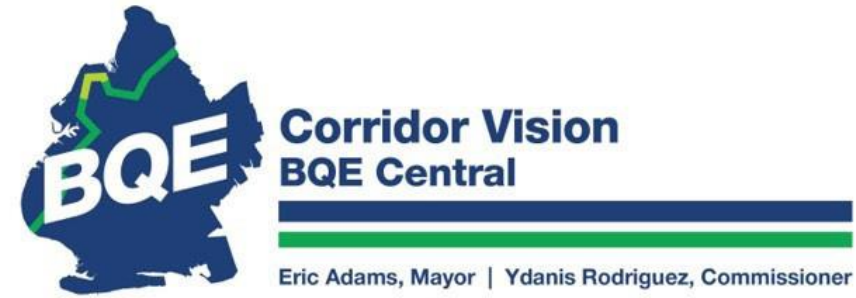


BQE Central Workshop #3



Refining The Vision
BQE Central Workshop #3
Feb 28, 2023



BQE Central Workshop #3

Agenda



1 Process Update



2 What We Heard



3 Design Concept Updates



4 Questions & Answers



5 Workshop Activity



For Discussion Purposes Only – Subject to Change and Refinement



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BQE Central Workshop #3

This administration is focused on pursuing a long-term fix for the city-owned portion of the BQE in Brooklyn, including the triple cantilever – highlighted here in dark blue (#4) – while taking a bold, corridor-wide approach to address the entire structure and reconnect communities throughout Brooklyn divided by this highway.

BQE Vision Overview

- BQE North
- BQE Central
- BQE South
- City-Owned
- State-Owned

BQE North

BQE Central

BQE South

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3



BQE Central Workshop #3

Project Focus & Engagement Approach



Urgency & Resiliency

Take action as necessary to ensure that City section remains safe; prioritize sustainable design.



Equity

Invest in communities along the full BQE corridor, not just higher income City section.



Fiscal Responsibility

Pursue federal grants; make needed repairs; focus investments on greatest impact.



Stakeholder Involvement

Work with elected officials and communities to develop BQE vision and move projects forward.

Community Engagement will inform Mayor Adams' & NYCDOT's decisions about future investments



Inclusive



Transparent



Consistent



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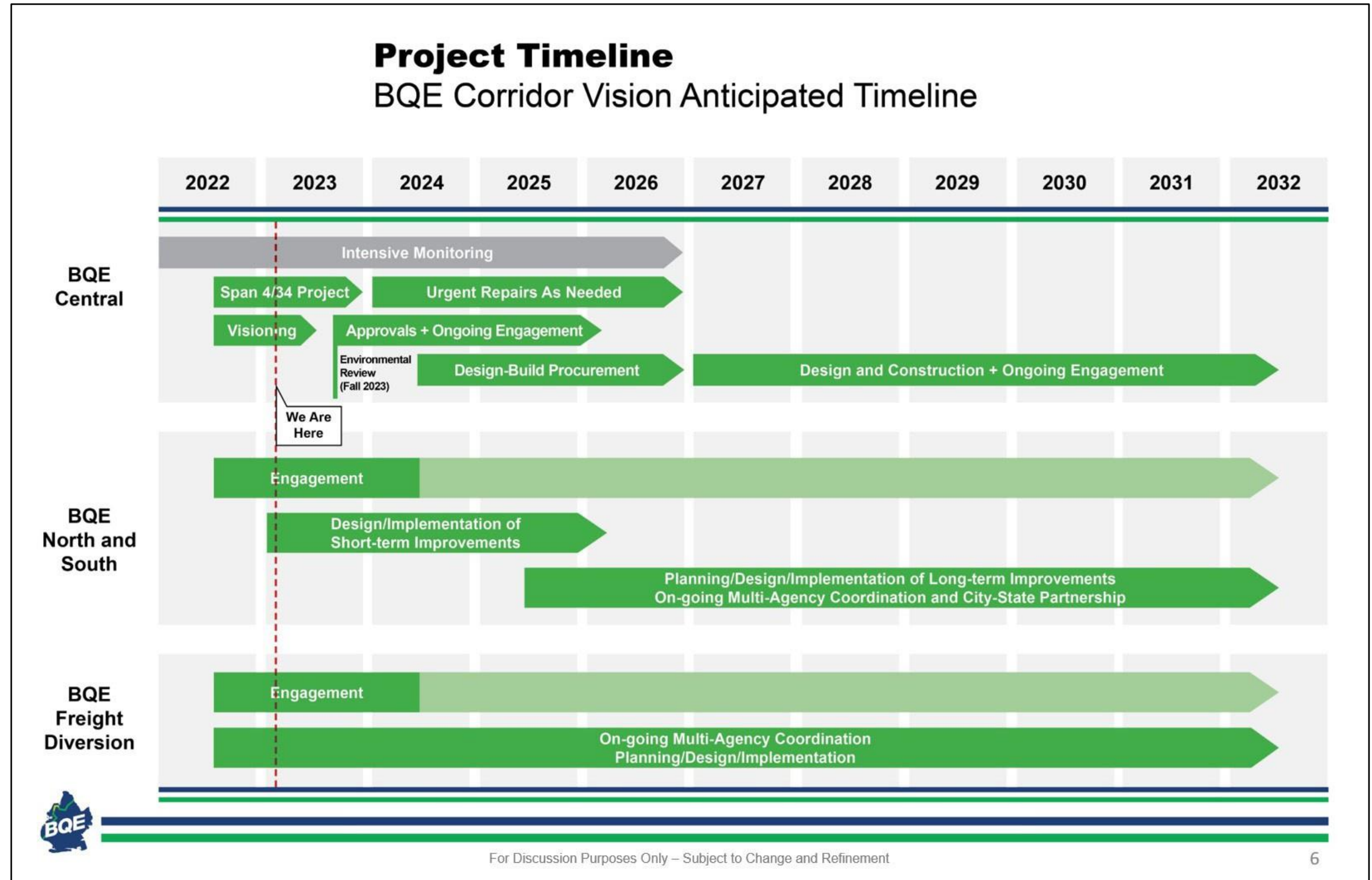
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Process Update

1

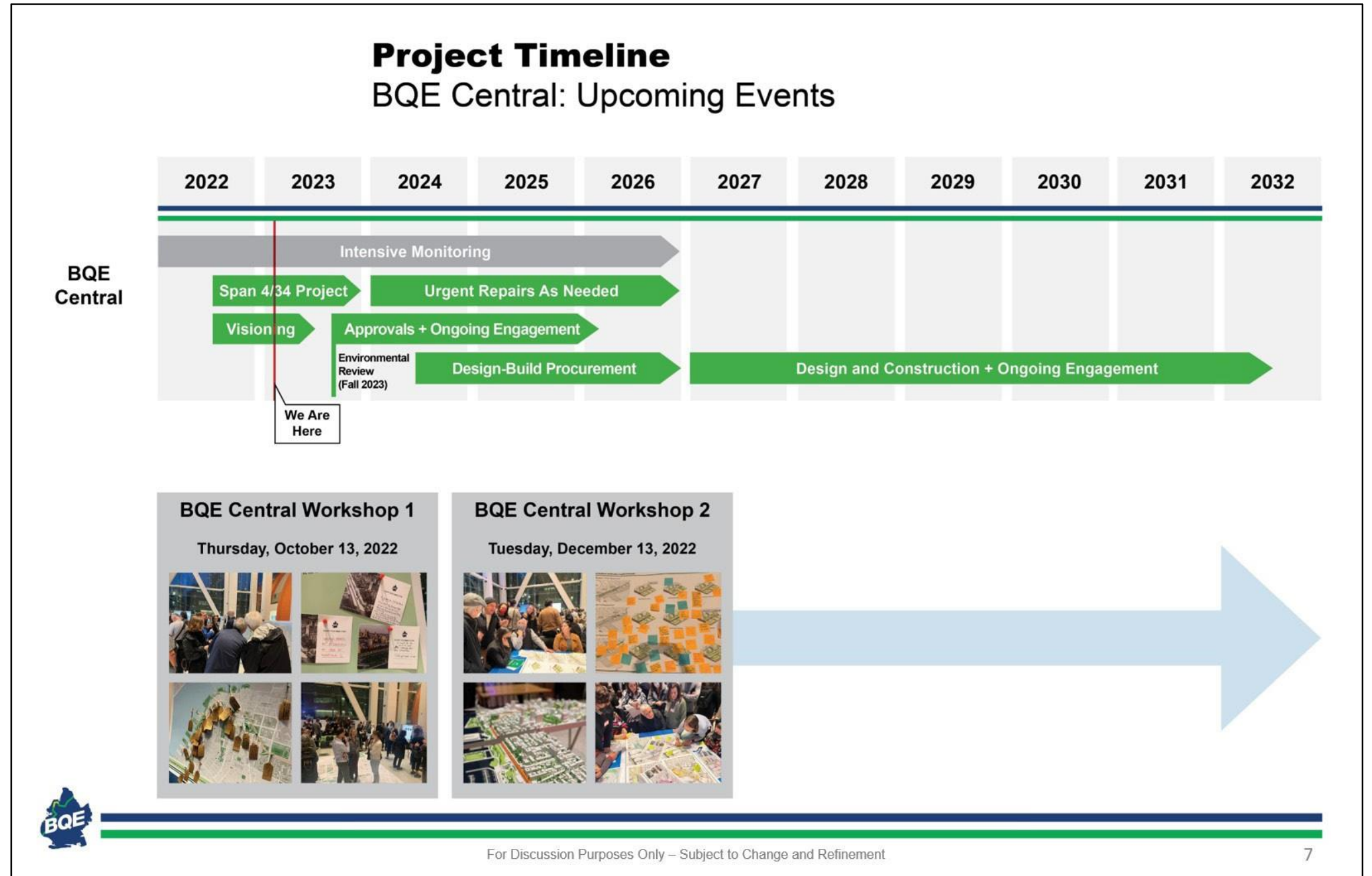


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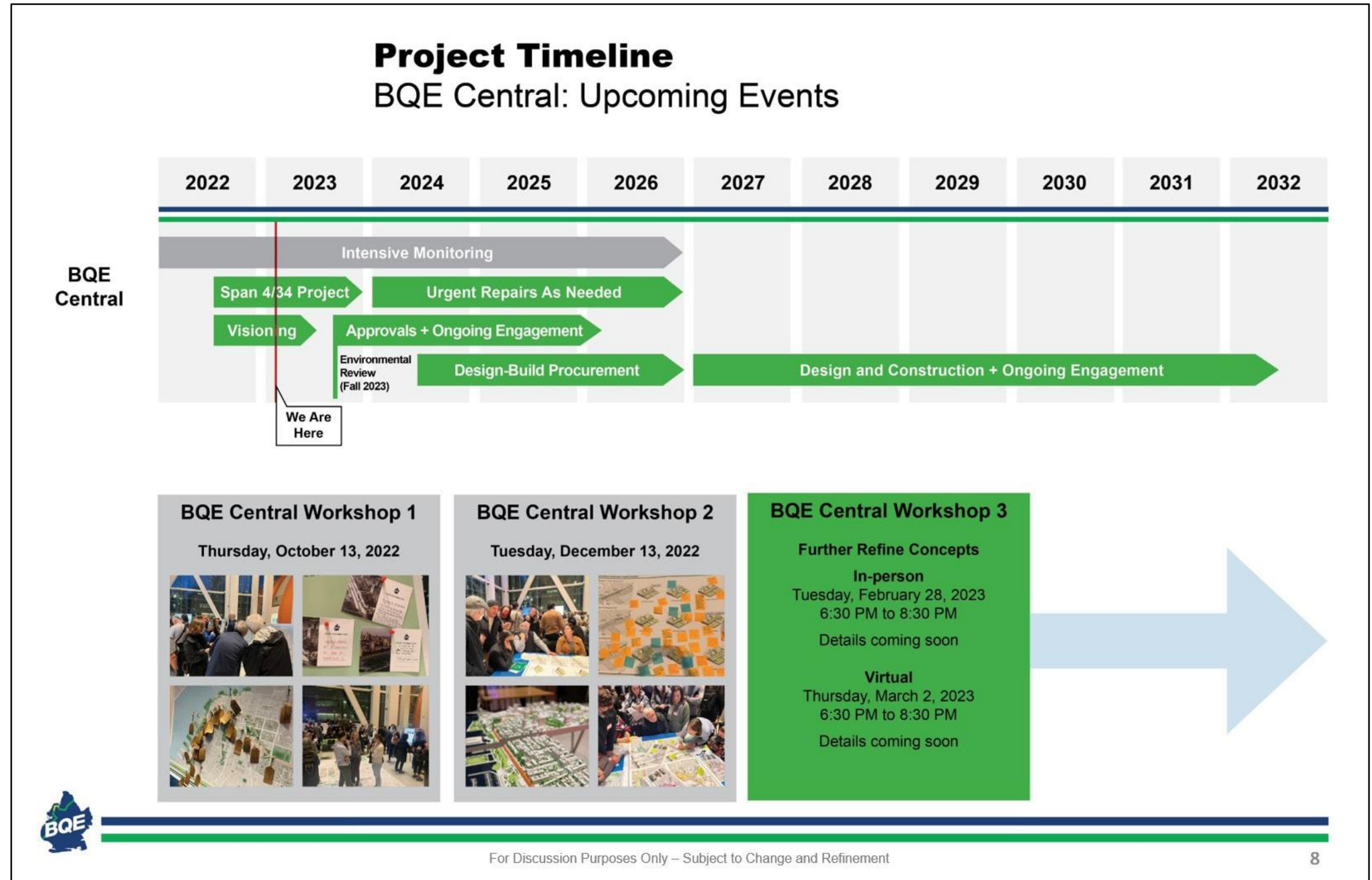
BQE Central Workshop #3

We are on track with our BQE central engagement, having completed the first and second round of workshops and stakeholder meetings



BQE Central Workshop #3

We are in our third round this week, the purpose of which is to share refined design ideas with the community. DOT will assess community feedback alongside other technical considerations and values underpinning our project focus to define the project options to move through environmental review.

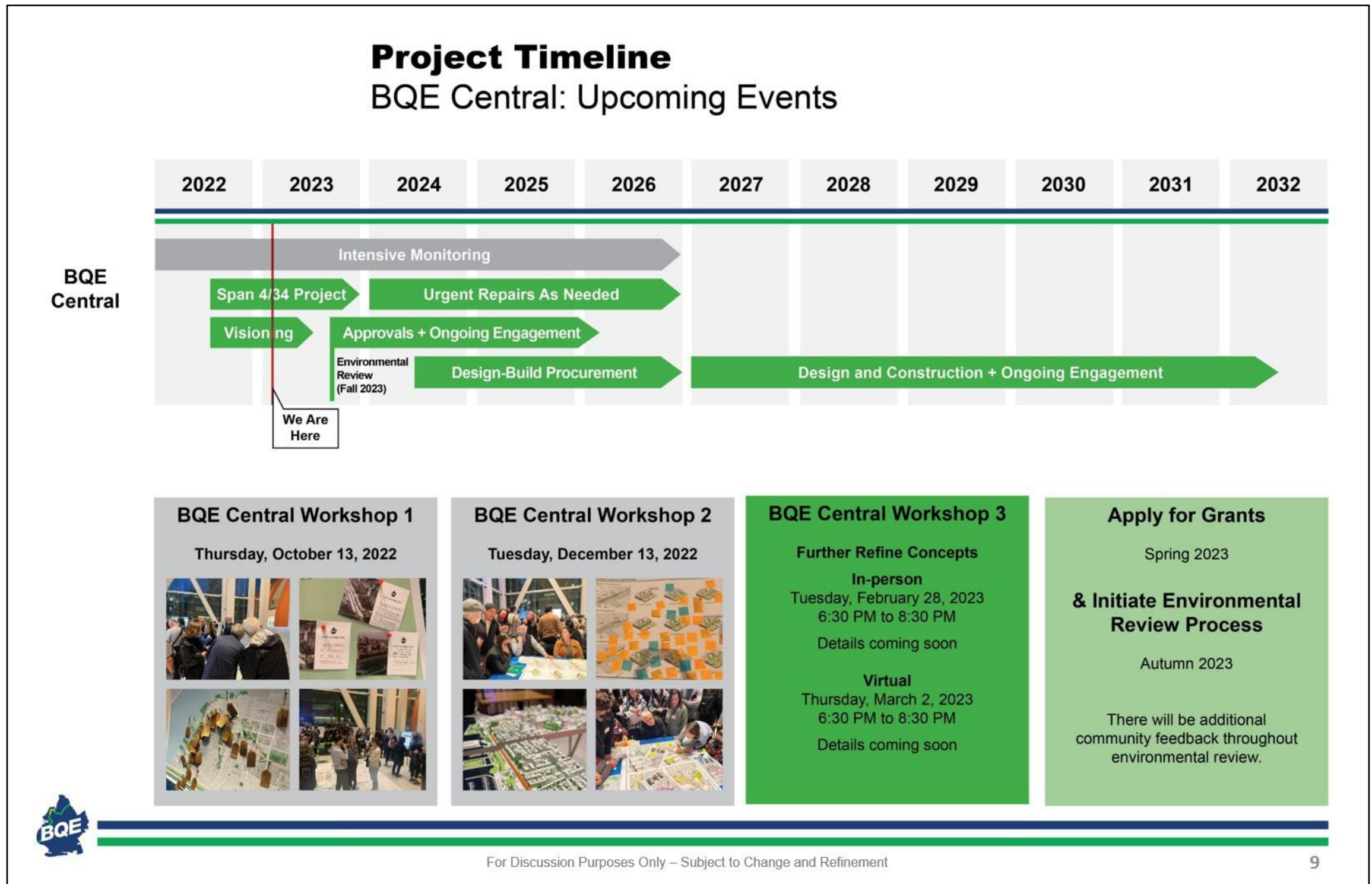


BQE Central Workshop #3

DOT will study both two- and three-lane options for environmental review. This will require extensive traffic studies and modeling, and ongoing coordination with our state and federal partners, lengthening the amount of time we will need to prepare for environmental review.

The schedule will be adjusted by a few months: we anticipate environmental review will begin in Autumn of 2023 – a process through which there will be additional opportunities for community feedback – with finalization of design and construction beginning in early 2027.

NYC DOT will apply for federal infrastructure grants this year for BQE Central and we will pursue these funds with a competitive application.



BQE Central Workshop #3

EIS Video

Watch the “Corridor Vision BQE Central: Environmental Review Process” video at youtu.be/YTUKSLE1dZ8

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BQE Central Workshop #3

A summary of focus group findings can be found at nyc.gov/bqe

Who's Involved?



Community Visioning Council

... Guides the Engagement Process

Representatives from elected official offices, industry, small business organizations, civic and tenant associations, environmental justice, and transportation advocates



Community Partners

... Help Lead Grassroots Engagement

Engagement resources for community based organizations, with meaningful community ties, demonstrated experience in mobilizing their constituencies, and specialty in multilingual capacity



Topical Working Groups

... Facilitate Focused Discussions

Subject Matter Experts facilitate discussion around critical issues such as traffic, transportation, and logistics; open space, connectivity, and public realm; environmental justice, accessibility, and equity; and land use and economic development

Local, State, & Federal Agencies



Department of Transportation



U.S. Department of Transportation
Federal Highway Administration



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BQE Central Workshop #3

Community Partners Update



The Community Partners Program includes
18 Community-Based Organizations

In addition to English, Partners have ability to do
Engagement in 23 Languages/Dialects

Albanian, Arabic, Bengali/Bangla,
Chinese (Cantonese, Fujianese, Taishanese/Toishanese),
Mandarin, German, Hebrew, Hungarian,
Indigenous languages (K'iche, Mixteco/Tu'Savi, Nahuatl, Mije),
Italian, Korean, Polish, Russian, Spanish, Tajik, Urdu, Uzbek, Yiddish

Partner events began in January, and we anticipate
Over 55 Activities to Occur by Mid-March

Activities include listening sessions, workshops, walking tours, surveying,
pop-ups/tabling, virtual workshops, learning circles, open houses

Partners are **Providing Equitable Access** to the process through
support like: child care, real-time translation, transportation support, visual
iconography, and other approaches to meet people where they are



BQE Central Workshop #3

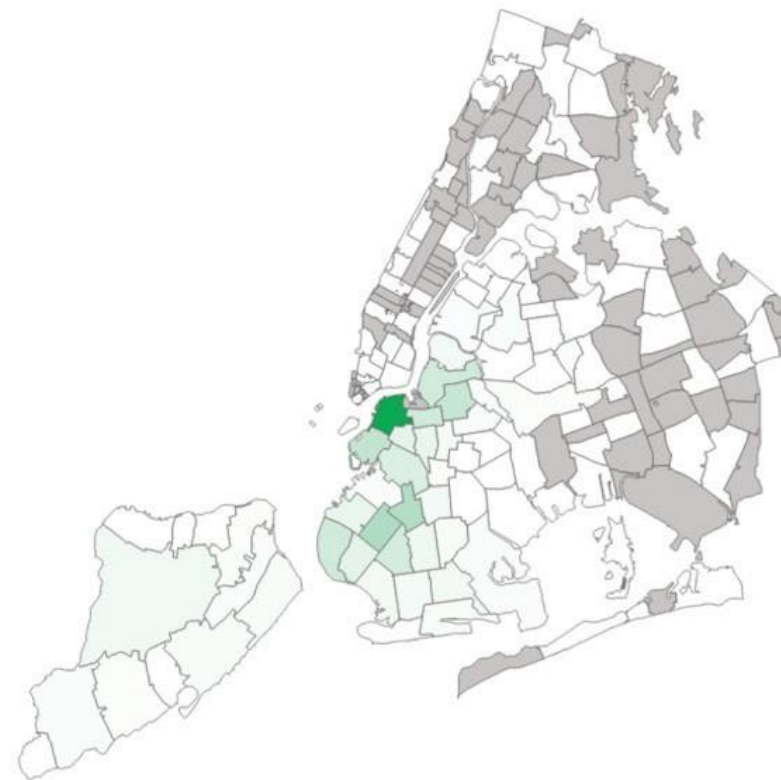
From mid-December to mid-January, DOT conducted a survey about BQE Central and nearly 1,900 people responded. The majority of respondents who took the survey expressed concerns about traffic congestion and traffic safety, along with significant questions and concerns about bike and pedestrian safety, noise and air pollution, and resiliency. For example:

- i. 16% focused on prioritizing mode-shift through bike and pedestrian enhancements or removing the highway;
- ii. 34% mentioned bringing the third lane back as a top priority;
- iii. 30% cited traffic congestion as a major problem in this portion of the BQE.

BQE Central Survey Results

BQE Survey/Feedback Portal:

- 1,889 Surveys completed
- 118 Comments made on Feedback Portal



Which of the following conditions along the BQE central corridor currently affect your daily life?



What community benefit(s) would you most like to see come out of the BQE Corridor Vision process?



Zip Code	Neighborhood(s)	% of Total Surveys
11201	Downtown Brooklyn	19.6%
11219	Borough Park	6.7%
11218	Kensington/Windsor Terrace	6.4%
11231	Carroll Gardens/Red Hook	5.1%
11206	Bushwick and Mott Haven	4.8%



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BQE Central Workshop #3

What We Heard

2



BQE Central Workshop #3

In December, ~500 people participated in an in-person and virtual meeting for Round 2 to help us shape the vision and provide feedback on a menu of ideas for BQE Central.

What We Heard

December 2022 – Round 2 Workshop



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BQE Central Workshop #3

What We Heard

Citywide Considerations Relevant to BQE Planning



Better **organize regional freight movement**, potentially through increased nighttime and maritime freight utilization



Reduce vehicle miles traveled overall with emphasis on reducing the prevalence of trucks and truck routes in environmental justice communities



Ensure that **construction impacts are well-communicated**, with emphasis on reducing impacts to small businesses



Maintenance planning should be central to any and all investments



BQE Central Workshop #3

- i. The overall potential roadway width and the number of lanes possible for BQE Central
- ii. How the project affirms and supports the City's climate adaptation strategy
- iii. How we as a city and you as stakeholders in this process can support a transparent decision-making process that clearly illustrates trade-offs
- iv. And how this project reflects an equitable and balanced approach to planning and investment throughout the Brooklyn corridor and the city more broadly.

What We Heard Key Questions & Concerns



**Roadway Width and
Number of Lanes**



**Climate Adaptation
Strategy**



**Trade-offs and
Decision-making
Process**



**Equity in Planning
and Investment**



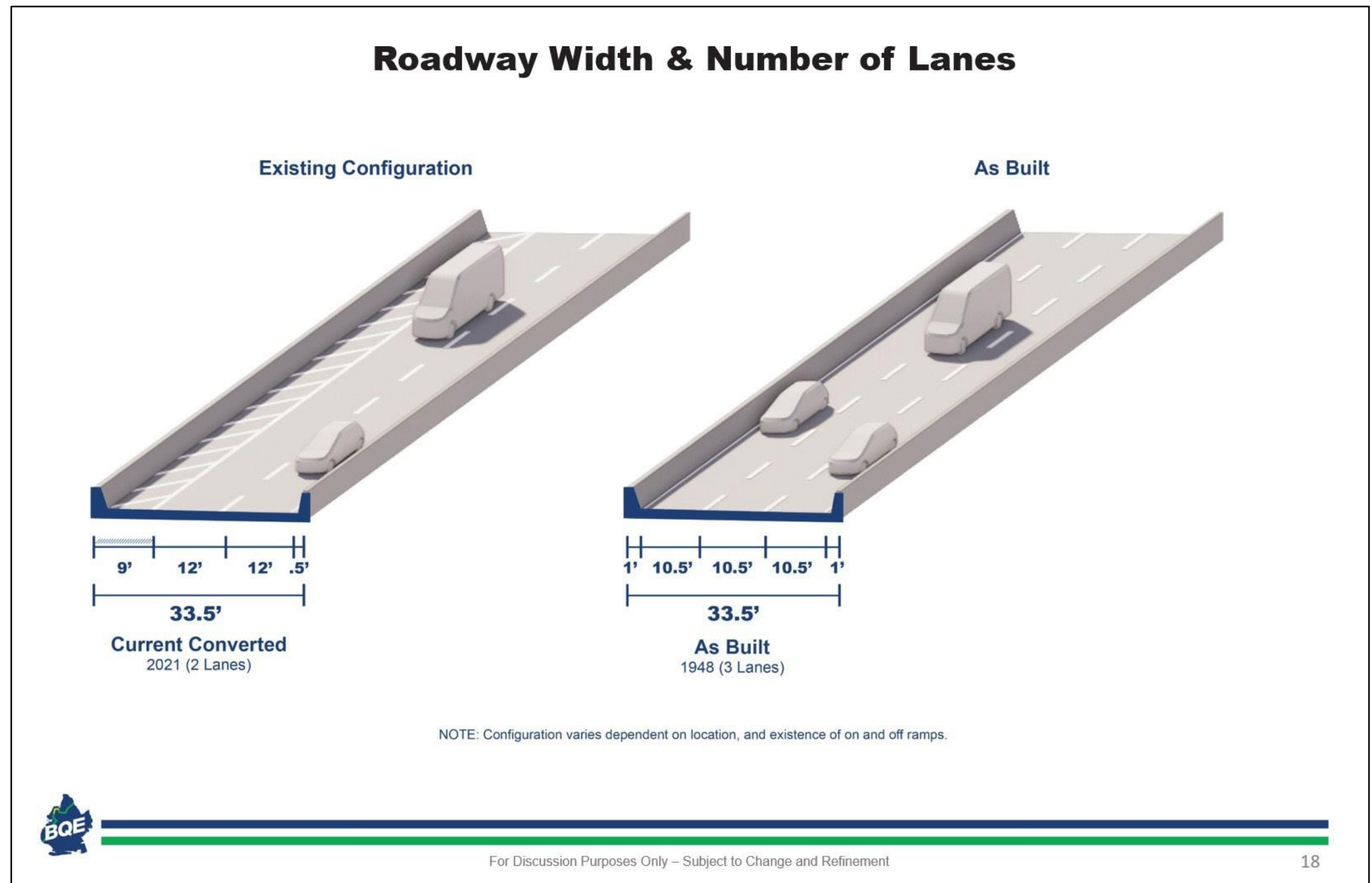
BQE Central Workshop #3

At Workshop 2, DOT presented concepts that represented a roadway width of approximately 40 feet and had 2 travel lanes and a shoulder (roadway width in one direction, Staten Island bound or Queens bound)

When the BQE was built in 1948, parkways and early highways were built to the applicable standards of the time (now considered substandard highway design elements). This includes 10.5' lanes, merging conditions and other features that over time, have presented unsafe and uncomfortable driving conditions.

While older roadways in New York City retain these substandard features today, when roadways are rebuilt, the current standard lane width of 12', plus shoulders, is typically required.

Note: after the two-lane conversion, data comparing traffic speeds in 2021 and 2022 show significantly decreased traffic speeds on the highway and in most surrounding neighborhoods – some up to 30-50% slower – including in neighborhoods not adjacent to BQE Central. Bus speeds on local routes also declined by 5-10% compared to 2019. This degree of decreased speeds was not seen in most neighborhoods across the City during this time period, despite a citywide trend towards increased personal vehicle use and e-commerce



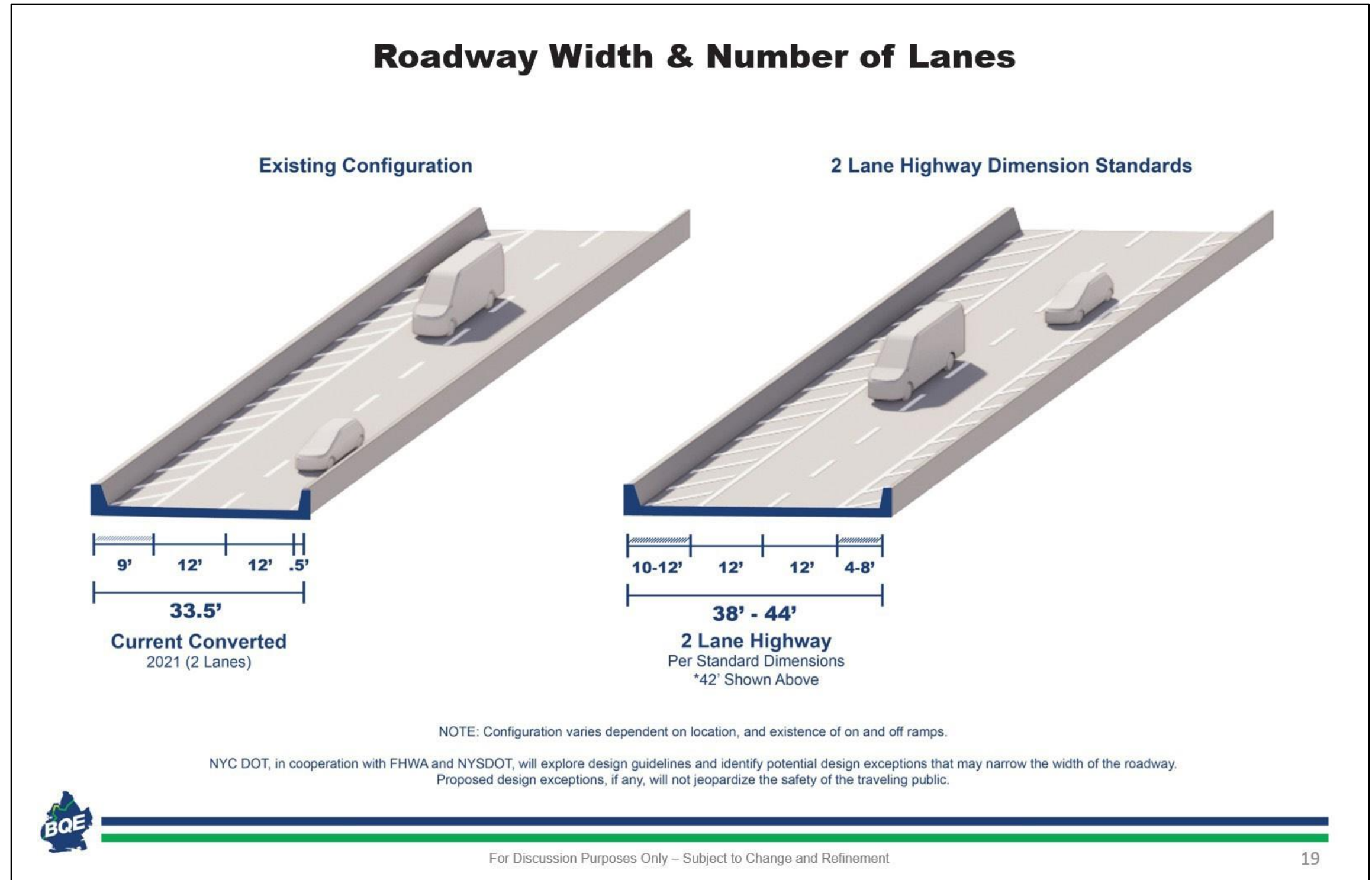
BQE Central Workshop #3

DOT will evaluate the potential for either a 2-lane roadway built to modern safety standards or a 3-lane roadway built to modern safety standards.

In the 2-lane configuration, in addition to two 12' lanes, DOT would propose shoulders on the inside and outside for safety, resulting in a 38-44' roadway along with appropriate provisions for merging for traffic from the ramps

There is a range of 38-44' because the two shoulders at federal standard width add up to 20', but the City could pursue deviations from the Federal Highway Administration to allow narrower shoulders.

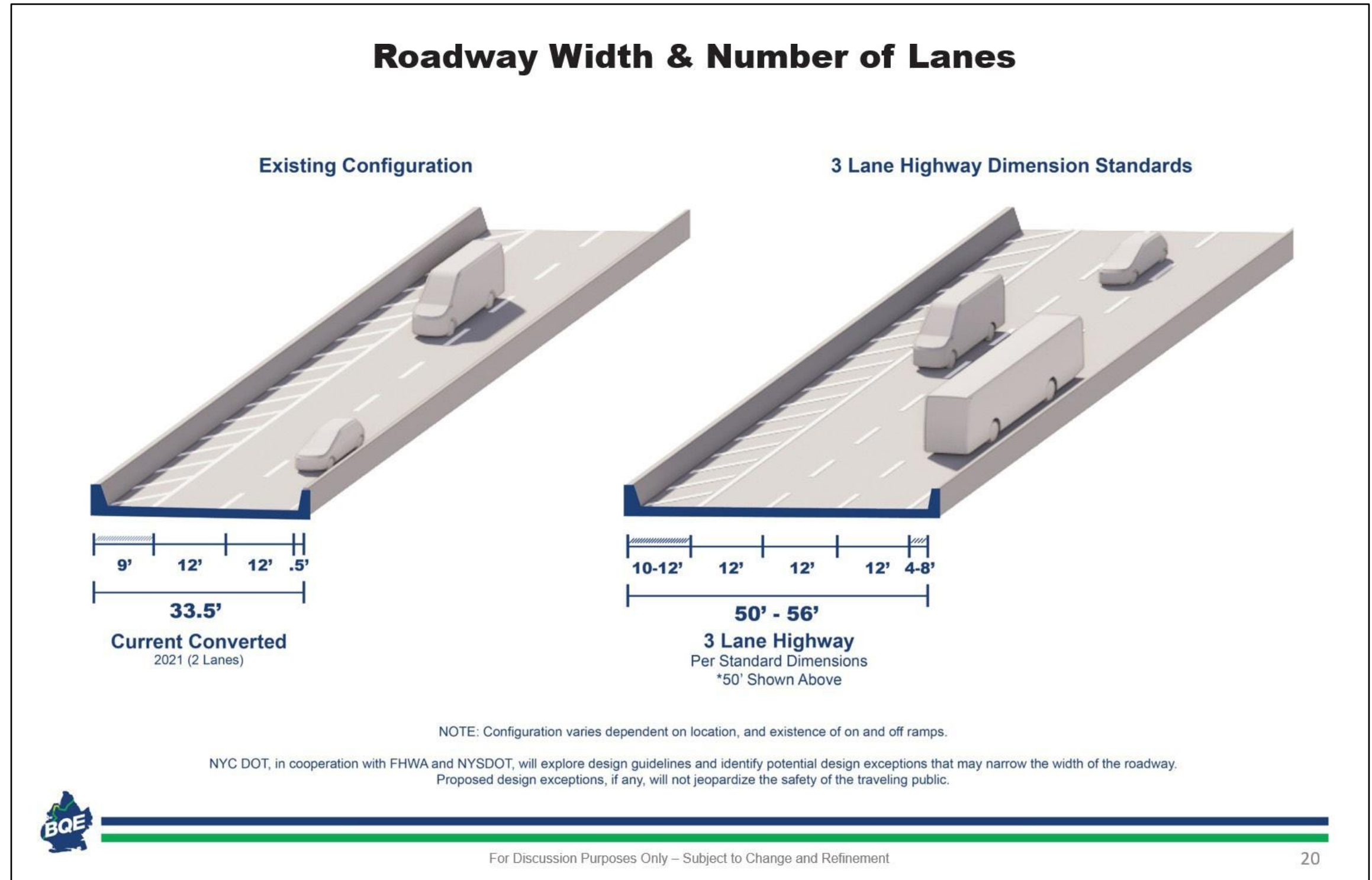
In the traffic analysis this spring and summer, DOT will also assess the upstream and downstream impacts of diverted traffic on other communities.



BQE Central Workshop #3

In a 3-lane configuration, there would be three, 12-foot lanes with shoulders on both sides, resulting in a 50'-56' roadway (maximum 20' shoulders).

In both cases, due to frequent on-and-off ramps, the BQE will have different characteristics at different points along the corridor.



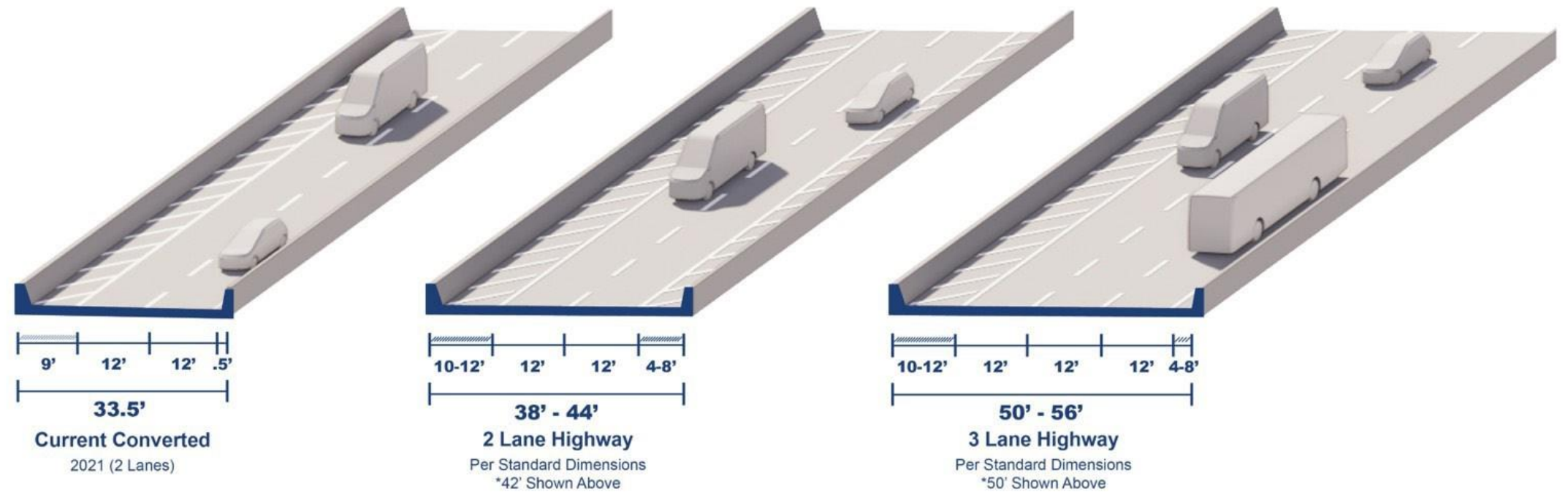
BQE Central Workshop #3

The specific width of the roadway is something that cannot be predetermined in this process and will require State and federal approval and input in accordance with safety standards

All of the concepts shown work in both a 2 and 3 lane configuration, but are illustrated as a 2 lane, 40' roadway, as in the last workshop.

DOT is prioritizing safety within this project, although we must remain flexible in certain constrained locations where there is limited potential to increase the width, such as when the BQE goes under the Brooklyn Bridge.

Roadway Width & Number of Lanes



NOTE: Configuration varies dependent on location, and existence of on and off ramps.

NYC DOT, in cooperation with FHWA and NYSDOT, will explore design guidelines and identify potential design exceptions that may narrow the width of the roadway. Proposed design exceptions, if any, will not jeopardize the safety of the traveling public.



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BQE Central Workshop #3

DOT is required to study current traffic demand and potential demand in the future. We will incorporate known plans into our analysis, such as congestion pricing, to assess how a two-lane or three lane capacity meets the needed demand through the project limits. This will also help us to understand the potential resulting effects now and in the future, across the entire BQE corridor in Brooklyn.

In coordination with the NYS Department of Transportation and Federal Highway Administration, NYCDOT is developing the study requirements, and the final decision about this section of interstate will be made with our state and federal partners through the environmental review process, anticipated to begin as early as Fall 2023.

2 and 3 Lane Traffic Analysis

NYC DOT is **committed to studying both 2 and 3 lane configurations**

The study will begin in **Spring/Summer 2023**

EIS is expected to begin in **Fall 2023**

All concepts presented work with both 2 and 3 lane configurations

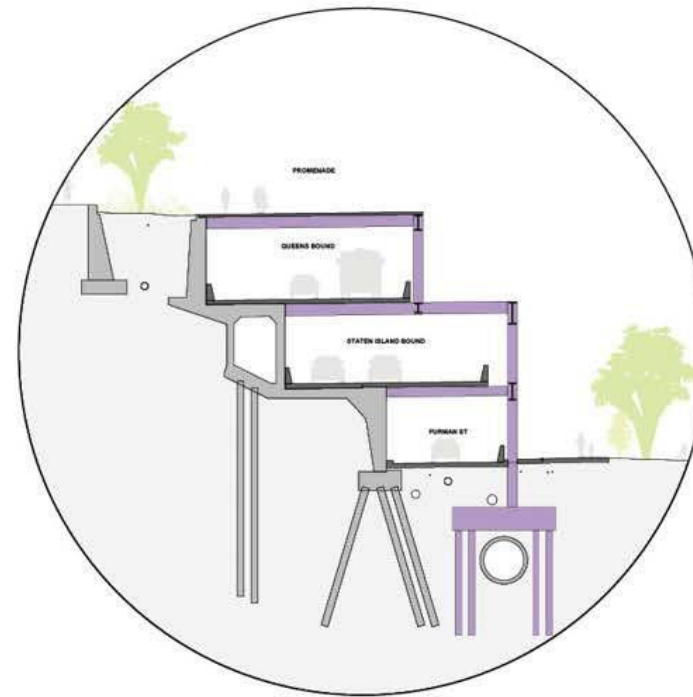


BQE Central Workshop #3

A partial replacement approach would maintain the existing retaining walls of the Triple Cantilever, but create a new frame structure in conjunction with repairs to the retaining walls to increase the lifespan of the structure. This means construction would have lesser implications for adjacent properties, but also do less to mitigate the vibrations they currently experience. This approach also reduces the flexibility in how the framed structure is configured.

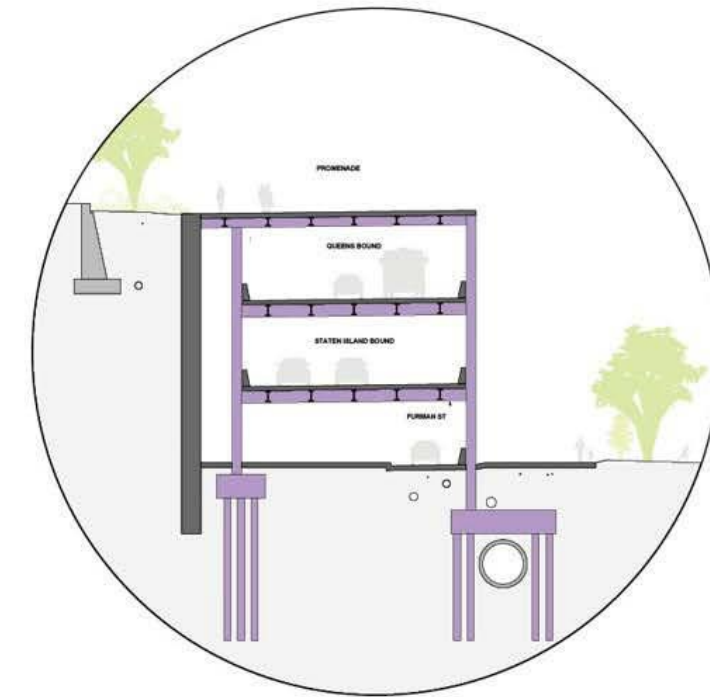
A full replacement approach would replace the existing retaining walls, resulting in a completely separated roadway structure from the wall supporting the bluff, likely doing more to mitigate vibrations in surrounding communities. This also allows greater flexibility for a new structure.

Partial vs Full Replacement



Partial Replacement

New highway structure constructed on portion of selectively demolished existing BQE structure
Maintains existing retaining wall



Full Replacement

Existing BQE highway structure entirely removed and replaced with new structure
Retaining wall replaced



BQE Central Workshop #3

Either option – Diversion or Bypass – could be applied to portions of BQE Central, but would not necessarily need to be uniform throughout.

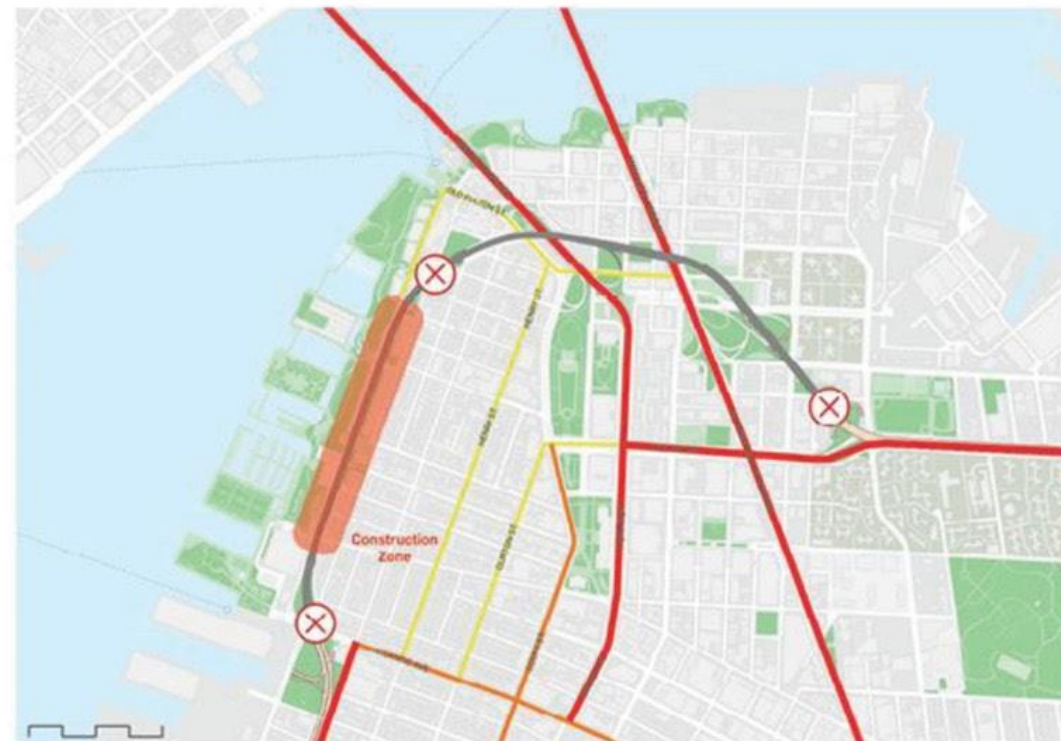
A bypass would shorten the length of construction, but would create a temporary structure along Furman Street

DOT will not build a temporary bypass at the promenade elevation or within Brooklyn Bridge Park.

Diversion would result in longer construction duration and potentially limit the flexibility of concepts in certain areas.

Construction Process Diversion or Bypass

Continuous Traffic Diversions



This option requires ongoing overnight closures and several weekend shutdowns. Whenever a temporary bypass is not used, overnight and weekend diversions will increase. Different areas of the triple cantilever can use different options.

Bypass



This option requires building a temporary structure that reroutes traffic off the BQE to allow the BQE to be under construction. Any bypass would take around one year to build and be in service for two to three years, with less time for shorter segments.



BQE Central Workshop #3

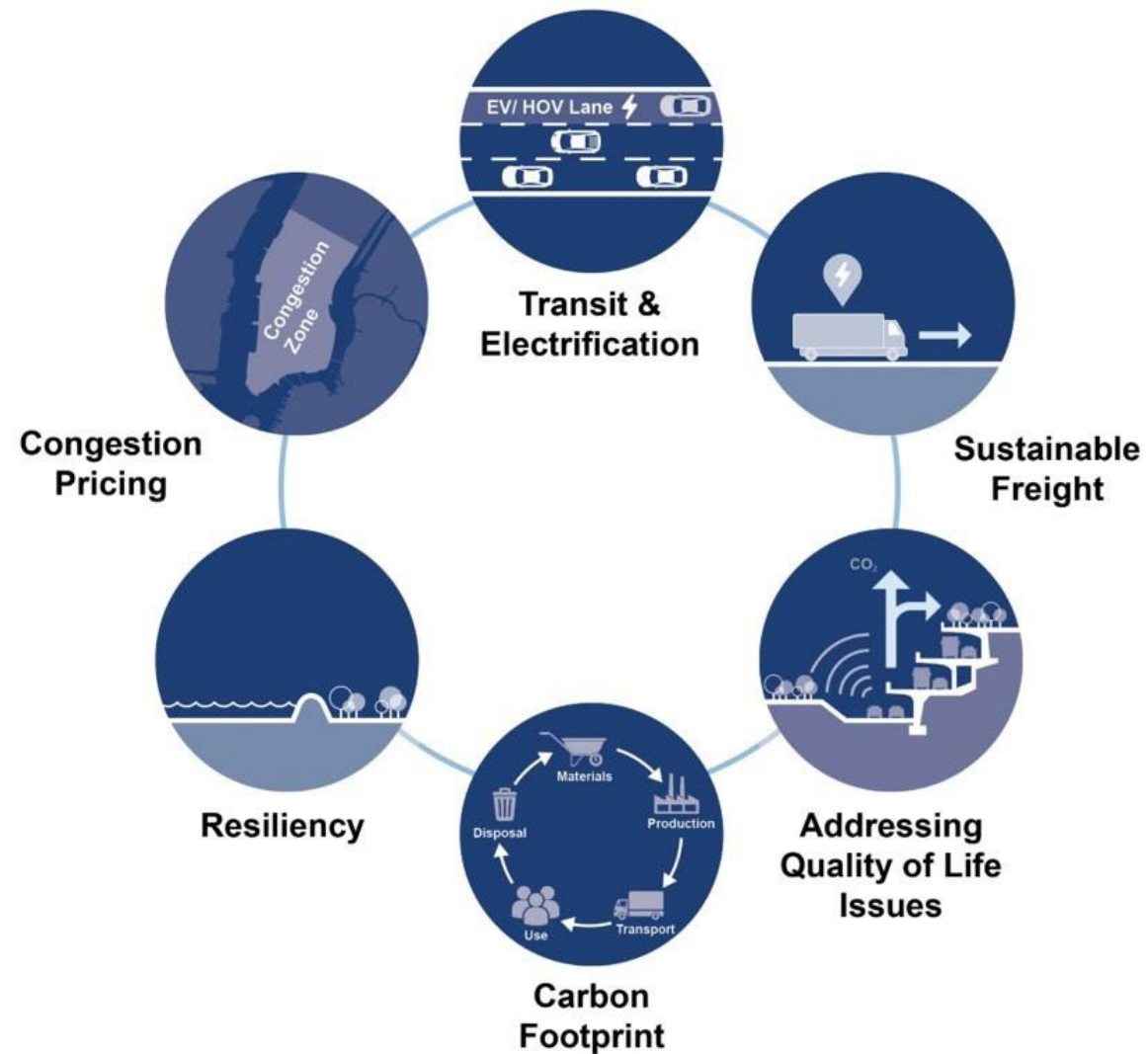
DOT is investigating opportunities to integrate design approaches that promote environmental sustainability, encourage mode shift and greenhouse gas emissions reductions, and explore opportunities for sustainable freight and goods movement.

DOT is already working with agency partners to encourage truck electrification, cargo bikes, and marine freight, while advocating for necessary state legislative changes and pursuing federal grants for additional support.

The City is also keenly aware of the potential impact that congestion pricing may have on BQE drivers, though its impact is unlikely to result in traffic evaporation without more aggressive approaches to reduce demand.

Many of these big ideas need to be explored in the context of the City's larger climate strategy, and we look forward to sharing these solutions with you as the design process progresses.

Climate Adaptation Strategy



BQE Central Workshop #3

The City will be balancing multiple priorities and striving to advance a clear understanding of how we're evaluating trade-offs so that you can grasp the inherent trade-offs of each approach from your own perspective.

How is the City Evaluating Design Trade-Offs



BQE Central Workshop #3

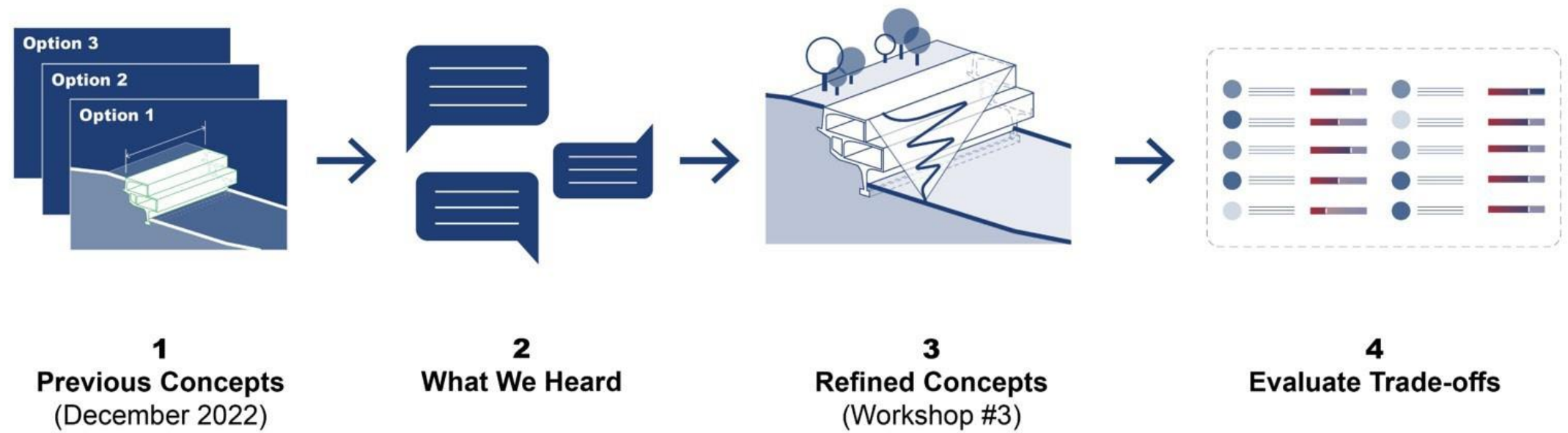
Design Concepts

3



BQE Central Workshop #3

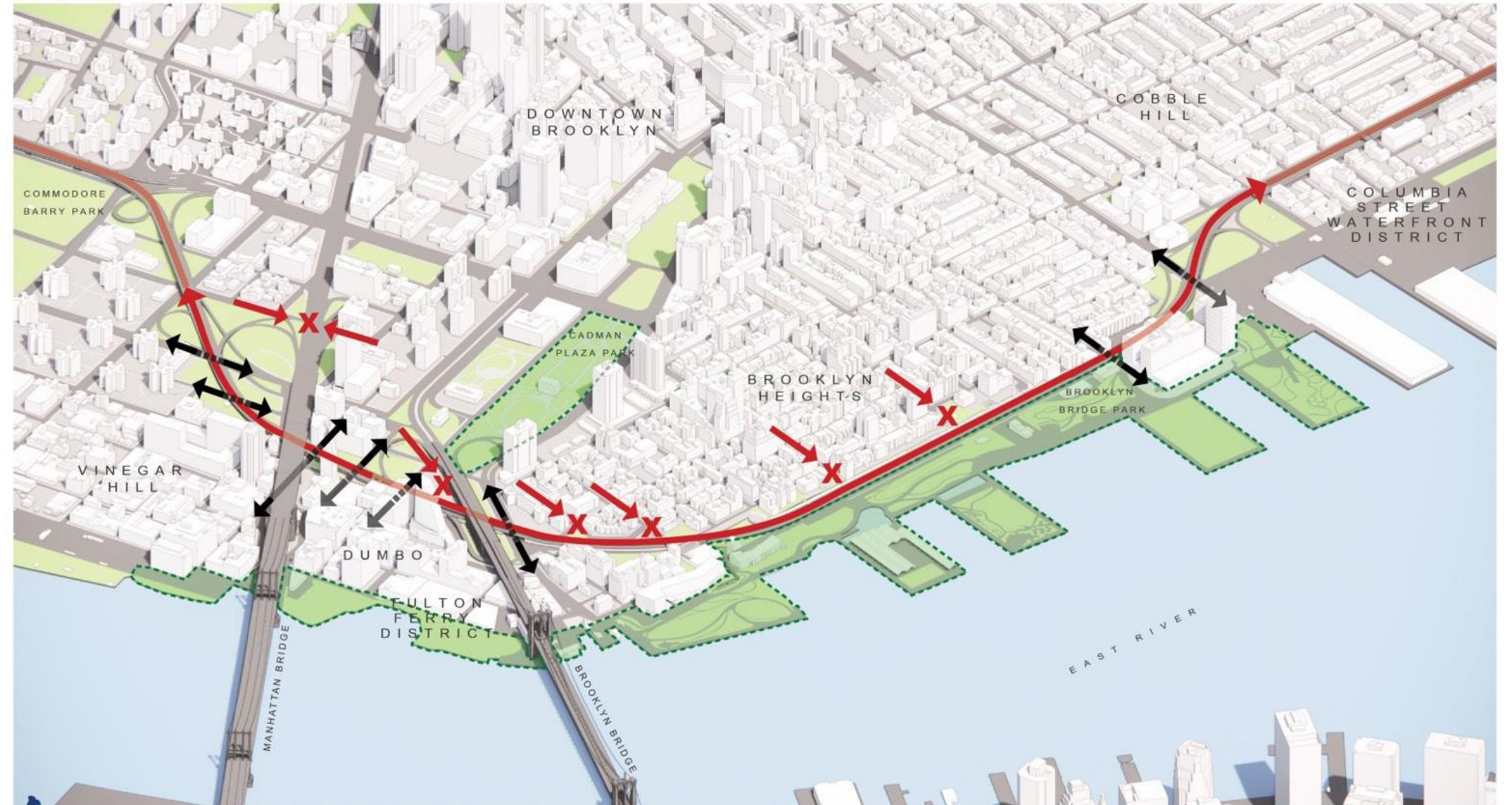
Project Process



BQE Central Workshop #3

One of the core goals in the BQE Central project is to balance the regional need for transportation infrastructure within the reality of a dense urban neighborhood. DOT is working with community to explore strategies that overcome the highway as a physical barrier between Downtown Brooklyn, Brooklyn Heights, DUMBO, and the waterfront.

Today: A Barrier Between Neighborhoods



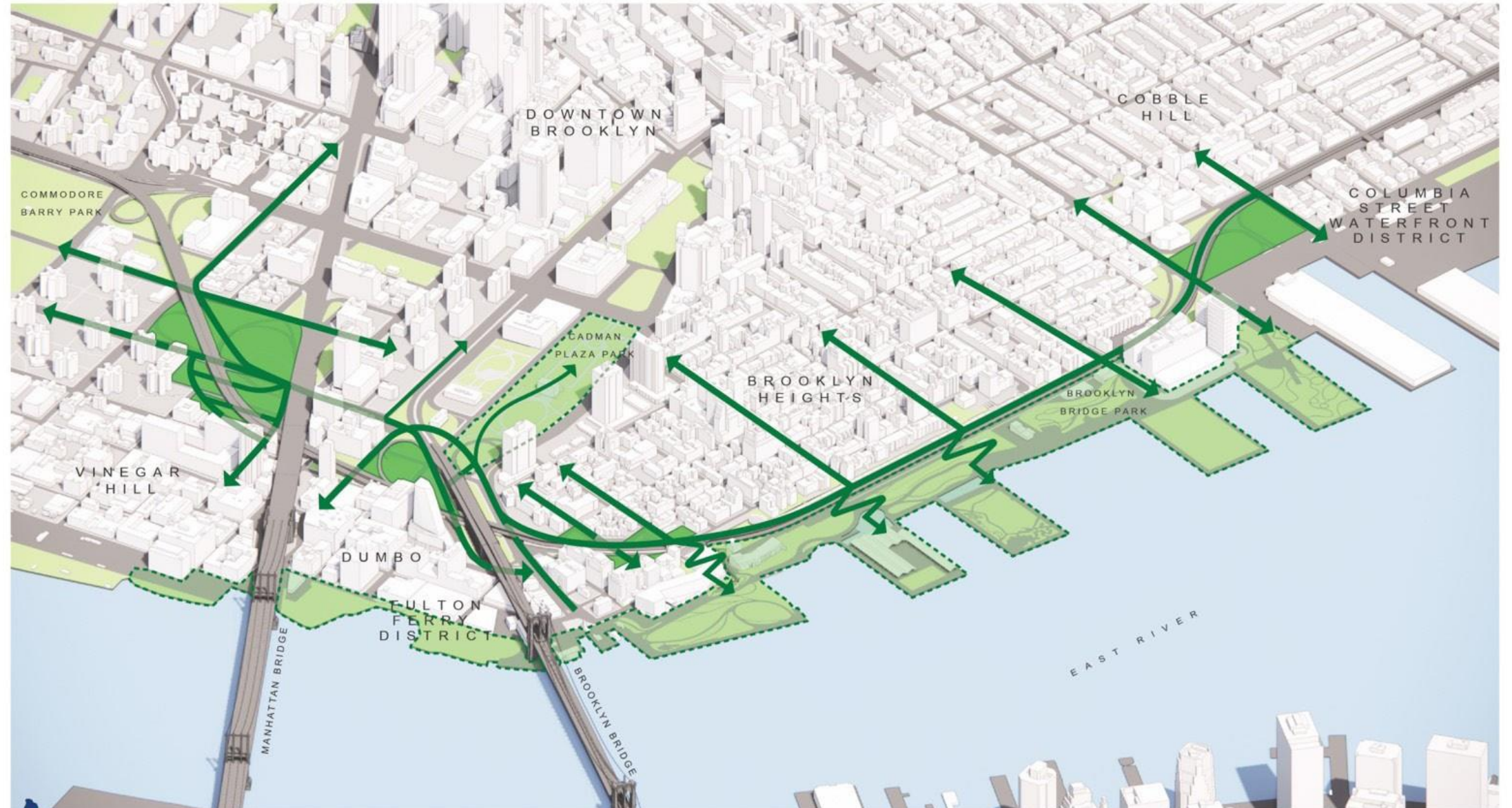
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BQE Central Workshop #3

And highlight ways of transforming it into an inviting gateway to Brooklyn's downtown, its waterfront, and historic neighborhoods.

Tomorrow: A Gateway to Brooklyn

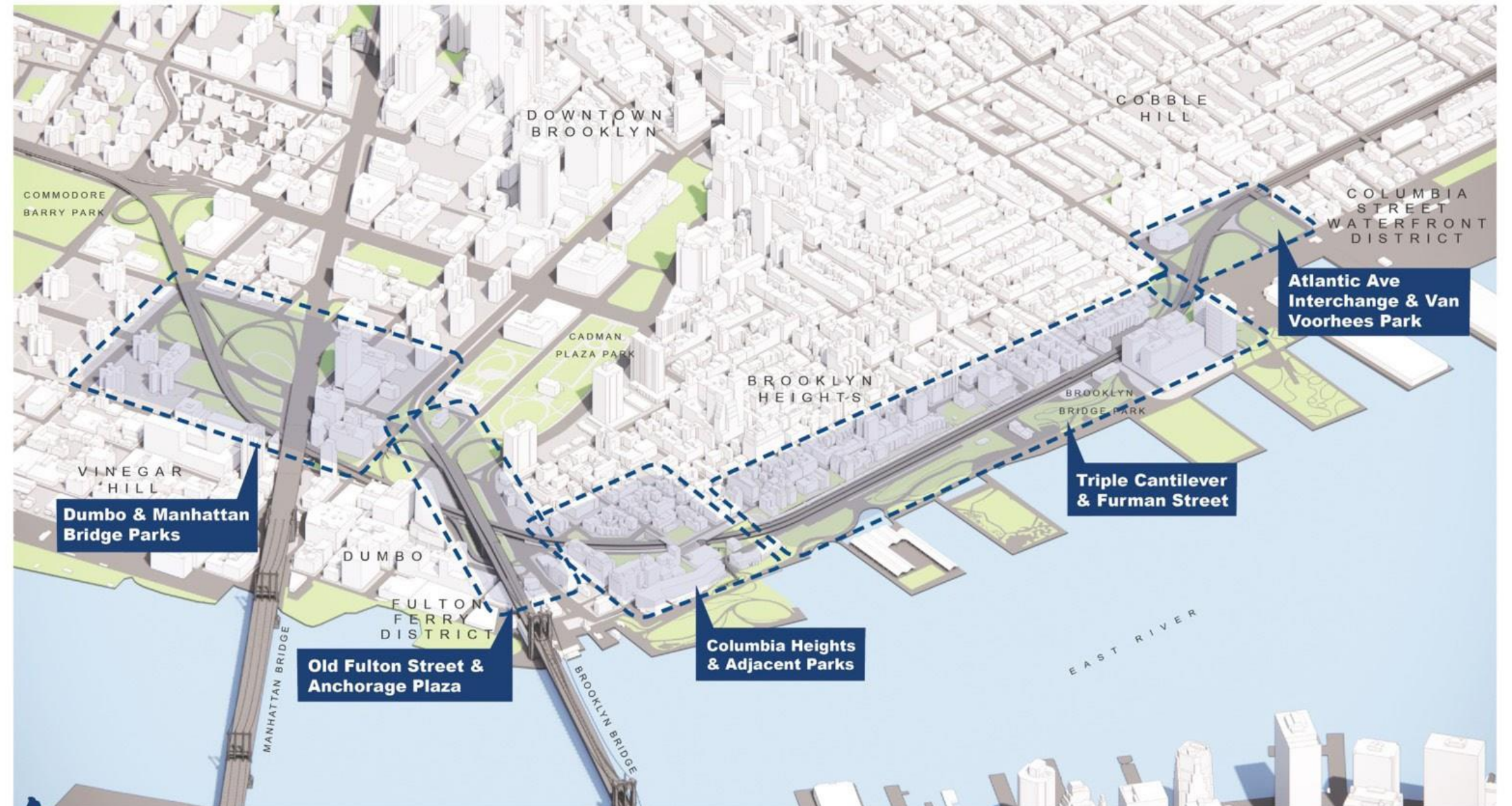


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BQE Central Focus Areas



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BQE Central Workshop #3

Triple Cantilever & Furman Street

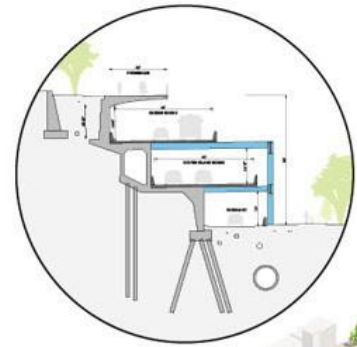


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Triple Cantilever Concepts Workshop #2 Concepts Presented



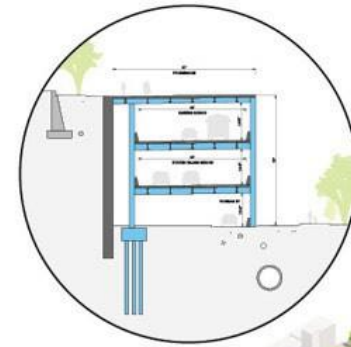
The Terraces

Roadway Configuration:

Partial Replacement
(as shown)

Urban Space and Park Connections:

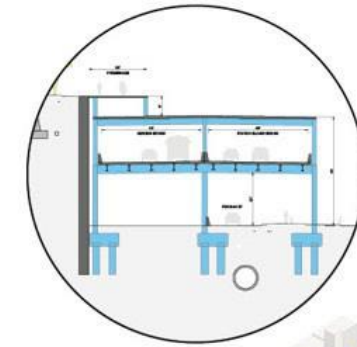
Partial or Full Replacement



The Lookout

Full Replacement

Partial or Full Replacement



The Stoop

Full Replacement

Full Replacement



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BQE Central Workshop #3

Triple Cantilever Concepts Feedback

Design Studies (Ongoing) →

The Terraces



Redundant circulation



Repetitive experience

The Lookout



Concern with walking next to highway traffic



The Stoop



Non-standard roadway features



The Comments on this slide are a subset of what we heard during the 2nd workshop and through other public engagement



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BQE Central Workshop #3

These are refined concepts of the Terraces, then discuss the Lookout, and finally, provide an updated design concept for the Stoop. The open space approach for the Terraces and the Lookout can work in both a partial and a full replacement. The Stoop, can only work as a full replacement.

In the graphics shown tonight, the Terraces open space concept has been illustrated with a partial replacement of structure, while the Stoop and the Lookout are both shown as complete replacements of the structure.

All of these concepts meet several key goals, including:

- i. Creating new linkages between the Promenade and Brooklyn Bridge Park
- ii. Building off of the design language established by the Park
- iii. And reducing the visual impact of the highway to the greatest extent possible.
- iv. Partial or full tunnels for the roadway have also been a consistent theme we've heard expressed.

Triple Cantilever Concepts Concepts



The Terraces



The Lookout



The Stoop

Roadway Configuration: Partial or Full Replacement

Urban Space and Park Connections: Partial Replacement (as shown)

Full Replacement

Partial or Full Replacement

Full Replacement

Full Replacement



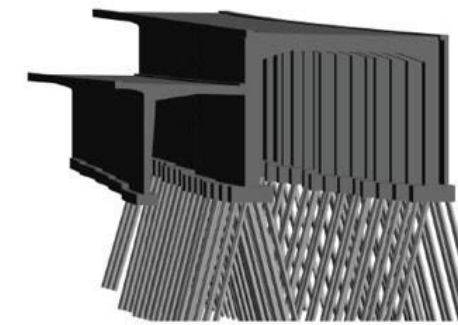
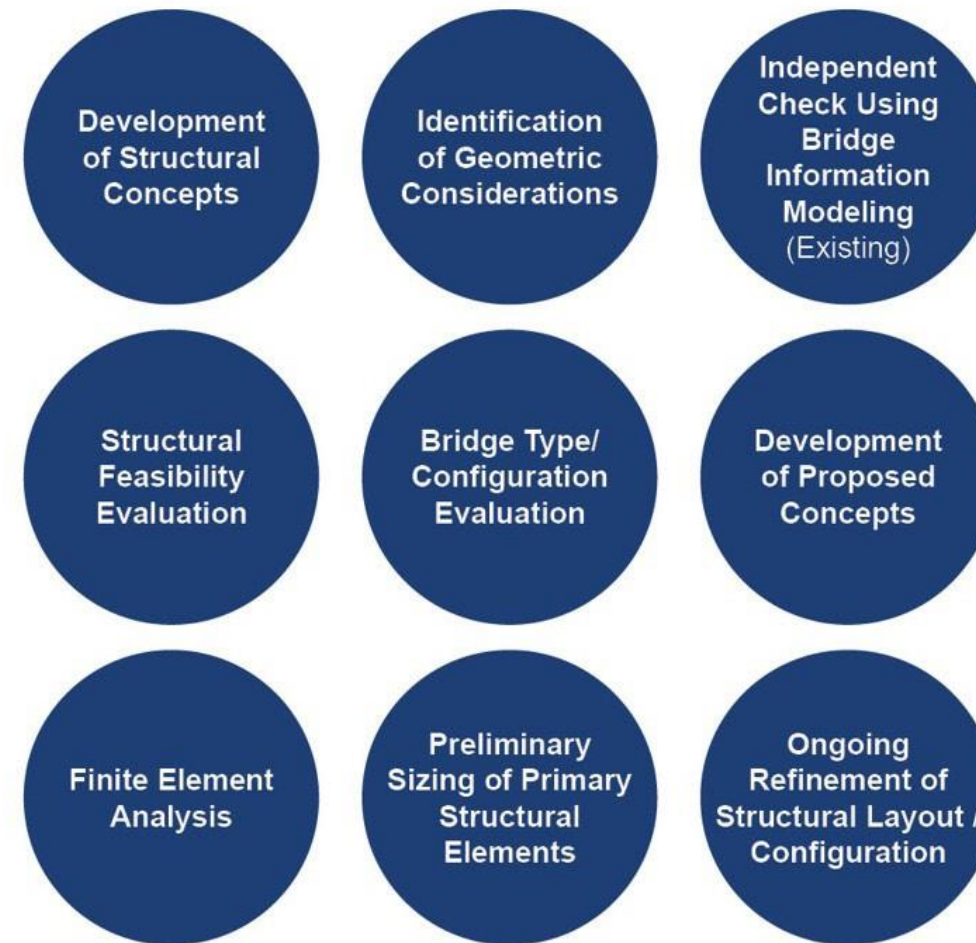
BQE Central Workshop #3

DOT completed a preliminary fatal flaw analysis of all concepts, including extensive modeling and calculations, including the use of existing structural models and created preliminary models for the potential concepts using Bridge Information Modeling systems as well as structural analysis models, seen here. The team also completed preliminary efforts to ensure that the proposed concepts are designed to code standards and will likely pass design code reviews.

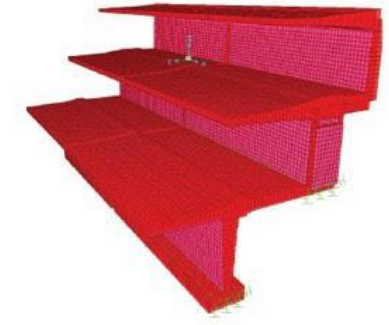
Final configurations of open space may have design impacts and will continue to be carefully considered.

Engineering Progress

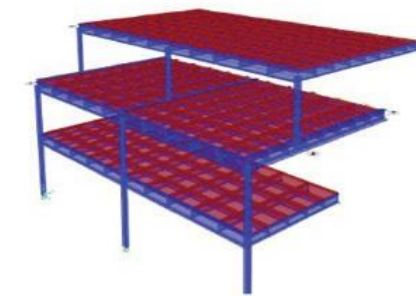
Preliminary Fatal Flaw Analysis of Concepts



Existing BIM Model



Existing FEM Model



Terraces - Preliminary FEM Model

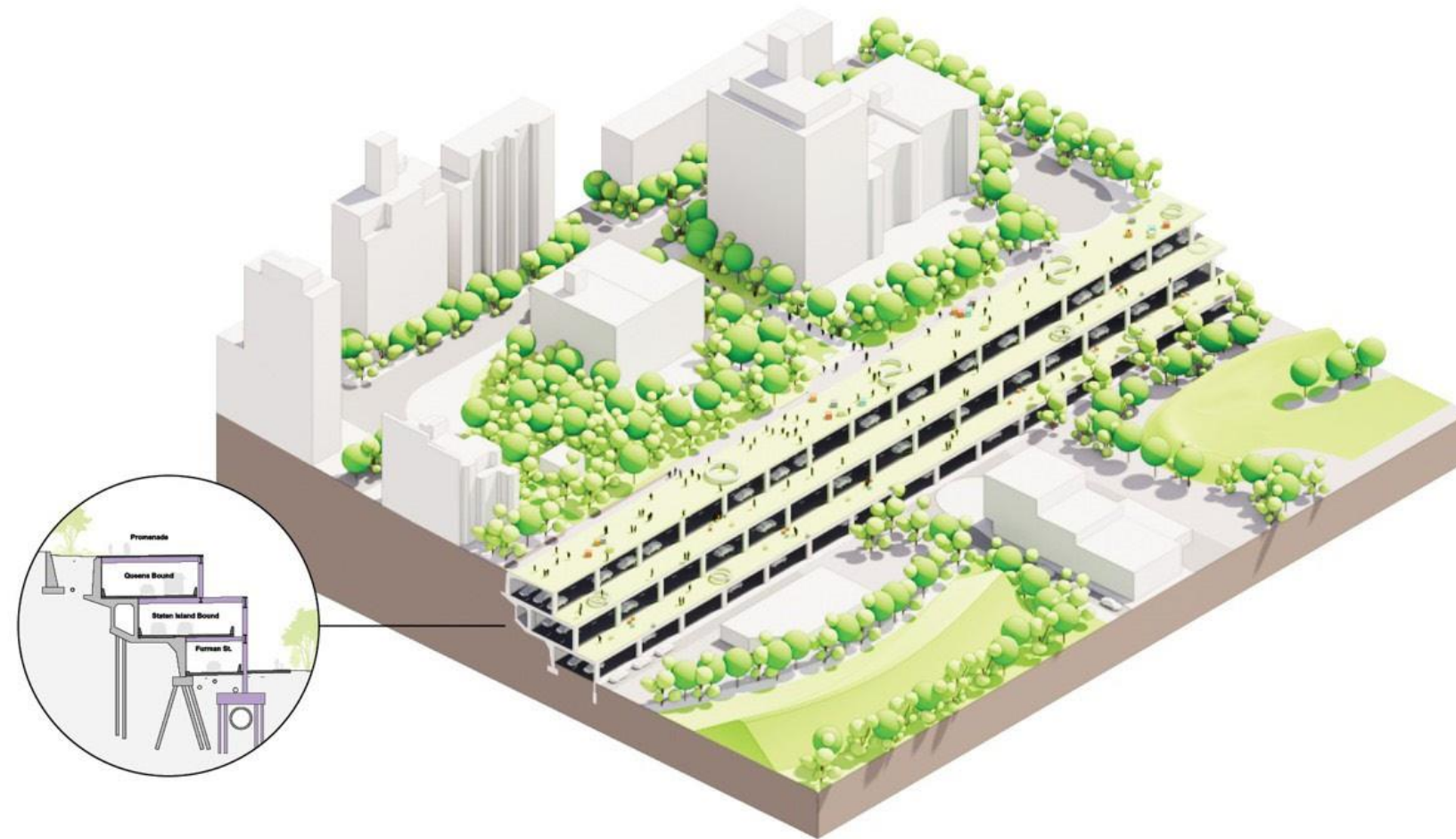


BQE Central Workshop #3

During our last workshop, we presented The Terraces in combination with a partial replacement of the structure that reuses the existing retaining walls of the structure, and would have an open space approach that follows the stepped profile of the new roadway.

Many people expressed concerns about the proximity of these open spaces to traffic and were unclear how these potential open spaces could connect to existing pedestrian corridors, which we aimed to address in this refined concept.

The Terraces Workshop #2

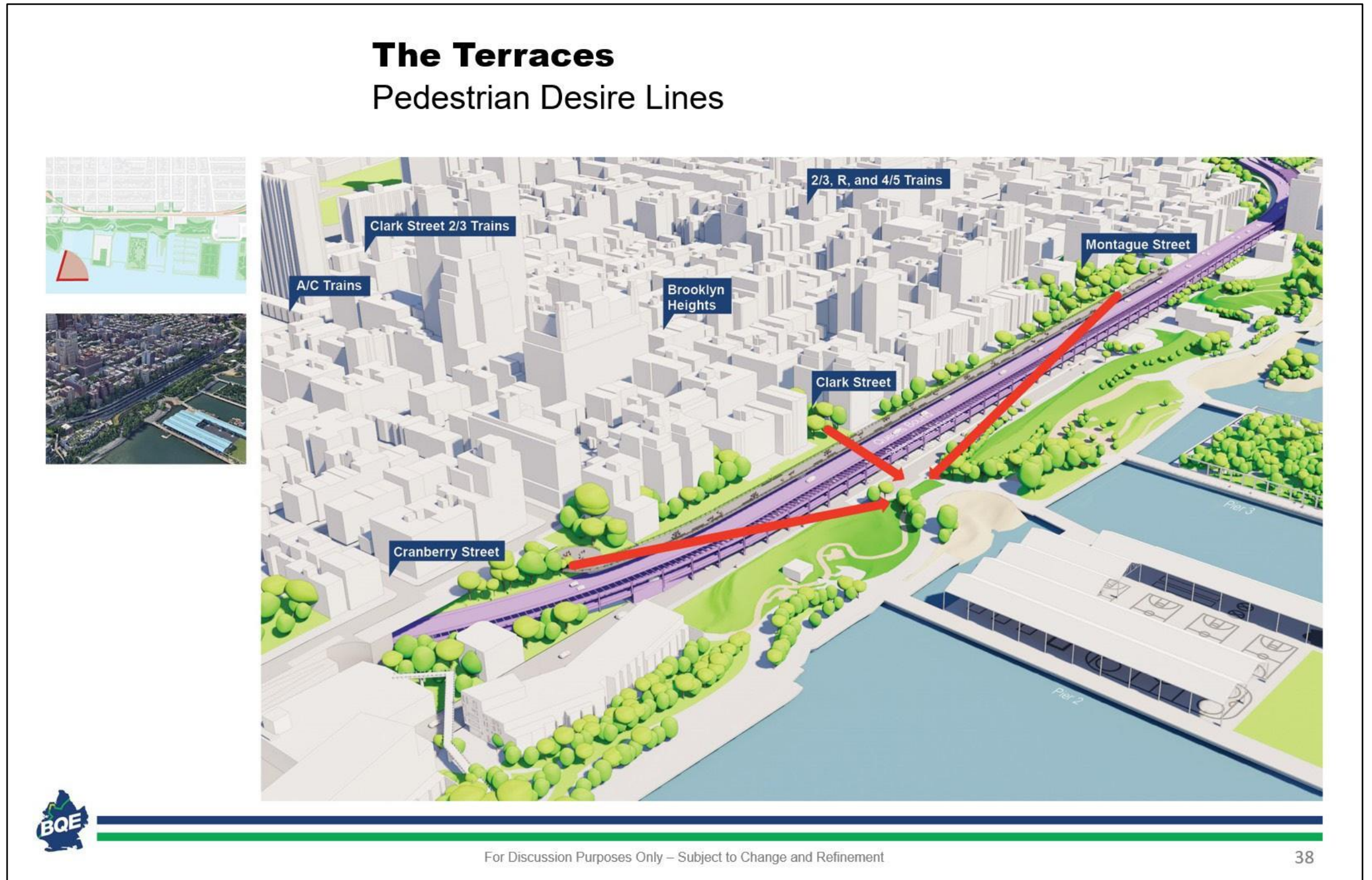


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BQE Central Workshop #3

Throughout outreach, DOT consistently heard how important it is for us to better connect people to the major pedestrian routes and transit nodes in Brooklyn Heights, especially Cranberry Street, with access to the A train, Clark Street, with access to the 2 and 3 train, and Montague Street, which connects to the R train. These pedestrian desire lines inspired our refined approach.



BQE Central Workshop #3

The team adopted a design approach that brings two standard accessible ramps together from the Promenade all the way to Furman Street, where the berms of Brooklyn Bridge Park have an arrival plaza at Clark Street. At Clark Street in Brooklyn Heights, a series of steps cascades directly down into the Park, emphasizing one of the most important access points between Brooklyn Heights, Downtown Brooklyn, and Brooklyn Bridge Park.

This approach limits impacts to the existing berms of Brooklyn Bridge Park, while lessening the visual presence of the highway as seen from both the Promenade and the Park.

To make this approach work, further study of ventilation, life and safety requirements for this structure would be required during the design process. While we believe that this design approach could work, we want to acknowledge that provisions for natural ventilation spaced at intervals will be required in any partial tunnel greater than 300' in length.

The Terraces Potential



Through design and engineering studies and with consideration for critical infrastructure, private property, fiscal responsibility, and life/safety requirements, we determined coverings of 300' to be achievable. Coverings of 300-800' may be feasible but in need of additional analysis.

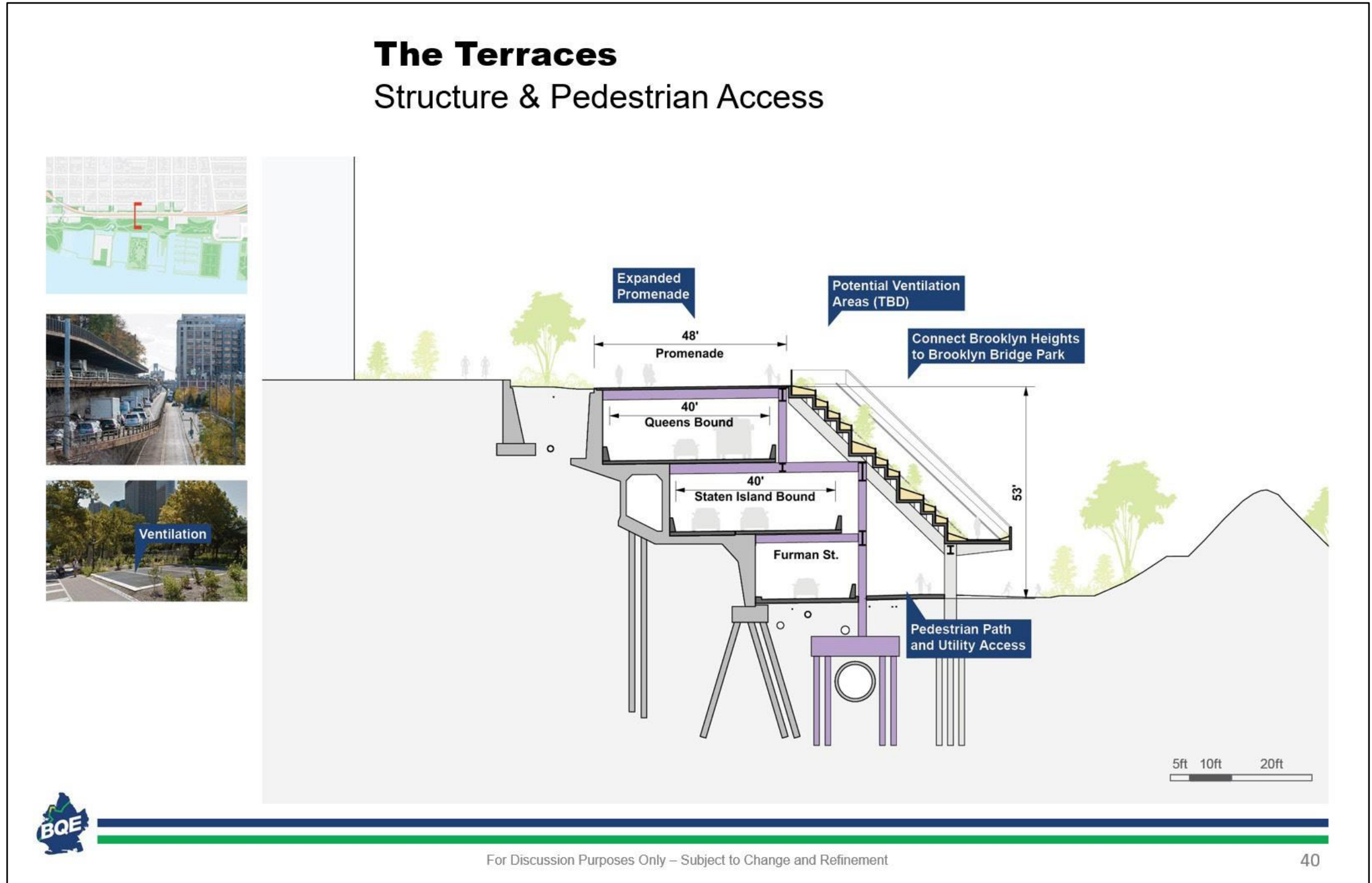


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BQE Central Workshop #3

The Terraces could form a stepped landscape that parallels the contours of the roadway, minimizing the impact to the existing berms, while maximizing access from the Promenade to the Park.



BQE Central Workshop #3

The terraces themselves could have generous planting that winds down the steep slope, similar to a new park space designed for the Brooklyn Botanic Garden, which has similarly steep slopes, but offers an intimate landscape experience for pedestrians along its winding paths.

The Terraces Precedents



Brooklyn Botanic Garden



BQE Central Workshop #3

Looking towards Brooklyn Heights at Clark Street, these terraces limit the visual impact of the structure between the berms, while fostering a completely unique approach that integrates landscape and transportation infrastructure, while also allowing air to pass through the structure at the sides.

The Terraces Bird's Eye View



Through design and engineering studies and with consideration for critical infrastructure, private property, fiscal responsibility, and life/safety requirements, we determined coverings of 300' to be achievable. Coverings of 300-800' may be feasible but in need of additional analysis.



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BQE Central Workshop #3

From within Brooklyn Bridge Park, pedestrians would look towards a new access route to the Promenade at Clark Street, offering a more direct connection from the Park to the neighborhood and the subway.

The Terraces

Potential View from Brooklyn Bridge Park



Through design and engineering studies and with consideration for critical infrastructure, private property, fiscal responsibility, and life/safety requirements, we determined coverings of 300' to be achievable. Coverings of 300-800' may be feasible but in need of additional analysis.



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

On the Terraces themselves, the design might feel like a stepped amphitheater, oriented out towards the East River over Furman Street, serving as a multi-functional space for sitting, lounging, exercise, and gathering.

The Terraces View from Path

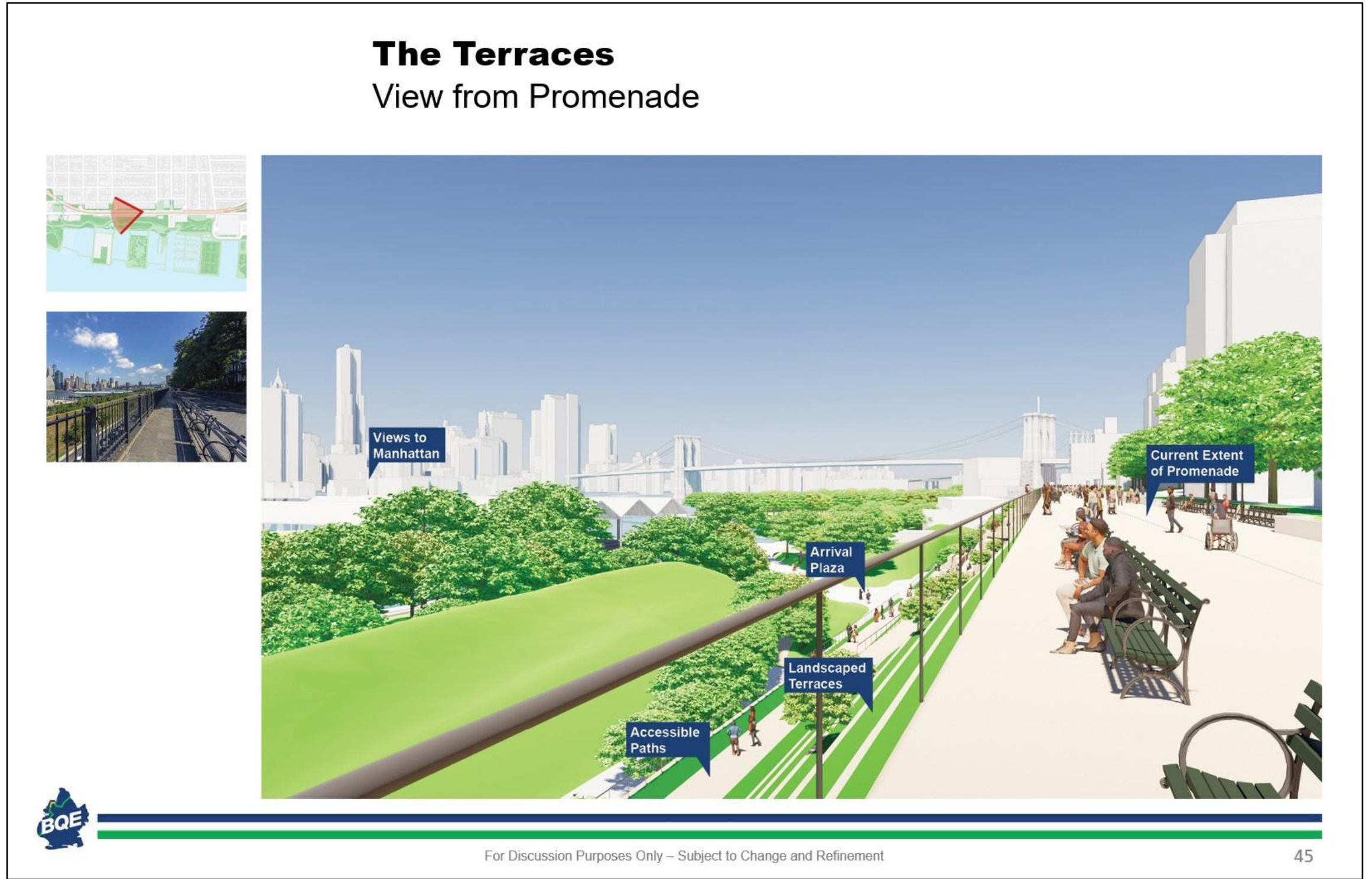


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BQE Central Workshop #3

At the Promenade level, the view across the river to Lower Manhattan will be preserved, and could maintain an additional buffer for planting and seating, while preserving the elements of the Promenade design that people know today. The terraces themselves would mitigate sound from below the Promenade, likely with ventilation at regular intervals based on further engineering analysis and design.



BQE Central Workshop #3

Looking south along Furman Street, the underside of the structure would be highly sculptural, presenting opportunities for lighting and artwork that could make this one of Brooklyn's more unique open spaces from below. The sloped profile of the structure would still allow for light to pass under the structure to reach Furman Street.

The Terraces

View from Furman St Facing South



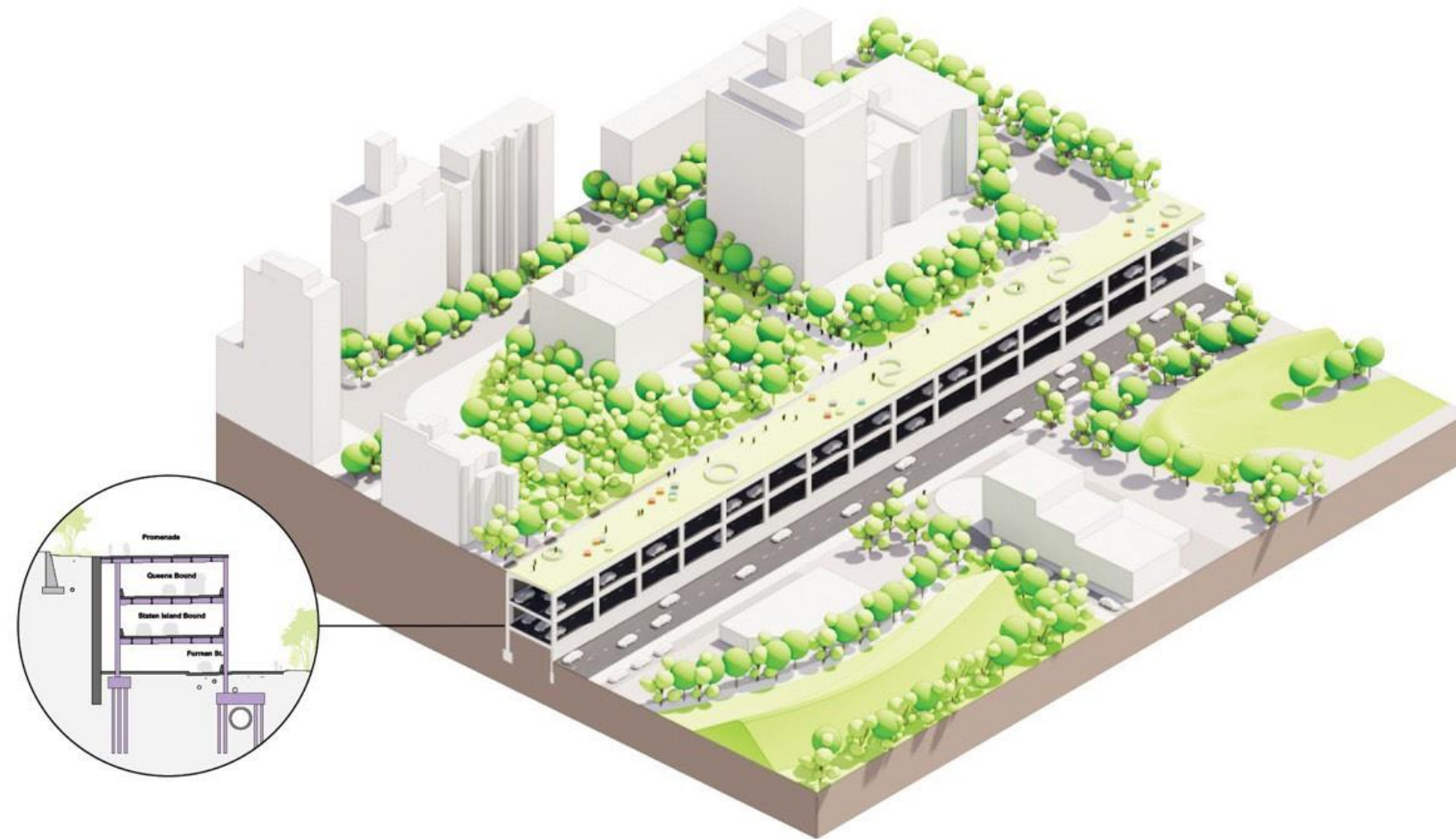
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BQE Central Workshop #3

\During Workshop 2, the Lookout concept was presented in combination with a full replacement of the structure.

The Lookout Workshop #2



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BQE Central Workshop #3

Similar to the Terraces, the design team wanted to explore ways of establishing a stronger connection from the Park to the Promenade at each of the key routes for pedestrians at Cranberry Street, Clark Street, and Montague Street.

The Lookout Pedestrian Desire Lines



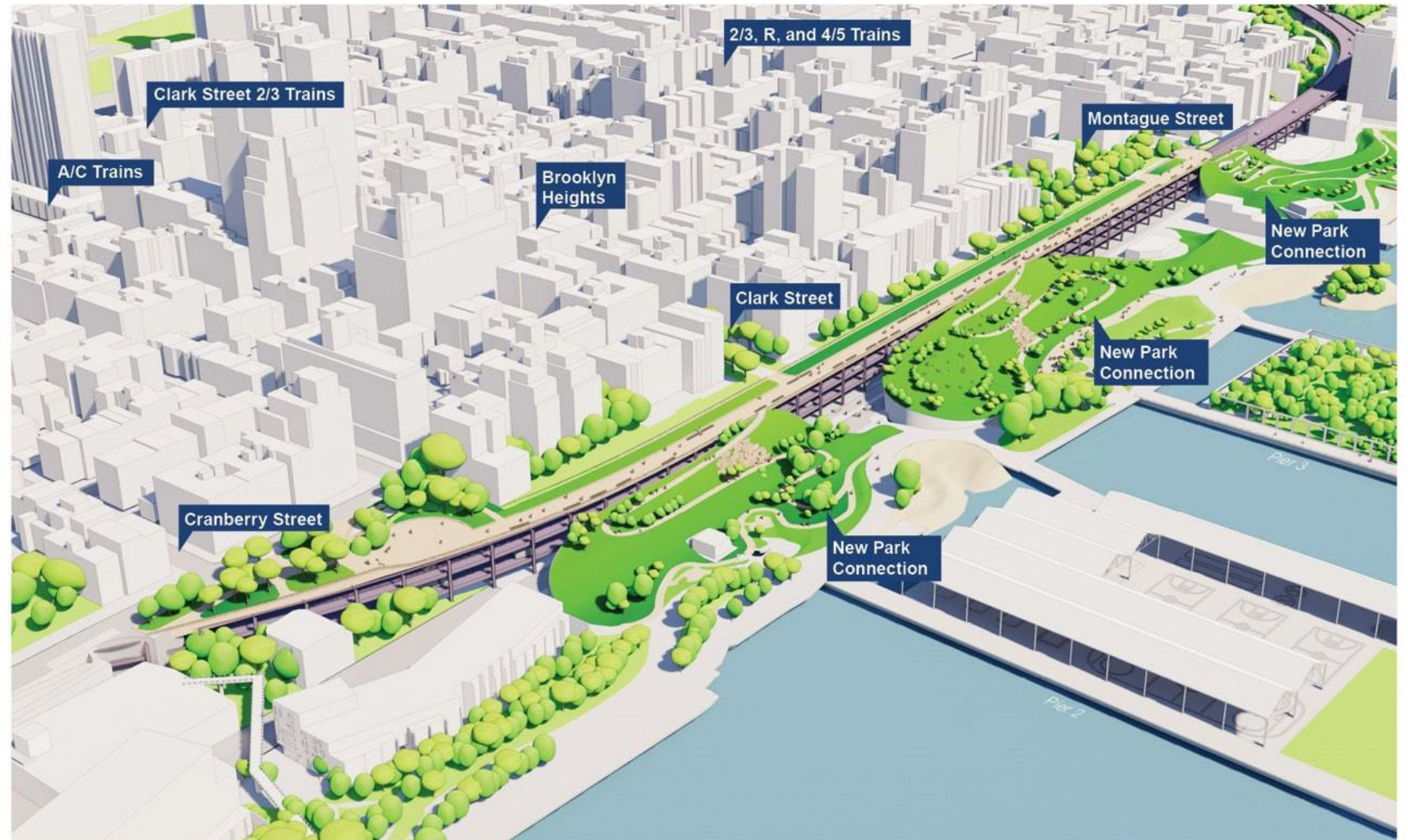
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BQE Central Workshop #3

Whereas in the Terraces concept, the design idea focused on bringing the Promenade down into the Park via converging ramps, in the Lookout, the design focuses on bringing Brooklyn Bridge Park up to the Promenade.

The Lookout Potential



Through design and engineering studies and with consideration for critical infrastructure, private property, fiscal responsibility, and life/safety requirements, we determined coverings of 300' to be achievable. Coverings of 300-800' may be feasible but in need of additional analysis.

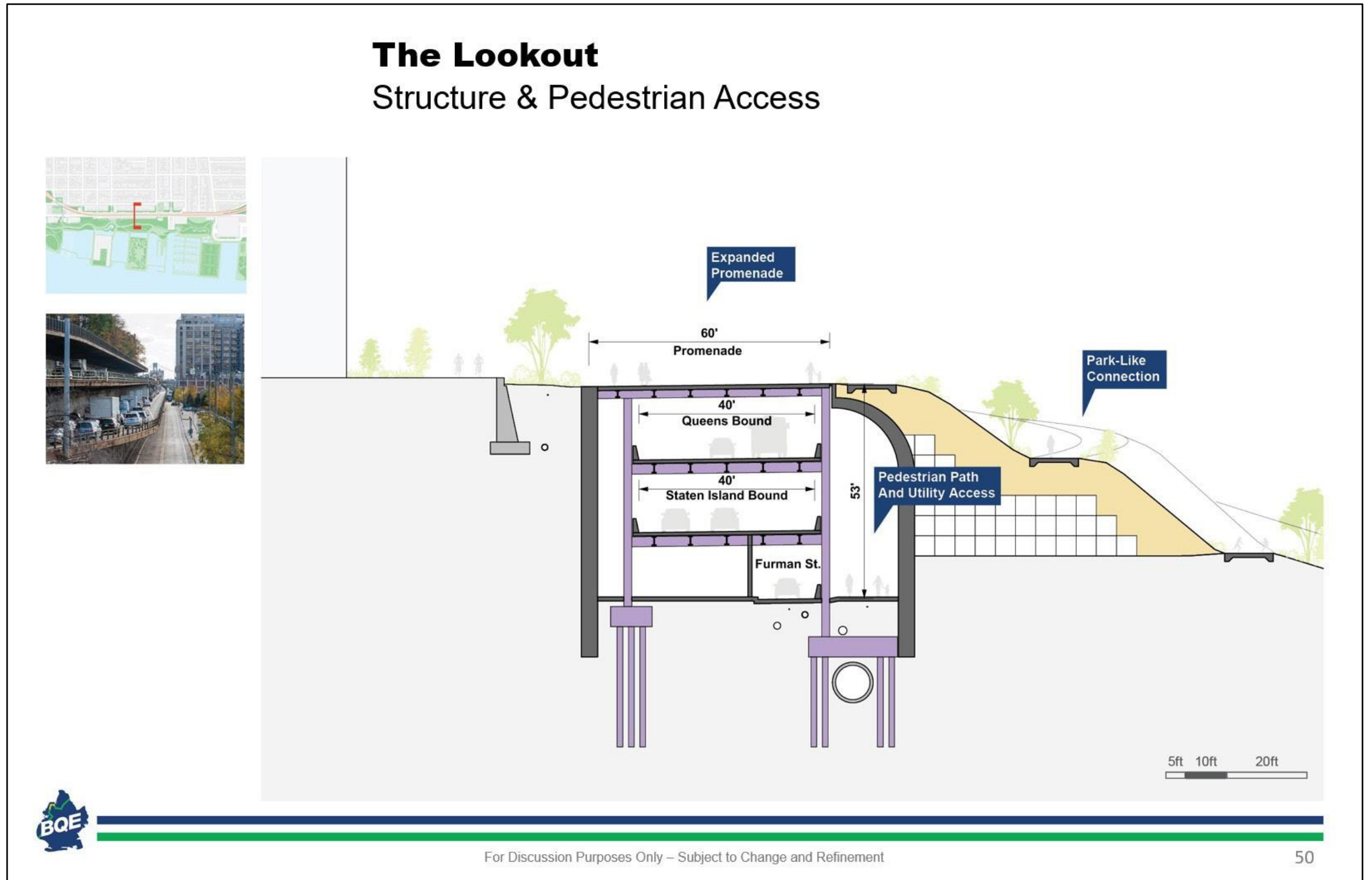


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BQE Central Workshop #3

This approach would modify or replace components of the existing Brooklyn Bridge Park berms, creating a direct landscape connection up to the Promenade at three major access points. The connection would need to account for access to the existing utilities and weight load constraints on the utilities themselves.



BQE Central Workshop #3

This option would build on the existing berms that are currently in Brooklyn Bridge Park.

The Lookout Bird's Eye View



Through design and engineering studies and with consideration for critical infrastructure, private property, fiscal responsibility, and life/safety requirements, we determined coverings of 300' to be achievable. Coverings of 300-800' may be feasible but in need of additional analysis.



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

The Lookout would transform the berms into multifunctional planted and programmed landscapes that translate the best aspects of Brooklyn Bridge Park to the level of the Promenade.



The Lookout

Potential View from Brooklyn Bridge Park



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BQE Central Workshop #3

This landscape would build on the elements of the Park landscape present today, but expand their functionality and use them as a strategy to limit the visual impact of the highway.



The Lookout View from Path



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BQE Central Workshop #3

At the Promenade level, the existing pedestrian pathway could be widened strategically, while preserving the experience offered by the Promenade today.

The Lookout View from Promenade



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BQE Central Workshop #3

Viewed along Furman street, the underside of the berms would meet the replacement structure with a new retaining wall, preserving access into the park at key points and access to utilities along the street, such as the DEP interceptor.

The Lookout

View from Furman St Facing South



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BQE Central Workshop #3

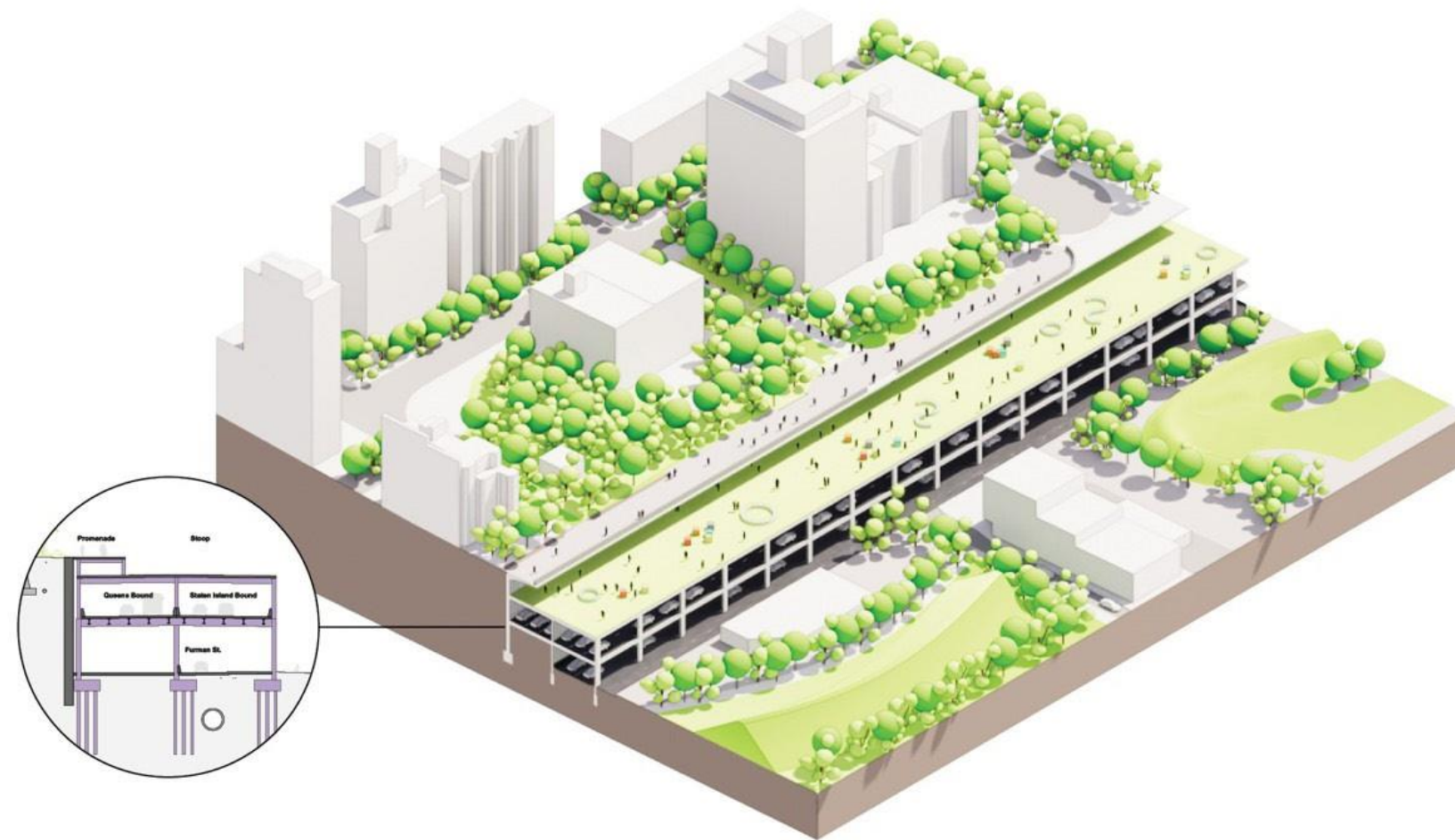
During the last workshop, the design team presented the Stoop as an option that could bring the roadways down to a single level, allowing for a wider open space on top in a limited area of 150' feet.

This concept was carefully considered as a way of translating some of the design elements from BQPark, but adapted to the existing constraints of the corridor and the need to have the structure in a stacked configuration at Joralemon Street.

Through in-depth review of the BQPark proposal, several challenges were identified for both two-lane and three-lane configurations, including roadway geometry limitations, physical infrastructure conflicts with private property, building foundations, MTA tunnels, and utilities, to name a few.

To capture the spirit of the BQPark proposal, the team has been exploring concepts with partial tunnels and decking, including "The Stoop," which has similar benefits including additional open space, less visible roadway structure, while meeting geometry standards.

The Stoop Workshop #2



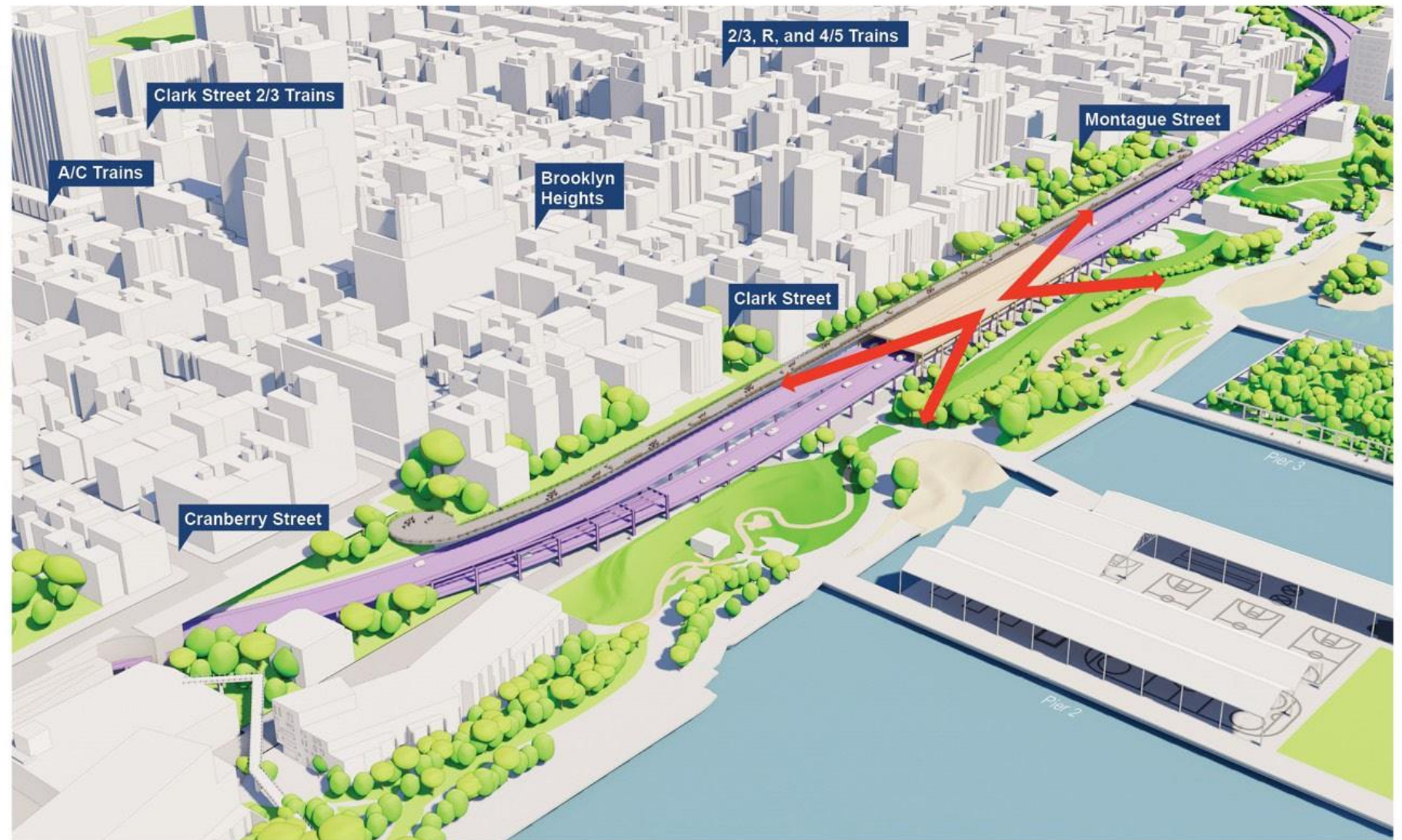
BQE Central Workshop #3

Where the roadway comes down to one level, the promenade could extend and slope down into a broad stoop overlooking the skyline and Brooklyn Bridge Park

Similar to the other concepts, pedestrian access would connect to the major pedestrian routes in Brooklyn Heights, guiding people towards the center of the Promenade and the central berm of Brooklyn Bridge Park.



The Stoop Pedestrian Desire Lines



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BQE Central Workshop #3

The Stoop is a design concept in which the Promenade and the Park meet near the flattest, lowest point in the middle of the roadway structure.

While this design approach would expose more of the highway structure itself due to the braiding and unbraiding of the roadways, the Stoop could reimagine the experience of the Promenade as an expansive stepped plaza looking out on the East River, linked to a sloping hill that seamlessly blends into Brooklyn Bridge Park at its midpoint.

The Stoop Potential



Through design and engineering studies and with consideration for critical infrastructure, private property, fiscal responsibility, and life/safety requirements, we determined coverings of 300' to be achievable. Coverings of 300-800' may be feasible but in need of additional analysis.

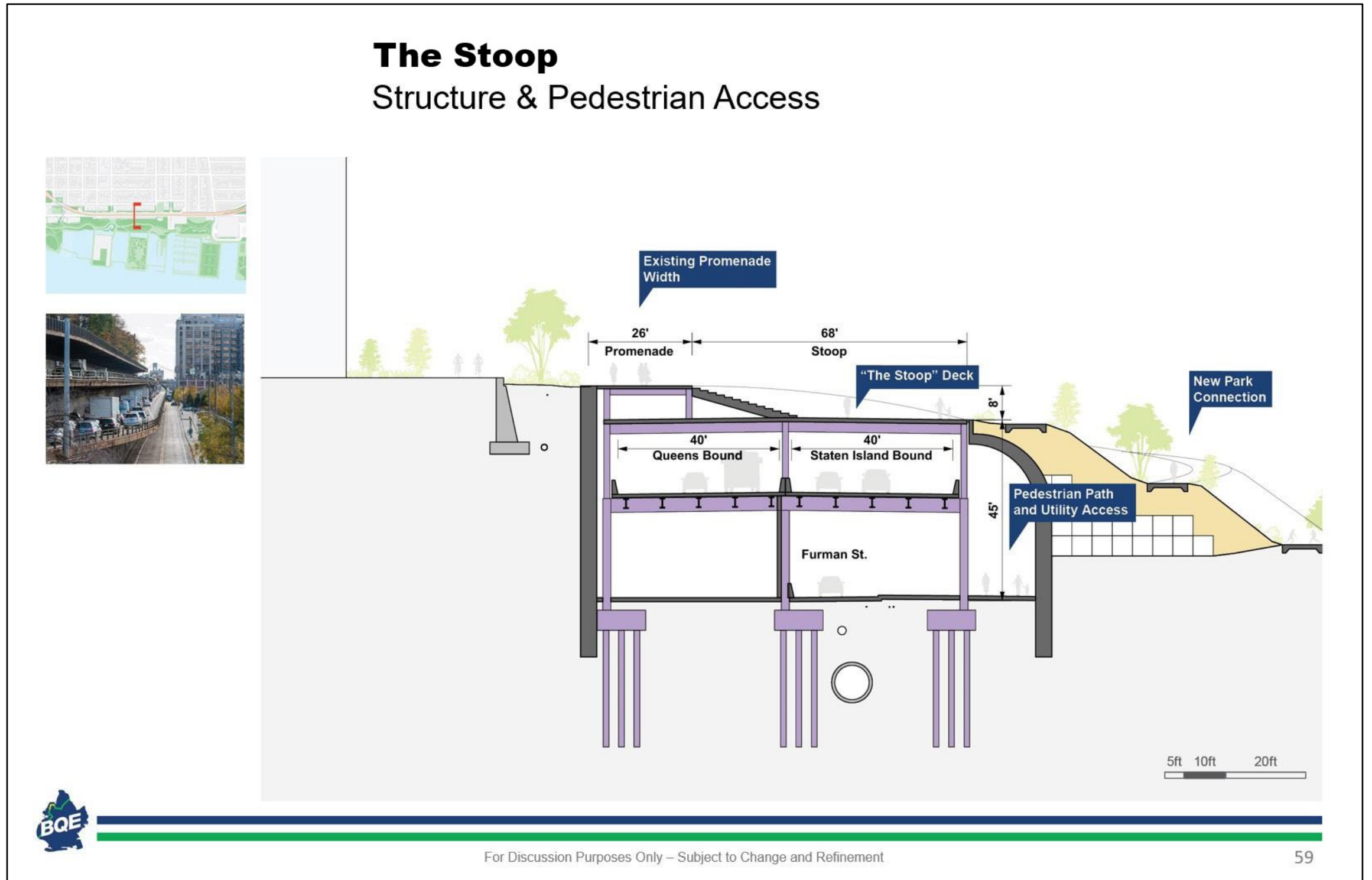


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BQE Central Workshop #3

The Stoop would enable a more gradual transition into the park at a limited section where the roadways run parallel. Similar to the Lookout, The Stoop could rebuild or structurally modify Brooklyn Bridge Park's existing berms.



BQE Central Workshop #3

The Stoop reflects a design approach that would combine an urban amphitheater with broad sloping hills and landscapes that blend into the Park below.

The Stoop Precedents



Chicago Navy Piers

Governors Island Hills



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BQE Central Workshop #3

Because the Stoop merges down to a single level, it could potentially have a greater direct impact on the park and have more exposed structure, elements that could be mitigated throughout the design process.

The Stoop Bird's Eye View



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BQE Central Workshop #3

From the Park, the effect of The Stoop would be much the same as the Lookout, with an enlarged berm that connects up to the Promenade.

The Stoop Potential View from Brooklyn Bridge Park



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

Because The Stoop would be less steep than other concepts, the experience above the single level roadway could feel more expansive and less confined to ramps as shown in the previous options.

The Stoop View from Path



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BQE Central Workshop #3

A more gentle transition would be clearly felt through the Stoop at the level of the Promenade .

The Stoop View from Promenade



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BQE Central Workshop #3

At Furman Street, the overall structure would have a larger footprint in the park where the roadway runs parallel, but could be further mitigated in the design process.

The Stoop

View from Furman St Facing South



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BQE Central Workshop #3

The Terraces, the Lookout, and the Stoop are all technically feasible and can all deliver a combination of safety improvements, a longer structural lifespan, and unique approaches to enhancing open spaces and connectivity.

There are distinct differences in approach that will need to be refined as we move forward. In summary:

- **The Terraces** would form a stepped landscape with long converging ramps down to Brooklyn Bridge Park, minimizing the impact to the existing berms, while maximizing access from the Promenade to the Park.
- On the other hand, **The Lookout** focuses on bringing Brooklyn Bridge Park up to the Promenade by creating a direct landscape connection to the Promenade at three major access points. This concept most closely preserves the experience offered by the Promenade today.
- And **The Stoop** aims to bring the roadway to a single level, creating a significant wide open space on of a limited stretch of covered roadway. This would allow the Promenade to extend and slope down into Brooklyn Bridge Park.
- While the Terraces and the Lookout open space concepts work as a partial or full replacement, the Stoop only works as a full replacement. That said, if specific open space ideas in the Stoop are appealing, there may be ways of achieving them in the other two concepts. Each of these approaches has a different level of impact on Brooklyn Bridge Park and would require different trade-offs during construction.

Triple Cantilever Concepts



The Terraces



The Lookout



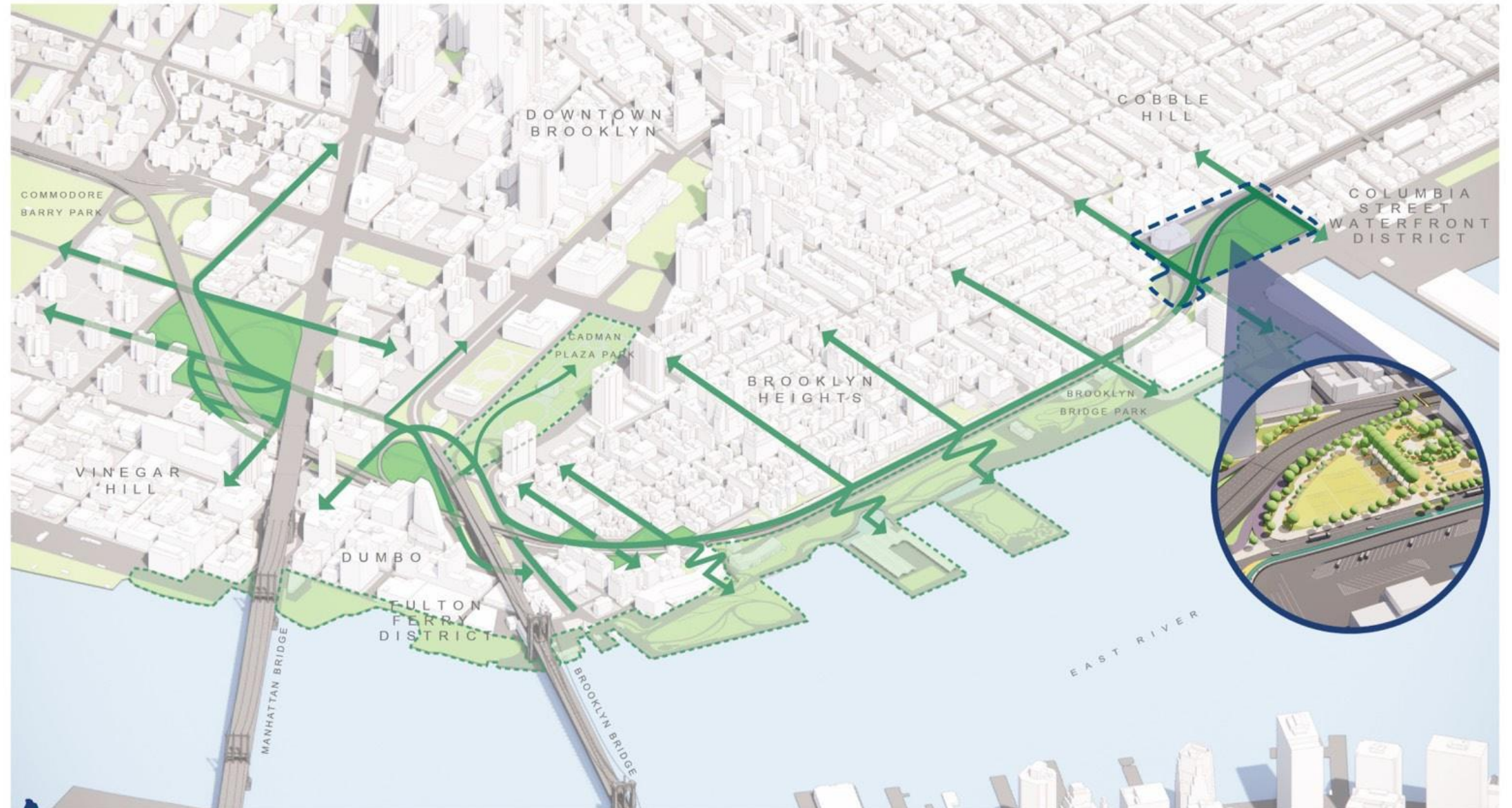
The Stoop

Roadway Configuration:	Partial or Full Replacement	Full Replacement	Full Replacement
Urban Space and Park Connections:	Partial Replacement (as shown)	Partial or Full Replacement	Full Replacement



BQE Central Workshop #3

Atlantic Ave Interchange & Van Voorhees Park



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BQE Central Workshop #3

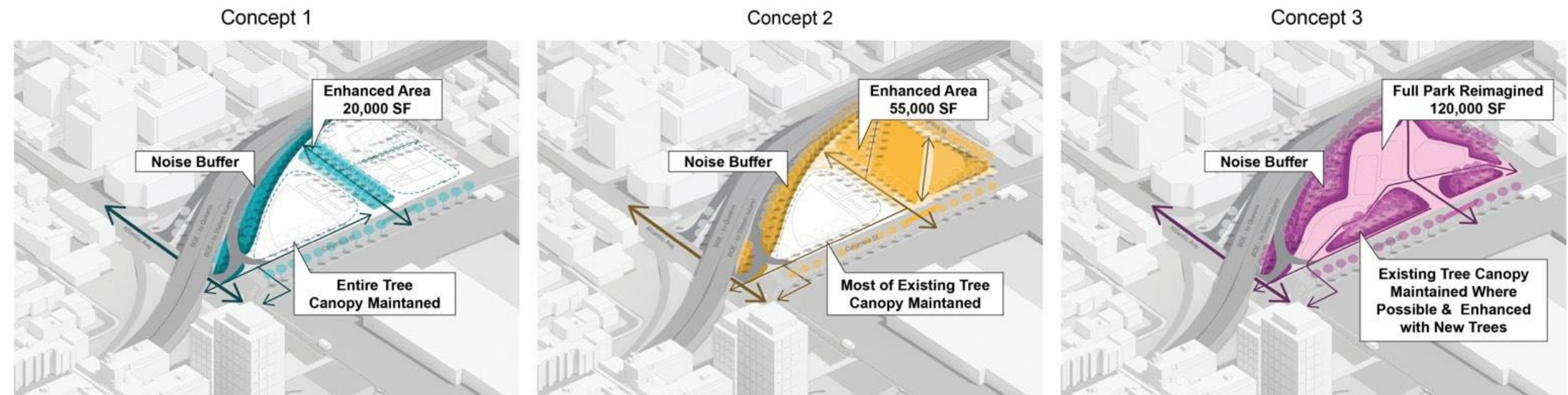
During our last meeting, we shared three high level concepts for Atlantic Avenue that focused on reconnecting Van Voorhees Park by standardizing the on and off ramps of the BQE at this location. These ideas focused on one potential approach to standardizing the existing highway on and off ramps.

As illustrated, this version did not fully address the competing traffic needs of this interchange along with the bike and pedestrian safety and access challenges that exist today

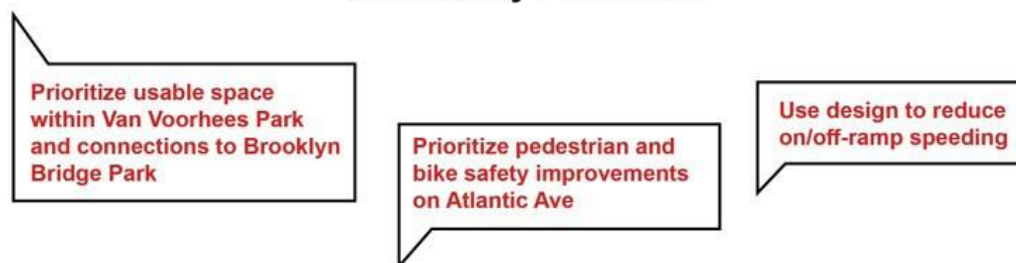
Since the workshop, DOT also met with local stakeholders who voiced concerns about safety, congestion, and impacts to local businesses, and shared new interesting ideas to address competing priorities.

Atlantic Ave Interchange & Van Voorhees Park Workshop #2

Concepts Presented:



Community Feedback:



The Comments on this slide are a subset of what we heard during the 2nd workshop and through other public engagement



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

At DOT, we want to deliver on the best possible solutions for this complicated interchange and we need more time to get it right.

We are continuing to develop concepts for the entire Atlantic Avenue interchange and our team is currently working through several potential approaches that we hope to show in a separate public meeting this spring.

These options would all consider

- i. improvements for pedestrians, cyclists, and drivers along Atlantic itself
- ii. improvements to the entrance to Brooklyn Bridge Park
- iii. Standardized and reconfigured on/off ramps
- iv. And potential enhancements to Van Voorhees Park

We will be announcing the timing of the meeting soon and will share more information in the weeks ahead.

Atlantic Ave Interchange & Van Voorhees Park Potential Improvements



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

While the triple cantilever is one of the most challenging aspects of the project from an engineering perspective, many of the most significant opportunities for enhancing the gateway to Brooklyn lie north of the Triple Cantilever structure.

Columbia Heights & Adjacent Parks



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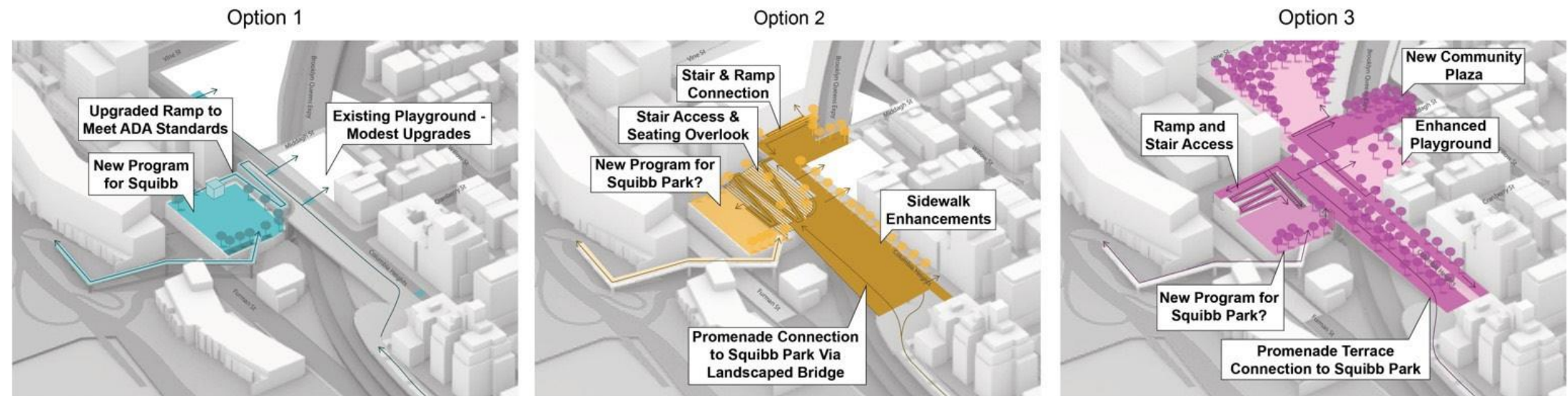
BQE Central Workshop #3

During round 2, we showed three different ideas for how the area around Columbia Heights and Squibb Park could be reimagined as a community-focused node, with improvements to the surrounding streetscape, parks, and more direct links to the Promenade.

These ideas were well-received, and we received a range of suggestions related to balancing community needs with public access, questions about the extent of the structure over the BQE, and opportunities for access and accessibility improvements.

Columbia Heights & Adjacent Parks Workshop #2

Concepts Presented:



Community Feedback:



The Comments on this slide are a subset of what we heard during the 2nd workshop and through other public engagement

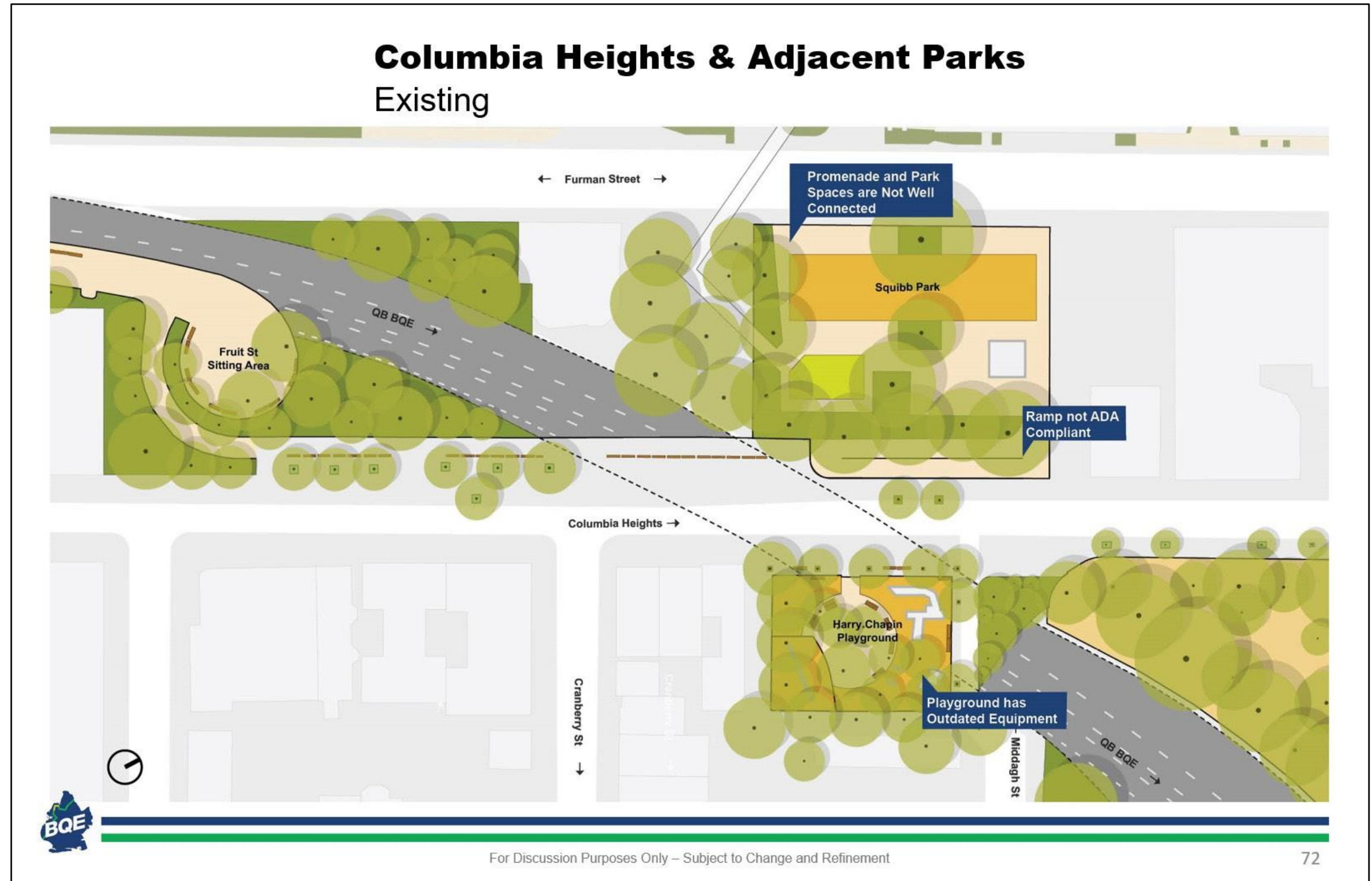


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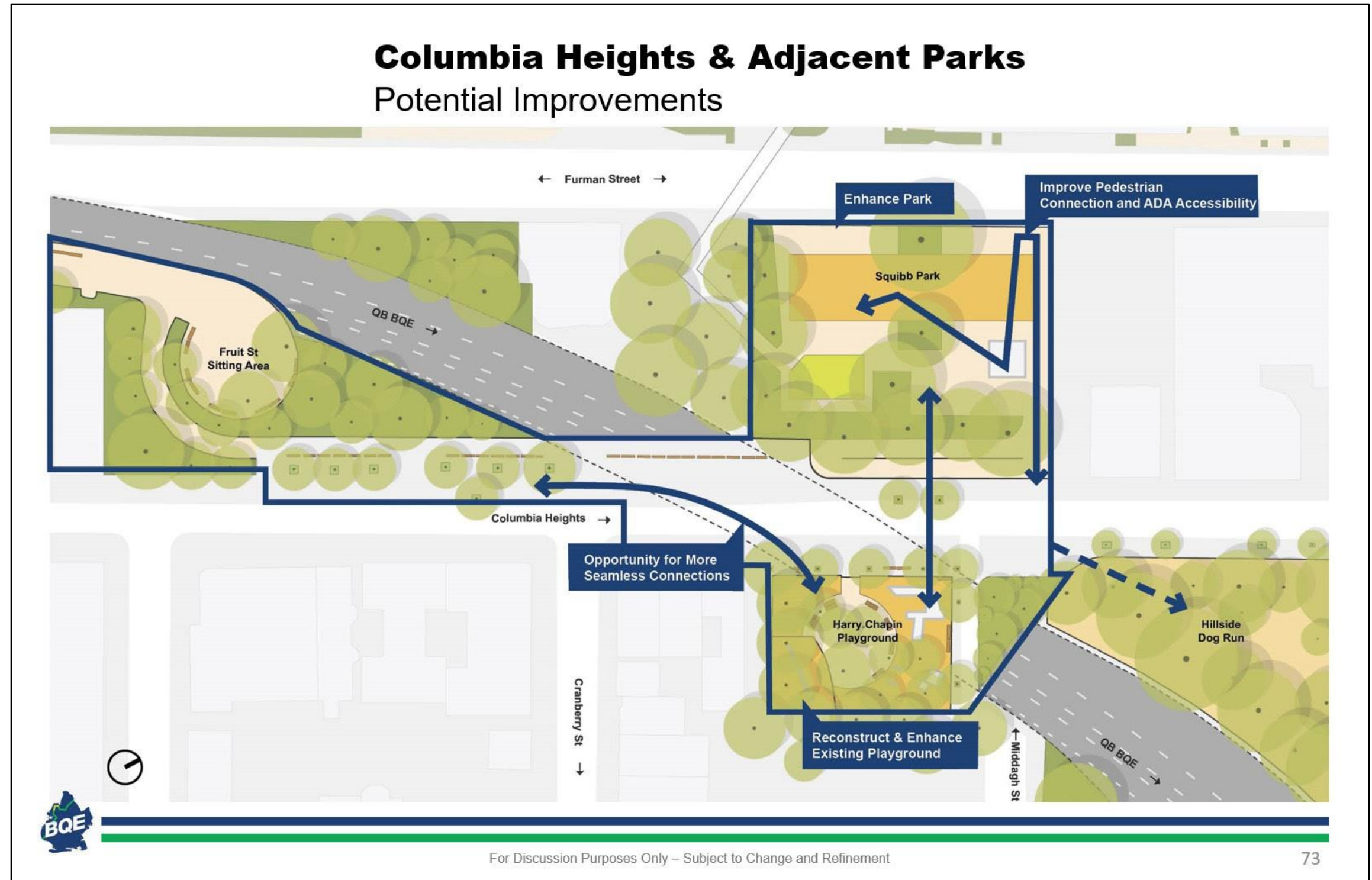
BQE Central Workshop #3

Today the area around Columbia Heights represents an important cluster of community amenities and is the most direct link between BBP and Brooklyn Heights via the Squibb Park Bridge. The ramps from Columbia Heights to Squibb Park, however, are today not built to modern accessibility standards.



BQE Central Workshop #3

In looking at opportunities at this intersection, we saw a clear opportunity to connect this cluster of community parks, enhancing accessibility to Brooklyn Bridge Park and creating a more seamless link to the Promenade.



BQE Central Workshop #3

To enhance access, the connection into Squibb Park could be reconfigured as an accessible pedestrian path and linked to Harry Chapin Playground and Hillside Dog Run via a raised crosswalk. Additional seating and planting could ensure that these areas complement existing and surrounding vegetation. As part of this, the design could extend the area over the BQE as a lookout with a more direct connection to the Promenade and the Fruit Street Sitting Area.



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

A second concept might explore leaving room for a potential community amenity at Squibb Park.



BQE Central Workshop #3

Here is an existing view of Columbia Heights from above

Columbia Heights & Squibb Park Existing



-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement



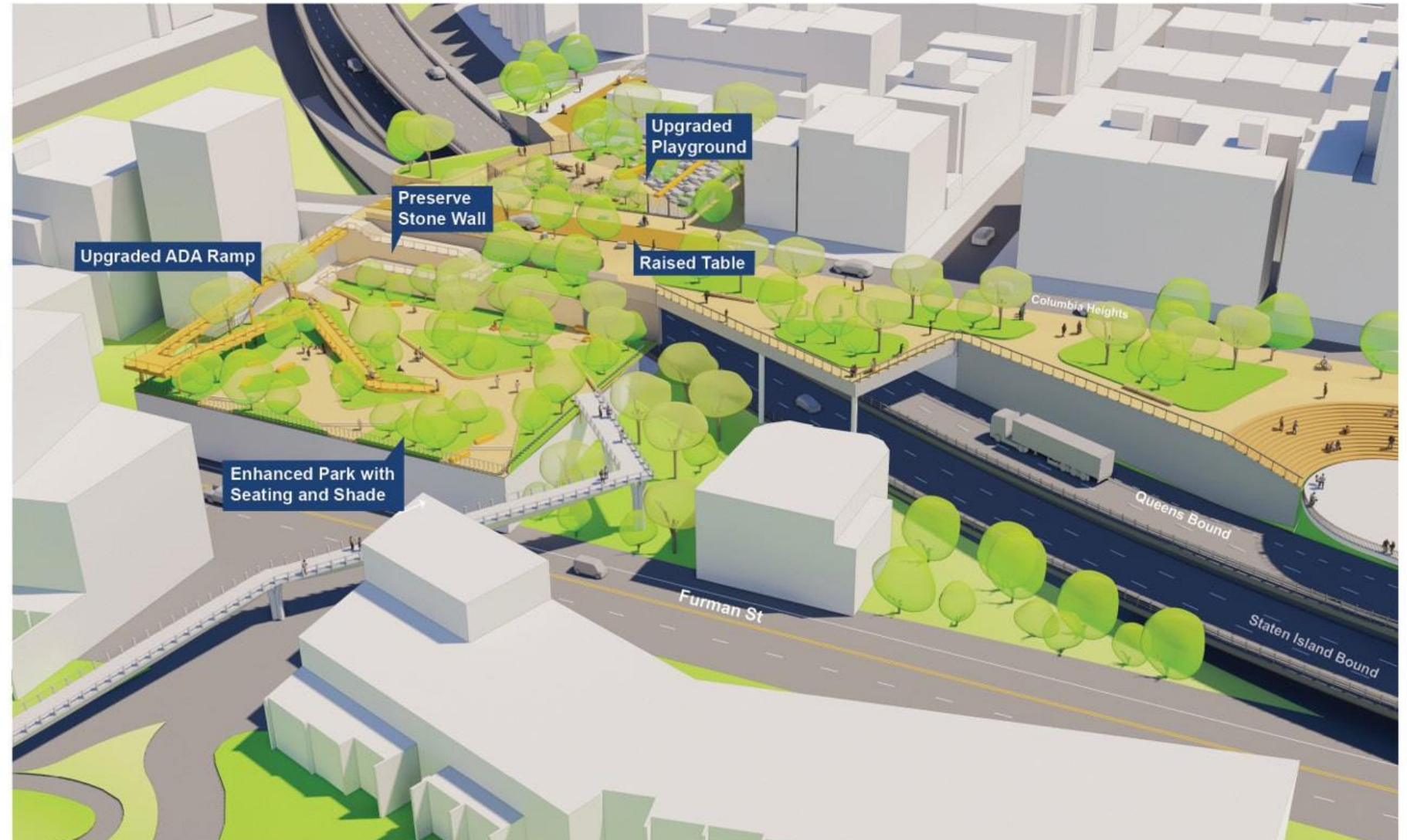
BQE Central Workshop #3

The first concept could enhance Squibb Park and create stronger connections between the Parks while enhancing safety.

Columbia Heights & Squibb Park Potential—With Tree Grove



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

A second could leave ample room for community amenities in Squibb Park.

Columbia Heights & Squibb Park Potential—With Potential Amenity Space



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

Here is an existing view of Squibb Park looking north



BQE Central Workshop #3

The Park could be more heavily planted, with seating, amenities, more robust programming, and other elements that make the space more inviting. A new fully ADA accessible bridge would bring people down through the park into a wooded grove. This could be a bridge or integrated into the landscape itself.

Please note that any enhancements to park land shown this evening would be developed by NYC Parks.

Squibb Park Potential—With Tree Grove



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

Here you can see a view of the street at Columbia Heights looking north today

Columbia Heights Facing North Existing



-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

The potential streetscape would strive to link the three parks together and create a pedestrian-oriented zone using a raised crosswalk, paving and sidewalk enhancements.

Columbia Heights Facing North Potential



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

Old Fulton Street & Anchorage Plaza



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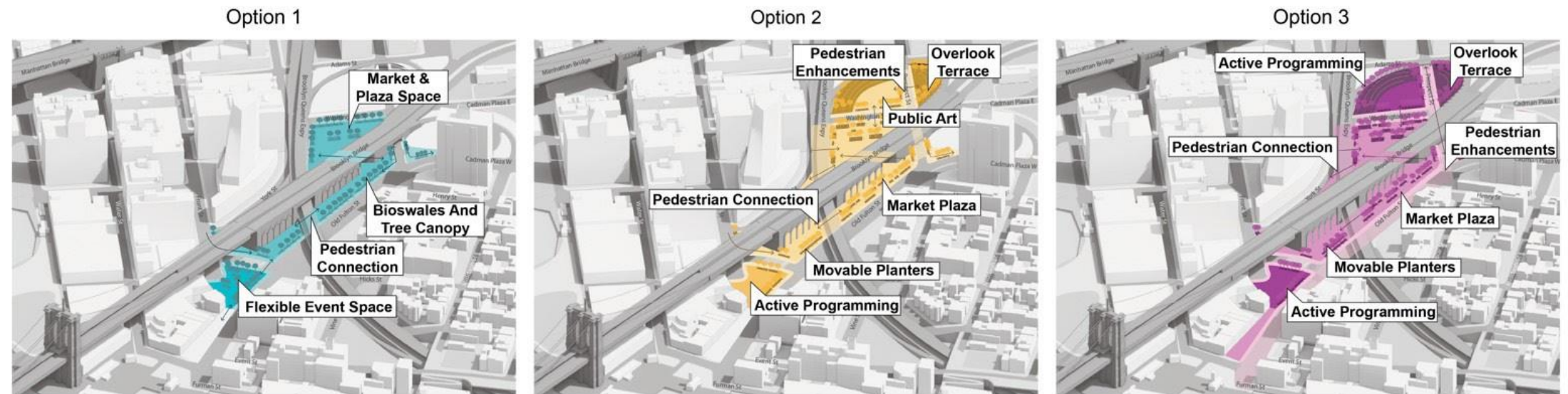


BQE Central Workshop #3

During our last round of workshops, we heard a lot of positive feedback on ideas for Old Fulton Street and Anchorage Plaza. Participants appreciated focused improvements to pedestrian safety and were encouraged by the potential ramp closure being explored at York Street and the enhanced public spaces and connections under the BQE.

Old Fulton Street & Anchorage Plaza Workshop #2

Concepts Presented:



Community Feedback:

Keep open space activations simple and limited; avoid grand new attractions for visiting tourists

Make arches under Brooklyn Bridge publicly accessible

Focus on safer crossings, particularly for school / student populations

Rethink on/off-ramp closures; support for additional closures

The comments on this slide are a subset of what we heard during the 2nd workshop and through other public engagement



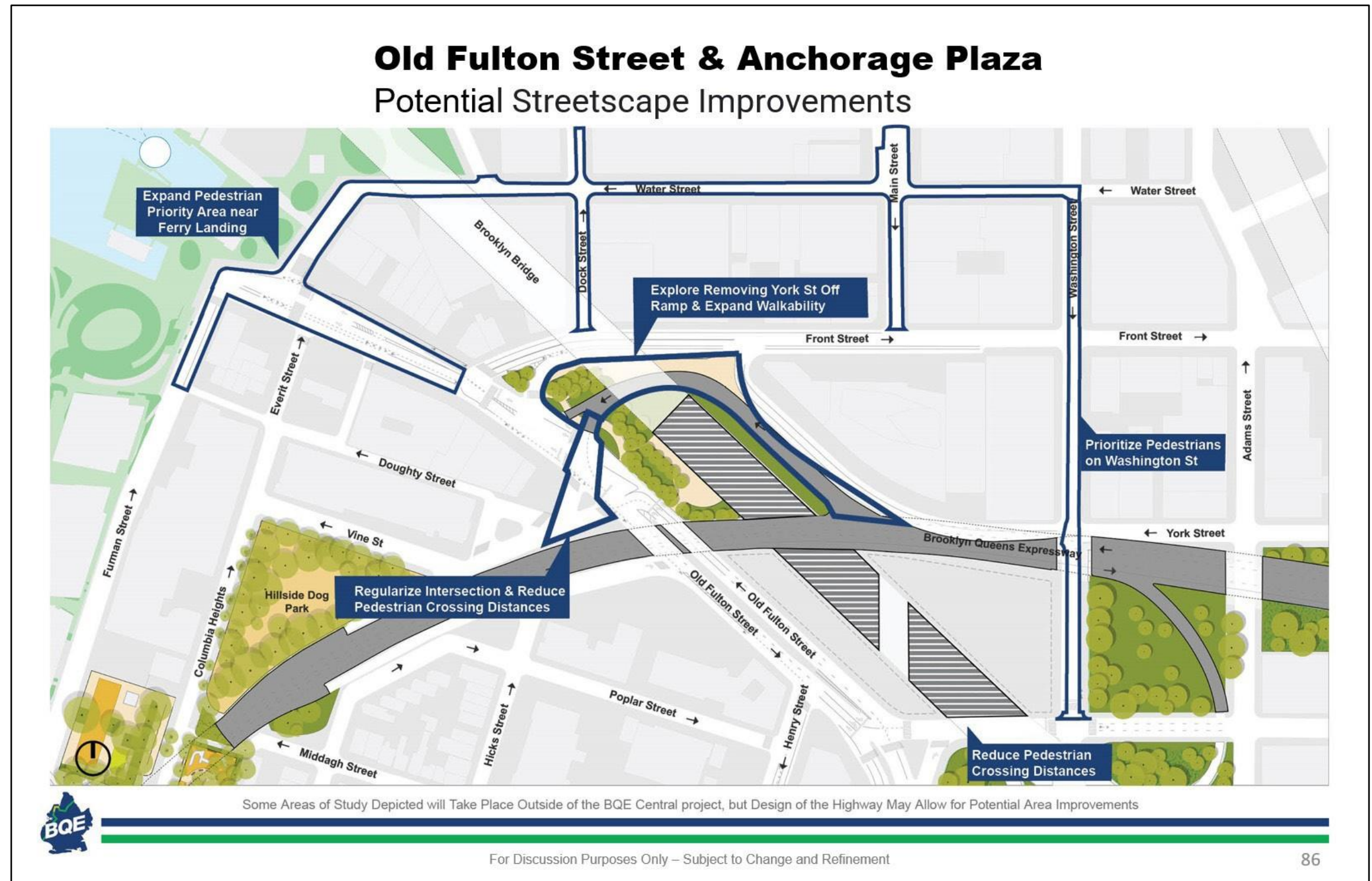
BQE Central Workshop #3

Today, the areas around Anchorage Plaza, Old Fulton Street and the BQE feels distinctly like a series of vehicle on-off ramps, creating significant conflicts between tourists, residents, cars, and bikes. Parks in these areas are generally underutilized and the BQE acts as a barrier between the Fulton Ferry District, Brooklyn Heights, Downtown Brooklyn, and DUMBO.



BQE Central Workshop #3

The potential design could reimagine Anchorage Plaza as a gateway to Brooklyn, eliminating complex islands, potentially closing the York Street off-ramp and reclaiming it as a public space, opening Ash Alley as a direct pedestrian crossing under the bridge, creating a new direct connection under the BQE from Anchorage Plaza to York Street, and enhancing Washington Street and the surrounding parks as pedestrian oriented streets with direct connections to DUMBO.



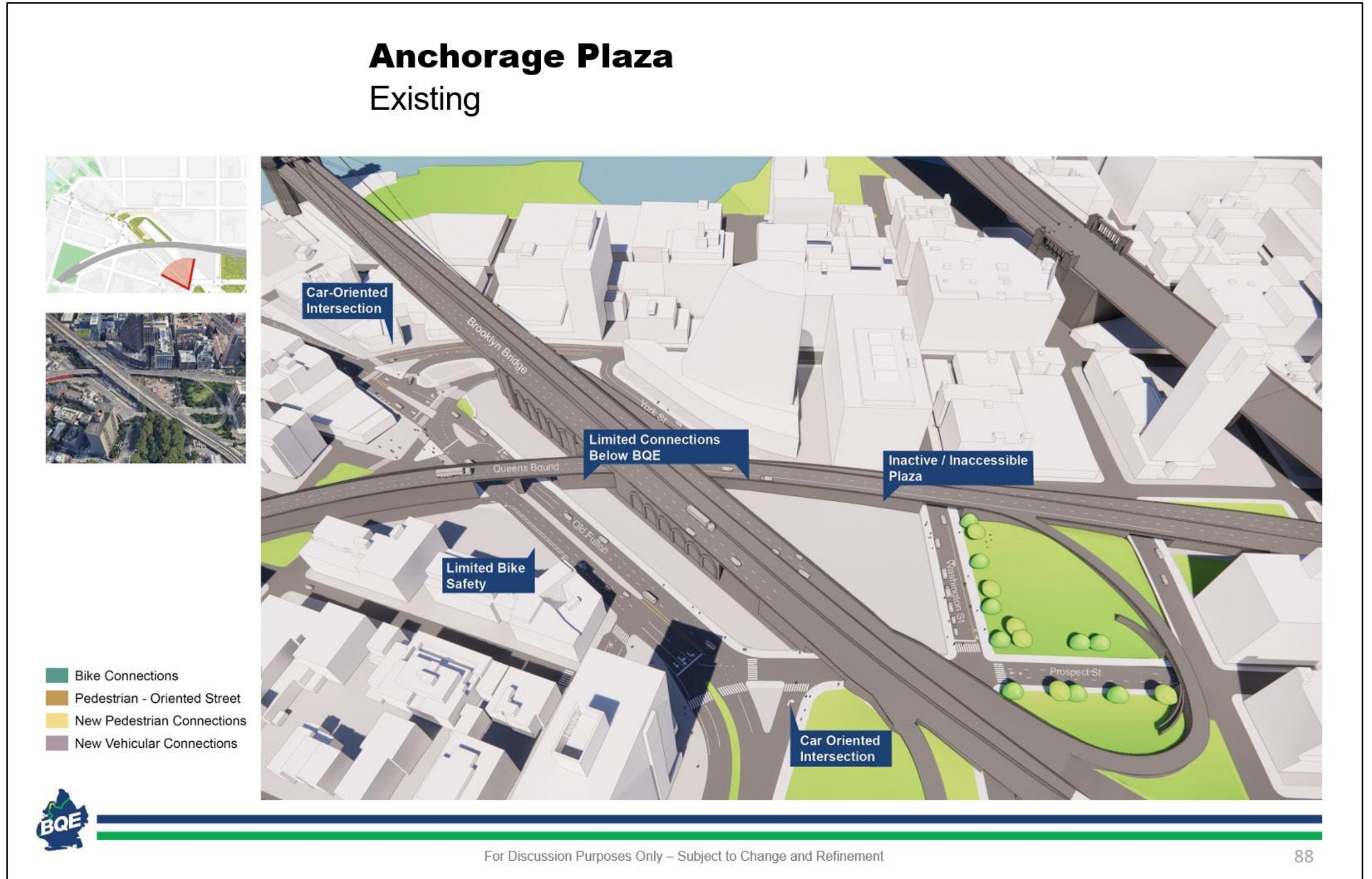
BQE Central Workshop #3

Reconfiguring BQE structures allows DOT to re-envision the streetscapes around the Brooklyn Bridge. DOT will continue to explore such changes to this area, but potentials are shown here around the Brooklyn Bridge and through the DUMBO neighborhood. One potential configuration would replace many of these islands with a sequence of new pedestrian plazas that create a more contiguous experience for visitors and residents and enhance safety and connections in and around the Brooklyn Bridge.



BQE Central Workshop #3

Here is a bird's eye view of Anchorage Plaza as it exists today.



BQE Central Workshop #3

This is a view illustrating how that sequence of public spaces could serve as a gateway to the Fulton Ferry District, DUMBO, and the Waterfront.

Anchorage Plaza Potential



These enhanced connections and public space concepts will be further explored by DOT's planning unit.



-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections

Some Areas of Study Depicted will Take Place Outside of the BQE Central project, but Design of the Highway May Allow for Potential Area Improvements



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

Today Ash Alley and Anchorage Plaza are inaccessible to the public.

Ash Alley & Anchorage Plaza West Existing



-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

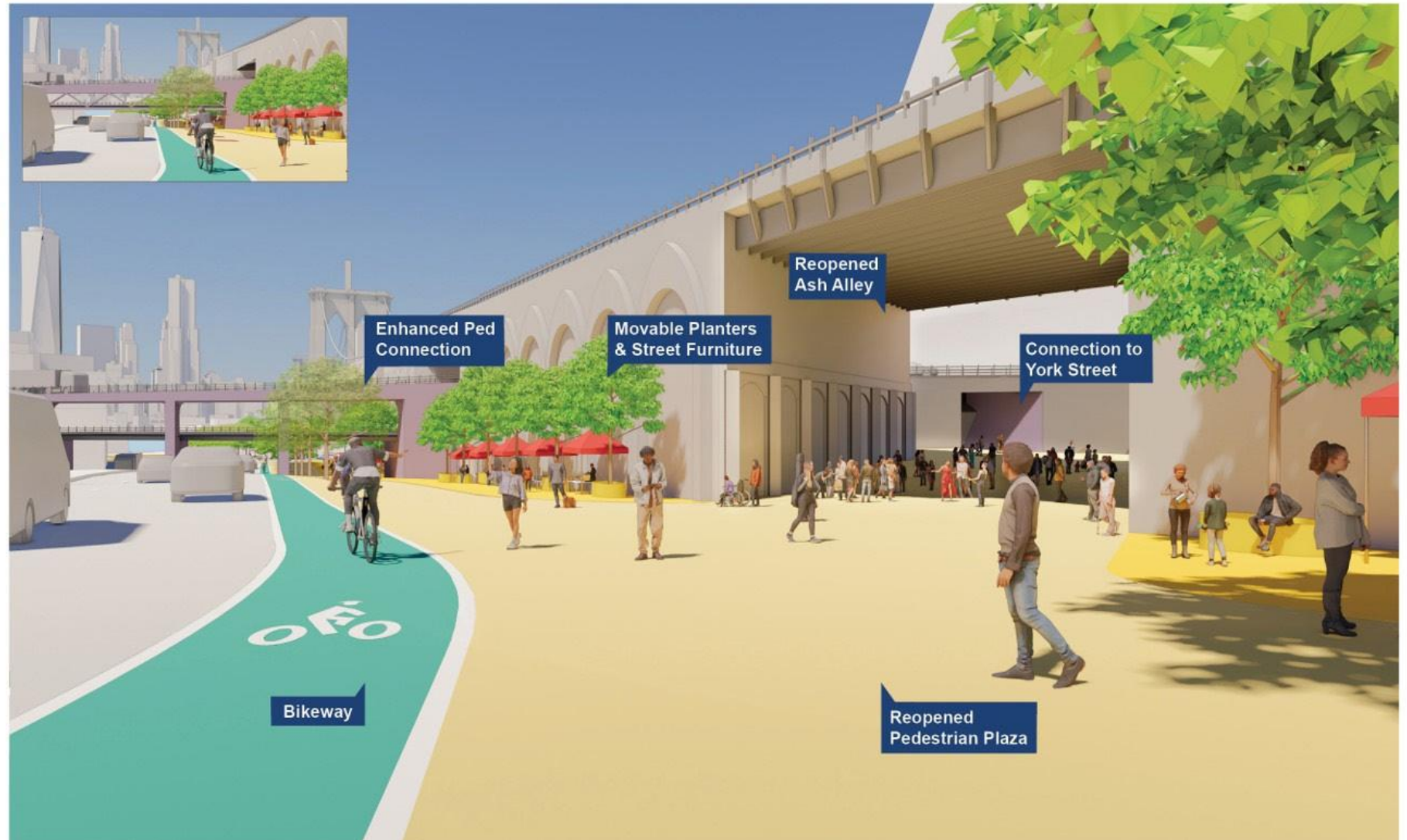
This pedestrian view shows how Ash Alley could potentially be reopened and how Anchorage Plaza could be reimagined as major pedestrian route with pop-up programs, markets, planting, and seating.

Ash Alley & Anchorage Plaza West Potential



These enhanced connections and public space concepts will be further explored by DOT's planning unit.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



Some Areas of Study Depicted will Take Place Outside of the BQE Central project, but Design of the Highway May Allow for Potential Area Improvements



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

On the north side of Anchorage Plaza today, there is an inaccessible staging and construction zone.



Ash Alley & Anchorage Plaza West Existing



-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



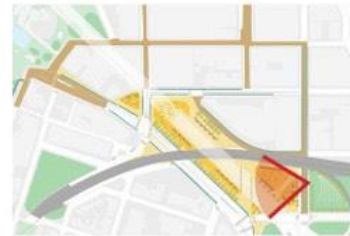
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BQE Central Workshop #3

DOT has an opportunity to reimagine this area as a public plaza, while maintaining space for maintenance and repairs to the Brooklyn Bridge over time. Along the BQE itself, we could explore a new connection underneath the BQE structure to York Street, while looking at opportunities for pop-up activities and events, similar to what occurs under the Manhattan Bridge today.

Ash Alley & Anchorage Plaza West Potential



These enhanced connections and public space concepts will be further explored by DOT's planning unit.



Dekalb Market

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



Some Areas of Study Depicted will Take Place Outside of the BQE Central project, but Design of the Highway May Allow for Potential Area Improvements



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

Today Washington Street is an important link to DUMBO, but has few pedestrian amenities.

Washington Street Facing Dumbo Existing



-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



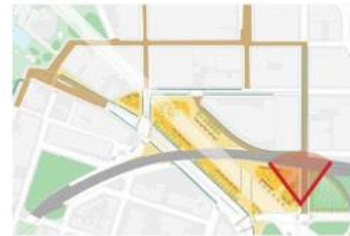
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BQE Central Workshop #3

Washington Street could be reimagined as a welcoming gateway to DUMBO with pedestrian-oriented streetscape elements that guide people towards the waterfront.

Washington Street Facing Dumbo Potential



These enhanced connections and public space concepts will be further explored by DOT's planning unit.

-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



Some Areas of Study Depicted will Take Place Outside of the BQE Central project, but Design of the Highway May Allow for Potential Area Improvements



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

Similar to Old Fulton Street and Anchorage Plaza, the area in and around the Manhattan Bridge, Trinity Park, and Farragut Houses today feels disconnected and unwelcoming, and can be challenging to navigate.

DUMBO & Manhattan Bridge Parks



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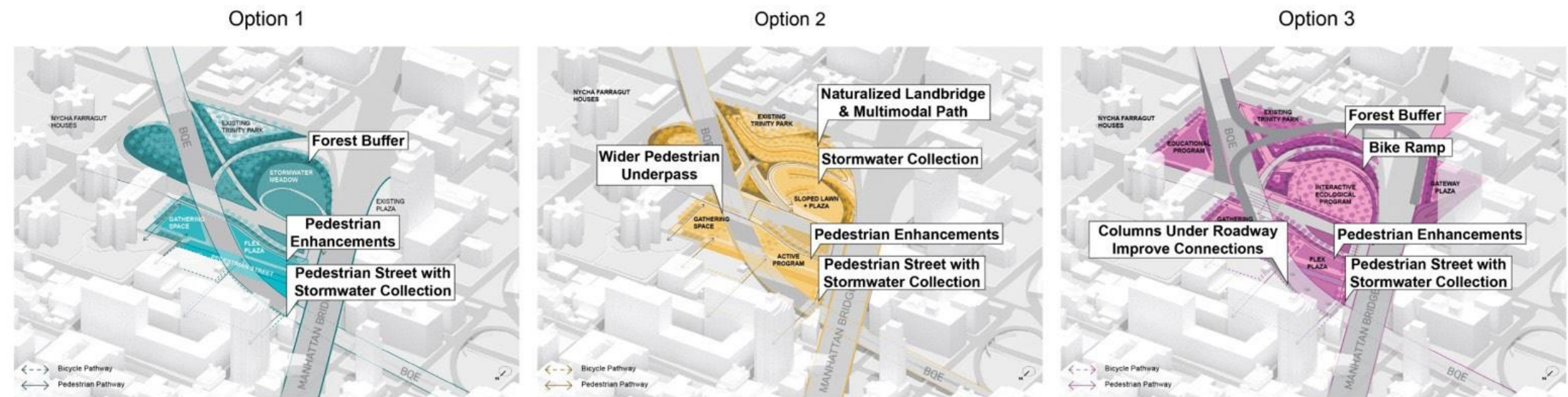


BQE Central Workshop #3

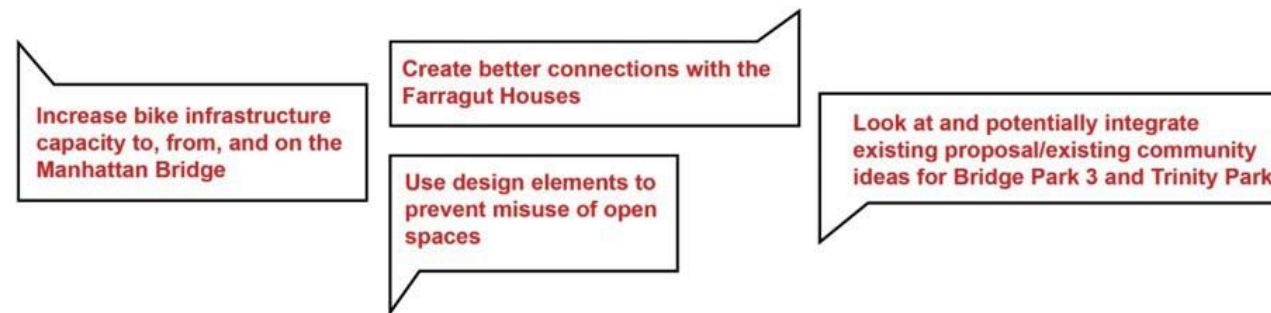
In December, DOT presented a variety of ideas for how to improve conditions here and heard excitement about new bike and pedestrian connections, as well as support for a direct vehicle connection from the Manhattan Bridge to the BQE, which would relieve local streets of truck traffic.

DUMBO & Manhattan Bridge Parks Workshop #2

Concepts Presented:



Community Feedback:



The comments on this slide are a subset of what we heard during the 2nd workshop and through other public engagement



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

Today this area suffers from a lack of connectivity, underutilized open spaces, and frequent double parking.

DUMBO & Manhattan Bridge Parks Existing Conditions

These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

A potential new vehicular connection could significantly improve how vehicles get on and off the BQE, while relieving local streets of truck traffic and congestion.

DUMBO & Manhattan Bridge Parks Potential Manhattan Bridge to BQE Direct Connection



BQE Central Workshop #3

A potential plan for this area could be coordinated with a series of improvements to the surrounding park spaces, including pedestrian and bike access routes, newly programmed park spaces, and a potential street grade crossing at Nassau Street.



BQE Central Workshop #3

In combination with these open space improvements and a direct link to the BQE, a potential direct connection across Nassau Street could be explored at street grade, reconnecting the grid at a key juncture.

DUMBO & Manhattan Bridge Parks Potential—Pedestrian & Bike Crossing at Nassau St

These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

Here is an aerial view of this area facing towards Downtown Brooklyn.

DUMBO & Manhattan Bridge Parks Existing



- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

The potential improvements would strive to resolve the challenges that trucks and traffic face in this area, while also reimagining these spaces as a community node that connects the Farragut Houses to DUMBO and the waterfront.

DUMBO & Manhattan Bridge Parks

Potential—Pedestrian & Bike Crossing at Nassau St



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

Currently the parks in this area have a significant amount of cars that park along the street and feel unsafe and unwelcoming. Logical connections between streets are difficult to discern, if they exist at all.

DUMBO & Manhattan Bridge Parks Existing



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

The potential condition would emphasize connectivity under the highway and over Flatbush, making this entire area into connective tissue between neighborhoods, while also limiting truck traffic on local streets.



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections

DUMBO & Manhattan Bridge Parks

Potential—Pedestrian & Bike Crossing at Nassau St



For Discussion Purposes Only – Subject to Change and Refinement



BQE Central Workshop #3

Flatbush Ave Facing Manhattan Bridge Existing



-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



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BQE Central Workshop #3

With the addition of a new on-ramp, the design would need to reimagine the view down Flatbush and ensure that the bridge design preserves as much of the view to the Manhattan Bridge as possible, while enhancing this as a gateway as part of the design for the new ramps and bridges. A direct pedestrian connection at Nassau would help balance the needs of local pedestrians with those of regional traffic.

Flatbush Ave Facing Manhattan Bridge Potential—Pedestrian & Bike Crossing at Nassau St



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



Manhattan Bridge to BQE Direct Connection

Ped & Bike Crossing at Nassau St



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Prospect Street Facing Farragut Houses Existing



-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



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At Prospect Street and Lyons Park, the streetscape could be enhanced with pedestrian amenities that link adjacent park spaces and ensure a safe, inviting connection through the neighborhood from DUMBO and Brooklyn Heights all the way to Farragut Houses and the Brooklyn Navy Yard.



These enhanced connections and public space concepts will be further explored by DOT's planning unit and NYC Parks.

-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections

Prospect Street Facing Farragut Houses Potential



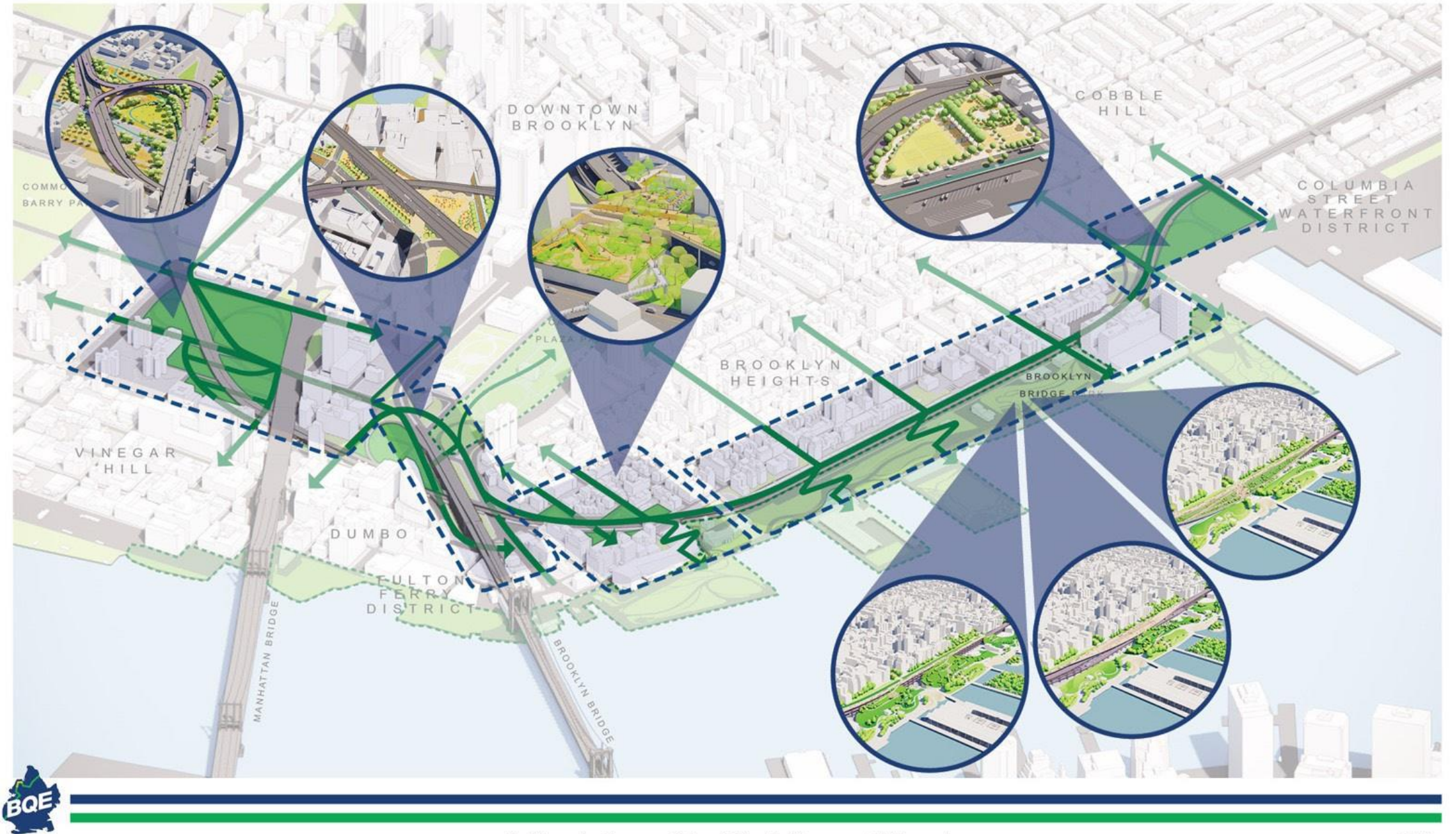
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In total, these collective improvements have the potential to restore many of the connections that were lost when the BQE was built, while creating new benefits for regional traffic, and crafting a necklace of inviting community spaces that can link all the way from the Farragut Houses and Vinegar Hill to the DUMBO and Fulton Ferry District to Brooklyn Heights and Cobble Hill.

Overview



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Once completed, these investments in BQE Central could add significant new connections over or under the BQE, a wide swath of enhanced streets, parks, and public spaces, and a range of critical highway safety and pedestrian improvements.

DOT is committed to working with the public to ensure that these strategies and benefits are distributed throughout the entire BQE Central corridor in a balanced way, and implemented holistically to improve access, safety, and connectivity across one of Brooklyn's most significant gateways.

Summary of Improvements



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DOT will come to a conclusion about the future of these spaces through continuous opportunities for community feedback up to and through the federally-mandated environmental review process, and concepts will move forward, as explained in the environmental review explainer video shown this evening. We will keep the public updated at every step of the way so you can make your voice heard

Following tonight's meeting, there will be a number of important opportunities for ongoing engagement, including:

- i. A workshop that will focus specifically on the Atlantic Avenue interchange
- ii. A Spring Hot Topics Webinar focused on environmental review and opportunity to ask questions about the concepts presented tonight,
- iii. A series of exciting events led by our Community Partners this spring and summer, and
- iv. Ongoing stakeholder meetings.

Next Steps



Atlantic Avenue Workshop



Spring Webinar



Apply for Federal Infrastructure Grant



Environmental Review



Ongoing Community Partners Events

NOTE: All meeting materials will be posted at nyc.gov/bqe following the public meetings.



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Questions & Answers

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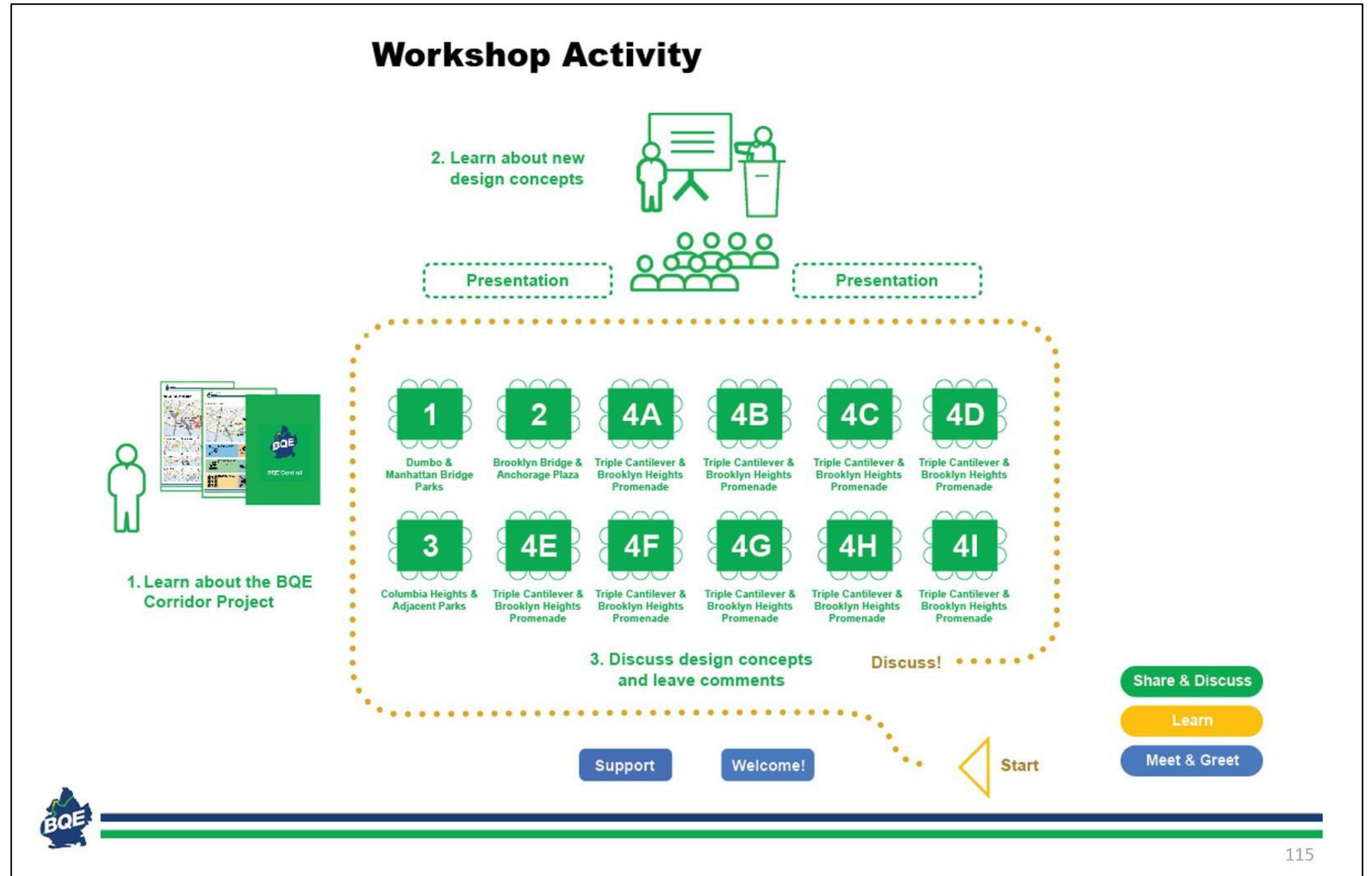
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Workshop Activity

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Thank you!



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Appendix

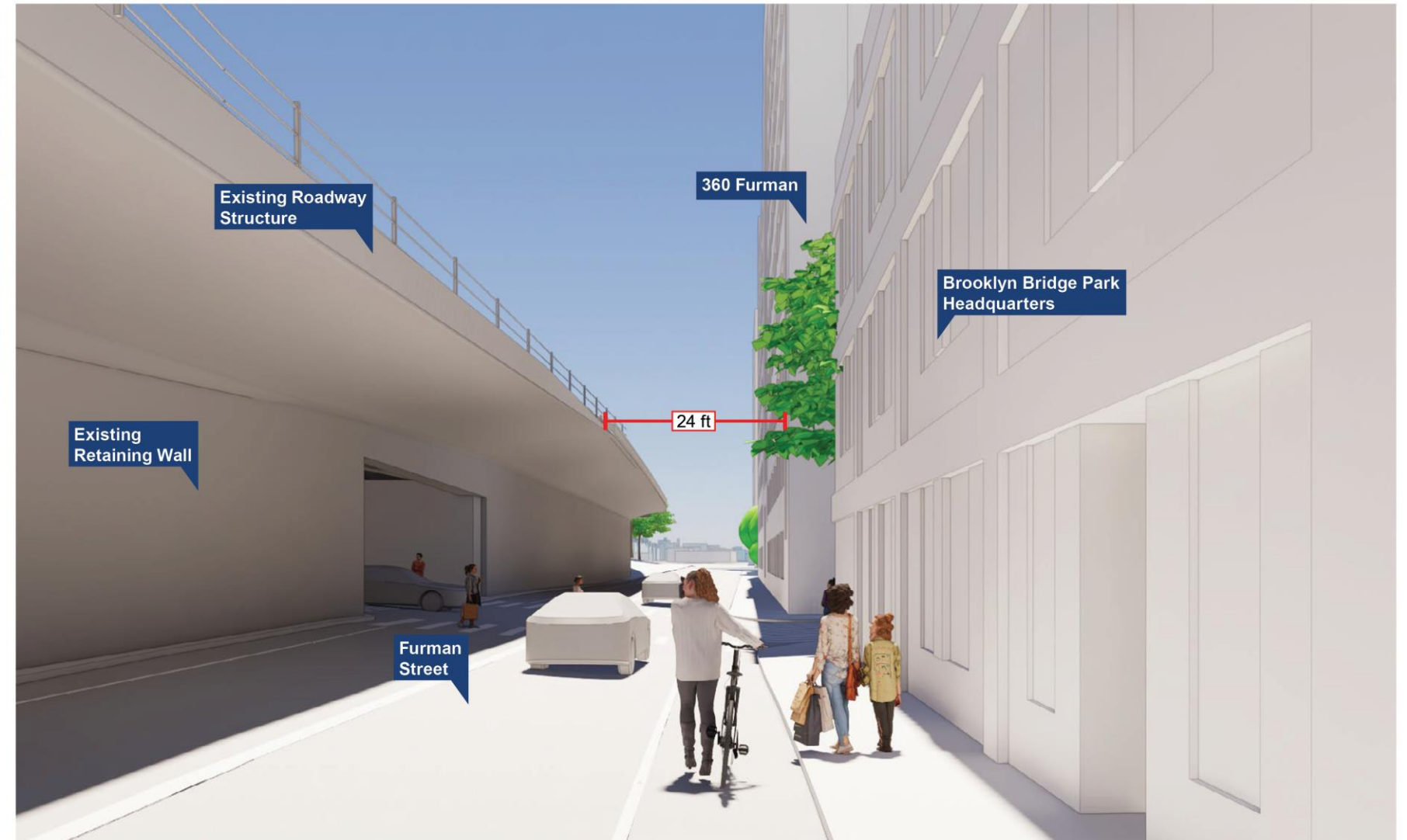


- Throughout the design process, the team evaluated a number of specific pinch points, including the condition 360 Furman, to better understand the potential structural configuration for each concept.
- At 360 Furman today, here viewed from the Brooklyn Bridge Park Headquarters, the existing triple cantilever structure is approximately 24' from the face of the building. The Staten Island bound roadway is approximately in line with second story of the building, while the Queens bound roadway is approximately in line with the third story of the building.

Design Concepts

Existing

View at 360 Furman Looking South



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□ Looking towards 360 Furman from the Brooklyn Bridge Park Headquarters, you can see what the structure could potentially look like as a partial replacement that maintains the existing retaining walls. It's worth noting that through further engineering analysis and based on community feedback, this structure will continue to be refined.

□ That said, there are several elements worth noting here.

✦ This structure is shown in a 2-lane configuration at approximately 40' in width in each direction. That is the minimum width of the structure at this location and would result in approximately 18' between the face of the building and the highway structure. The three lane configuration of the roadway, which would typically be 50' in each direction, would be approximately 15 feet from the face of the building, though these distances are still being refined.

✦ At this location, the height of the structure would be similar to what exists today, while providing the necessary 14.5' of clearance required for the roadway in each direction.

✦ Because the Terraces is framed structure, rather than a cantilever, columns would land on Furman Street in front of the building entrance. Through further design, the team will explore ways to minimize the impact of these columns and ensure that they do not interfere with building egress, fire and emergency vehicle access, and routine building inspection needs. The design shown here is illustrative only and will continue to evolve.

Design Concepts



Optimization of Structures Pending

The Terraces

View at 360 Furman Looking South



- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



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- Looking towards 360 Furman from the Brooklyn Bridge Park Headquarters, you can see what the structure could potentially look like as a full replacement. It's worth noting that through further engineering analysis and based on community feedback, this structure will continue to be refined.

- There are several elements worth noting here.

- This structure is shown in a 2-lane configuration at approximately 40' in width in each direction. That is the minimum width of the structure at this location and would result in approximately 23' between the face of the building and the highway structure. The three lane configuration of the roadway, which would typically be 50' in each direction, would be approximately 15 feet from the face of the building.

- At this location, the height of the structure would be similar to what exists today, while providing the necessary 14.5' of clearance required for the roadway in each direction.

- Because the Lookout is frame structure, rather than a cantilever, columns would land on Furman Street in front of the building entrance.

- Through further design, the team will explore ways to minimize the impact of these columns and ensure that they do not interfere with building egress, fire and emergency vehicle access, and routine building inspection needs.

- The design shown here is illustrative only and will continue to evolve.

Design Concepts

The Lookout

View at 360 Furman Looking South



Optimization of Structures Pending



- Bike Connections
- Pedestrian - Oriented Street
- New Pedestrian Connections
- New Vehicular Connections



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At 360 Furman, the Stoop would have the same configuration as the full replacement concept, which was shown previously as we discussed the Lookout. The same considerations hold for this concept.

Design Concepts

The Stoop

View at 360 Furman Looking South



Optimization of Structures Pending

-  Bike Connections
-  Pedestrian - Oriented Street
-  New Pedestrian Connections
-  New Vehicular Connections



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Mayor Eric Adams
Deputy Mayor Meera Joshi
Commissioner Ydanis Rodriguez

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WXY | SCAPE | BIG | TRIPLE CANTILEVER DESIGN JV

