



IN THE MATTER OF an application submitted by the New York City Department of Design and Construction, the New York City Department of Transportation, the New York City Department of Citywide Administrative Services, and the New York City Department of Parks and Recreation, pursuant to Sections 197-c and 199 of the New York City Charter, for an amendment to the City Map involving:

- the establishment of Sullivan Street between the U.S. Pierhead and Bulkhead Lines and Ferris Street;
- the establishment of a Park at Columbia Street south of Todd Memorial Square Public Park;
- the modification of grades at points within an area generally bounded by the approaches to the Hugh L. Carey (Brooklyn-Battery) Tunnel, Imlay Street, Pioneer Street, Conover Street, Beard Street, Halleck Street, Columbia Street, Bay Street, Clinton Street, Lorraine Street and the US Bulkhead Line;
- the adjustment of grades and block dimensions necessitated thereby; and
- any acquisition or disposition of real properties related thereto,

in Community District 6, Borough of Brooklyn, in accordance with Maps No. N-2764 through N-2770, dated December 11, 2023, and signed by the Borough President.

This application for a City Map amendment by the Department of Transportation (DOT), the Department of Design and Construction (DDC), the Department of Citywide Administrative Services (DCAS), and the Department of Parks and Recreation (DPR) was filed on July 20, 2023, and, in conjunction with the related acquisition application (C 240036 POK) would facilitate construction of the Red Hook Coastal Resiliency project, a neighborhood flood protection system in the Red Hook neighborhood of Brooklyn, Community District 6.

RELATED ACTIONS

In addition to the City Map amendment (C 240035 MMK) that is the subject of this report, the proposed project also requires action by the City Planning Commission (CPC) on the following application, which is being considered concurrently with this application:

C 240036 POK	Acquisition of real property by the City to facilitate easements allowing for the operation, inspection, and maintenance of flood protection elements installed within the public right-of-way adjacent to privately owned property.
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BACKGROUND

The applicants seek an amendment to the City Map to raise legal street grades on several streets, map new parkland to enlarge Todd Triangle, and acquire and map Sullivan Street, as well as acquisitions to facilitate easements of adjacent private properties to facilitate the Red Hook Coastal Resiliency neighborhood flood protection system. Red Hook is on a peninsula bounded by Buttermilk Channel to the west, the Upper Bay of New York Harbor to the south, Gowanus Bay to the east, and by Hamilton Avenue, the elevated Gowanus Expressway, and the entrance to the Hugh L. Carey Tunnel (Battery Tunnel) to the north.

Red Hook is a mixed-use neighborhood characterized by an industrial waterfront and residential core. Industrial, manufacturing, transportation, and utility uses are located in one- to six-story warehouses and include light manufacturing, artist studios, production and event spaces, storage and distribution, auto-body shops, construction-related businesses, and surface parking. Commercial uses include grocery stores, the Ikea furniture store, restaurants, shops, and a few hotels. Residential uses include two- to four-story rowhouses, four- to six-story multifamily lofts, and Red Hook Houses, the largest New York City Housing Authority (NYCHA) development in Brooklyn which consists of approximately 24 six-story buildings.

Red Hook has a population of approximately 11,000 residents, 70 percent of whom live in the NYCHA Red Hook Houses. In the Census Tract encompassing NYCHA Red Hook Houses, median household income is below \$30,000, all residents are renters, and 96 percent of residents are black and/or Hispanic/Latino. In the remainder of the neighborhood's Census Tracts, median household income is \$115,000, 25 percent of residents own their homes, and over 60 percent of residents are white. In Community District 6, which encompasses Red Hook, Gowanus, Carroll Gardens, and Park Slope, median household income is \$147,000, 38 percent of residents own their homes, and 61 percent of residents are white (US Census, ACS 2017-2021).

The surrounding area is served by the B61 and B57 buses. The B61 bus provides service between Downtown Brooklyn, Cobble Hill, Red Hook, Gowanus and Park Slope, and has stops throughout the Red Hook neighborhood. The B57 bus provides service between the Red Hook Ikea and Maspeth via Downtown Brooklyn and Bushwick. A NYC Ferry stop at Atlantic Basin provides service between Bay Ridge and lower Manhattan. The nearest subway stations are north

and east in Carroll Gardens and Gowanus and require crossing Hamilton Avenue's seven lanes of traffic beneath the elevated Gowanus Expressway. Both the Smith-9 and Carroll Street subway stations provide F and G train service.

Medium to heavy industrial Manufacturing zoning districts are mapped along the waterfront, with an M2-1 district along the neighborhood's western shoreline, and an M3-1 district along the southeastern shoreline. Both districts permit industrial and commercial uses up to a floor area ratio (FAR) of 2.0 and generally require one parking space per 300 square feet, but differ in their performance standards. M2 districts occupy the middle ground between light and heavy industrial uses, while M3 districts are designated for areas with heavy industries that generate noise, traffic or pollutants including power plants, solid waste transfer facilities and recycling plants, and fuel supply depots.

A light industrial M1-1 zoning district was mapped to serve as a buffer between the industrial waterfront and the residential core of the neighborhood. M1-1 is a low-density manufacturing district that permits industrial and commercial uses up to an FAR of 1.0 and certain community facility uses up to an FAR of 2.4. Buildings in M1-1 districts are generally required to be 30 feet or two stories along the street wall, after which building heights are governed by the sky exposure plane that allows height to increase, with no maximum limit, based on the distance from the street. M1-1 districts have high parking requirements, generally requiring one space per 300 square feet of commercial use and one space per 1,000 square feet of industrial use.

Low-to-medium-density R5 and R6 zoning districts that allow for residential and community facility uses, and limited commercial overlays, are located in the center of the neighborhood. R5 is a low-density district that allows a variety of housing types up to an FAR of 1.25, typically producing three- and four-story attached houses and small apartment buildings. R6 is a medium-density non-contextual zoning district where the maximum permitted FAR for residential uses ranges from 0.78 to 3.0 FAR based on whether a site is utilizing height factor or optional Quality Housing regulations. Parking requirements in R5 and R6 zones range from between 50 to 85 percent of dwelling units.

In 1996, the Red Hook 197-a Plan in Community Board 6 was approved (N 950015 NPK). The Plan sought to balance dual goals of increasing housing supply to allow Red Hook's population

to grow while preserving and growing the neighborhood's industrial economy. Proposals included a mixed-use zoning study, increased public waterfront access, and truck route modifications. In 2002, a special permit and related actions established a M1-1/R5 district in the area generally bounded by Conover Reed and Van Brunt Streets and the water, and facilitated the residential and commercial conversion Red Hook Stores, a five-story city-owned warehouse (C 020049 ZSK, N 020046 ZRK, C 020047 ZMK, C 020048 PPK, N 020050 ZCK). In 2004, a special permit for large retail use in a light-manufacturing district, a zoning map change from M3-1 to M1-1, and other related actions facilitated the development of the Ikea furniture store and a six acre waterfront public access area (WPAA) on a 22-acre site bounded by Beard and Halleck Streets to the north, Erie Basin to the south, Columbia Street to the east, and a deep-water slip to the west (C 030414 ZSK, C 030413 ZMK, C 030412 MMK, C 030415 ZSK, N 030416 ZAK, N 030418 ZCK).

The project area overlaps significantly with the Southwest Brooklyn Industrial Business Zone (IBZ), which was established in 2006 and spans the industrial waterfront of the Red Hook peninsula, and where tax credit benefits and other city-based programs are provided to support industrial businesses.

The majority of Red Hook is located within the 100-year (one percent annual chance) floodplain according to the Federal Emergency Management Agency's Flood Insurance Rate Maps (FIRMs). The ground elevation in this area generally ranges from four to eight feet (NAVD88). The areas around Valentino Pier and Red Hook Recreation Area have a lower flood risk (0.2 percent annual chance) due to their higher natural topography, with ground elevations above 10 feet. While the FIRMs depict current coastal flood risk, the City of New York also uses forward-looking climate projections from the New York City Panel on Climate Change (NPCC) to inform climate adaptation strategies. The NPCC projects high-end (90th percentile) estimates for sea level rise of 2.5 feet in the 2050s, 4.83 feet in the 2080s, and 6.2 feet in 2100, relative to 2000-2004 sea levels.

On October 29, 2012, Hurricane Sandy and the resulting storm surge flooded nearly the entire Red Hook peninsula, leaving many residents without electricity, heat, and running water and rendering many of the businesses out of service for extended periods. Numerous studies, such as

2015's "One New York: the Plan for a Strong and Just City," have identified Red Hook as one of many important locations around the city in which to focus on strengthening coastal defenses and resiliency. In 2017, the New York City Office of Emergency Management (NYCEM) launched Interim Flood Protection Measures (IFPM) in Red Hook, providing temporary deployable coastal flood protection along Beard Street from Conover Street to Dwight Street.

The City uses a multi-layered strategy to ensure that neighborhoods, buildings, infrastructure, and people can withstand and recover quickly from flooding. This strategy utilizes coastal protection systems, resilient buildings and land use, infrastructure hardening, and emergency preparedness to reduce damage and disruption from coastal flood events. In addition to the proposed Red Hook Coastal Resiliency project that is the subject of this application, the City is actively investing in other resiliency projects in Red Hook, including \$550 million in NYCHA's Red Hook Houses and over \$100 million in environmental remediation of Red Hook Recreation Area through 2025, and upgrades to the Columbia Street sewer network beginning construction in 2027.

In 2017, the Economic Development Corporation (EDC) and Mayor's Office of Recovery and Resiliency (ORR) released the Red Hook Integrated Flood Protection System Feasibility Study, which identified ways to reduce flood risks from coastal storm surge and sea-level rise to improve Red Hook's overall resiliency. The study evaluated various flood protection alignments and design flood elevations (DFEs) and recommended a project eligible for funding through the FEMA Hazard Mitigation Grant Program (HMGP). The preferred project alignment is the in-between alignment studied and is generally located one block inland from the shoreline, maximizes the use of city right-of-way, and takes advantage of natural topographic high points to reduce the overall length, height, cost, and impacts of a built intervention system. The innermost alignment considered had the shortest structure length and potentially the lowest cost but would provide flood risk reduction to the least amount of the study area. The outermost alignment considered generally followed the waterfront edge, which is largely privately owned and features an irregular shoreline consisting of piers, platforms and basins. The outermost alignment would require the highest elevation of built interventions, with significant impacts on working waterfront operations, waterfront access, and views, significant risks associated with consistency of City access for operations and maintenance, the highest cost of construction, and a benefit-

cost ratio exceeding 1.0, making it ineligible for FEMA HMGP funding. The in-between alignment was identified as the preferred alignment with the greatest potential to integrate into and enhance the unique urban fabric of Red Hook while also providing flood risk reduction benefits and was further studied at four DFEs. While the feasibility study identified a preferred DFE of eight feet based on a ten percent chance storm and one foot of sea level rise, the project was subsequently modified during the design phase to provide a higher level of protection described below.

The actions requested in this application would facilitate the resulting proposal for the Red Hook Coastal Resiliency project, a \$100 million capital project funded by a \$50 million FEMA grant and \$50 million City match. Project design began in late-2019 and has included further engineering analysis of the preferred alignment, coordination with adjacent property owners, four public meetings, and numerous small group sessions with the community. Following ULURP, construction is anticipated to take place from early 2025 to early 2028.

The proposed Red Hook Coastal Resiliency project involves the construction of a flood protection system comprised of floodwalls, deployable flood barriers, raised street grades, and other supporting infrastructure intended to reduce the risk of coastal storm flooding. The project is designed to protect the neighborhood from a storm that has a 10 percent chance of taking place every year, with a base flood elevation of seven feet. The project also accounts for 30 inches of sea level rise, the NPCC high estimate for sea level rise in the 2050s and middle estimate for sea level rise in the 2080s and the 2100s, bringing the elevation to 9.6 feet. An additional six inches of freeboard to account for storm variability bring the overall design flood elevation to 10 feet. The proposed design flood elevation would protect the neighborhood from 99.9 percent of all the coastal storms that have impacted Red Hook in the past. The flood protection system would provide a base static level of protection up to elevation eight feet and up to elevation 10 feet with movable flood barriers deployed.

The proposed flood protection system has been designed to fit in with the fabric of the community with minimized impacts on waterfront access and views and to allow for continuation of the working waterfront. The design includes an expansion to the Brooklyn Waterfront Greenway, Todd Triangle Park, and other streetscape, green infrastructure, and

drainage improvements. The alignment maximizes use of the City right-of-way and ties together existing topographic high points, focusing built interventions on low-lying geographies that are most vulnerable to flooding around Atlantic Basin to the west and Beard Street to the south.

Atlantic Basin Sub-Area

The project would start with a floodwall at the back of the sidewalk on the corner of the Van Brunt Street and Summit Street intersection and head west on Summit Street to Imlay Street. The wall would turn southwest on Imlay Street, and then to the west onto Bowne Street, continuing into the Port Authority terminal. The Port Authority substation at the intersection of Imlay and Bowne Street would be protected by floodwalls on Port Authority property. The wall on the opposite side of Bowne Street would follow the fence/guiderail between the Port Authority and Dock Building Condos/Warehouse and continue parallel to Bowne Street. The streets and BWG would be regraded or raised to meet the requisite elevations. The Port Authority parking lot would also be regraded and elevated. The wall continues along the fence/guiderail between the Port Authority property and Dock Building condos on the landward side of Bowne Street where it meets the existing fence along the BWG at Verona Street, and along a City-owned lot between Pioneer and Verona Streets. The wall continues into the Port Authority terminal property, parallel with Imlay Street, and then turning onto Conover Street running parallel to a warehouse building along the landward side of Clinton Wharf. The road along Conover Street, Imlay Street and Pioneer Streets would be regraded. A 15-foot-wide ramp to connect the BWG to the waterfront and Ferris Street would be located here. The wall would continue along Clinton Wharf, turning along Ferris Street and ending that segment in a “T” along Ferris Street. On the opposite side of Ferris Street, the floodwall would surround the Port Authority substation and would include a deployable flip-up flood gate for access into that facility. Another wall would be placed on the opposite (southern or landward) side of Sullivan Street along the back of the sidewalk, meet along Ferris Street and continue east up a portion of Wolcott Street. A small segment of the wall would be placed on the opposite side of Wolcott Street and meet with Ferris Street on the back of the sidewalk. The road would be raised along Sullivan Street and Wolcott Street to an elevation of 10 feet. The regrading of the roads to an elevation of 10 feet would act as a barrier to storm surge waters while allowing for breaks in the flood wall to maintain vehicular access.

Beard Street Sub-Area

A floodwall along the west side Conover Street, abutting the existing brick wall is proposed until the Beard Street intersection. Floodwalls would surround the Food Bazaar substation. The wall would continue along the existing brick wall on the south sidewalk on Reed Street to Van Brunt Street and turn south. A rolling flood gate is proposed at the corner of Reed Street and Van Brunt Street and meet with the wall on the west side of Van Brunt Street as it continues north where two flip-up flood gates are proposed before it reaches Beard Street. Conover, Reed, Van Brunt, and Beard Streets would be raised to an elevation of eight feet. The flood wall would continue along the back of the sidewalk on the south side of Beard Street to Dwight Street. Beard Street would be regraded to an elevation of eight feet. Three flip-up gates are proposed to allow access to the piers along this section. These gates would remain flush with the sidewalk until they are engaged for a storm event. The Beard Street wall would run along the south side of the street to the north side of the Ikea parking lot entrance, where part of the Ikea Pier and Waterfront Public Access Area (WPAA) would be regraded to provide ADA access to the elevated Beard Street. The wall would also run along the north side of Halleck Street between Otsego and Columbia Streets. Todd Triangle would be re-designed to provide a new enlarged public open space amenity. Portions of Beard, Otsego, Halleck, and Columbia Streets would be regraded to an elevation of 10 feet. The BWG would also be extended through this area.

The proposed project includes limited interventions in the area bounded by Lorraine, Bay, Smith, and Clinton Streets. This proposal is to reconstruct the intersection of Court Street and Lorraine Street to a higher elevation. Minor roadway regrading is also proposed on Bay Street, adjacent to the adjacent park, Red Hook Field 6. The proposed work would involve limited reconstruction to split the existing combined sewer system into separate storm and sewer lines within the existing roadbed of Smith, Court, and Bryant Streets. The proposed work would also include construction of about 1,500 linear feet of pile supported retaining structures along the back of sidewalk on Halleck and Smith Street.

Operation and Maintenance of the System

An operations and maintenance manual would be prepared for the proposed flood protection system to identify the procedures for deploying, inspecting, testing, and maintaining each element of the proposed flood protection system and to ensure that the floodwalls and closure

structures remain in proper working order and are ready to perform in advance of a design storm event. In coordination with FEMA, DOT and the NYC Department of Environmental Protection (DEP) would oversee the operation, inspection, and maintenance of the proposed flood protection system, including the floodwalls and deployable flood gates.

To facilitate the proposed development, the applicant requests an amendment to the City Map and acquisitions to facilitate easements.

City Map Amendment (C 240035 MMK)

Much of the Red Hook Coastal Resiliency project is aligned with mapped public streets and is therefore not subject to the requirements of the Zoning Resolution. However, segments of existing roadways are proposed to be raised above the current legal street grades to higher elevations, requiring a change to the City Map to document the new elevations. The following street segments include proposed changes to the legal grade:

- Summit Street and Imlay Street intersection
- Imlay Street and Bowne Street intersection
- Conover Street and Van Dyke Street intersection
- Van Brunt Street and Beard Street intersection
- Beard Street between Conover Street and Van Brunt Street
- Reed Street and Conover Street intersection
- Beard Street between Richards Street and Otsego Street
- Beard Street and Richards Street intersection
- Beard Street and Dwight Street intersection
- Beard Street/Halleck Street and Otsego Street intersection
- Court Street and Creamer Street intersection
- Court Street between Bay Street and Lorraine Street
- Ferris Street and King Street intersection
- Ferris Street between Sullivan Street and King Street
- Ferris Street and Wolcott Street intersection
- Wolcott Street between Ferris Street and the U.S. Pier and Bulkhead Line
- Conover Street between King Street and Pioneer Street

- Pioneer Street and Inlay Street intersection
- Halleck Street and Columbia Street intersection
- Columbia Street between Halleck Street and Columbia Street

Additionally, the City Map actions seek to map Sullivan Street, a Corporation Counsel Opinion (CCO) Street south of Atlantic Basin, as a public mapped street. A CCO street is a street that Corporation Counsel has determined constitutes a street because it is a public way that has been open and in use by the public for a minimum of ten years and accepted by the City as such, even if it has not yet been mapped by the City as a street. Mapping Sullivan Street would facilitate the construction, operation, maintenance, and inspection of the proposed flood protection system components, including raised streets and flood walls.

Finally, a proposed City Map change would map new parkland to enlarge Todd Triangle (Block 608, Lot 1) north of the Amazon distribution facility located at 640 Columbia Street (Block 612, Lot 99). Todd Triangle is a 0.04-acre park, owned by the City of New York with NYC DPR jurisdiction, bounded by Columbia Street. The park is currently bounded by a perimeter of stones as well as a wrought iron fence around the vegetation at the center of the park. The proposed design would integrate the flood protection system into an accessible green open space featuring trees, flowers, shrubs, and benches.

Acquisition of Property by the City (C 240036 PQQ)

The proposed project would be developed primarily on City-owned property, which includes City land within a mapped street bed. However, the proposed project also requires acquisition of real property to facilitate the operation, inspection, and maintenance of flood protection elements proposed to be installed within the public right-of-way adjacent to privately owned property. The City intends to seek easements roughly 15 feet wide adjacent to each floodwall and/or gate. All existing structures, businesses or homes are proposed to remain. The locations of the properties that the City wishes to acquire are described below.

BT Red Hook LLC, Brooklyn Block 514, p/o Lot 1

Lot 1 is a vacant lot. The proposed acquisition of a portion of Block 514, Lot 1 includes the construction of a floodwall spanning the perimeter of the lot and removal and/or relocation of a fire hydrant and utility poles. The lot is located within a district zoned M2-1. The project

segment adjacent to this lot is to be located within the public right-of-way mapped bed-of-street of Sullivan Street, Ferris Street, and Wolcott Street. Necessary actions to facilitate floodwall construction are limited to the removal and relocation of utility poles along Wolcott Street and the relocation of a fire hydrant along Ferris Street between Sullivan Street and Wolcott Street.

BT Red Hook LLC, Brooklyn Block 514, p/o Lot 40

Lot 40 is a vacant lot. The lot is located within a district zoned M2-1. The segment of floodwall adjacent to this lot is proposed along the mapped bed-of-street of Sullivan Street. The proposed acquisition area is to be located along the southern mapped right-of-way line of Sullivan Street to facilitate floodwall construction. No removals or relocations are anticipated.

Port Authority of NY/NJ, Brooklyn Block 515, p/o Lot 1

Lot 1 is in use as a parking lot with an autobody shop occupying its eastern half. The lot is located within a district zoned M2-1. The autobody shop is south of the Atlantic Basin sub-station. In this project segment, the proposed acquisition of a portion of Block 515, Lot 1 would facilitate the construction of the proposed flood protection system wholly within Block 515, Lot 1, as well as segments within the mapped bed-of-street of Ferris Street and Sullivan Street. This segment of the proposed floodwall follows the perimeter of the Frankie Diesel South Brooklyn Auto Body, as well as the western mapped right-of-way line of Ferris Street and the northern mapped right-of-way line along Sullivan Street. This proposed alignment minimizes impacts on street use, particularly pedestrian circulation. To accommodate the floodwall, the existing chain link fence that surrounds the property, utility poles, a fire hydrant and a catch basin at the Sullivan/Ferris Streets intersection would be removed, with potential for the utility poles to be relocated.

Port Authority of NY/NJ, Brooklyn Block 515, p/o Lot 61

The proposed acquisition of a portion of Block 515, Lot 61 begins at the northwest corner of the intersection of Imlay and Summit Streets then continues along the westerly edge of Imlay Street before turning west to follow the northern edge of Bowne Street to Verona Street. Lot 61 is occupied by the Atlantic Basin Dock, which includes the Red Hook Container Terminals, various smaller piers and docks, several warehouses with a variety of uses, the Brooklyn Street Circuit, PortSide Park, the Red Hook Ferry Terminal, Brooklyn Cruise Terminal, Clinton Wharf,

and miscellaneous use parking/storage lots. The lot is located within a district zoned M2-1. In this project segment, the proposed flood protection system is to be located within the mapped bed-of-street of Imlay Street. The fortifier fence that surrounds the Red Hook Container Terminals, the existing chain link fences along the northern and southern edges of Bowne Street and the Christies Fine Art Storage lot, the existing fence and guiderail adjacent to the Container Terminal Entrance, and a guiderail extending west from the Christies Fine Art Storage parking lot and around the perimeter of the lot would be removed. The existing gate at the entrance to Bowne Street would need to be removed and re-installed post construction. Existing manholes, catch basin, and bollards would also need to be removed and potentially replaced. The existing curb and sidewalk along Imlay Street at the Imlay/Bowne intersection and catch basin at the Imlay/Bowne intersection would need to be removed.

The proposed acquisition area of Lot 61 begins again at the southwest corner of Block 515, Lot 300, which is a City-owned lot not subject to the Acquisition action. This proposed acquisition area turns west where it crosses the perimeter of lot 61, running on the southern edge of Clinton Wharf. Then the proposed acquisition area turns south onto both east and west sides of Ferris Street while also creating a perimeter around the Atlantic Basin sub-station. This area includes the BWG and Atlantic Basin sub-station. A few trees along Imlay and Pioneer Streets and two catch basins, a chain link fence, and a light pole at the Ferris/King intersection would need to be removed. Sidewalk and corner reconstruction at the Ferris Street/King Street intersection adjacent to the sub-station would need to occur to facilitate road resurfacing. The proposed flood protection system along Clinton Wharf and Ferris Street are wholly in the Port Authority property.

At the intersection of Pioneer and Imlay Streets, a ramp would be constructed to allow contiguous pedestrian/BWG access. The ADA compliant 15 feet wide ramp would be constructed at the intersection of Pioneer and Conover Streets to bring the BWG west to Clinton Wharf, the waterfront, and Ferris Street.

BT Red Hook LLC, Brooklyn Block 573, p/o Lot 1

Lot 1 is a vacant lot. The lot is located within a district zoned M2-1. The proposed acquisition of a portion of Block 573, Lot 1 to facilitate floodwall construction is to be located wholly within

the property along its northern and eastern edges. Actions necessary to allow for floodwall construction include the removal of a manhole on Wolcott Street as well as the removal of two trees and removal and relocation a fire hydrant along Ferris Street.

Kings Harbor View Associates, Brooklyn Block 595, p/o Lot 9

The proposed acquisition of a portion of Block 595, Lot 9 is planned along the inside of the eastern edge of the property. This lot is a miscellaneous use lot occupied by a parking/storage lot. The lot is located within a district zoned M2-1. Utility poles and trees along Conover Street would need to be removed and relocated, while six feet iron fence is proposed along the perimeter of the lot.

Kings Harbor View Associates, Brooklyn Block 595, p/o Lot 170

The proposed acquisition of a portion of Block 595, Lot 170 is a continuation of the Block 595, Lot 9 segment along the inside of the eastern edge of the property to facilitate construction of the floodwall at the same location. This lot is occupied by the Pier 41 and 44 Waterfront Gardens, as well as a parking lot. The lot is located within a district zoned M2-1. No structures or special landscaping features would be expected to be removed or replaced.

55 Ferris Association Inc., Brooklyn Block 606, p/o Lot 5

The Jofaz Transportation Inc. parking lot occupies Block 606, Lot 5. This lot lies within a district zoned as a M1-1. The proposed acquisition of a portion of Block 606, Lot 5 would contain the floodwall that would be located wholly within the lot on the southernmost edge. The proposed acquisition area and associated floodwall would then wrap around the southeast corner of the lot to follow along Otsego Street. Multiple trees and catch basins along Beard Street are anticipated for removal. Removal and relocation of utility poles along Beard Street would be coordinated during construction of the proposed project.

442 Van Brunt St. LLC, Brooklyn Block 610, p/o Lot 24

This lot is occupied by a three-floor residential building with a wine and spirits store on the ground level. The lot is in a district zoned M1-1/R5 (MX-5). The proposed floodwall is to be aligned along the inside of the eastern edge of the property. The proposed acquisition of a portion of Block 610, Lot 24 does not cross the perimeter of the lot and there are no structures or items to be removed in the proposed acquisition area. The removal of one tree between Lot 25

and Lot 24 is anticipated. Two additional trees along Beard Street would be removed. To accommodate the proposed roller gate spanning Van Brunt Street at the south side of the Van Brunt and Beard Streets intersection, an existing ramp and catch basin would be removed. A cellar door at the southwest corner of the Beard/Van Brunt Streets intersection (Block 610 Lot 24) would need to be removed and replaced with an ADA compliant cellar door.

Nechanah & Rafael LLC, Brooklyn Block 610, p/o Lot 25

The Chelsea Garden Center occupies this lot, and the property is in a district zoned M1-1/R5 (MX-5). The proposed acquisition of a portion of Block 610, Lot 25 would facilitate the maintenance of the proposed flood protection system, which includes a floodwall and flip-up gate, is to be located along the inside of the eastern edge of the property. The removal of one tree between Lot 25 and Lot 24 is anticipated.

Nechanah & Rafael LLC, Brooklyn Block 610, p/o Lot 26

The Chelsea Garden Center occupies this lot, and the property is in a district zoned M1-1/R5 (MX-5). The proposed acquisition of a portion of Block 610, Lot 26 would facilitate the maintenance of the proposed flood protection system, which includes a floodwall and flip-up gate, is to be aligned along the inside of the eastern edge of the property. The removal of one utility pole between Lot 27 and Lot 26 is anticipated.

Nechanah & Rafael LLC, Brooklyn Block 610, p/o Lot 27

The Chelsea Garden Center occupies this lot, and the property is in a district zoned M1-1/R5 (MX-5). The proposed acquisition of a portion of Block 610, Lot 27 would facilitate the maintenance of the proposed floodwall is to be located along the inside of the eastern edge of the property. The removal of one utility pole between Lot 27 and 26 is anticipated.

The Edna Mieles 2010 Living Trust, Brooklyn Block 610, p/o Lot 28

The Chelsea Garden Center occupies this lot, and the property is in a district zoned M1-1/R5 (MX-5). The proposed acquisition of a portion of Block 610, Lot 28 would facilitate the maintenance of the proposed floodwall to be located along the inside of the eastern edge of the property. The removal of one tree between Lot 28 and Lot 29 is anticipated.

The Edna Mieles 2010 Living Trust, Brooklyn Block 610, p/o Lot 29

The Chelsea Garden Center, a commercial storefront and open plant nursery, occupies this lot, and the property is in a district zoned M1-1/R5 (MX-5). The proposed acquisition of a portion of Block 610, Lot 29 would facilitate the maintenance of the proposed flood protection system, which includes a floodwall and flip-up gate to be located along the inside of the eastern edge of the property. The removal of one tree between Lot 28 and Lot 29 is anticipated.

Erica Zurer, Brooklyn Block 610, p/o Lot 30

The proposed acquisition of a portion of Block 610, Lot 30 follows the eastern edge of the property and includes two street trees. This lot is occupied by a one-story restaurant and retail building, Hometown BBQ. The property is zoned M1-1/R5 (MX-5). In this project segment, the proposed floodwall is proposed along the inside of the eastern edge of the property. The removal of two trees and a catch basin at the intersection of Reed Street and Van Brunt Street is anticipated. There are no ancillary structures within the proposed acquisition area.

Kings Harbor View Associates, Brooklyn Block 611, p/o Lot 1

A large parking lot serving the Food Bazaar occupies this lot. The lot is located within a district zoned M1-1/R5 (MX-5). In this lot, the proposed flood protection system would be located within property on its northern edge. The proposed acquisition of a portion of Block 611, Lot 1 is in the same location within the property on its northern edge. Existing trees on the eastern edge of Conover Street and a catch basin at the intersection of Van Brunt/Reed Streets would need to be removed. A section of concrete along the southern edge of Reed Street between Conover Street and Van Brunt Street would also be removed.

Kings Harbor View Associates, Brooklyn Block 612, p/o Lot 1

This lot is occupied by a miscellaneous use collection of stores, warehouses, light manufacturing, galleries, studios, and restaurants. The lot is in a district zoned M3-1. The proposed flood protection system within Lot 1 is planned along the northern edge wholly within the property. Other than the removal of multiple trees along the perimeter of the lot, the proposed acquisition area includes no ancillary structures.

IKEA Property Inc. Brooklyn Block 612, p/o Lot 130

This lot is occupied by the IKEA furniture store, including a Waterfront Public Access Area

(WPAA) and parking lots. This lot is within districts zoned M1-1 and M3-1. The proposed acquisition of a portion of Block 612, Lot 130 is located inside of the west side of the lot along Beard Street, where it turns diagonally into the WPAA. A deployable flood gate powered by a nearby hydraulic power unit is proposed leading into the Greenway. The proposed acquisition area continues east parallel to the sidewalk adjacent to the IKEA parking lot directly south of Beard Street, stopping at the easternmost entrance to the IKEA parking lot. Three flagpoles near to the IKEA Warehouse Halleck Street entrance as well as a few trees, benches, and utility poles along the Beard Street right-of-way line would be removed.

280 Richards Street LLC, Brooklyn Block 612, p/o Lot 150

An Amazon distribution center occupies this lot, which is in a district zoned M3-1. The proposed acquisition area of a portion of Block 612, Lot 150 and associated flood protection system is to be located along the inside of the northern edge of the lot. Two heavy duty driveways are proposed along Beard Street. Multiple trees and a catch basin would be removed to facilitate construction of the proposed project.

ENVIRONMENTAL REVIEW

This application (C 240035 MMK), in conjunction with the related action (C 240036 PQK), was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA) and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The lead agency is the New York City Office of the Mayor. The designated CEQR number is 23OOM013K.

After a study of the potential environmental impact of the proposed actions, a Negative Declaration was issued on November 9, 2023.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY

This application (C 240035 MMK), in conjunction with the related action (C 240036 PQK), was reviewed by the City Coastal Commission for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 30, 2013 and by the New York State Department of State on February 3, 2016, pursuant to the New York State Waterfront Revitalization and Coastal Resource Act of

1981 (New York State Executive Law, Section 910 et seq.). The designated WRP number is 21-036. The action was determined to be consistent with the policies of the New York City Water Revitalization Program.

UNIFORM LAND USE REVIEW

This application (C 240035 MMK), in conjunction with the related action (C 240036 PQQ), was certified as complete by the Department of City Planning on December 11, 2023 and duly referred to Brooklyn Community Board 6 and the Brooklyn Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

Community Board Public Hearing

On January 25, 2024, Brooklyn Community Board 6 held a public hearing on this application (C 240035 MMK), in conjunction with the related action (C 240036 PQQ), and on February 21, 2024, by a vote of 26 in favor, none opposed, and two abstaining, adopted a resolution recommending approval of the application with the following conditions:

“The first condition is that the data used for the decisions be updated to reflect the current reality of flooding in Red Hook. While the impetus for this project stems from Sandy, the reality has shifted in the wrong direction since, so the planning should reflect that. Additionally, the RHCR should not exclude several large buildings, small businesses, and a supermarket at the end of Van Brunt Street. The community must be regularly and actively engaged, informed, and consulted as it deals with the reality and needs for resiliency in Red Hook in real-time. As such, the Red Hook’s input will result in a better, and therefore more resilient, RHCR.”

Borough President Recommendation

On February 28, 2024, the Brooklyn Borough President held a public hearing on this application (C 240035 MMK), in conjunction with the related action (C 240036 PQQ), and issued a recommendation on March 20, 2024 to approve the application with the following condition:

“1. The Department of Transportation (DOT) alter the design of proposed raised intersections to include additional paint or a change in pavement material.

Be it further resolved that:

1. The Department of Transportation (DOT) and Department of Environmental Protection (DEP) coordinate their stewardship and maintenance of the floodwalls with the City's Chief Public Realm Officer;
2. The Department of Environmental Protection (DEP) commit to additional public engagement to update the public on the status of sewer improvements with regard to preventing the "bathtub effect."

City Planning Commission Public Hearing

On March 20, 2024 (Calendar No. 1), the City Planning Commission scheduled April 3, 2024 for a public hearing on this application (C 240036 POK) and the related application (C 240035 MMK). The hearing was duly held on April 3, 2024 (Calendar No. 8). Three speakers testified in favor of the application, and one in opposition.

Speakers testifying in favor of the application included three members of the project team. A representative of DDC described the goals of the project and the timeline, including Public Design Commission and FEMA Environmental Assessment review through spring, 2024. They noted that the FEMA Hazard Mitigation Grant Program (HMGP) funding for the proposed project requires that they demonstrate that the project is feasible, constructable, environmentally acceptable, and have a benefit-cost ratio of one or greater, and they provided a summary of pre-certification community engagement beginning during the feasibility study in 2016. A representative of the engineering and design team described the existing land uses and flood risk in the surrounding area, the design of the proposed project, and the proposed changes to the City Map and acquisitions that would facilitate the proposed project.

Regarding operations of the proposed flood protection system, the applicant clarified that the Office of Emergency Management (OEM), in coordination with the National Weather Service, would be responsible for the decision to deploy up to 72 hours ahead of a storm event, and the DEP Bureau of Coastal Resilience would be responsible for operations and maintenance of the system as outlined in the emergency response plan. Regarding emergency access across the line of protection in case of full system deployment, the project's use of raised streets allows for an

uninterrupted street grid across much of the project area, and that where deployable flood gates are included, the maximum height above grade of floodwalls and gates would be approximately four feet. The applicant further clarified that movable components would be operated by mechanical means, with the capability to be deployed manually in case of mechanical failure.

Regarding construction of the proposed project, the applicant clarified that construction would include replacement of sewer and water mains below raised street grades and that construction is being coordinated through an alignment and joint bidding process with private utilities to allow all sub-surface work to take place on the same construction timeline. Construction would also include the addition of tide gates to sewer outfalls. During construction, DDC community construction liaisons would provide regular updates on planned construction for the proposed project as well as other capital projects under construction in the neighborhood to the extent possible.

Regarding the proposed level of protection, the applicant clarified that the design flood elevation of 10 feet takes into account a 10-percent-chance coastal storm, as well as sea level rise. This level of protection is designed to address 99.9 percent of coastal flood events that have taken place in New York City in the past, with the exception of Hurricane Sandy in 2012. The applicant also described how building- and site-scale flood mitigation measures would complement the proposed project by reducing coastal flood risk in the area. These measures are taking place separately from the proposed project and include new developments adhering to flood-resilient construction requirements in the building code and existing buildings utilizing partial mitigation measures, including deployable flood gates, raised and/or protected mechanicals, and raising residential uses above the ground floor.

Regarding the proposed line of protection and the exclusion of waterfront sites including Red Hook Stores, Beard Street Warehouses, and areas within M3 zoning districts in the southwestern portion of Red Hook near Erie Basin and the Gowanus Canal, the applicant referred to the 2017 Red Hook Integrated Flood Protection System Feasibility Study, which, in its consideration of an outermost alignment scenario, identified major impacts to private property, viewshed, waterfront access, and the environment, and a benefit-cost ratio far below the 1.0 minimum requirement of FEMA HMGP funding. The preferred and proposed project alignment meets FEMA eligibility

criteria, maximizes the use of city right-of-way, and takes advantage of natural topographic high points to reduce the overall length, height, cost, and impacts of a built intervention system while balancing a community priority of maintaining waterfront access. The proposed project would also provide flood protection to three electrical sub-stations serving the Food Bazaar grocery store, the container terminal, and Pier 11 terminal, that would otherwise be unprotected without the proposed project. The applicant clarified that while the design includes green infrastructure within the line of protection, the project scope does not include green infrastructure outside of the line of protection, for example along the shoreline or in waterfront public open spaces.

Regarding potential impacts to surrounding areas outside of the proposed line of protection, the applicant stated that preventing coastal flooding from entering Red Hook would not have a measurable impact on the amount of coastal flooding in surrounding areas. Regarding potential dislodgement of hazardous chemicals from flooding of heavy industrial areas, the applicant stated that the proposed project would reduce this risk inside the line of protection, and that flood risk in areas outside the line of protection is an existing condition that would remain. The applicant further stated that industrial sites are required to comply with federal, state, and local regulations regarding Stormwater Pollution Prevention Plans (SWPPPs) and Spill Prevention, Control, and Countermeasure (SPCC) plans, and that the Right-to-Know Law is locally enforced by DEP by conducting facility inspections on a regular basis, including confirming inventory and proper storage and segregation of hazardous materials and compliance with special mandates applying to flood zones.

Regarding impacts of the proposed project on adjacent properties, the applicant stated that raised streets and sidewalks would not result in the loss of access to adjacent properties, and that the design includes re-grading adjacent points of access on private property as necessary. Streets would be graded as typical New York City streets, with water from both the middle of the roadway and the back-of-sidewalk draining toward the gutter to prevent water from the street draining toward adjacent properties.

A representative of the Southwest Brooklyn Industrial Development Corporation (SBIDC), an industrial businesses service provider for the Southwest Brooklyn IBZ, provided written testimony in opposition to the proposed project. They requested substantial revisions to the

proposed flood protection alignment to protect the businesses and residents of Beard Street Warehouses and Red Hook Stores, historic industrial buildings at the base of Van Brunt Street. They also advocated for infrastructure improvements to expand sewer capacity to address flooding caused by heavy rain in the neighborhood.

There were no other speakers, and the hearing was closed.

CONSIDERATION

The Commission believes that this application for an amendment to the City Map (C 240035 MMK), in conjunction with the related acquisition application (C 240036 POK), is appropriate.

Together, these actions will facilitate the construction, operation, and maintenance of the Red Hook Coastal Resiliency project which will provide neighborhood-level coastal flood protection through a system of floodwalls, raised street grades and deployable flood gates, while preserving access to the waterfront, expanding the Brooklyn Waterfront Greenway, and making other streetscape improvements.

The Commission recognizes the urgent need for coastal flood protection, made evident by the devastation of Hurricane Sandy in 2012. In the aftermath of Hurricane Sandy, the City led the design and construction of several large-scale neighborhood coastal flood protection projects to protect against coastal flooding. Each project is carefully designed to reflect the unique characteristics of each neighborhood, reduce coastal flood risk, maximize community benefits, and contribute to a lively public realm. These projects also require close coordination with federal, state, and City agency partners, and a robust engagement process with stakeholders and area residents.

The Commission believes that the proposed project is a significant step forward in protecting Red Hook's approximately 11,000 residents, including more than 6,200 NYCHA residents living in Red Hook Houses, as well as businesses and employees at risk from future coastal flood events. The Commission notes the importance of providing coastal flood protection as climate change projections for rising sea levels increase, combined with the anticipated increased frequency and intensity of coastal storms. Red Hook's low-lying topography makes it particularly vulnerable to coastal flooding, and the prevalence of maritime industrial land uses

and private ownership of shoreline lots are critical considerations for designing a flood protection project in Red Hook. These factors, informed by years of public engagement and technical analysis, necessitate the proposed actions before the Commission: changes to the City Map to allow for raised street grades will maximize use of the public right-of-way by integrating the flood protection system into the street network, and acquisitions for easements on adjacent private properties to allow the City to operate and maintain the proposed flood protection system.

The Commission notes the uniqueness of this application as it relates to the actions before it. The land use actions subject to this application relate to limited portions of a larger project, most of which are within the beds of mapped streets and are therefore not subject to zoning. Nonetheless, in considering the merits of the project, the Commission contemplates the implications for the property owners, residents, and broader neighborhood directly affected by both the land use actions and the larger project.

In particular, the Commission heard concerns about the private properties located on the seaward side of the proposed flood protection alignment from a representative of the businesses of the Beard Street Warehouses and Red Hook Stores, which are located at the terminus of Van Brunt Street. The Commission notes that the alternative outermost alignment analyzed could provide protection to a greater number of properties and was considered. However, this alternative was not pursued because it did not meet FEMA HMGP funding criteria, would have posed significant challenges to waterfront access for both maritime industrial uses and public enjoyment, and would have increased the challenges and costs of maintaining and operating the flood protection system due to the need to acquire access to additional privately-owned lots. The Commission notes the currently proposed project will, however, protect three electrical sub-stations which serve these waterfront sites, including the site of a supermarket. Providing protection to these sub-stations will help support rapid recovery of sites and uses located outside the line of protection following a coastal flood event. Nonetheless, the Commission acknowledges that additional resiliency measures are needed to reduce risk and expedite recovery from future coastal flood events for properties and businesses located outside the proposed line of protection. Additional resiliency measure could include, but are not limited to, DEP's Right-to-Know program for proper storage of chemicals in the floodplain and NYC Small Business Services (SBS) Business Preparedness and Resiliency Program (BPREP) grants, and recently approved

flexibility created by Zoning for Coastal Flood Resiliency (N 210095 ZRY) and Zoning for Carbon Neutrality (N 230113 ZRY) initiatives.

The Commission heard concerns about the proposed level of flood protection. The project, as designed, would provide a higher level of protection than was originally recommended during the 2017 feasibility study and address the potential for more frequent storms in the future based on conservative projections from the NPCC. The project accounts for 30 inches of sea level rise, which is the NPCC's high (90th percentile) estimate for sea level rise in the 2050s and middle (25th to 75th percentile) estimate for the 2080s and 2100s. A higher level of protection would require higher built interventions to achieve the same level of flood protection. It would also pose greater impacts to neighborhood connectivity, waterfront access and views, and access to properties adjacent to the flood protection system. Nonetheless, the Commission notes that the proposed project is not designed to protect against a storm of the magnitude of Hurricane Sandy, nor from the most conservative estimates of sea level rise in the 2100s and beyond, nor from flooding caused by heavy rainfall, and that even after construction of the proposed project, there will be a continued need for planning and emergency preparedness in response to the remaining risks of severe storms, heavy rainfall, and coastal flooding in Red Hook.

The Commission recognizes that the coastal protection system will not remove all current and future risk of coastal flooding, but it will complement other resiliency measures taking place in Red Hook that will further reduce risk in the area. The Commission is encouraged by the planned and in progress projects to improve resiliency in Red Hook, including NYCHA's Red Hook Houses resiliency upgrades, DEP's Columbia Street Water and Sewer project, and DPR's Red Hook Recreation Area environmental remediation. In addition, citywide requirements for flood resilient building standards in Appendix G of the Building Code and the Mayor's Office of Climate and Environmental Justice's Climate Resiliency Design Guidelines will help ensure that buildings, landscapes, and infrastructure are designed to withstand climate threats now and in the future. The City should continue to look for opportunities to undertake infrastructure hardening, enhance ongoing stormwater management initiatives, combatting extreme heat, and educating

property owners about flood and business interruption insurance via existing programs like FloodHelpNY.

The Commission finds this application is consistent with the City's 2021 Comprehensive Waterfront Plan, which outlined a 10-year vision for a more equitable, resilient, and healthy waterfront. The plan lays out goals and strategies for promoting climate resiliency and adaptation, including expanding climate risk awareness and action, using climate risk information in public policies and investments, supporting the housing needs of waterfront residents, managing risks from flooding in coastal communities with coastal protection systems, and promoting the design of climate-resilient buildings and infrastructure. One of the plan's goals is for the City to identify opportunities for coastal flood protection, where feasible and practicable, to manage the impacts of coastal storm surge and high tide flooding. According to the plan, a strategy for accomplishing this goal is to complete the remaining planned post-Hurricane Sandy coastal flood protection projects, including sites in Red Hook, the Rockaway Peninsula, Coney Island, Staten Island South Shore, the East Side of Manhattan and Lower Manhattan.

The Commission is pleased that components of the flood protection system will be manufactured locally and recognizes that construction and operations of the proposed project represent significant opportunities for local jobs. The Commission is also pleased that DDC plans to engage in robust community engagement throughout construction, and to coordinate with private utilities to streamline construction and minimize the frequency and duration of road work.

The Commission finds this application to be in keeping with the adopted Red Hook 197a Plan recommendations to support the preservation and expansion of industrial and maritime activity and promote employment and business opportunities for local residents. While this plan was created nearly three decades ago and did not anticipate coastal flood risk, these goals remain relevant today, and are reflected in the design of the flood protection system. The Commission notes that the proposed flood protection alignment does not preclude waterborne freight operations and allows for continuation of the working waterfront.

The Commission recognizes a variety of capital projects, programs, and policies are needed to reduce Red Hook's vulnerability to climate hazards. It also believes the proposed actions would facilitate the construction of a flood protection system that advances a critical goal of reducing Red Hook's coastal flood risk within the constraints of the project while maintaining an accessible and active waterfront.

Changes to the City Map

The Commission believes that the proposed changes to the City Map to change legal grades are appropriate. The Commission recognizes the unique challenges of designing a flood protection system in a mixed-use industrial neighborhood where waterfront lots are largely privately-owned and continuation of the working waterfront is a community priority. The project alignment, generally situated one block inland from the shoreline and largely within the public right-of-way, requires changes to the legal grade of numerous streets. The Commission commends the applicant for working with the community to deliver a thoughtful design that maintains street network connectivity, minimizes the need for floodwalls and gates by using the elevation of the streets themselves as flood protection to the extent possible, preserves existing trees where feasible, and delivers substantial community benefits through an expansion of the BWG and related pedestrian safety improvements.

The Commission recognizes that Sullivan Street, a CCO Street, has been open and in use by the public for over ten years and accepted by the City as such. Therefore, the Commission believes that mapping Sullivan Street is appropriate and necessary to facilitate construction, operations, and maintenance of the proposed project.

The Commission notes that Todd Triangle is a small, 0.04-acre parcel of parkland featuring grass, ornamental trees and shrubs, and a flagpole behind a fence. Directly to the south of this mapped parkland is a former portion of Halleck Street, which was de-mapped to improve the geometry of the intersection as part of the 2004 Ikea rezoning, and which functions as an extension of the sidewalk today. The Commission believes that mapping parkland to enlarge Todd Triangle is appropriate and will facilitate construction of both the flood protection system and improved green space.

Acquisitions

The Commission believes that the acquisitions needed to maintain various components of the flood protection system (C 240036 PQQ) are appropriate. The Commission notes that, while there are 19 separate acquisitions that are part of this application, all are required to ensure that the entire flood protection system is operational. The Commission also notes that the majority of acquisitions will not place a permanent physical structure on the property to be acquired, but rather that the acquisitions are necessary to allow the City access to construct, maintain, operate and repair the flood protection system. Each of these acquisitions are considered below.

BT Red Hook LLC (Brooklyn Block 514, p/o Lot 1)

The Commission notes that the acquisition at this vacant lot will allow for removal and relocation of utility poles and a fire hydrant to facilitate floodwall construction on the adjacent streets, as well as access to the adjacent floodwall for operation, inspection, and maintenance. The Commission notes that the floodwall will be located in the City right-of-way along Sullivan, Ferris, and Wolcott Streets, but that the City requires access to the rear of the floodwall on the lot to operate, inspect, and maintain the floodwall. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

BT Red Hook LLC (Brooklyn Block 514, p/o Lot 4)

The Commission notes that the acquisition at this vacant lot will allow for access to an adjacent floodwall for operation, inspection, and maintenance. The Commission notes that the floodwall will be located in the City right-of-way along Sullivan Street, but that the City requires access to the rear of the floodwall on the lot to operate, inspect, and maintain the floodwall. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

Port Authority of NY/NJ (Brooklyn Block 515, p/o Lot 1)

The Commission notes that the acquisition at this lot, which features surface parking and an autobody shop, will allow for construction, operation, inspection, and maintenance of the proposed flood protection system within the lot, as well as segments within the mapped bed of Ferris and Sullivan Streets. To facilitate construction of the proposed project, this acquisition will also allow for removal and/or relocation of a perimeter fence, utility poles, a fire hydrant, and a catch basin. The Commission affirms that the proposed flood protection alignment within Port Authority property minimizes impacts on street use, particularly pedestrian circulation. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

Port Authority of NY/NJ (Brooklyn Block 515, p/o Lot 61)

The Commission notes that the acquisition at this lot, which features the Atlantic Basin Dock, Red Hook Container Terminals, the Brooklyn Street Circuit, PortSide Park, the Red Hook Ferry Terminal, Brooklyn Cruise Terminal, Clinton Wharf, two electrical sub-stations, and miscellaneous warehouse storage and parking uses, will allow for construction, operation, inspection, and maintenance of the proposed flood protection system within the lot, including a perimeter around the Atlantic Basin substation, as well as segments within the mapped bed of Imlay and Ferris Streets and within the adjacent City-owned lot (Block 515, Lot 300). To facilitate construction of the proposed project, this acquisition will also allow for removal and/or relocation of perimeter fences, guardrails, gates, bollards, manholes, catch basins, trees, and light poles, and regrading of a parking lot on the property. The Commission affirms that the proposed flood protection alignment within Port Authority property minimizes impacts on street use, particularly pedestrian circulation, allows for realignment and improvements to the BWG, and will allow for protection of two electrical sub-stations to support rapid recovery following critical flood events. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations

for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

BT Red Hook LLC (Brooklyn Block 573, p/o Lot 1)

The Commission notes that the acquisition at this vacant lot, will allow for construction, operation, inspection, and maintenance of the proposed flood protection system within the lot along its perimeter with Wolcott and Ferris Streets. To facilitate construction of the proposed project, this acquisition will also allow for removal and/or relocation of a manhole, fire hydrant, and trees. The Commission affirms that the proposed flood protection alignment within this property minimizes impacts on street use, particularly pedestrian circulation. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

Kings Harbor View Associates (Brooklyn Block 595, p/o Lot 9)

The Commission notes that the acquisition at this lot, which features surface parking and storage uses, will allow for removal and/or relocation of perimeter fencing, utility poles, and trees to facilitate floodwall construction on the adjacent street, as well as access to the adjacent floodwall for operation, inspection, and maintenance. The Commission notes that the floodwall will be located in the City right-of-way along Conover Street, but that the City requires access to the rear of the floodwall on the lot to operate, inspect, and maintain the floodwall. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

Kings Harbor View Associates (Brooklyn Block 595, p/o Lot 170)

The Commission notes that the acquisition at this lot, which features surface parking and the Pier 41 and 44 Waterfront Gardens, will allow for access to the adjacent floodwall for operation, inspection, and maintenance. The Commission notes that the floodwall will be located in the City right-of-way along Conover Street, but that the City requires access to the rear of the floodwall

on the lot to operate, inspect, and maintain the floodwall. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

55 Ferris Association Inc. (Brooklyn Block 606, p/o Lot 5)

The Commission notes that the acquisition at this lot, which features surface parking, will allow for construction, operation, inspection, and maintenance of the proposed flood protection system within the lot and within the adjacent City right-of-way along Beard and Otsego Streets. To facilitate construction of the proposed project, this acquisition will also allow for removal and/or relocation of utility poles, catch basins, and trees. The Commission affirms that the proposed flood protection alignment within this property minimizes impacts on street use, particularly pedestrian circulation. The Commission notes that portions of the flood protection system will be located in the City right-of-way along Beard and Otsego Streets, but that the City requires access to the rear of the floodwall on the lot to operate, inspect, and maintain the flood protection system. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

442 Van Brunt St. LLC, Brooklyn Block 610, p/o Lot 24

The Commission notes that the acquisition at this lot, which features a three-story mixed-use residential and commercial building, will allow for access to an adjacent floodwall and sliding gate for operation, inspection, and maintenance. To facilitate construction of the proposed project, this acquisition will also allow for removal, relocation, and/or replacement of a ramp, cellar door, catch basin, and trees. The Commission notes that the floodwall and sliding gate will be located in the City right-of-way along Van Brunt and Beard Streets, but that the City requires access to the rear of the floodwall on the lot to operate, inspect, and maintain the flood protection system. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the

applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

Nechanah & Rafael LLC (Brooklyn Block 610, p/o Lot 25)

The Commission notes that the acquisition at this lot, which features a commercial plant nursery, will allow for access to an adjacent floodwall and flip-up gate for operation, inspection, and maintenance. To facilitate construction of the proposed project, this acquisition will also allow for removal and/or replacement of a tree. The Commission notes that the floodwall and flip-up gate will be located in the City right-of-way along Van Brunt Street, but that the City requires access to the rear of the floodwall on the lot to operate, inspect, and maintain the flood protection system. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

Nechanah & Rafael LLC (Brooklyn Block 610, p/o Lot 26)

The Commission notes that the acquisition at this lot, which features a commercial plant nursery, will allow for access to an adjacent floodwall and flip-up gate for operation, inspection, and maintenance. To facilitate construction of the proposed project, this acquisition will also allow for removal and/or replacement of a utility pole between lots 26 and 27. The Commission notes that the floodwall and flip-up gate will be located in the City right-of-way along Van Brunt Street, but that the City requires access to the rear of the floodwall on the lot to operate, inspect, and maintain the flood protection system. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

Nechanah & Rafael LLC (Brooklyn Block 610, p/o Lot 27)

The Commission notes that the acquisition at this lot, which features a commercial plant nursery, will allow for access to an adjacent floodwall for operation, inspection, and maintenance. To facilitate construction of the proposed project, this acquisition will also allow for removal and/or replacement of a utility pole between lots 26 and 27. The Commission notes that the floodwall will be located in the City right-of-way along Van Brunt Street, but that the City requires access to the rear of the floodwall on the lot to operate, inspect, and maintain the flood protection system. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

The Edna Mieles 2010 Living Trust (Brooklyn Block 610, p/o Lot 28)

The Commission notes that the acquisition at this lot, which features a commercial plant nursery, will allow for access to an adjacent floodwall for operation, inspection, and maintenance. To facilitate construction of the proposed project, this acquisition will also allow for removal and/or replacement of a tree between lots 28 and 29. The Commission notes that the floodwall will be located in the City right-of-way along Van Brunt Street, but that the City requires access to the rear of the floodwall on the lot to operate, inspect, and maintain the flood protection system. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

The Edna Mieles 2010 Living Trust (Brooklyn Block 610, p/o Lot 29)

The Commission notes that the acquisition at this lot, which features a commercial plant nursery, will allow for access to an adjacent floodwall and flip-up gate for operation, inspection, and maintenance. To facilitate construction of the proposed project, this acquisition will also allow for removal and/or replacement of a tree between lots 28 and 29. The Commission notes that the floodwall and flip-up gate will be located in the City right-of-way along Van Brunt Street, but that the City requires access to the rear of the floodwall on the lot to operate, inspect, and

maintain the flood protection system. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

Erica Zurer (Brooklyn Block 610, p/o Lot 30)

The Commission notes that the acquisition at this lot, which features a one-story commercial building, will allow for construction, operation, inspection, and maintenance of the proposed flood protection system within the lot along its perimeter with Reed Street, and within the adjacent City right-of-way along Van Brunt Street. To facilitate construction of the proposed project, this acquisition will also allow for removal, replacement, and/or relocation of a catch basin and trees. The Commission affirms that the proposed flood protection alignment within this property minimizes impacts on street use, particularly pedestrian circulation. The Commission notes that portions of the flood protection system will be located in the City right-of-way along Van Brunt Street, but that the City requires access to the rear of the floodwall on the lot to operate, inspect, and maintain the flood protection system. The Commission believes that ensuring that this floodwall remains functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

Kings Harbor View Associates (Brooklyn Block 611, p/o Lot 1)

The Commission notes that the acquisition at this lot, which features a surface parking lot and electrical sub-station serving the adjacent Food Bazaar grocery store, will allow for construction, operation, inspection, and maintenance of the proposed flood protection system within the lot along its perimeter with Conover Street, and within the adjacent City right-of-way along Reed and Van Brunt Streets. To facilitate construction of the proposed project, this acquisition will also allow for removal, replacement, and/or relocation of a perimeter wall, catch basin, and trees. The Commission affirms that the proposed flood protection alignment within this property minimizes impacts on street use, particularly pedestrian circulation, and will allow for protection of the electrical sub-station to support rapid recovery following critical flood events. The

Commission notes that portions of the flood protection system will be located in the City right-of-way along Reed and Van Brunt Streets, but that the City requires access to the rear of the floodwall on the lot to operate, inspect, and maintain the flood protection system. The Commission believes that ensuring that this floodwall and sliding gate remain functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

Kings Harbor View Associates (Brooklyn Block 612, p/o Lot 1)

The Commission notes that the acquisition at this lot, which features two-story commercial and industrial warehouses, will allow for construction, operation, inspection, and maintenance of the proposed flood protection system within the lot along its perimeter with Beard Street. To facilitate construction of the proposed project, this acquisition will also allow for removal, replacement, and/or relocation of trees. The Commission affirms that the proposed flood protection alignment within this property minimizes impacts on street use, particularly pedestrian circulation. The Commission believes that ensuring that the floodwall and gates remain functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

IKEA Property Inc. (Brooklyn Block 612, p/o Lot 130)

The Commission notes that the acquisition at this lot, which features an Ikea furniture store, WPAA, and surface parking, will allow for construction, operation, inspection, and maintenance of the proposed flood protection system within the lot and within the adjacent City right-of-way along Beard Street. To facilitate construction of the proposed project, this acquisition will also allow for removal, replacement, and/or relocation of a utility poles, flagpoles, benches, and trees. The Commission affirms that the proposed flood protection alignment within this property minimizes impacts on street use, particularly pedestrian circulation and an accessible entrance to the WPAA. The Commission notes that portions of the flood protection system will be located in the City right-of-way along Beard Street, but that the City requires access to the rear of the

floodwall on the lot to operate, inspect, and maintain the flood protection system. The Commission believes that ensuring that this floodwall and gate remain functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

280 Richards Street LLC (Brooklyn Block 612, p/o Lot 150)

The Commission notes that the acquisition at this lot, which features an Amazon distribution facility, will allow for construction, operation, inspection, and maintenance of the proposed flood protection system within the lot along its perimeter with Beard Street. To facilitate construction of the proposed project, this acquisition will also allow for removal, replacement, and/or relocation of a catch basin, driveways, and trees. The Commission affirms that the proposed flood protection alignment within this property minimizes impacts on street use, particularly pedestrian circulation. The Commission believes that ensuring that this floodwall and gate remain functional is essential to the effectiveness of the entire flood protection system. The Commission acknowledges that the applicant has reached out to the owner and recognizes that negotiations for the easement will be finalized after the approval of this application. The Commission believes that this acquisition is appropriate.

RESOLUTION

Therefore, the City Planning Commission, deeming the proposed amendment to the City Map and any related acquisition or disposition of property to be appropriate, adopts the following resolution:

RESOLVED, that having considered the Environmental Assessment Statement, for which a Negative Declaration was issued on November 9, 2023 with respect to this application (CEQR No. 23OOM013K), the City Planning Commission finds that the actions described herein will have no significant impact on the environment; and be it further

RESOLVED, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application and finds that the proposed action is consistent with WRP policies; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 199 of the New York City Charter, that based on the environmental determination and consideration described in this report, the application submitted by the New York City Department of Design and Construction, the New York City Department of Transportation, the New York City Department of Citywide Administrative Services, and the New York City Department of Parks and Recreation for an amendment to the City Map involving:

- the establishment of Sullivan Street between the U.S. Pierhead and Bulkhead Lines and Ferris Street;
- the establishment of a Park at Columbia Street south of Todd Memorial Square Public Park;
- the modification of grades at points within an area generally bounded by the approaches to the Hugh L. Carey (Brooklyn-Battery) Tunnel, Imlay Street, Pioneer Street, Conover Street, Beard Street, Halleck Street, Columbia Street, Bay Street, Clinton Street, Lorraine Street and the US Bulkhead Line;
- the adjustment of grades and block dimensions necessitated thereby; and
- any acquisition or disposition of real properties related thereto,

in Community District 6, Borough of Brooklyn, in accordance with Maps No. N-2764 through N-2770, dated December 11, 2023, and signed by the Borough President is approved.

Such approval being subject to the following condition:

- a. The subject amendment to the City Map shall take effect on the day following the day on which certified counterparts of Map Nos. N-2674 through N-2770 dated December 11, 2023 are filed with the appropriate agencies in accordance with Section 198 subsection c of the New York City Charter.

The above resolution (C 240035 MMK), duly adopted by the City Planning Commission on May 1, 2024 (Calendar No. 12), is filed with the Office of the Speaker, City Council, and the Borough President, in accordance with the requirements of Section 197-d of the New York City Charter.

DANIEL R. GARODNICK, Esq., Chair

KENNETH J. KNUCKLES, Esq., *Vice Chairman*

GAIL BENJAMIN, ALFRED C. CERULLO, III, ANTHONY CROWELL, Esq.,

JOSEPH I. DOUEK, DAVID GOLD, Esq., LEAH GOODRIDGE, Esq.,

RASMIA KIRMANI-FRYE, ORLANDO MARÍN, JUAN CAMILO OSORIO,

RAJ RAMPERSHAD, *Commissioners*

SECTION 2 OF THE KINGS COUNTY LAND MAP

REFERENCE MAPS

FINAL SECTIONS: 22
V-2060 (CP 21265)
W-2024 (CP 21004)
L-361

LEGEND

- Indicates street line heretofore established and hereby retained.
- Indicates street line hereby established.
- - - - - Indicates line of sewer easement hereby delineated
- · — · — Indicates U.S. Bulkhead Line
- · — · — Indicates U.S. Pierhead Line
- 200.00 Indicates dimension heretofore established and hereby retained.
- 702.26 Indicates dimension hereby established.
- ~~520.00~~ Indicates dimension heretofore established and hereby eliminated.
- 3.85 Indicates elevation heretofore established and hereby retained.
- 4.30 Indicates elevation hereby established.
- 4.20 Indicates elevation heretofore established and hereby eliminated.
- 85' Indicates tie-in distance to an elevation heretofore established and hereby retained.
- 436' Indicates tie-in distance to an elevation hereby established.
- 515 Indicates tax block number.

NOTES

ELEVATIONS ARE TAKEN AT TOP OF CURB UNLESS OTHERWISE NOTED.
ELEVATIONS REFER TO BROOKLYN HIGHWAY DATUM WHICH IS 2.56 FEET ABOVE THE U.S.C. & G.S. DATUM AT SANDY HOOK, NEW JERSEY.
EASEMENTS ARE NOT PART OF THE CITY MAP AND ARE SHOWN OR NOTED FOR INFORMATIONAL PURPOSES ONLY.

I, _____, Secretary of the City Planning Commission, do hereby certify that this map is one of _____ similar maps approved by the City Planning Commission on the ____ day of _____, 202_ (Cal. No. _____) and subsequently approved by the City Council on _____, 202_ (Res. No. _____), which action comprised final approval, and that this map was filed on the date of this certification and will take effect on the following day.

Dated: New York: _____

Secretary, City Planning Commission

CITY OF NEW YORK
BOROUGH OF BROOKLYN
OFFICE OF THE PRESIDENT
TOPOGRAPHICAL BUREAU
MAP NO. N-2764
SHOWING THE ESTABLISHMENT OF
SULLIVAN STREET
BETWEEN THE U.S. PIERHEAD AND BULKHEAD LINES
AND FERRIS STREET
AND
MODIFYING THE GRADES
IN THE AREA BOUNDED BY
**KING STREET, FERRIS STREET,
SULLIVAN STREET, AND
WOLCOTT STREET**

DATED: DECEMBER 11, 2023

ANTONIO REYNOSO
PRESIDENT, BOROUGH OF
BROOKLYN

CONSULTING ENGINEER

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U.S. PIERHEAD AND BULKHEAD LINE

515

702.26

681 SULLIVAN

PERMANENT SEWER EASEMENT

STREET

715.56

STREET

FERRIS

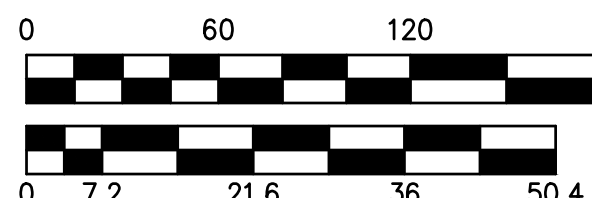
514

754.0±

WOLCOTT STREET

765.0±

ENGLISH SCALE: 1 INCH = 60 FEET



METRIC SCALE: 1 CM = 7.2 M (23.622 FEET)

PREPARED BY:

GdB GEOSPATIAL
88 DURYEA ROAD
MELVILLE NEW YORK 11747



CHECKED BY: _____
REVIEWED BY: _____

SECTION 2 OF THE KINGS COUNTY LAND MAP

REFERENCE MAPS

FINAL SECTIONS: 22, 31
Y-2661 (CP 030412MMK)
V-2110 (CP 21815)

LEGEND

- 500.00 Indicates street line heretofore established and hereby retained.
- 5.70 Indicates dimension heretofore established and hereby retained.
- 6.55 Indicates elevation heretofore established and hereby retained.
- 4.92 Indicates elevation hereby established.
- 100' Indicates elevation heretofore established and hereby eliminated.
- 604 Indicates tie-in distance to an elevation heretofore established and hereby retained.
- Indicates tax block number.

NOTES

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Dated: New York: _____

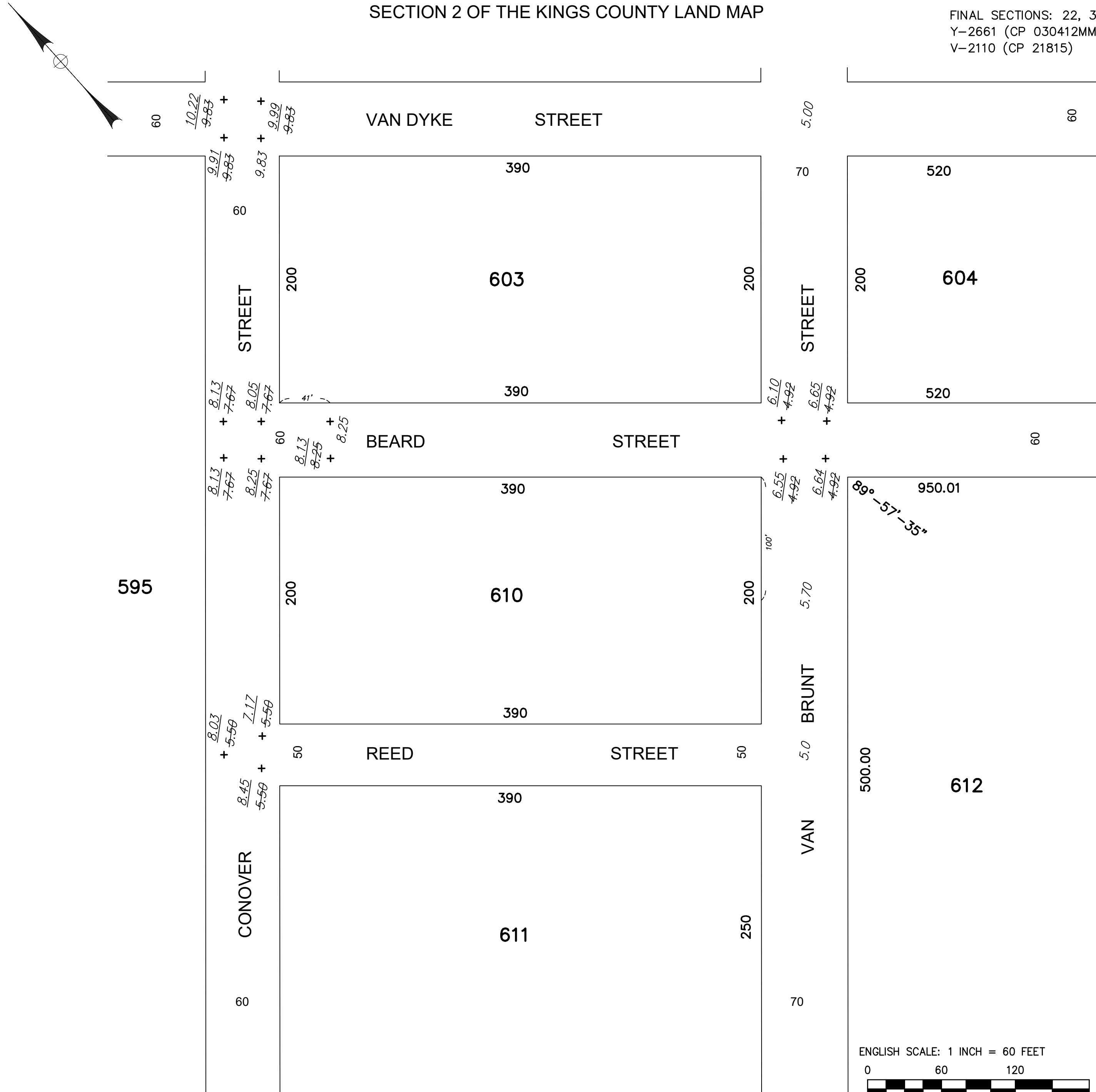
Secretary, City Planning Commission

CITY OF NEW YORK
BOROUGH OF BROOKLYN
OFFICE OF THE PRESIDENT
TOPOGRAPHICAL BUREAU
MAP NO. N-2765
MODIFYING THE GRADES
IN THE AREA BOUNDED BY
**VAN DYKE STREET, VAN BRUNT STREET,
REED STREET AND CONOVER STREET**

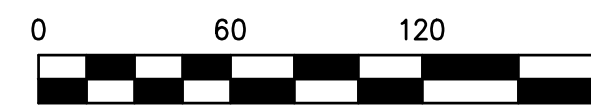
DATED: DECEMBER 11, 2023

ANTONIO REYNOSO
PRESIDENT, BOROUGH OF
BROOKLYN

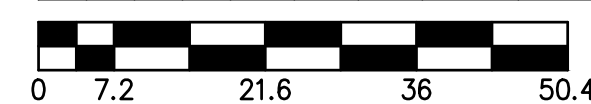
CONSULTING ENGINEER



ENGLISH SCALE: 1 INCH = 60 FEET



METRIC SCALE: 1 CM = 7.2 M (23.622 FEET)



PREPARED BY:
GdB GEOSPATIAL
88 DURYEA ROAD
MELVILLE NEW YORK 11747

CHECKED BY: _____
REVIEWED BY: _____

SECTION 2 OF THE KINGS COUNTY LAND MAP

REFERENCE MAPS

FINAL SECTIONS: 22, 31
Y-2661 (CP 030412MMK)
V-749-F (CP 9737)

LEGEND

- Indicates street line heretofore established and hereby retained.
- 200.00 Indicates dimension heretofore established and hereby retained.
- 4.70 Indicates elevation heretofore established and hereby retained.
- 7.54 Indicates elevation hereby established.
- 3.67 Indicates elevation heretofore established and hereby eliminated.
- 60' Indicates tie-in distance to an elevation heretofore established and hereby retained.
- 606** Indicates tax block number.

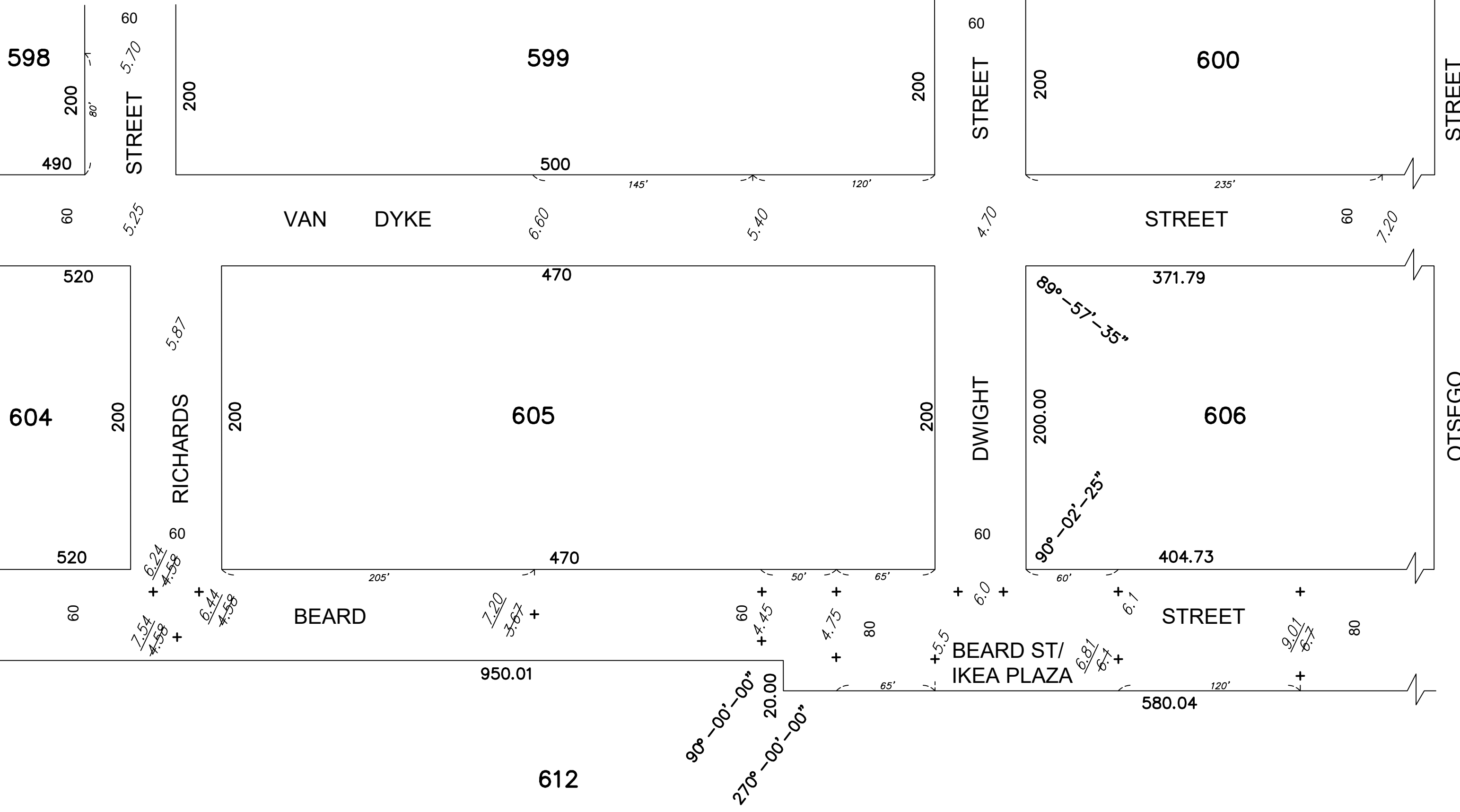
NOTES

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Dated: New York: _____

Secretary, City Planning Commission



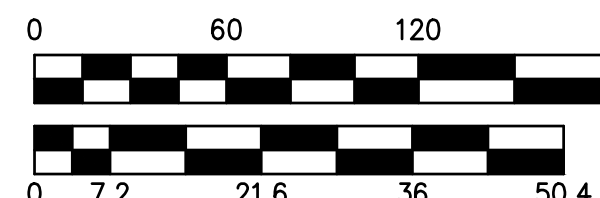
CITY OF NEW YORK
BOROUGH OF BROOKLYN
OFFICE OF THE PRESIDENT
TOPOGRAPHICAL BUREAU
MAP NO. N-2766
MODIFYING THE GRADES IN
BEARD STREET, BEARD STREET/IKEA PLAZA
BETWEEN
RICHARDS STREET AND OTSEGO STREET

DATED: DECEMBER 11, 2023

ANTONIO REYNOSO
PRESIDENT, BOROUGH OF
BROOKLYN

CONSULTING ENGINEER

ENGLISH SCALE: 1 INCH = 60 FEET



METRIC SCALE: 1 CM = 7.2 M (23.622 FEET)

PREPARED BY:

GdB GEOSPATIAL
88 DURYE A ROAD
MELVILLE NEW YORK 11747




CHECKED BY: _____
REVIEWED BY: _____

SECTION 2 OF THE KINGS COUNTY LAND MAP

REFERENCE MAPS

FINAL SECTIONS: 32
N-2004
W-1027 (CP 12496)
G-881

LEGEND

- 515.00 Indicates street line heretofore established and hereby retained.
- 11.80 Indicates dimension heretofore established and hereby retained.
- 8.04 Indicates elevation heretofore established and hereby retained.
- 8.50 Indicates elevation hereby established.
- 8.50 Indicates elevation heretofore established and hereby eliminated.
- 515.00P Indicates Park dimension heretofore established and hereby retained.
- 90' Indicates tie-in distance to an elevation heretofore established and hereby retained.
- 486 Indicates tax block number.
-  Indicates Park heretofore established and hereby retained.

NOTES

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ELEVATIONS REFER TO THE BROOKLYN HIGHWAY DATUM WHICH IS 2.56 FEET ABOVE THE U.S.C. & G.S. DATUM AT SANDY HOOK.

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Dated: New York: _____

Secretary, City Planning Commission

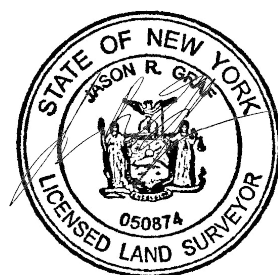
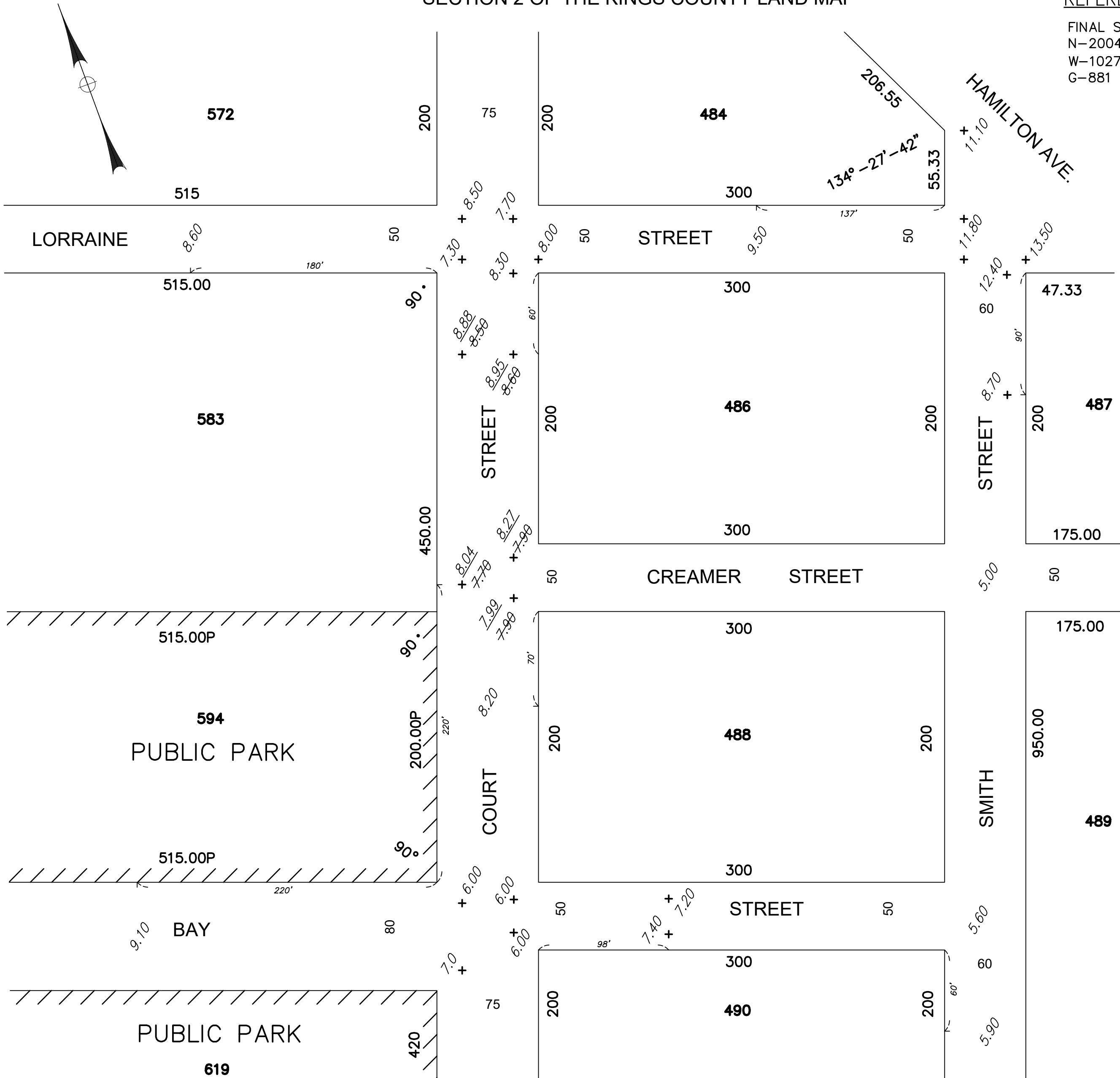
CITY OF NEW YORK
BOROUGH OF BROOKLYN
OFFICE OF THE PRESIDENT
TOPOGRAPHICAL BUREAU
MAP NO. N-2767
MODIFYING THE GRADES IN
COURT STREET
BETWEEN
LORRAINE STREET AND CREAMER STREET

DATED: DECEMBER 11, 2023

ANTONIO REYNOSO
PRESIDENT, BOROUGH OF
BROOKLYN

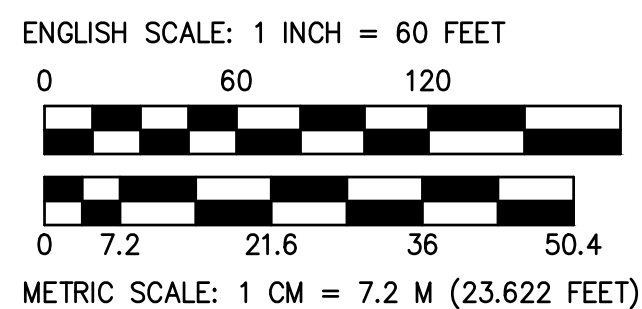
CONSULTING ENGINEER

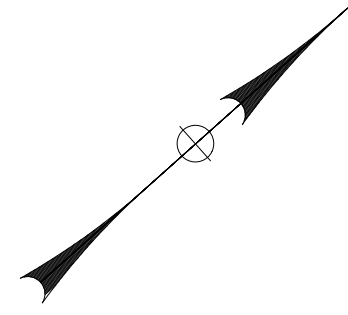
© COPYRIGHT 2023 PRESIDENT, BOROUGH OF BROOKLYN 1/2023



PREPARED BY:
GdB GEOSPATIAL
88 DURYEA ROAD
MELVILLE NEW YORK 11747

CHECKED BY: _____
REVIEWED BY: _____





SECTION 2 OF THE KINGS COUNTY LAND MAP

REFERENCE MAPS

FINAL SECTIONS: 22, 23
X-2317 (CPC C810418 MMK)
Y-2032 (CP 21095)
L-1005 (CP 3369)
V-631-F
V-441-F (CP 6891)

LEGEND

- Indicates street line heretofore established and hereby retained.
- 180.00** Indicates dimension heretofore established and hereby retained.
- 6.00 Indicates elevation heretofore established and hereby retained.
- 3.55 Indicates elevation hereby established.
- ~~6.00~~ Indicates elevation heretofore established and hereby eliminated.
- 502** Indicates tax block number.

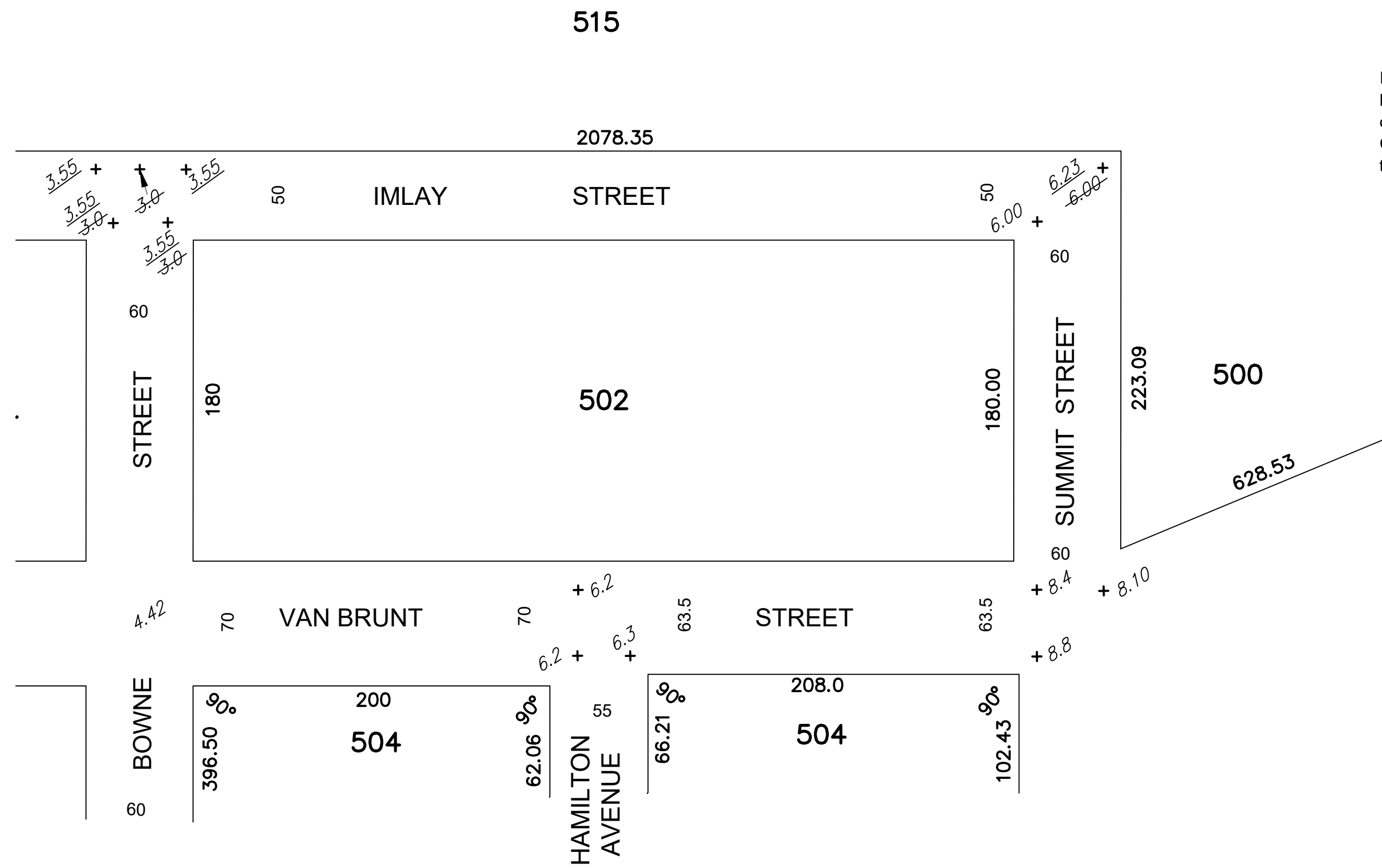
NOTES

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ELEVATIONS REFER TO BROOKLYN HIGHWAY DATUM WHICH IS 2.56 FEET ABOVE THE U.S.C. & G.S. DATUM AT SANDY HOOK.

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Dated: New York: _____

Secretary, City Planning Commission



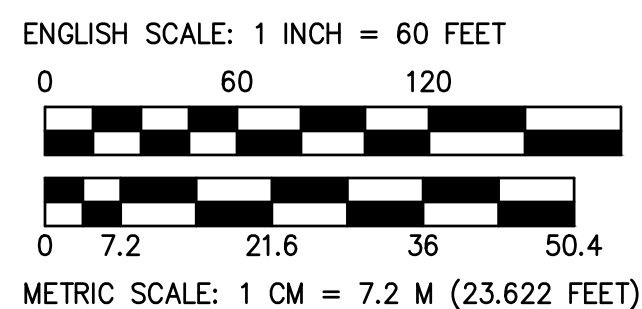
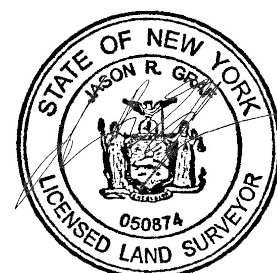
CITY OF NEW YORK
BOROUGH OF BROOKLYN
OFFICE OF THE PRESIDENT
TOPOGRAPHICAL BUREAU
MAP NO. N-2768
MODIFYING THE GRADES
OF
IMLAY STREET
AT THE INTERSECTIONS OF
BOWNE STREET AND SUMMIT STREET

DATED: DECEMBER 11, 2023

ANTONIO REYNOSO
PRESIDENT, BOROUGH OF
BROOKLYN

CONSULTING ENGINEER

PREPARED BY:
GdB GEOSPATIAL
88 DURYE A ROAD
MELVILLE NEW YORK 11747



SECTION 2 OF THE KINGS COUNTY LAND MAP

REFERENCE MAPS

FINAL SECTIONS: 22
X-2303 (CP 800538MMK)
W-2024 (CP 21004)
V-2010 (CP 20950)
L-361

LEGEND

- Indicates street line heretofore established and hereby retained.
- 220.00** Indicates dimension heretofore established and hereby retained.
- 7.20 Indicates elevation heretofore established and hereby retained.
- 4.67 Indicates elevation hereby established.
- 5.30 Indicates elevation heretofore established and hereby eliminated.
- 120' Indicates tie-in distance to an elevation heretofore established and hereby retained.
- 529** Indicates tax block number.

NOTES

ELEVATIONS ARE TAKEN AT TOP OF CURB UNLESS OTHERWISE NOTED.
ELEVATIONS REFER TO BROOKLYN HIGHWAY DATUM WHICH IS 2.56 FEET ABOVE THE U.S.C. & G.S. DATUM AT SANDY HOOK.

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Dated: New York: _____

Secretary, City Planning Commission

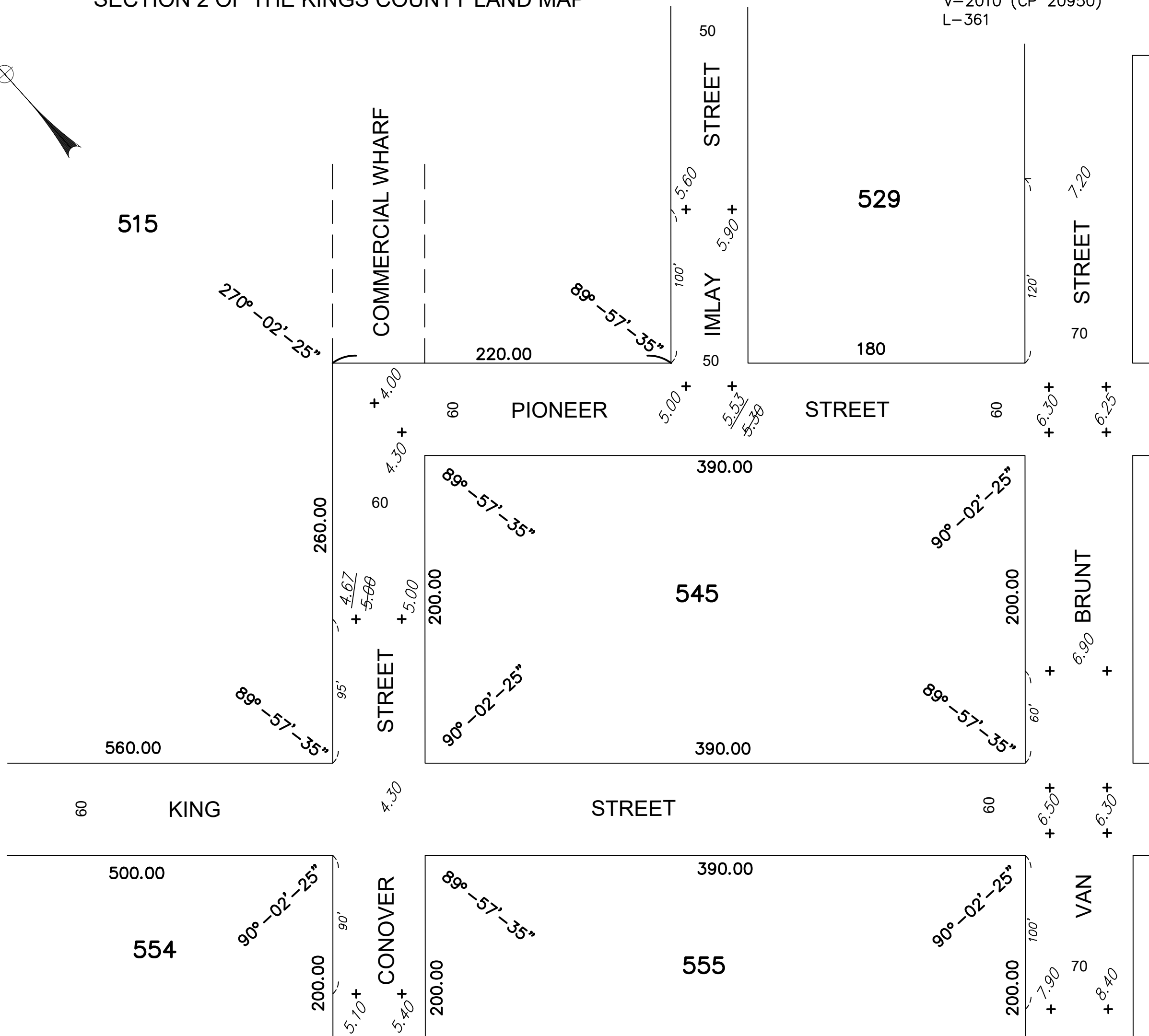
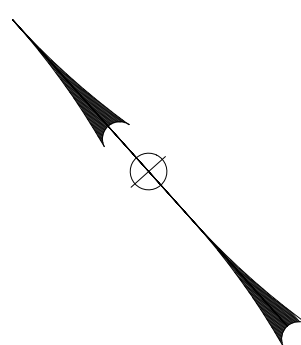
CITY OF NEW YORK
BOROUGH OF BROOKLYN
OFFICE OF THE PRESIDENT
TOPOGRAPHICAL BUREAU
MAP NO. N-2769
MODIFYING THE GRADES IN
CONOVER STREET
BETWEEN
PIONEER STREET AND KING STREET
AND
PIONEER STREET
AT THE INTERSECTION OF IMLAY STREET

DATED: DECEMBER 11, 2023

ANTONIO REYNOSO
PRESIDENT, BOROUGH OF
BROOKLYN

CONSULTING ENGINEER

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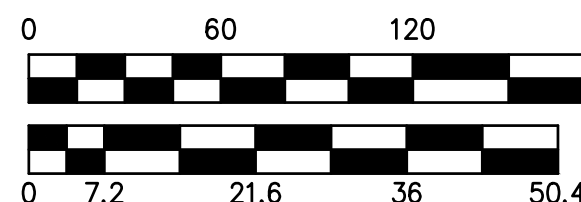
PREPARED BY:

GdB GEOSPATIAL
88 DURYE A ROAD
MELVILLE NEW YORK 11747



CHECKED BY: _____
REVIEWED BY: _____

ENGLISH SCALE: 1 INCH = 60 FEET





METRIC SCALE: 1 CM = 7.2 M (23.622 FEET)

SECTION 2 OF THE KINGS COUNTY LAND MAP

REFERENCE MAPS

FINAL SECTIONS: 31
Y-2661 (CP 030412MMK)
L-877

LEGEND

- Indicates street line heretofore established and hereby retained.
- - - - - Indicates line of sewer easement hereby delineated
- 500 Indicates dimension heretofore established and hereby retained.
- 970 Indicates dimension hereby established.
- 6.60 Indicates elevation heretofore established and hereby retained.
- 7.76 Indicates elevation hereby established.
- 5-65 Indicates elevation heretofore established and hereby eliminated.
- 500P Indicates Park dimension heretofore established and hereby retained.
- 60.00P Indicates Park dimension hereby established.
- 55' Indicates tie-in distance to an elevation heretofore established and hereby retained.
- 607 Indicates tax block number.
-  PARK Indicates Park heretofore established and hereby retained.
-  PARK Indicates Park hereby established.

NOTES

ELEVATIONS ARE TAKEN AT TOP OF CURB UNLESS OTHERWISE NOTED.
ELEVATIONS REFER TO BROOKLYN HIGHWAY DATUM WHICH IS 2.56 FEET ABOVE THE U.S.C. & G.S. DATUM AT SANDY HOOK, NEW JERSEY.
EASEMENTS ARE NOT PART OF THE CITY MAP AND ARE SHOWN OR NOTED FOR INFORMATIONAL PURPOSES ONLY.

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Dated: New York: _____

Secretary, City Planning Commission

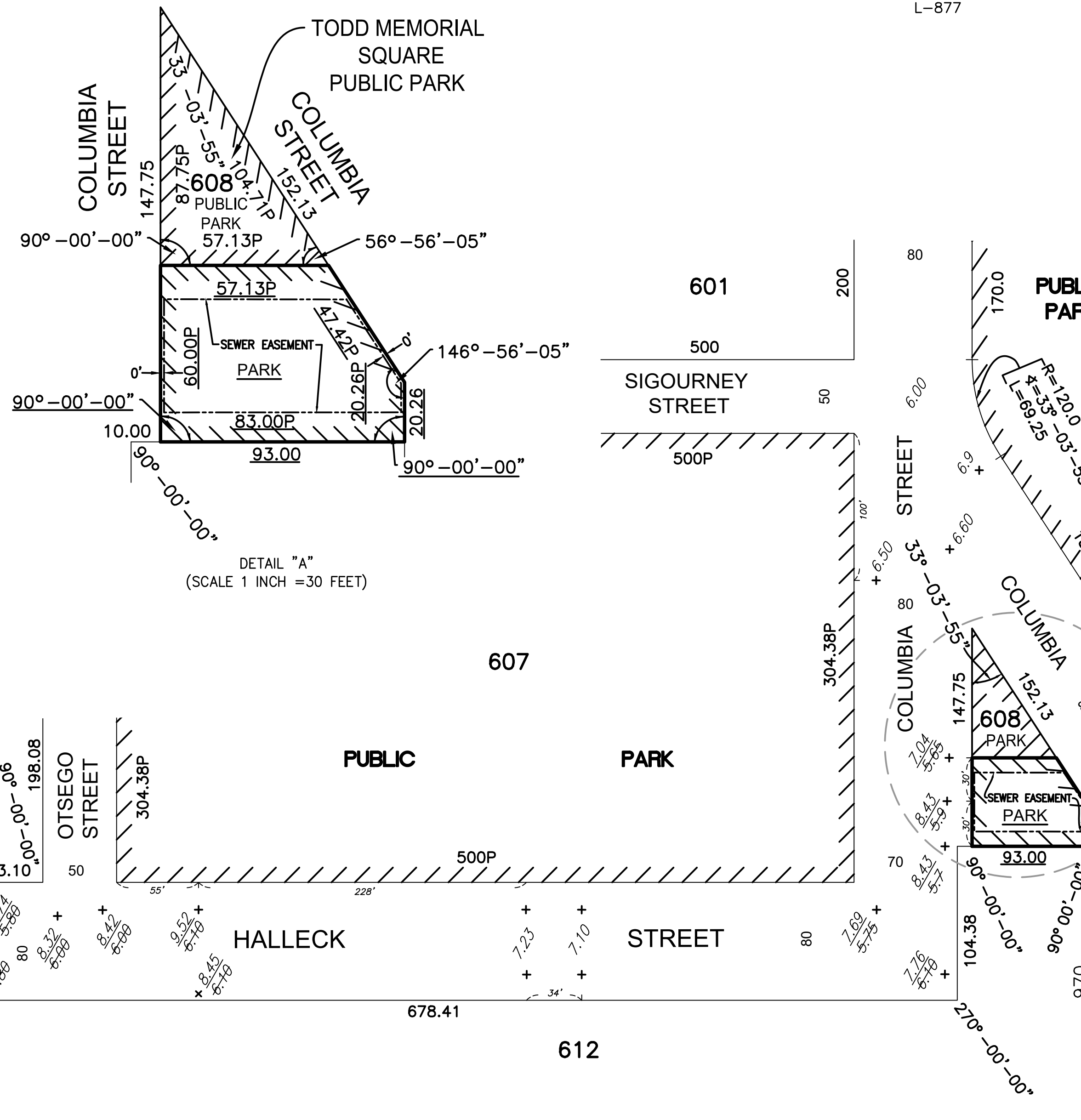
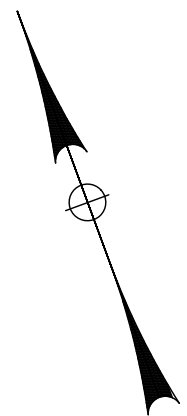
CITY OF NEW YORK
BOROUGH OF BROOKLYN
OFFICE OF THE PRESIDENT
TOPOGRAPHICAL BUREAU
MAP NO. N-2770
MODIFYING THE GRADES
IN THE AREA BOUNDED BY
**BEARD STREET/IKEA PLAZA,
HALLECK STREET, COLUMBIA
STREET, SIGOURNEY STREET
AND OTSEGO STREET**
AND
THE ESTABLISHMENT OF A PARK AT
COLUMBIA STREET
SOUTH OF TODD MEMORIAL SQUARE PUBLIC PARK

DATED: DECEMBER 11, 2023

COMMISSIONER
DEPARTMENT OF PARKS AND
RECREATION

ANTONIO REYNOSO
PRESIDENT, BOROUGH OF
BROOKLYN

CONSULTING ENGINEER



DETAIL "A"
(SCALE 1 INCH = 30 FEET)

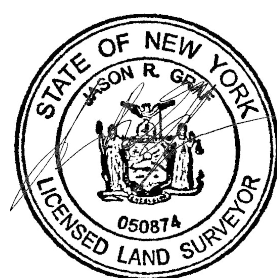
ENGLISH SCALE: 1 INCH = 60 FEET



METRIC SCALE: 1 CM = 7.2 M (23.622 FEET)

PREPARED BY:

GdB GEOSPATIAL
88 DURYE A ROAD
MELVILLE NEW YORK 11747



CHECKED BY: _____
REVIEWED BY: _____



COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: Red Hook Coastal Resiliency	
Applicant: DDC - NYC Department of Design and Construction	Applicant's Primary Contact: Bobby Issac
Application #	Borough:
CEQR Number:	Validated Community Districts: K06

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Favorable			
# In Favor: 26	# Against: 0	# Abstaining: 2	Total members appointed to the board: 28
Date of Vote: 2/21/2024 12:00 AM		Vote Location: Van Alen Institute- 303 Bond Street	

Please attach any further explanation of the recommendation on additional sheets as necessary

Date of Public Hearing: 1/25/2024 6:30 PM	
Was a quorum present? Yes	<i>A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members</i>
Public Hearing Location:	Van Alen Institue- 303 Bond Street

CONSIDERATION: Brooklyn Community Board 6 voted to approve the ULURP application for the Red Hook Coastal Resiliency(RHCR) project at our February 21st, 2024, full board meeting. Twenty-six were in favor, zero opposed, and one abstention. However, the approval is conditional on various factors based on the Red Hook community's concerns.		
The first condition is that the data used for the decisions be updated to reflect the current reality of flooding in Red Hook. While the impetus for this project stems from Sandy, the reality has shifted in the wrong direction since, so the planning should reflect that. Additionally, the RHCR should not exclude several large buildings, small businesses, and a supermarket at the end of Van Brunt Street. The community must be regularly and actively engaged, informed, and consulted as it deals with the reality and needs for resiliency in Red Hook in real-time. As such, the Red Hook's input will result in a better, and therefore more resilient, RHCR.		
Recommendation submitted by	BK CB6	Date: 3/6/2024 2:17 PM



BOROUGH PRESIDENT RECOMMENDATION

Project Name: Red Hook Coastal Resiliency	
Applicant: DDC - NYC Department of Design and Construction	Applicant's Administrator: Bobby Issac
Application #	Borough: Brooklyn
CEQR Number:	Validated Community Districts: K06

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Favorable

Please attach any further explanation of the recommendation on additional sheets as necessary

CONSIDERATION: Please see attached memo for full comment.

Recommendation submitted by	BK BP	Date: 3/20/2024 4:34 PM
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Brooklyn Borough President Antonio Reynoso
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City Planning Commission
120 Broadway, 31st Floor, New York, NY 10271
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Uniform Land Use Review Procedure (ULURP) Application

RED HOOK COASTAL RESILIENCY – C240035MMK, C240036PQK

IN THE MATTER OF an application submitted by the Department of Design and Construction (DDC), Department of Transportation (DOT), Department of Citywide Administrative Services (DCAS), and Department of Parks and Recreation (Parks) seeking City Map amendments to regrade and elevate several streets and map new parkland to enlarge Todd Triangle Park, as well as acquisitions related to easements along private property, to facilitate a neighborhood-wide flood resiliency project in Red Hook, Community District 6, Brooklyn.

BROOKLYN COMMUNITY DISTRICT 6

RECOMMENDATION

APPROVE
 APPROVE WITH
MODIFICATIONS/CONDITIONS

DISAPPROVE
 DISAPPROVE WITH
MODIFICATIONS/CONDITIONS

RECOMMENDATION FOR: RED HOOK COASTAL RESILIENCY – C240035MMK, C240036PQK

The Department of Transportation (DOT), Department of Design and Construction (DDC), Department of Parks and Recreation (Parks), and Department of Citywide Administrative Services (DCAS) (collectively the “Applicants”) are seeking approval for a series of city map changes and acquisitions to facilitate the Red Hook Coastal Resiliency (RHCR) project. RHCR aims to address coastal storm flooding vulnerability along segments of the Red Hook waterfront by implementing a flood protection system in the public right-of-way.

The proposed flood protection system includes permanent floodwalls, deployable flood barriers, and raised street grades that, combined, aim to provide a base static level of protection of up to elevation eight feet, and up to elevation 10 feet with the deployable flood barriers deployed. The Applicants determined this level of protection with the Federal Emergency Management Agency (FEMA) and the New York State Department of Homeland Security and Emergency Services (DHSES), who are providing grant funding for the project. RHCR also includes several improvements to open space, namely a slight enlargement of Todd Triangle Park and a buildout of the Brooklyn Waterfront Greenway (BWG).

In order to facilitate construction of this project, the Applicants are requesting 20 changes in legal street grades, mapping Sullivan Street west of Ferris Street, and demapping a portion of Halleck Street to

enlarge Todd Triangle Park. The applicants are also seeking acquisitions of 20 privately owned lots in order to facilitate the negotiation of easements. The purpose of these easements would be to provide access to the flood protection system for maintenance and repair, rather than purchasing property.

Borough President Reynoso held a public hearing on this application on February 28, 2024. Four members of the public testified at the hearing and four additional residents submitted written testimony. Testimony voiced concerns about the design and maintenance of the proposed floodwalls, the exclusion of buildings at the southern end of Van Brunt Street south of Beard Street, and a potential “bathtub effect” resulting from backflow prevention devices being installed on the combined sewer outfalls (CSOs) in the area.

Community Board Position

Community Board 6 voted to approve this application on February 20, 2024, with the conditions that the Applicants:

- 1) Update the data used to reflect the current reality of flooding in Red Hook
- 2) Not exclude several large buildings, small businesses, and a supermarket at the end of Van Brunt street

Approval Rationale

Borough President Reynoso believes the requested changes to the City Map and acquisitions are appropriate. Red Hook Coastal Resiliency (RHCR) is a step forward toward protecting Red Hook from coastal flooding and providing sorely needed investments to open space and the Brooklyn Waterfront Greenway.

Protecting Brooklyn’s waterfront communities from the threats of climate change is essential. This is especially apparent in Red Hook, a neighborhood that is home to both an environmental justice community and vital industrial and waterfront businesses critical to the region’s logistics and economy. In *The Comprehensive Plan for Brooklyn*, Borough President Reynoso outlines a framework for Resilient Infrastructure & Jobs that focuses on the borough’s waterfront as a site of industrial jobs, critical freight infrastructure, and the first line of defense against rising sea water. By protecting against 10 feet of coastal flooding while preserving Red Hook’s industrial land use and access to the waterfront, RHCR is aligned with this framework.

However, Borough President Reynoso echoes concerns that this plan addresses only one kind of flooding and could leave Red Hook vulnerable to a “bathtub effect” when tide gates are activated on CSOs. The Borough President understands that RHCR’s funding and purview are limited to coastal flooding. It is essential for future projects such as the Army Corps of Engineers’ Harbor and Tributary Study (HATS) to specifically include protections against stormwater flooding, not just coastal flooding. DEP should also continue to engage the community and provide more information about sewer system upgrades scheduled to begin construction in 2027.

As outlined in *The Comprehensive Plan for Brooklyn*, Borough President Reynoso is committed to the improvement of pedestrian, cycling, and recreational infrastructure across the borough. By building out a portion of the Brooklyn Waterfront Greenway, this project is aligned with the Plan’s Healthy Streets & Environment framework, and specific recommendations relating to strengthening Brooklyn’s bicycle and pedestrian infrastructure (Rec 4.1.1) and promoting cycling and recreational opportunities for all Brooklynites (Rec. 4.1.3).

The Borough President is also encouraged that RHCR’s design incorporates traffic calming and accessibility measures such as raised intersections. Slowing down traffic to safer speeds will be especially important to offset the loss of the existing cobblestones. However, the Borough President is disappointed that the proposed raised intersections include no additional paint or other visual markings. Traffic calming measures rely on shaping drivers’ perception. To maximize the traffic calming effect, the Borough

President requests that DOT alter the design of the proposed raised intersections to include additional paint or a change in pavement treatment, as illustrated in the National Association for City Transportation Officials (NACTO) Urban Street Design Guide.

Our borough's open spaces are only as good as the maintenance and sanitation services they receive. The Borough President echoes community concerns that the existing Interim Flood Protection Measures (IFPM) have been poorly maintained, leading to piles of trash building up on top of and against the sides of flood barriers. DOT and DEP have claimed responsibility for the maintenance and operations of the floodwalls. Borough President Reynoso requests that DOT and DEP coordinate with the City's Chief Public Realm Officer to publish a maintenance strategy for flood infrastructure.

Borough President Reynoso is aware of a community proposal to re-map Halleck Street to facilitate a truck rerouting proposal. When asked about a potential conflict with the proposed enlargement of Todd Triangle Park, the Applicants responded that given that the proposed re-mapping of Halleck would already require a lengthy park alienation process at the state level, RHCR's proposed enlargement of Todd Park would not represent an additional significant obstacle to the truck re-routing plan. If such a plan were to be pursued, the enlargement of Todd Triangle Park would at least serve as a useful addition of open, permeable space in the interim.

Recommendation

Be it resolved that the Brooklyn Borough President, pursuant to Sections 197-c and 201 of the New York City Charter, recommends that the City Planning Commission and City Council approve this application with the condition that:

- 1) The Department of Transportation (DOT) alter the design of proposed raised intersections to include additional paint or a change in pavement material.

Be it further resolved that:

- 1) The Department of Transportation (DOT) and Department of Environmental Protection (DEP) coordinate their stewardship and maintenance of the floodwalls with the City's Chief Public Realm Officer.
- 2) The Department of Environmental Protection (DEP) commit to additional public engagement to update the public on the status of sewer improvements with regard to preventing the "bathtub effect."



March 20, 2024

BROOKLYN BOROUGH PRESIDENT

DATE