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 /2.9 acres

Docket #: LPC-19-38007
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?
Parade Ground

Prospect Park

Site

LeFrak Lakeside Center

Willink Entrance

Ocean Avenue

Prospect Park Southwest

Vanderbilt Street

Prospect Park South

Parade Ground

Parkside Ave & Ocean Ave Sidewalks | Project Location
1 - Broken benches

2 - Unplanted tree pits with irregular cobble stones
1 - No pedestrian lighting

2 - Deteriorated street lighting
1 - Deteriorated Pavements, No Bike Lane, No Longer Used for Vehicular access
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.
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

Parkside Ave & Ocean Ave Sidewalks | DOT Bike Lane Typical Section (Existing Ocean Ave)
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_

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**Existing**

- **Parkside Ave Approach**
  - To be finalized and built by NYC Parks in cooperation with NYC DOT

**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
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

NOTE: For reference only. Not in project scope.
Parkside Ave & Ocean Ave Sidewalks | Proposed Plan

NOT TO SCALE
20 Parkside Ave & Ocean Ave Sidewalks

| Typical Existing / Proposed Conditions Section |

- **Ocean Avenue**
  - Street Light and Canopy Tree in Cobble
  - Cobble verge
  - Site furnishings
  - Exposed Aggregate Concrete Sidewalk

- **Prospect Park Interior**
  - 5' Steel Fence
  - 8' - wide two-way asphalt paved bike lane with 6" - wide granite curb and 18" granite cobble buffer
  - Historic Street Light and Canopy Tree in Roadside Grass Verge
  - Existing Steel Fence
  - Bermside Grass Verge - Typical site furnishings and historic pedestrian light poles in select locations
  - Exposed Aggregate Concrete Sidewalk
Parkside Ave & Ocean Ave Sidewalks | Typical Proposed Section (Ocean Ave)

- Exposed Aggregate Concrete Sidewalk
- Historic Street Light and Canopy Tree in Roadside Grass Verge
- 8’ - wide two-way asphalt paved bike lane with 2’ - wide concrete curb on street and granite curb at verge
- Existing Steel Fence
- Bermside Grass Verge - Typical site furnishings and historic pedestrian light poles in select locations
Parkside Ave & Ocean Ave Sidewalks | Typical Proposed Section (Parkside Ave)

Historic Street Light and Canopy Tree in Roadside Grass Verge
Exposed Aggregate Concrete Sidewalk

PARKSIDE AVENUE
PROSPECT PARK

Street Light and Canopy Tree in Cobble
Exposed Aggregate Sidewalk
Cobble verge
Site furnishings

5' Steel Fence

Existing Steel Fence

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

Exposed Aggregate Concrete Sidewalk
All trees on street side to be removed and replaced.

Existing Plan

Pg. 24 Enlargement A

Existing Plan

Pg 25 Enlargement B

Existing Plan

Parkside Ave & Ocean Ave Sidewalks | Schematic Design
Street Light moved to curb

Exposed Aggregate Concrete Sidewalk

Existing Cobble to Remain

ADA Ramp

Existing cobble at this end to be removed and re-used in project. New Grass verge.

Catch Basin to be relocated

Flatbush Avenue

Ocean Avenue

24 Parkside Ave & Ocean Ave Sidewalks | Schematic Design Enlargement A
Bike Lane Meets Street Grade
Material: Full Depth Asphalt
(black)
Light Pole moved to curb

Ped-Bike Shared Space

Pedestrian Pathway
Pedestrian Pathway continues into park

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

Proposed Trees

Parkside Ave & Ocean Ave Sidewalks | Schematic Design Enlargement D
Vehicle entrance to be removed

Existing Arbors

Existing Planters to remain
Existing Trees to remain

Cobble to be replaced with concrete pavement

Existing Plan vs Proposed Plan

Parkside Ave & Ocean Ave Sidewalks | Schematic Design
Bike Path at Sidewalk Elevation

Ped-Bike Shared Path

Ex. McKim Mead White Arbors over bench seating

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

Shirley Chisolm Monument Location

Cobble to be replaced with concrete pavement
Color: ‘Mesa Beige’
FUTURE BIKE LANE IN ROADWAY (NOT PART OF THIS PROJECT)
Parkside Avenue

Exposed Aggregate Concrete Sidewalk
Grass Verge
Proposed Tree

Parkside Ave & Ocean Ave Sidewalks | Schematic Design
Type B-9 Historic Park
Type M Historic Street Light
Prospect Park Sign Pole
Decorative Waste Receptacle
Borough President Bench

Parkside Ave & Ocean Ave Sidewalks | Furnishings
Asphalt with color seal paint
above: Prospect Park West bikelane

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

Parkside Ave & Ocean Ave Sidewalks | Pavement
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.
Note:
All trees on this sidewalk are Elms
Note:
Parkside Ave Elms
+ Ocean Ave Maples
Note:
All trees on this sidewalk are Maples
Note: Maples continue around corner
Views of the McKim, Meade and White-designed Park Entrance
Parkside Ave & Ocean Ave Sidewalks | Entrance in the 1980s (Granite Sett infill)
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

Contractor Name: Biltmore Construction Corp.
Photographer Name: John Christodoulou
N.Y.C. Dept. of Parks and Recreation
Contact 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: 10/23/00
Description: On corner of intersection of Ocean and Parkside Avenues looking at left Pergola

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’
MOST RECENT ADDITIONS/CHANGES: 1996
PATH WIDTH: NA
DRIVE WIDTH: 20'
MOST RECENT ADDITIONS/CHANGES: 1904
PATH WIDTH: 16'-6"
DRIVE WIDTH: 20'
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'
MOST RECENT ADDITIONS/CHANGES: 1917
PATH WIDTH: 11'-6"
ROADSIDE PLAZA WIDTH: 100'
PARKSIDE PLAZA WIDTH: 50'
MOST RECENT ADDITIONS/CHANGES: 1874 (fence later)
PATH WIDTH: 32'
DRIVE WIDTH: 14'-6"
MOST RECENT ADDITIONS/CHANGES: 1941
PATH WIDTH: 10’
DRIVE WIDTH: NA