



General Comments	<p>Thrilled to see these designs based on what was shared during the last public meeting</p> <p>Chamber St Solution was better – why was it rejected?</p> <p>Who coordinates with the USACE on the NYNJ HAT Study? What is the plan to the North? Who is coordinating this?</p> <p>Public, general: Number 1 question: I thought [BMCC] was going to sell to a developer and they would build a Highrise there.</p> <p>Consider potential redevelopment adjacent to Independent Plaza/BMCC</p> <p>Participants had to leave earlier for childcare reasons so we were only able to discuss for a short period of time</p>
Option 1	<p>North Moore options: Why is option 1 on the table? Wall at the sidewalk will be central and it won't feel comfortable to walk in the confined space. Any opportunity to widen the sidewalk and take parking are a good idea. It's hard to find parking on the south side of North Moore.</p> <p>What conversations have been had with residents of IPN</p> <p>Option 1 is too concrete heavy and not green</p> <p>N. Moore St. Option 1 loss of trees for little gain & improvement; not much point in sidewalk crossing</p> <p>Dislike option 1 because no trees</p> <p>No to option 1</p> <p>Do we need to protect the utilities in Option 1 in front of Independence Plaza?</p> <p>Public, option 1: Call me selfish, but I want to protect the 9A crossing.</p> <p>Option 1 not preferred</p>
Option 2	<p>Option 2 loss of trees</p> <p>Dislike option 2 because no trees</p> <p>Public, option 2: I like that one.</p> <p>Option 2 not preferred</p>
Option 3	<p>No reason for N Moore to be as wide as it is</p> <p>Preference for #3 if reconstructing</p> <p>Option 3, though similar, offers more tree scape but place bump out at pedestrian crossing instead. Possibly loss a lane to keep parking to preserve bump outs as is</p> <p>Option 3 regain trees - probably preferred</p> <p>Strongly prefer Option 3 – enhance streetscape to add trees, planter boxes, seating</p> <p>Option 3: not a busy street, more trees and greener are always better, reuse street for seating</p> <p>More street trees are appreciated – Option 3 best.</p> <p>Do we need approval from DOT for Option 3?</p> <p>Public, option 3: I would be more willing to narrow the street at the western end of Moore St.</p> <p>Public, Option 3: I don't see the point of redoing options 1 and 2, If I lived there, I'd like to lose the parking and keep the trees.</p> <p>Option 3 is preferred, but with more parking AND more trees</p> <p>Consider the widening of sidewalks in Option 3 as a pro</p> <p>Most supportive of Option 3 and pedestrian space, plus street improvement, and greenspace</p> <p>HUGE preference for Option #3. If they had to choose between Options #1 & #2, would go with #2 because of the integration of planters.</p>
Trees & Greenery	<p>Align curb no trees</p> <p>Extend sidewalk, replant trees</p> <p>Trees plus benches</p> <p>Like more trees and greenery on waterside on Tribeca Pointe, not steps</p> <p>Need trees on North Moore</p> <p>Do not disturb existing landscape as much as possible</p> <p>Living wall (green?) to replace trees and other lost foliage on median</p> <p>Might be helpful to include infrastructure improvements with ConEd and DEP</p> <p>No way not to lose trees; want trees</p> <p>nice to have trees and seating along water edge to look through trees at the boats and views</p> <p>If we can't put that many trees, can we put bushes or grasses/planters?</p> <p>Thinks North Moore Street is too wide and a lane taken out for trees would be great</p>
Bike/Pedestrian	<p>Like widening path</p> <p>Keep bike/pedestrian options</p> <p>Need bike lane on North Moore</p> <p>Existing pipes will be enlarged</p> <p>Protect narrow walkway just north of esplanade and views</p> <p>Army Corps of Engineers alignment is western edge of Bikeway - separating Bikeway from HRP + Hudson River</p> <p>Crosswalks: Move, not remove</p> <p>Wants to ensure swing gates do not hinder sidewalk access</p> <p>Opportunity to widen sidewalks</p> <p>Need bike lane on N Moore if narrowed</p> <p>preserve the bikeway</p> <p>Add protected 2-way bikeway</p> <p>All options should use the extension to accommodate separated bike/lane space</p> <p>All options unsafe zone for pedestrians. Want to see separation of bikes and pedestrian</p> <p>Add bike Lane along N Moore</p> <p>They strongly recommend adding a bike lane, in addition to or instead of a parking lane, if the street can be narrowed</p> <p>Preserve existing character of the Bike path</p> <p>“You are scared to screw up a turning lane but not scared to screw up the bike path”</p> <p>Why not reconfigure 9A and move lanes into the median and widen the bike path and park along the Hudson instead?</p> <p>Public, general: Was there ever a consideration where the overpass is? I feel like that's dead space.</p> <p>Most people choose to cross over the south side of that corner, not the overpass. What's the difference of a crossover on the south side?</p> <p>Add new lanes for e bikes?</p>

	<p>Gate crossing Route 9A deployable, doesn't want to see the pedestrian walkway the same height as street Would like one crosswalk, plus curb cuts on each side of Gates to allow for pedestrian access on both sides.</p>
Safety	<p>We should design 50 years from now, not 100 years from now Emergency access... drainage backflow Not enough protection - flood to Hudson Open sewers pressure flood, north side of North Moore Given that it seems today like a windy and dark area where people pass through, area needs more soft surfaces, less concrete (wood, grass, etc.), maybe some screening. Stone steps and water get-downs not liked, could also be safety issue (maybe rather add lawn area)</p> <p>Cross (deployable) Chambers Street under overpass (or just north of) swing Gates but allow emergency vehicles exit from Stuyvesant High School. Safety aspects excessive crossings are flush so as to ensure safe for bikes and pedestrians to cross. Public, general: We need a deep dive engineer to evaluate between N Moore and Chambers and the use of that spot under [9A] before a plan can be made. There's a ton of electrical in front of Stuyvesant high school. Street narrowing could be a safety enhancement as well, take Water St as an example for what to do on North Moore Emergency response plans are crucial for all first responders, BPCA staff, residents, national guard, for how to work deployables</p>
Appearance/Views	<p>Make barriers more attractive Meandering well liked Widening of pinch point really appreciated, water window liked. Integration into Rockefeller Park well-liked Should use the chance to make this a better place, this is the right approach like meander like soft connection to RP Restaurant shells need to be limited in this area Preference for exploring the gate not blocking Hudson river park and the basketball courts. Therefore potential exploring swing gate under the chambers street overpass. Concerns with views along bikeway Preference for more transparent materials to alleviate elimination of views Using median for artwork Like the building FBS alignment "BMCC should come down" – doesn't fit the neighborhood Public, general: The overpass is ugly anyway</p>
Seating/Steps	<p>Unsure about water seating Seating/lawn Maintain views to the water Fewer steps, more seating not on steps No step downs on Hudson river & No seating next to building because of sound into school Priority for more seating and trees</p>
Outreach	<p>Outreach to Independence Plaza residents What conversations have been had with residents of IPN? What conversations have taken place with residents of Independence Plaza? Recommended that the team reach out to Citi Bank to find out how their employees use the space and like the designs</p>
Traffic/Street/Parking	<p>N. Moore Street doesn't need to be so wide, a wider sidewalk might be good. Concerned about the parking loss - save parking and add trees DOT input needed Let's add the trees and keep on-street parking which means narrowing the street Opportunity to eliminate parking Has feeling of tunnel without a roof Reducing N Moore is fine, just know there will be a bit of traffic to get in highway in afternoon Parking issues along this stretch are extreme - people sit in cars and hold the spots indefinitely Preference to make street narrower in favor of trees Trucks park on N Moore, which is a concern, if we remove one lane will have more traffic in N Moore Why was chambers street solution rejected? No reason for N Moore to be as wide as it is Like narrowing street on N Moore - safety! Don't like losing parking spaces Parking > trees, but want both North Moore street is wide enough so they do not consider narrowing the width of the street as an issue They want the project team to consider large trucks double park in that area in the planning North Moore St travel lanes should be reduced given the current configuration/traffic and two way bike lane added. No reason for North Moore Street to be as wide as it is Add bump out at intersections to enhance the public experience. Do not allow restaurant to build a street shed in the parking lane The eastern sidewalk [of 9A] is a windswept wasteland On street parking is not a concern on West St. Chambers is one of the business intersections. Can we get a traffic study? Mark Levine wants a dual bike lane that would remove a highway lane [on 9A] Zig-Zagging doesn't allow for parking Noted that this reach doesn't impact them because they live in BPC and do not use this street very often In their experience, not a very busy street, so don't see an issue with losing a lane Don't think parking should be an issue because there's a lot and garage next door Preference for exploring the gate not blocking Hudson river park and the basketball courts. Therefore potential exploring swing gate under the chambers street overpass. Flood Barrier Against Bldg.</p>

	<p>Harrison to North Moore - still studying</p> <p>Current state --> 15 feet path for circulation</p> <p>New -- all options 20 feet path circulation</p> <p>Sandy water went all the way to Hudson - concerned that DFE isn't high enough</p> <p>consolidate median space with HRP and pit FBS there</p> <p>BMCC should be removed</p> <p>Stoplogs are time intensive</p> <p>Reduce deployable risk where possible</p> <p>Are there mechanical versions with buttons for deployables?</p> <p>Why are there no options shown to discuss Route 9A?</p> <p>They do not believe ending the flood barrier at Greenwich will be enough, they said during Sandy the flooding extended up to Hudson street. They want the project team consider extending the barrier toward Hudson</p> <p>They questioned what happens to the buildings on the north side of North Moore in a flood event</p> <p>Why not cross all the way 9A straight from Reach 2?</p> <p>Where are we crossing 9A and why not further south? Crossing closer to chambers would be better.</p> <p>I think there should be some sort of deployable. I like raising the middle barrier [of 9A]. Make the existing rock wall a little higher.</p> <p>What about a flip up perpendicular to the traffic? The water would hold up the gate.</p> <p>We could have the gate against the college when [not deployed].</p> <p>I'd like the gate to be further north aligning with the north side of the esplanade</p> <p>What if there were 30 ft. swing doors on both sides of the street?</p> <p>What about making the balustrades solid?</p> <p>Who is responsible for deploying all of the flood gates when the time comes? (BPCA)</p> <p>How many people are needed to activate deployables?</p> <p>Pros and cons of Auto deployables</p> <p>What happens when you have to cross the highway with deployables?</p>
Cost	<p>What does it cost?</p> <p>Which is least costly?</p> <p>Cost for everything?</p> <p>Is the cost different to all of the different types of deployables?</p>
Army Corps	<p>Concern that Army Corps and project team may not be talking to each other.</p> <p>Where does the army corps project pickup? (wherever this one leaves off, essentially)</p>
Wall	<p>Concern that we are setting a precedence with the wall along the park for the northward extension along the Hudson. Nobody wants a wall all the way along the 9A bike path</p> <p>Would [a wall north of chambers street] be problematic for the power grid?</p> <p>Wind impact should be considered for bike path with full height wall which no one likes.</p> <p>Mixed opinions on the wall along the bike path – some felt that it would be safer, protecting bikers from 9A, but others thought it might be more dangerous to not have a traffic sightline</p> <p>Identify opportunities to utilize 9A without walling off bike lanes requested by "Hudson Park Trust"</p> <p>Prefer keeping the wall as possible to BMCC building</p> <p>Clear walls are more preferable near intersections</p> <p>Find a way to make the wall along 9A decorative with art</p> <p>Concerned about the wall feeling like a "Mexico Border Wall" so want to avoid a very high wall with no transparency</p> <p>Glass panels might be the ideal to see through some of the wall</p> <p>Traffic circulation and patterns should be considered clear wall or propose intersection</p> <p>Dislike wall along west side of 9A</p> <p>Wall along BMCC</p> <p>Preference for the highway wall along BMCC</p> <p>Between Highway and bikeway --> Wall 95 feet from Harrison Street to Esplanade/ North of Chambers --> North face and Stuyvesant</p> <p>Would love 3 to 4 foot wall with glass on top if possible --> for height plus views</p> <p>North Moore: Against the wall, trees good, narrow street</p> <p>Concern with runoff from concrete walls</p> <p>Prefers aligning walls against college, less intrusive</p> <p>Idea of a wall between buildings and street scape is a security nightmare</p> <p>Do not prefer experience of bike lane wall. Also greater likelihood of becoming graffiti magnet. Along building would also attract that less</p> <p>General preference for wall along building in terms of it doesn't bother anyone</p> <p>Like glass wall for upper portion of flood wall</p> <p>Flood Barriers: view concern with some, cloud burst and run off from more walls, looking for more materials with transparency</p> <p>9A flood wall closer to building will be less intrusive</p> <p>The stretch of alignment between Reach 2 and Harrison is insanity – who will build a wall between the city and Hudson River Park?</p> <p>What is the wall made of? What are the gates made of?</p> <p>Put the wall against BMCC otherwise "you will cut the park off from Tribeca"</p> <p>Regarding Rt 9A alignment, they prefer to keep the wall as close as possible to BMCC building for reducing visibility impacts and keeping it away from the bike paths</p> <p>How can we avoid wall along the bike path? If a wall at all, then much lower wall with deployable element on top much better.</p> <p>Why is there a focus on floods walls instead of using nature and trees to hold back the water?</p> <p>Impacts of decisions on Reach 1 are not shown on reach 2 if wall is on the west side of route 9A</p> <p>Can the flood barrier wall shown in the median be a living wall covered in green</p> <p>Can the median itself be the flood wall</p> <p>Who will maintain the wall</p> <p>Clear walls are preferred especially near intersections</p> <p>Walls along the building should match the walls that are presently there. Should not be an exposed wall</p> <p>The median of 9A is already elevated. Would there have to be a wall of that [pointing to wall design on the western edge of 9A] height? Project team response: it is about 8 ft. in diameter.</p>

We would like to run the wall against BMCC

I would prefer a wall that blends with the motif of BPC. And flip up gates. I'm worried about bike and scooter safety with flip up gates, though.

Has anyone studied where the wall came from with Sandy?

What are the pros/cons of having a glass flood wall?

Flood wall near the college is preferable



General Comments

Do minimum in Reach 2, it's not the best part of BPC
Cannot opine on aspect as they connect to Reach 1 BIC not shown (still TBA)
Platform will need to be replaced
BPCA Gardner's garage, not enough room for their storing & equipment
In depth discussion of pilings + bedrock water flows underneath
Prepare for 50 year storm rather than 100 yr. storm technology and materials will change
How does seepage into the high school work?
What happens if fed/state government says we can't do this?
Why are there different teams for the South Resiliency Project and this one?
Will USACE approve the extension?
Reach 2 is a crappy side of BPC, should do the minimum in Reach 2 as it's not a place where people spend time
How much additional flood elevation are we adding in this reach compared to existing heights/protections?
Compared to all the places along the Hudson, this stretch has comparably low value for the community – seems to be more a pass through area, windy, no sun.
Why invest potential mitigation for additional water coverage in this reach? Maybe rather focus on Marina.
If we get more water coverage, shouldn't we then not try to make this a better space for the community and maximize amenities?
Overall difficult to decide between the three options.
Generally additional amenities are nice, but only if they are really used.
Are we able to add ecological water features?
Tribeca Point boiler room has fresh air intake
One community member noted that the Hurricane Maria memorial is not shown in the renderings (it is there- just too faint)
The other part that's difficult is [the intersection with Hudson river park]

The west side of the reach has to have enough space for the gardeners' garage to be functional and for the piles of stuff there and their vehicles.
option 1: How wide will the new alignment be?
Public, all options: All [options] are an improvement we're picking around the edges
Public, all options: [the southernmost part of the current reach] is a horror stretch for me.
Public: Options 3 and 2: We were discussing that option 3 has the best pedestrian flow, option 2 has the best median space in the esplanade.
Which agencies do we need regulatory approval from? DEC? Army Corps?
What happens currently if there is a big storm that floods the area VS what will happen in the proposed alignments?
More information about the water table for the public could be useful
Project Team is looking at drilled rather than driven
Possible impacts on the boating facilities
Wants real access to the water
Prefer fewest impacts to existing assets, like the duck pond

Option 1

Option 1 is most straightforward, least disruptive in terms of what is known and loved, just seats on water feel more commercial
Too much cement in opt 1
What is really the difference between option 1 and 2?
option 1: From my experience the north side of Stuyvesant high school gets very busy

option 1: Where are the benches? My husband, my mother, they can only sit on a bench. I'd be pulling them out of the river [pointing at the corner step down]
option 1: [pointing to Ne corner of the reach] is this a grassy area? This may actually split people
ON the existing conditions, the gardeners can use that to stage
option 1: I like the straight one. Can get down to the water. They're talking about seating
option 1: No one's going to sit on the school side
option 1: Let's talk about the wall with the 15 ft [of clearance for trees]
option 1: We're trying to keep the access ramp
option 1: How am I going to push a wheelchair on that [graded ramp adjacent to Stuyvesant Highschool]?
option 1: Look at option 1 it has: Less green, sidewalk, stupid where people will fall into the river. Just keep the fence the same
Too much concrete in option 1

Option 2

Emergency Access
Less hardscape
Don't like amphitheater on corner
Very windy not good for sitting
Retain south cove, lower walkway, sun
North Esplanade to be very shady
How close will this get you to the water
Bikes may fall into the step downs
Opportunity to make better
If we are already designing for coverage, why not go all the way
Critical - worst part (along highway)
trees and benches better than step down to water
Too much cement in opt 2
Water front seating
trees at the corner seating
Could there be a glass rail?
Shade and benches
Air quality important to keep in mind
Why is there a need to redo the platform?
People sit on benches under trees all along here now
Performance space with a view would make this more acceptable
Some members like that Option 2 added also green along the edge, while keeping the concept of meandering and similar views.

As nice as the meandering is, the straight path is better. The north side [of the school] is shaded in the summer. You could put seating there.
This is too big [referencing the planting area adjacent to Stuy HS]
This is too much planting- would be too much for transit.

I was conceiving an enlarged option 2. Importantly, the wave bit should replace The western edge from option 2. It would add circulation, more space. Also add another triangle/sweep on the east side.

	<p>What if we made [the western edge] flat and grass? Public, response: Too much foot traffic – would become muddy. Positive responses to option 2 because the elevation is not in your face</p>
Option 3	<p>Option 3 possibly best Integrate options 2 and 3 meander of option 2 with triangle fill-in of option 3 Option 3 - Wave design with modifications Need to consider wind pattern Like the widening of the pinch point near the corner Hills for running are good Jogging can be boring, this makes it more exciting Prefer other entry to Rockefeller park Like the sense of journey in the meander path Ceremony of water entry Performance space Seating available Minimize tree impact Access to park preferred Noise Visibility of stairs Lawn space Is option 3 – wave the least costly? If regulators don't allow Option 1 and 2, is option 3 the only alternative? Will Option 3 still add water coverage and is at risk of being rejected by regulators? Option 3 seems most romantic Option 3's meandering along the water is liked option 3: Option 3 is the best. This tree looks 20 ft from the alignment. As much as I like option 1's water access, option 3 has better flow. If you could include the water access from option 1 [in option 3]. option 3: I tend to agree with the previous. I like the trees on the edge. From a flow point of view, option 3 is superior. Option 3 is aesthetically the most appealing and preferred Less steps at the water in Option 3, no one sits there it's just a pathway Continuous guard rail preferred for option 3, not the dips into the water Questions about the cross-pitch of Ada access for Option 3</p>
Trees & Greenery	<p>Options that do not disturb existing landscape as much as possible Preserve trees, minimize scope Inclusion of green space As many trees, shade as possible Grass/lawn space in place of waterfront steps in Meander Least disruptive to mature trees/wildlife Opportunity to add street trees More trees, bird, experience Strong preference for an experience / vegetation on the waterside rather than all along building Like green, less concrete Like trees Are tree placements limited by pile caps? Would like to see more trees instead of the pavers and concrete, do not like the step down at the west corner More trees, more green, and flow in all options Where is there a limit on tree caps? Circulation is important, trees are important, and keeping the guard rail As long as there is greenery and enough width, they like it Sightline is more tree than past Prefers the smallest disruption of wildlife and removal of mature trees. Question pertaining to where all the wildlife go during construction?</p>
Bike/Pedestrian	<p>Bike path? (Stuyvesant) Widening of connect with Hudson River Park On N. Moore prefer to expand sidewalk Add bike lane</p> <p>Pedestrian safety with bicycle usage, this should be addressed as it's not noted in any designs Add potential Pedestrian ribbon experience Currently [the north side esplanade] is very busy All walkways [in all options] would be wider than present Concern narrowing near Tribeca Pointe I walk the esplanade daily and I've never seen a situation where the path in Reach 2 is crowded, it doesn't need widening Width of the platform is important for them because they frequently bike in this area Concerned about negotiating the platform use between bikers, walkers and baby carriages, they like additional platform width Could we extend the sidewalk along Stuyvesant in Option 1 and 2 to Tribeca Point? Tie-in to HRPK/Bike/Running Path is worse pinch point in the area and really dangerous. Proposed concept is generally liked but may have potential to be optimized. One community member is looking for delineation of the bike lanes along the north esplanade the rendering still show pedestrian and bikes are co-mingled. Must enhance the separation of bike and pedestrians. Public, all options: So all these walkways are 20 ft. wide? Project team response: Yes</p> <p>Public: all options: What happens [on the north side of the school] is based on the time. In the morning, it's more vacant, in the afternoon it gets crowded.</p>
Safety	<p>We should design 50 years from now, not 100 years from now. Emergency FDNY access is also a concern, renderings are wider than current levels though Maintain boat mooring access for all while limiting shade/cover of water Reinforce retractable along platform edge to protect against smaller events, non-porous balustrade all around BPC Deep dive engineering of 9A before gate (bike lane, electric sewer) Like the existing guard rail What happens to the large buildings during a storm? erosion? settle? Need consistent and rigorous training and employment Questioned whether new platform will accommodate emergency access</p>

	<p>Questioned the existing condition of drainage pipes, they are concerned about back flowing and carrying water to buildings</p> <p>Tribeca Point indicated the cellar slabs experienced high hydrostatic pressure during Superstorm Sandy.</p> <p>How do fire trucks access the north esplanade in these designs?</p> <p>With the extended platform idea will the fire boats water reach the buildings in the event of a fire?</p> <p>Concern about ability to retrieve people, should people fall in</p> <p>Question of whether ladders help with accidental falls vs encourages</p> <p>Concerns about current falling in</p> <p>If it psychologically slows cyclists, helpful watch concerns with sightlines for mothers with kids.</p> <p>Would like the same railing in the new design, although one participant advocated for glass. No cement</p>
Appearance/Views	<p>Views into & out of Tribeca Pt.</p> <p>Very important as tenants are expecting to preserve views/maintain privacy windows for venting (noted on rendering) for boiler room at Tribeca Pt.</p> <p>Dummy vent windows for BPCA are also a concern</p> <p>Beauty of having trees and seating along the water edge to look through trees out at the boats and view</p> <p>Preference for natural for rather than sharp geometric shapes</p> <p>Will you want to use out coverage capital here in this shaded area</p> <p>Remove Maria Memorial, need view space</p> <p>Like the continuous edge</p> <p>Referring to the corner of the esplanade and West St: Area frequently collects trash, so Flotsam collector would be helpful</p> <p>Design goal should be to build something no worse than what is there today, not improve</p> <p>Should we create "hills" along the water by sloping the path? Some liked the concept some don't</p> <p>Tribeca Point expressed that Lobby views, views to the water and preventing views into resident units are important issues for them</p> <p>Tribeca Point- Vent along the north esplanade – what happens to them?, Dummy vents at BPCA workshop should be bricked over</p> <p>Do not like amphitheater- it's a large concrete mass at the northwest corner of reach 2</p> <p>Public, all options: You may want to make the north side [of the junction] wider. It's already a mess because of the bollards.</p>
Seating/Steps	<p>Near water seating November to March not practical, maybe a ribboned access to water, potentially noisy, too much of concrete/hardscape – less of this please – no amphitheater/large space at corner</p> <p>Improve seating and area for plants</p> <p>Benches existing – needed for some disabled and less mobile people can't use step seats. Need ADA compliance</p> <p>Like the waterfront step seating [in options] 1 and 2</p> <p>Looking to maximize trees + green space as well as path --> the steps down to water are a barren waste of space as are the multi-level steps</p> <p>Concerned about skateboard usage</p> <p>Lack of ADA Access in current plans</p> <p>Water Access</p> <p>Even with ramps people don't want people crossing down in front of them.</p> <p>Preference is for benches over stairs</p> <p>Will stairs be accessible to seniors? Kids?</p> <p>Add handicap access/ramps</p> <p>Also preference for fewer steps, steps at a turn in bike path is concerning</p> <p>Remove benches/planters for ADA seating</p> <p>Must have existing benches along the river / need seating</p> <p>People move through here, don't really sit</p> <p>Just 1 step not multiple steps</p> <p>Want more flow, not wasted space with the steps along water</p> <p>Ensure ADA Access</p> <p>Railing at the top</p> <p>Skateboard presentation measures along the steps/seating</p> <p>What are the near water benefits with the platform so high above the water level?</p> <p>They do not like the step downs in general, they don't think steps downs add value and consider the step downs as safety hazard, they would like to see more trees and greenery instead of the step downs</p> <p>Steps to the water generally not liked</p> <p>The near water seating shown along reach 2 will not be used between November to April due to the cold and winds. It has a limited useful value.</p> <p>Would remove the stepdown on the eastern side of the cove on the north side of Stuyvesant high school</p> <p>Use South cove seating area as an example for this area</p> <p>Accessibility-wise, the steps down is a wall for people with wheeled devices, (scooters, strollers can't join others)</p> <p>Concerns about people doing tricks/skating on the steps of the water</p> <p>More waterfront seating and trees</p> <p>Wants shade and benches more represented in design</p> <p>benches over stairs or "get downs"</p> <p>Worried about shade on the "get downs" and that it would be too hot in the summer and too cold in the winter. Concerned about seniors being able to use the steps. Recommends putting in a lawn there instead or a "performance space," a la Belvedere Plaza</p>
Traffic/Street/Parking	<p>Access concerns for the park, sharp corner</p> <p>Like a slight meander vs straight approach</p> <p>Where will deployable be stored? what does deploying entail? what happens if there is no warning?</p> <p>Concern about reliability of deployables</p> <p>Can we learn more about project wide mitigation</p> <p>What are the materials supporting all of this?</p> <p>What type of piles / structural strategy?</p> <p>Can the national guard be trained to deploy gates</p> <p>Do these options address seepage?</p> <p>Are we building something that protects us for 200 years? WE should be building something that protects us for 50 and at that time we can use new materials and technology</p> <p>Why do you have to rebuild the platform?</p> <p>Questioned how the stop logs will be deployed</p>
Flood Barrier System	

	<p>Reliability of deployables is a concern, they are concerned if the deployables do not deploy when needed, the entire system will be useless</p> <p>How much value are we really adding with “water get-downs” and how much closer are you really getting to the water?</p> <p>Public, all options: I would like to see something just as secure but less intrusive.</p> <p>Some confusion about using piles/friction for buildings and what is currently there</p>
Construction	<p>Top priority: Least disruptive construction, shortest construction period, least disturbances and noise.</p> <p>Impact on Schools due to construction noise (supported solution to drill pills instead of hammering)</p> <p>Utilize existing space as much as possible</p> <p>What if upon construction, we realize some support needs to be replaced? How will we coordinate efforts with the city/DOT in order to not have to rebuild, tear up streets again and again?</p> <p>What materials will be supporting this construction and how long do they last?</p> <p>Disruption of the local school and learning program</p>
Cost	<p>What is cost difference between options?</p> <p>Cost for each?</p> <p>We care about costs</p> <p>Should water mitigation not be seen in a city wide context (“city wide water mitigation bank”)? And if, why “spend” mitigation here?</p> <p>If you invest so much money in this project you should try to maximize value to community and see this as a generational investment</p> <p>Which option is the most costly?</p> <p>How will BPCA decide what tradeoffs to make in terms of cost when we get to that conversation?</p>
Army Corps	<p>Where does army corps pick up?</p> <p>The Army Corps had a meeting facilitated by the Sierra Club. They were covering the exact same intersection [9A and North Moore] . Are they communicating?</p>
Wall	<p>Public, multiple options: Is the wall the same on all models?</p> <p>How high is the wall?</p> <p>Public, multiple options: I like the hybrid of option 3 and option one. I don’t want straight seating adjacent to the wall. There’s no view</p> <p>Maintain good views (no cement wall)</p> <p>Question value of approaching wall</p> <p>Deep concern about wall to 10 in height adjacent to bike path that forever limits eastern expansion of HRP</p> <p>An extended or “flatter” wall from 2019 - is that still an option?</p> <p>Why do we need to re-do platform vs construction wall against building?</p> <p>Is the cutoff wall in each option and each reach the same?</p> <p>Concerned about flooding and environmental change but want to know: What is the design based on? Can we take advantage of existing retaining walls and reinforce/strengthen them without doing a wholesale change?</p> <p>Top of wall elevations are not clearly shown (the TOW designation is not used)</p>
Wind	<p>How will the wind affect this area for this design?</p> <p>If we want to create some more valuable area for people to stay in the reach, look at the area in the northern section of south cove, which is designed like a screen to protect from the wind</p>