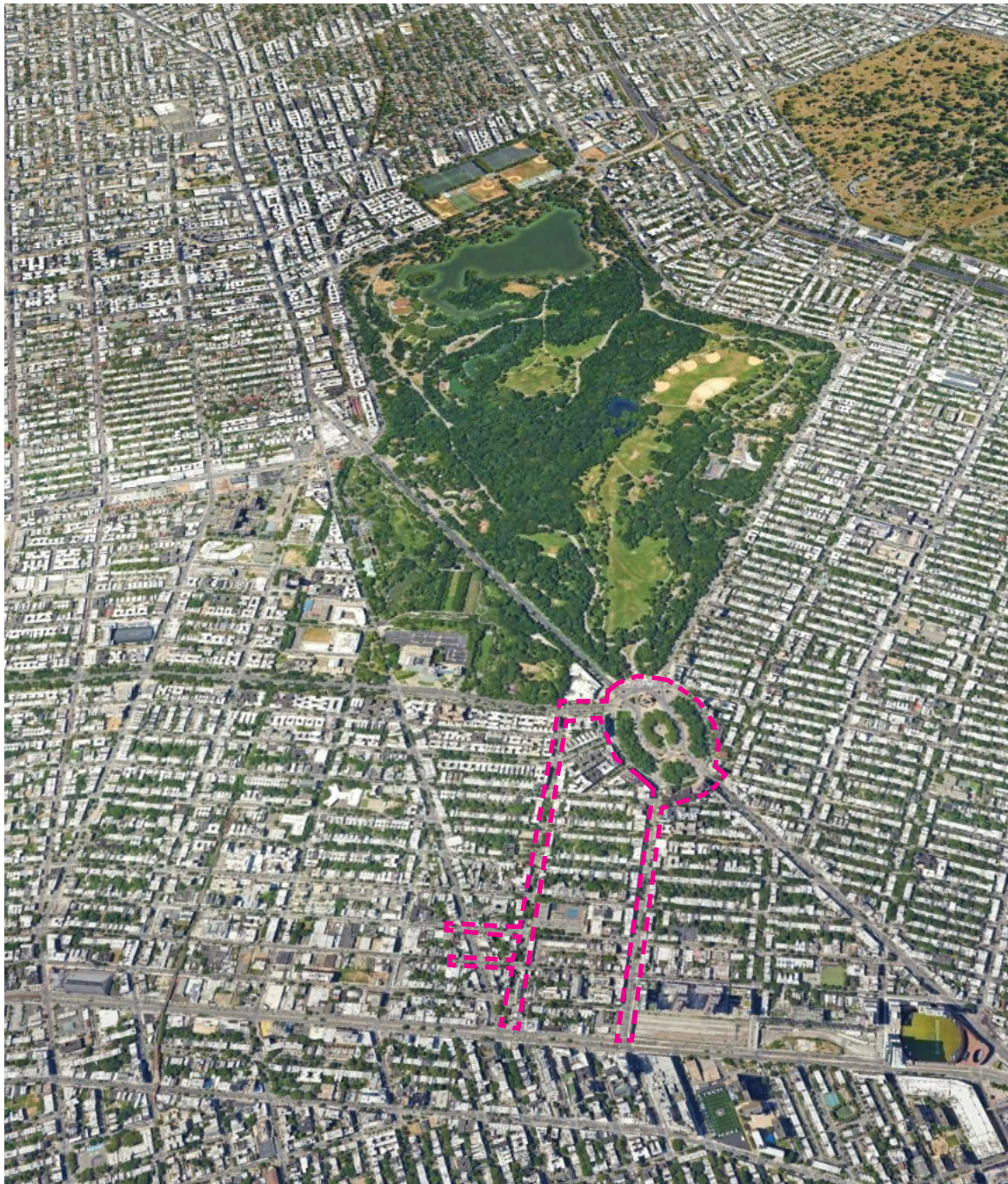




PRE-SCOPING SERVICES FOR GRAND ARMY PLAZA

Capital Project Scope Development

Located at Grand Army Plaza
in the Borough of Brooklyn

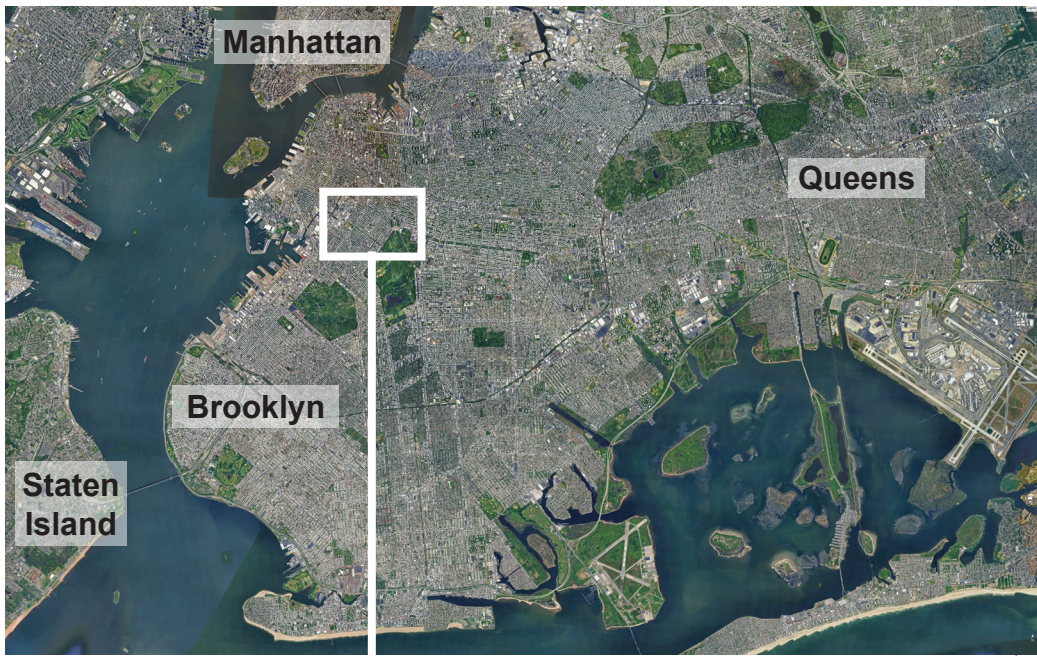
Project ID: HWK1675

PDC Conceptual Design Presentation
August 17, 2026
Abel Bainnson Butz, LLP

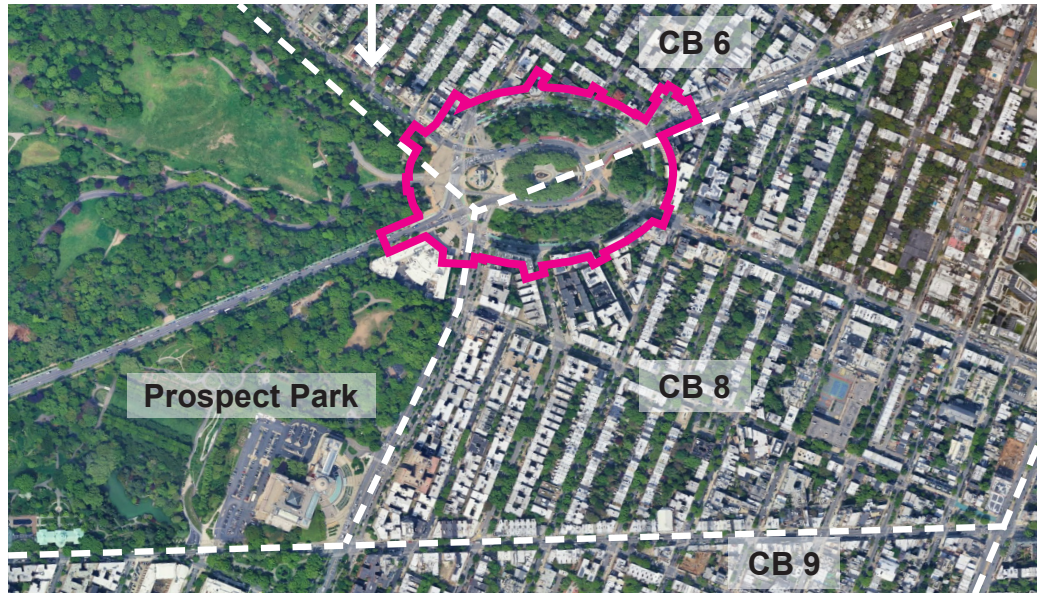


Pre-Scoping Services For Grand Army Plaza

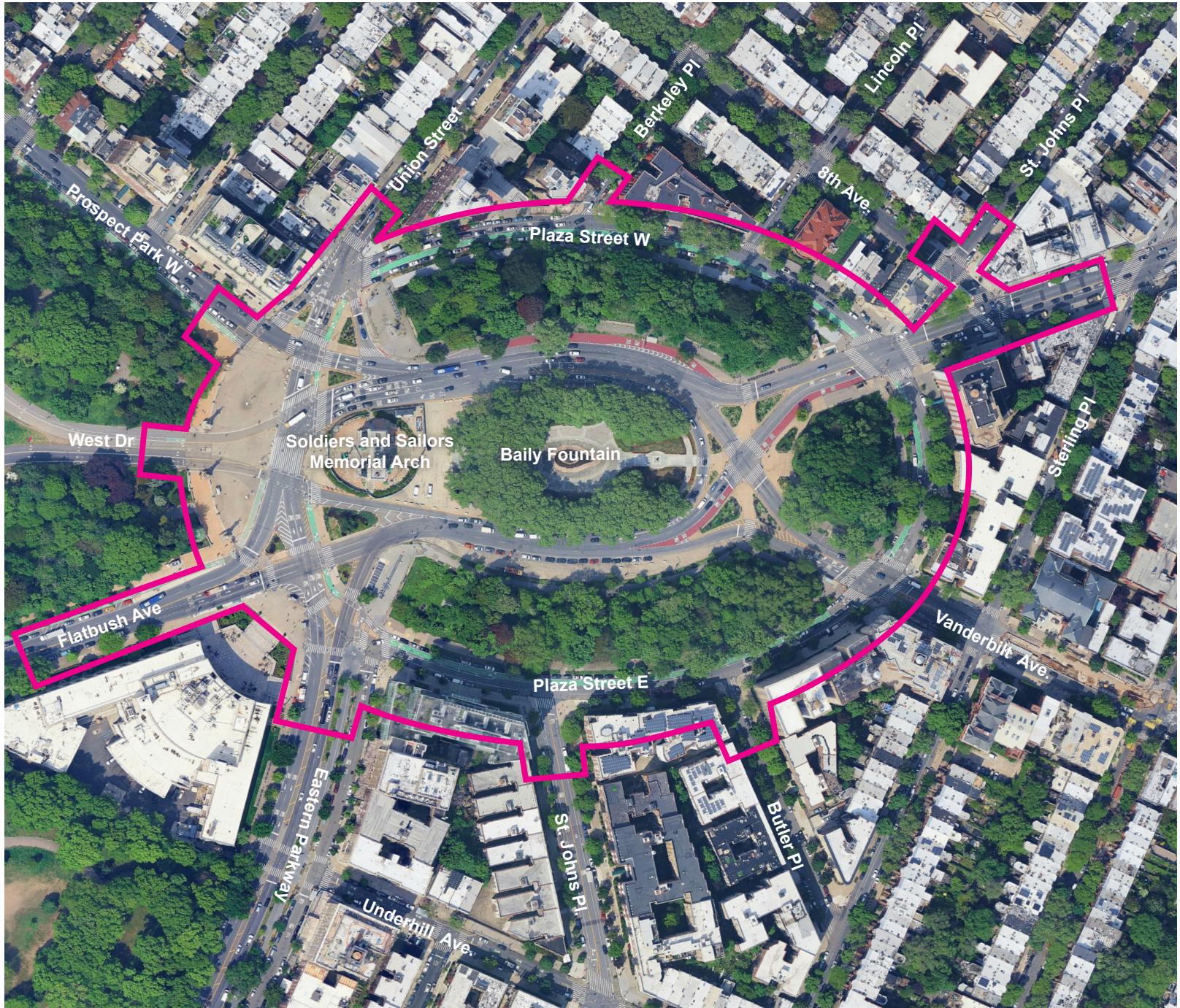




Borough



Neighborhoods



0' 100' 200' N



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Pre-Scoping Services For Grand Army Plaza

| Project Location



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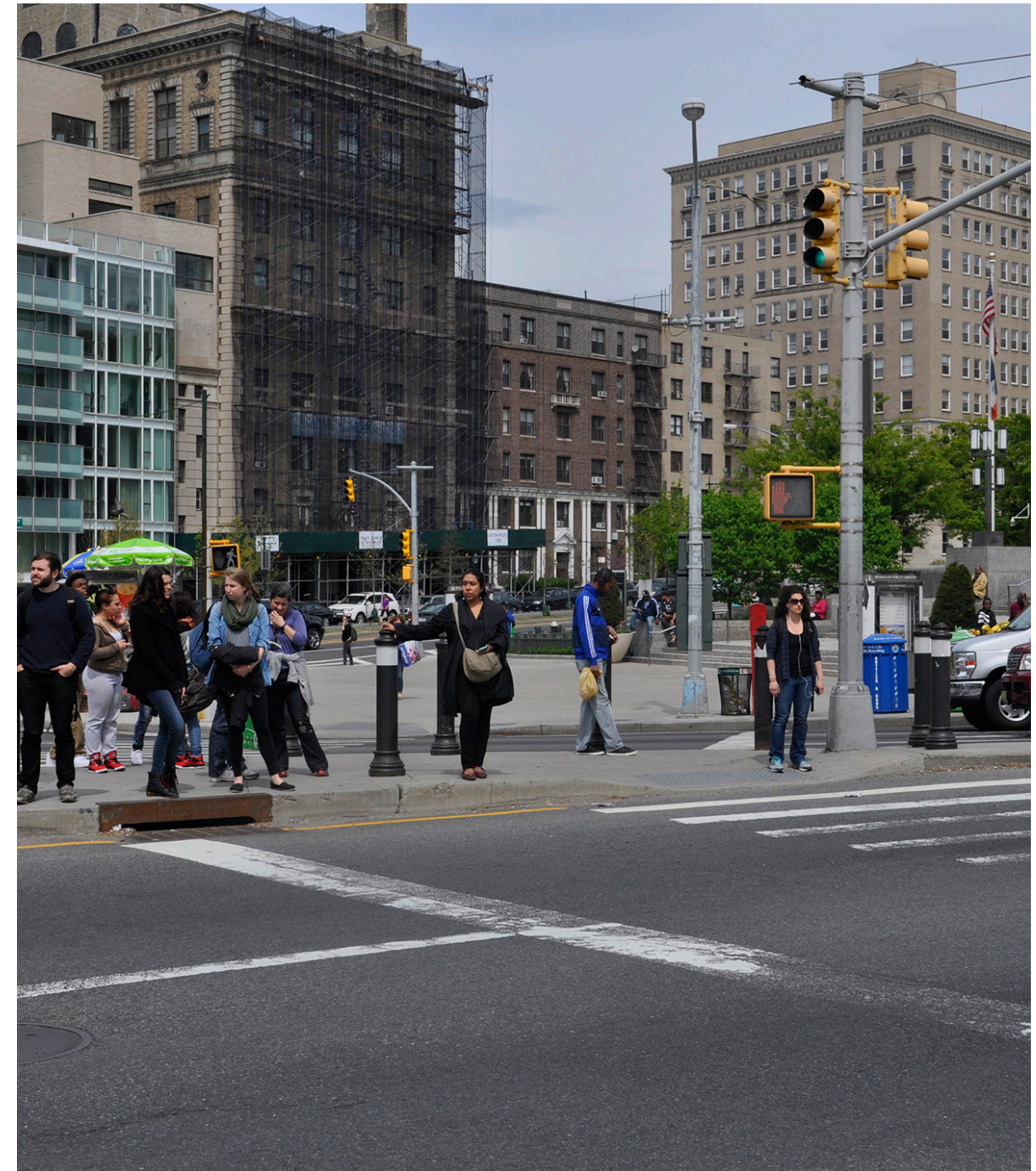
A . Project Background

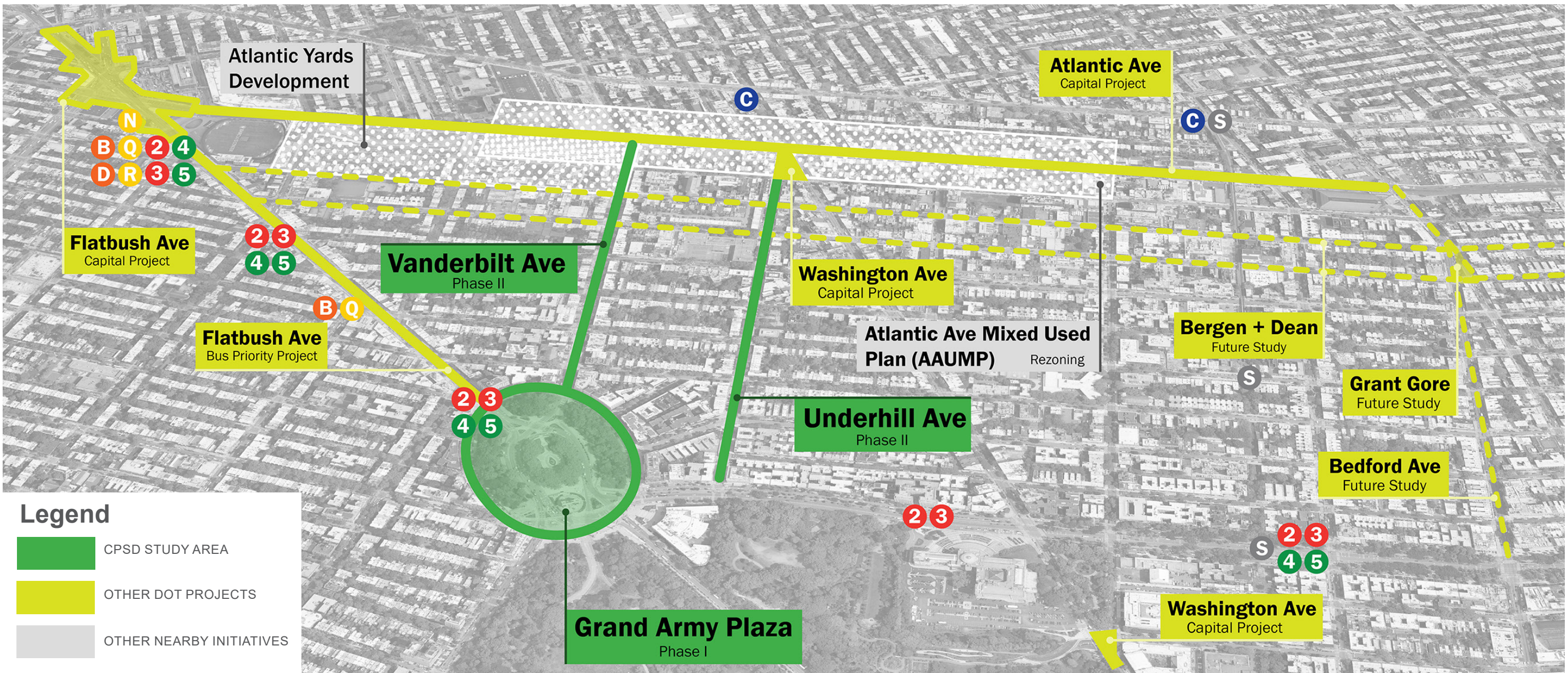
As part of the 2023 budget, the city allocated \$1.8M to conduct a Capital Project Scope Development (CPSD) study. The goal of the study is to develop a concept design, conduct analysis and outreach, and develop a cost estimate.

NYC DOT in partnership with NYC DDC and local stakeholders is concluding the study following community outreach and design advancement.

If reconstruction advances, the project will go through the typical NYC Capital Project process and include:

- Design Procurement
- Preliminary Design
- Updated traffic and operations analysis
- Community and stakeholder outreach
- Final Design
- PDC and LPC Review
- Construction Procurement
- Construction





NYC DOT has a long history of work at the plaza using operational materials and regulations

2000: Vehicle hours reduced in Prospect Park

2002: Concrete triangle at Public Library installed

2004: One-way bike lanes added to three new concrete triangles at Plaza South

2011: Additional concrete pedestrian islands installed with plantings

2012: Two-way bike lane installed on Plaza Street

2017: Car-free pilot in Prospect Park

2018: Prospect Park became permanently car-free and roadways in and out of Prospect Park converted to shared spaces



Before 2011 project



After 2011 project

B . Historical Context

1865-1874

The plaza was designed to be a transitional space and the principal entrance to Prospect Park.



1880s

Main elements are a circular fountain, statue of Abraham Lincoln, planted mounds, and a picturesque-style park entrance.



1889-1895

The construction of the Soldier's and Sailors' Memorial Arch causes relocation of trolley tracks and the Lincoln statue, and addition of the new Electric Fountain.



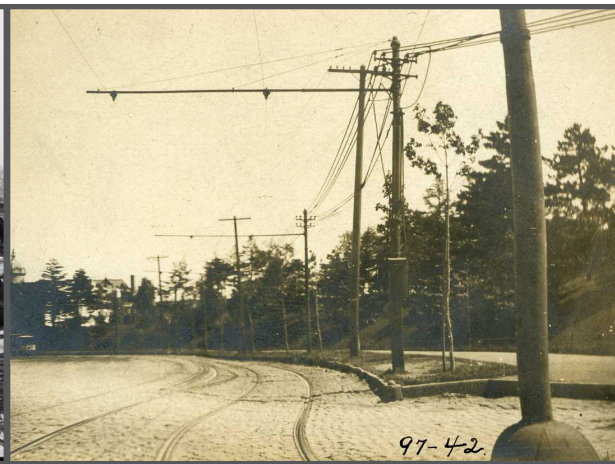
1895-1897

To match the style of the Arch, McKim Mead & White are hired to redesign the park entrance, adding granite, marble and bronze elements.



1897-1913

Trolleys coexist with pedestrians, equestrians, horse-drawn carriages and the first automobiles. With the last sculptural element added, the Arch is complete in 1901.



1914-1929

Open-cut excavation for the construction of two subway lines results in a large grass oval where the Electric Fountain had been. In 1926 the plaza is renamed Grand Army Plaza.

1930s

Bailey Fountain is installed within bluestone ashlar. WPA work includes trees planted around the fountain area for the first time. The streets converging at the Plaza are widened in response to increased traffic.



1935

Landscape reconstruction enhanced promenades, planting, and connections to Eastern Parkway.



1940s

In 1941 Brooklyn's Central Library opens after off-and-on construction since 1912. The plaza gets traffic signals and traffic islands.



1960s

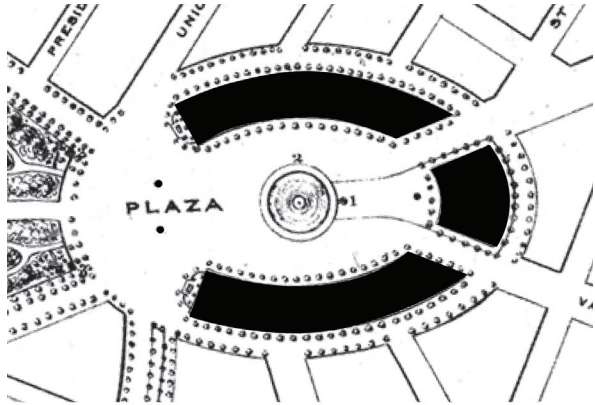
A newsstand and bus shelter are added to the west mound. The John F. Kennedy Memorial is installed on the north side of Bailey Fountain in 1965.



1970s

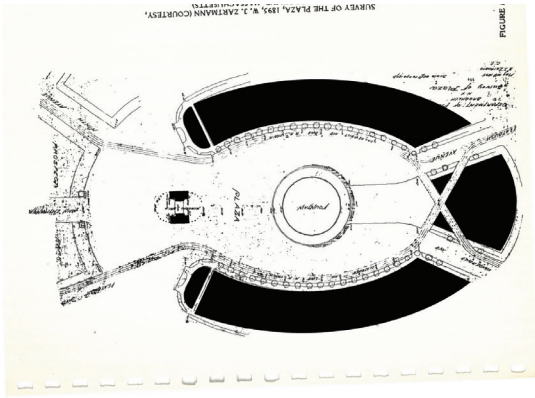
The S&S Arch is designated an individual New York City Landmark, and Prospect Park (including Grand Army Plaza) is designated a New York City Scenic Landmark.





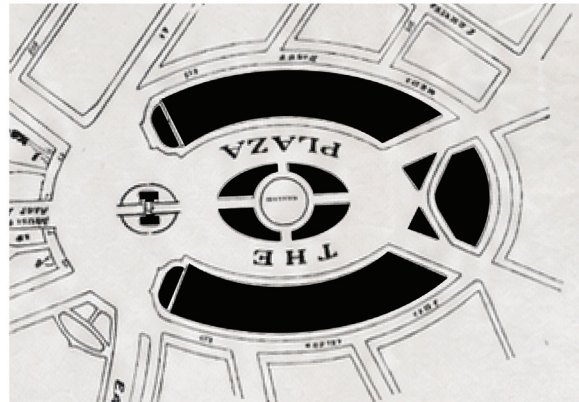
1880s

Main elements are a circular fountain, statue of Abraham Lincoln, planted mounds, and a picturesque-style park entrance



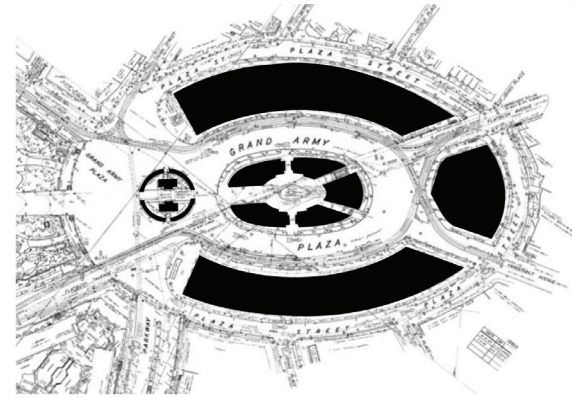
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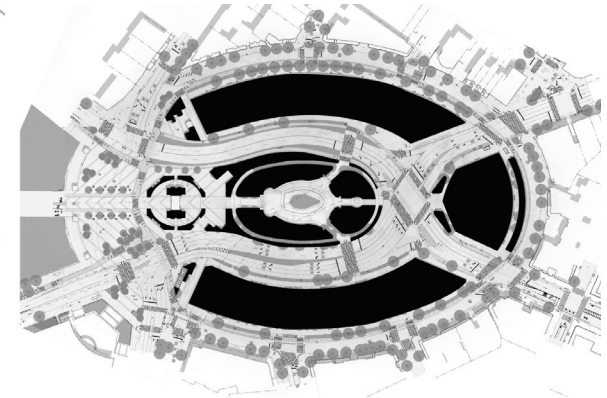
1897-1913

Trolleys coexist with pedestrians, equestrians, horse-drawn carriages and the first automobiles. With the last sculptural element added, the Arch is complete in 1901



1930s

Bailey Fountain is installed within bluestone ashlar. WPA work includes trees planted around the fountain area for the first time. The streets converging at the Plaza are widened in response to increased traffic



Proposed

The proposed design enhances safety, connectivity, and public space while preserving the plaza's historic character. A central bikeway, expanded planting, seating, and permanent streetscape improvements create a greener, more accessible civic space.

Southern Plaza Area



1937 Map



1900

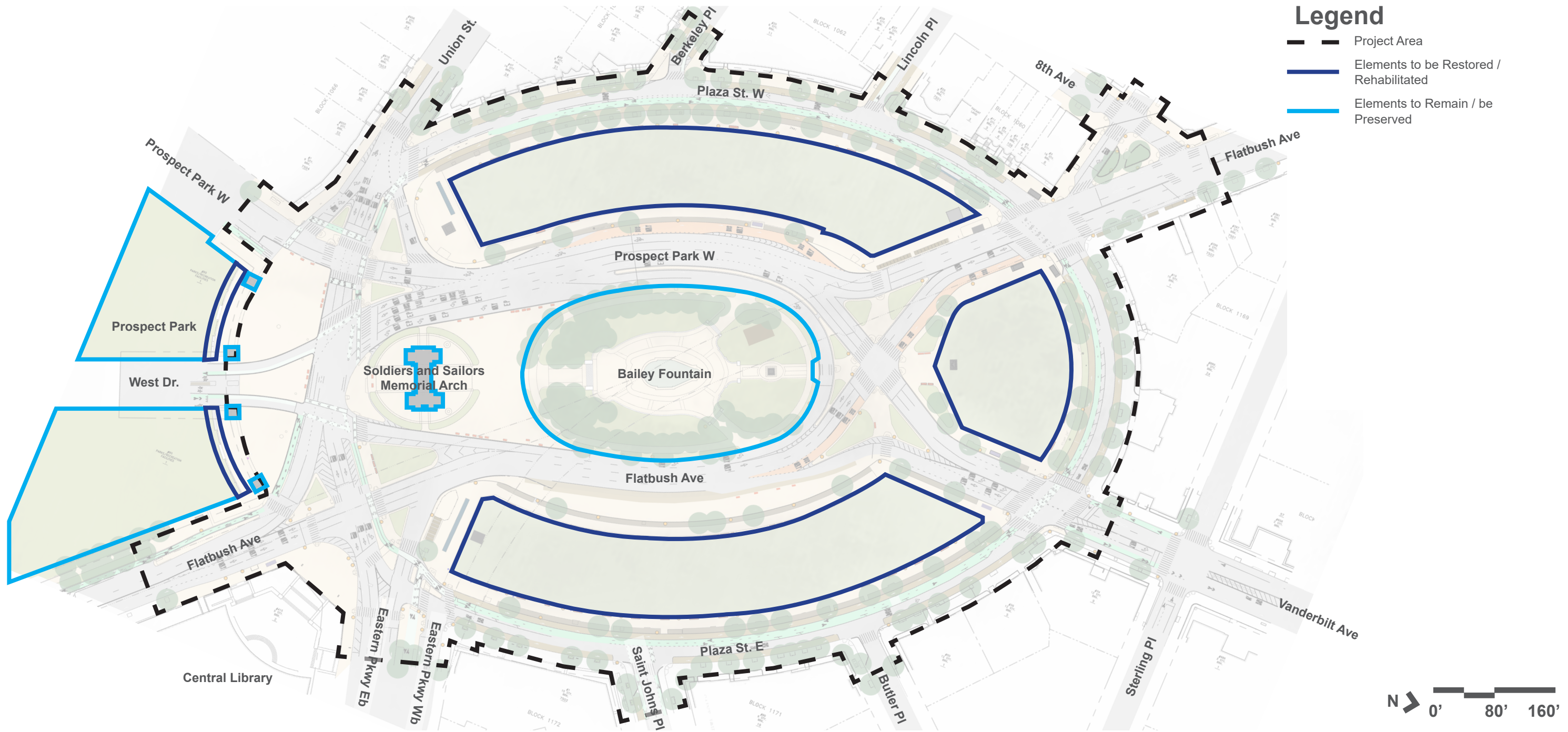


1975

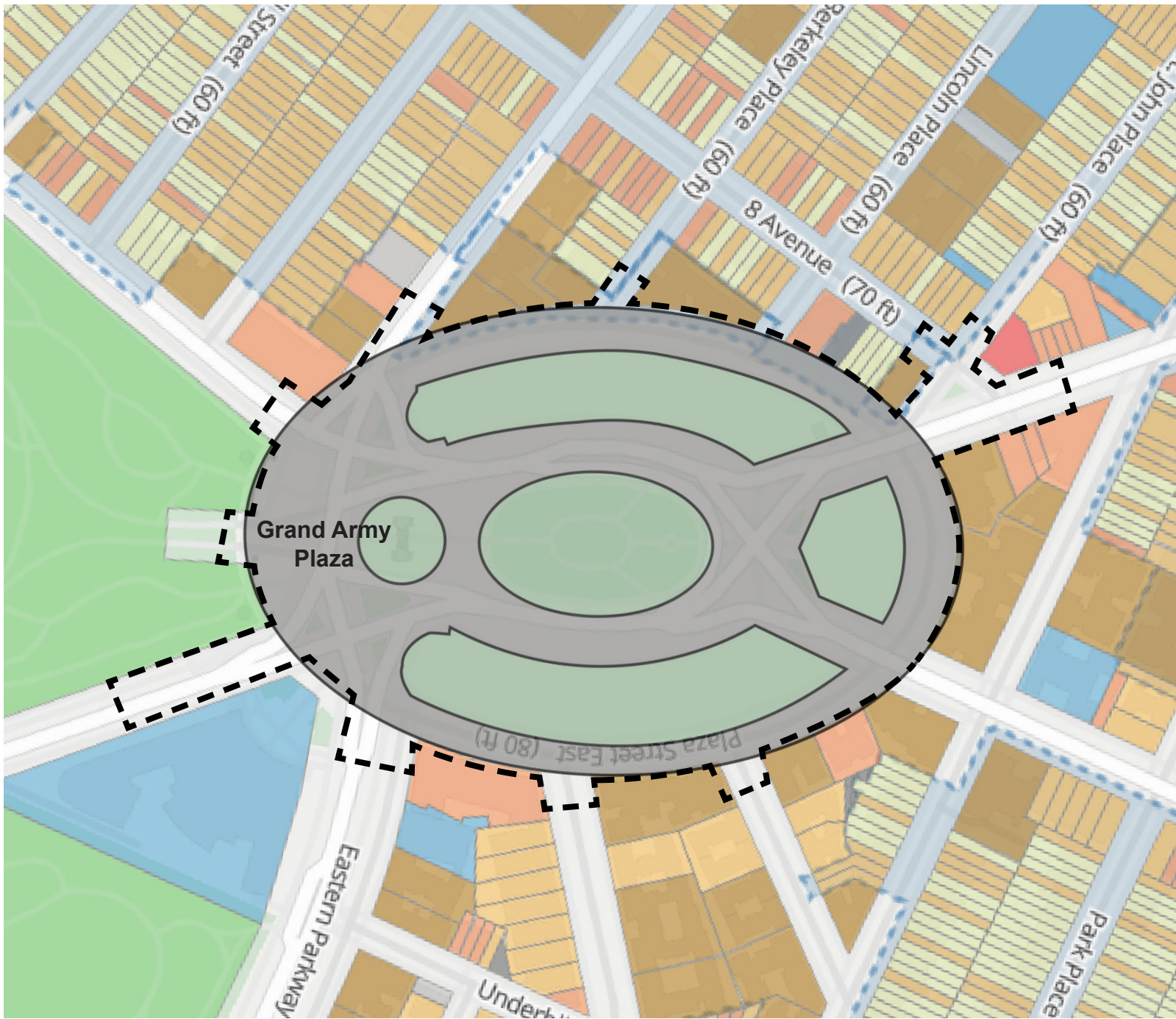


Today

Usage in the southern section of the plaza has changed over time. While originally designed for pedestrians and carriages, trolleys were added, followed by private vehicles. The area was mostly dedicated to private vehicles until the late 2000's when the space was organized to allow for access for more modes of transit.



C . Existing Conditions



Legend

- 1 And 2 Family Residential
- Multi-Family Residential (Walkup)
- Multi-Family Residential (Elevator)
- Mixed Use
- Commercial & Office
- Industrial & Manufacturing
- Transportation / Utilities
- Public Facilities & Institutional
- Open Space And Outdoor Recreation
- Parking
- Vacant Land
- Other
- Historic Districts

JURISDICTION

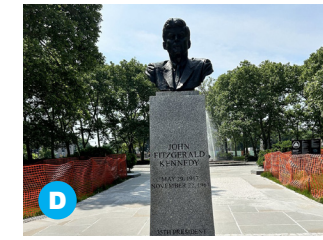
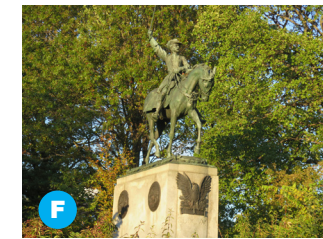
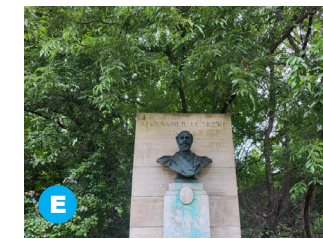
- Mapped Parkland: DPR
- Roadway: DOT

Note
 Located within a predominantly residential neighborhood, the project seeks to improve traffic operations, accessibility, and the overall user experience for the surrounding community.



Pre-Scoping Services For Grand Army Plaza

Context - Surrounding Land Use



Legend

HISTORICAL

- A** Soldiers and Sailors Memorial Arch - *Individual NYC Landmark in 1973*
- B** General Warren Statue - *National Historic Landmark*
- C** Bailey Fountain - *National Historic Landmark*
- D** John F. Kennedy Memorial - *National Historic Landmark*
- E** Dr. Alexander J.C. Skene Statue
- F** General Henry Warner Slocum Monument - *National Historic Landmark*
- G** Henry W. Maxwell Memorial - *National Historic Landmark*
- H** Four Eagles - *National Historic Landmark*

COMMUNITY EVENT

- A** Grand Army Plaza Greenmarket

GREEN SPACE

- A** Prospect Park

EDUCATION

- A** Central Library
- B** I.S. 340 North Star Academy Middle School

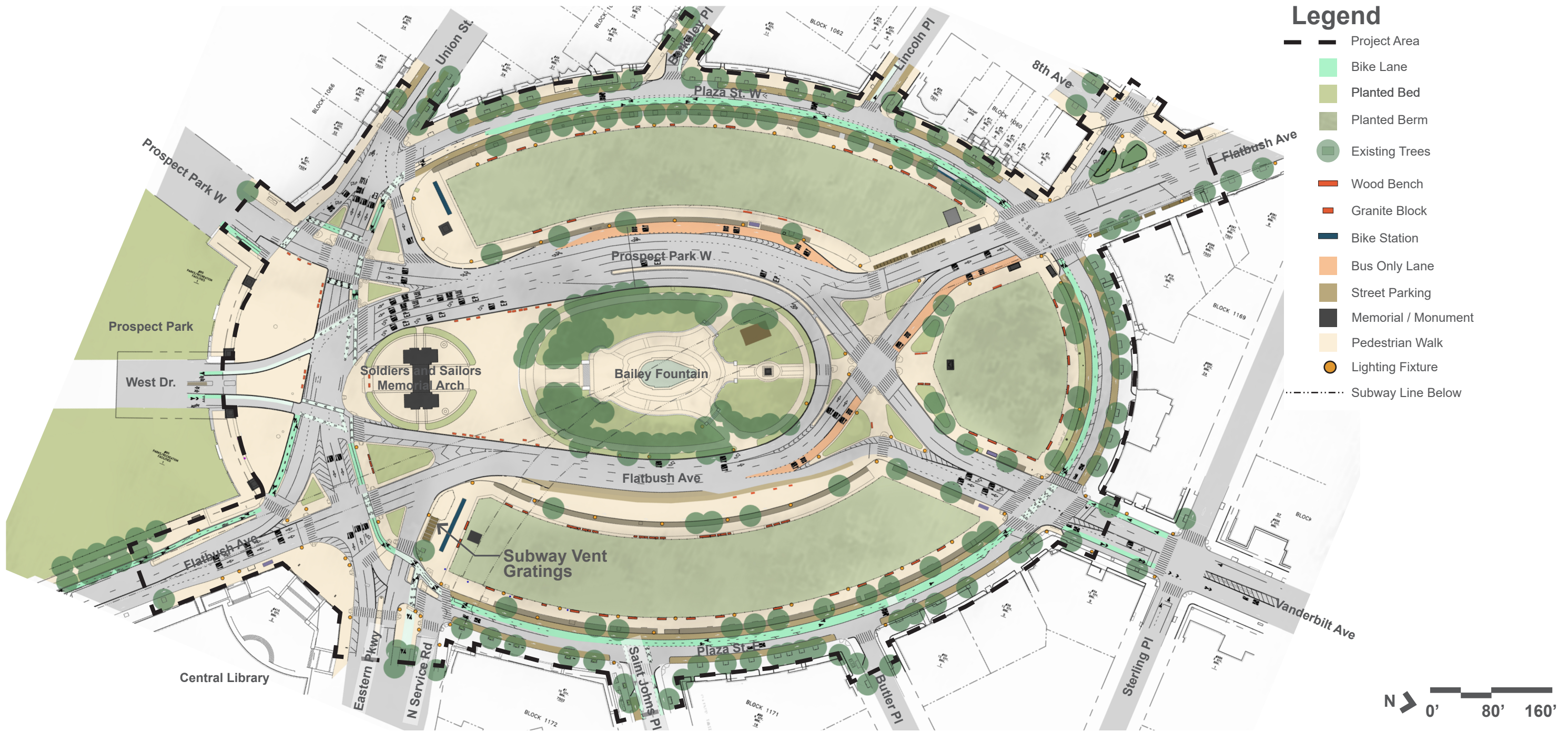
MOBILITY & ACCESS

- A** Subway Station
- B** Citi Bike Station
- C** Bus Stop
- D** Public Restroom

Note

A series of NYC DOT standard public amenities currently used at Grand Army Plaza interim and/or permanent



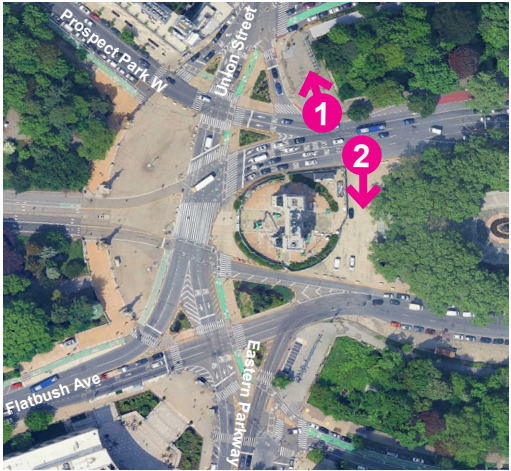




1 - Plaza space around the General Warren sculpture with Bike Sharing Station and paving in poor condition



2 - Plaza area between the Soilders' & Sailors' Monument and Bailey Fountain with epoxy gravel surfacing.



N
KEY PLAN
NTS

| Site Photos

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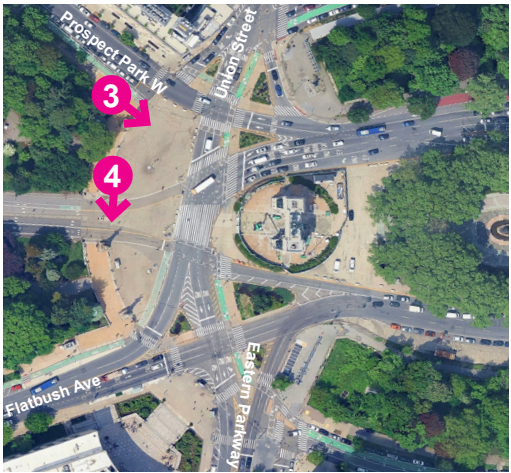
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3 - View from Prospect Park West towards the Soldiers & Sailors monument. Yellow Bricks delineate a pedestrian path along the north entrance of Prospect Park



4 - A large patch of asphalt provides flexible public open space. On Saturdays, this portion of the Grand Army Plaza site hosts a large greenmarket



N
KEY PLAN
NTS

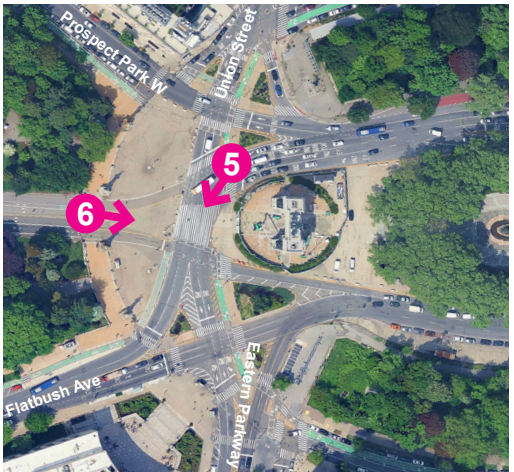
| Site Photos



5 - Current conditions facing south towards Prospect Park. Roads separate Grand Army Plaza from Prospect Park, pedestrians must cross multiple lanes of traffic to move between the two spaces



6 - Current conditions facing north toward Grand Army Plaza. Since 2018, the area between the park's northern edge and Plaza St. W has been fully pedestrianized.



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KEY PLAN
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| Site Photos

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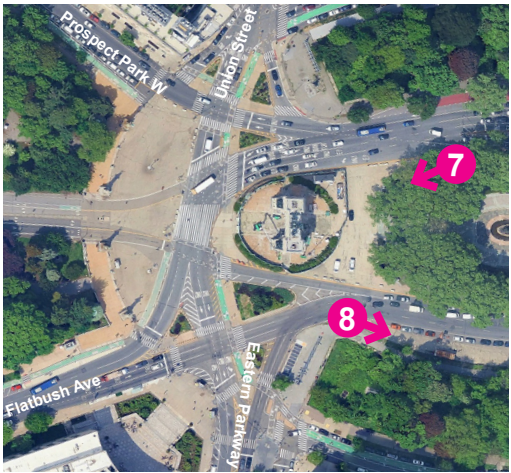
abb
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7 - Bluestone pavers line the perimeter of Grand Army Plaza around Bailey Fountain, flanked by an allée of London planetrees

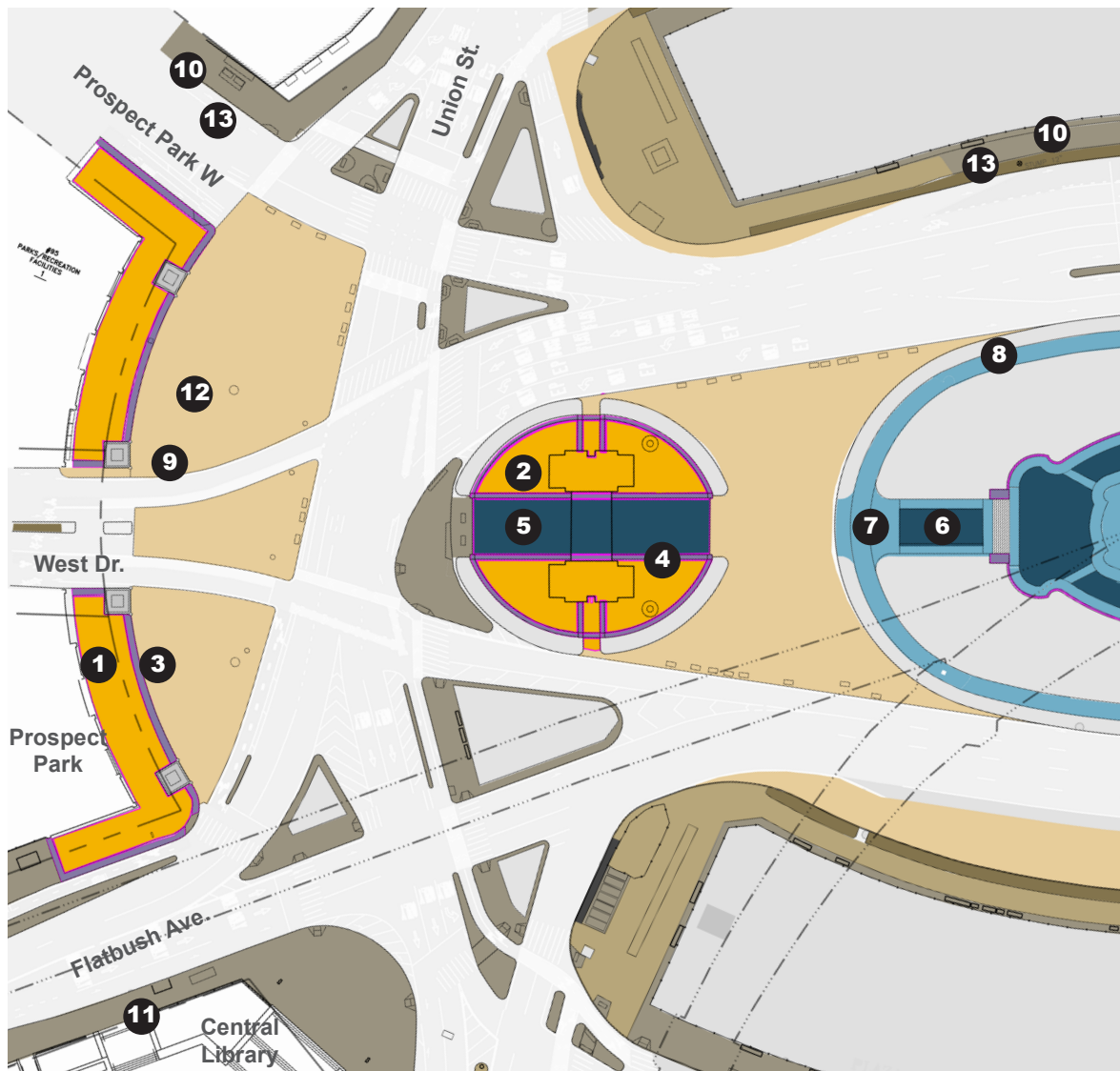


8 - Asphalt hex pavers comprise much of the sidewalk around Grand Army Plaza. Many of these areas are in disrepair



N
KEY PLAN
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| Site Photos



- Yellow Brick - Original
- Granite Slab - Original
- Cobblestone - Original
- Cobblestone
- Bluestone Pavers
- Hexagon Pavers
- Concrete Pavement
- Epoxy Gravel
- Asphalt
- Granite Block



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Pre-Scoping Services For Grand Army Plaza

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Yellow Brick – Original



McKim, Mead & White were hired to match the park entrance to the classical form of the S&S Arch, 1895



Herringbone pattern, 1892

Cobblestone - Original



Fan patterns, Soldiers and Sailors Memorial Arch

Cobblestone



New accessible Cobblestone

Granite Slab – Original



McKim, Mead & White were hired to match the park entrance to the classical form of the S&S Arch, 1895



Vaux's fountain and granite steps removed; granite curb added around the Arch, 1896

Bluestone Pavers



New bluestone w/ 'Sierra White' granite tactile paving strip

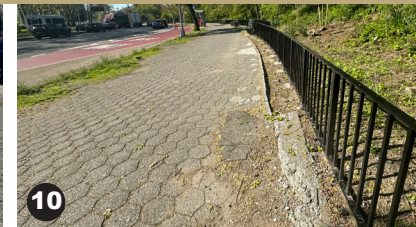


Plaza walks regraded and more bluestone flagging installed, 1958

Hexagon Paver



Hex pavers at plazas, southern termini of Berms 1 & 3



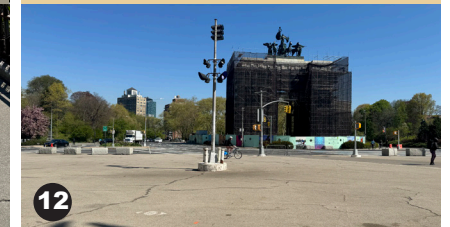
Hex pavers w/ remnants of concrete paving band along fence line at base of berms

Concrete Pavement



Unpigmented concrete sidewalk paving

Epoxy Gravel



The main materials at Plaza since 1931

Granite Block

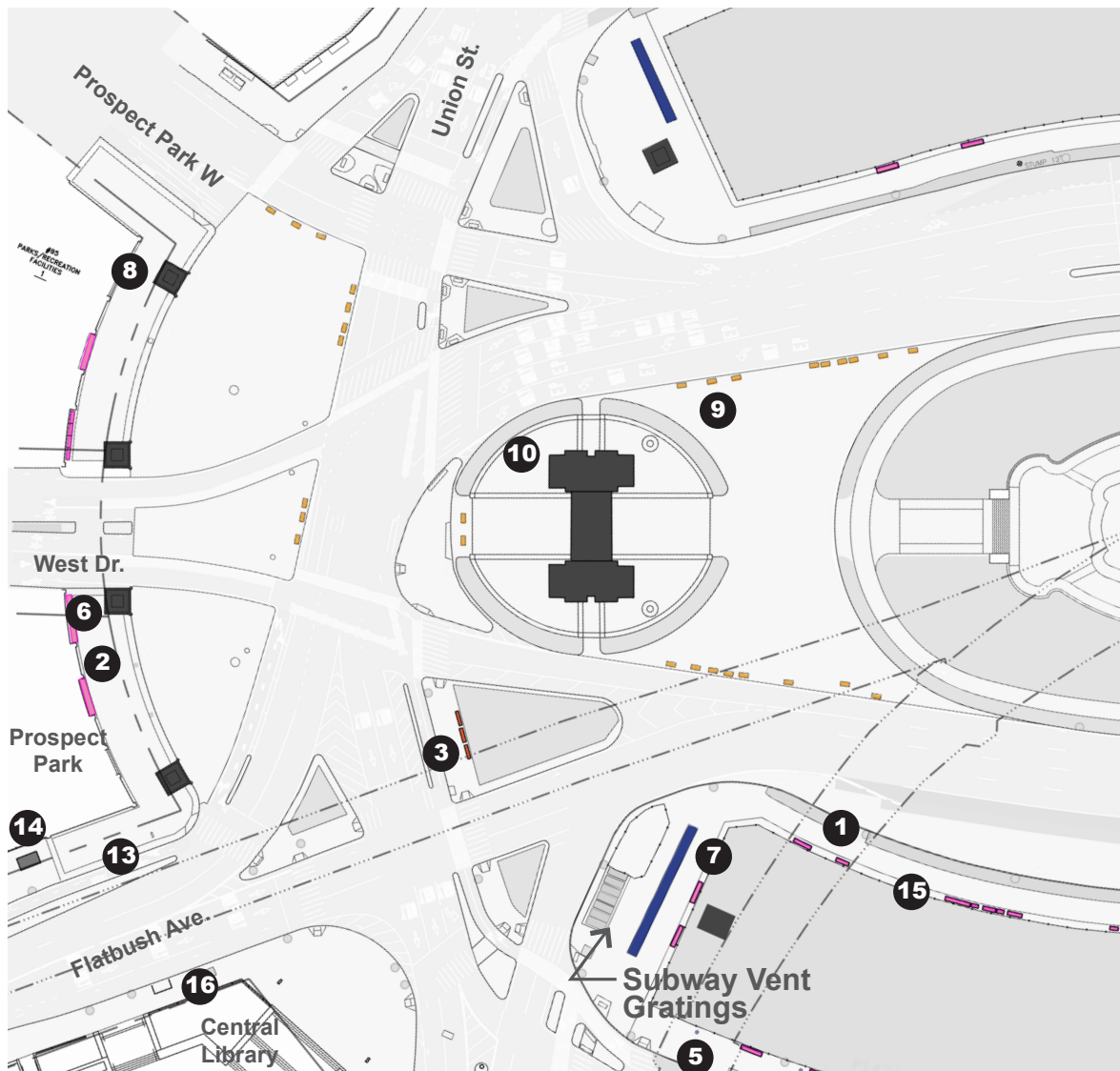


Granite block tree pits, overgrown

Note

The site exhibits a layered palette of historic and contemporary materials and lighting fixtures, reflecting the plaza's ongoing evolution while maintaining key landmark features.

| Site Analysis - Materials



- Seating - Original
- Seating
- Granite Block
- Waste Receptacle
- Bike Parking

Note
The plaza contains a diverse mix of furnishings that lack a consistent design language. A coordinated palette can improve usability, maintenance, and the overall identity of the public realm.



Pre-Scoping Services For Grand Army Plaza



Bench - Original



Bench at Berm, Non-standard

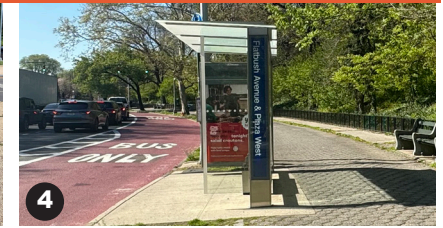


Granite walls with benches, Non-standard, 1895

Bench



Bench at Median and Bailey Fountain Non-standard



NYC DOT Bus Stop Shelter

Waste Receptacle



Non-standard



Non-standard

Bike Parking



Citi Bike Station



Bike Corral

Granite Block



NYC DOT Granite Block

Granite Bollard - Original



Arch is ringed by granite bollards connected by a bronze chain, Non-standard, 1892

Bollard

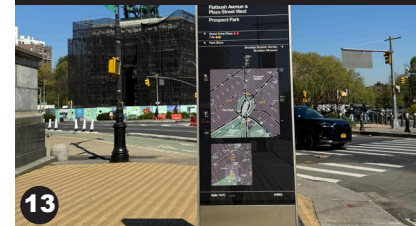


Cast iron bollard, Princeton Direct Burial, Non-standard



Non-standard

Services

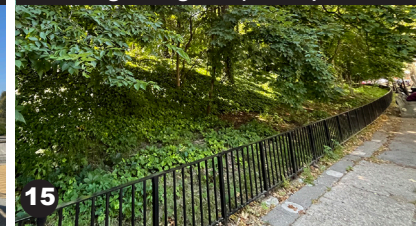


WalkNYC Wayfinding



Automatic Public Toilet (APT)

Fencing - Original (1930s)



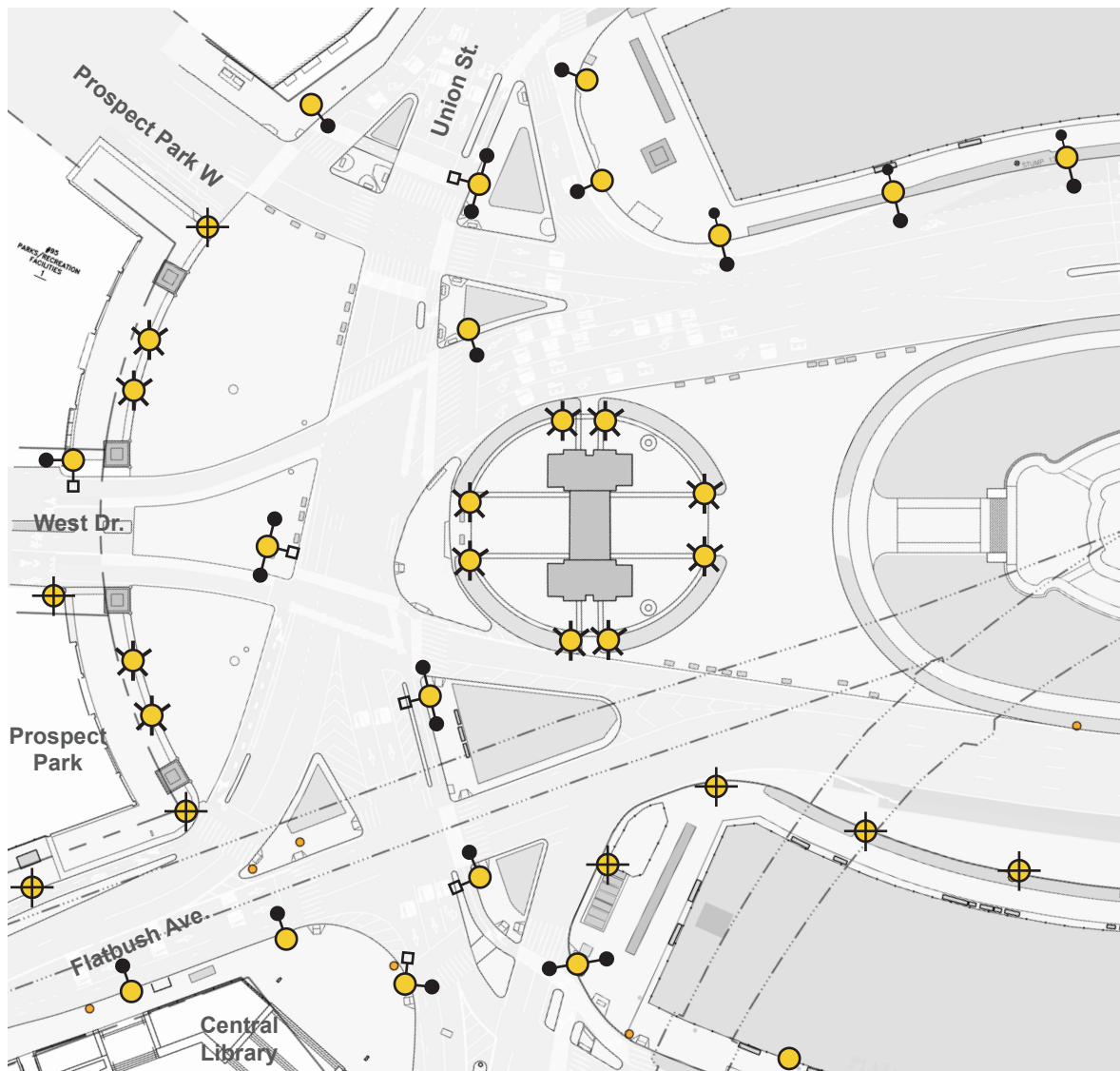
Non-standard

Fencing



Non-standard

| Site Analysis - Furnishings



- Octagonal Lightpole (Streetlight Pole w/ LED Cobra Head, Twin)
 - Octagonal Lightpole (Streetlight Pole w/ LED Cobra Head, Single)
 - Octagonal Lightpole (Streetlight Pole w/ LED Cobra Head & Pedestrian Arm)
 - M2A Signal Pole (City Light Pole w/ LED Cobra Head, Twin)
 - M2A Signal Pole (City Light Pole w/ LED Cobra Head, Single)
 - Type B Pedestrian Pole (Riverside Park Luminaire)
 - ⊙ Type M Lightpole (Teardrop Luminaire)
 - ⊙ Historic Lightpole
- N 0' 40' 80'



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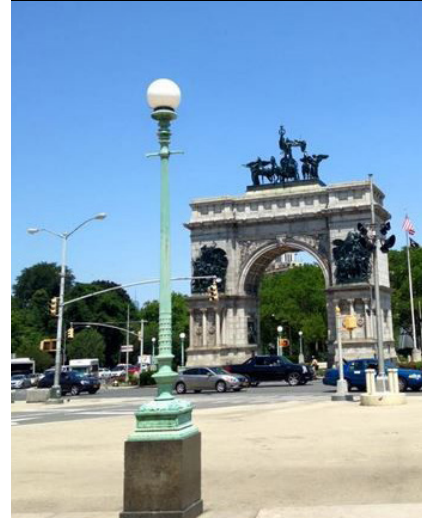


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Pedestrian Lighting - Original



Bronze lampposts with large glass globes at Four Eagles, 7'-6", 1895



Eight bronze lampposts with large glass globes at Soldiers and Sailors Memorial Arch, 7'-6", 1892

Pedestrian Lighting - DOT Standard



Type M Lightpole (Teardrop Luminaire), 27'-7"



Type B Pedestrian Pole (Riverside Park Luminaire), 8'-0"

Street Lighting - DOT Standard



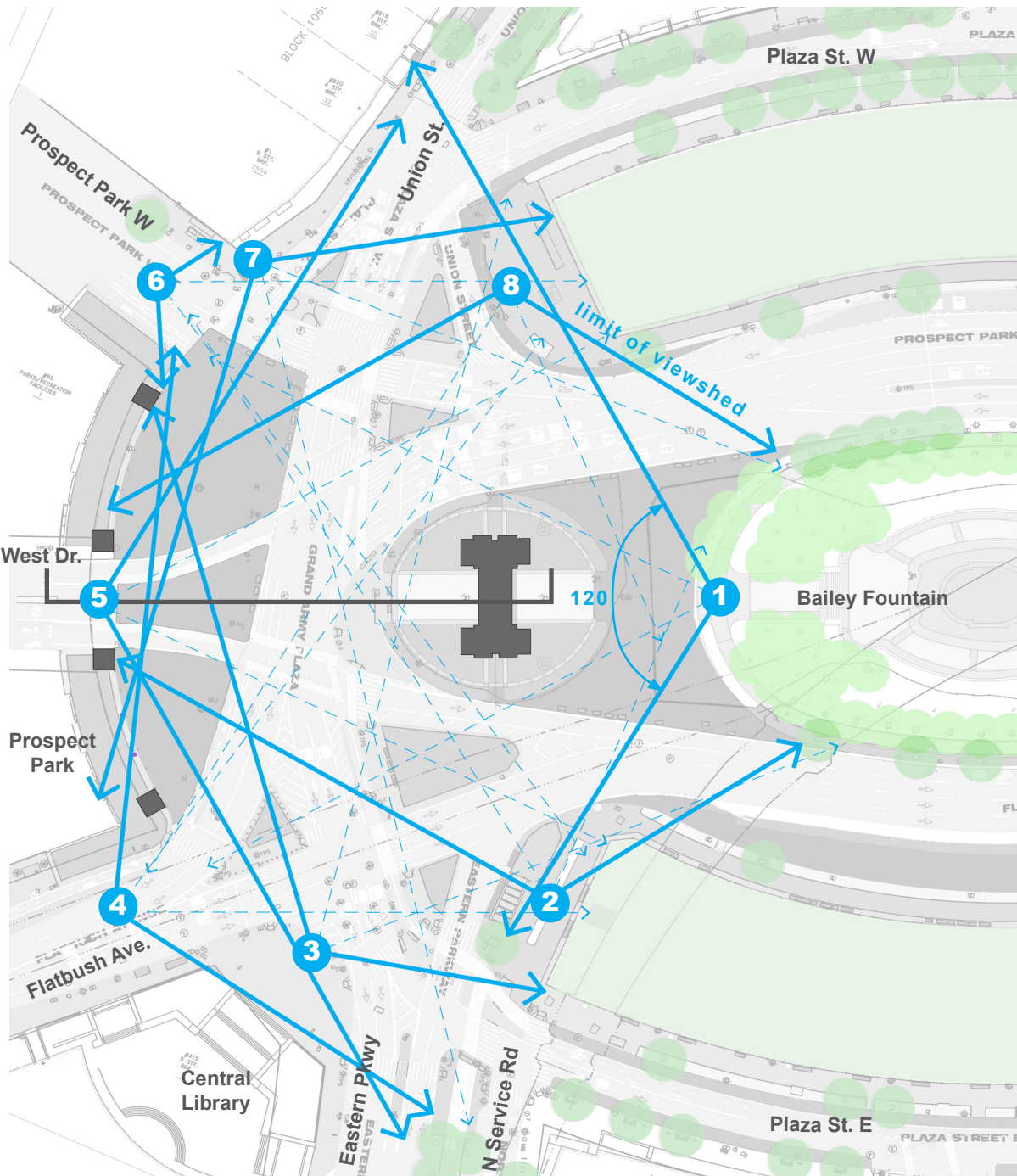
Octagonal Streetlight Pole w/ LED Cobra Head, 30'-0"

Note

The existing lighting system reflects multiple generations of infrastructure, combining historic pedestrian light poles with standard NYC DOT streetlights. Future lighting improvements should support contemporary illumination needs while reinforcing the plaza's historic character and preserving key civic views.

Pre-Scoping Services For Grand Army Plaza

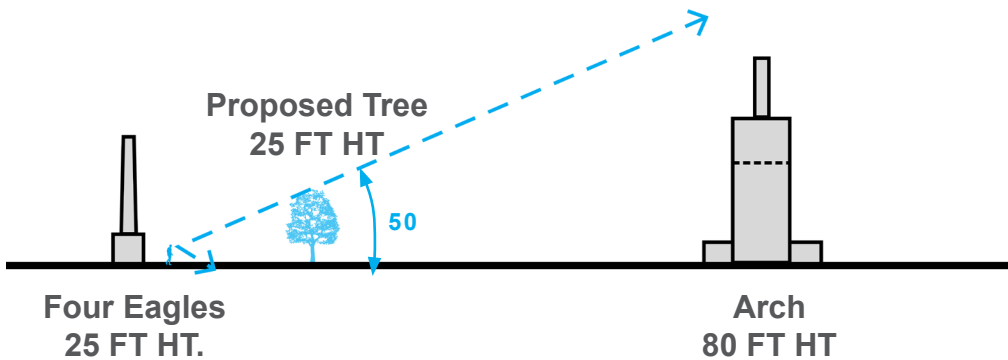
| Site Analysis - Lighting

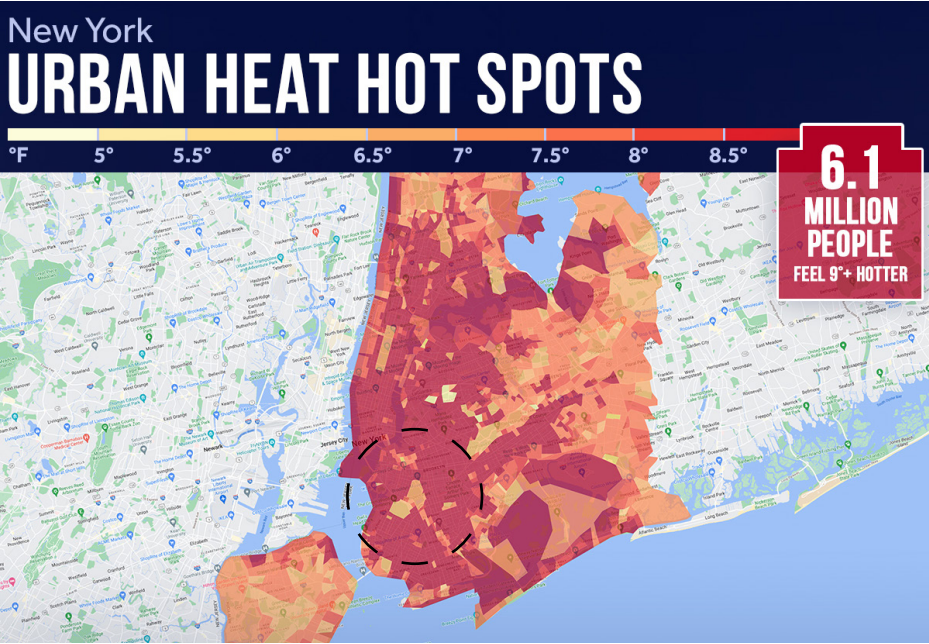


Note
Visibility is generally open, with views only blocked where sightlines intersect vertical elements such as trees, berms, or the ~80' tall arch.

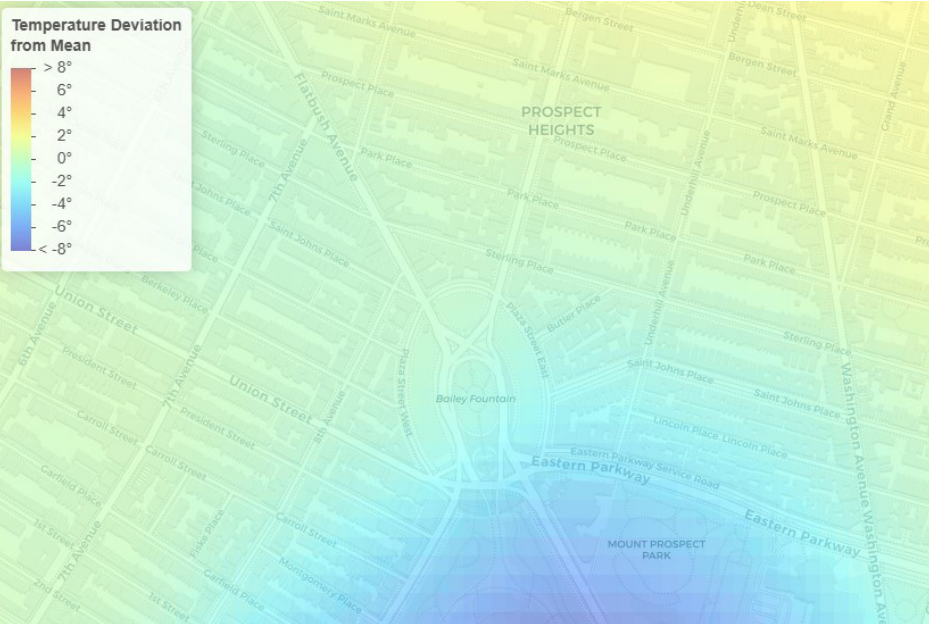
Legend

- Viewpoints
- Sightlines
- Obstructed Element - Trees / Berms

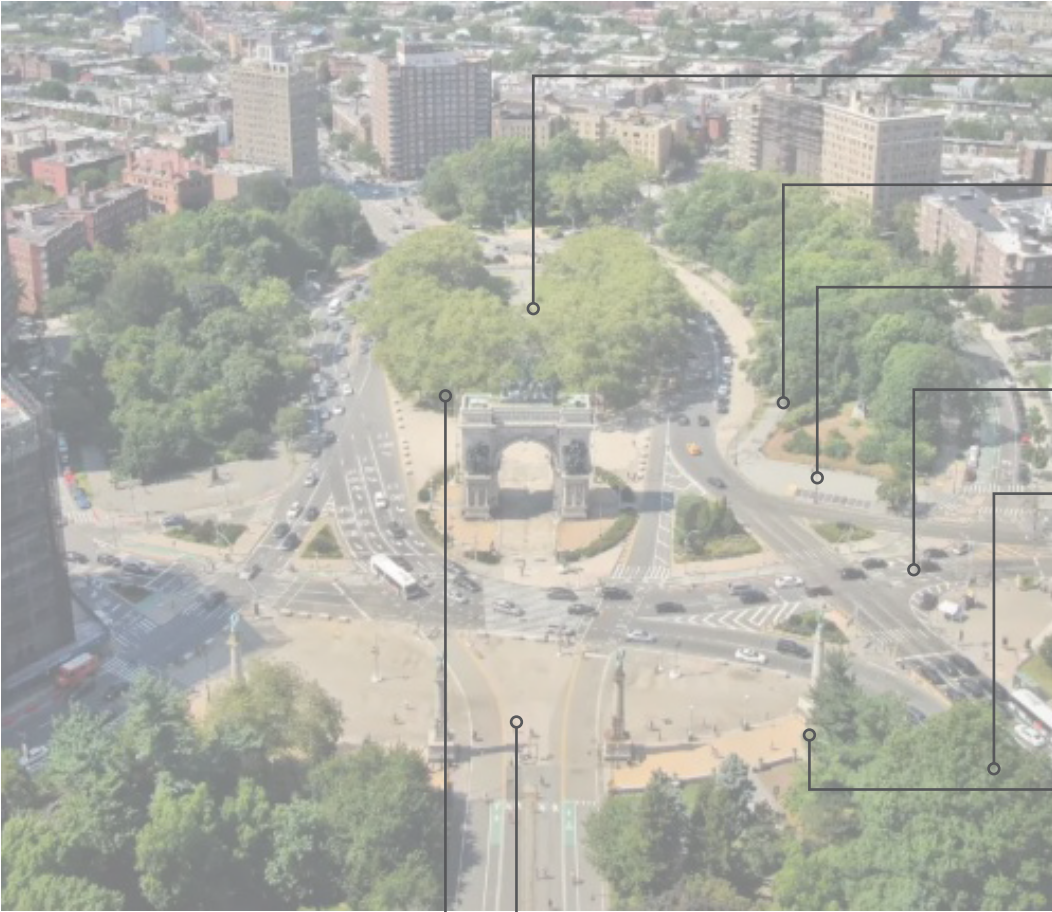




Source: Climate Central (<https://www.climatecentral.org/>)



Source: New York City Council's Data (<https://council.nyc.gov/data/heat/>)

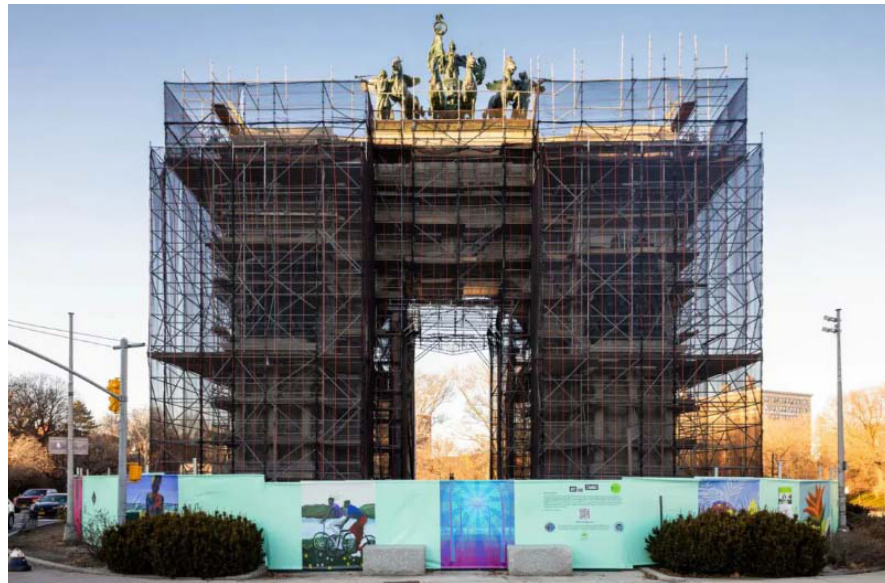


- Water Feature
70–90°F
- Light Concrete
100–130°F
- Concrete Pavement
120–150°F
- Dark Asphalt
140–170°F
- Tree Canopy/Shaded Ground
70–90°F
- Brick Pavers
110–140°F

- Epoxy Gravel (Light Aggregate)
100–130°F
- Bluestone
110–140°F

Grand Army Plaza benefits from the cooling effect of Prospect Park, with surface temperatures generally 1–3°C below the city average. However, it remains warmer than the park interior due to extensive hardscape and reduced tree cover.

Note
A balanced mix of planting, tree canopy, and cooler paving materials can help reduce heat exposure and enhance year-round comfort for plaza users



Prospect Park Alliance, arts, nature, maintenance, and events programming: Art for Change Program, 2023-24



Greenstreets Program at existing traffic medians as part of the NYC Green Infrastructure Program (Partnership between NYC DOT & NYC Parks)



The Hort, Planting Maintenance Partner with NYC DOT



Greenmarket at Grand Army Plaza, with GrowNYC, second largest greenmarket in NYC



Brooklyn Public Library partnerships with Propsect Park Alliance: Democracy Lab, inflatable pavilion, 2018



Food Trucks



Menorah



Greenmarket



Holiday Special



Juneteenth Celebration



Marathons



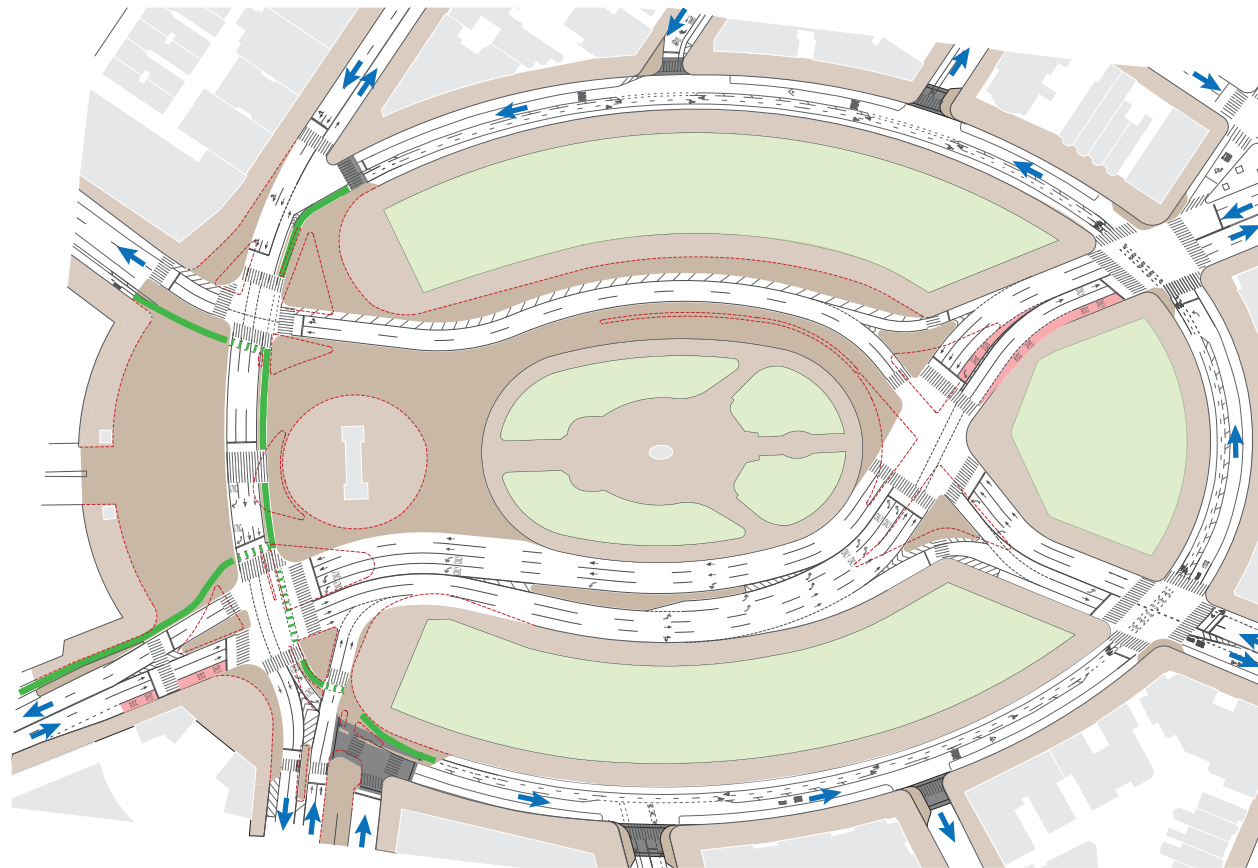
Protest



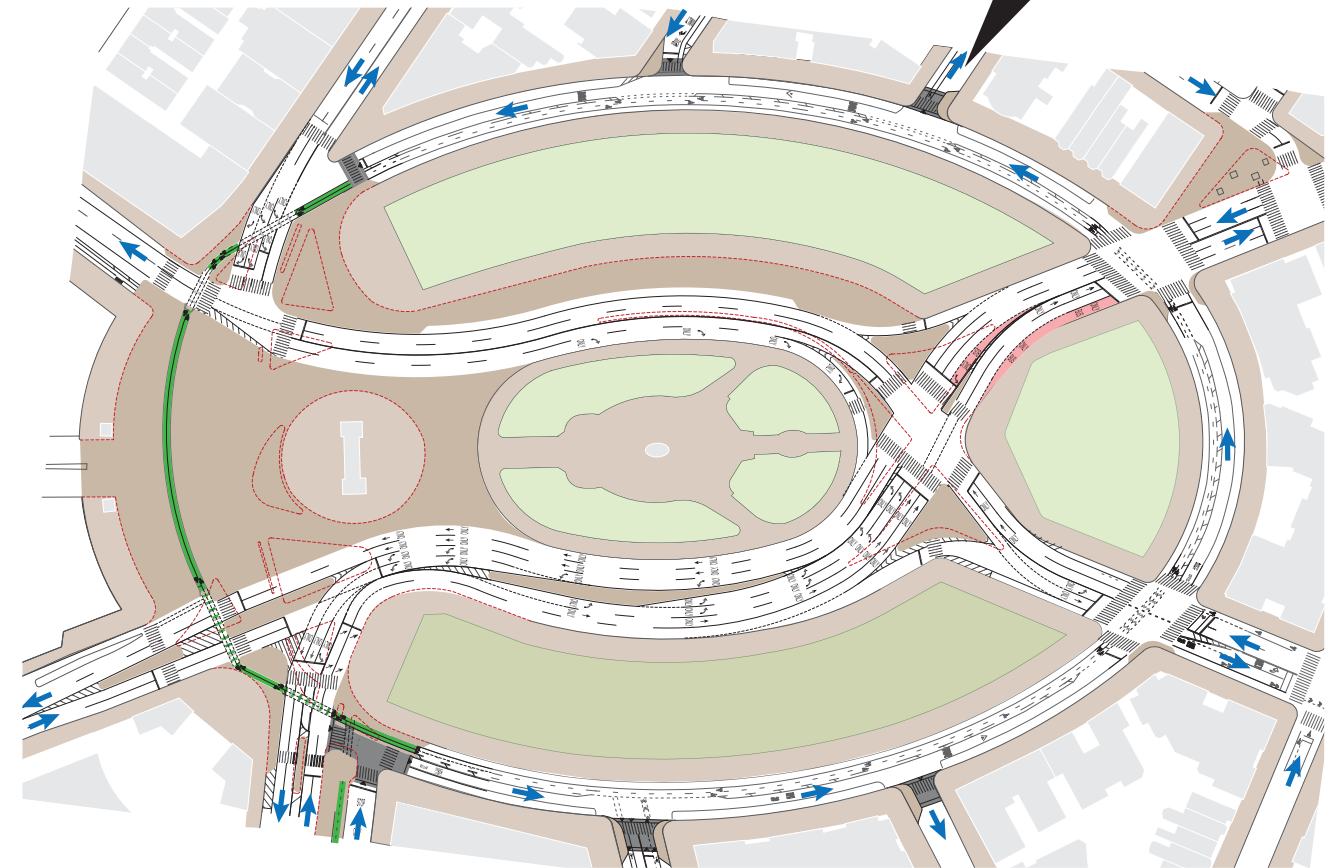
Parade

Note
The current site provides limited opportunities for everyday social interaction, with few spaces that support lingering, strolling, gathering, and community engagement.

D . Proposed Design - Roadway



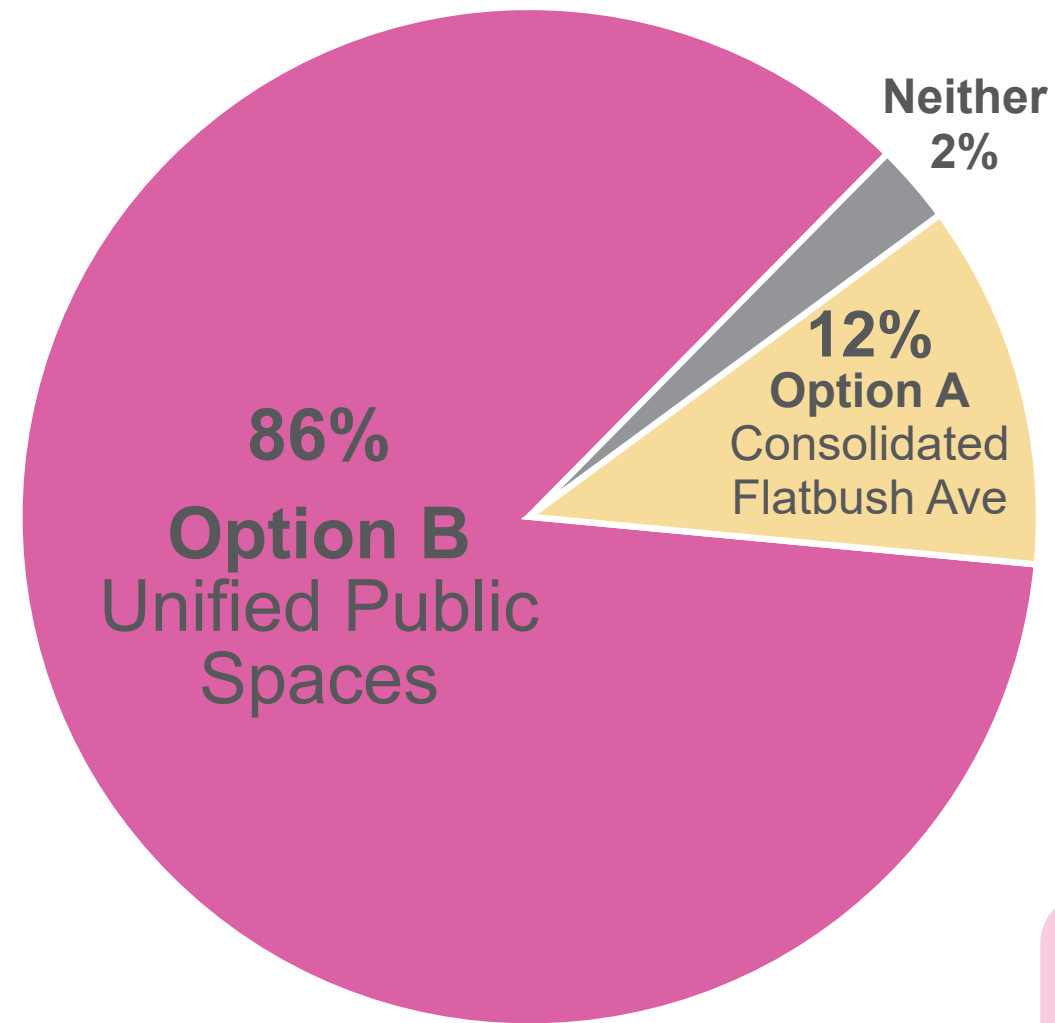
Option A - Consolidate Flatbush Ave



Option B - Unified Public Spaces

Note
Following community outreach and engagement, Option B was determined to be the preferred alternative by 86% of respondents. Concept design for plaza and landscape spaces are based on this option.

1,624 survey responses



I like the reduced number of traffic lights and the connection between the two spaces

As a bus rider on the B41 I experience major delays because of all the crazy light cycles so Option B would speed up my trips

I'd like to see the farmers market expand

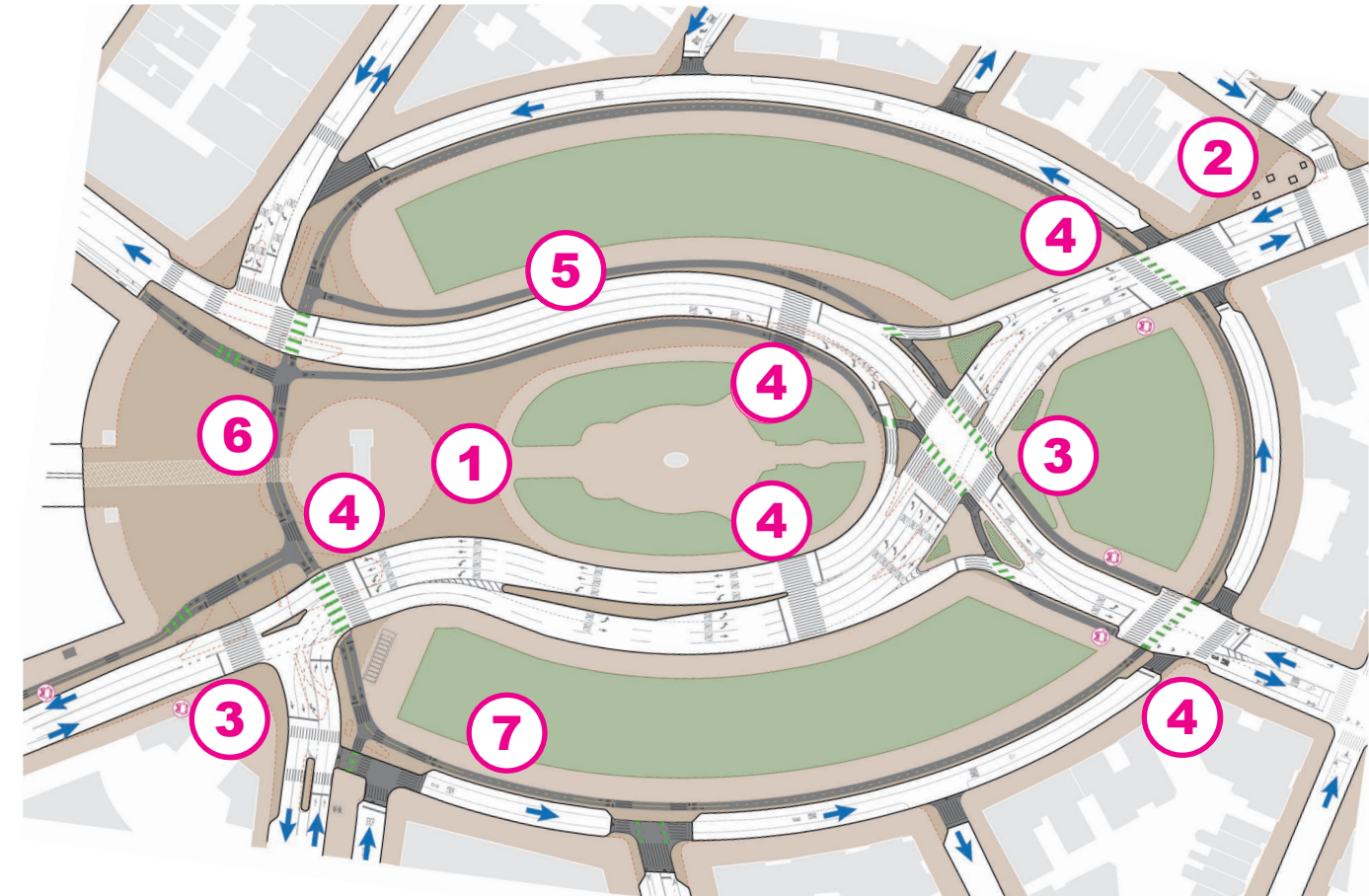
Our family likes how [Option B] prioritizes pedestrian access to Prospect Park

[Option B] would be a massive improvement for the accessibility of these spaces

Design Suggestions from 2024 outreach & survey were incorporated where feasible

Accommodated changes:

- ① Accessible path on the west side and around the fountain/arch area added
- ② Added loading zone on 8th Ave
- ③ Narrowed intersection and shortened crossings at Flatbush and Eastern Parkway. Changed lane configuration to shorten crossings at Flatbush and Vanderbilt
- ④ Three new crossings added to fountain/arch area, raised crossings added across Plaza St at Flatbush and Vanderbilt
- ⑤ Direct bicycle connection from Prospect Park West to Vanderbilt Avenue added as one-way paths in either direction
- ⑥ Bicycles rerouted away from Park entrance for better flow during events
- ⑦ Plaza St bike lane is parking protected and raised



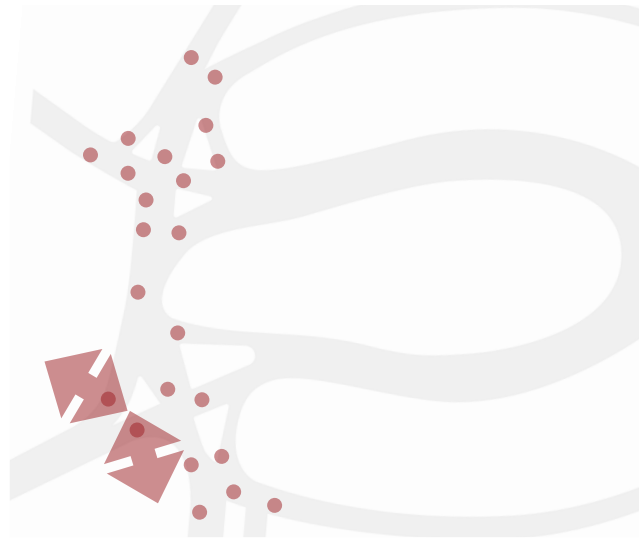
Option B with community feedback incorporated

| Design Updates



3,083 pedestrians in morning peak hour

counts all pedestrians passing through or adjacent to the main plaza space



MAIN PLAZA CURRENT CONDITIONS

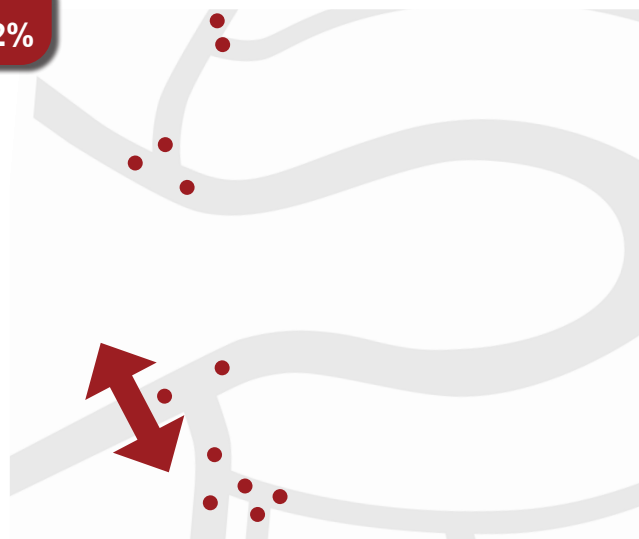
Vehicle conflict points at **24 crosswalks**

Analysis of Most Complained About Crossing

2 minutes max waiting time

Pedestrians often wait on a pedestrian refuge island in between signal phases

Public Space
increased by 42%



MAIN PLAZA PROPOSED DESIGN

Eliminates vehicle conflict points to **12 crosswalks**

Analysis of Most Complained About Crossing

85 seconds max waiting time

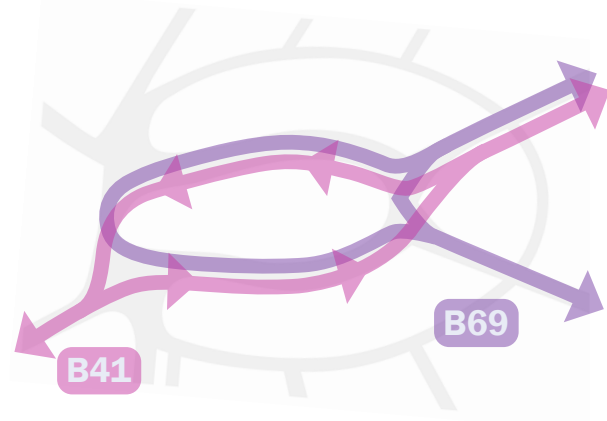
Pedestrians can now cross from the library to the plaza in one signal phase, without waiting on an island



766 bus riders in morning peak hour

counts all riders going through plaza on the B41 Local or Limited, and B69

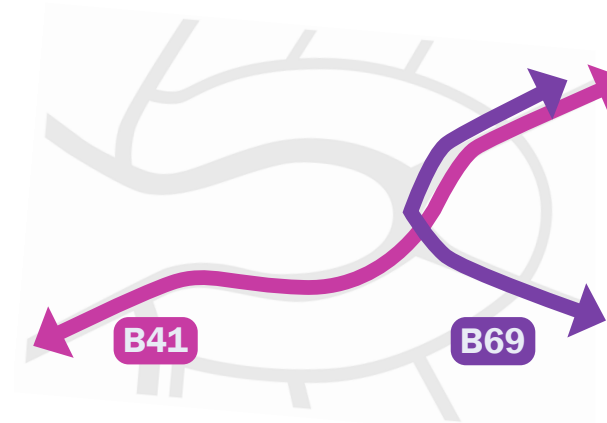
CURRENT CONDITIONS



41 hours (cumulative travel time)

Current analysis of combined rider delay in the AM peak hour

PROPOSED DESIGN



25 hours (cumulative travel time)

Estimated delay from traffic analysis of reconfiguration
(a 41% decrease)

Note: stops would generally remain in their existing locations



2,831 vehicles in morning peak hour

counts all vehicles that use the roadway between the arch and park entrance

35% of vehicles using the entire plaza pass between the arch and park entrance

CURRENT CONDITIONS

Union Street to Eastern Parkway/Flatbush 1,064 vehicles (38%)

80 hours (cumulative travel time)

Vanderbilt/Flatbush to Eastern Parkway/Flatbush 1,767 vehicles (62%)

96 hours (cumulative travel time)

PROPOSED DESIGN

Union Street to Eastern Parkway/Flatbush

103 hours (cumulative travel time) **↑ 22% increase**

Vanderbilt/Flatbush to Eastern Parkway/Flatbush

66 hours (cumulative travel time) **↓ 45% decrease**

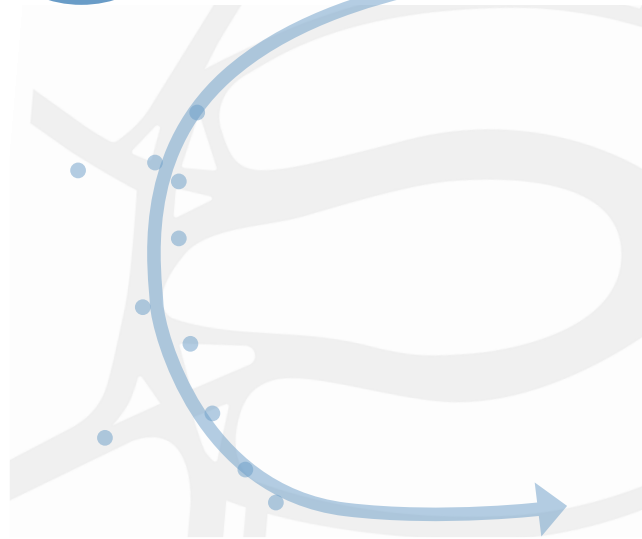
Estimated delay from traffic analysis of reconfiguration

All vehicle trips remain within the Plaza Loop



350 cyclists in morning peak hour

counts all cyclists circulating through or adjacent to the main plaza space

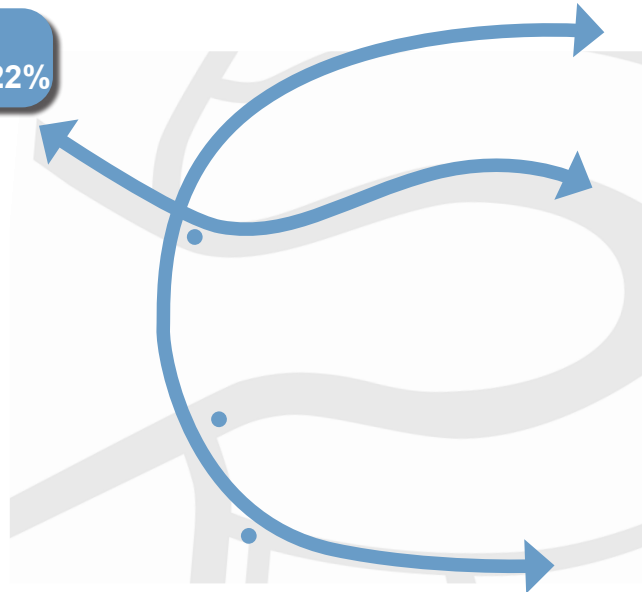


MAIN PLAZA CURRENT CONDITIONS

Potential waiting points at **11 intersections**

Lack of protected direct connection to Vanderbilt Ave

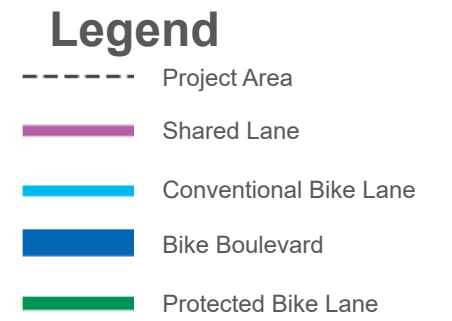
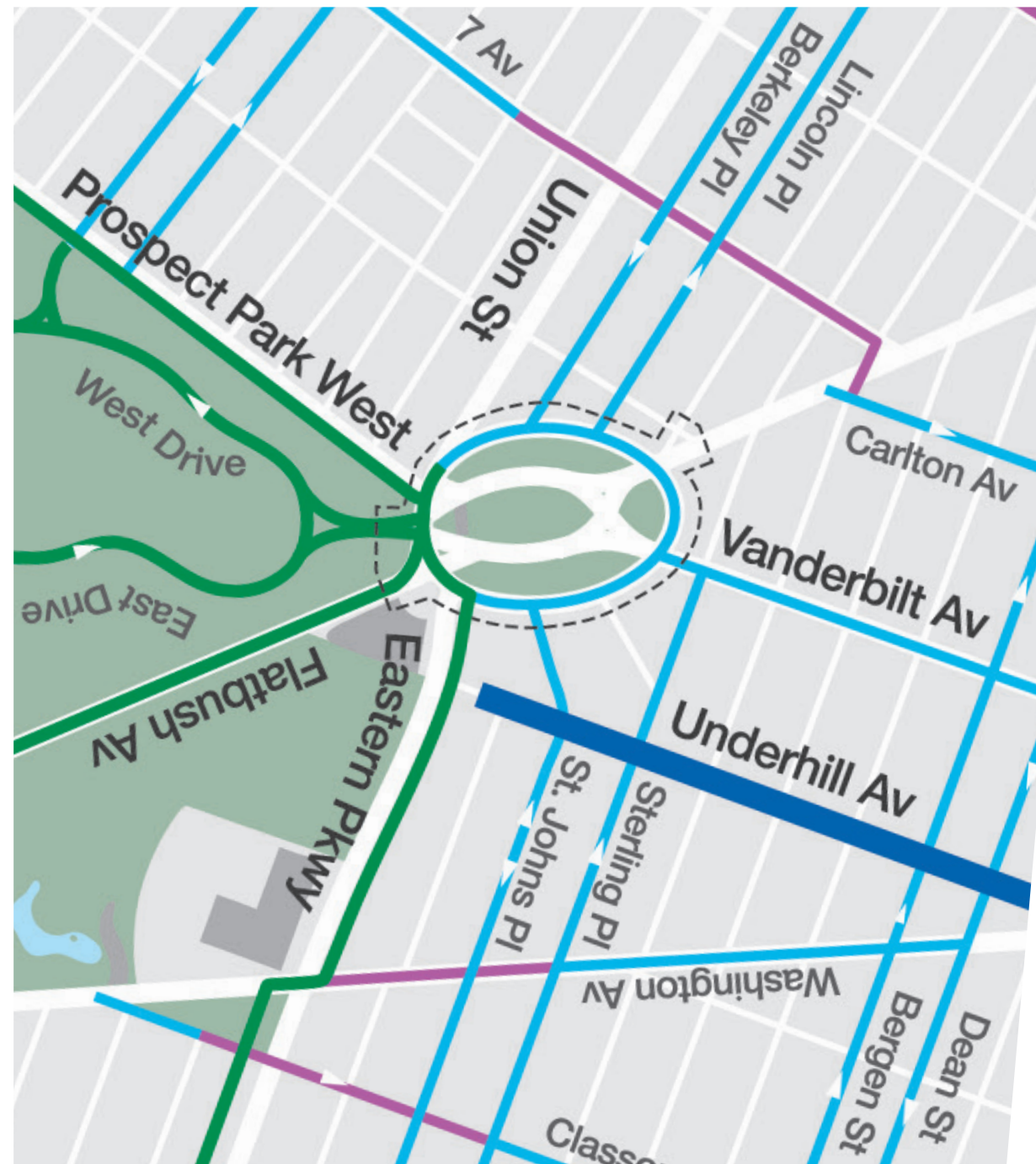
Bicycle space increased by 122%

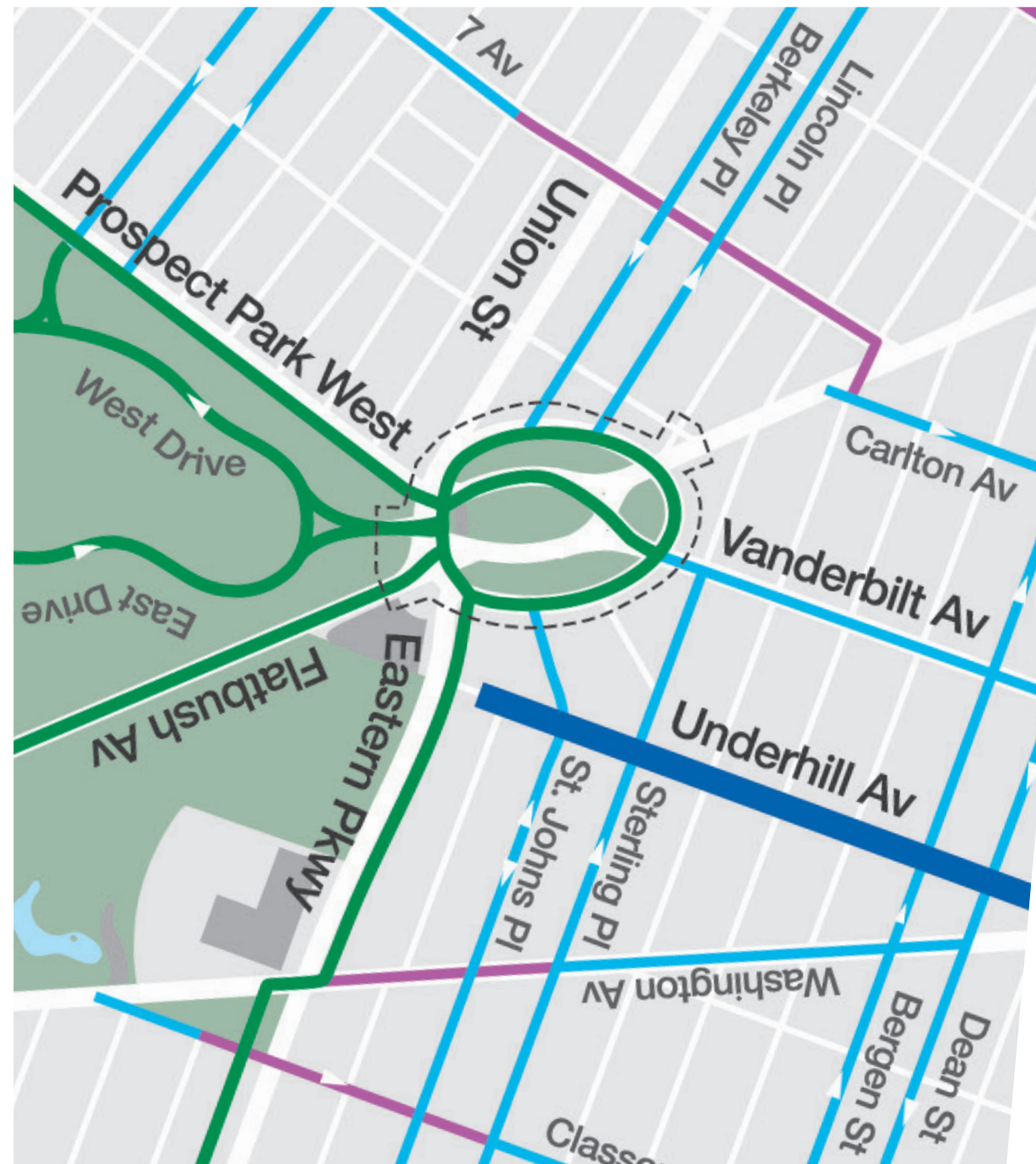


MAIN PLAZA PROPOSED DESIGN

Reduces waiting points to **3 intersections**

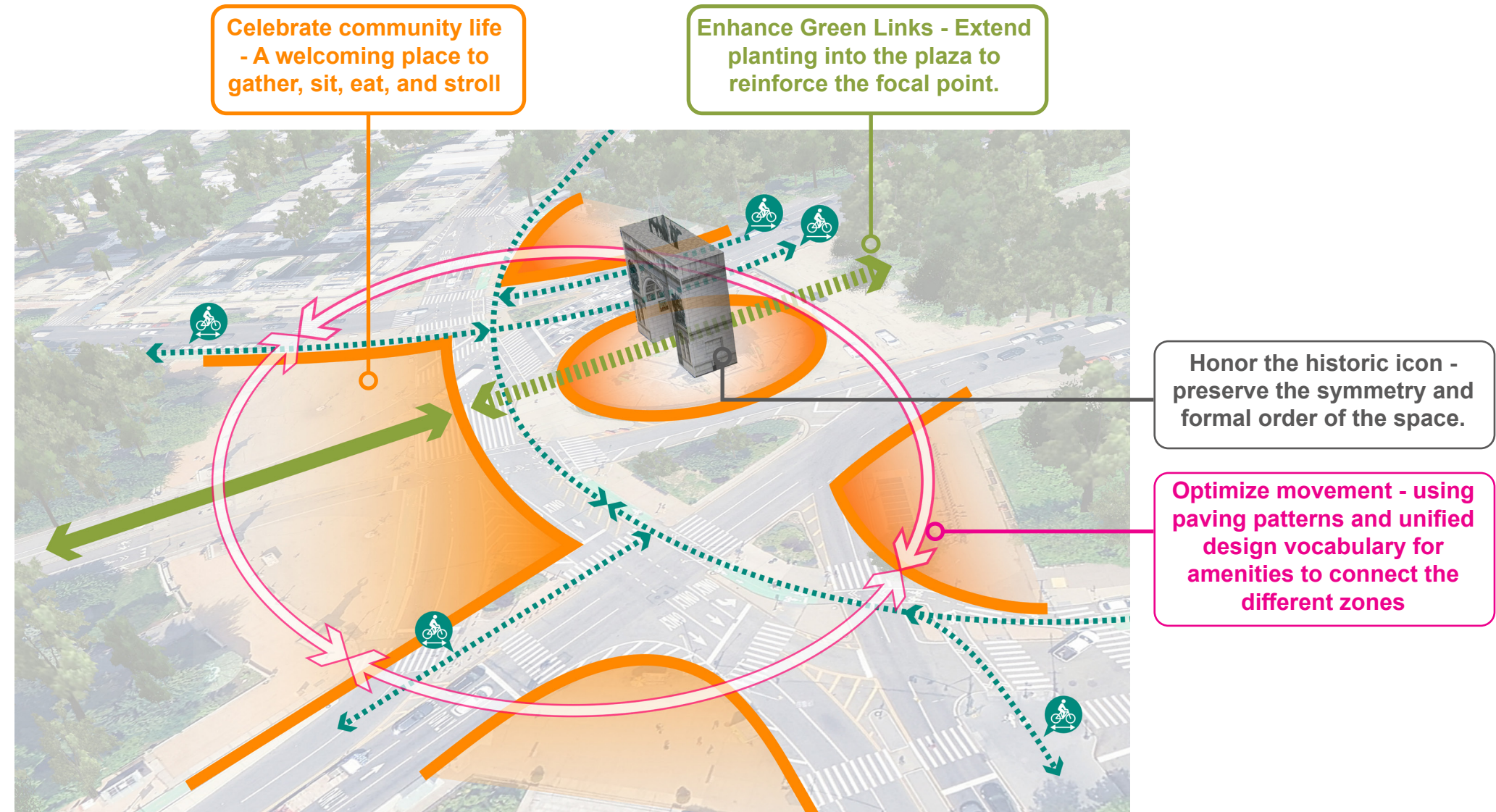
Added direct bike path connection to Vanderbilt Ave

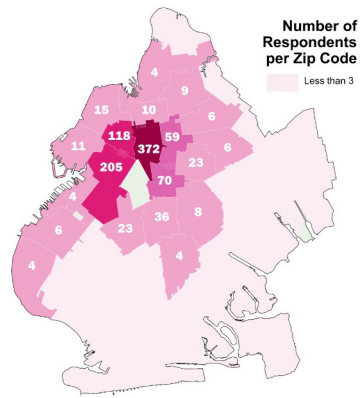




- ### Legend
- Project Area
 - Shared Lane
 - Conventional Bike Lane
 - Bike Boulevard
 - Protected Bike Lane

D . Proposed Design - Southern Plaza

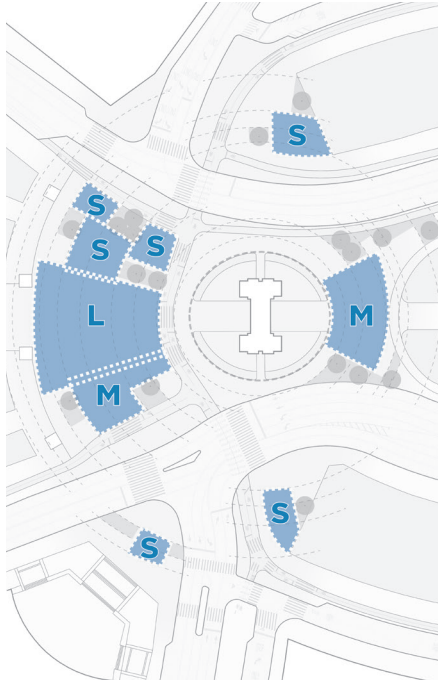
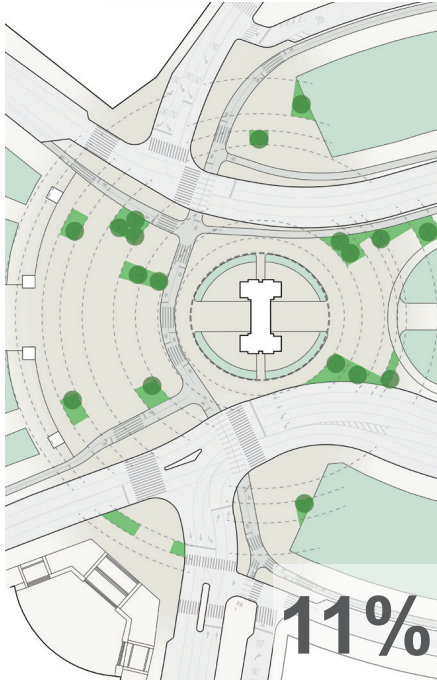




- NYC DOT hosted three community workshops and conducted an online survey that received 1,057 responses
- Community members preferred the Diagonal Grove and Open Axis Plaza alternatives

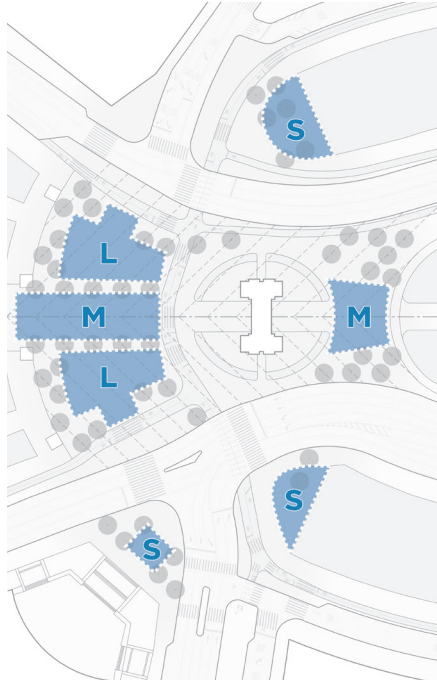
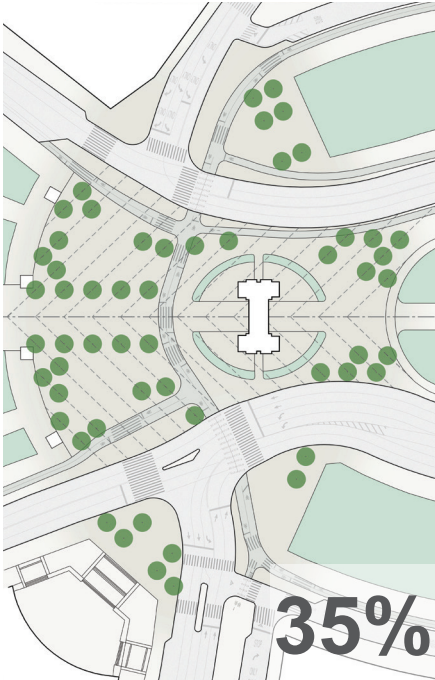
Alternative 1 - Radial Plaza

- Reinterprets historic oval and circular forms of the plaza
- Creates concentric waves emanating from the arch
- Maximizes hardscape to support more flexible programming and activations
- Preserves primary view corridors from the park and Eastern Parkway to the Arch



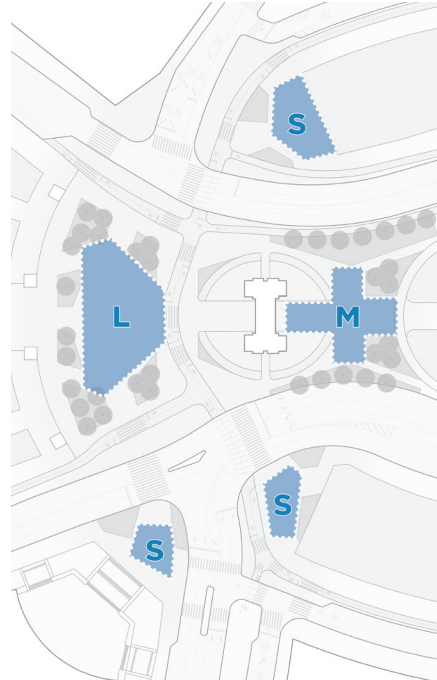
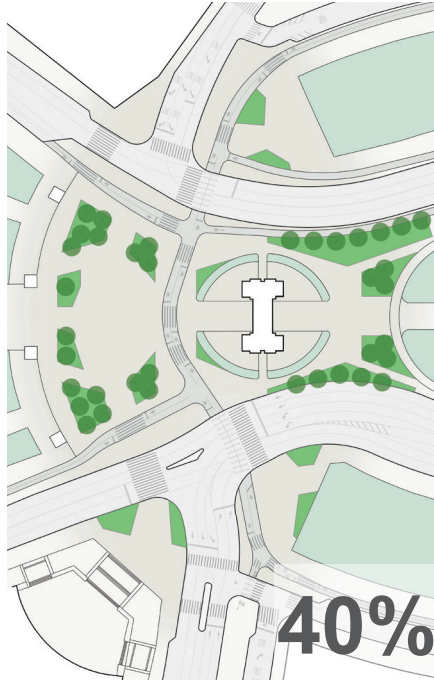
Alternative 2 - Diagonal Grove

- Inspired by historic plaza paving and monumental civic precedents.
- Organized as formal tree bosque to provide consistent shade.
- Open ground plane for events and activation
- Frames the primary sight line with a linear allée



Alternative 3 - Open Axis Plaza

- Transforms a classical spatial composition into a contemporary language responsive to the roadway geometry.
- Uses layered planting and canopy trees to create spatial definition and buffers.
- Extends the park-like landscape into the plaza.



Design Elements

- Greenery, planting, and large canopy trees
- Increased shade and climate comfort
- Seating, tables, and movable chairs
- Public restrooms
- Shade structures and shelters
- Public art opportunities
- Open gathering spaces

Programming

- Small informal gatherings
- Everyday social interaction
- Greenmarket operations and expansion
- Flexible event space
- Community programming
- Outdoor dining and seating opportunities
- Year-round public use

Design Style

- Preserve the historic character of Grand Army Plaza
- Maintain views to the Arch and monuments
- Reinforce the historic civic framework
- Blend historic and contemporary design elements
- Enhance the identity of the plaza
- Respect the landmark setting



Pre-Scoping Services For Grand Army Plaza

| Community Feedback - Public Workshop





Shade



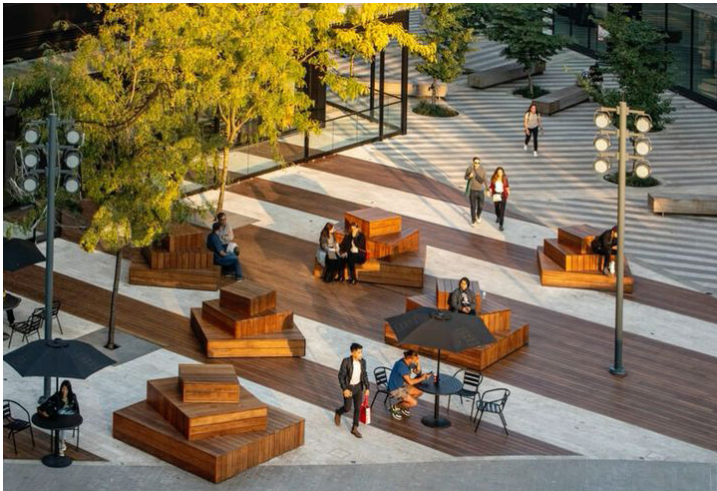
High Capacity Restroom



Biodiversity



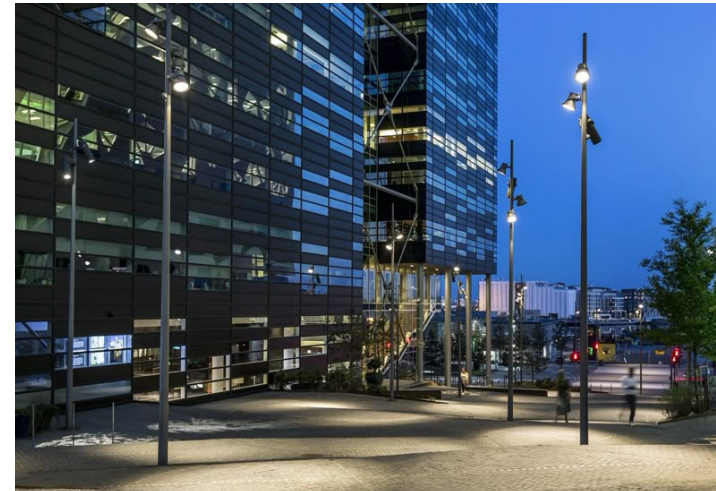
Art Elements



Fixed / Flexible Furnishings



Flexible Spaces for Everyday Use and Large Events

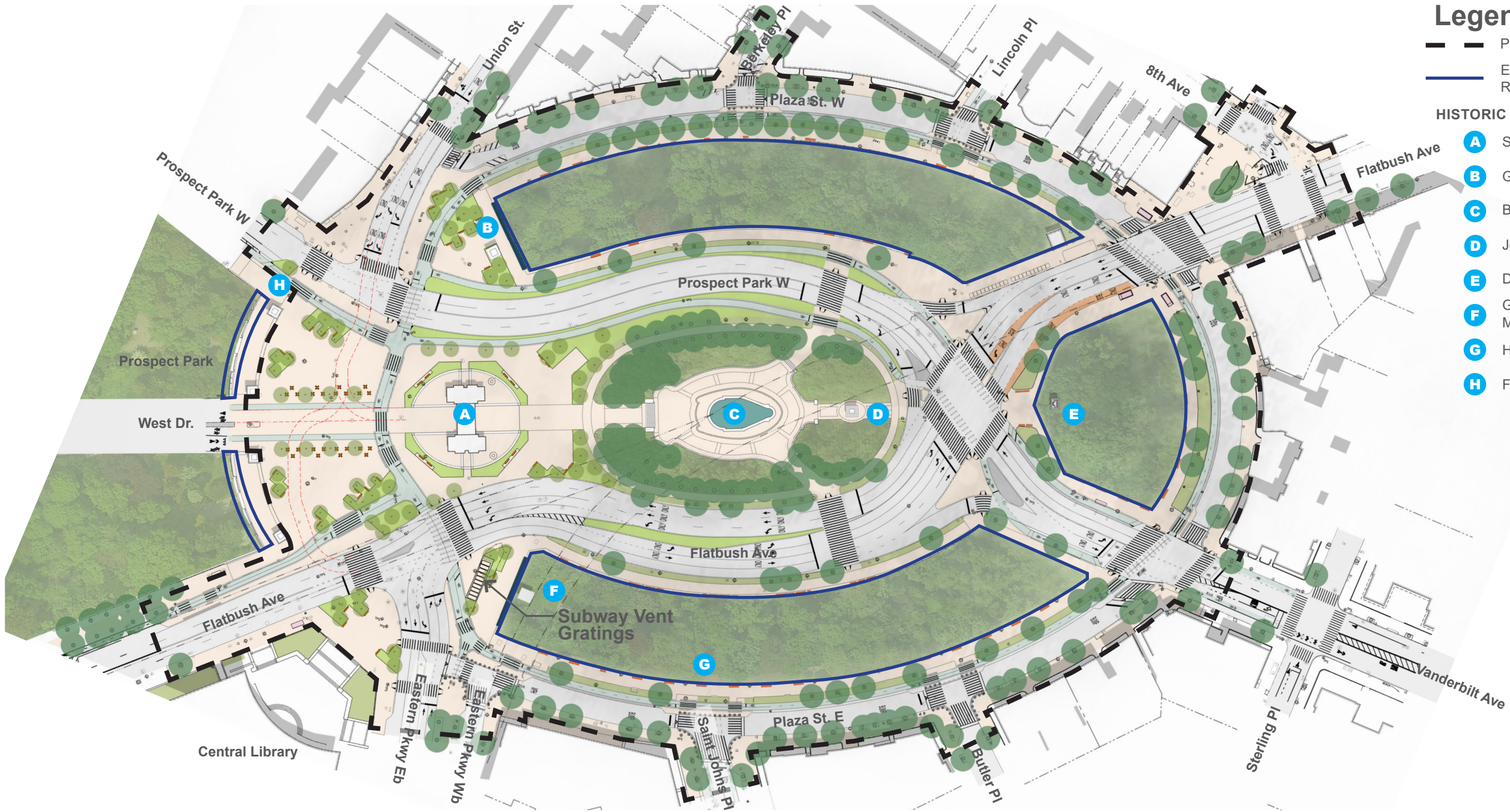


Architectural Lighting



Climate Comfort Infrastructure

Note
Strengthen Grand Army Plaza as a vibrant civic space by integrating shade, planting, and flexible public areas that support both daily activities and large-scale community events.



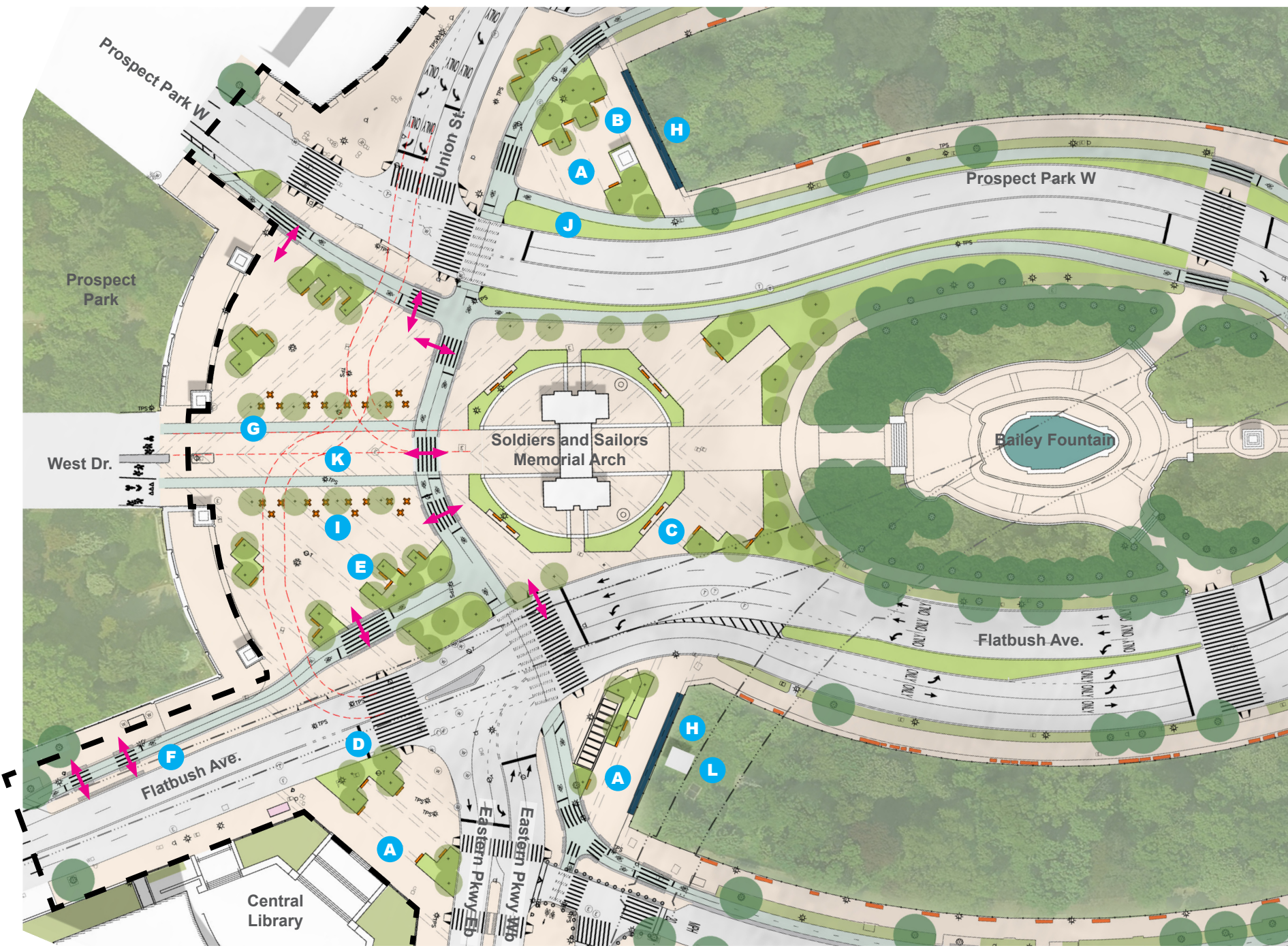
Legend

- Project Area
- Elements to be Restored / Rehabilitated

HISTORIC ELEMENTS

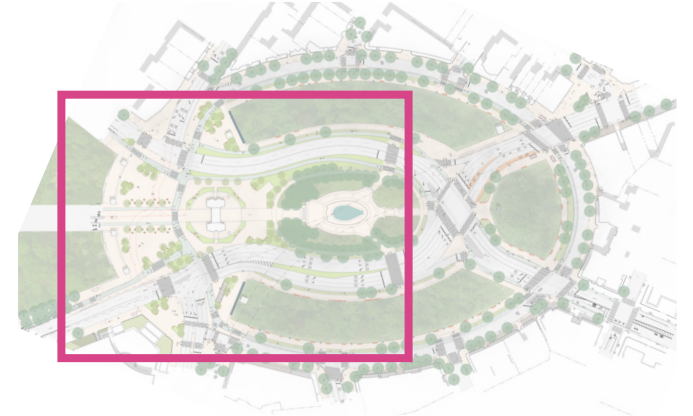
- A Soldiers and Sailors Memorial Arch
- B General Warren Statue
- C Bailey Fountain
- D John F. Kennedy Memorial
- E Dr. Alexander J.C. Skene Statue
- F General Henry Warner Slocum Monument
- G Henry W. Maxwell Memorial
- H Four Eagles





Legend

- Project Area
- Plaza Entrance
- 15' Wide FDNY Access
- Spatial Framework
- Corner Plaza
- General Warren Statue
- Social Room
- Planting Buffers
- Fixed Bench
- Bus Stop
- Bike Lane
- Relocated Citi Bike
- Flexible Furnishing
- Generic Planting Buffers
- Plaza Shade Trees
- General Henry Warner Slocum Monument



KEY PLAN
NTS

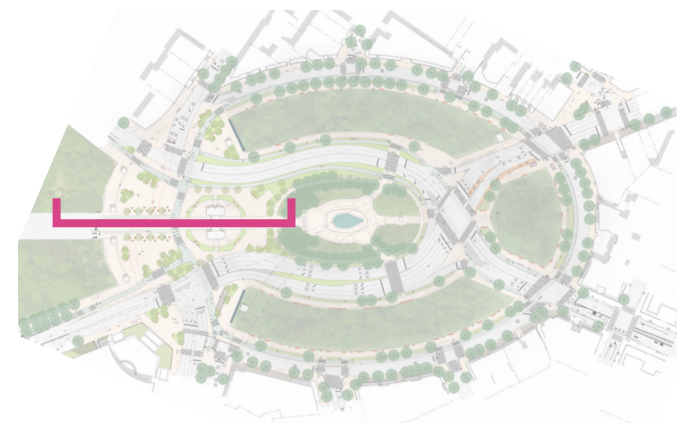
| Proposed Plan - Plaza





Prospect Park Expanded Pedestrian Plaza Bike Lane Soldier's and Sailor's Arch Plaza New Pedestrian Area Bailey Fountain

0' 20' 80'



KEY PLAN
NTS



NYC
DDC Department of
Design and
Construction

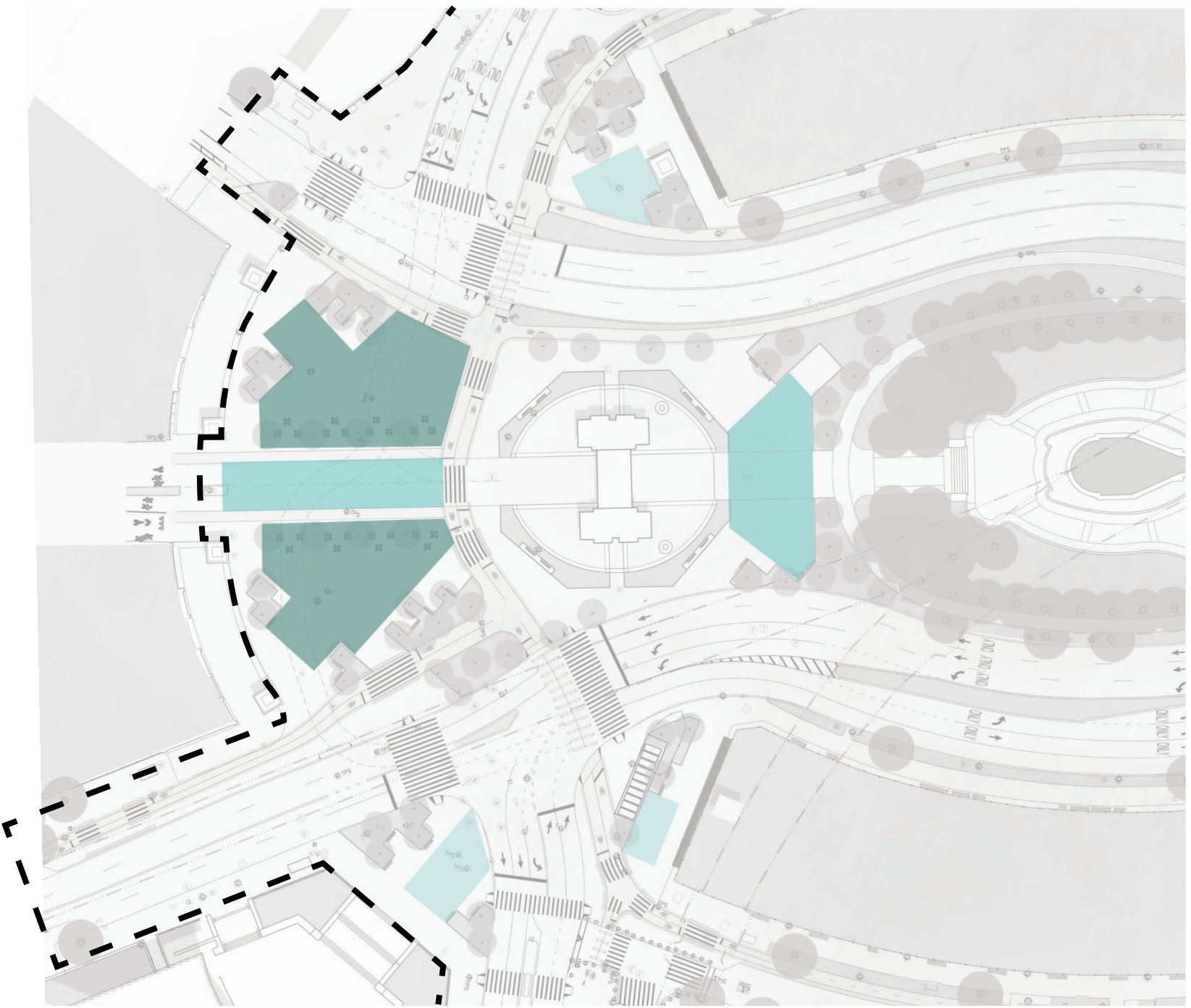
NEW YORK CITY

Michael Baker
INTERNATIONAL

Pre-Scoping Services For Grand Army Plaza

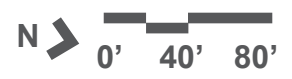
| Section

abb ABEL BAINNSON BUTZ LLP Landscape Architects



Space Size	Approx. Capacity Comfortable Standing (12-15 SF/Person)	Typical Events
Small Size (1,000 – 2,500 SF)	50 - 200 	<u>Daily Use :</u> Café seating, informal gathering, reading, lunch area <u>Occasional Events :</u> Small performances, pop-up vendors, art installations, community information booths
Medium Size (5,000 – 6,000 SF)	300 - 450 	<u>Daily Use :</u> Flexible seating, outdoor dining, food truck <u>Occasional Events :</u> Farmers markets, holiday markets, community gathering, dance performances
Large Size (8,000 – 10,000 SF)	500 - 700 	<u>Daily Use :</u> Flexible recreation, public seating and relaxation, informal sports <u>Occasional Events :</u> Major farmers markets (20–40 vendors), civic celebrations, holiday events, cultural festivals, outdoor exhibitions, public engagement events, seasonal programming

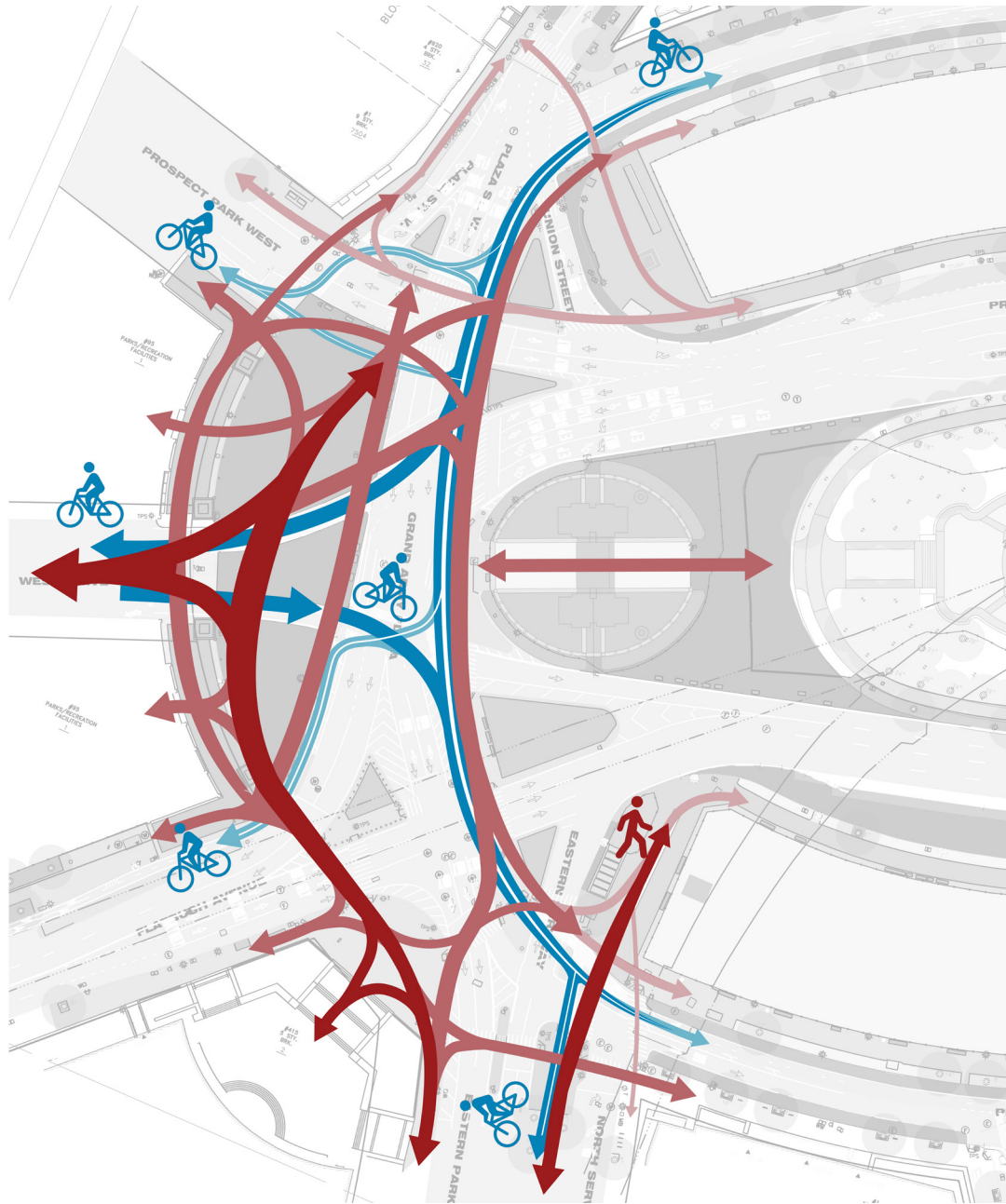
- Legend**
-  Project Area
 -  Small Size Space
 -  Medium Size Space
 -  Large Size Space



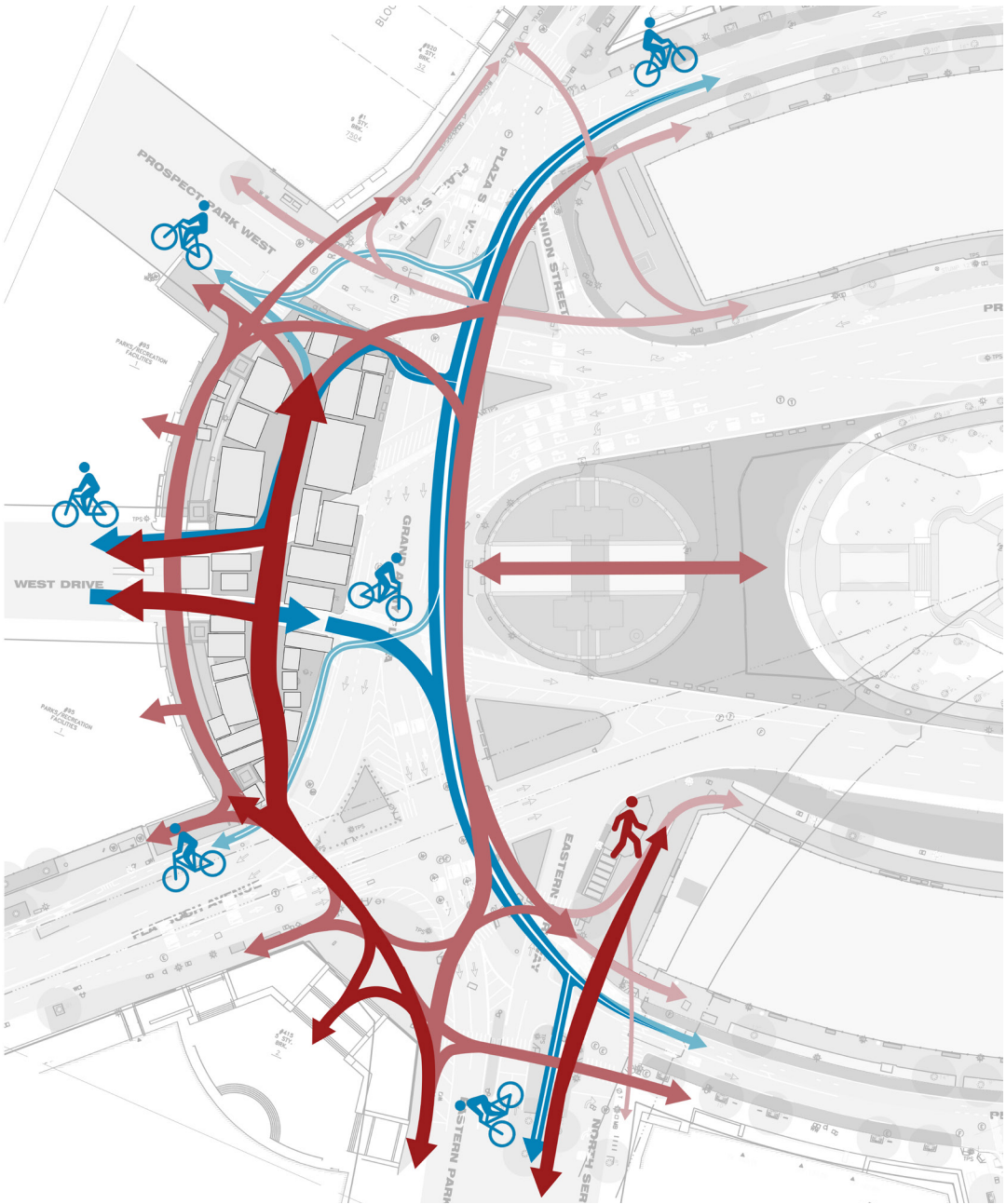
Pre-Scoping Services For Grand Army Plaza

| Operation Strategy - Event Space





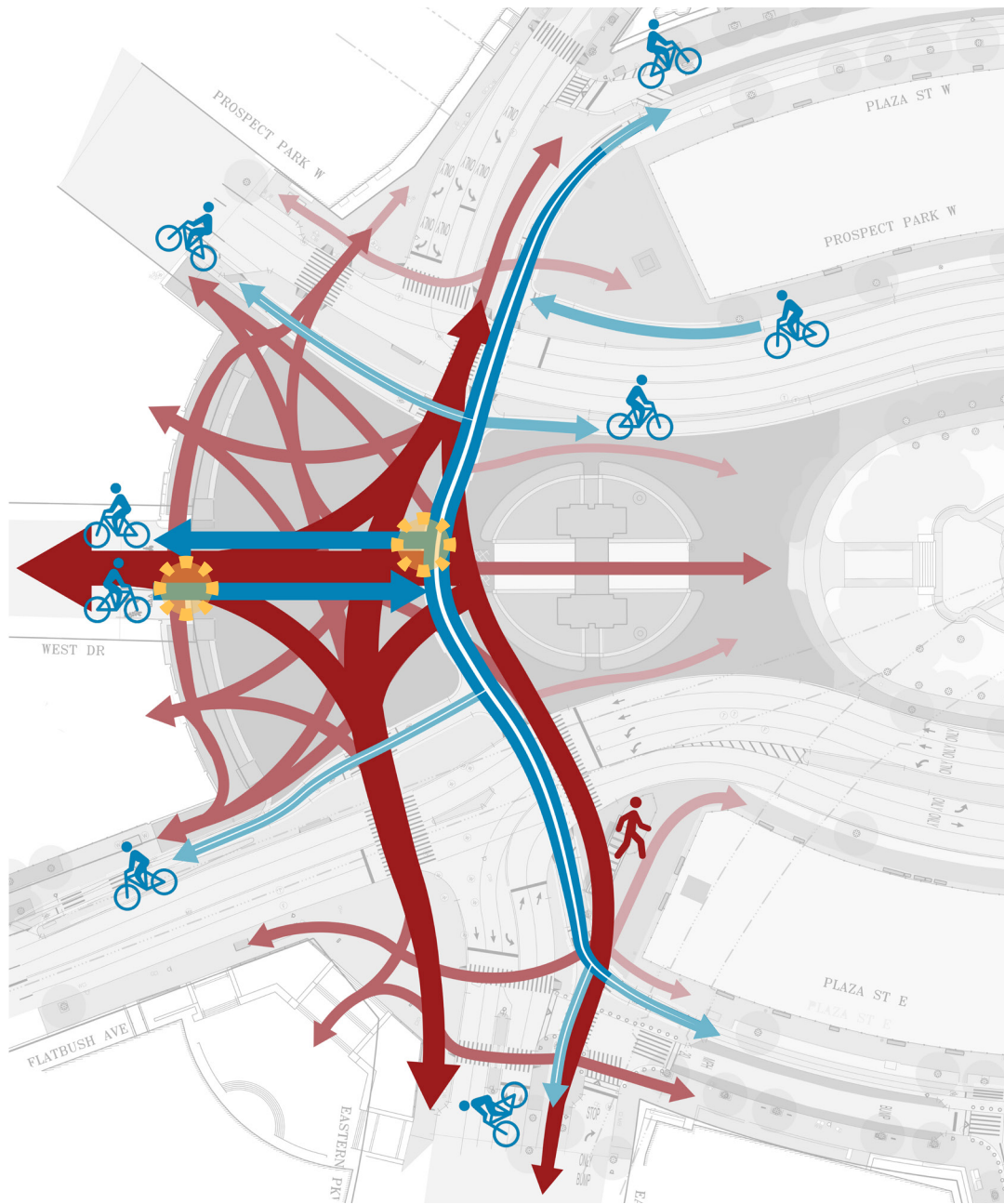
Weekday



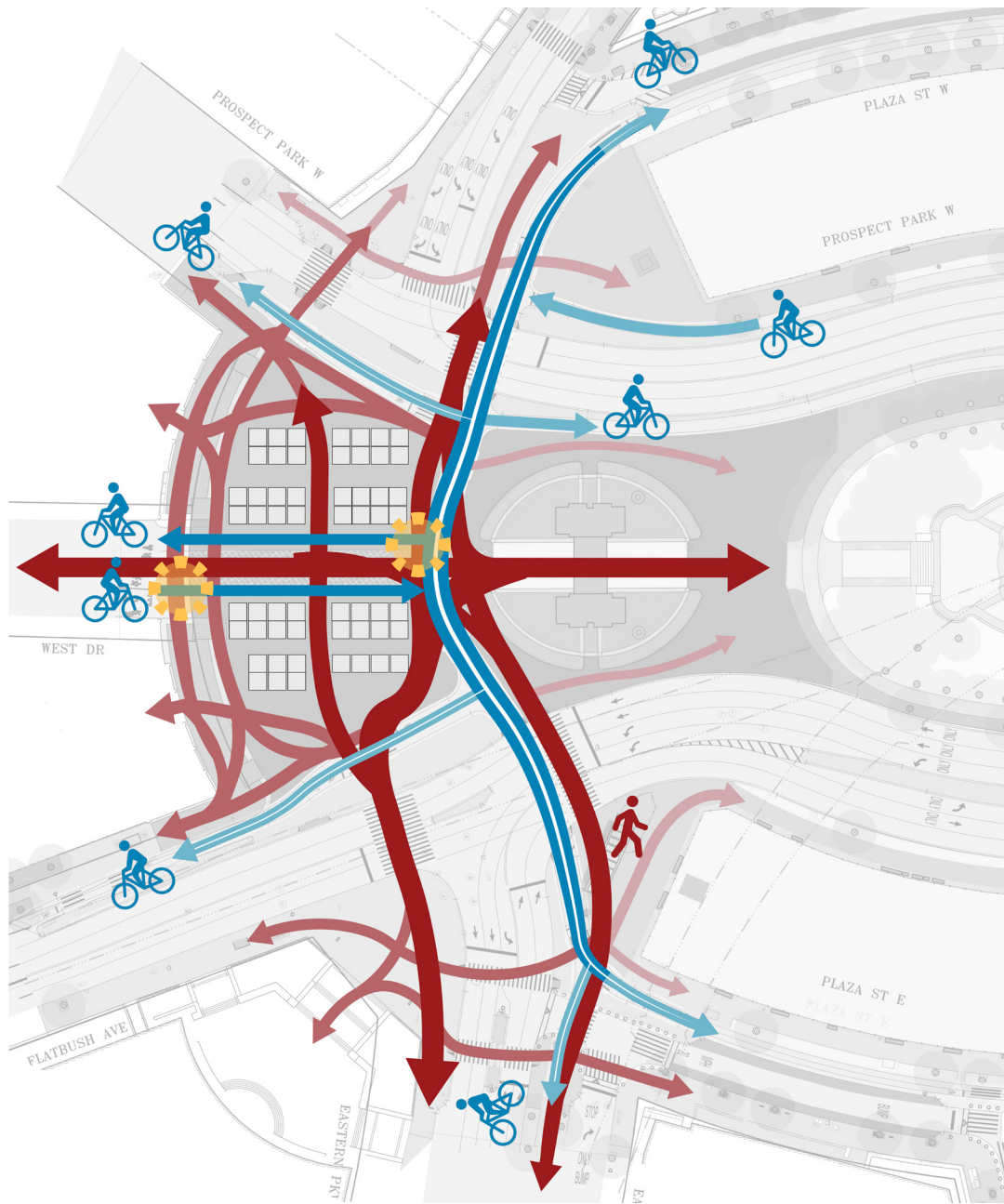
Saturday

Legend

-  Pedestrian Circulation
-  Bicycle Circulation
-  Greenmarket Stalls



Weekday



Saturday

Multimodal Safety



Granite Block / DOT Planter



Movable Planter



Dismounting

Legend

- Pedestrian Circulation
- Bicycle Circulation
- Greenmarket Stalls
- Control Point



Department of
Design and
Construction



Michael Baker
INTERNATIONAL

Pre-Scoping Services For Grand Army Plaza

abb ABEL BAINNSON BUTZ LLP Landscape Architects

| Operation Strategy -
Proposed Circulation
at Weekday & Saturday

E . Market Operations Study

Greenmarket Stall Map at Peak Season

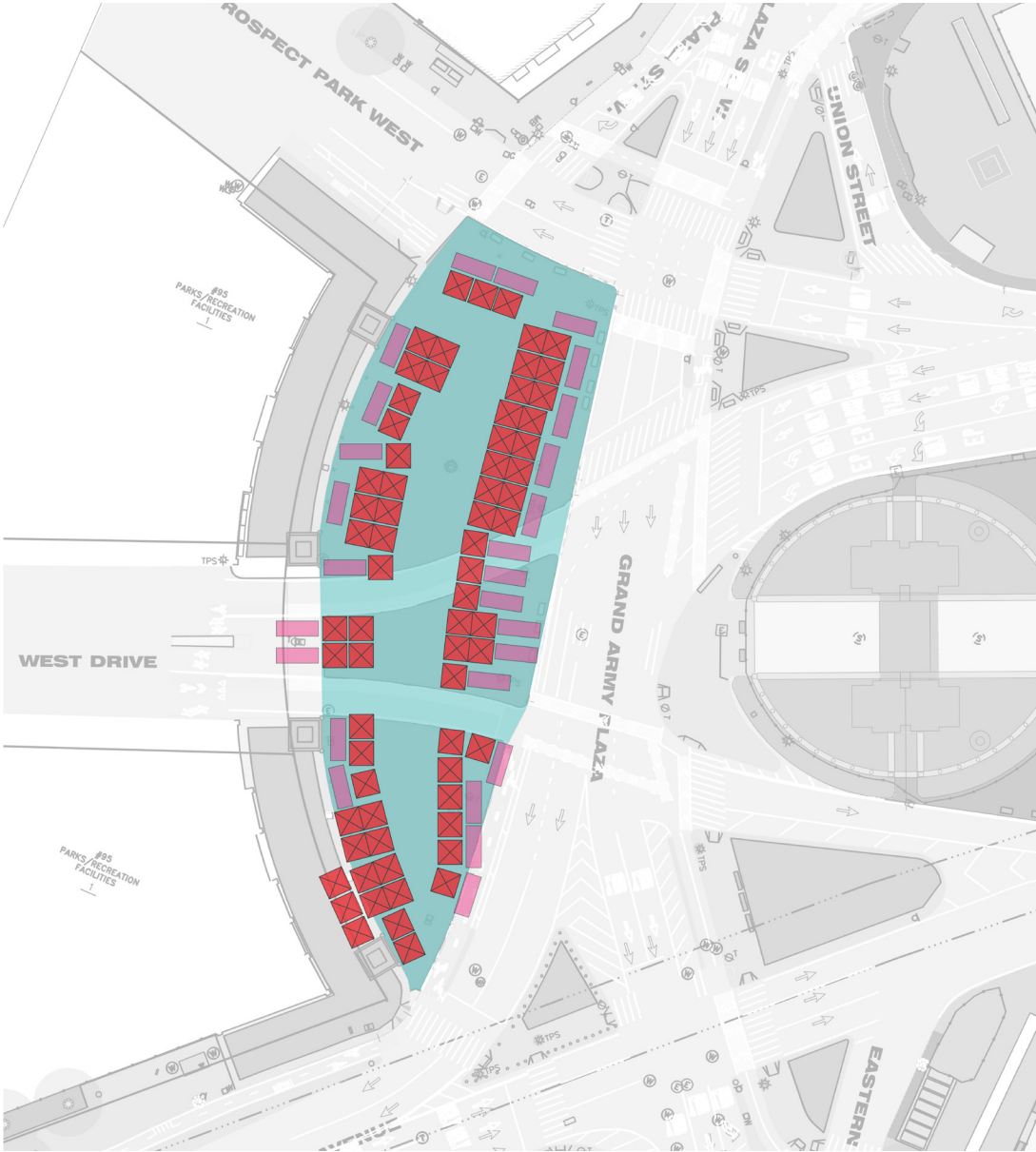
- Open year-round on Saturday
- Average maximum vendors: 35-40
- Average minimum vendors: 25-30

Quantity Counts

- Total Stall Counts: 70
- Total Truck Counts: 26
- Coverage: Approx. 15,000 SF (0.35 acres), or ≈57% of the existing space

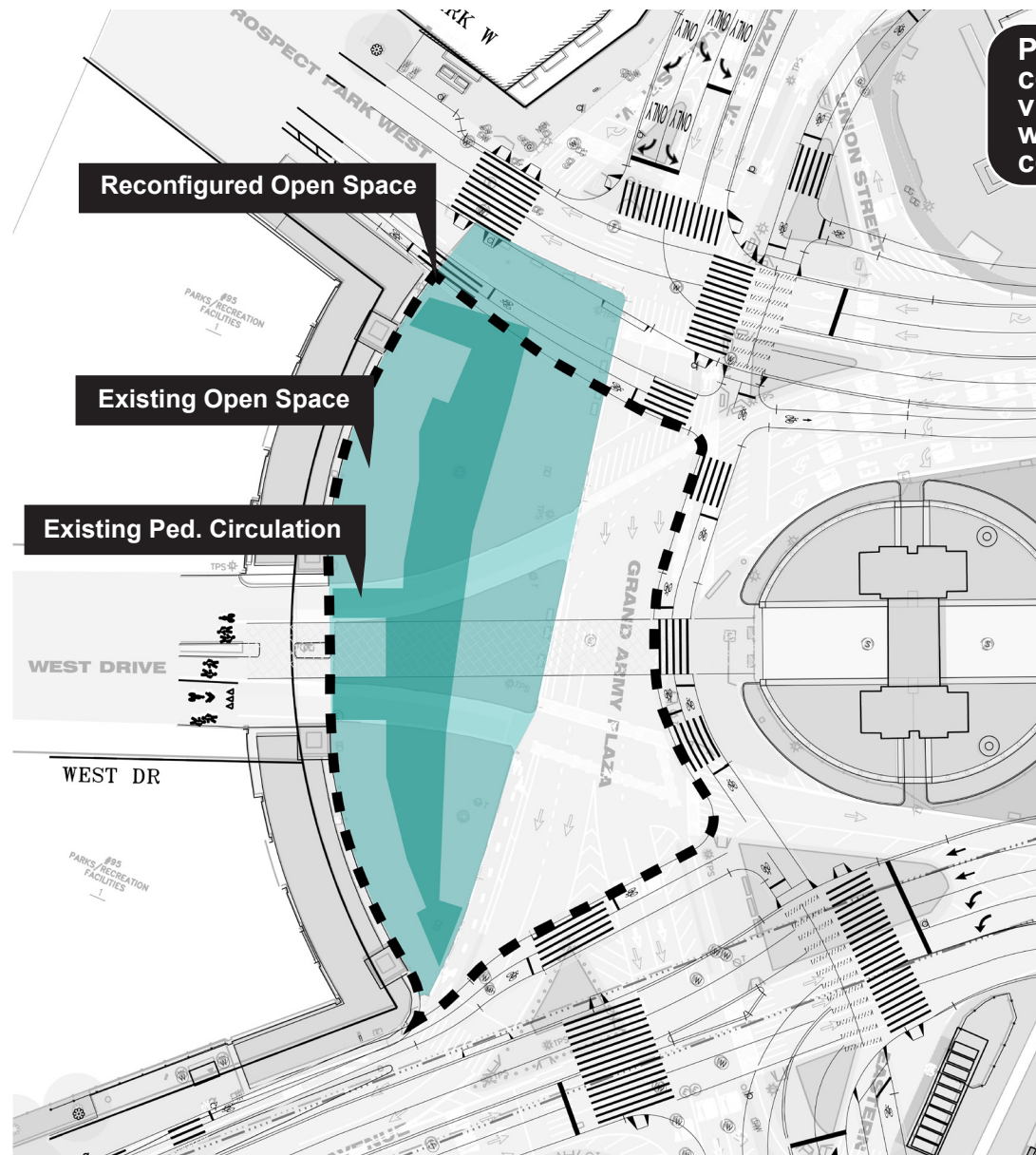


Existing Conditions: 26,000 SF (0.6 acres) of accessible public open space.
Source: Google Earth June 2022



Legend

-  Dedicated Pedestrian Open Space
-  10'x10' Greenmarket Stall
-  Greenmarket Truck



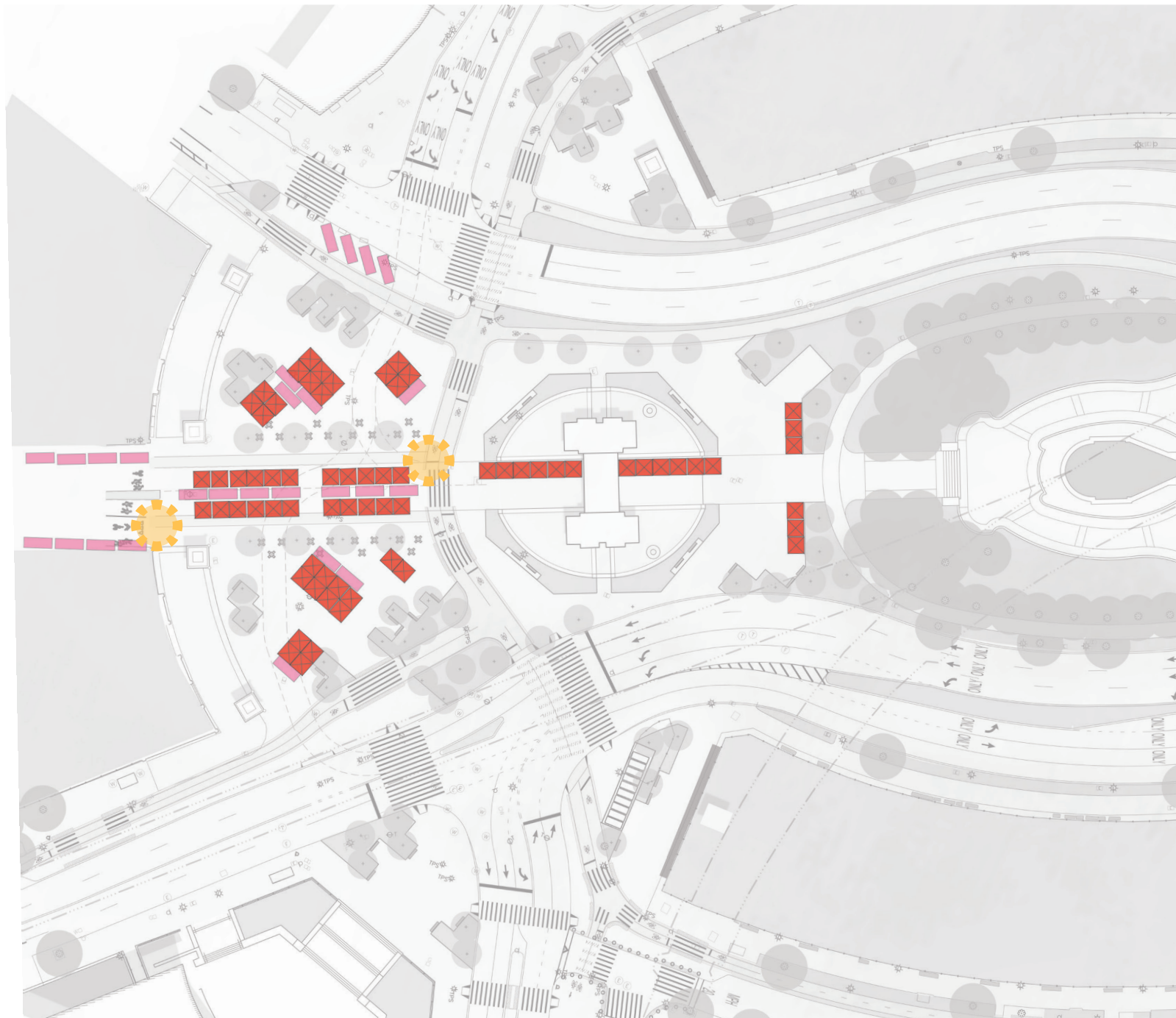
Public realm spaces should support community health, economic vitality, and urban resilience, with ~30% green space balancing comfort and usability.

Existing Open Space: 26,000 SF

57 % Greenmarket
43 % Pedestrian Circulation
0% Softscape

Reconfigured Open Space: 37,000 SF

Increase Sizing: ~40%
40 % Greenmarket
30 % Pedestrian Circulation
30 % Softscape



Legend

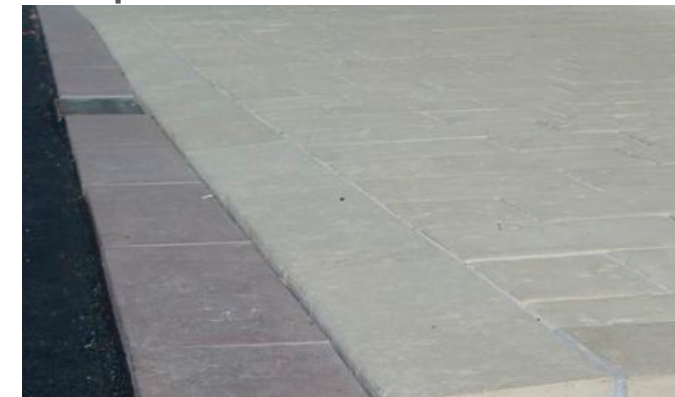
-  10'x10' Greenmarket Stall
-  Greenmarket Truck
-  Walk Your Bike Sign

N  

Market Parking



Collapsible bollard

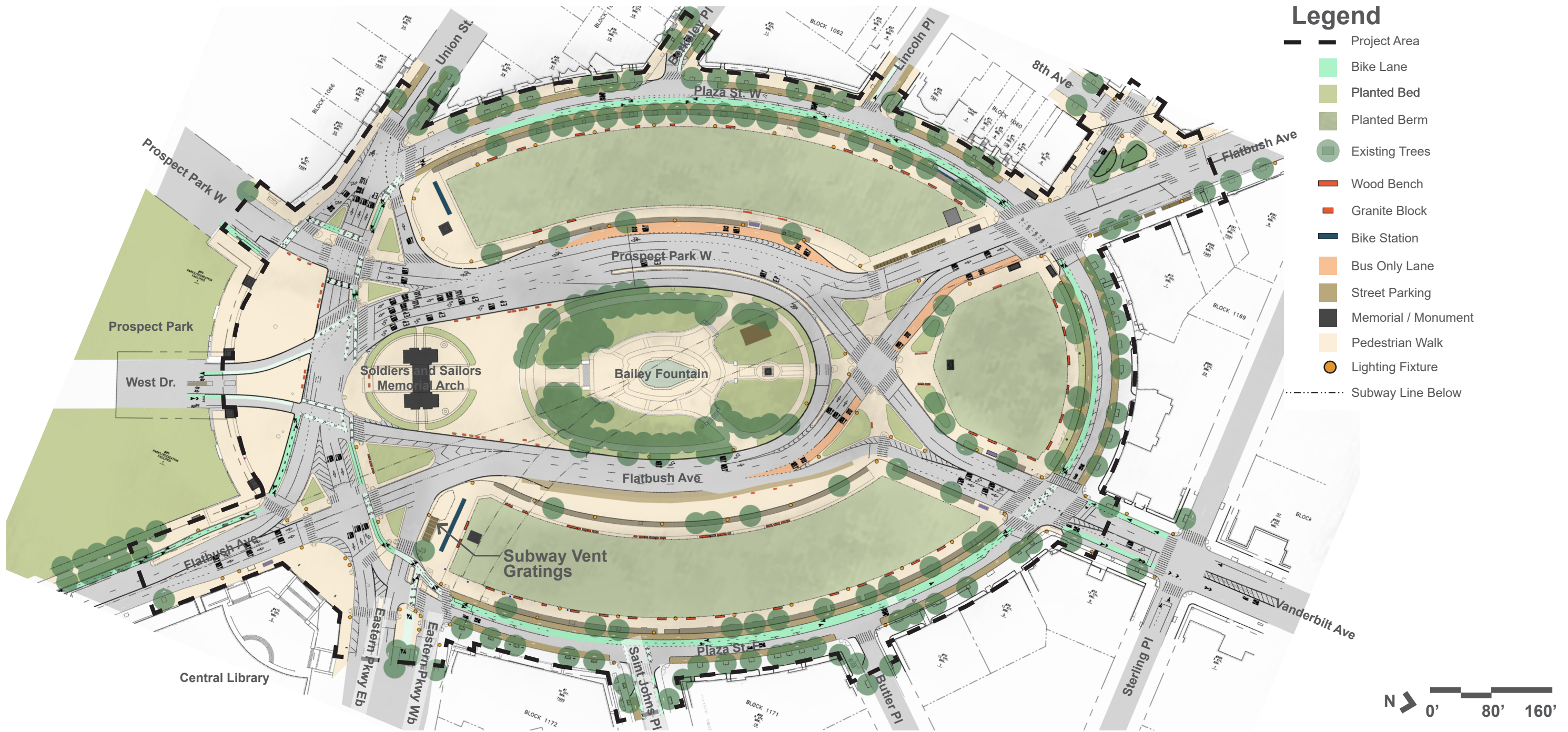


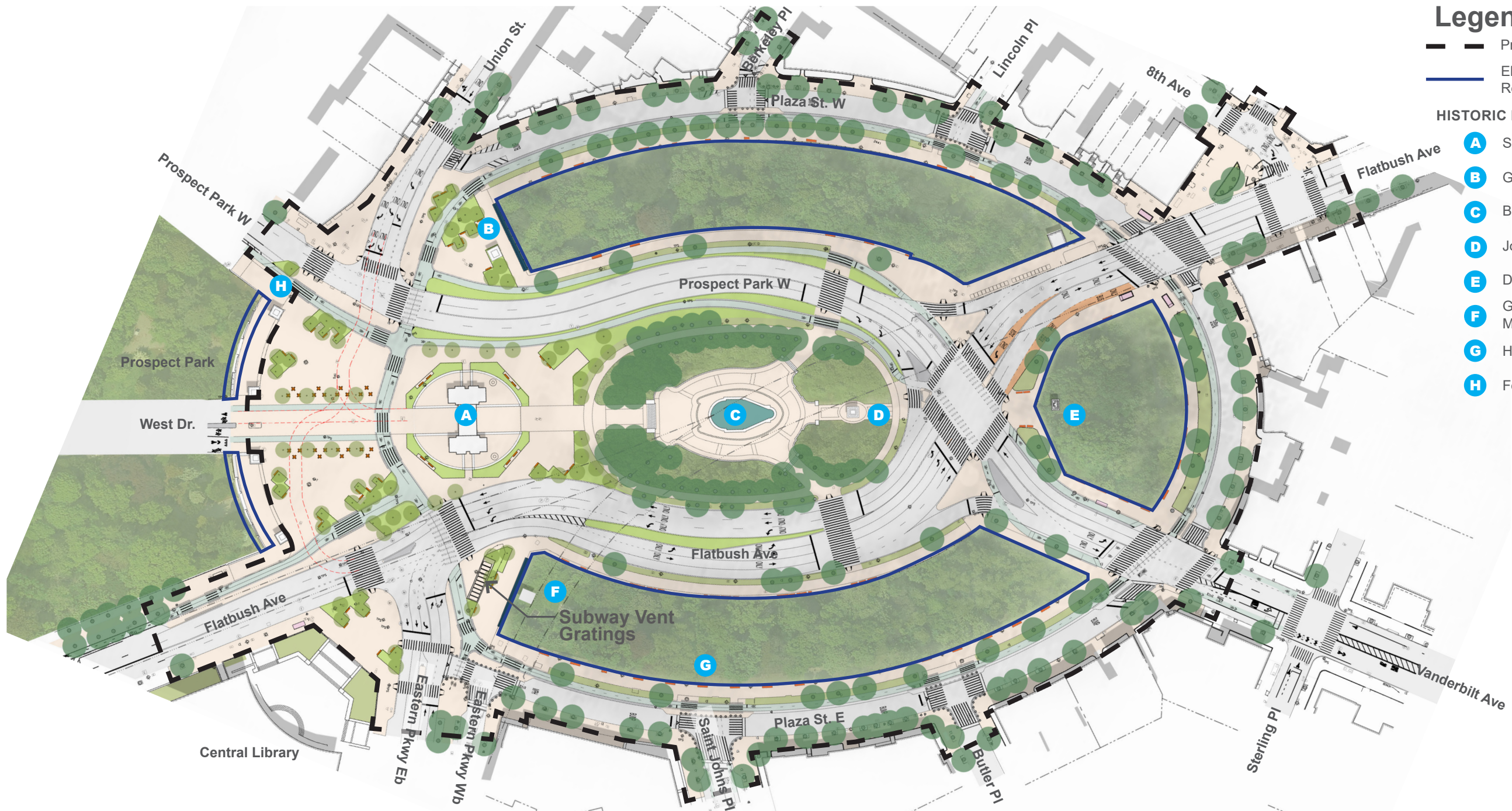
Semi-mountable curb

Note

1. The stall count is based on our site analysis and assumes a peak-demand scenario.
2. The current layout provides a total of (70) stalls, including (26) truck parking spaces, which matches the existing condition.

| Feasibility Testing





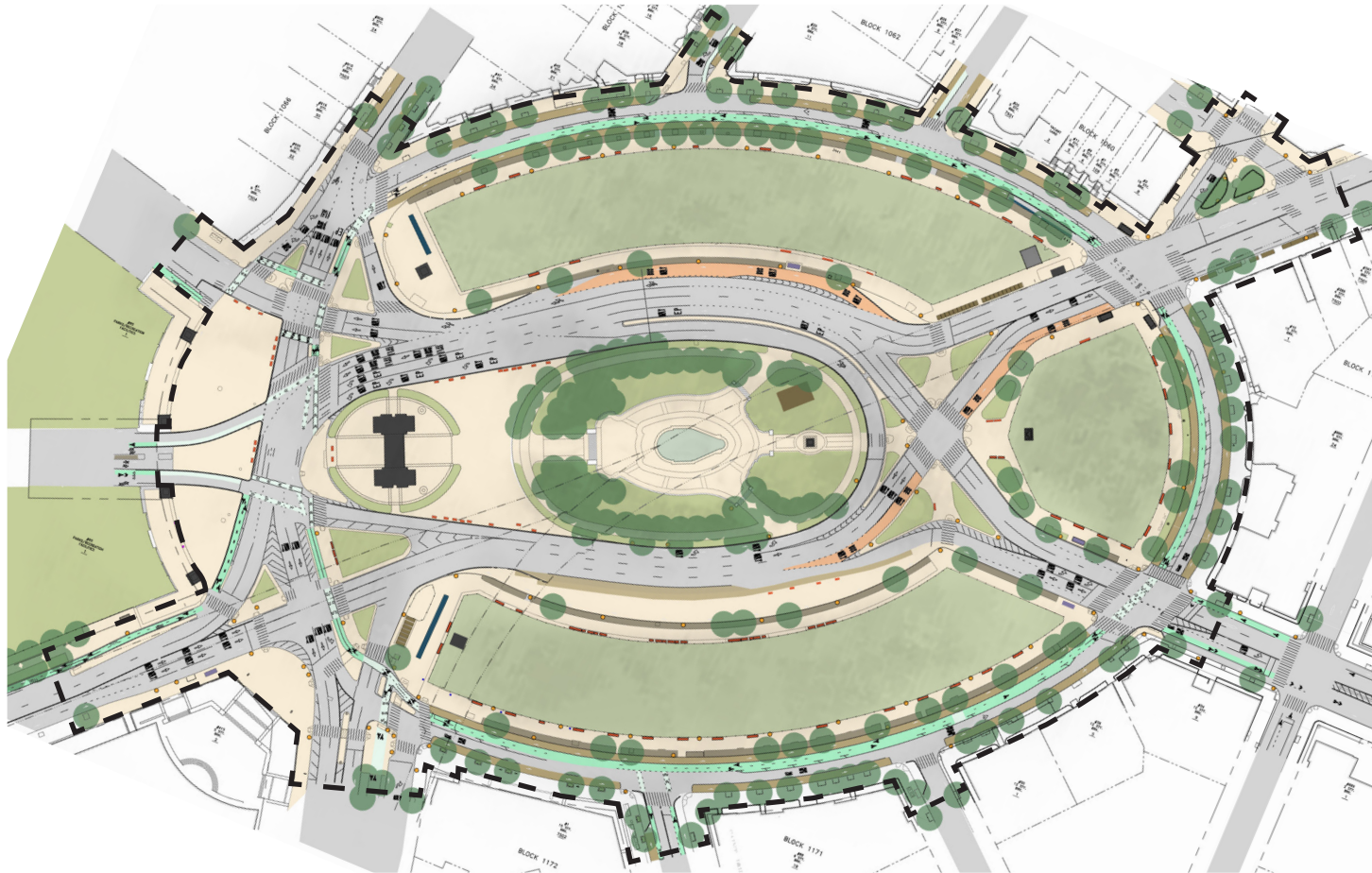
Legend

- Project Area
- Elements to be Restored / Rehabilitated

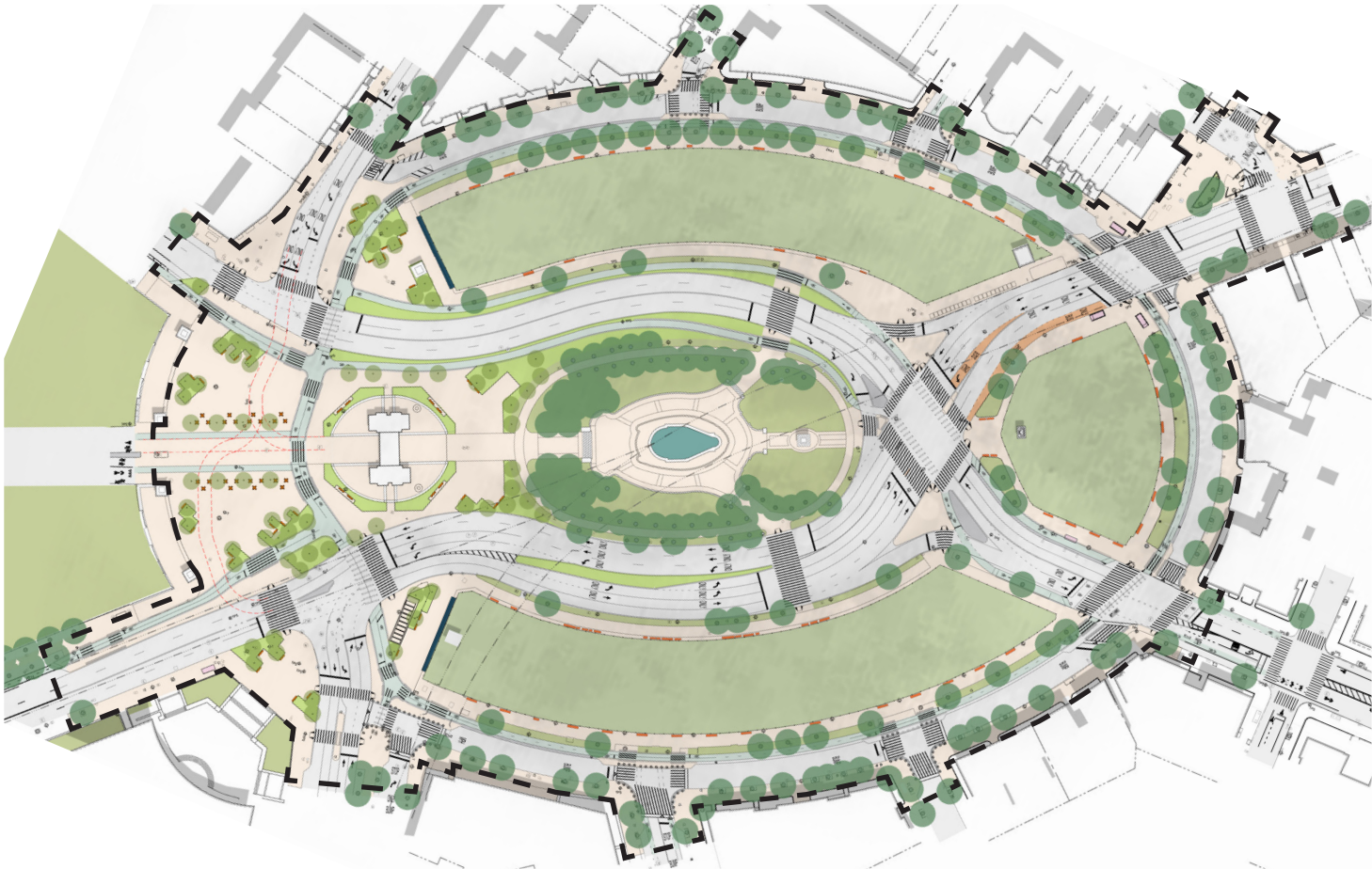
HISTORIC ELEMENTS

- A Soldiers and Sailors Memorial Arch
- B General Warren Statue
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- D John F. Kennedy Memorial
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- F General Henry Warner Slocum Monument
- G Henry W. Maxwell Memorial
- H Four Eagles





Existing Plan



Proposed Plan

