

Parkside Avenue & Ocean Avenue Sidewalks

Perimeter of the Park Between Flatbush Avenue and Parade Place
Prospect Park, Brooklyn

Landmarks Preservation Committee - Public Hearing
Justine Heilner, Prospect Park Alliance

Total Budget: Borough President Adams \$1m
Council Member Mathiew Eugene \$1m
Department of Transportation \$6.2m

Project Size: approx 4320LF /2.9acres

Docket #: LPC-19-38007



Prospect
Park
Alliance

Goals

- **Restore Sidewalk Pavements, Street Furnishings, and Light Poles**
- **Re-pave Park Entrance at Parkside and Ocean Ave to improve surfaces and reflect new usage (pedestrian only + bike lane)**
- **Add a Bike Lane on Ocean Ave perimeter**



Community Input

- Project was funded initially via community activism for restoring the Ocean Ave Sidewalk (Ocean by the Park group)
- Community is split on desire for bike lanes
- Community is interested in increasing stormwater retention
- Community is concerned about loss of mature trees on Ocean Ave (though happy about new trees being planted)
- Community wonders: Will there be Citibike locations on this side of the park?





Prospect Park

NTS →



Parade Ground

NTS ↙



Site

NTS ↙



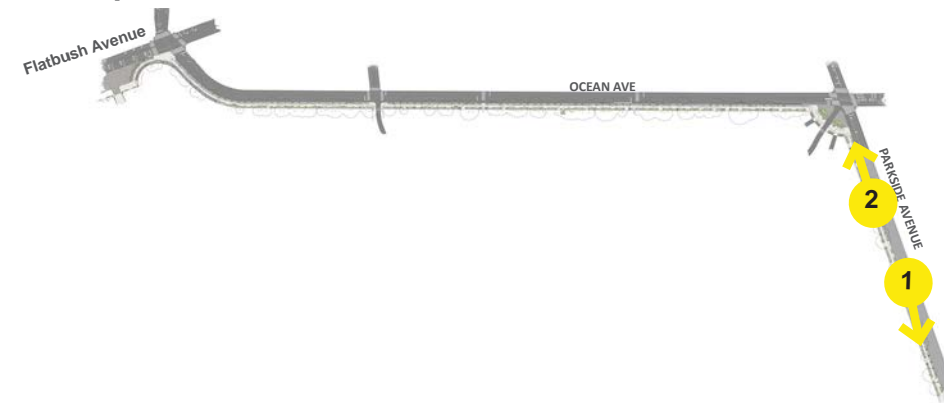
Parkside Ave & Ocean Ave Sidewalks | Project Location



1 - Broken and uneven pavement



2 - Broken and uneven pavement



Parkside Ave & Ocean Ave Sidewalks | Site Photo





1 - Broken benches



2 - Unplanted tree pits with irregular cobble stones



Parkside Ave & Ocean Ave Sidewalks | Site Photo

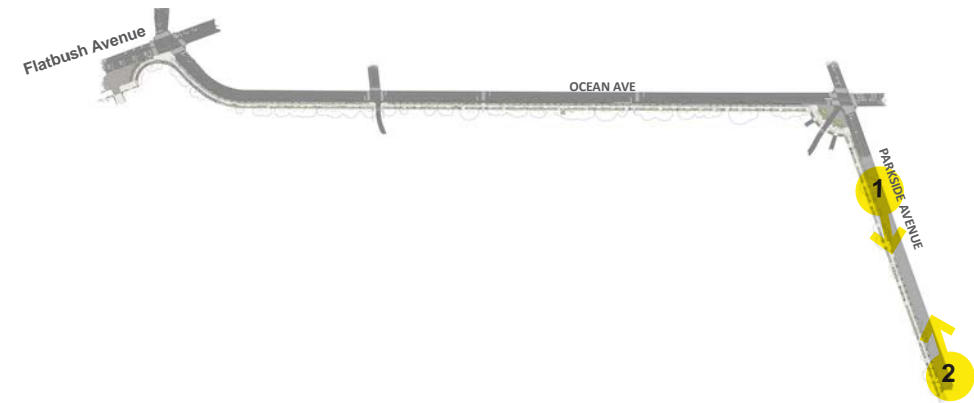




1 - No pedestrian lighting



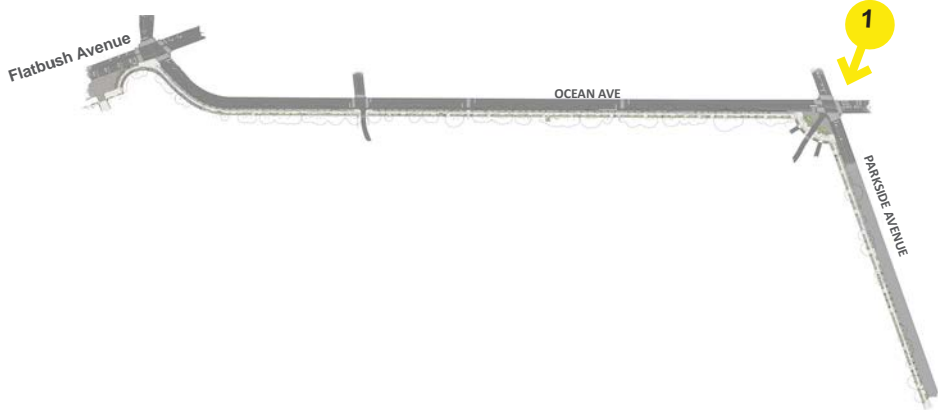
2 - Deteriorated street lighting



Parkside Ave & Ocean Ave Sidewalks | Site Photo



1 - Deteriorated Pavements, No Bike Lane, No Longer Used for Vehicular access

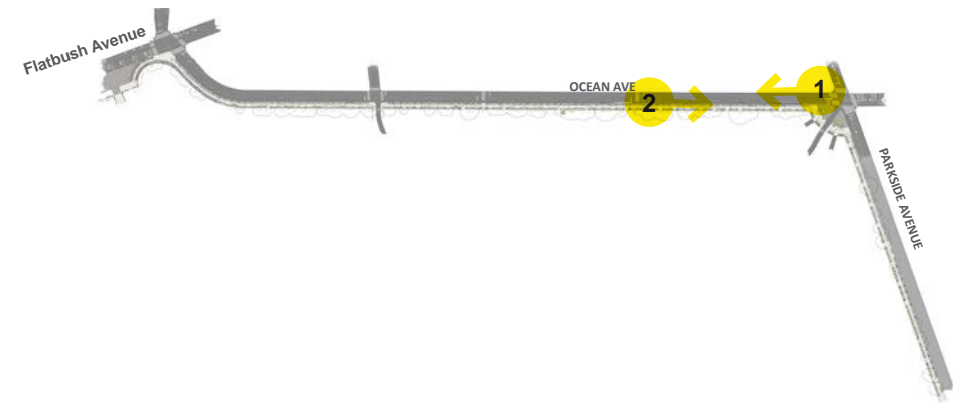


Parkside Ave & Ocean Ave Sidewalks | Site Photo





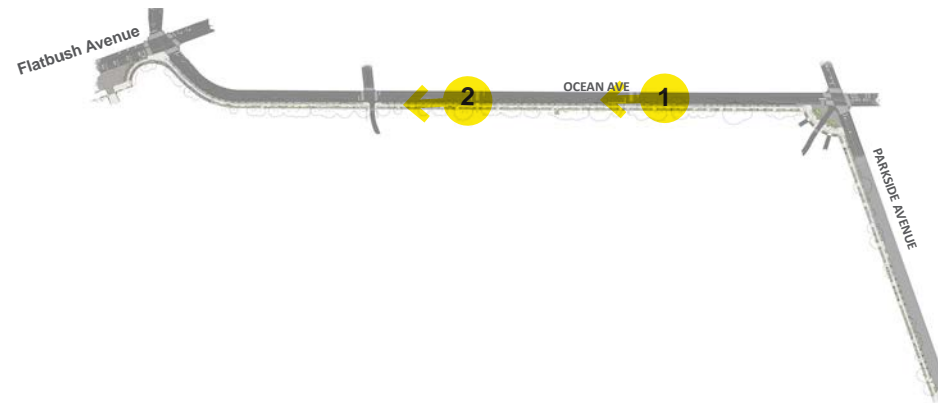
1 & 2 - Uneven Pavements



Parkside Ave & Ocean Ave Sidewalks | Site Photo



1 & 2 - Hodge-Podge of Pavements, inconsistent street tree locations

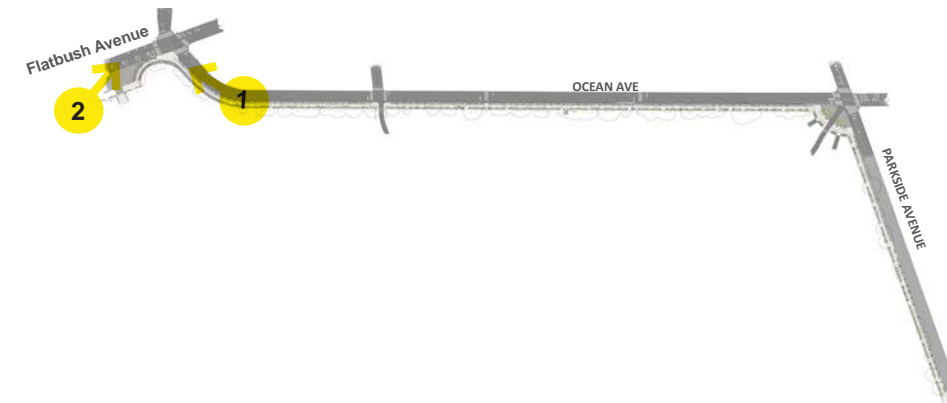


Parkside Ave & Ocean Ave Sidewalks | Site Photo





1 & 2 - Ocean and Flatbush corner has been more recently restored. Pavements in good condition.



Parkside Ave & Ocean Ave Sidewalks | Site Photo



BIKING IN BROOKLYN

Prospect Park Perimeter

Edge condition is ideal for two-way protected bicycle lanes that would:

- Provide 2-way routes around the park, in contrast to one-way park loop
- Provide alternative routes when park is closed overnight
- Increase access to park entrances

Existing and Potential Future Bike Infrastructure

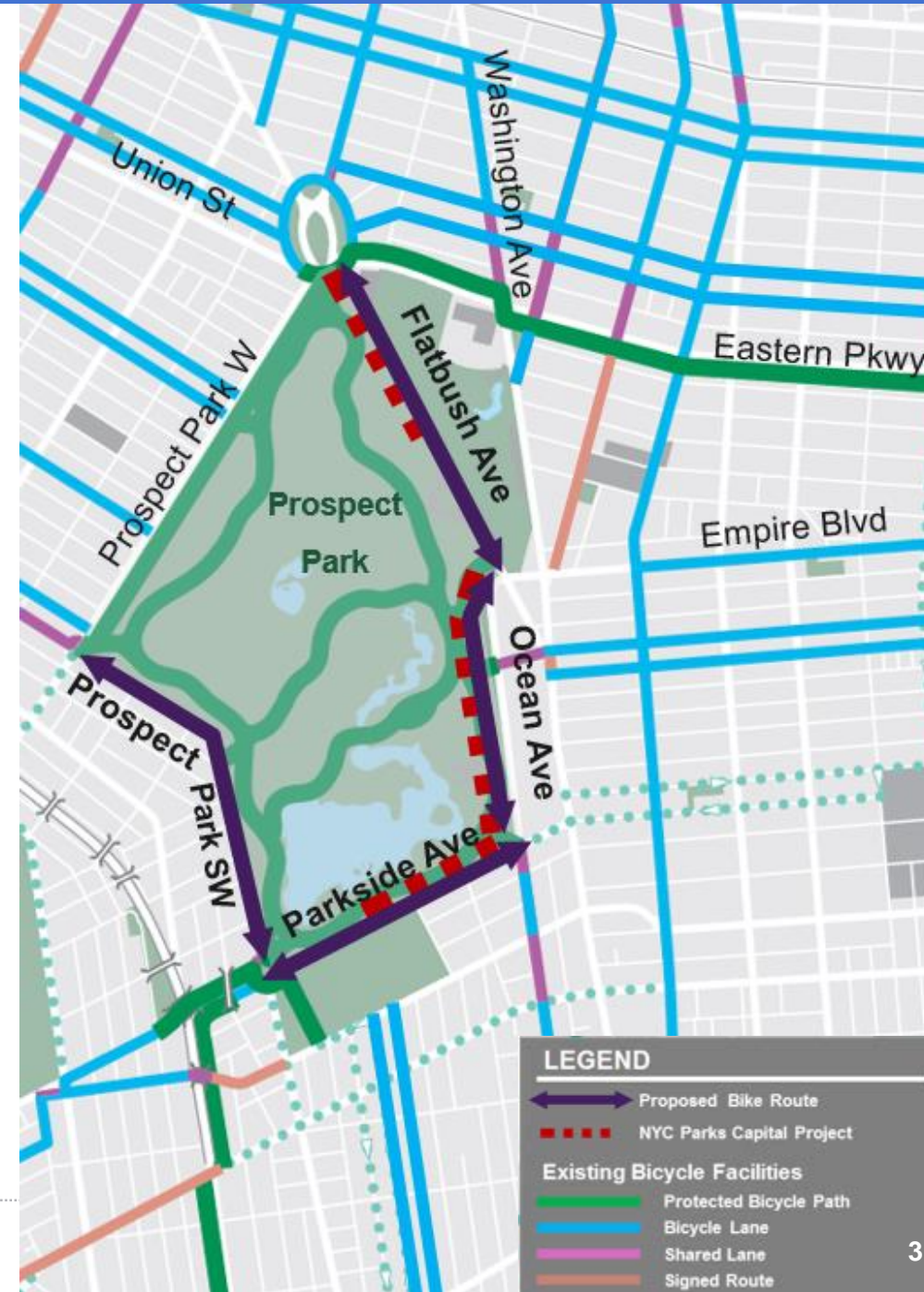
Prospect Park West *DOT (2010)*

Flatbush Ave *DOT (In Development)*

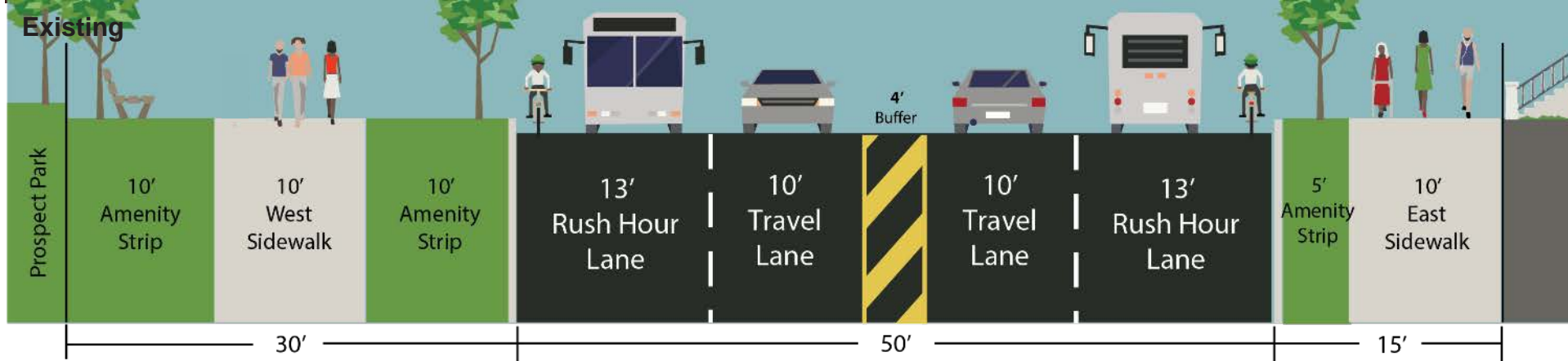
Ocean Ave *NYC Parks Capital*

Parkside Ave *DOT (Future)*

Prospect Park Southwest *DOT (Future)*



EXISTING CONDITIONS



2 vehicle lanes needed during peak period
Excess roadway space is limited



Vehicle Counts
NB Peak 7am 860 vehicles
SB Peak 5pm 780 vehicles



Bicycle Counts (12-hour)
Weekday – 311 bikes
Weekend – 267 bikes
*22% bikes on sidewalk

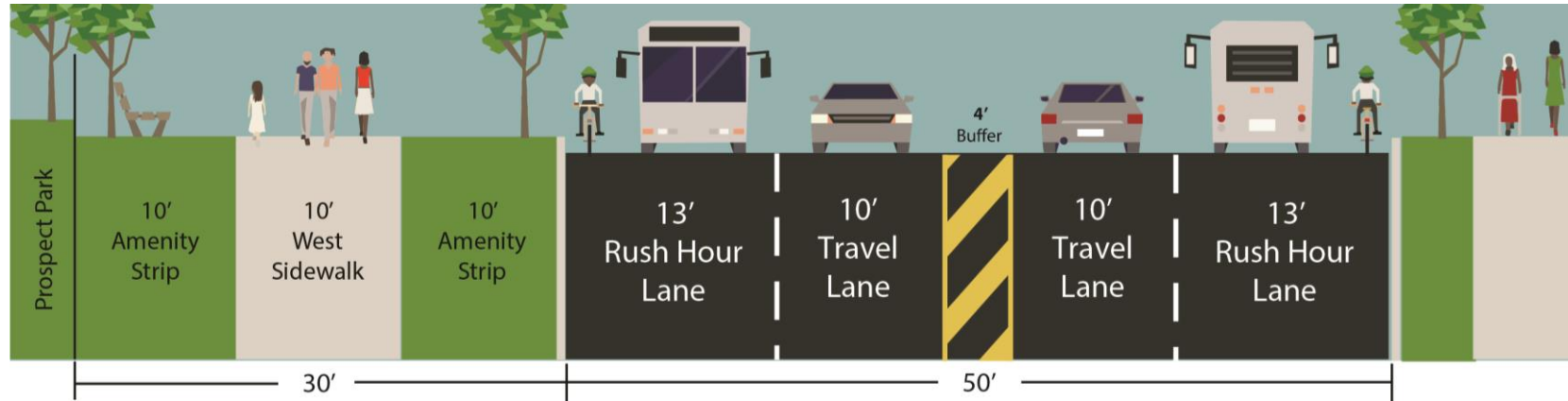
4

PROPOSED CONCEPTUAL DESIGN – Ocean Ave Corridor

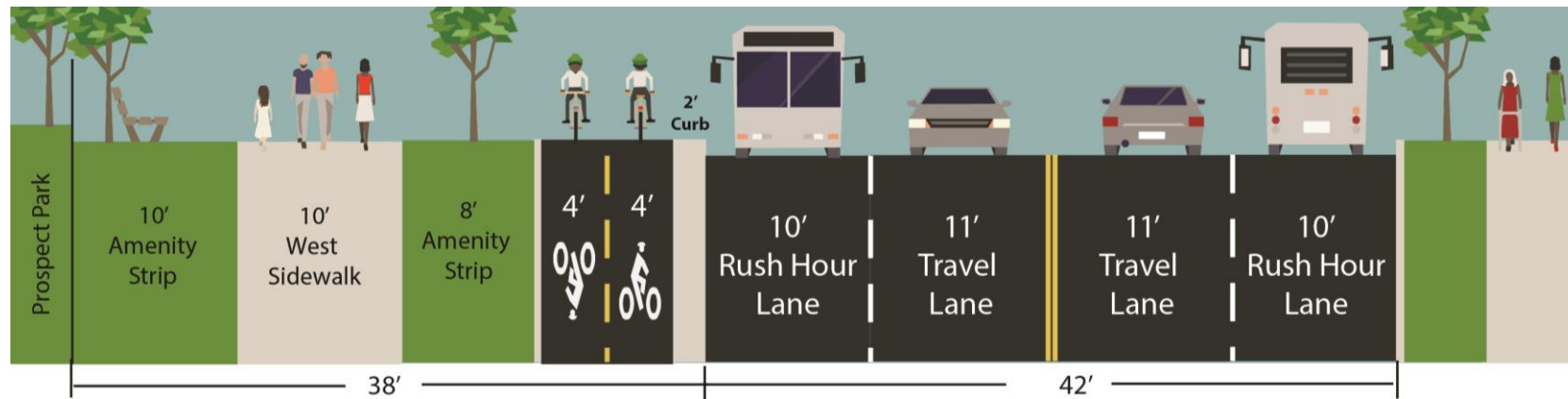
to be finalized and built by NYC Parks in cooperation with NYC DOT



Existing



Proposed



New bike path along park edge uses 8' excess roadway space and 2' from amenity strip

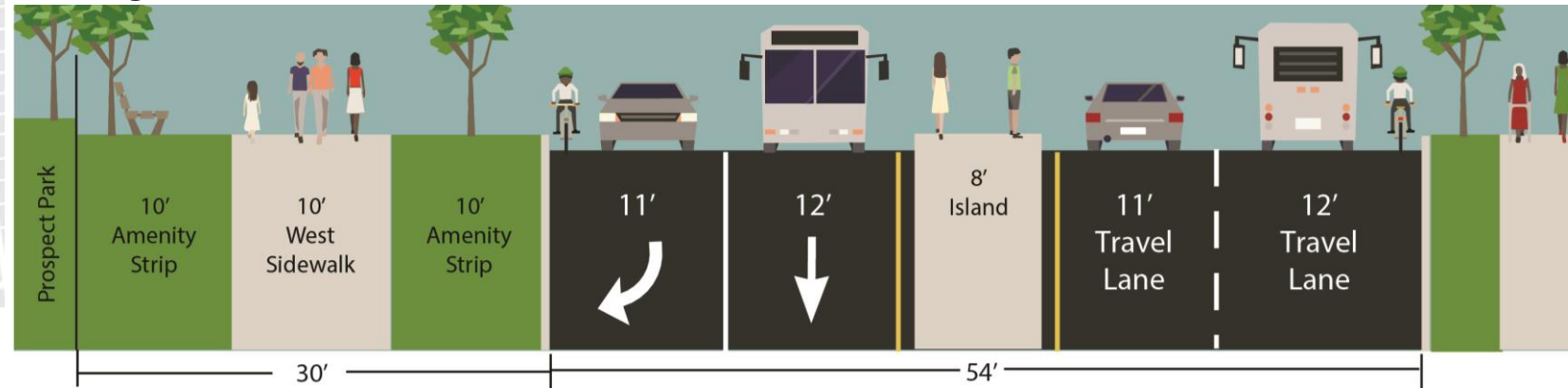
- Maintains number of vehicle lanes
- No parking loss
- Shortens pedestrian crossing at Lincoln Rd park entrance
- Maintains historic sidewalk design
- Clearly designates bus stops

PROPOSED CONCEPTUAL DESIGN – PARK ENTRANCE APPROACH from OCEAN AVE

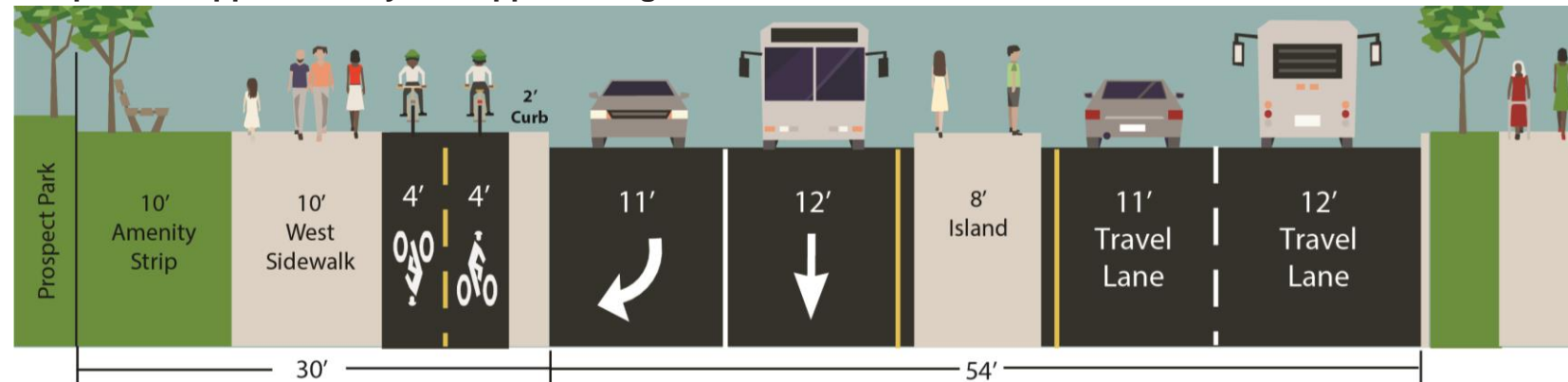
to be finalized and built by NYC Parks in cooperation with NYC DOT



Existing



Proposed – approximately 200' approaching Park Entrance

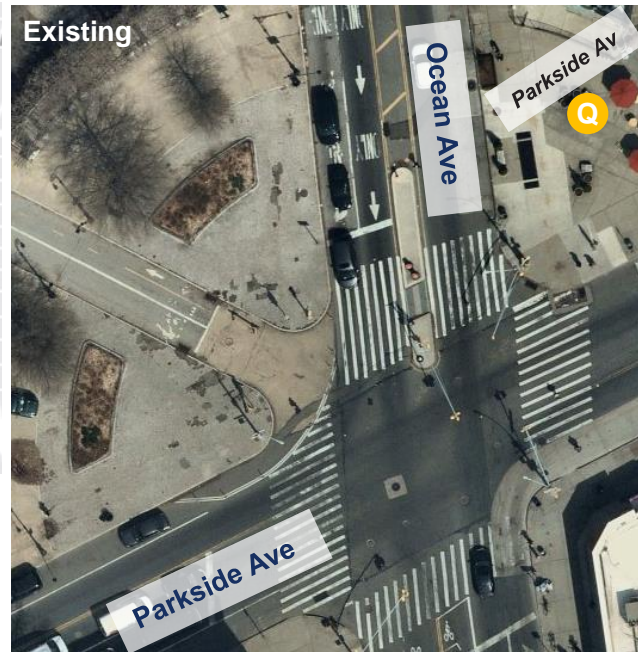


Bike path continues to Parkside Ave park entrance

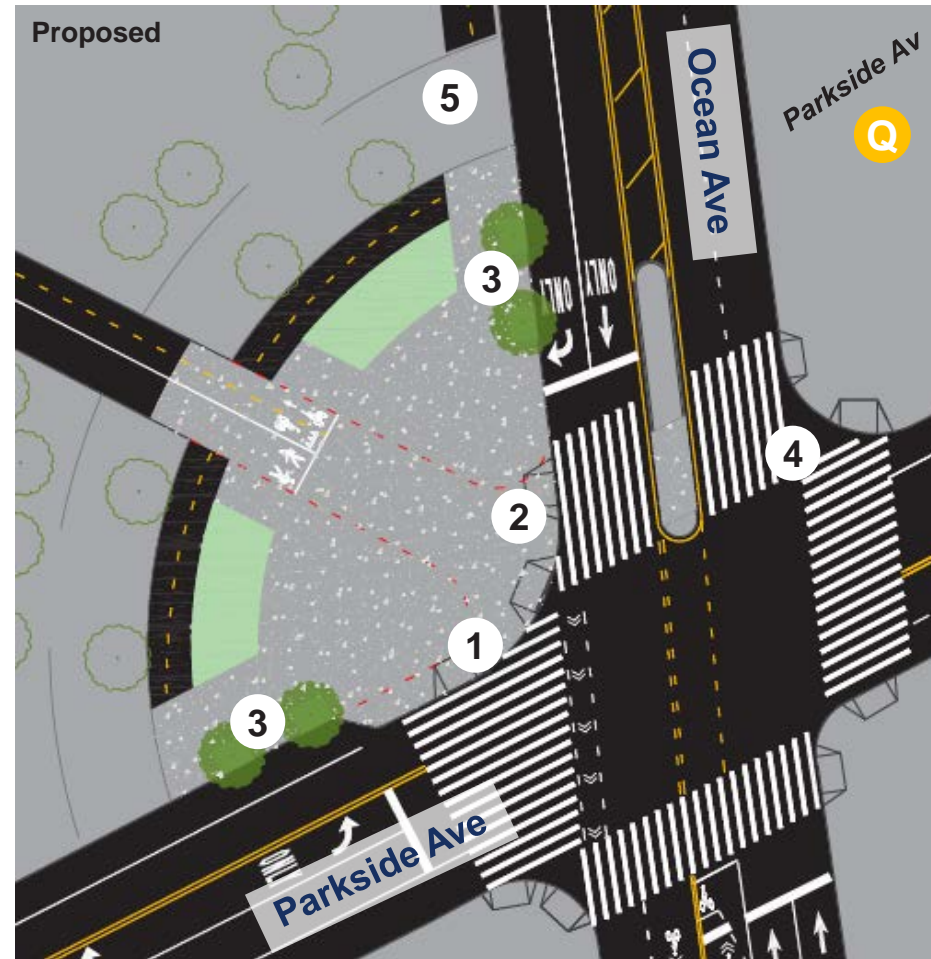
- Maintains number of vehicle lanes at intersection
- Connects to on-street bike route on Ocean Ave, south of Parkside Ave
- Compliments park entrance improvements

PROPOSED CONCEPTUAL DESIGN – *Parkside Ave Intersection*

to be finalized and built by NYC Parks in cooperation with NYC DOT



- Temporary materials installed in 2012
- Median island constructed in 2016

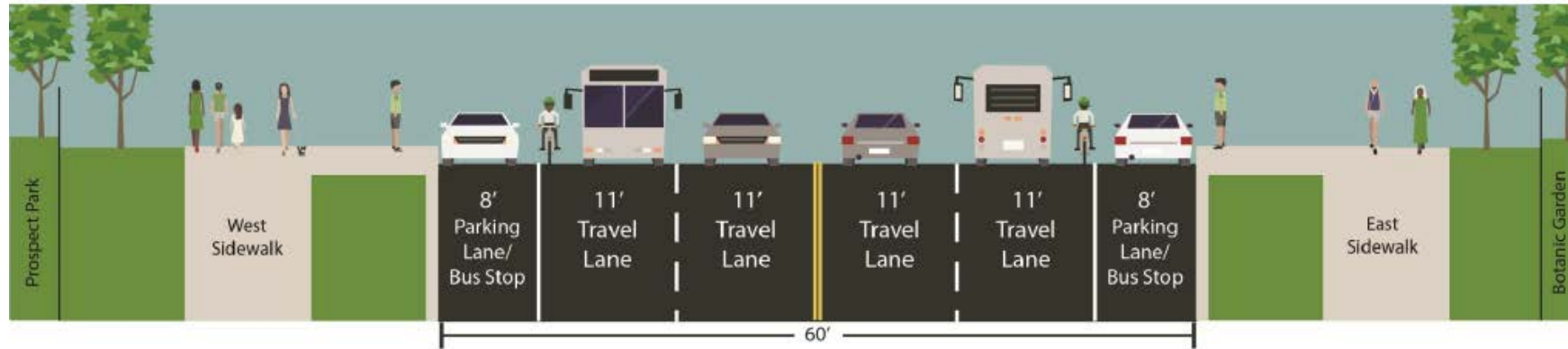


1. Expanded pedestrian space fully separated from roadway
2. Broken tiles replaced with standard material
3. New tree beds
4. Wider cut through in median island
5. Bike connection from Ocean Ave into park

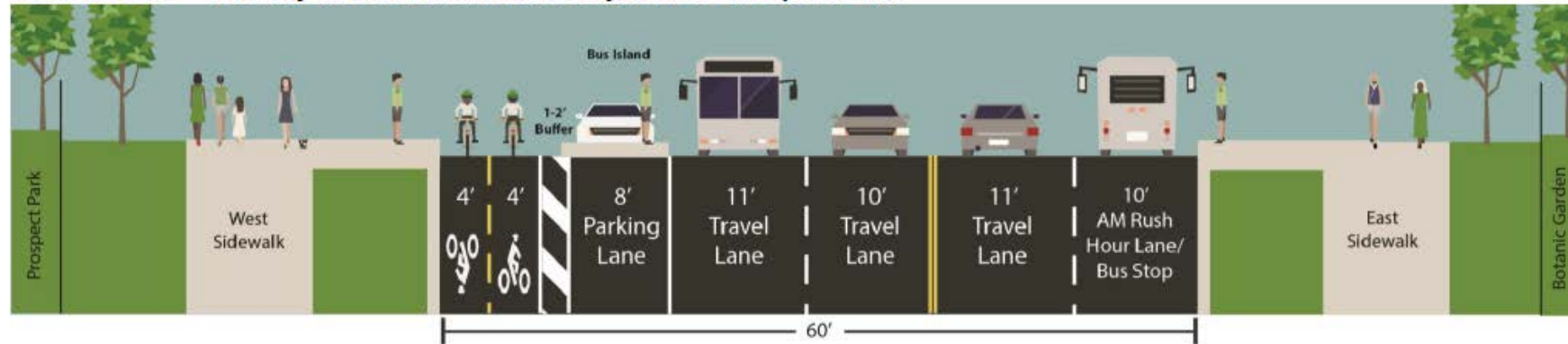
7

PROPOSED DESIGN – TYPICAL

EXISTING



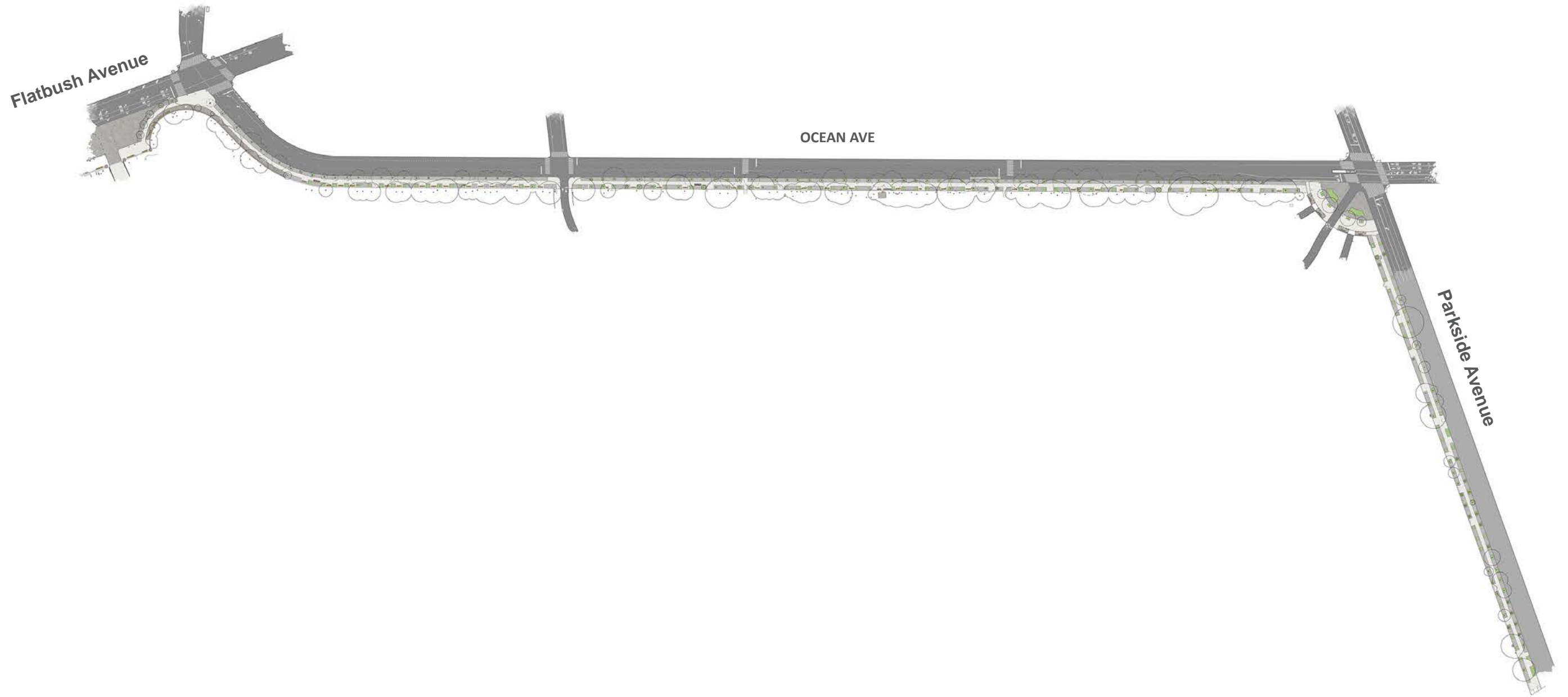
PROPOSED – Two way Protected Bike Lane adjacent to Prospect Park



- Incorporates bus improvements including boarding islands (two southbound stops)
- Provides direct bike connection to Grand Army Plaza, separate from vehicles and pedestrians
- Peak period travel lane on east curb maintains capacity when needed
- Design is compatible with Parks' sidewalk and entrance capital work

11

NOTE:
For reference only.
Not in project
scope.



NYC Parks

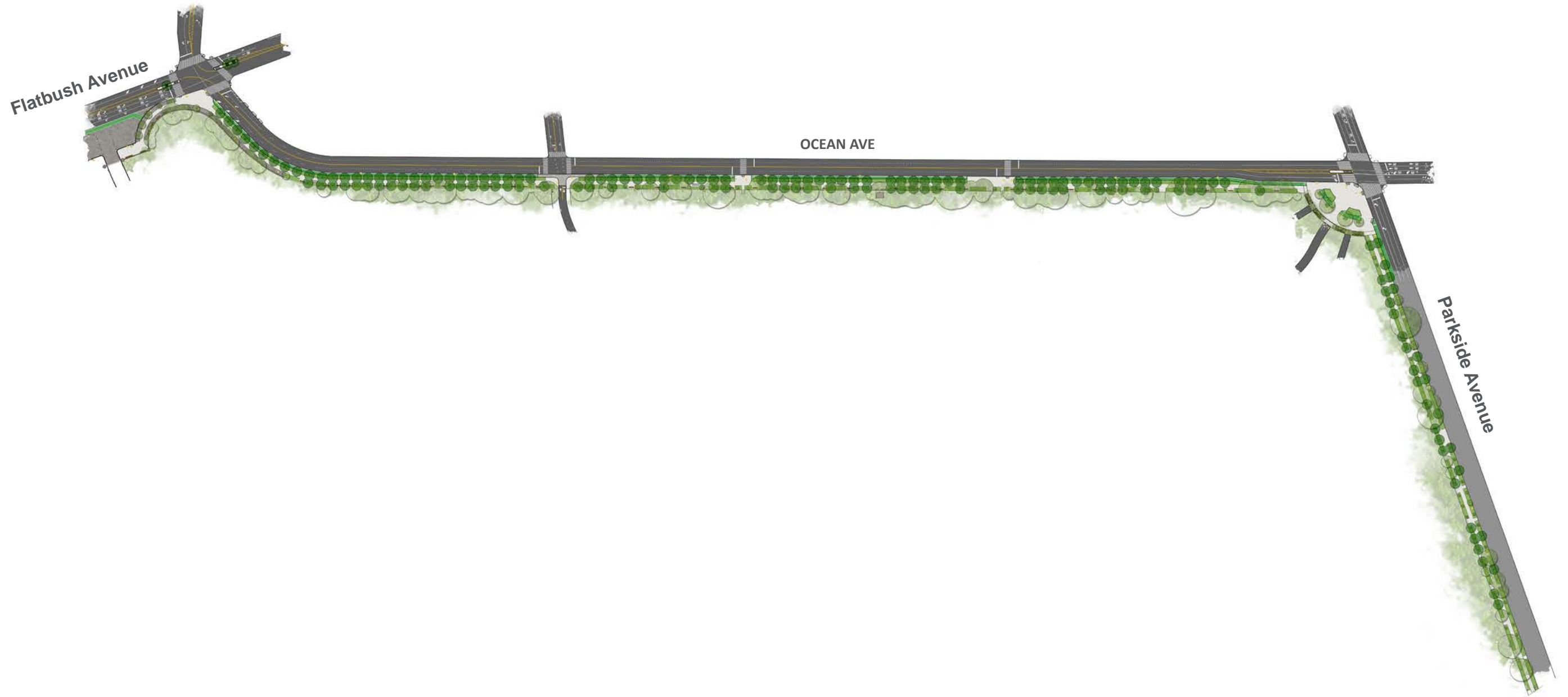


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Parkside Ave & Ocean Ave Sidewalks | Existing Plan

NOT TO SCALE





NYC Parks

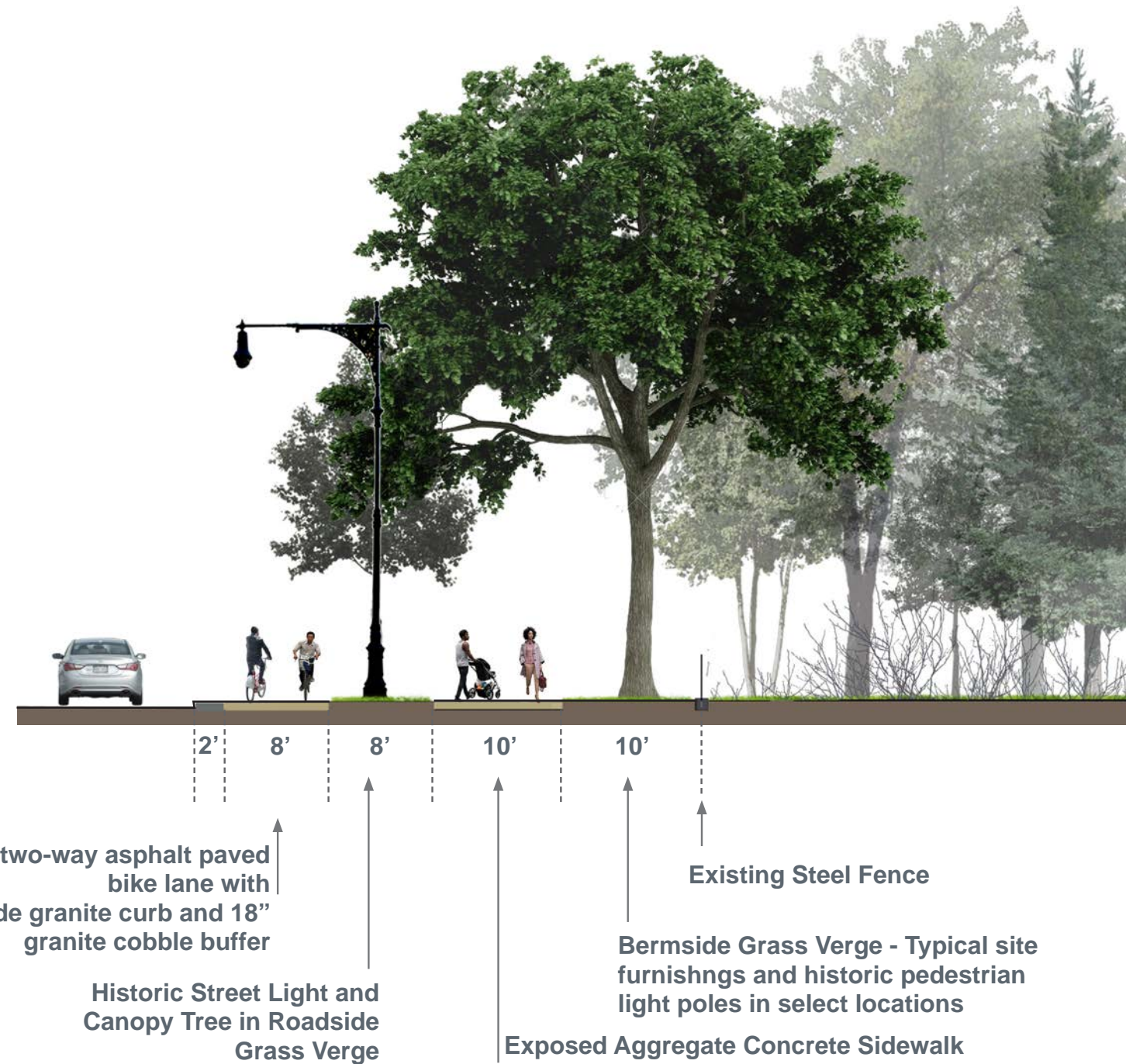
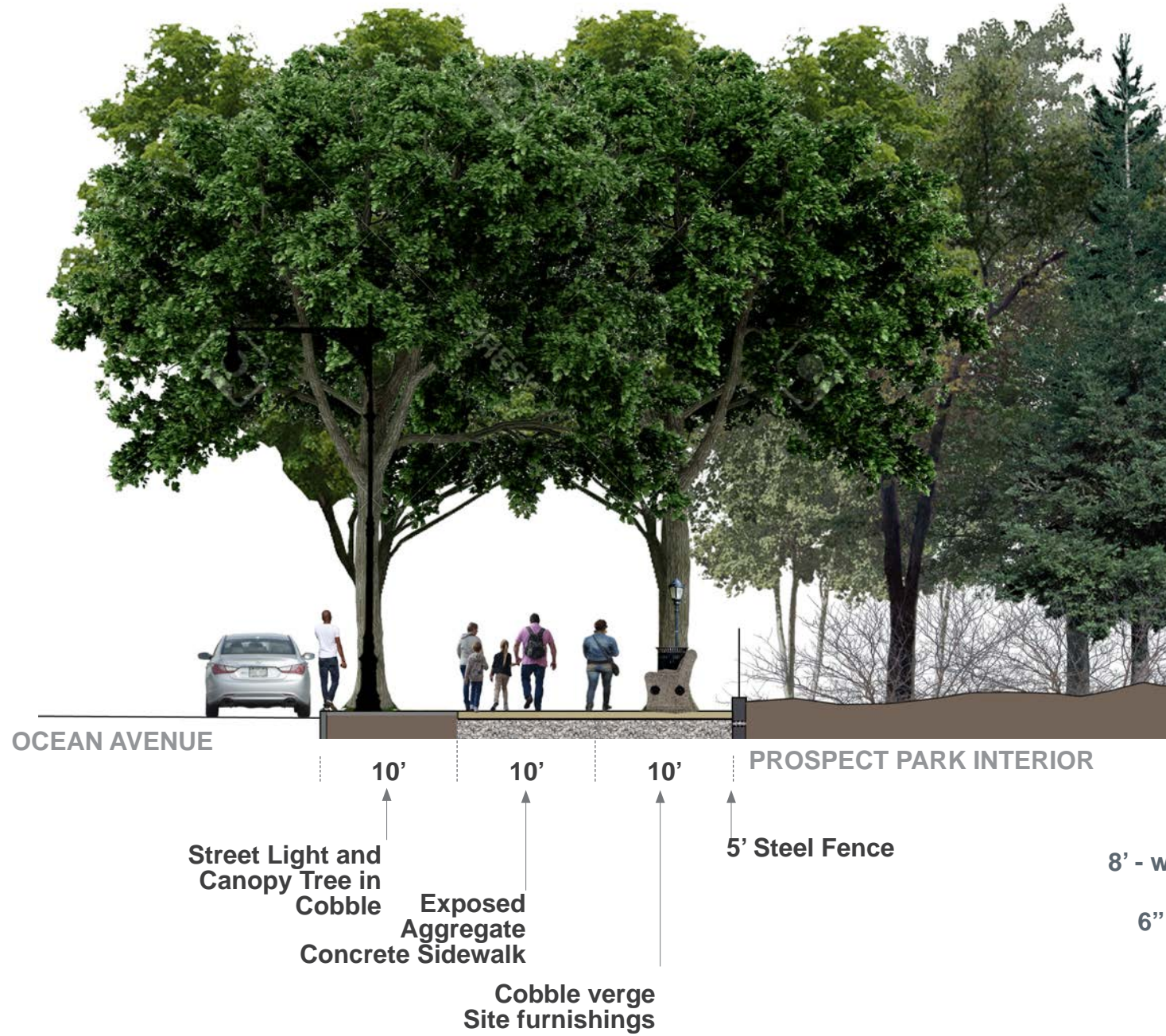


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Parkside Ave & Ocean Ave Sidewalks | Proposed Plan

NOT TO SCALE





Parkside Ave & Ocean Ave Sidewalks | Typical Existing / Proposed Conditions Section



8' - wide two-way asphalt paved bike lane with 2' - wide concrete curb on street and granite curb at verge

Historic Street Light and Canopy Tree in Roadside Grass Verge

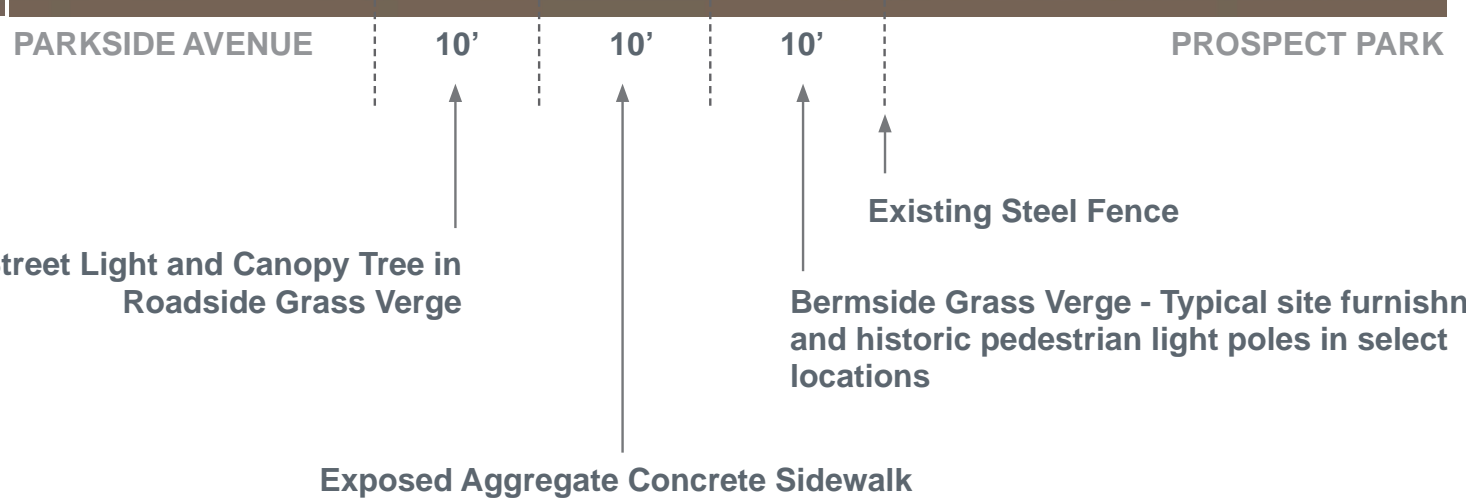
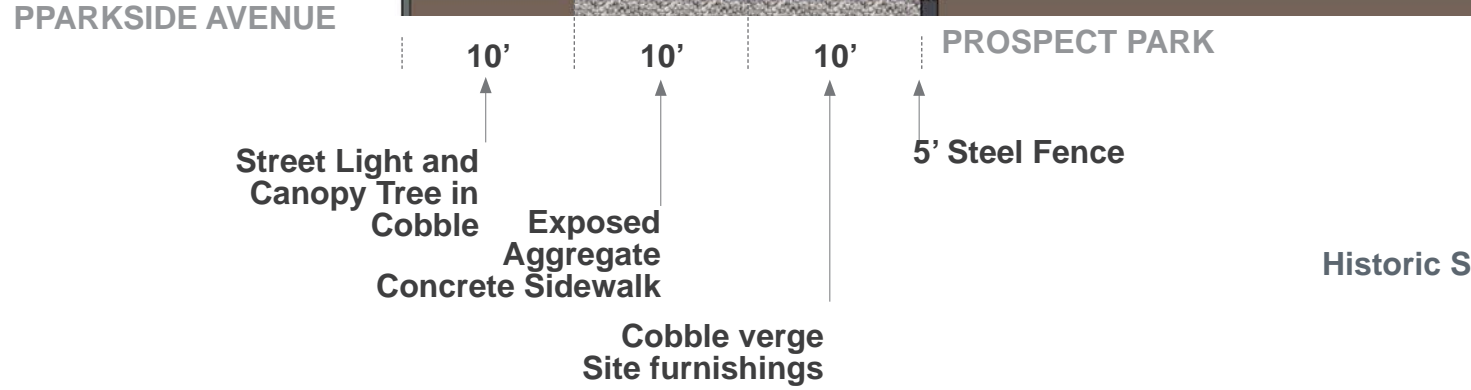
Exposed Aggregate Concrete Sidewalk

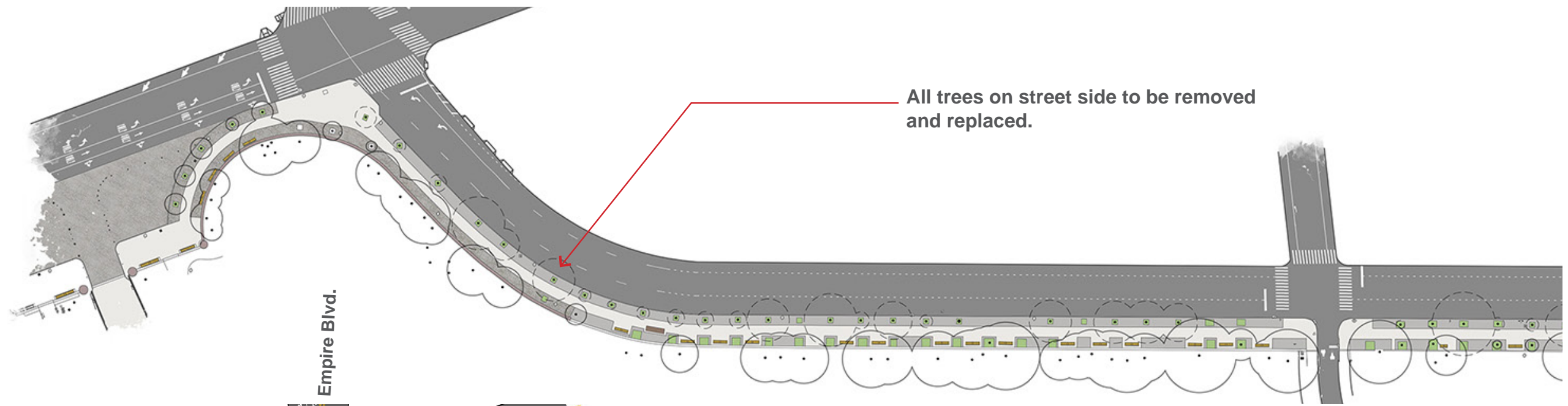
Berm side Grass Verge - Typical site furnishings and historic pedestrian light poles in select locations

Existing Steel Fence

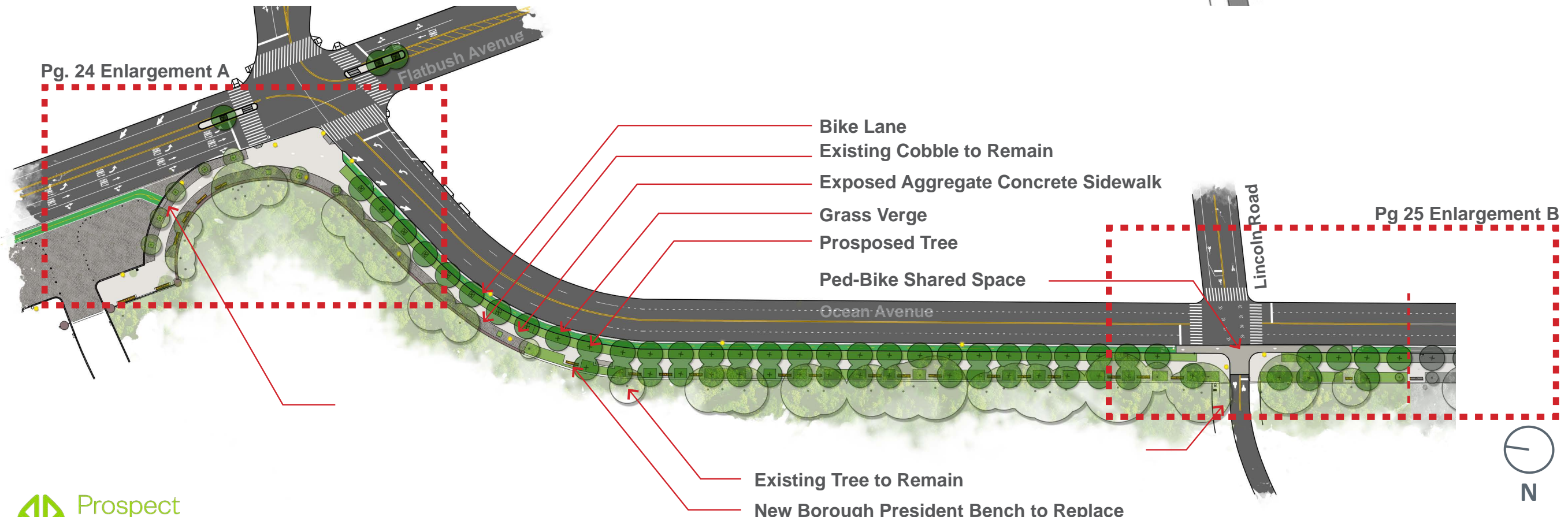


Parkside Ave & Ocean Ave Sidewalks | Typical Proposed Section (Ocean Ave)



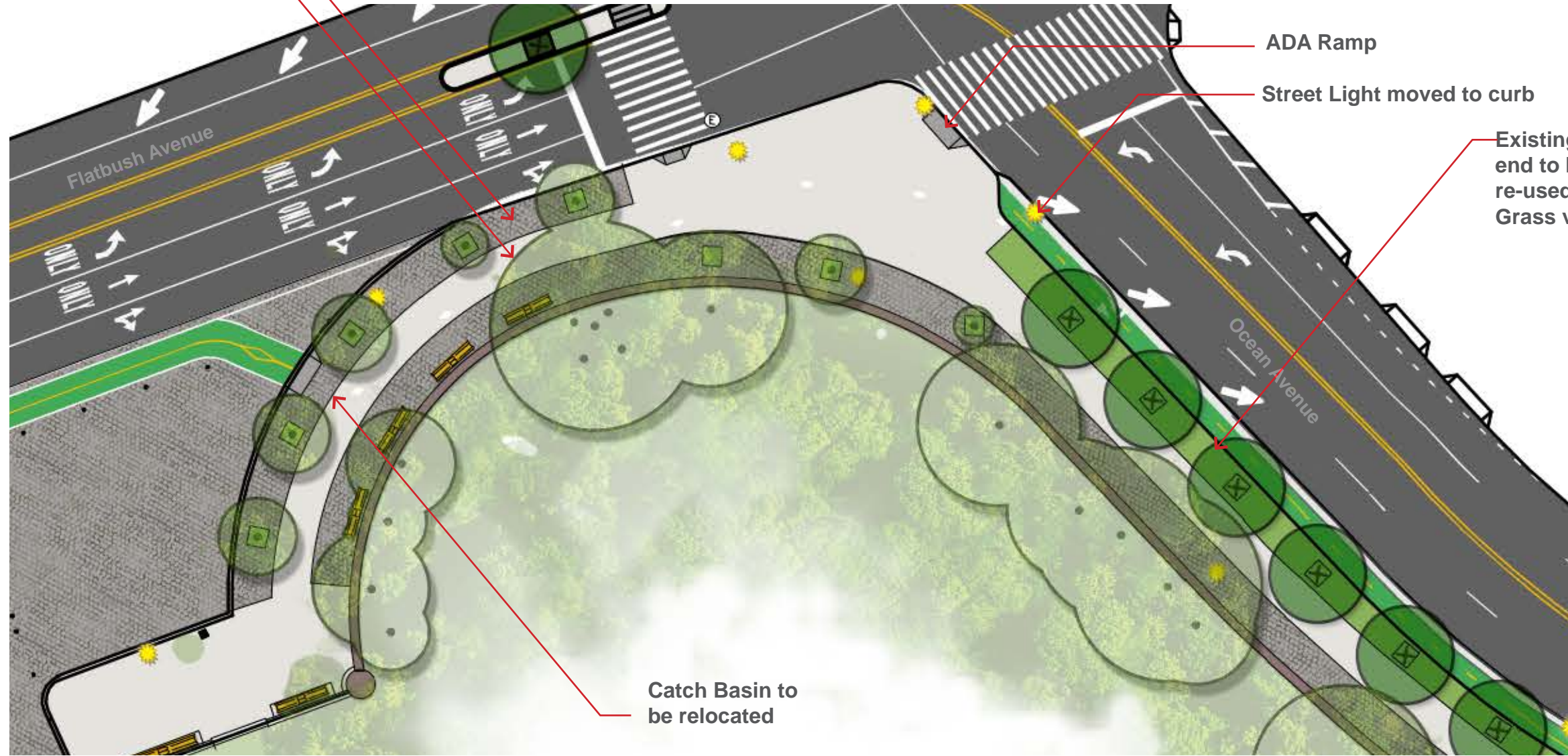


Existing Plan



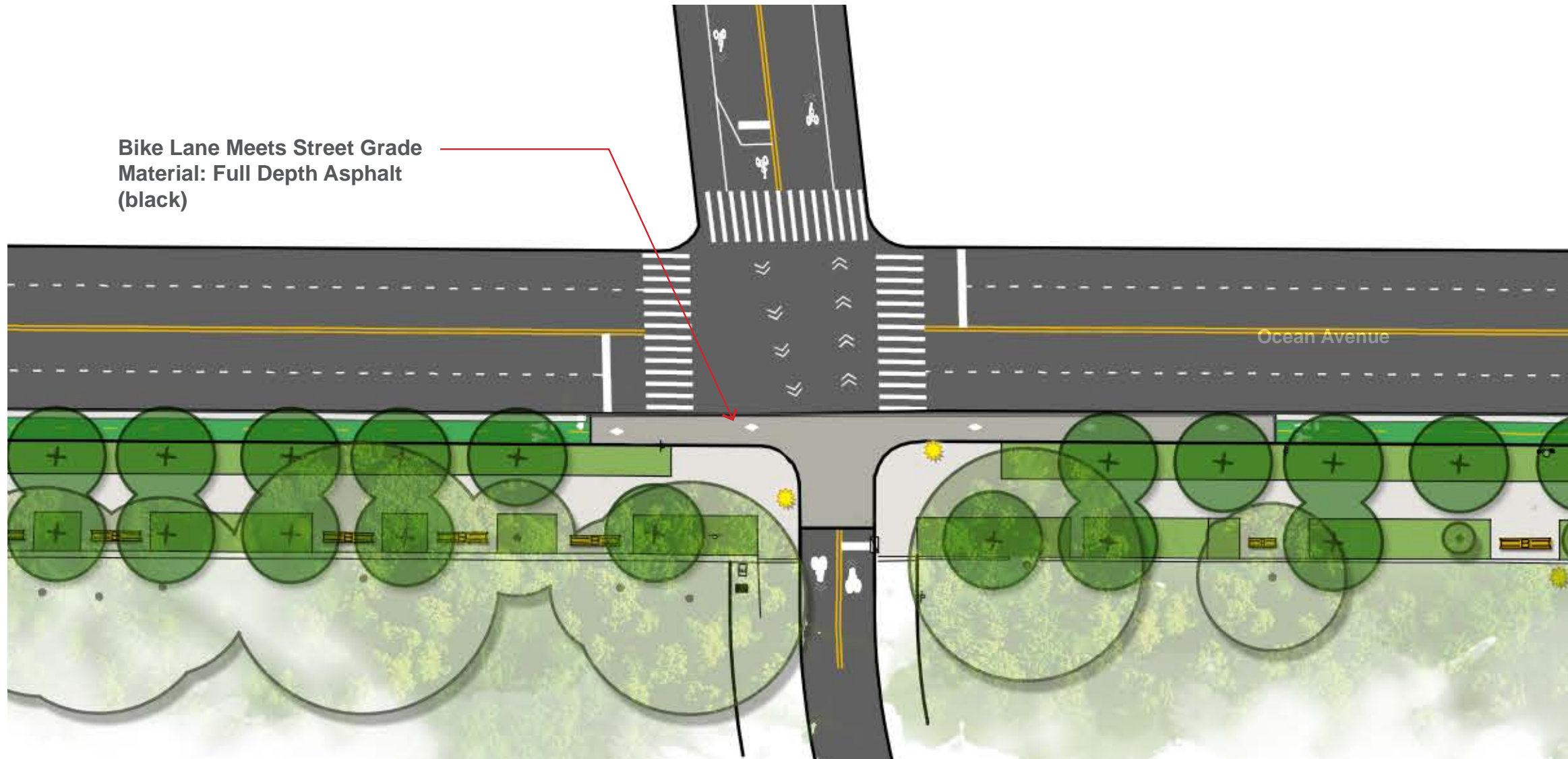
Parkside Ave & Ocean Ave Sidewalks | Schematic Design

Existing Cobble to Remain
Exposed Aggregate Concrete Sidewalk

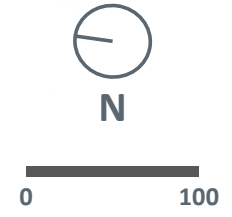
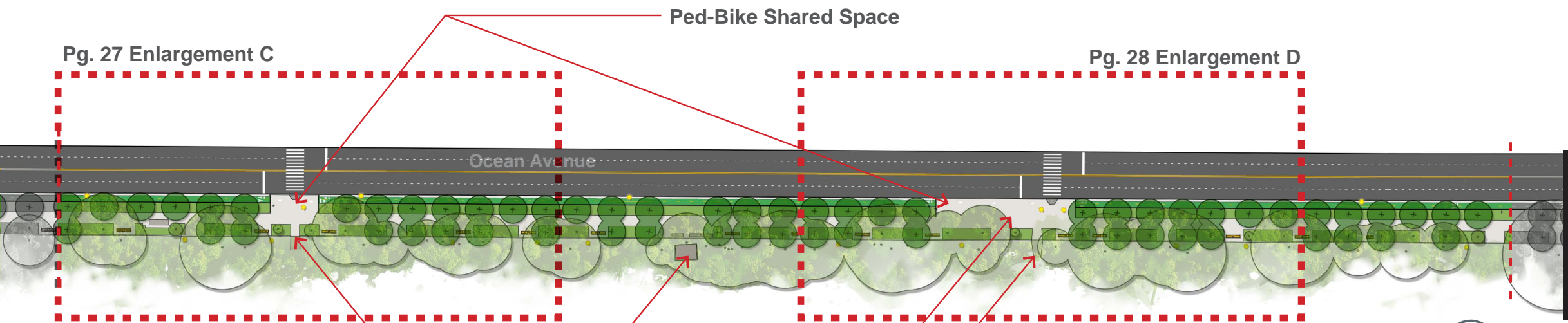
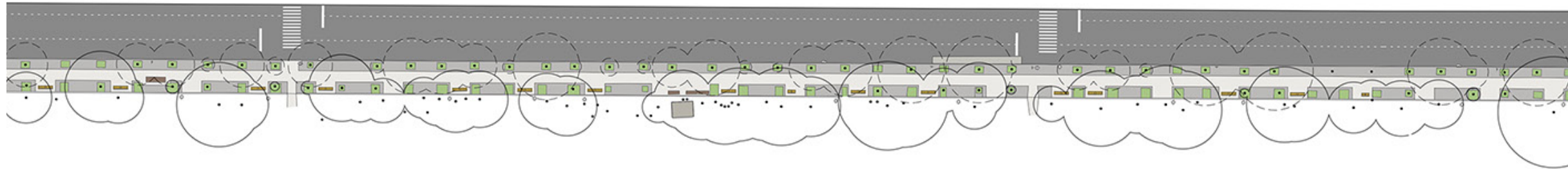


Parkside Ave & Ocean Ave Sidewalks | Schematic Design Enlargement A

Bike Lane Meets Street Grade
Material: Full Depth Asphalt
(black)

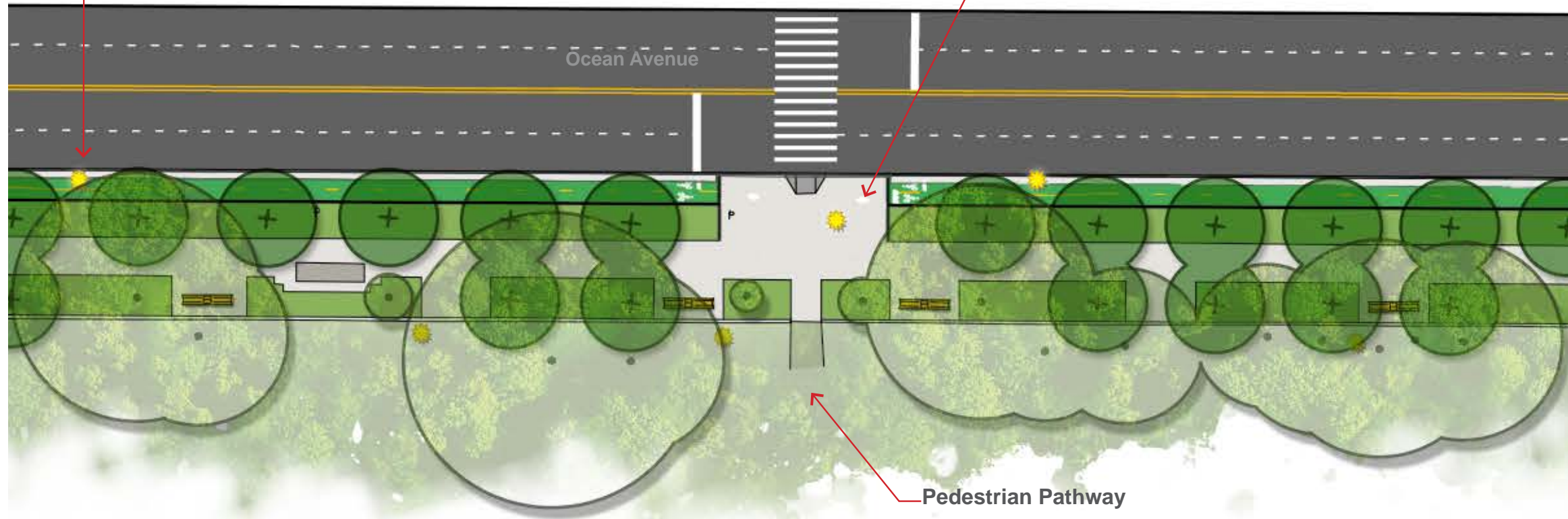


Parkside Ave & Ocean Ave Sidewalks | Schematic Design Enlargement B

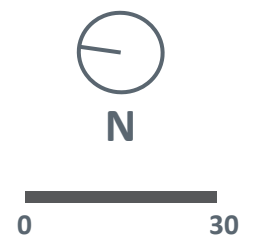


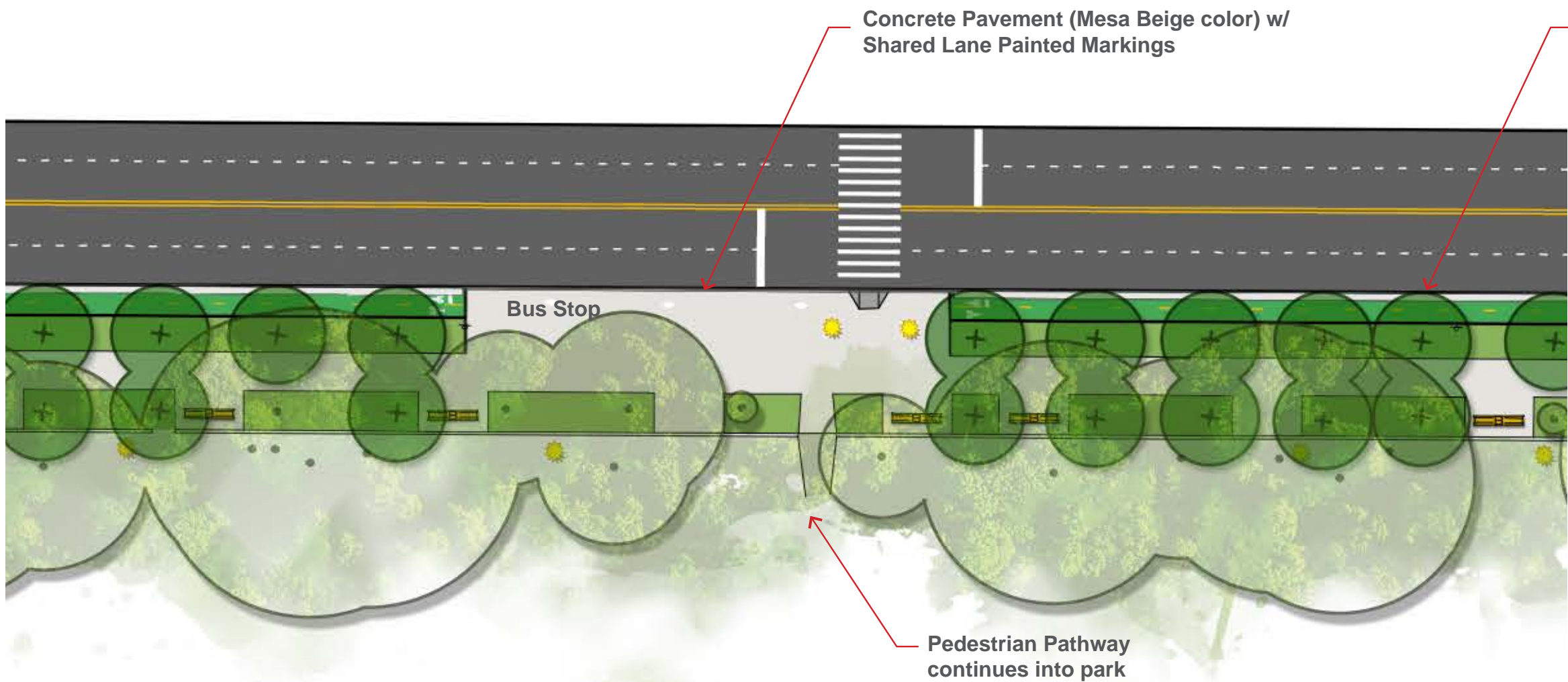
Light Pole moved to curb

Ped-Bike Shared Space



Parkside Ave & Ocean Ave Sidewalks | Schematic Design Enlargement C





Concrete Pavement (Mesa Beige color) w/
Shared Lane Painted Markings

Proposed Trees

Bus Stop

Pedestrian Pathway
continues into park



NYC Parks

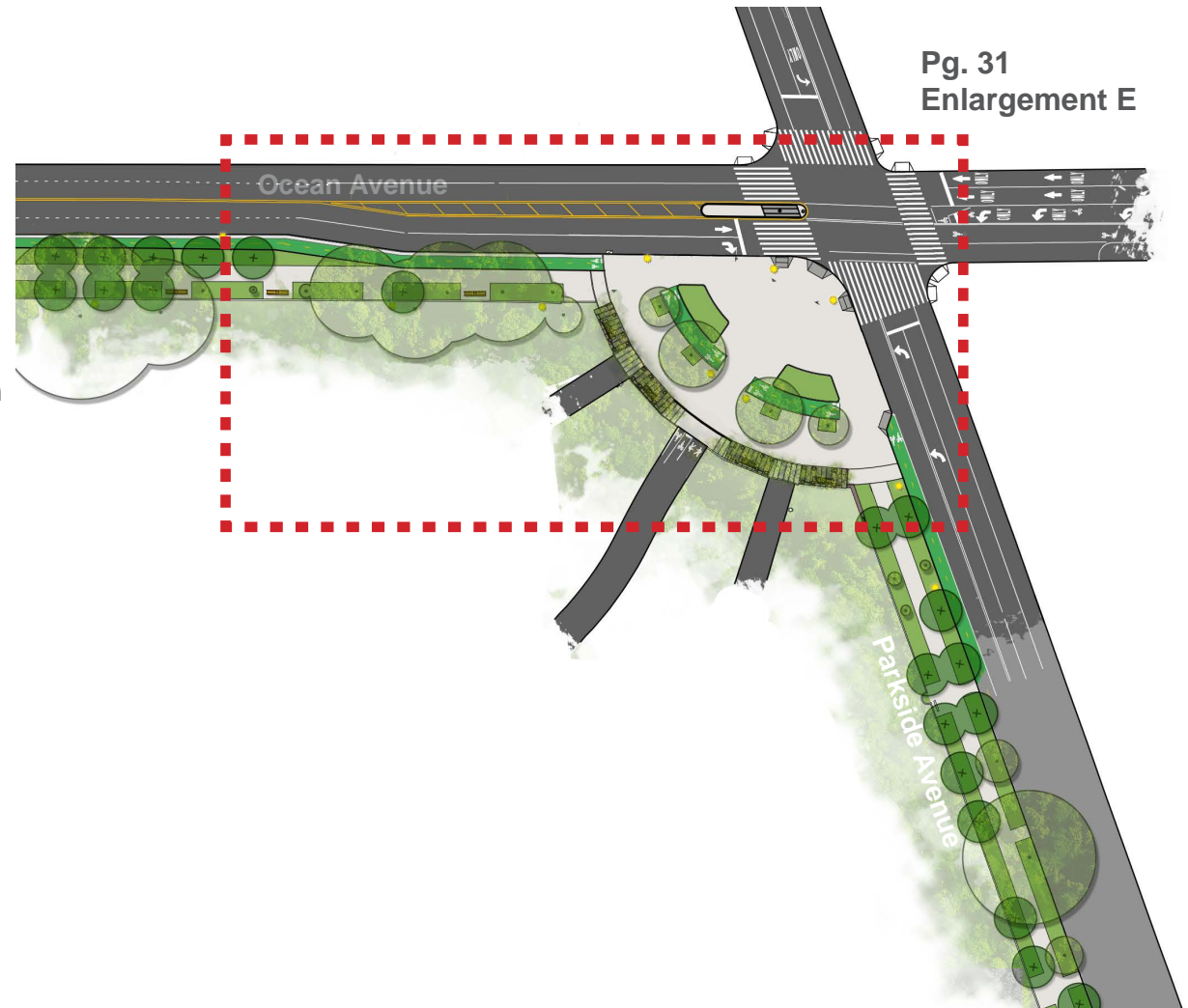
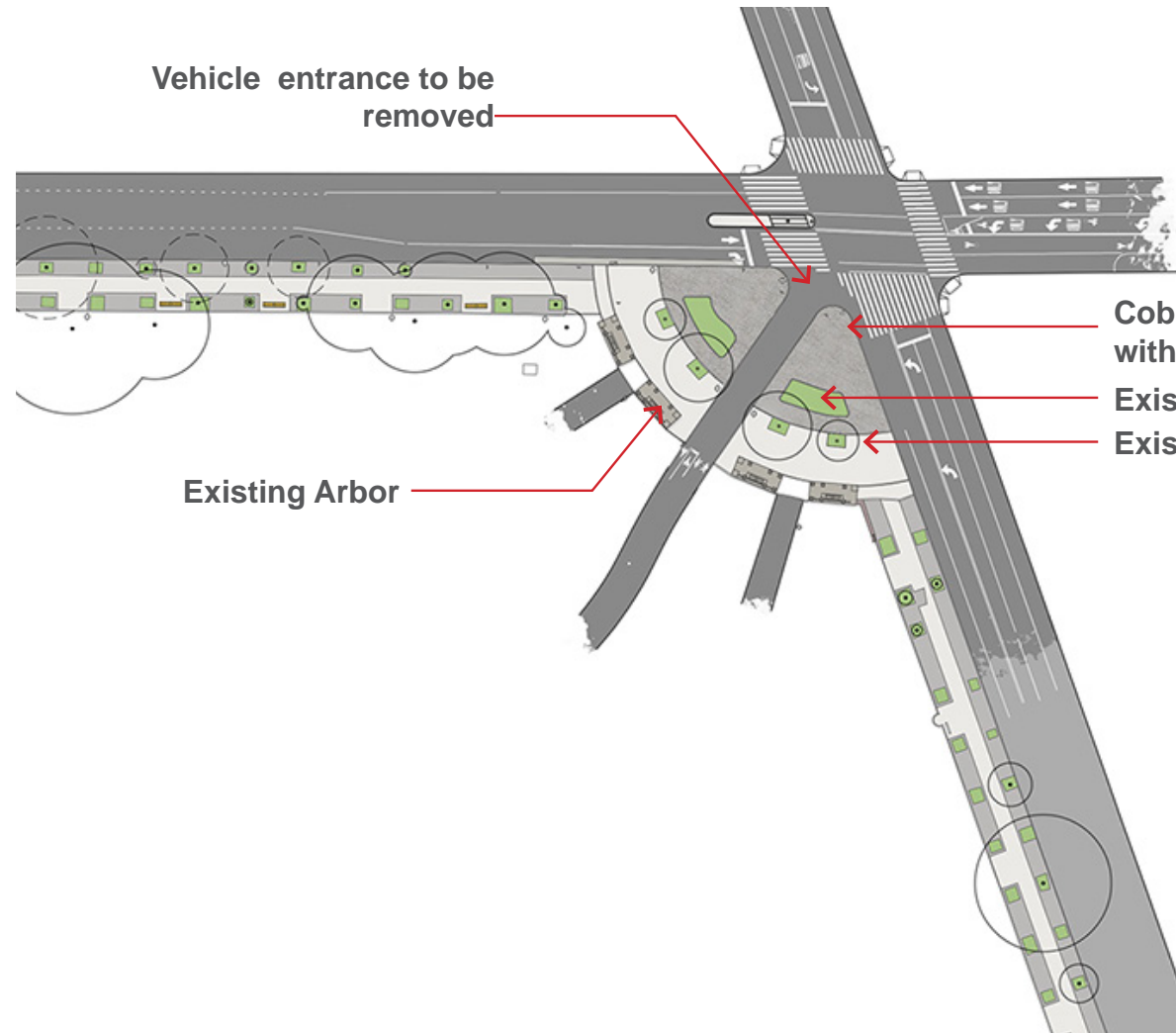


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Parkside Ave & Ocean Ave Sidewalks | Schematic Design Enlargement D



Parkside Ave & Ocean Ave Sidewalks | Ocean Avenue Sidewalk Before/After



Vehicle entrance to be removed

Pg. 31
Enlargement E

Cobble to be replaced with concrete pavement

Existing Planters to remain

Existing Trees to remain

Existing Arbor

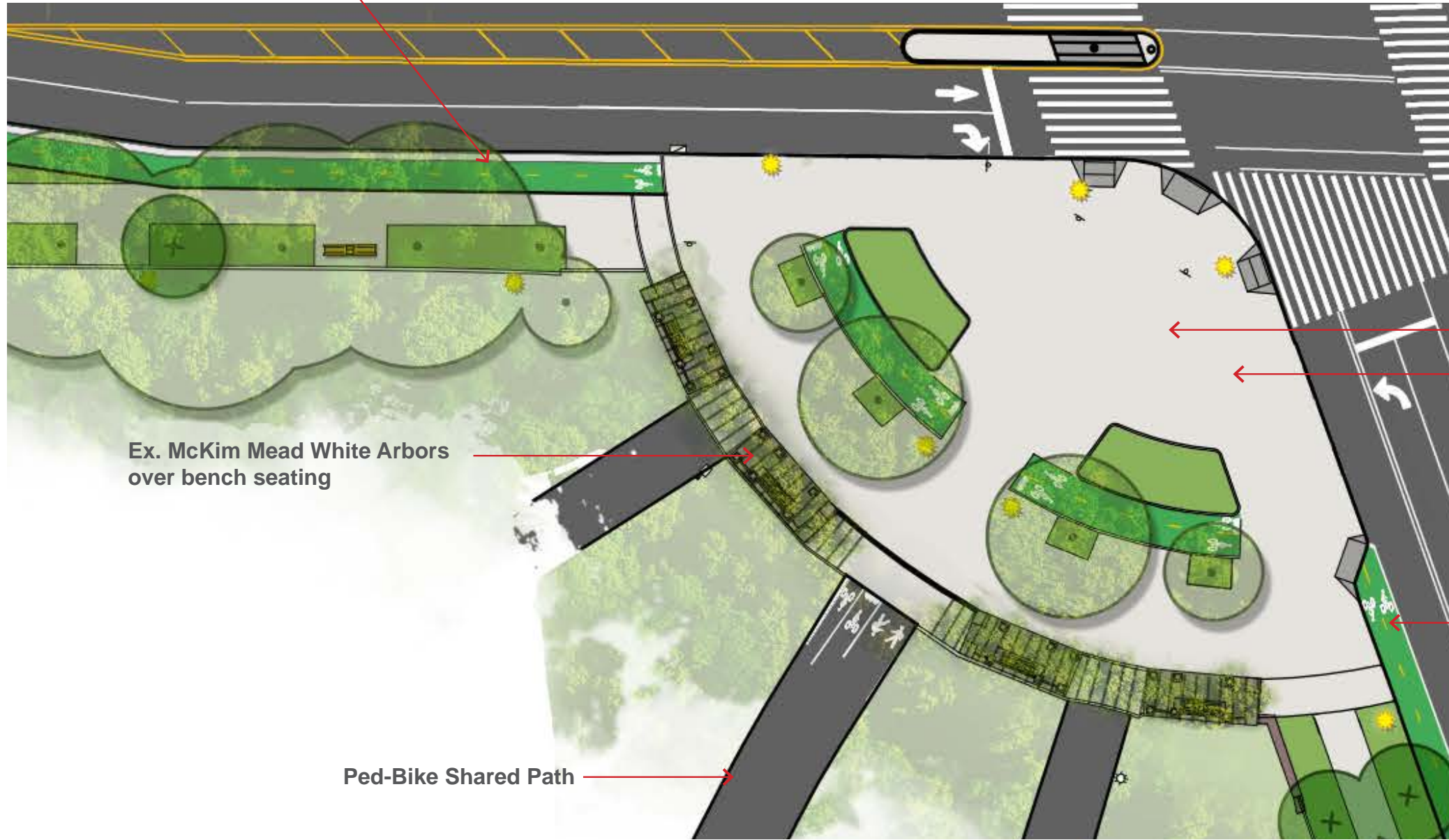
Ocean Avenue

Parkside Avenue

Existing Plan

Proposed Plan

Bike Path at Sidewalk Elevation



Shirley Chislm Monument Location

Cobble to be replaced with concrete pavement Color: 'Mesa Beige'

Ex. McKim Mead White Arbors over bench seating

Bike Path at Street Elevation (future work by DOT - not part of this project)

Ped-Bike Shared Path



0 100



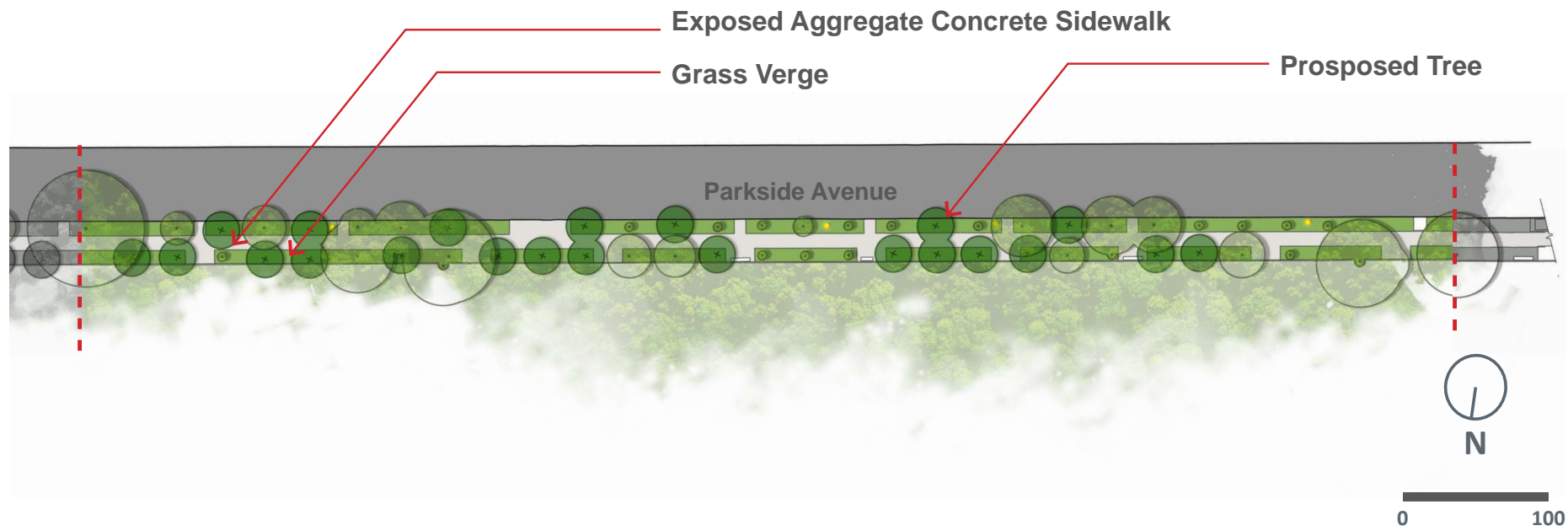
Parkside Ave & Ocean Ave Sidewalks | Schematic Design Enlargement E



--- FUTURE BIKE LANE IN ROADWAY (NOT PART OF THIS PROJECT)



Parkside Ave & Ocean Ave Sidewalks | Parkside/Ocean Avenue Entrance Existing/Proposed



Parkside Ave & Ocean Ave Sidewalks | Schematic Design



Parkside Ave & Ocean Ave Sidewalks | Parkside Avenue Sidewalk Existing/Proposed



Type B-9 Historic Park



Type M Historic Street Light



Prospect Park Sign Pole



Borough President Bench



Decorative Waste Receptacle



Parkside Ave & Ocean Ave Sidewalks | Furnishings



**Exposed Aggregate
Concrete Pavement**



**Asphalt with color seal paint
above: Prospect Park West bikelane**



**Granite Curb with Cobble
left: Eastern Parkway, right: Ocean Parkway**



Bicycling Facility Stamp
for Use in Pedestrian Areas



Parkside Ave & Ocean Ave Sidewalks | Typical Bike Lane Signage

Notes:

1874 - Original Design

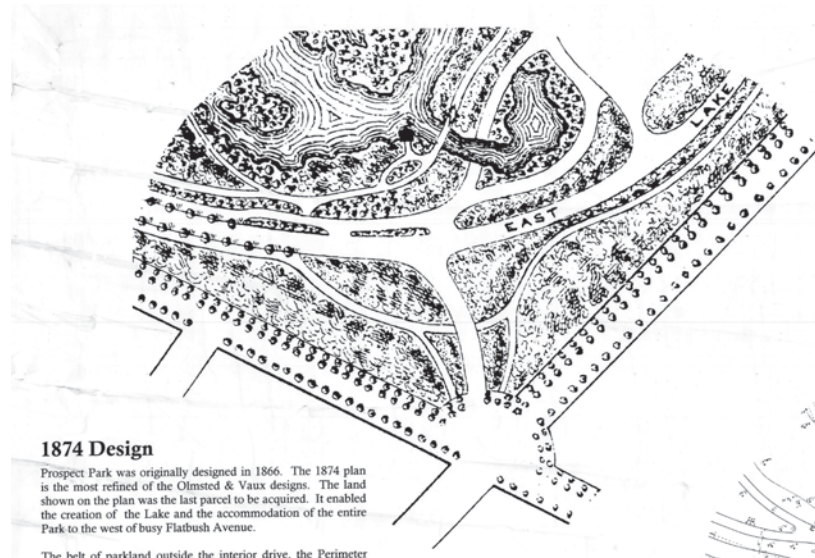
1904 - Pergola is added

1935 - Side paths are wider

1983 - Incoming/Outgoing traffic routes inside park are emphasized. New paving (yellow brick and granite setts) are installed in plaza.

1998 - Entrance to drive is incoming only, paving around pergola is changed to decorative concrete.

2012 - Entrance to park closed to vehicular traffic.

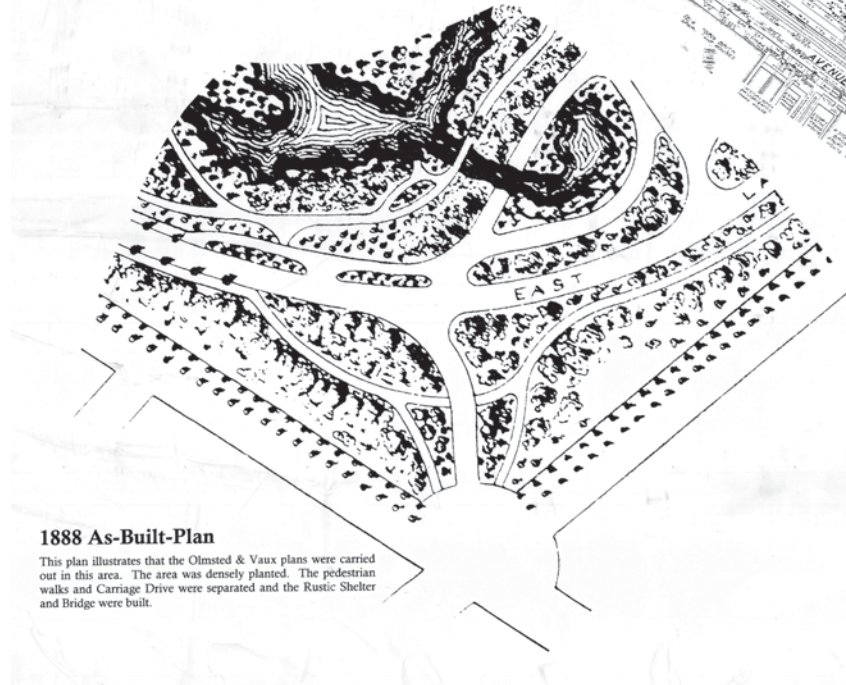


1874 Design

Prospect Park was originally designed in 1866. The 1874 plan is the most refined of the Olmsted & Vaux designs. The land shown on the plan was the last parcel to be acquired. It enabled the creation of the Lake and the accommodation of the entire Park to the west of busy Flatbush Avenue.

The belt of parkland outside the interior drive, the Perimeter Lands, was conceived by Olmsted & Vaux to be an aesthetic transition from the city to the pastoral Park interior. They were also meant to screen out the sites and sounds of the urban environment from the Park users.

The entrance was simple with no architectural features. The only architectural elements envisioned were a rustic shelter and rustic bridge. Pedestrians and Carriages were separated for safety.



1888 As-Built-Plan

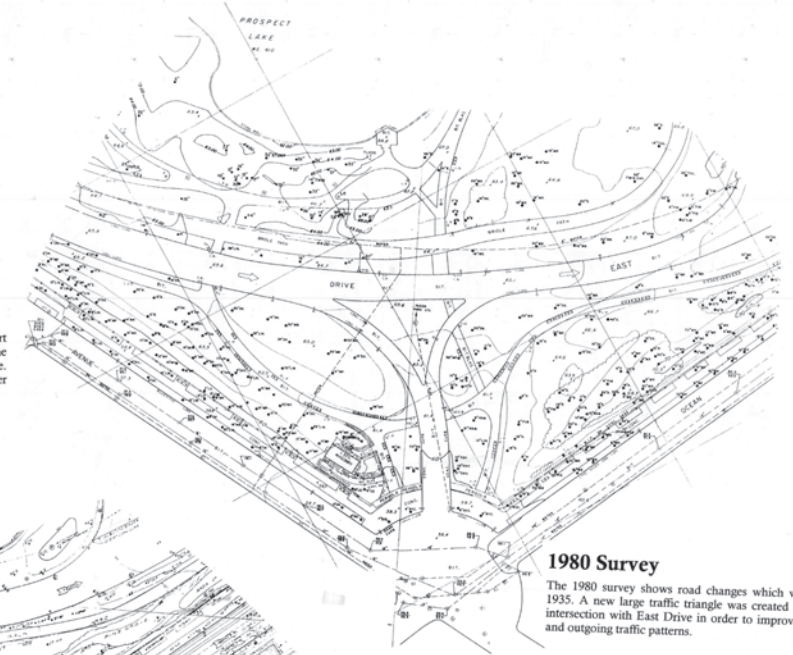
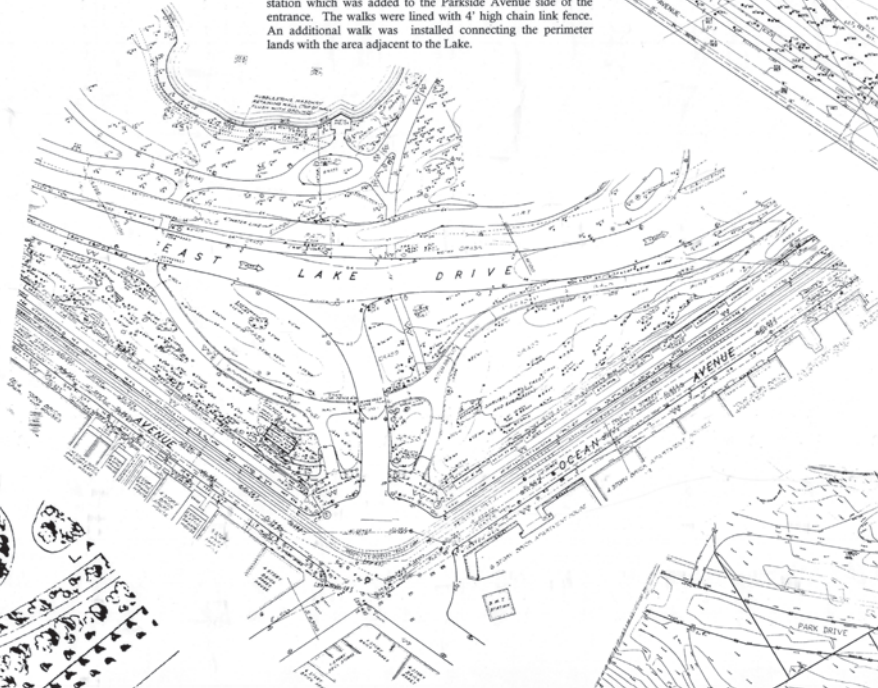
This plan illustrates that the Olmsted & Vaux plans were carried out in this area. The area was densely planted. The pedestrian walks and Carriage Drive were separated and the Rustic Shelter and Bridge were built.

1903-1904

In 1903 a Pergola, designed by the firm of McKim, Mead, & White, was added to the entrance. This was to be one of their last works in Prospect Park. The structure was completed in 1904 and was constructed of granite columns and seats, roofed over with Cypress wood, covered with Wisteria vines.

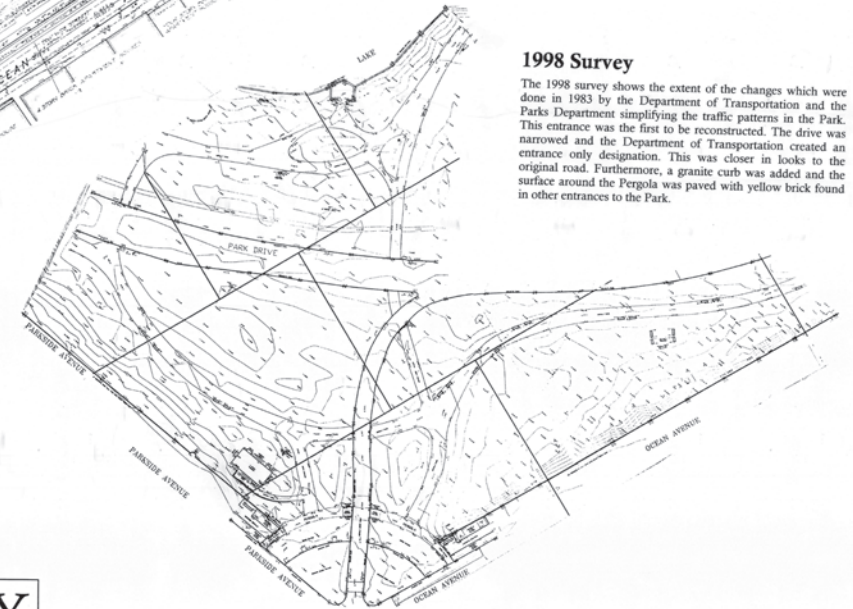
1935 Survey

In 1930 the Architect J. Sarsfield Kennedy designed a comfort station which was added to the Parkside Avenue side of the entrance. The walks were lined with 4' high chain link fence. An additional walk was installed connecting the perimeter lands with the area adjacent to the Lake.



1980 Survey

The 1980 survey shows road changes which were done after 1935. A new large traffic triangle was created at the entrance intersection with East Drive in order to improve the incoming and outgoing traffic patterns.



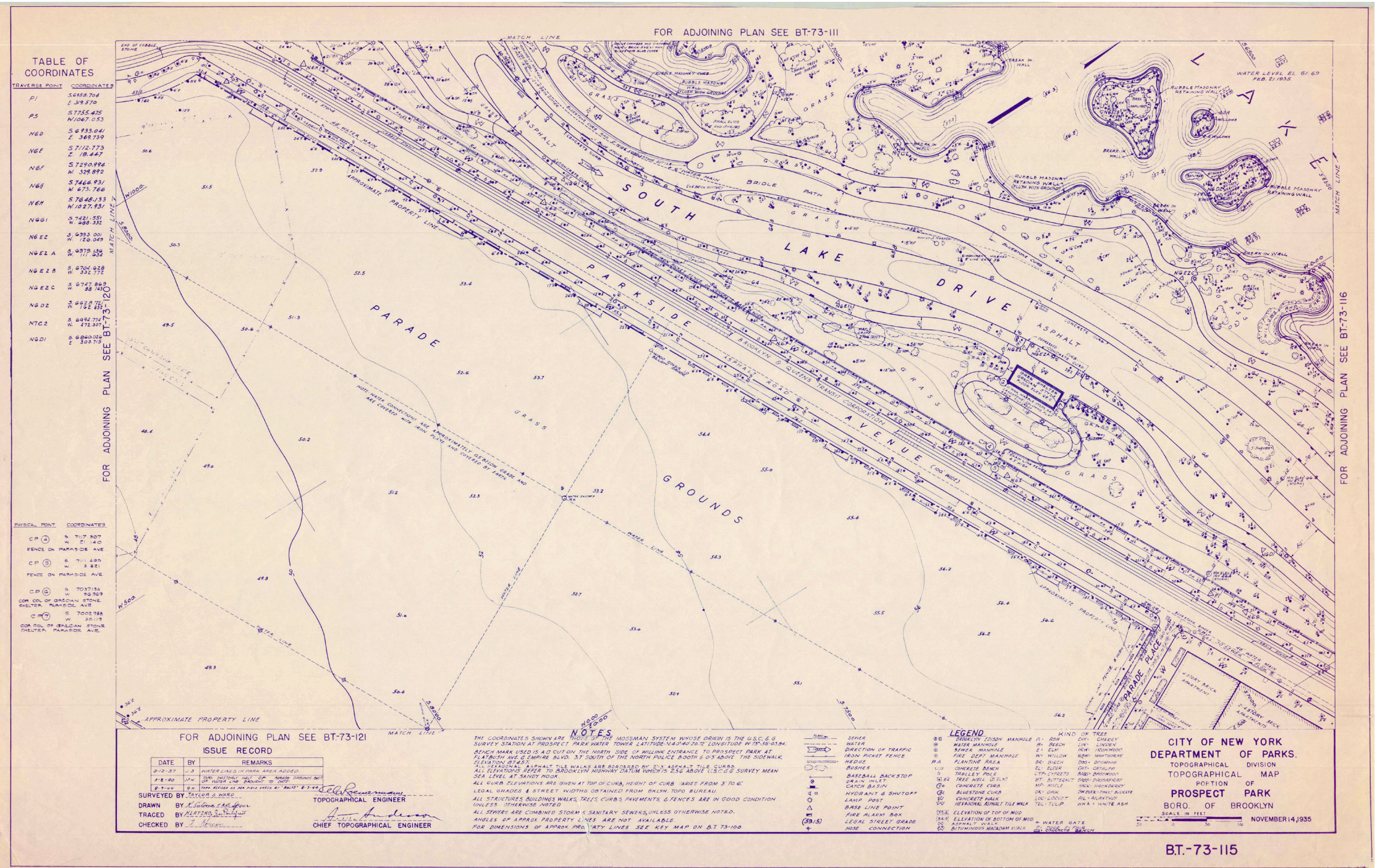
1998 Survey

The 1998 survey shows the extent of the changes which were done in 1983 by the Department of Transportation and the Parks Department simplifying the traffic patterns in the Park. This entrance was the first to be reconstructed. The drive was narrowed and the Department of Transportation created an entrance only designation. This was closer in looks to the original road. Furthermore, a granite curb was added and the surface around the Pergola was paved with yellow brick found in other entrances to the Park.

SITE HISTORY

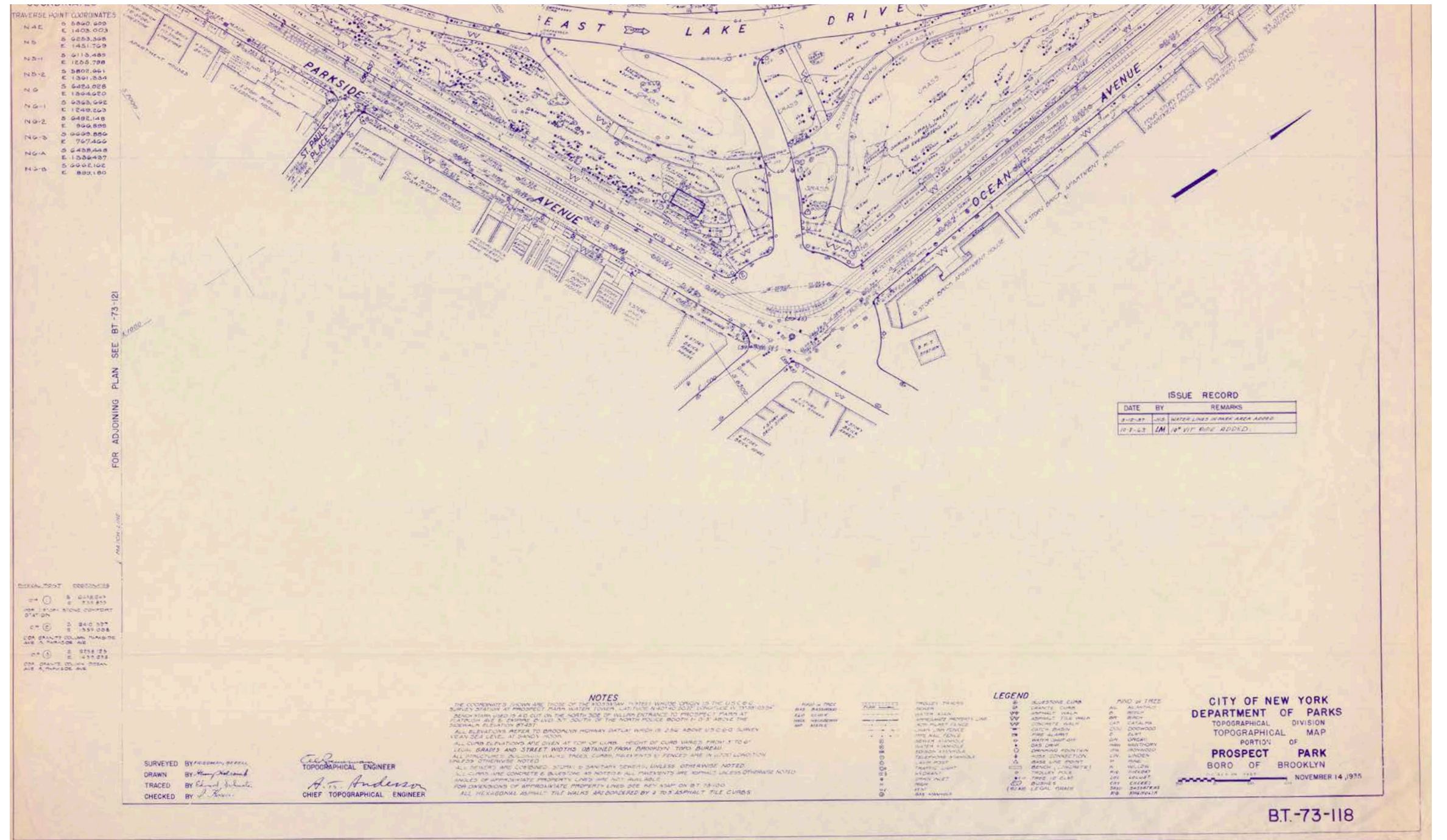


Note:
All trees on this sidewalk are Elms



Parkside Ave & Ocean Ave Sidewalks | 1935 Survey - Parkside Ave.

Note:
Parkside Ave Elms
+ Ocean Ave Maples



Parkside Ave & Ocean Ave Sidewalks | 1935 Survey - Park Entrance

Note:
All trees on this
sidewalk are Maples

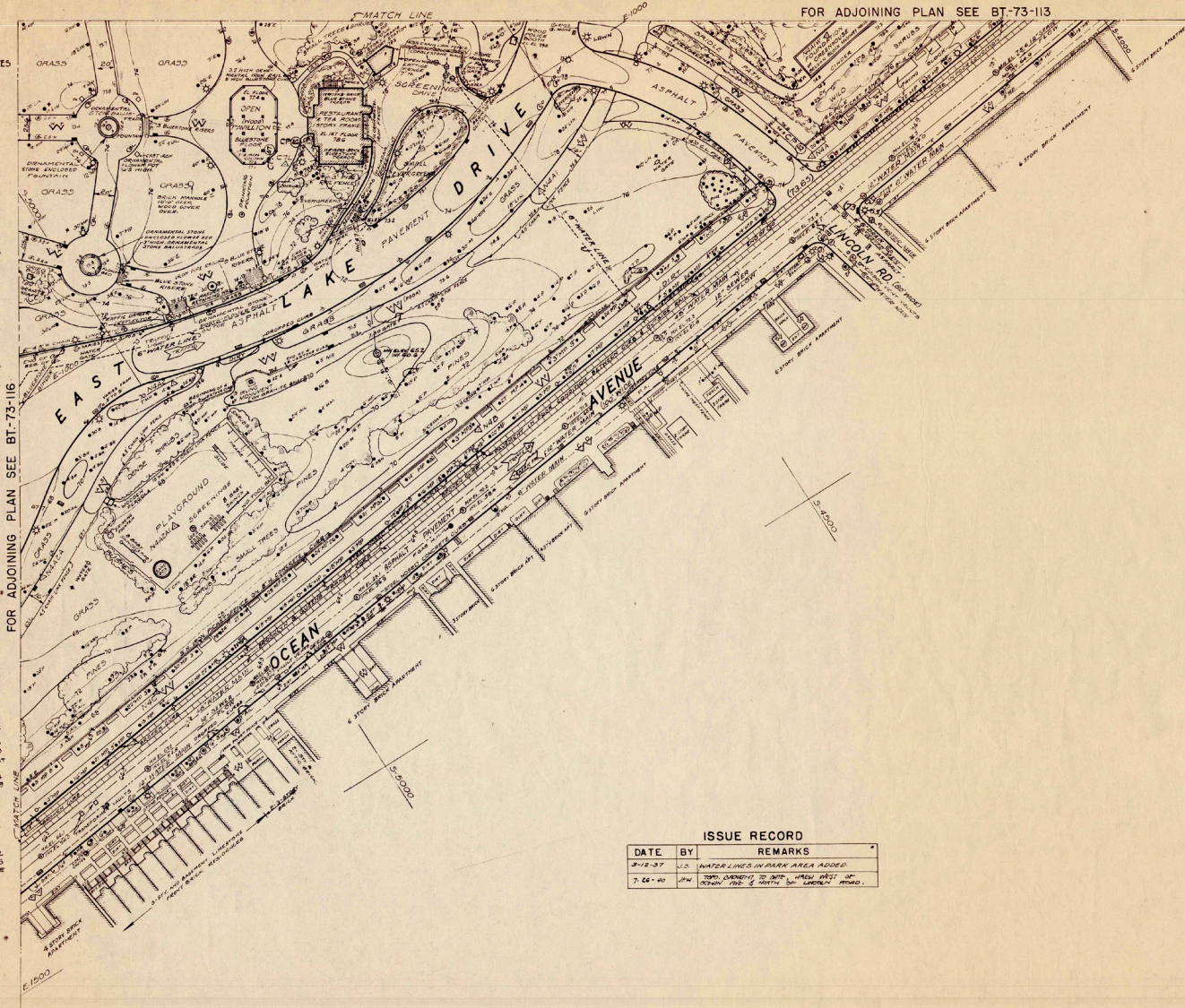
TABLE OF COORDINATES

TRAVERSE POINT COORDINATES

C7L	S 54761.731	E 939.313
N4A	S 54314.146	E 1210.991
N4A1	S 54562.177	E 1069.439
N4A2	S 54971.677	E 1063.173
N4A2A	S 55156.437	E 1157.047
N4A2A1	S 55049.995	E 1124.868
N4B	S 54741.311	E 1264.029
N4C	S 55153.644	E 1315.225
N4A1W	S 54237.978	E 1120.154

PHYSICAL POINT COORDINATES

CP (A)	S 4319.879	E 128.599
TOP OF IRON FENCE MARK AT OCEAN AVE ENTRANCE.		
CP (B)	S 4329.874	E 1207.039
TOP OF IRON FENCE POST AT OCEAN AVE ENTRANCE.		
CR (A)	S 4291.158	E 952.215
OUT ON COR. OF 2 STORY FRAME RESTAURANT.		
CP (C)	S 4772.672	E 912.255
IRON COL. OF OPEN FRAME SHELTER.		



FOR ADJOINING PLAN SEE BT-73-113

FOR ADJOINING PLAN SEE BT-73-116

ISSUE RECORD

DATE	BY	REMARKS
3-12-37	J.S.	WATER LINES IN PARK AREA ADDED.
7-24-40	J.H.	ADJUSTMENTS TO IRON FENCE AT OCEAN AVE & NORTH SIDE OF OCEAN RD.

NOTES

THE COORDINATES SHOWN ARE THOSE OF THE MERRIAM SYSTEM (WHOSE ORIGIN IS THE U.S.C. & G. SURVEY STATION AT PROSPECT PARK WATER TOWER LATITUDE 40°42'20" LONGITUDE 73°58'03" 84' 8000 MIRA USED BASE CUT ON THE NORTH SIDE OF WILMAN ENTRANCE TO PROSPECT PARK AT PLATON AV. E. CORNER BLDG. 57 SOUTH OF THE NORTH POLICE BLDG. 603 ABOVE THE SIDEWALK ELEVATION STREET ALL ELEVATIONS REFER TO BROOKLYN HIGHWAY DATUM WHICH IS 2.56' ABOVE U.S.C. & G. SURVEY MEAN SEA LEVEL AT SANDY HOOK

ALL CURB ELEVATIONS ARE GIVEN AT TOP OF CURB. HEIGHT OF CURB VARIES FROM 3" TO 6" UNLESS OTHERWISE NOTED

LEGAL GRACES & STREET WIDTHS OBTAINED FROM BROOKLYN TOPO BUREAU

ALL STRUCTURES, BUILDINGS, WALKS, TREES, CURBS, PAVEMENTS & FENCES IN GOOD CONDITION UNLESS OTHERWISE NOTED

ALL SEWERS ARE COMBINED STORM & SANITARY

ANGLES OF PROPERTY LINES ARE NOT AVAILABLE

FOR DIMENSIONS OF APPROXIMATE PROPERTY LINES SEE KEY MAP ON BT-73-110

SURVEYED BY WARD, BEDELL & PARTZ
DRAWN BY Henry Y. Casner
TRACED BY Edward J. Schuler & J. J. DeGruyl
CHECKED BY J. H. H. H.

Ed. DeGruyl
TOPOGRAPHICAL ENGINEER

A. T. Anderson
CHIEF TOPOGRAPHICAL ENGINEER

LEGEND

---	TROLLEY TRACKS	⊙	BLUESTONE CURB	⊙	TUPLO
---	SEWER	⊙	CONCRETE CURB	⊙	HCH CHESTNUT
---	WATER MAIN	⊙	ASPHALT WALK	⊙	AIL ALANTHUS
---	APPROXIMATE PROPERTY LINE	⊙	CONCRETE WALK	⊙	B BEECH
---	IRON PICKET FENCE	⊙	GENERAL ASPHALT WALK	⊙	BR BIRCH
---	CHAIN LINK FENCE	⊙	CATCH BASIN	⊙	CAT CATALPA
---	PIPE RAIL FENCE	⊙	WATER GATE	⊙	MAP MAPLE
---	WATER MANHOLE	⊙	GAS DRIVE	⊙	ELW ELM
---	EDISON MANHOLE	⊙	FIRE ALARM & LAMP POST	⊙	HAW HAWTHORN
---	TELEPHONE MANHOLE	⊙	ROSE CONNECTION	⊙	SP SPALICE
---	LAMP POST	⊙	BASE LINE POINT	⊙	LIN LINDEN
---	TRAFFIC LIGHT	⊙	BENCH (CONCRETE)	⊙	P PINE
---	HYDRANT	⊙	TROLLEY POLE	⊙	W WILLOW
---		⊙	TREE (O. ELM)	⊙	OK OAK

WA - WALNUT
A - ASH

CITY OF NEW YORK
DEPARTMENT OF PARKS
TOPOGRAPHICAL DIVISION
MAP
PORTION OF
PROSPECT PARK
BORO. OF BROOKLYN

NOVEMBER 14, 1935

SCALE IN FEET
0 50 100

B.T.-73-117



Parkside Ave & Ocean Ave Sidewalks | 1935 Survey - Ocean Ave.

Note:
Maples continue around
corner

TABLE OF
COORDINATES

TRAVERSE POINT COORDINATES

C7	S	4690.386	E	443.315
C7T1	E	749.790	S	4499.329
C7T2	E	399.262	S	4579.280
C7T3	E	453.275	S	4461.483
C8	E	922.216	S	4222.501
C8A	E	859.993	S	3971.346
C8B	E	871.187	S	3831.043
C8C	E	1002.799	S	3692.038
C8C1	E	999.799	S	3507.625
C8D	E	995.781	S	3062.650
F2	E	916.191	S	3223.701
F2B	E	300.202	S	3223.701
F2C	E	894.146	S	3223.701
G9	E	363.524	S	3223.701
G10	E	520.890	S	3223.701
G11	E	824.641	S	3223.701
N3	E	1048.739	S	3223.701
N4	E	3256.186	S	3223.701
CTT24W	E	1303.837	S	3748.135
CTT24W	E	1148.715	S	4242.743
CTT24W	E	597.285	S	4300.640
CTT28W	E	599.443	S	4289.141
CTT28W	E	508.536	S	4421.360
CTT28W	E	440.991	S	4342.673
G9Ck	E	49.777	S	4189.410
CTT3W	E	606.869	S	4047.751
C8A1	E	742.462	S	4029.754
C8B1	E	805.082	S	3495.086
C8C1	E	899.782	S	3521.480
C8D1	E	1105.784	S	3879.080
C9D2	E	3574.941	S	1231.471
G9A1	E	3879.080	S	106.063
G9A	E	3913.968	S	3303.309
G9A1	E	3804.259	S	409.213
G9B	E	412.833	S	119.957
G9C	E	412.433	S	311.247

PHYSICAL POINTS COORDINATES

CP(1)	S	3176.222	E	1110.887
CP(2)	S	3222.053	E	1133.793
CP(3)	S	4576.406	E	599.354
CP(4)	S	4526.923	E	587.213
CP(5)	S	4578.833	E	587.213
CP(6)	S	4176.225	E	586.930
CP(7)	S	3914.876	E	609.872
CP(8)	S	4233.067	E	587.213
CP(9)	S	3719.987	E	587.213
CP(10)	S	3432.548	E	1088.716



FOR ADJOINING PLAN SEE BT-73-117

ISSUE RECORD		
DATE	BY	REMARKS
7-20-36	J.L.L.	PRELIMINARY FOR INSTITUTE PARK
3-12-27	J.S.	WATER LINES IN PARK AREA AND APPROXIMATE SURFACE LINE ADDED

SURVEYED BY: L.V. MANNING PARTY
DRAWN BY: *Henry Johnson*
TRACED BY: *John Johnson*
CHECKED BY: *John Johnson*

TOPOGRAPHICAL ENGINEER
CHIEF TOPOGRAPHICAL ENGINEER

NOTES

THE LINES SHOWN ARE THOSE OF THE BROOKLYN CITY PLAN WHICH IS THE U.S.C. & G.S. SURVEY STATION AT PROSPECT PARK WATER TOWER. LATITUDE NAD 83 71' LONGITUDE 117 50' 03.84" SOUTH MARK USED IS A CUT ON THE NORTH SIDE OF HILLTOP ENTRANCE TO PROSPECT PARK AT FLATBUSH AVE & EMPIRE BLVD 37' SOUTH OF THE NORTH SIDE OF BRIDGE ROAD THE 300' MARK. ALL ELEVATIONS REFER TO BROOKLYN HIGHWAY DATUM WHICH IS 2.56' ABOVE U.S.C. & G.S. SURVEY MEAN SEA LEVEL AT SANDY HOOK.

ALL CURB ELEVATIONS ARE GIVEN AT TOP OF CURB. HEIGHT OF CURB VARIES FROM 3" TO 6". LEGAL ESTABLISHED GRADES & STREET WIDTHS OBTAINED FROM BROOKLYN TOP. BUREAU ALL STRUCTURES, BUILDINGS, WALLS, TREES, CURBS, PAVERSMENTS & FENCES ARE IN GOOD CONDITION UNLESS OTHERWISE NOTED.

ALL SEWERS ARE CONCRETE STORM & SANITARY SEWERS UNLESS OTHERWISE NOTED.

ALL CURBS ARE CONCRETE & ALL PAVEMENTS ARE ASPHALT UNLESS OTHERWISE NOTED.

ANGLES OF APPROXIMATE PROPERTY LINES ARE NOT AVAILABLE.

FOR DIMENSIONS OF APPROXIMATE PROPERTY LINES SEE KEY MAP ON BT-73-100.

ALL OCCASIONAL ASPHALT TIEWALKS ARE BORDERED BY 2" X 2" SQUARE TILE CURBS.

LEGEND

---	Trolley Tracks
---	Center
---	Water Main
---	Approximate Property Line
---	High Picket Fence
---	Chain Link Fence
---	Shrub Rail Fence
---	Ballast Drainage
---	Water Mainhole
---	Electric Manhole
---	Telephone Manhole
---	Lamp Post
---	Traffic Light
---	Hydrant
---	Drain Inlet

CITY OF NEW YORK
DEPARTMENT OF PARKS
TOPOGRAPHICAL DIVISION
TOPOGRAPHICAL MAP
PORTION OF
PROSPECT PARK
BORO. OF BROOKLYN

SCALE IN FEET
0 20 40 60 80 100

NOVEMBER 14, 1935



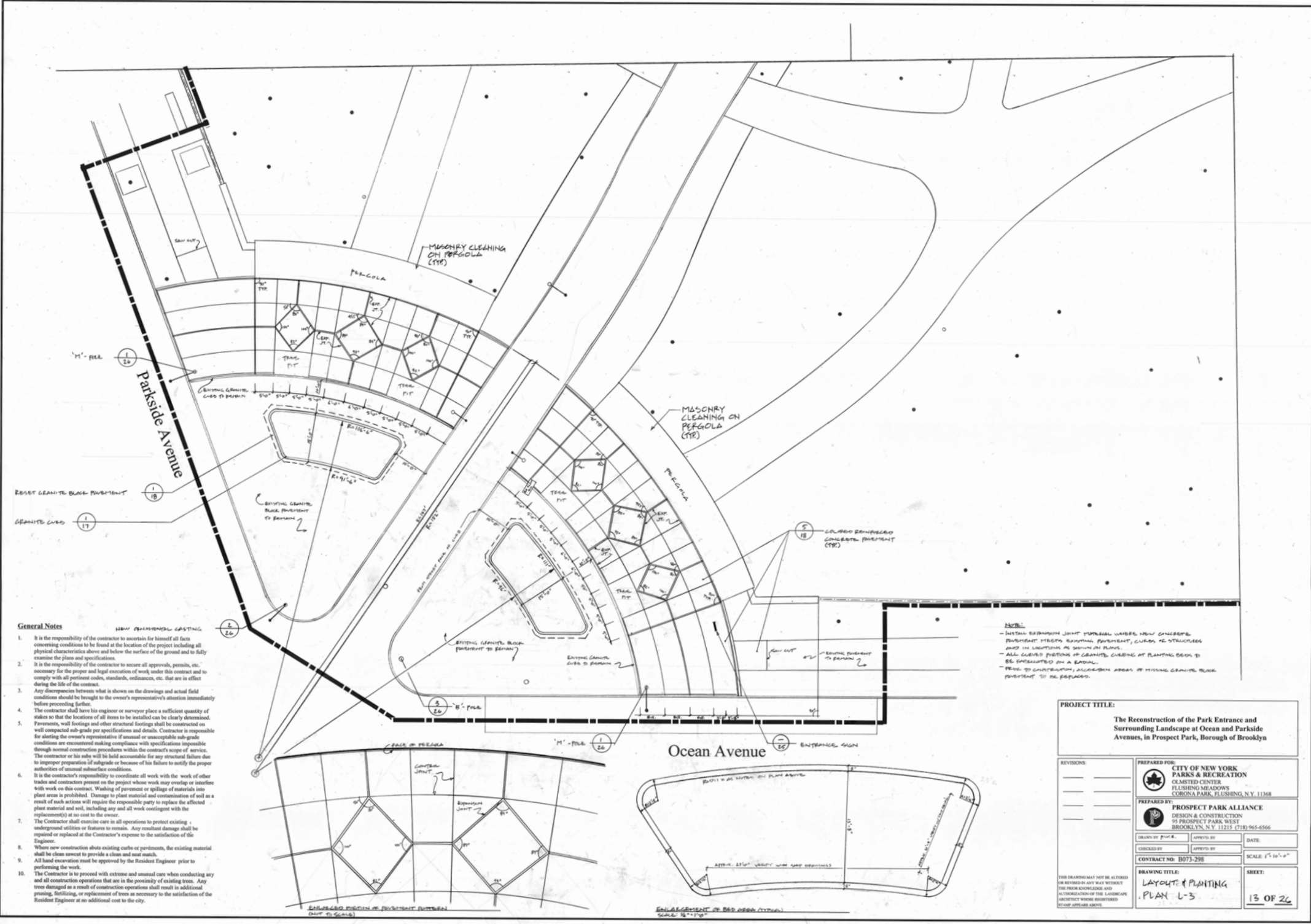
Parkside Ave & Ocean Ave Sidewalks | 1935 Survey - Ocean Ave. cont'd



PERGOLA AT 15 TH ST. ENTRANCE.



Parkside Ave & Ocean Ave Sidewalks | Entrance in the 1980s (Granite Sett infill)



- General Notes**
- It is the responsibility of the contractor to ascertain for himself all facts concerning conditions to be found at the location of the project including all physical characteristics above and below the surface of the ground and to fully examine the plans and specifications.
 - It is the responsibility of the contractor to secure all approvals, permits, etc. necessary for the proper and legal execution of work under this contract and to comply with all pertinent codes, standards, ordinances, etc. that are in effect during the life of the contract.
 - Any discrepancies between what is shown on the drawings and actual field conditions should be brought to the owner's representative's attention immediately before proceeding further.
 - The contractor shall have his engineer or surveyor place a sufficient quantity of stakes so that the locations of all items to be installed can be clearly determined.
 - Pavements, wall footings and other structural footings shall be constructed on well compacted sub-grade per specifications and details. Contractor is responsible for alerting the owner's representative if unusual or unacceptable sub-grade conditions are encountered making compliance with specifications impossible through normal construction procedures within the contractor's scope of service. The contractor or his subs will be held accountable for any structural failure due to improper preparation of subgrade or because of his failure to notify the proper authorities of unusual subsurface conditions.
 - It is the contractor's responsibility to coordinate all work with the work of other trades and contractors present on the project whose work may overlap or interfere with work on this contract. Washing of pavement or spillage of materials into plant areas is prohibited. Damage to plant material and contamination of soil as a result of such actions will require the responsible party to replace the affected plant material and soil, including any and all work contingent with the replacement(s) at no cost to the owner.
 - The Contractor shall exercise care in all operations to protect existing underground utilities or features to remain. Any resultant damage shall be repaired or replaced at the Contractor's expense to the satisfaction of the Engineer.
 - Where new construction abuts existing curbs or pavements, the existing material shall be clean sawcut to provide a clean and neat match.
 - All hand excavation must be approved by the Resident Engineer prior to performing the work.
 - The Contractor is to proceed with extreme and unusual care when conducting any and all construction operations that are in the proximity of existing trees. Any trees damaged as a result of construction operations shall result in additional pruning, fertilizing, or replacement of trees as necessary to the satisfaction of the Resident Engineer at no additional cost to the city.

NOTES:

- INSTALL BUSHING JOINT TYPICAL UNDER NEW CONCRETE PAVEMENT PRELIMINARY PAVEMENT CURBS AS STRUCTURED AND IN LOCATION AS SHOWN ON PLANS.
- ALL CURBED PORTIONS OF GRANITE CURBS AT PLANTING BEDS TO BE SPECIFIED BY A BIDDING.
- PRE-TO CONSTRUCTION CALCULATE AREA OF MISSING GRANITE BLOCK PAVEMENT TO BE REPLACED.

PROJECT TITLE:															
The Reconstruction of the Park Entrance and Surrounding Landscape at Ocean and Parkside Avenues, in Prospect Park, Borough of Brooklyn															
REVISIONS:	<table border="1"> <tr> <td>PREPARED FOR:</td> <td>CITY OF NEW YORK PARKS & RECREATION OLMSTED CENTER FLUSHING MEADOWS CORONA PARK, FLUSHING, N.Y. 11368</td> </tr> <tr> <td>PREPARED BY:</td> <td>PROSPECT PARK ALLIANCE DESIGN & CONSTRUCTION 95 PROSPECT PARK WEST BROOKLYN, N.Y. 11215, (718) 965-6566</td> </tr> <tr> <td>DRAWN BY:</td> <td>DATE:</td> </tr> <tr> <td>CHECKED BY:</td> <td>APPROVED BY:</td> </tr> <tr> <td>CONTRACT NO. 1073-298</td> <td>SCALE: 1" = 10'-0"</td> </tr> <tr> <td>DRAWING TITLE:</td> <td>SHEET:</td> </tr> <tr> <td>LAYOUT & PLANTING PLAN L-3</td> <td>13 OF 26</td> </tr> </table>	PREPARED FOR:	CITY OF NEW YORK PARKS & RECREATION OLMSTED CENTER FLUSHING MEADOWS CORONA PARK, FLUSHING, N.Y. 11368	PREPARED BY:	PROSPECT PARK ALLIANCE DESIGN & CONSTRUCTION 95 PROSPECT PARK WEST BROOKLYN, N.Y. 11215, (718) 965-6566	DRAWN BY:	DATE:	CHECKED BY:	APPROVED BY:	CONTRACT NO. 1073-298	SCALE: 1" = 10'-0"	DRAWING TITLE:	SHEET:	LAYOUT & PLANTING PLAN L-3	13 OF 26
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<small>THIS DRAWING MAY NOT BE ALTERED OR REPRODUCED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION AND DATA PROVIDED HEREON. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION AND DATA PROVIDED HEREON.</small>															



Parkside Ave & Ocean Ave Sidewalks | 1998 Paving and Planting Bed Plan



Contractor Name: Biltmore Construction Corp.
 Photographer Name: John Christodoulou
 Contact Number: B-073-298
 Capital Projects Title: Prospect Park Entrance and Landscape
 Photo Number: 6 Date: 04/28/99
 View: On corner of intersection of Ocean and Parkside Avenues looking at the left side of Pergola

6

1999



Contractor Name: Biltmore Construction Corp.
 Photographer Name: John Christodoulou
 N.Y.C. Dept. of Parks and Recreation
 Contract Number: B-073-298
 Capital Title Project Title: The Reconstruction of the Park Entrance and Surrounding Landscape at Ocean and Parkside Avenues in Prospect Park, Borough of Brooklyn
 Photo Number: 3
 Date: 10/28/00
 Description: On corner of intersection of Ocean and Parkside Avenues looking at left Pergola

2000



Parkside Ave & Ocean Ave Sidewalks | Before/ After Paving Restoration and Planting Bed Installation



MOST RECENT ADDITIONS/CHANGES :1897
DRIVE WIDTH: 62'



Parkside Ave & Ocean Ave Sidewalks | Grand Army Plaza Entrance



MOST RECENT ADDITIONS/CHANGES :1993
PATH WIDTH: 15'
DRIVE WIDTH: 32'



Parkside Ave & Ocean Ave Sidewalks | Willink Entrance



MOST RECENT ADDITIONS/CHANGES :1996
PATH WIDTH: NA
DRIVE WIDTH: 20'



Parkside Ave & Ocean Ave Sidewalks | Lincoln Road Entrance



MOST RECENT ADDITIONS/CHANGES :1904
PATH WIDTH: 16'-6"
DRIVE WIDTH: 20'



Parkside Ave & Ocean Ave Sidewalks | Slide Name

PARKSIDE



MOST RECENT ADDITIONS/CHANGES :1901
PATH WIDTH: 14'
DRIVE WIDTH: 32' + 42'



PARK CIRCLE



Parkside Ave & Ocean Ave Sidewalks | Slide Name



MOST RECENT ADDITIONS/CHANGES :1908
PATH WIDTH: 20'-6"
DRIVE WIDTH: 55'



Parkside Ave & Ocean Ave Sidewalks | Slide Name



MOST RECENT ADDITIONS/CHANGES: 1899
 ROADSIDE PLAZA WIDTH: 120'
 DRIVE WIDTH: 40'



Parkside Ave & Ocean Ave Sidewalks | Slide Name



MOST RECENT ADDITIONS/CHANGES :1917
PATH WIDTH: 11'-6"
ROADSIDE PLAZA WIDTH: 100'
PARKSIDE PLAZA WIDTH: 50'



Parkside Ave & Ocean Ave Sidewalks | Slide Name



MOST RECENT ADDITIONS/CHANGES :1874 (fence later)
 PATH WIDTH: 32'
 DRIVE WIDTH: 14'-6"



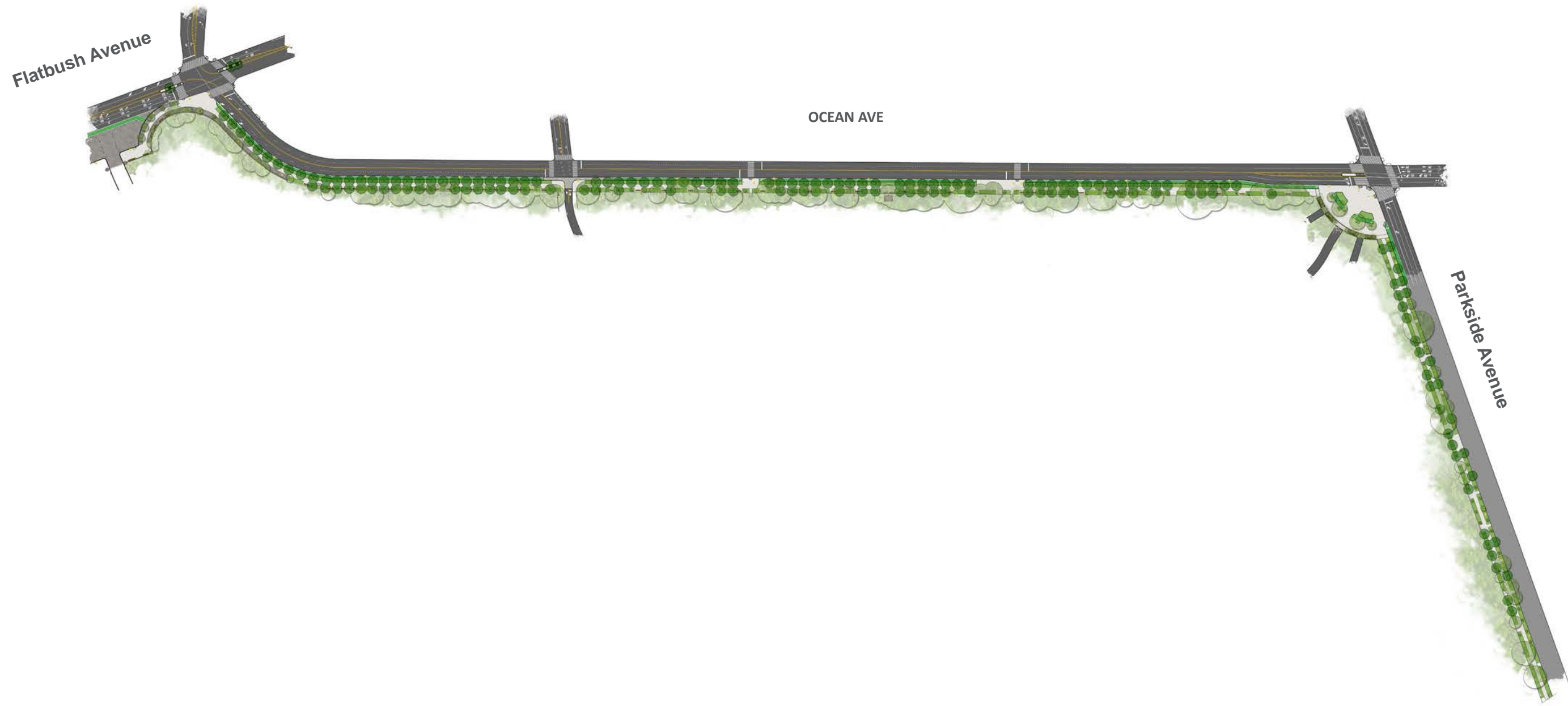
Parkside Ave & Ocean Ave Sidewalks | Slide Name



MOST RECENT ADDITIONS/CHANGES :1941
PATH WIDTH: 10'
DRIVE WIDTH: NA



Parkside Ave & Ocean Ave Sidewalks | Slide Name



NYC Parks



Prospect
Park
Alliance

Parkside Ave & Ocean Ave Sidewalks | Schematic Plan

NOT TO SCALE  N