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# RED HOOK COASTAL RESILIENCY (RHCR)

**60% DESIGN WALKTHROUGH - COMMUNITY MEETING**  
**FOR PRESENTATION PURPOSES ONLY**

# AGENDA

## Introductions

1. Meeting Goals & Project Overview
2. Project Timeline
3. What We've Heard & Engagement
4. Overview of Proposed 60% Design

## Q&A Break 1

5. Elements of the Flood Protection System
6. In-Depth Review of 60% Design Concepts
7. Neighborhood-Wide Changes

## Q&A Break 2

8. Regulatory Reviews:
  - Easements
  - Unified Land Use Review Procedure (ULURP)
  - Environmental Assessment (EA)
  - Public Design Commission (PDC)

## Q&A Break 3

## Closing Remarks & Next Steps

# MEETING GOALS & PROJECT OVERVIEW

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# Red Hook Coastal Resiliency (RHCR) Project

This project will reduce **coastal flood** risks for the Red Hook community



## What we will accomplish today:

- Share how this project will improve the neighborhood and impact everyday life in Red Hook
- Show how the proposed flood protection system will reduce coastal flood risk in Red Hook
- Review how the Brooklyn Waterfront Greenway (BWG) associated amenities will improve the neighborhood
- Review the standards and approvals the project must meet to provide the safest and best design

# FEMA Phases & Funding



- **\$4 Million** awarded by FEMA to study the feasibility of an Integrated Flood Protection System (IFPS)
- **\$100 Million** total capital project budget, \$50M FEMA award and \$50M local City match
- The City is required to request FEMA and DHSES approvals throughout each phase of project development:  
During Phase I, 30%, 60%, 90% and 100% design submissions must be submitted and approved by FEMA before proceeding to the next deliverable and phase

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# FEMA Eligibility Criteria

- Project timeline: substantial design completion by end of 2022
- Must be an independent system –cannot depend on other projects to fully function
- Benefit Cost Analysis (BCA): quantified benefits must be greater than quantified costs
- Must be a permanent system without temporary measures
- Cannot have a negative impact on existing conditions, or worsen flooding in other nearby locations
- City must be able to access, operate, and maintain the protection system, including emergency activations, routine inspections, and repairs as needed

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# FEMA Criteria & Project Priorities

Meet FEMA eligibility criteria and address community and City needs



## Community Priorities

Maintain Waterfront Access, Preserve Neighborhood Character, Open Space and Trees, Neighborhood-wide Coordination, Enhance Community Preparedness



## Reliability

Maximum Level of Flood Risk Reduction, Minimize Use of Deployable Features Mitigate Interior Flood Impacts



## Environmental Impacts

Minimize and Mitigate Environmental Impacts, Incorporate Sustainable Features



## Urban Design

Integrate with Neighborhood Streetscape, Maintain Waterfront Access & Views, Minimal Impact to Pedestrian & Vehicle Circulation



## Constructability

Minimize Construction Impacts to Neighborhood



## Operations & Maintenance

Plan For Long-Term Operations & Maintenance Needs for the Life of the Project

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# RHCR Project Partners & Team

## New York City Agencies

- Department of Design and Construction (DDC)
- Mayor's Office of Climate & Environmental Justice (MOCEJ)
- Department of Transportation (DOT)
- Department of Environmental Protection (DEP)
- NYC Department of Parks & Recreation (Parks)
- Economic Development Corporation (NYCEDC)
- Mayor's Office of Environmental Coordination (MOEC)
- NYC Department of City Planning (DCP)
- NYC Emergency Management (NYCEM)
- Office of Management and Budget (OMB)

## New York State and Federal Agencies

- NYS Div. of Homeland Security and Emergency Services (DHSES)
- Federal Emergency Management Agency (FEMA)

## Design Team

- NV5 Engineering (lead design consultant)
- Grain Collective
- Karp Strategies
- Melissa Johnson Associates
- Tetra Tech, Moffatt & Nichol, Toscano Clements Taylor, Siteworks, Core Environmental Consultants, Infrastructure Engineering, MSI Engineering, B. Thayer Associates, GdB Geospatial

## Coordination with:

- New York City Housing Authority (NYCHA)
- NY & NJ Port Authority (NYNJPA)
- Property Owners (O'Connell, Thor Equities, IKEA, UPS, etc.)



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# City Agency Roles

**Mayor's Office:** Oversees interagency coordination, facilitates the decision-making process, and manages engagement with elected officials and other key stakeholders.

**Mayor's Office of Climate & Environmental Justice (MOCEJ):** Integrates sustainability, resiliency, and environmental justice into one coordinated approach across several climate and environmental offices, all working to make our buildings efficient and resilient; our infrastructure climate ready; our streets, open spaces and public realm active, safe and healthy; and our energy clean and resilient

**Department of Design & Construction (DDC):** NYC's primary capital design and construction project manager, DDC is managing the design and construction of the RHCR project.

**The Mayor's Office of Management and Budget (OMB):** Oversees both the expense budget and the capital budget and conducts legal reviews of capital projects. NEPA lead agency and responsible entity for the FEMA Grant.

**The Mayors Office of Environmental Coordination (MOEC).** Proposed Lead Agency for the City Environmental Review (CEQR) process and the City's liaison to state and federal agencies on environmental review matters.

**NYC Law Department:** Assisting in land use negotiations with non-city parties.

**NYC Department of Citywide Administrative Services (DCAS):** Assisting in appraisals and negotiations with non-city partners.

**NYC Department of Transportation (DOT):** Lead Agency in fulfilling the Uniform Land Use Review Requirements (ULURP). The agency is responsible for design review for all improvements within the ROW, including the flood protection system and greenway, as well as traffic circulation and safety. DOT will also be leading long-term operations and management of flood protection systems including deployment and emergency response.

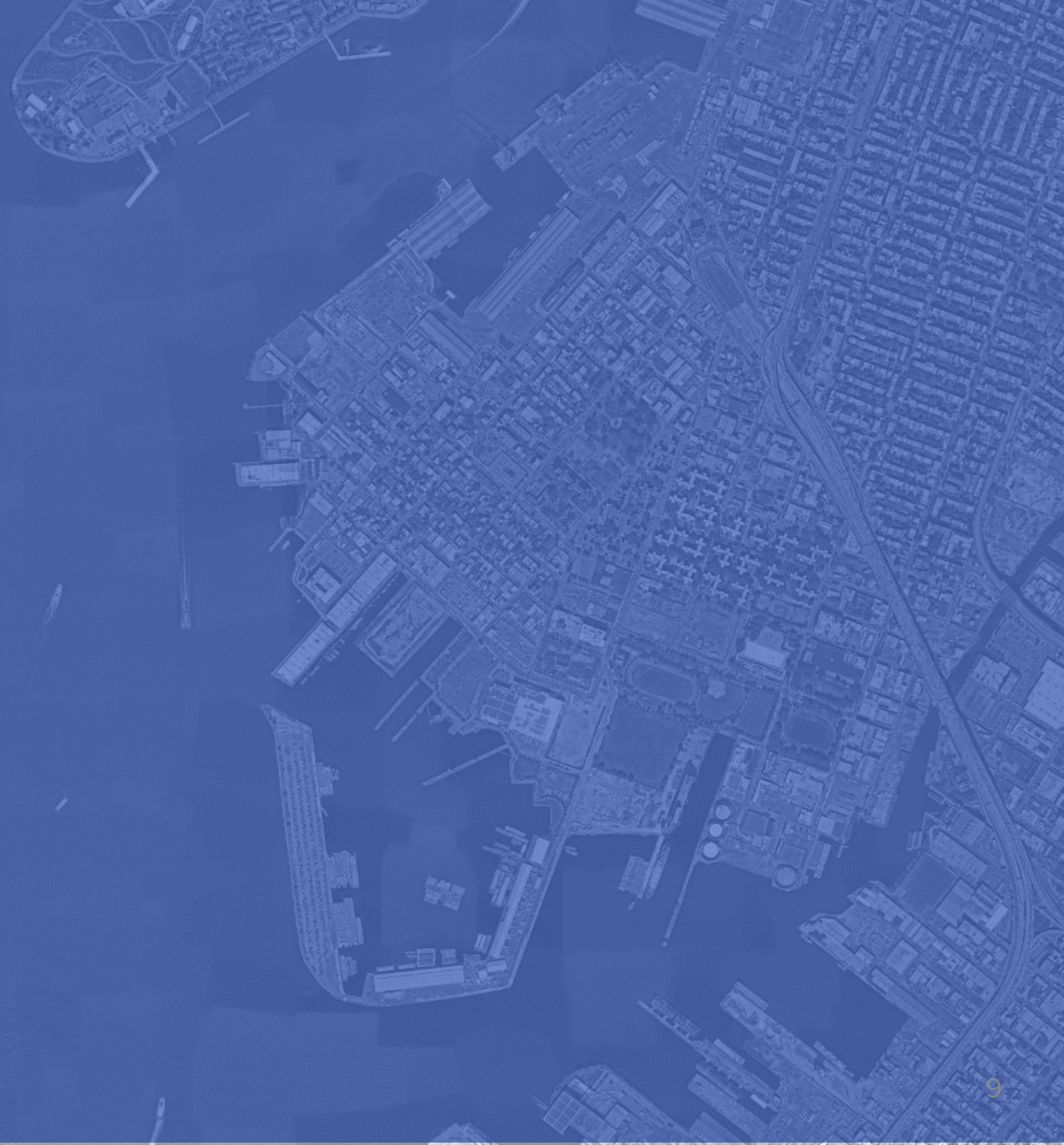
**NYC Department of Parks & Recreation (NYC Parks):** Responsible for reviewing designs and issuing permits for project construction impacting assets and sites under Parks' jurisdiction.

**NYC Department of Environmental Protection (DEP):** Serves in a design and advisory capacity for activities related to stormwater management, water and sewer infrastructure, air quality, noise, hazardous materials, and natural resources.

**NYC Department of City Planning (DCP):** Responsible for reviewing the land use application pursuant to the Uniform Land Use Review Procedure (ULURP).

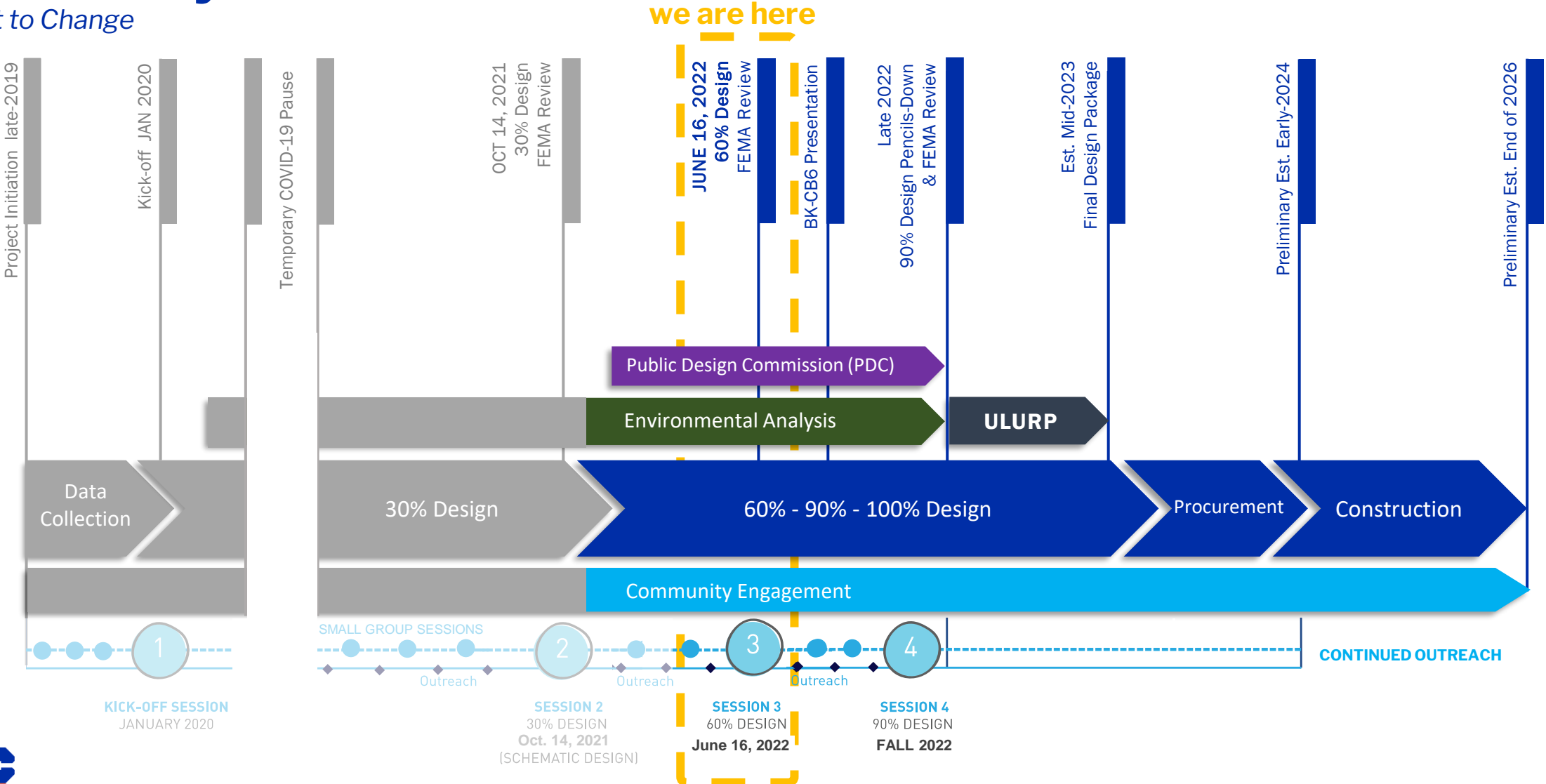
**NYC Economic Development Corporation (EDC):** Coordinates approvals for activities on NYCEDC-leased and administered properties, including NYC Ferry, and Home Port 2.

# PROJECT TIMELINE



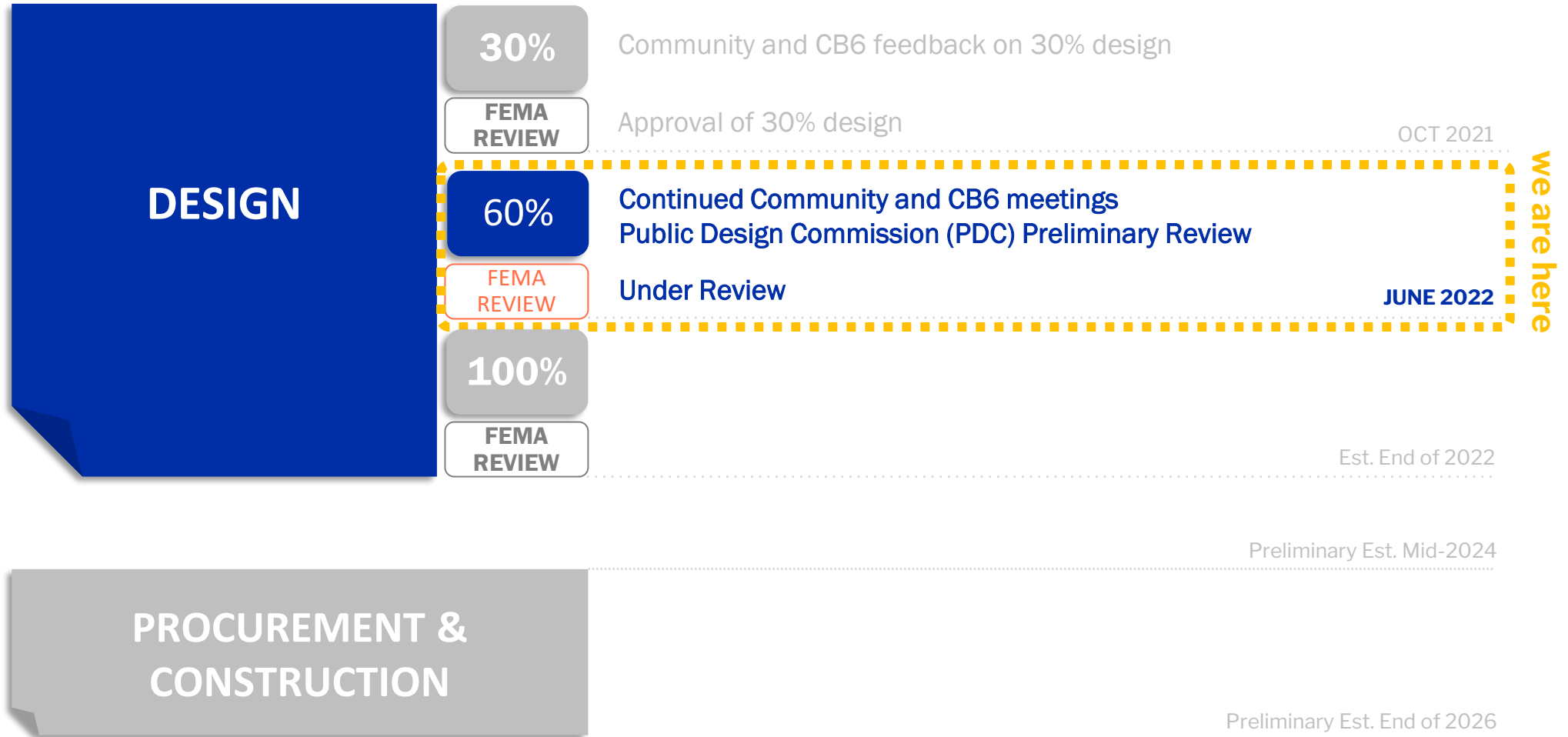
# RHCR Project Timeline

Subject to Change



# RHCR Look Ahead & Engagement Opportunities

Continued Community Input at Critical Milestones



# WHAT WE'VE HEARD & ENGAGEMENT

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# RHCR Highlights

## What We've Heard

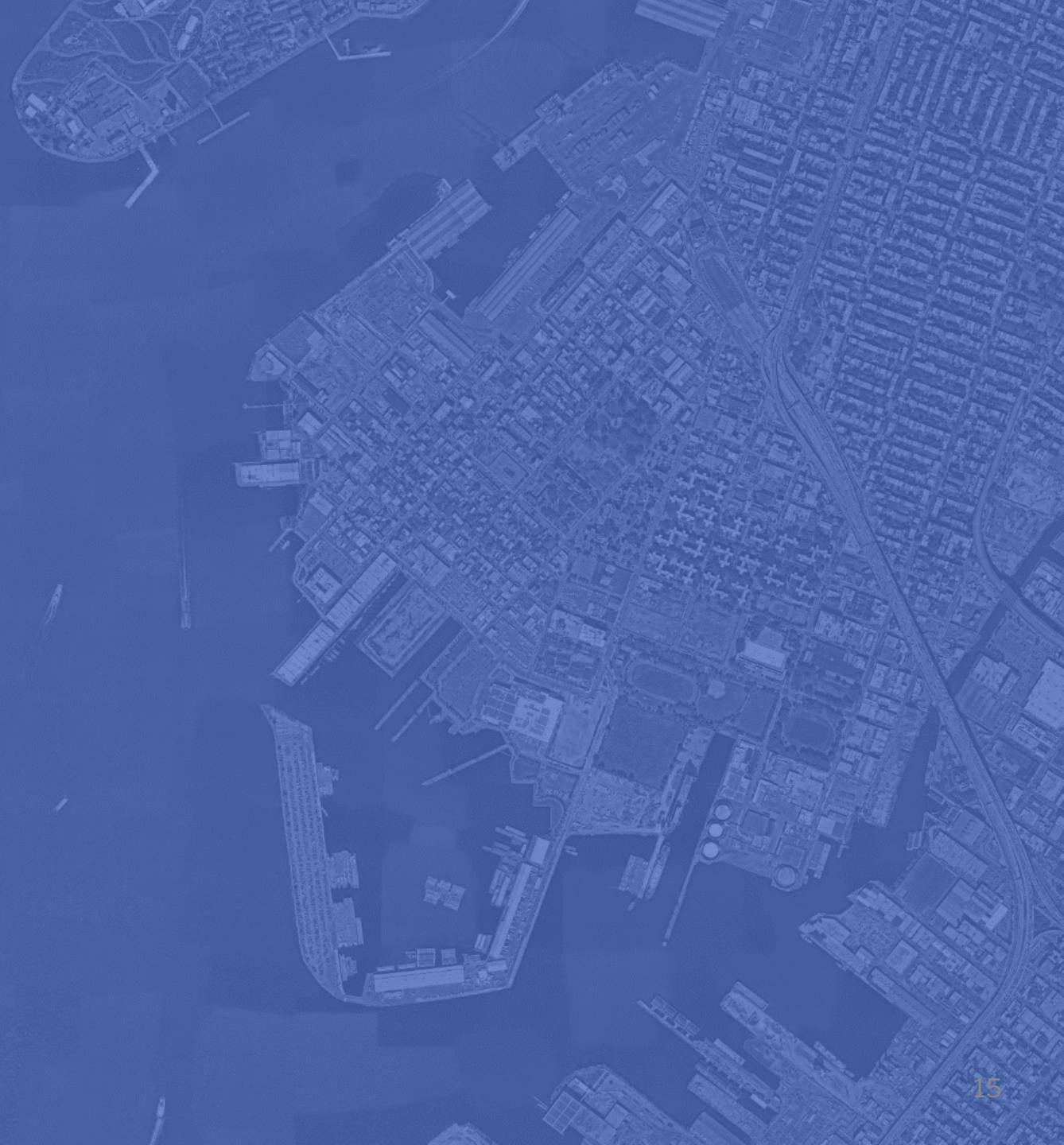
- **Neighborhood Level Coordination** – RHCR is coordinated with various City/State/Fed agencies, including DOT, DOB, DEP, Parks, EM, EDC, NYCHA, Port Authority, FEMA, etc. as well as Red Hook stakeholders including O'Connell, UPS, Amazon, IKEA, Red Hook Container Terminal and Brooklyn Greenway Initiative
- **NYCHA** – RHCR is a separate project from NYCHA's Recovery & Resiliency project at Red Hook Houses. We are not anticipating conflicting construction schedules or impacts
- **Brooklyn Waterfront Greenway (BWG)** – the City is committed to improving connections along the Brooklyn Waterfront Greenway within Red Hook and are working to integrate build-out of the Greenway into the RHCR project.
- **Trees** – this project seeks to preserve trees unless there is unavoidable impacts due to the installation of floodwall foundations and the BWG. The project team will look for opportunities to plant new trees in the neighborhood to reduce tree loss as much as possible.
- **Last-Mile Delivery** – this project will not exacerbate local truck traffic, nor will it be impacted by the distribution centers –the two are independent from one another. The RHCR team is committed to delivering this critical flood protection infrastructure, while being aware of these community concerns. We will coordinate closely with DOT for future temporary construction impacts to maintain traffic circulation and preserve pedestrian safety.
- **Construction** – Details of construction impacts, timeline, operations (closures, access, detours), and any potential job opportunities will be established upon construction contract award

# RHCR Community & Stakeholder Engagement

## What We've Done So Far

- 2016 – 2018** Feasibility study, four large public meetings, several focused-group meetings
- JAN 2020** Capital project kick-off meeting and recap of Feasibility Study
- JAN-MAR 2021** Introductory briefings with Elected Officials and stakeholders, including:  
Councilmember Menchaca, Congresswoman Velazquez, Assemblywoman Mitaynes, BK Borough President, BK CB6 District Manager, Red Hook Initiative, Resilient Red Hook, Red Hook West, Community Justice Center, MAP
- FEB-JUN 2021** Coordination meetings with private properties, including:  
Port Authority, O'Connell Group, Thor Equities, Amazon, UPS, IKEA
- SEP 2021** Design meetings with Elected Officials and key stakeholders, including:  
Councilmember Menchaca, Congresswoman Velazquez, Assemblywoman Mitaynes, BK Borough President, BK CB6 District Manager, Resilient Red Hook, Red Hook West and East, MAP
- OCT 2021** 30% Design Public Meetings / Workshops
- JAN-JUN 2022** Coordination meetings with private properties, including:  
Port Authority, O'Connell Group, Thor Equities, Amazon, UPS, IKEA
- JUNE 2022** 60% Design Meetings: Elected Officials, CB6, and Red Hook Community

# OVERVIEW OF PROPOSED 60% DESIGN







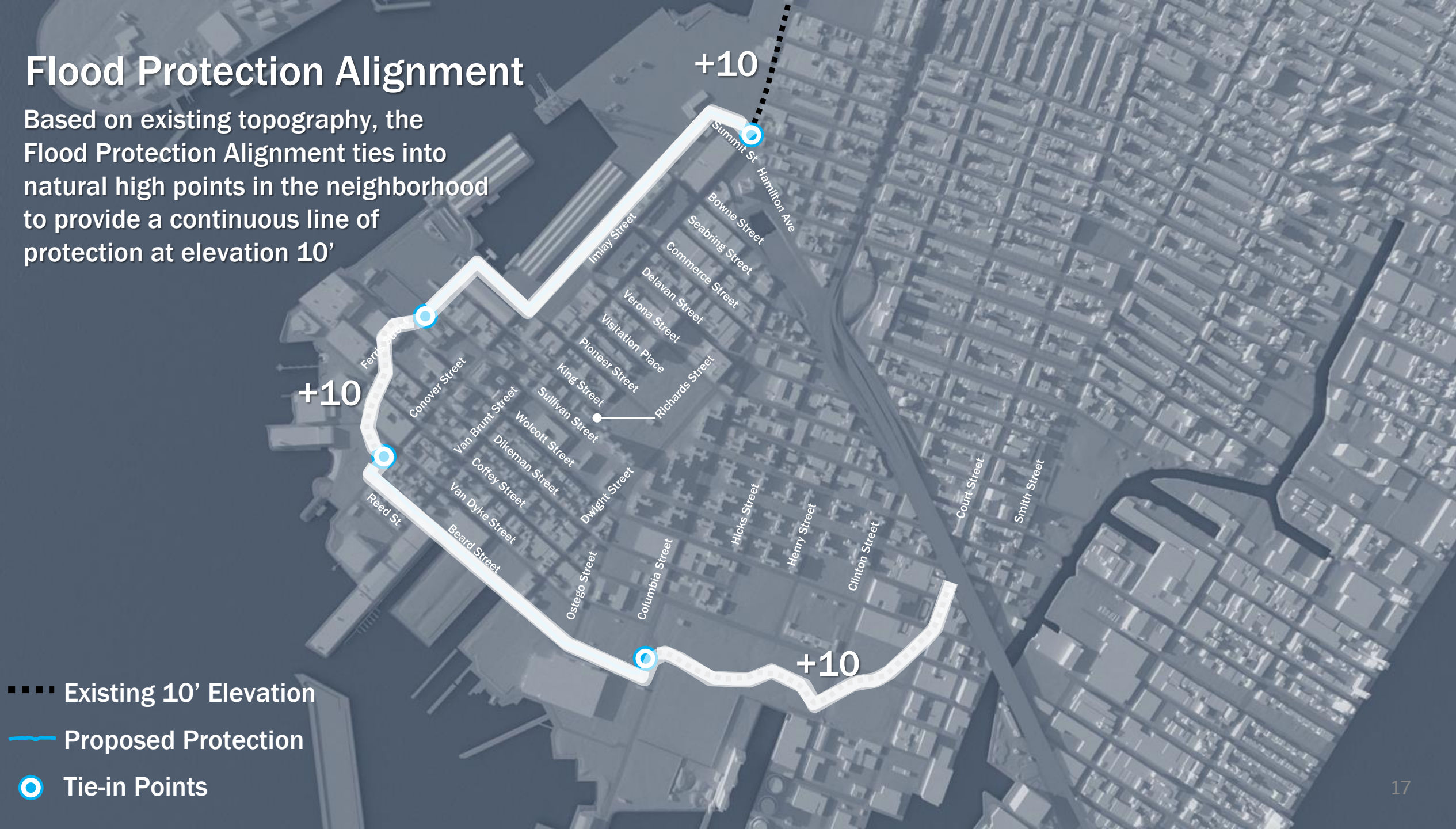
## Red Hook

### Neighborhood Flooding

Existing Conditions Elev. 10-ft

# Flood Protection Alignment

Based on existing topography, the Flood Protection Alignment ties into natural high points in the neighborhood to provide a continuous line of protection at elevation 10'



--- Existing 10' Elevation

— Proposed Protection

○ Tie-in Points

# RHCR Overview

## Project Goals, Alignment, Components

- Maintain a passive system at elevation 8-ft
- Deployable features are activated ahead of a hurricane for the system to reach elevation 10-ft
- Minimal impacts to pedestrian, bike, and vehicle circulation
- Maintain neighborhood connectivity and access to active waterfront
- Enhance and incorporate the Brooklyn Waterfront Greenway
- Reduce flood impacts to existing drainage system



Note: highlighted areas have been enlarged for visual presentation purposes only, and are not to scale

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**3 MIN  
Q&A  
BREAK 1**

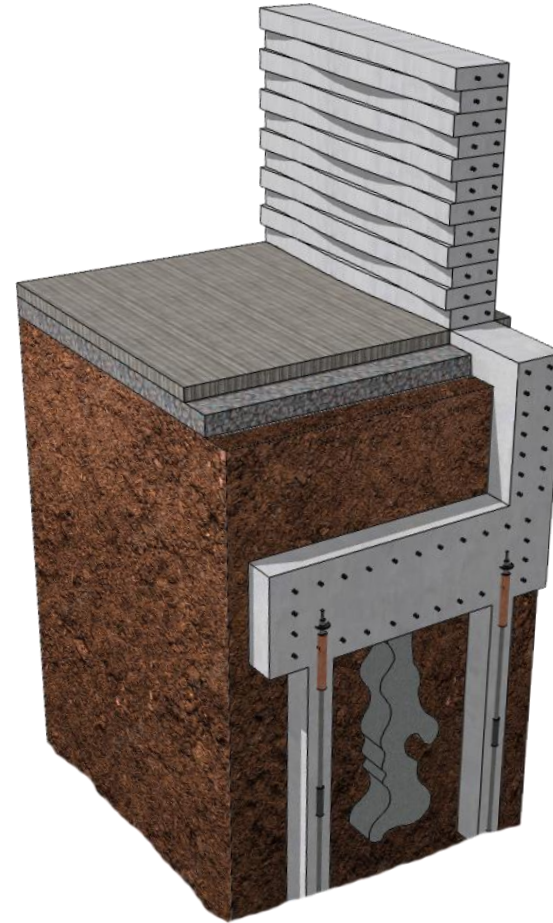
# ELEMENTS OF THE FLOOD PROTECTION SYSTEM



# Floodwalls

## Design

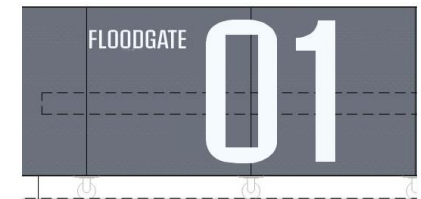
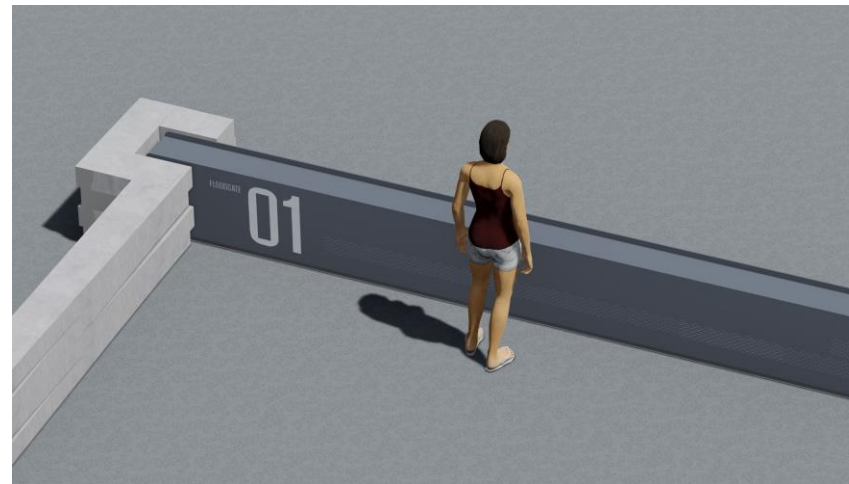
- Consistent with City's Coastal Resiliency projects – ex. ESCR, BMCR
- Walls continue below grade approx. 4-feet
- Walls are supported on pile foundations
- Seepage barriers extend below wall footings
- Every 6-inches of the flood wall is represented by a banded pattern
- Wall heights will be published at wall ends
- Pattern spacing is consistent for all walls



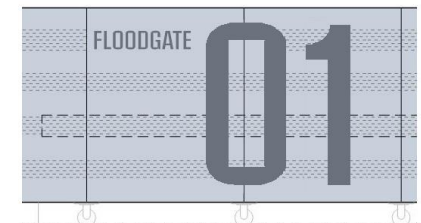
# Sliding Flood Gates

## Design

- Consistent with City's Coastal Resiliency projects – ex. ESCR, BMCR
- Grey painted steel
- Rounded corners to complement walls
- Extend banding from walls through gates
- Incorporate gate numbering



TEXT + LABELING  
MUNSEL GREY PAINT (TYP)

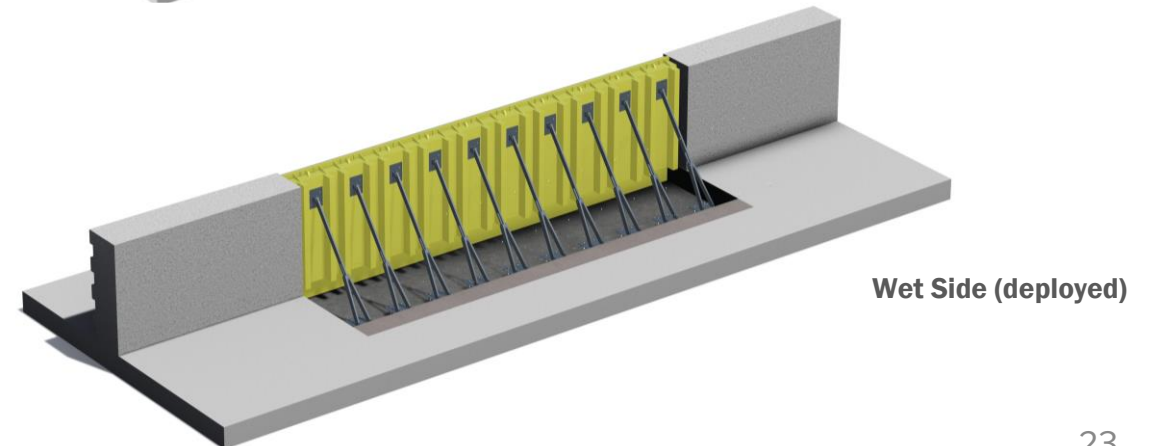
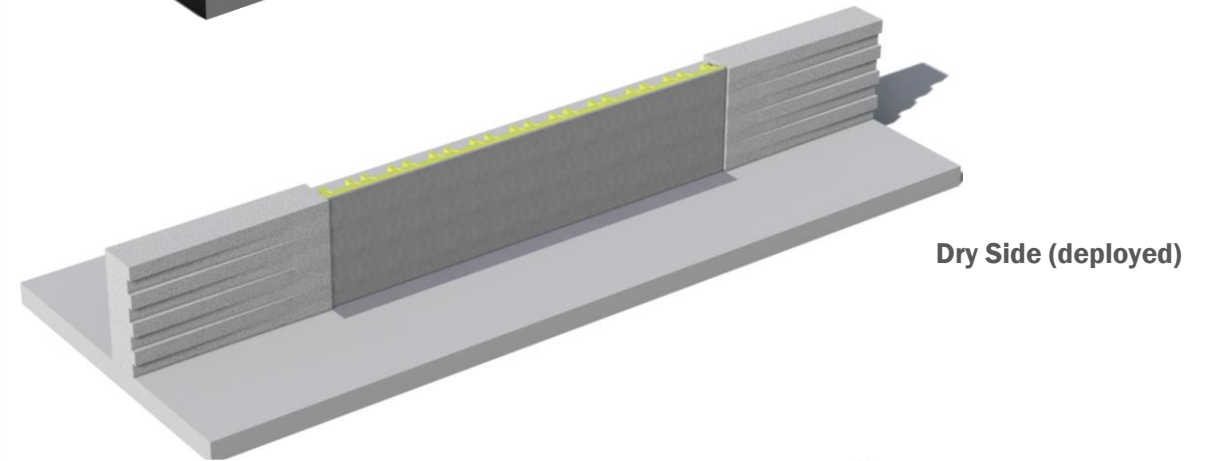
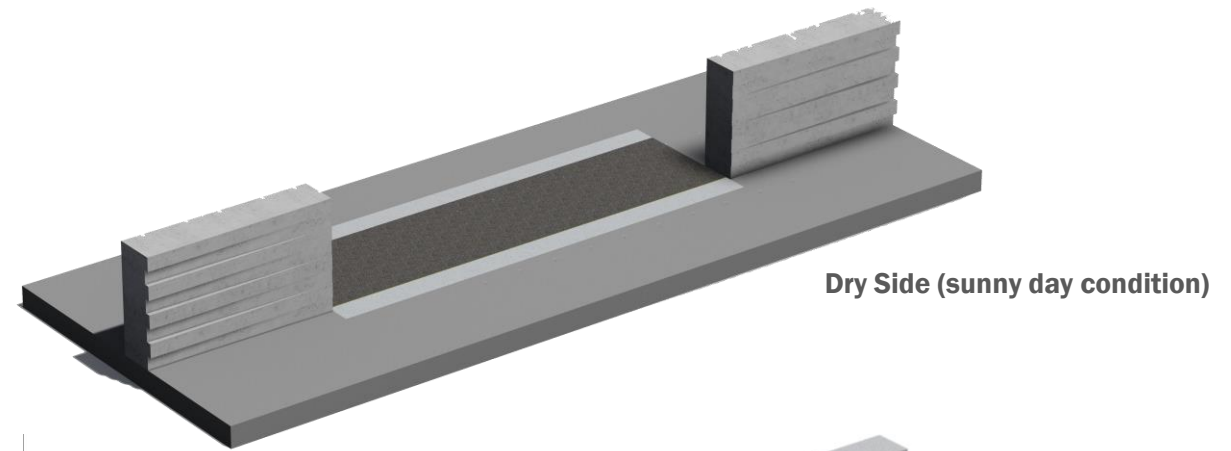


TEXT + LABELING  
GW GREY PAINT (ASSER LEVY)

# Flip Up Flood Gates

## Design

- Consistent with City's Coastal Resiliency projects – ex. ESCR, BMCR
- Alloy aluminum with stainless steel components
- 50-year life expectancy
- Hydraulically deployed or manual
- 1-1/2" thick dark grey grouted architectural finish to differentiate from sidewalk





# IN-DEPTH REVIEW OF 60% DESIGN CONCEPTS



# Establish Measurement Nomenclature

For Your Reference: Elevation vs. Height

## Elevation (ft):

Vertical distance above the established Sea Level

Elev 10.0 ft (Level of Protection)

Elev 6.0 ft (Ground)

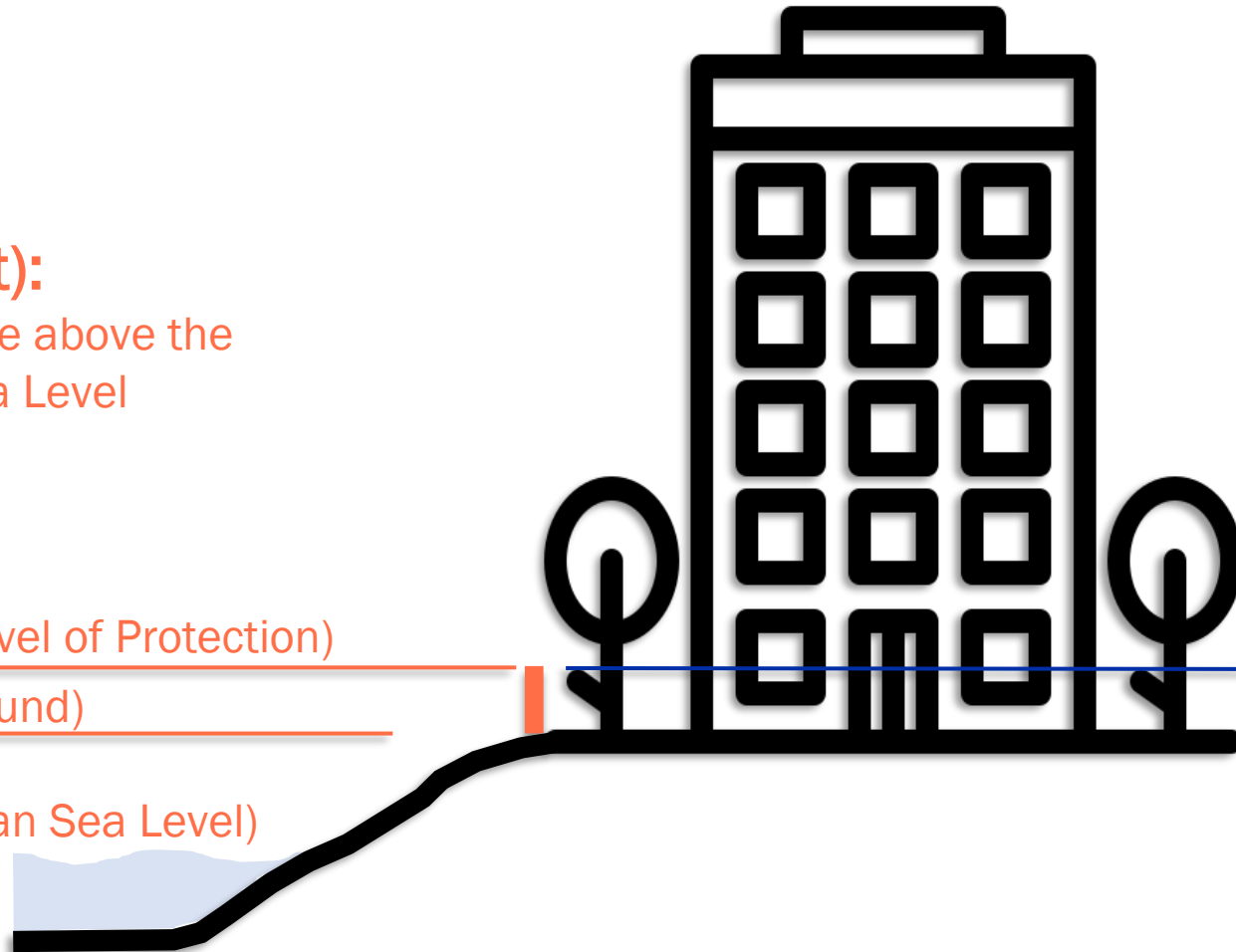
Elev 0.0 ft (Mean Sea Level)

## Height (ft):

Vertical Distance above Ground Level

Height 4.0 ft (Above Ground)

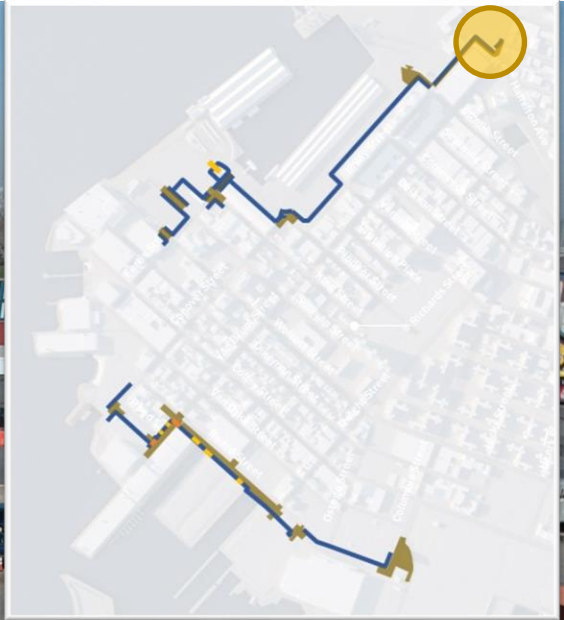
Height 0.0 ft (Ground)



# Summit, Imlay and Van Brunt Street



FLOOD WALL



- COMMUNITY PRIORITIES ACHIEVED
- Preserve Neighborhood Character
  - Neighborhood-wide Coordination
  - Enhance Community Preparedness

BROOKLYN WATERFRONT GREENWAY

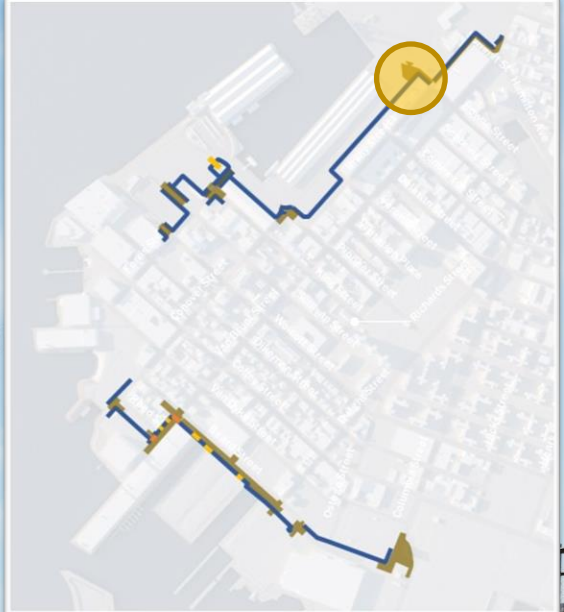
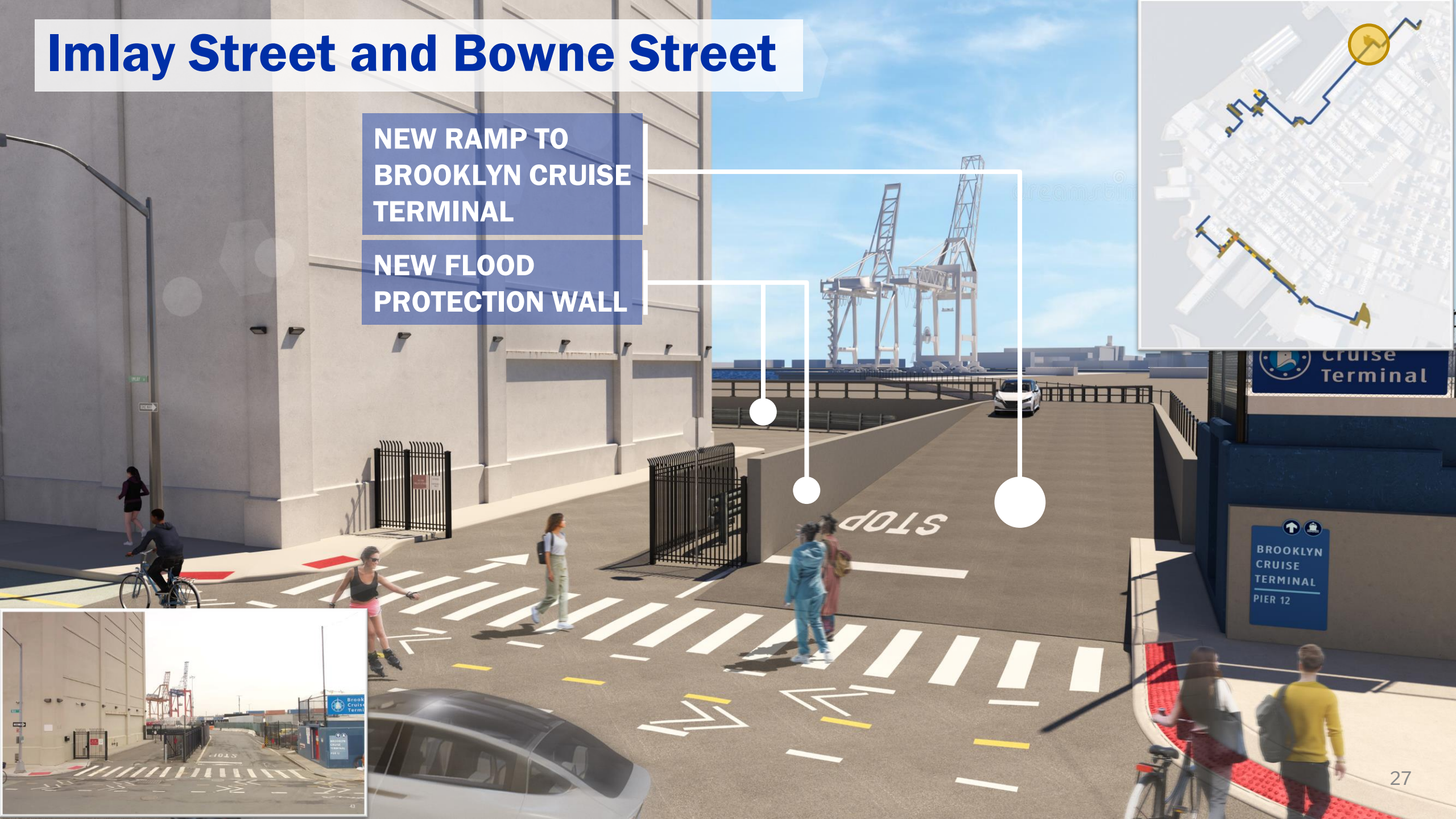
RE-GRADE YARD ENTRANCE



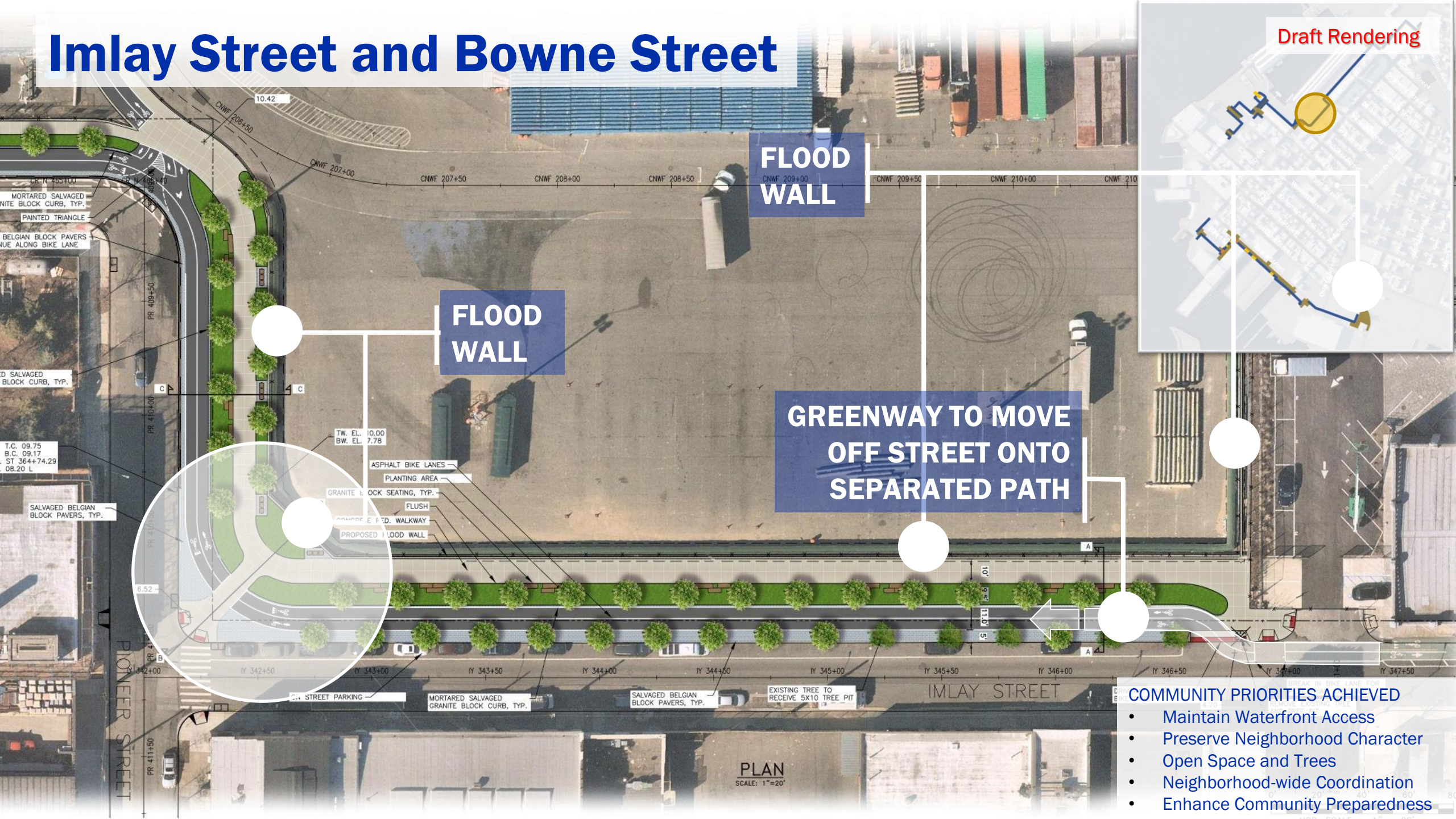
# Imlay Street and Bowne Street

NEW RAMP TO  
BROOKLYN CRUISE  
TERMINAL

NEW FLOOD  
PROTECTION WALL



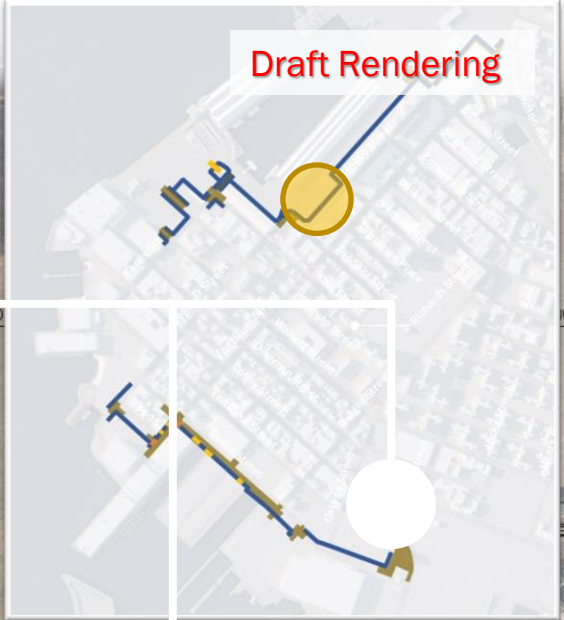
# Imlay Street and Bowne Street



**FLOOD WALL**

**FLOOD WALL**

**GREENWAY TO MOVE OFF STREET ONTO SEPARATED PATH**



Draft Rendering

**COMMUNITY PRIORITIES ACHIEVED**

- Maintain Waterfront Access
- Preserve Neighborhood Character
- Open Space and Trees
- Neighborhood-wide Coordination
- Enhance Community Preparedness

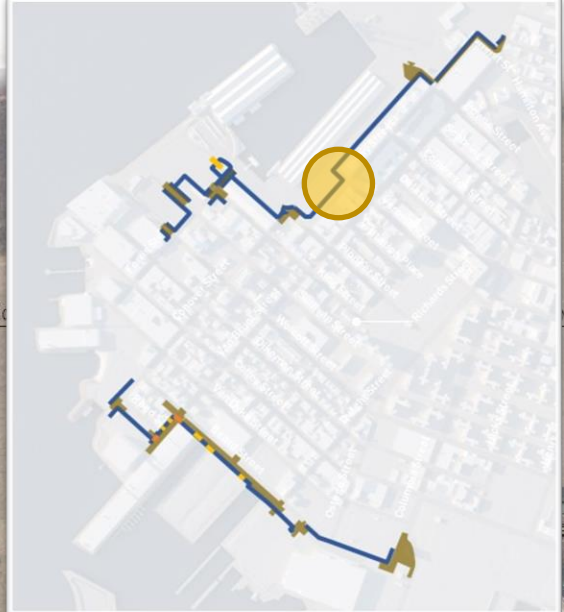
PLAN  
SCALE: 1"=20'

# Imlay Street and Bowne Street

Draft Rendering



# Imlay Street and Bowne Street



MORTARED SALVAGED GRANITE BLOCK CURB, TYP.  
PAINTED TRIANGLE  
BELGIAN BLOCK PAVERS ALONG BIKE LANE

MORTARED SALVAGED GRANITE BLOCK CURB, TYP.

T.C. 09.75  
B.C. 09.17  
ST 364+74.29  
08.20 L

SALVAGED BELGIAN BLOCK PAVERS, TYP.

TW. EL. 10.00  
BW. EL. 7.78

ASPHALT BIKE LANES  
PLANTING AREA  
GRANITE BLOCK SEATING, TYP.  
FLUSH  
CONCRETE PED. WALKWAY  
PROPOSED FLOOD WALL

ON STREET PARKING

MORTARED SALVAGED GRANITE BLOCK CURB, TYP.

SALVAGED BELGIAN BLOCK PAVERS, TYP.

EXISTING TREE TO RECEIVE 5X10 TREE PIT

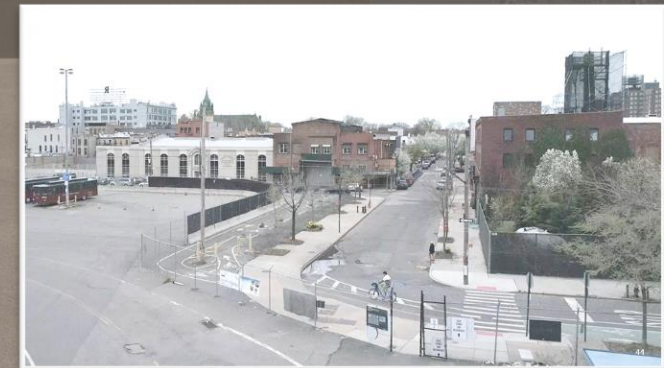
DRIVEWAY RAMP FOR BIKE LANE

REMOVE EXISTING TREE AND TREE PIT

PLAN  
SCALE: 1"=20'

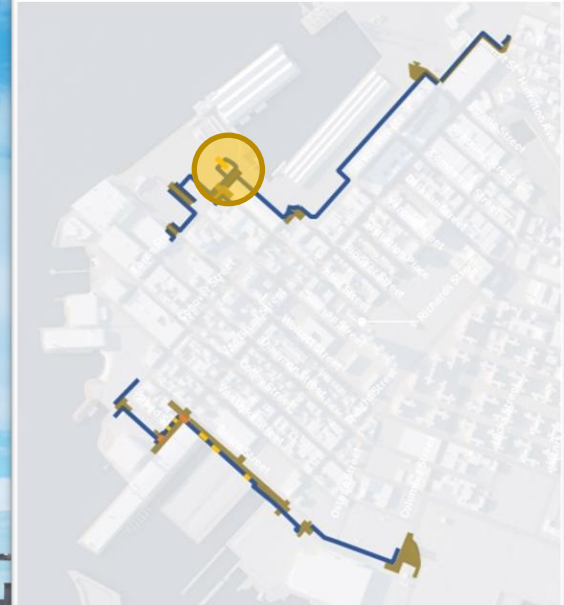


# Pioneer and Conover Streets





# Clinton Wharf and Ferris Street



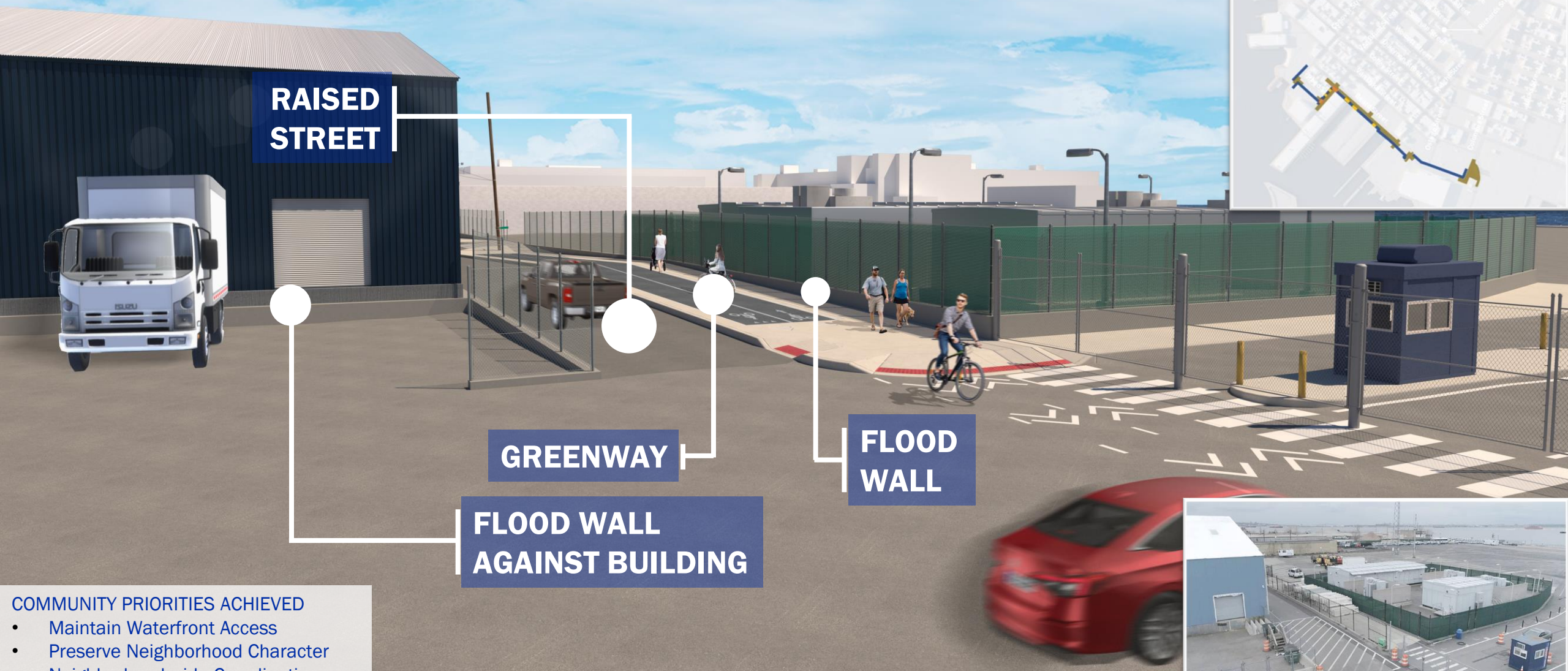
**RAISED STREET**

**GREENWAY**

**FLOOD WALL**

**FLOOD WALL AGAINST BUILDING**

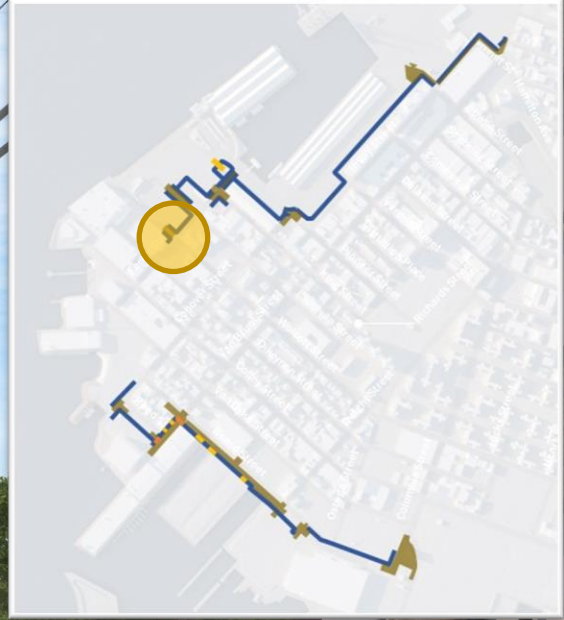
- COMMUNITY PRIORITIES ACHIEVED**
- Maintain Waterfront Access
  - Preserve Neighborhood Character
  - Neighborhood-wide Coordination
  - Enhance Community Preparedness



# Ferris Street

FLOOD WALL  
AGAINST BUILDING

BROOKLYN  
WATERFRONT  
GREENWAY



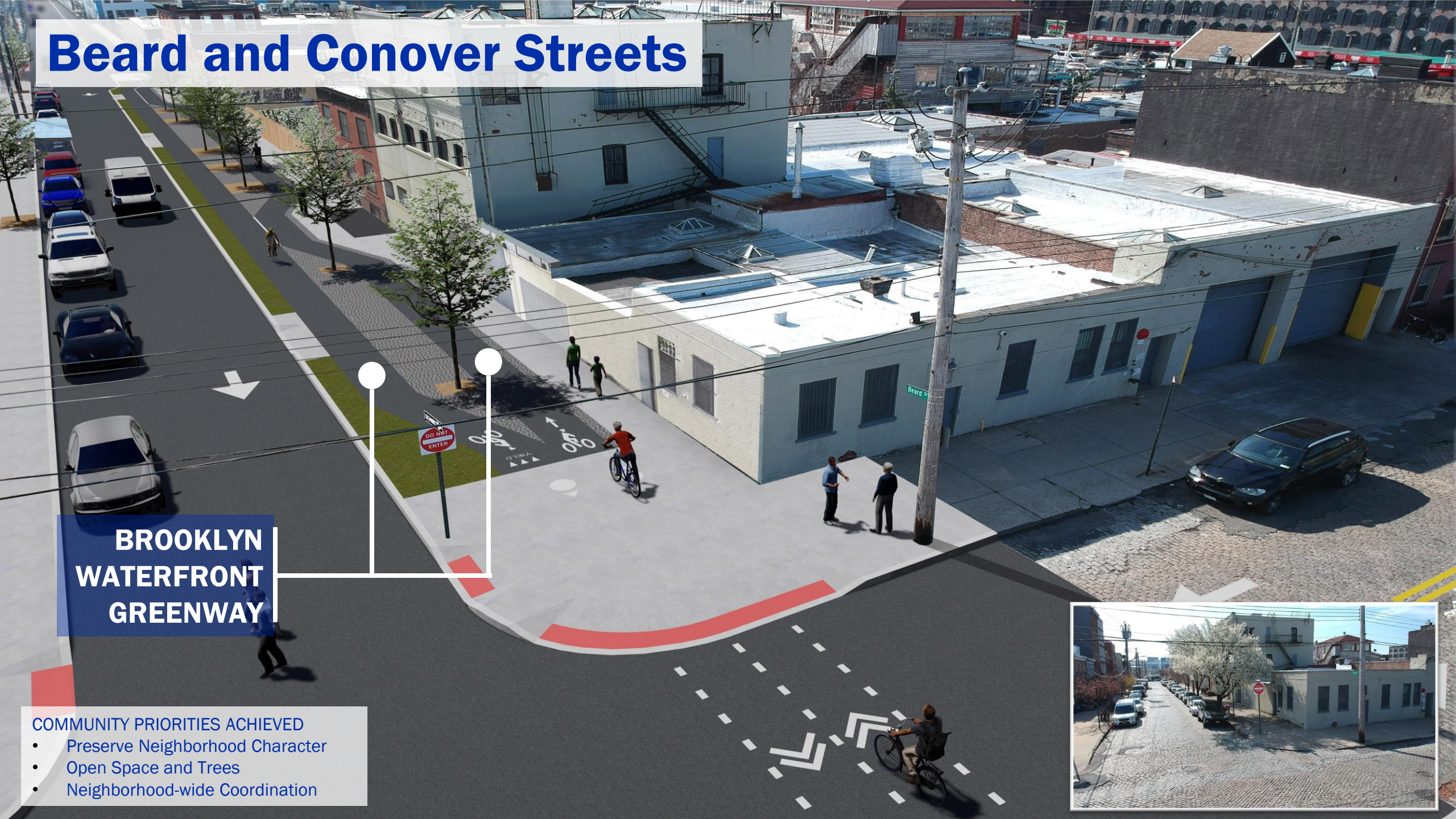
# Ferris / Van Dyke / Conover Streets

**BROOKLYN  
WATERFRONT  
GREENWAY**

## COMMUNITY PRIORITIES ACHIEVED

- Maintain Waterfront Access
- Preserve Neighborhood Character
- Open Space and Trees
- Neighborhood-wide Coordination,
- Enhance Community Preparedness

# Beard and Conover Streets



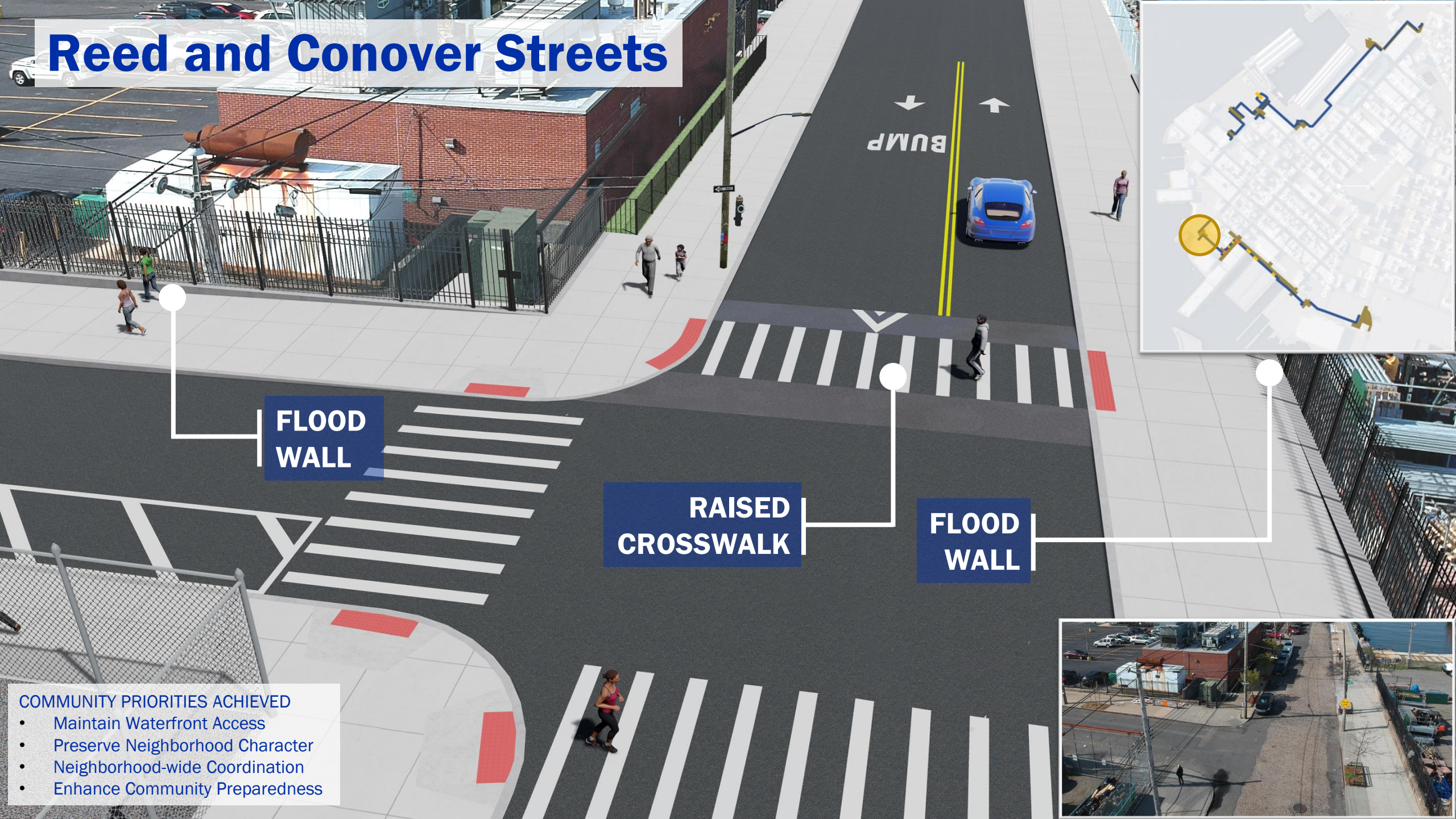
## BROOKLYN WATERFRONT GREENWAY

### COMMUNITY PRIORITIES ACHIEVED

- Preserve Neighborhood Character
- Open Space and Trees
- Neighborhood-wide Coordination



# Reed and Conover Streets



**FLOOD WALL**

**RAISED CROSSWALK**

**FLOOD WALL**

- COMMUNITY PRIORITIES ACHIEVED**
- Maintain Waterfront Access
  - Preserve Neighborhood Character
  - Neighborhood-wide Coordination
  - Enhance Community Preparedness



# Van Brunt and Reed Streets



FLOOD WALL

SLIDING GATE

RAISED INTERSECTION

- COMMUNITY PRIORITIES ACHIEVED
- Maintain Waterfront Access
  - Preserve Neighborhood Character
  - Neighborhood-wide Coordination
  - Enhance Community Preparedness

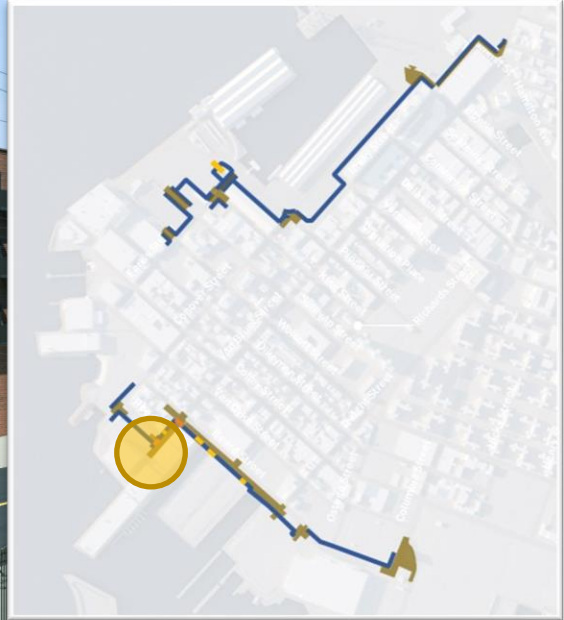


# Van Brunt and Reed Streets

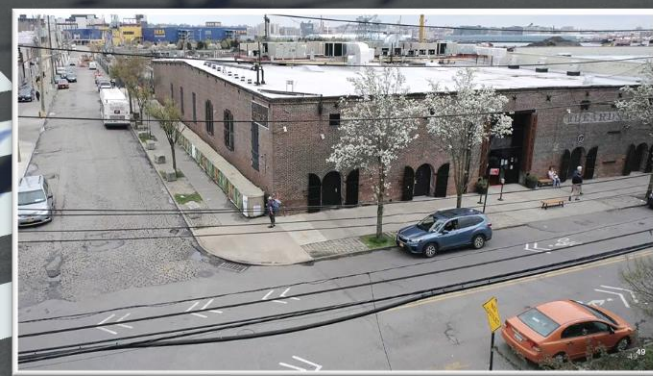
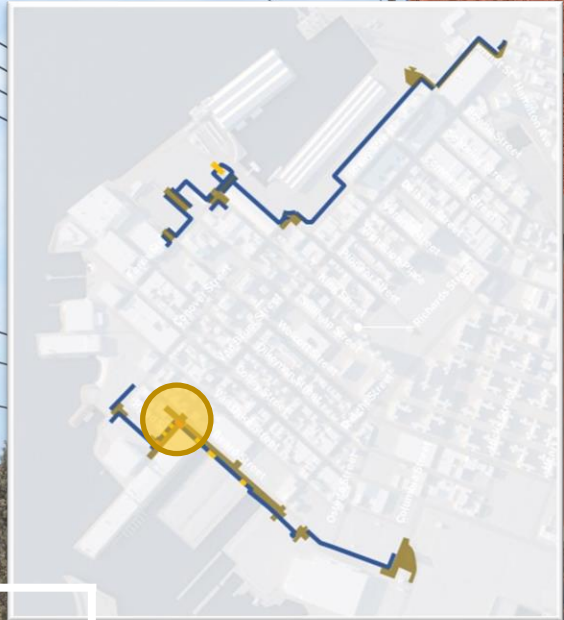


FLOOD WALL

SLIDING GATE



# Beard and Van Brunt Streets





# Beard and Van Brunt Streets

BROOKLYN  
WATERFRONT  
GREENWAY

FLOOD  
WALL

FLOOD  
WALL

SLIDING  
GATE



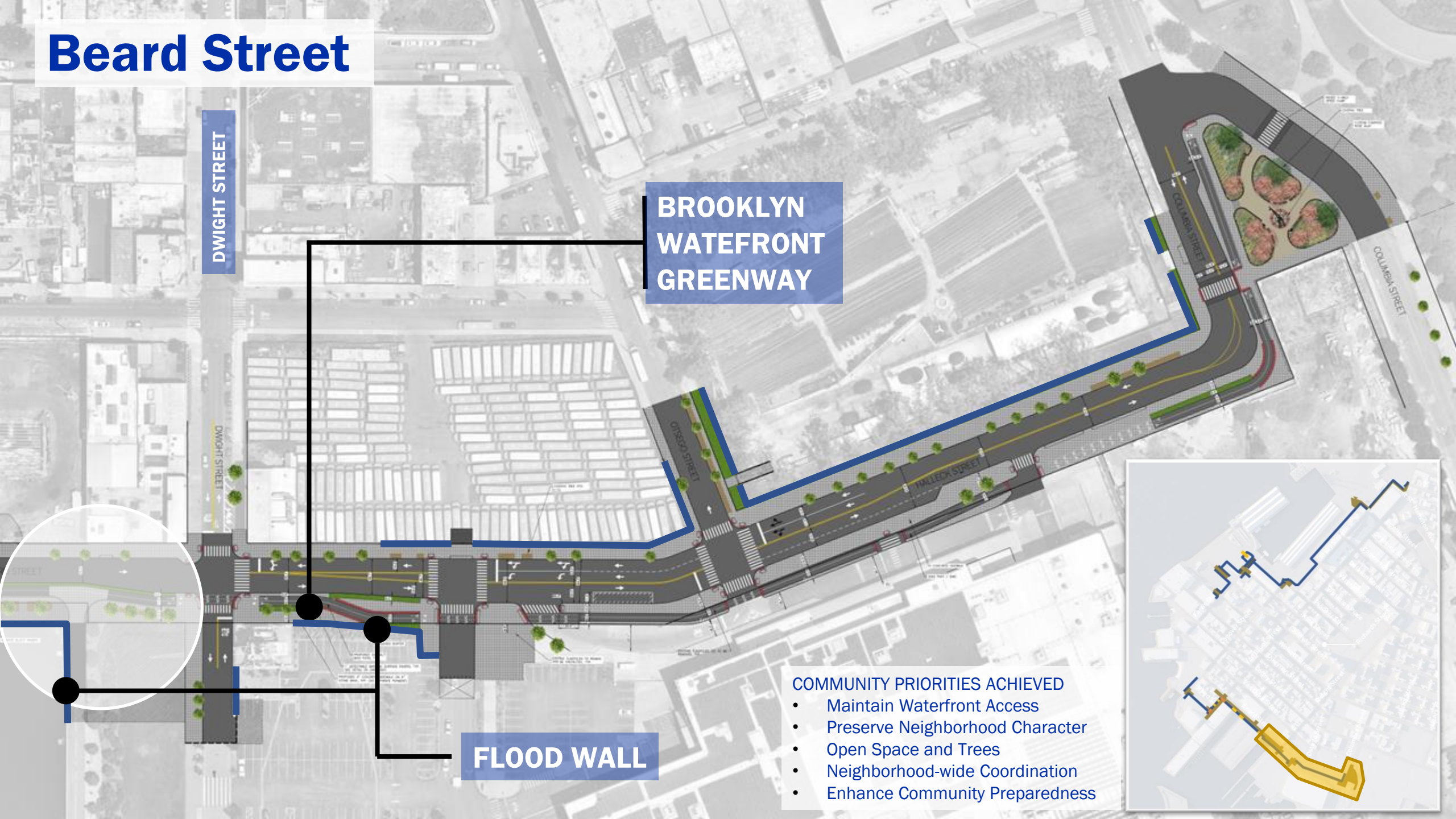
# Beard Street

DWIGHT STREET

BROOKLYN  
WATERFRONT  
GREENWAY

FLOOD WALL

- COMMUNITY PRIORITIES ACHIEVED
- Maintain Waterfront Access
  - Preserve Neighborhood Character
  - Open Space and Trees
  - Neighborhood-wide Coordination
  - Enhance Community Preparedness



# Beard Street At Ikea Park

Draft Rendering



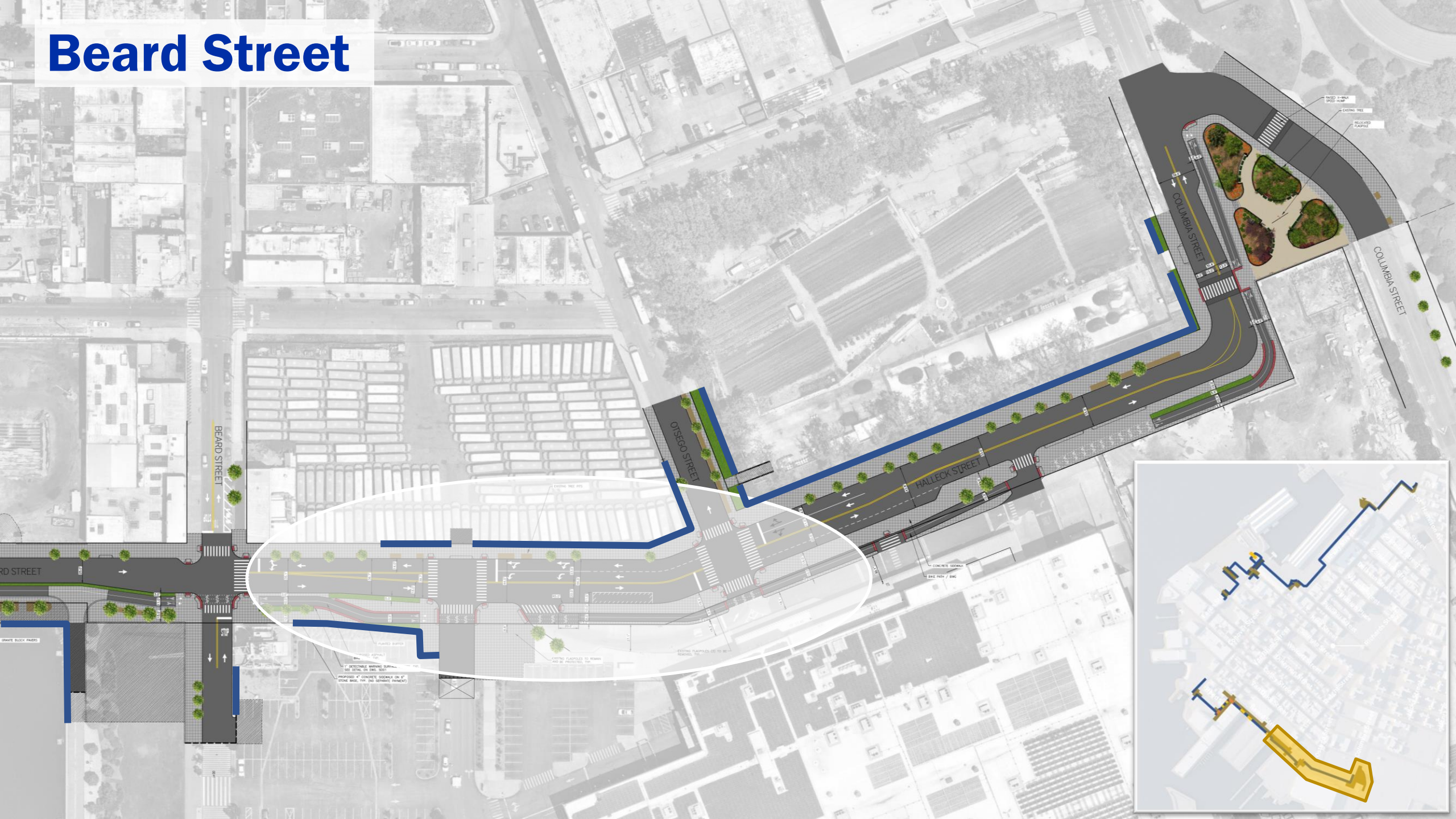
RAISED  
PIER

FLOOD  
WALL

+10



# Beard Street



BEARD STREET

O'LEARY STREET

HALLECK STREET

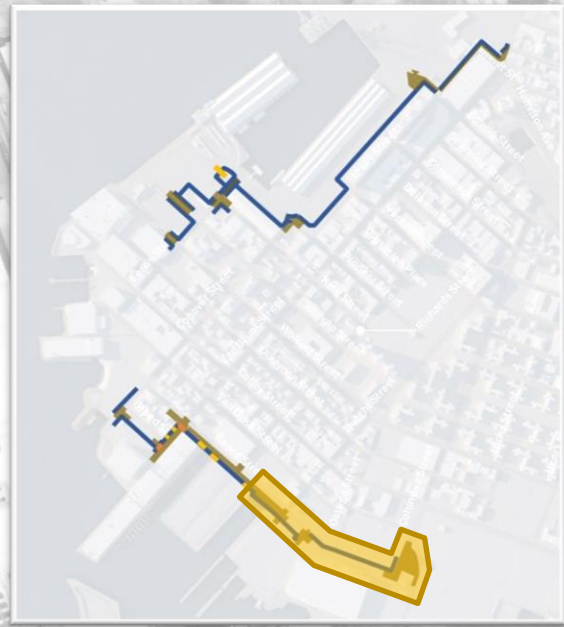
COLUMBIA STREET

COLUMBIA STREET

EXISTING PLANTINGS TO BE MAINTAINED  
EXISTING PLANTINGS TO BE REMOVED  
PLANTED BARRICADE  
STRUCTURAL WARNING SIGN  
SEE SIGN ON THIS SIDE  
PROPOSED 4" CONCRETE SIDEWALK ON E. SIDE OF BEARD STREET (SEE SERVICE DRIVEWAY)

RAISED 3'-6" HIGH SPEED HUMP  
EXISTING TREE  
RELOCATED CURBLINE

CONCRETE SIDEWALK  
SIDEWALK / BKG



# Beard Street

**RAISED INTERSECTION**

**FLOOD WALL**

OTSEGO STREET

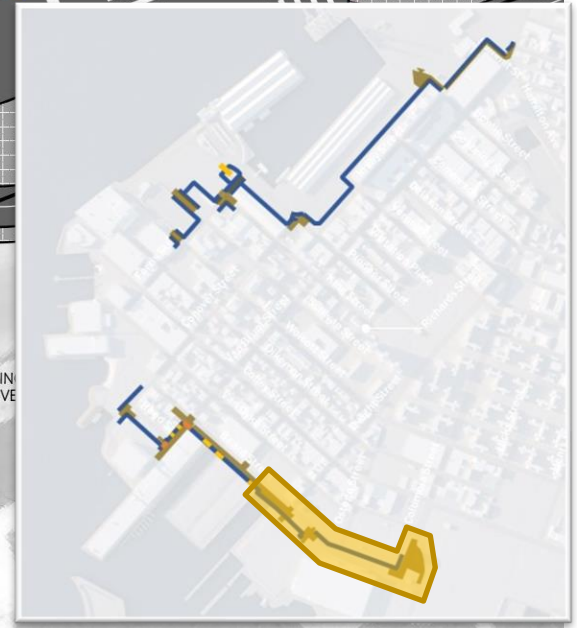
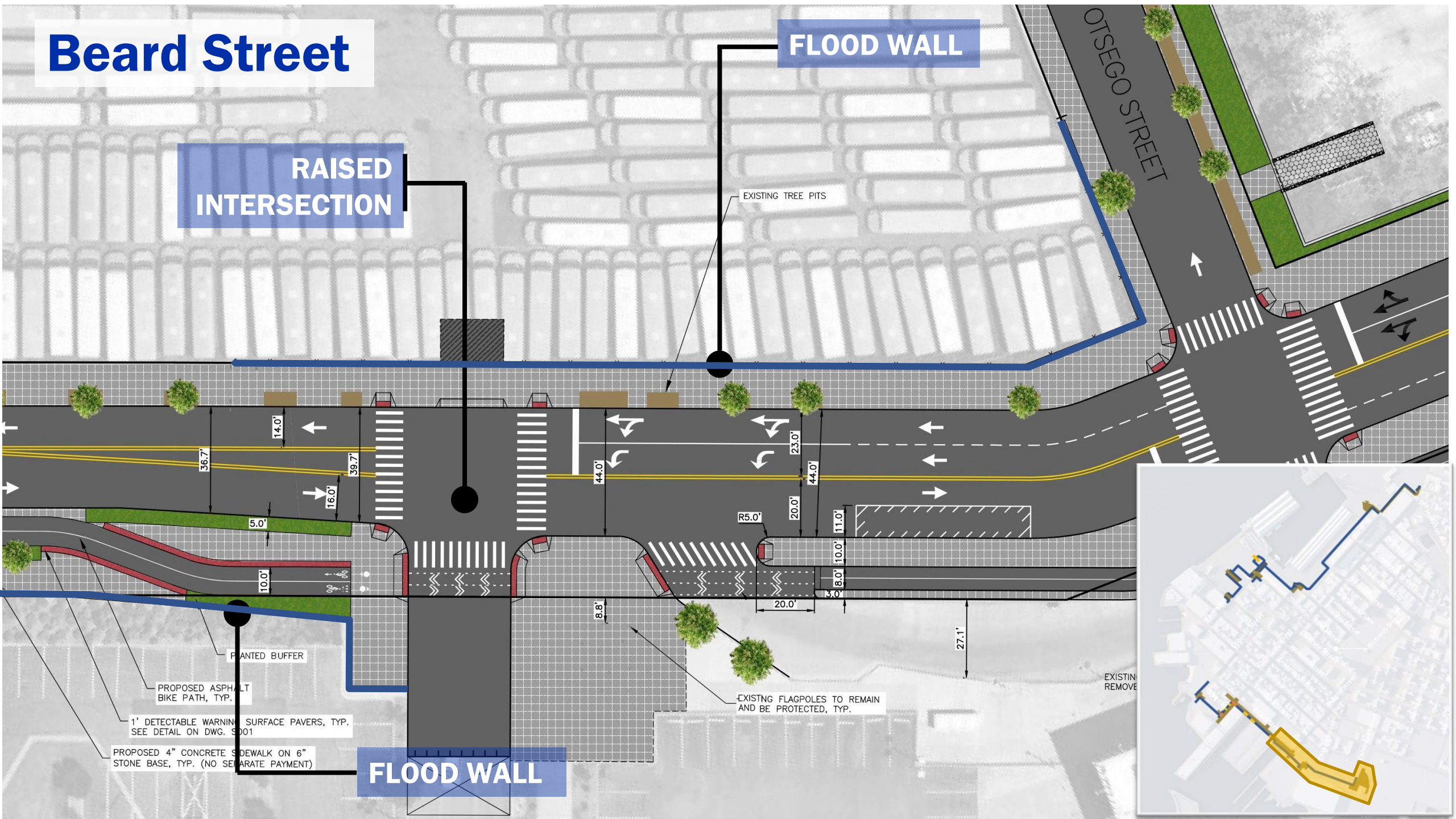
EXISTING TREE PITS

PLANTED BUFFER  
PROPOSED ASPHALT BIKE PATH, TYP.  
1' DETECTABLE WARNING SURFACE PAVERS, TYP. SEE DETAIL ON DWG. S001  
PROPOSED 4" CONCRETE SIDEWALK ON 6" STONE BASE, TYP. (NO SEPARATE PAYMENT)

**FLOOD WALL**

EXISTING FLAGPOLES TO REMAIN AND BE PROTECTED, TYP.

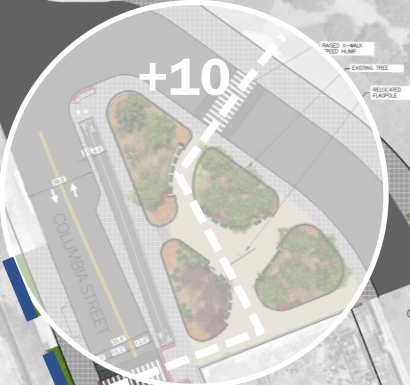
EXISTING REMOVE



# Beard Street



FLOOD WALL



BROOKLYN  
WATERFRONT  
GREENWAY

# Todd Triangle (Columbia Street)

Draft Rendering



- COMMUNITY PRIORITIES ACHIEVED**
- Maintain Waterfront Access
  - Preserve Neighborhood Character
  - Open Space and Trees
  - Neighborhood-wide Coordination
  - Enhance Community Preparedness

# NEIGHBORHOOD -WIDE CHANGES





# Trees

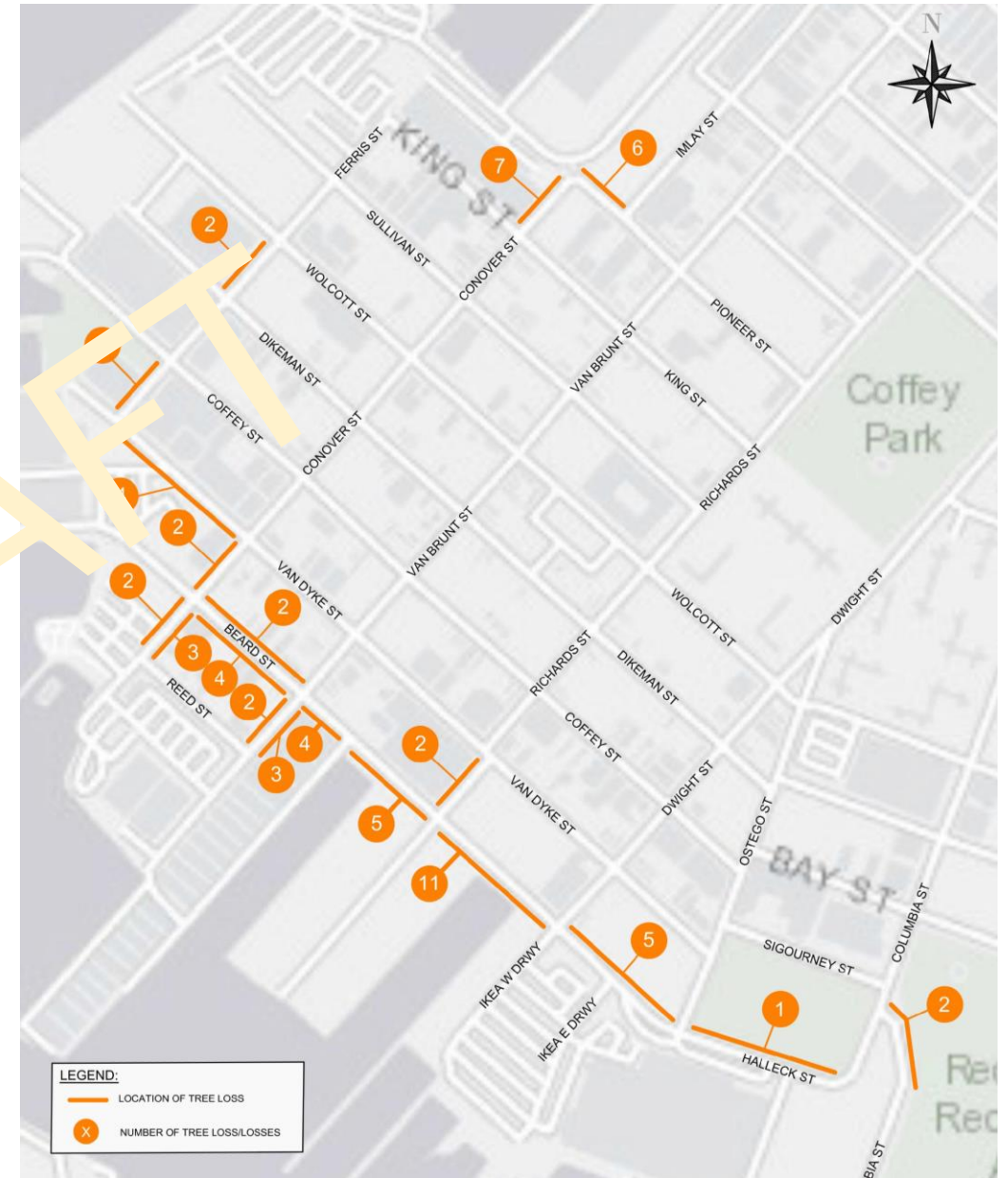
This project seeks to preserve trees unless there is unavoidable impacts due to the installation of floodwall foundations and the Brooklyn Waterfront Greenway (BWG). The project team will look for opportunities to plant new trees in the neighborhood to reduce tree loss as much as possible.

## Existing Trees

Anticipated number of impacted trees is 69 (*tbd*), due to: floodwall foundation, pedestrian access, BWG, and existing tree health

## Proposed Planting Plans

DDC is in coordination with NYC Parks to develop a planting plan that meets tree replacement requirements



# Traffic Flow & Street Changes

As part of this project, some street directions and traffic flow in some areas will be reorganized to improve efficiency, diversify truck traffic, and to allow the implementation of the Brooklyn Waterfront Greenway (BWG):

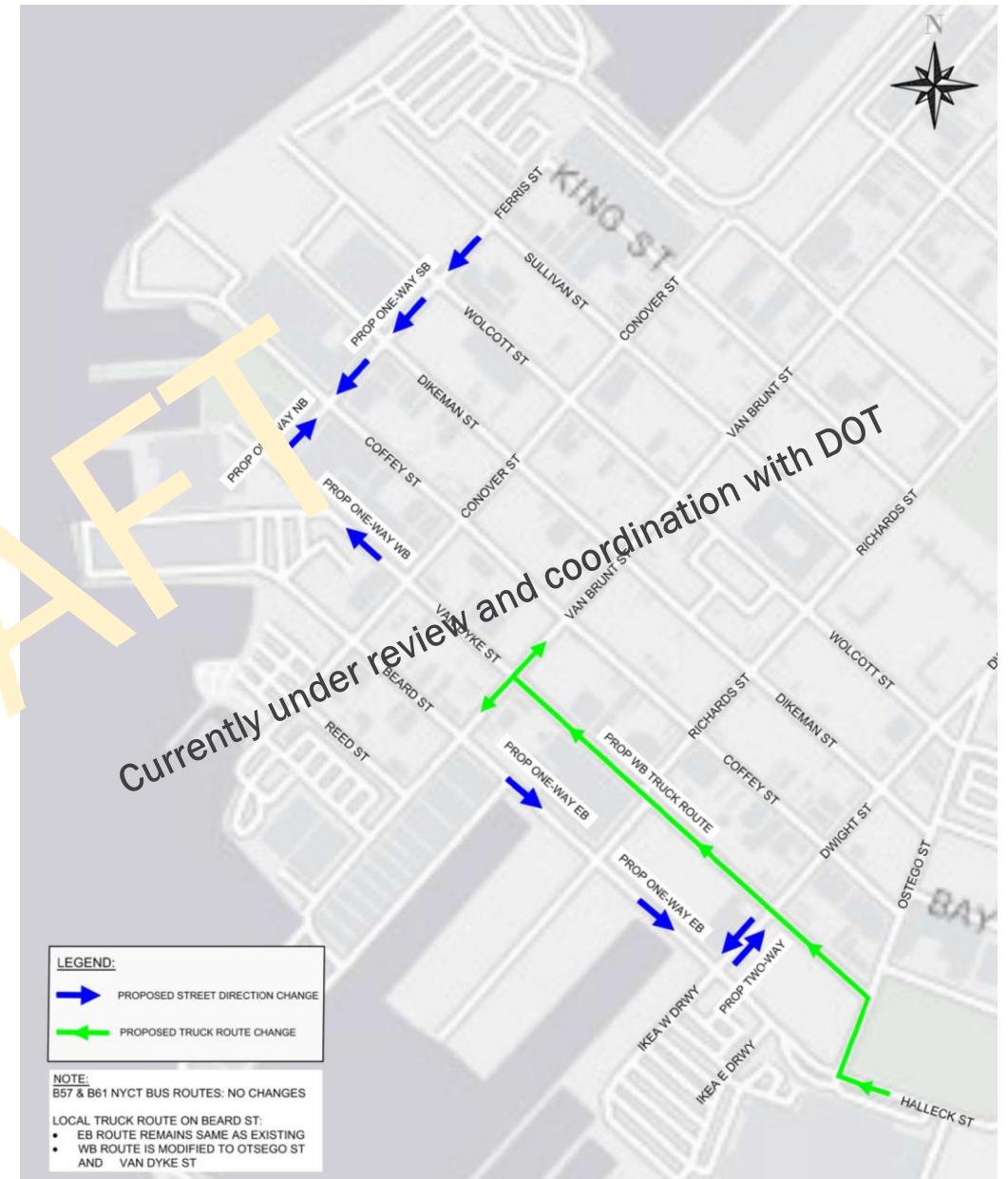
## Ferris Street

Convert Ferris Street to one-way South-Bound (Sullivan to Coffey St.)  
Convert Ferris Street to one-way North-Bound (Van Dyke to Coffey St.)  
**This creates a one-way pair between Ferris St. and Conover St.**

## Van Dyke

Convert Beard Street to one-way EB (Van Brunt to Dwight Streets)  
**This creates a one-way pair between Beard St. and Van Dyke St.**

*This project seeks to preserve parking spots as much as possible, however, there are unavoidable impacts due to the installation of the BWG and floodwall that could lead to some parking loss; more details will be provided once the Traffic Study is completed*



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**20 MIN  
Q&A  
BREAK 2**

# REGULATORY REVIEWS



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# Required Federal, State, & City Reviews and Studies

Compliance requirements for the project to provide the safest and best design

- Easements
- Unified Land Use Review Procedure (ULURP)
- Environmental Assessment (EA)
- Traffic Study
- Public Design Commission (PDC)

# Easements

City processes used where access is required to build or maintain the protection system

## Easements

- **What is an Easement?** Legal agreement that grants an interested party the right to use another person's property or land in a certain way despite not having any ownership interest.
- **An easement will be required** for short list of properties adjacent to proposed floodwalls for maintenance, operation, and inspections.



# Unified Land Use Review Procedure (ULURP)

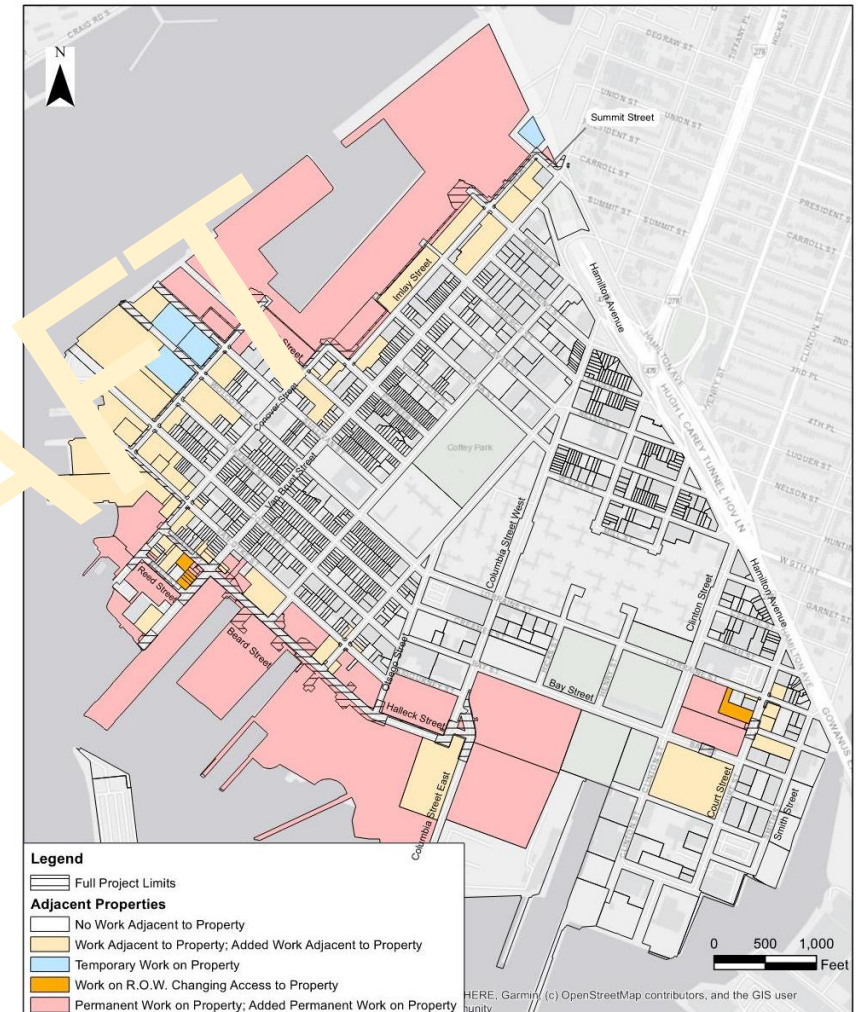
The City's public process to change the use of land (streets and property)

A Change in City Map (MM) action currently under review for:

- **Grades:** Alterations to legal grades due to raised street grades will also fall under this action.
- **De-Mapping:** The de-mapped portion of Halleck Street south of Todd Triangle may also be encompassed within the same ULURP action.

Additional actions may be needed for:

- **IKEA (TBD):** Portions of the proposed work on IKEA, located within a designated Waterfront Public Access Area may also necessitate a land-use action
- **Port Authority (TBD):** Proposed permanent project elements within PANYNJ property, such as the Brooklyn Waterfront Greenway and permanent flood walls.
- **Maintenance (TBD):** NYCDOT requires a 6-ft easement, where feasible, adjacent to all Flood Protection System elements for inspection.



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# Environmental Assessment

Required Studies and Analysis that support the EA



Water Quality



Threatened and Endangered Species



Wetlands



Cultural Resources



Floodplain



Noise



Coastal Resources



Transportation



Wildlife and Fish



Hazardous Materials

**ADDITIONAL STUDIES NOT REQUIRED:**

- Geology
- Topography
- Soils
- Air Quality
- Environmental Justice
- Land Use and Planning
- Public Service and Utilities
- Public Health and Safety



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# Environmental Assessment

## Federal / State / City Agency Consultations Required

### Water Resources

- **NYS Department of State (DOS) Coastal Zone Management Act (CZMA) / NYC Waterfront Revitalization Program (WRP) - Consistency Assessment Form**
  - Assessment Statements for Relevant Policies
  - Joint Application Form
  - Environmental Review Documents
  - 60% Design Plans

### T/E Species

- **USFWS Information for Planning and Consultation (IPaC)**
  - IPaC ESA Review Process > Consultation Package Builder (CPB)
- **NOAA Essential Fish Habitat**
  - Essential Fish Habitat (EFH) Assessment Consultation Worksheet
- **NYSDEC**

### Cultural Resources

- **NYS Office of Parks, Recreation, & Historic Preservation (OPRHP) State Historic Preservation Office (SHPO) and Section 106**
  - Cultural Resource Information System (CRIS): Submit project documentation for Federal (Section 106), State or SEQR environmental Review (Project Description / Photographs of Project & Surroundings / USGS Quad Map)
- **NYC Landmarks Preservation Commission (LPC)**

### Hazardous Materials and Wastes

- **NYC Department of Environmental Protection DEP**
  - Limited Phase I ESA: update for specific alternatives
  - Submit Phase I ESA / Phase II ESA Work Plan / Health & Safety Plan (HASP) (If remedial measures required > Draft Remedial Action Plan and Site Specific CHASP)

### Air Quality

- **Environmental Protection Agency (EPA) / NYC DEP**
  - Qualitative / Quantitative Noise Assessment

# Traffic Study

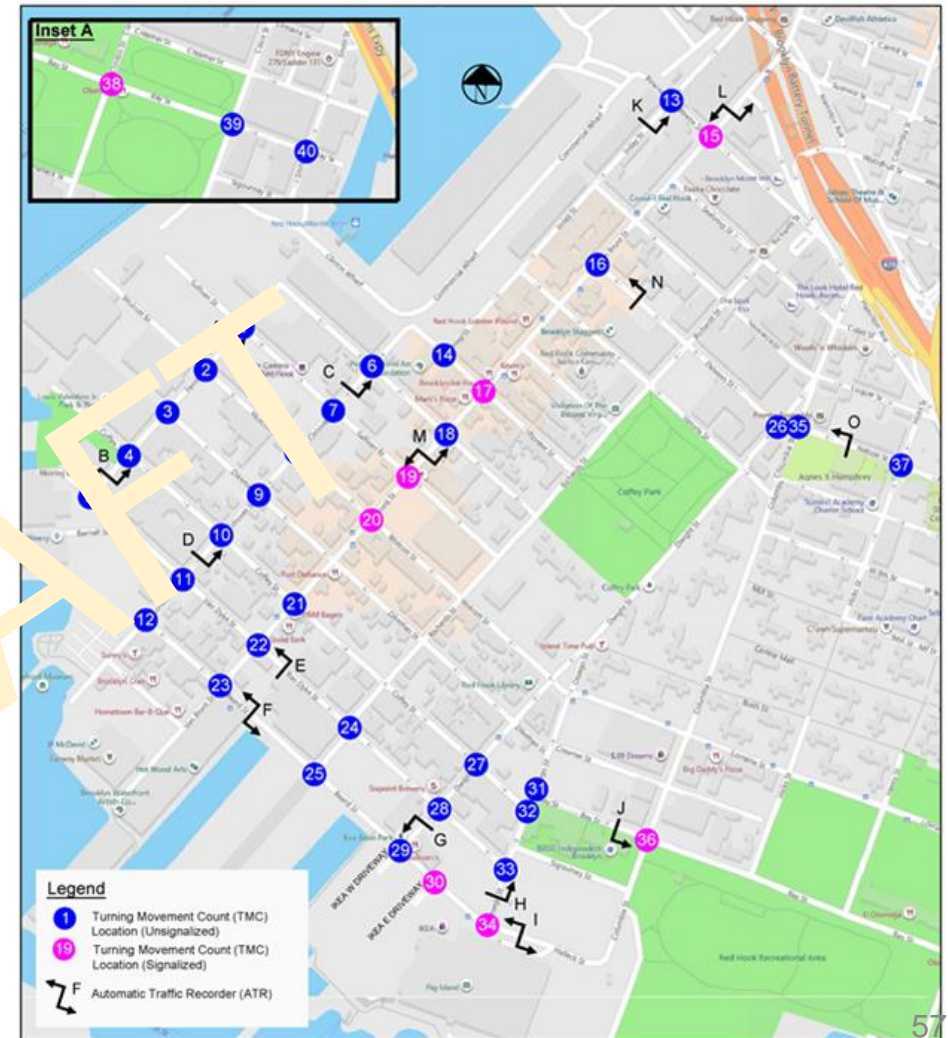
## Comprehensive Study of Pedestrians, Bikes, Cars, and Truck Movements

**Purpose:** Analysis existing and future traffic conditions to evaluate:

- Potential Impacts from Flood Protection System (FPS)
- Pedestrian Level of Service on sidewalks
- Implementation of Brooklyn Waterfront Greenway (BWG)
- Truck and Bus Movements
- Parking, Crashes, Proposed Signalization

### Conclusions/Recommendations

- Proposed flood protection system will not impact existing or Future Traffic Conditions
- Pedestrian and Bicycle Safety will be improved
- Congestion may increase in some locations based on assumed future development



# Public Design Commission (PDC)

Advocate for innovative, sustainable, and equitable design of public spaces

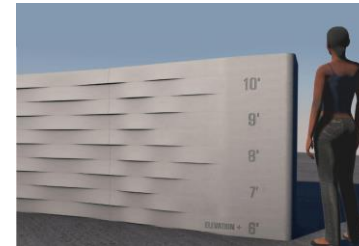
*All projects within the public realm that include a “Structure”, or “Art Installation” need to be reviewed and approved by the Public Design Commission*

**Commission:** PDC is made up of 11 Commissioners

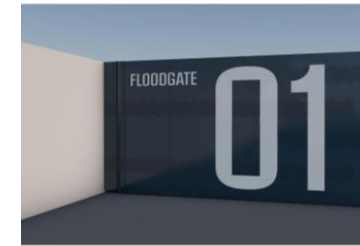
**Interagency Coordination:** PDC submission takes place after agency approval of design ensuring compliance with City Design Standards and Regulations, as well as Community review

## Schedule:

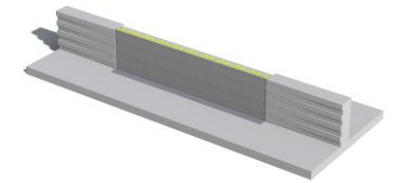
- PDC Preliminary Presentation August 2022
- PDC Final Presentation November 2022



Fixed Walls



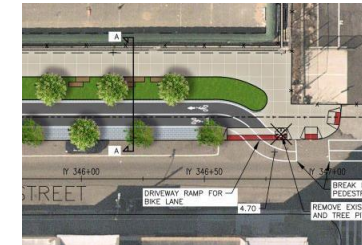
Sliding Gates



Flip-up Gates



Planting Palette



Greenway Alignment



Seating, and other Appurtenances

Sampling of Elements Requiring PDC Approval

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**10 MIN  
Q&A  
BREAK 3**

# CLOSING REMARKS & NEXT STEPS

# RHCR Look Ahead & Engagement Opportunities

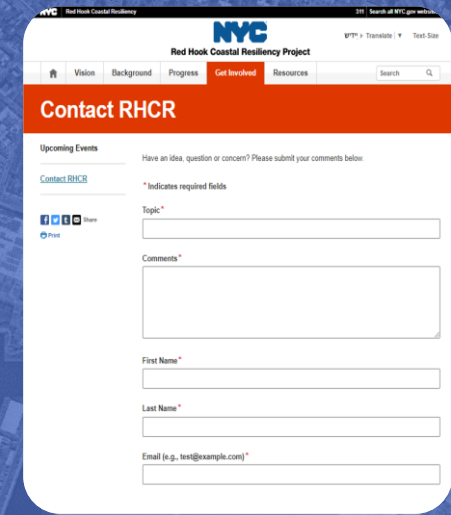
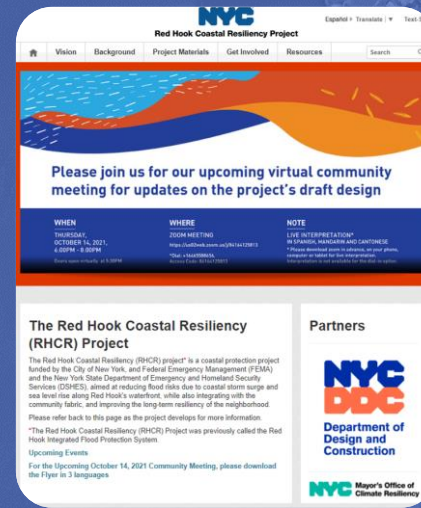
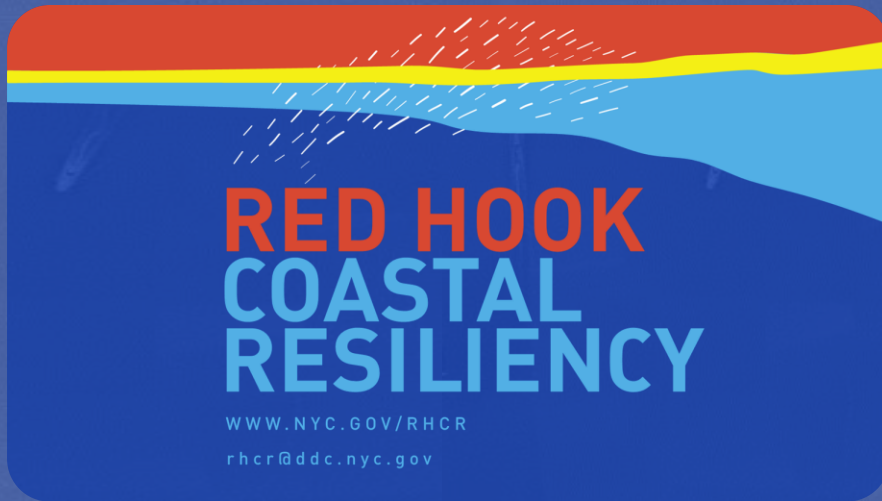
Continued Community Input at Critical Milestones



# CONTACT US

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[rhcr@ddc.nyc.gov](mailto:rhcr@ddc.nyc.gov)



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# 15 MIN OPEN DISCUSSION