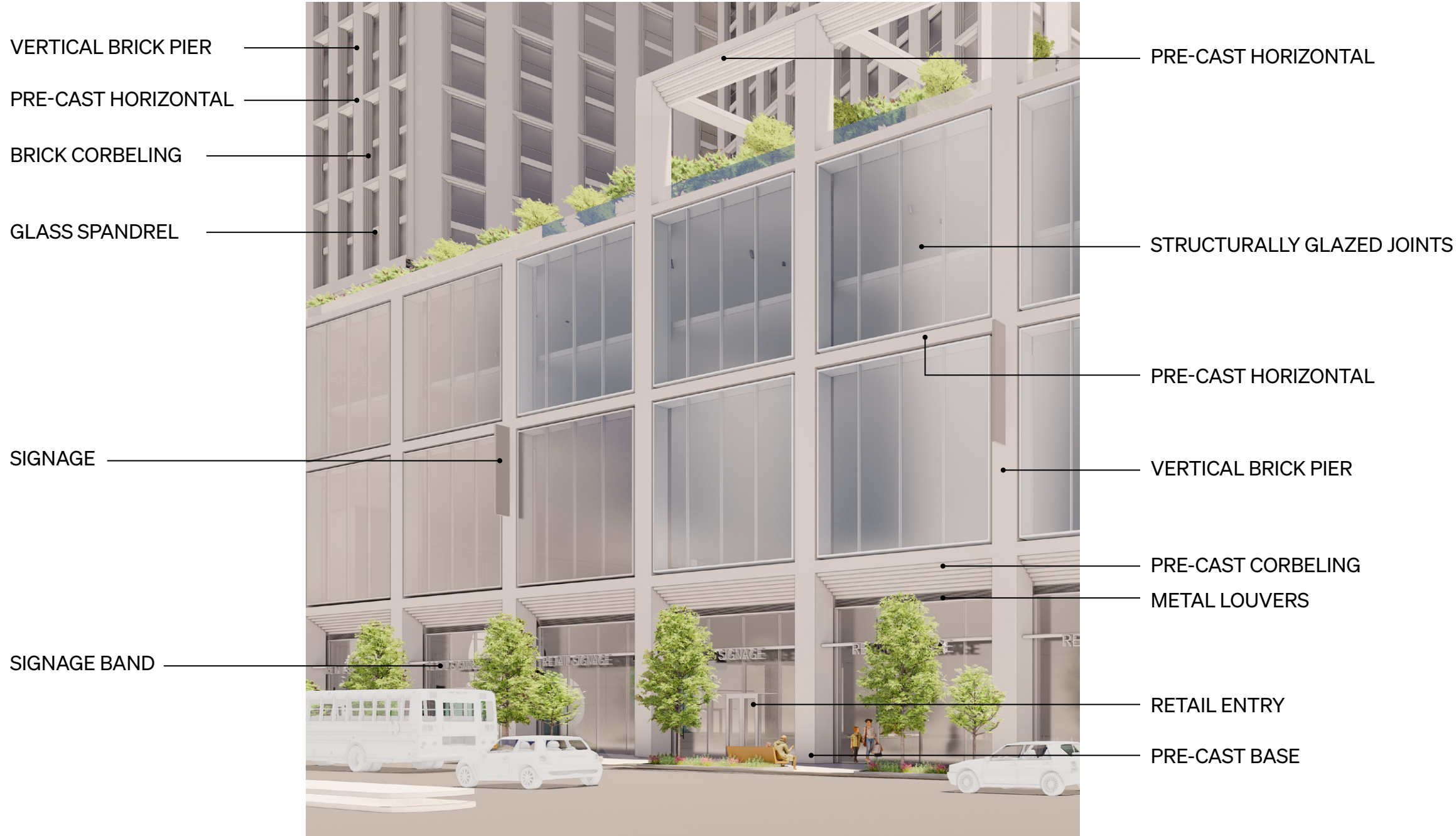


SUBWAY ENTRANCE LOOKING DOWN ALONG FLATBUSH

Context: Masonry Texture



Material Palette



NOTE: CONCEPTUAL ARCHITECTURE RENDERINGS DO NOT SHOW MATERIALITY / COLOR IN THESE VIEWS

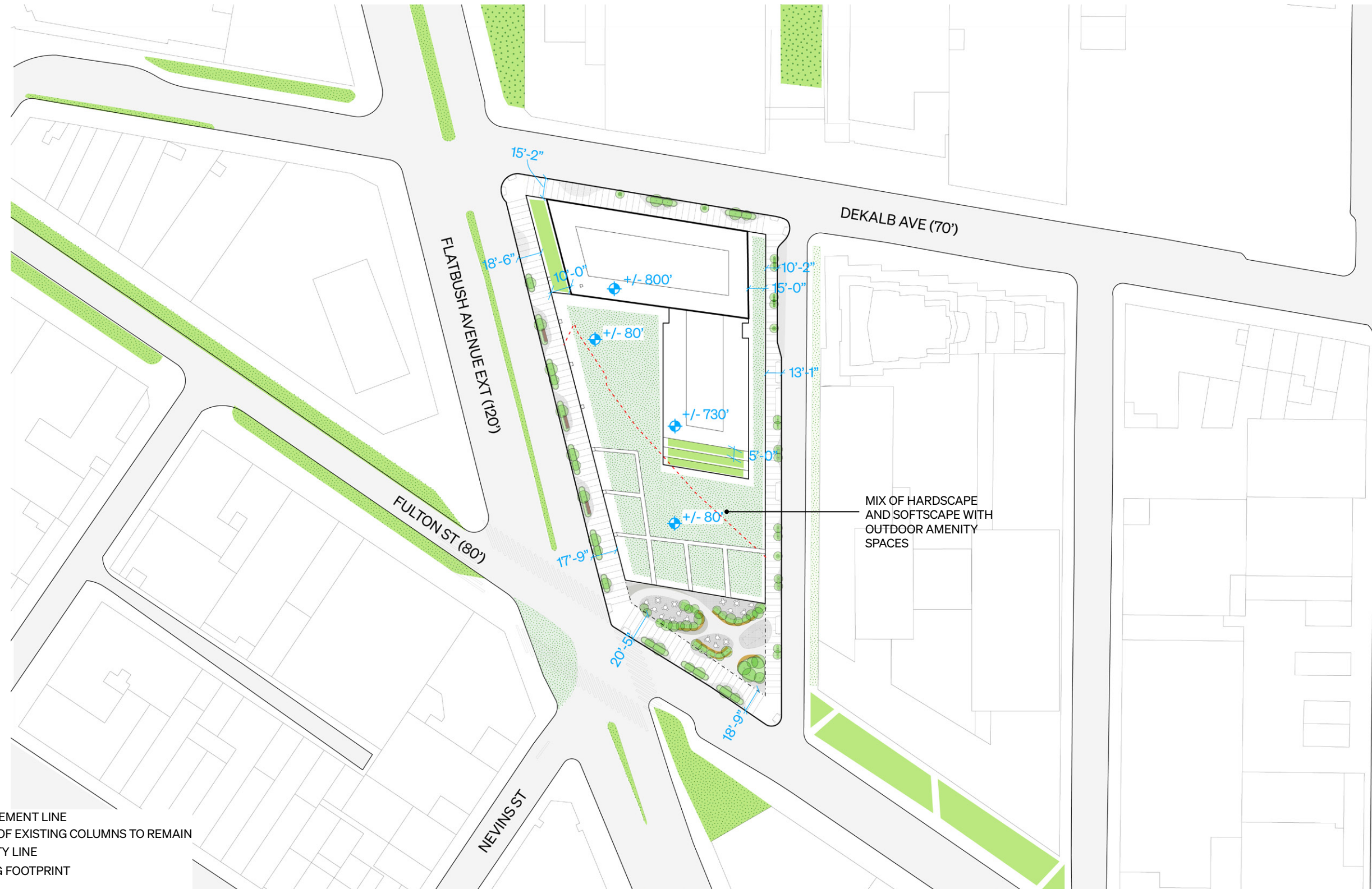


BRICK PRECEDENT
Earthy, red brick tones



PRECAST PRECEDENT
Similar earthy, red brick tones but lighter textured precast

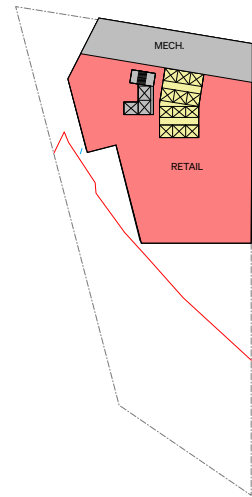
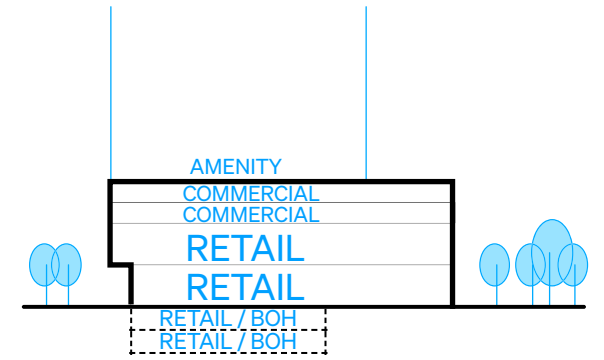
Proposed Roof Plan



- - - - - MTA EASEMENT LINE
- _ _ _ _ _ EXTENT OF EXISTING COLUMNS TO REMAIN
- - - - - PROPERTY LINE
- _ _ _ _ _ BUILDING FOOTPRINT

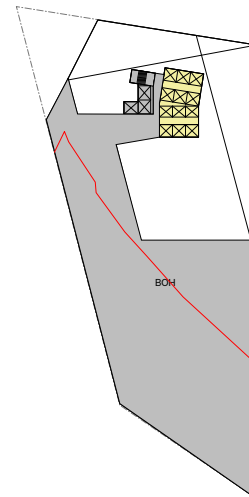
Proposed Plans

Podium with (2) Retail + (2) Office + (1) Amenity floor



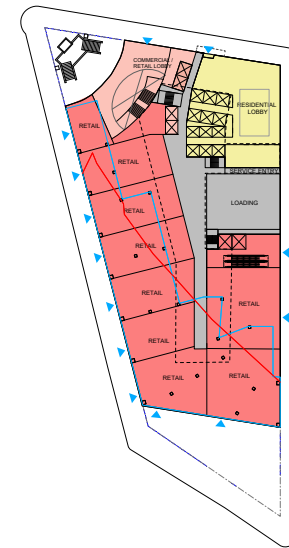
SUB-CELLAR

+/- 19,000 SF



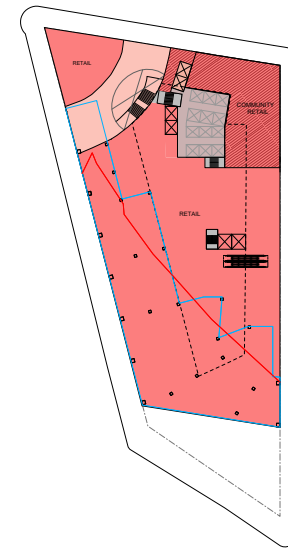
CELLAR

+/- 33,900 SF



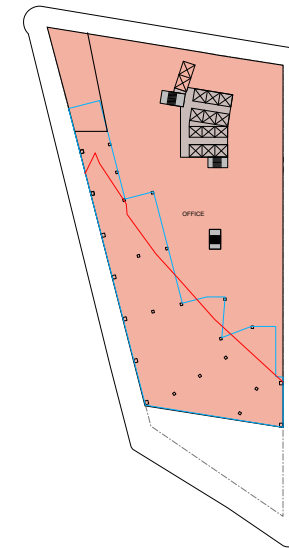
**LEVEL 1
(RETAIL)**

+/- 40,700 SF



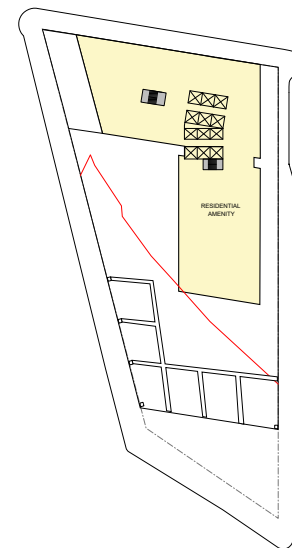
**LEVEL 2
(RETAIL)**

+/- 44,000 SF



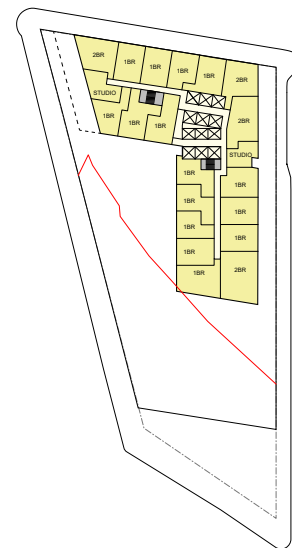
**LEVEL 3 & 4
(COMMERCIAL)**

+/- 44,000 SF



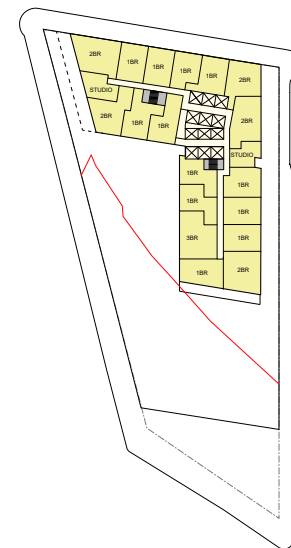
**LEVEL 5
(AMENITY)**

+/- 17,000 SF



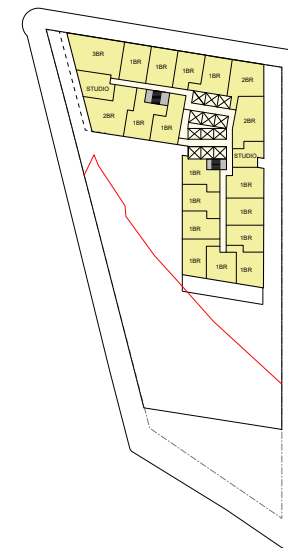
**LEVEL 6-22
(RESIDENTIAL)**

+/- 17,500 SF



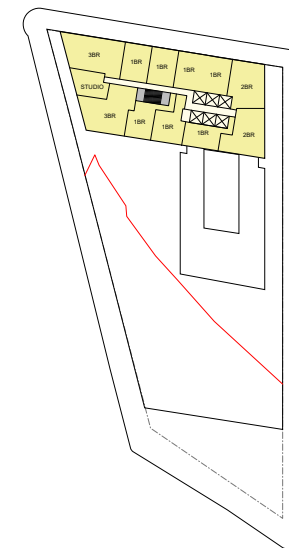
**LEVEL 24-41
(RESIDENTIAL)**

+/- 17,500 SF



**LEVEL 43-64
(RESIDENTIAL)**

+/- 17,500 SF



**LEVEL 66-72
(RESIDENTIAL)**

+/- 11,200 SF

- Property Line
- MTA Easement Line
- Proposed Area of preserving existing structure

Section

(N-S towards Dekalb)

+/- 800'

+/- 730'

10' TYP.
TOWER

+/- 80'
TO COMMERCIAL

(E-W towards Hudson)

+/- 800'

+/- 730'

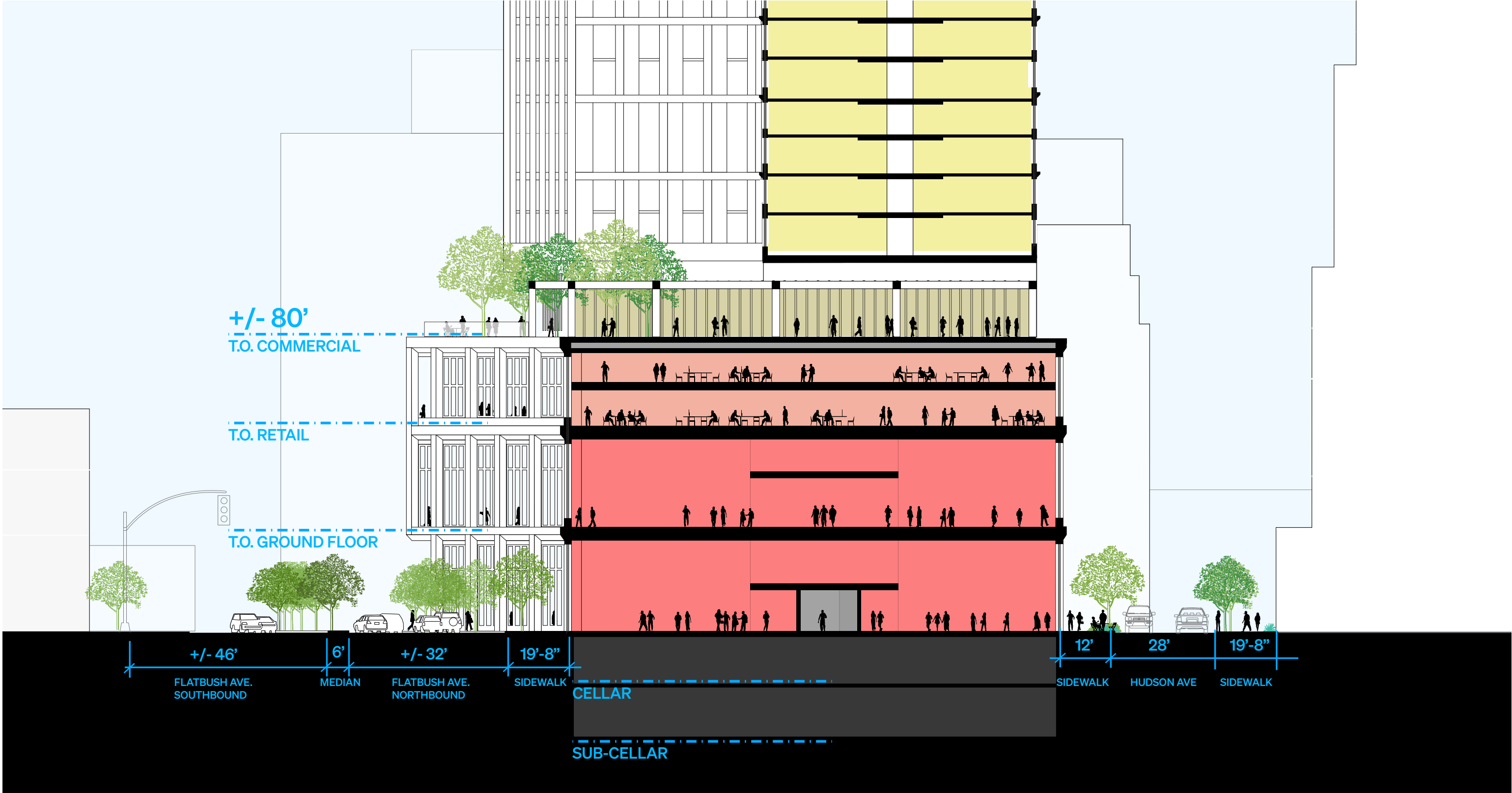
10' TYP.
TOWER

+/- 80'
TO COMMERCIAL

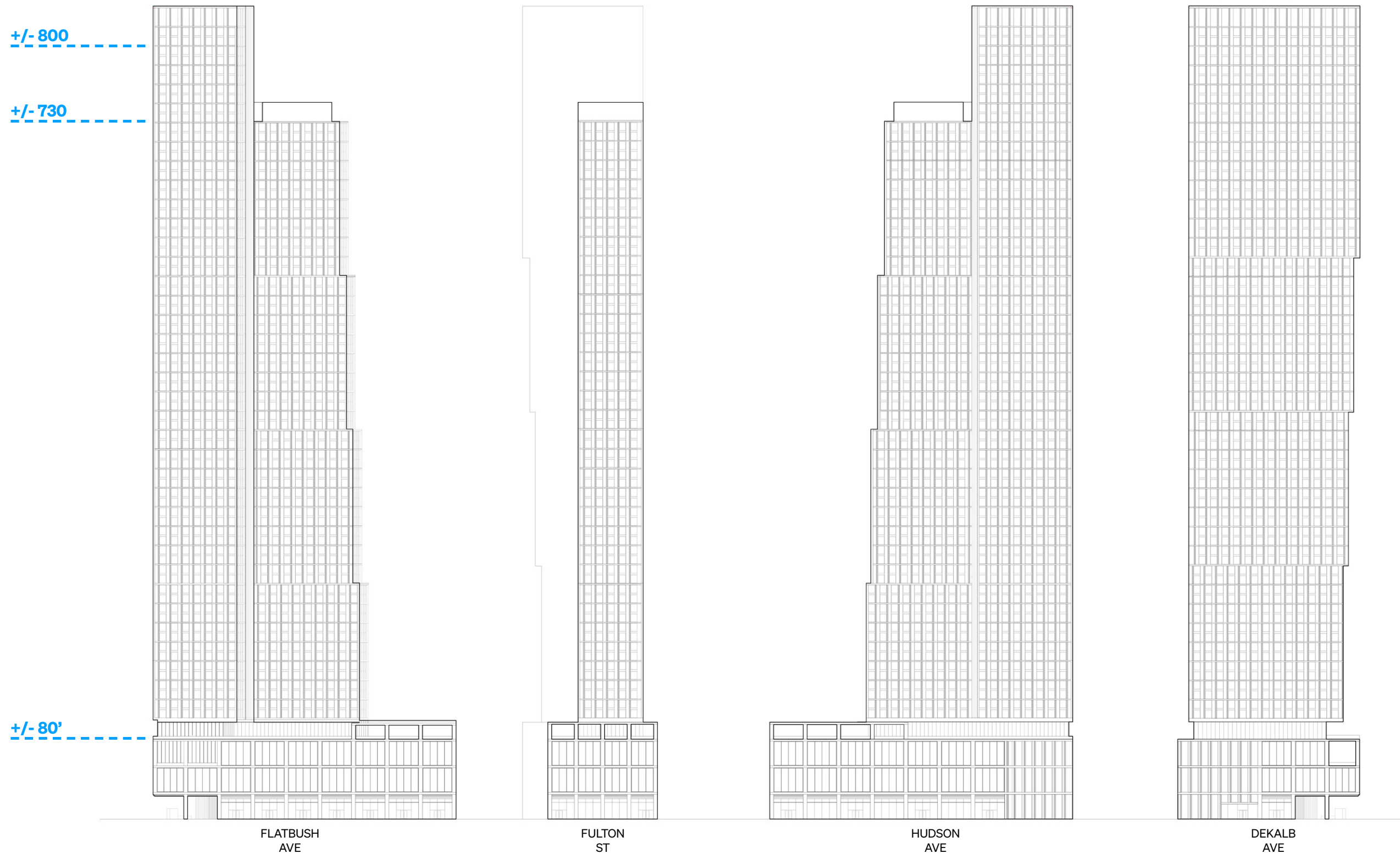
12'-0"
12'-3"
LEVEL 2.5 RETAIL MEZZ.
LEVEL 2 RETAIL
LEVEL 1.5 RETAIL MEZZ.
GROUND FLOOR
CELLAR
SUB-CELLAR
28'-7"
26'-11"
12'-6"

LEVEL 4 COMMERCIAL
LEVEL 3 COMMERCIAL

Section (E-W Podium)



Building Elevations





TenBerke

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New York, NY 10010

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TenBerke.com