

July 8, 2025  
Public Hearing

The current proposal is:

Preservation Department – Item 5, LPC-25-11028

## **Eastern Parkway – Scenic Landmark – Multiple Historic Districts Borough of Brooklyn**

**To testify virtually, please join Zoom**

**Webinar ID:** 161 296 8061

**Passcode:** 940250

By Phone: 646-828-7666 (NY)

833-435-1820 (Toll-free)

833-568-8864 (Toll-free)

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# Eastern Parkway – ADA Improvements

*From Schenectady Av to Ralph Av*

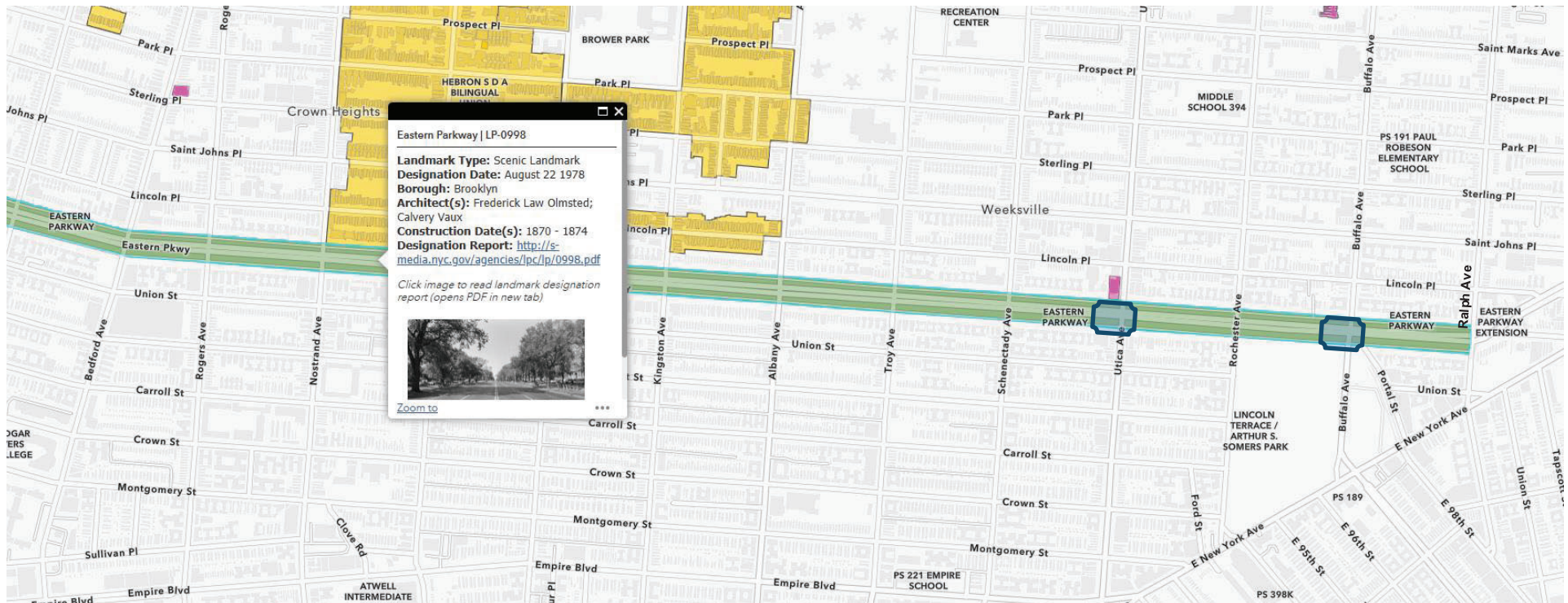
July 8, 2025





# Overview and Project Summary

 = Project Area



Scope includes:

- New bus stop areas\* at Utica and Buffalo with ADA-compliant granite pavers
- New ADA-compliant pedestrian ramps connecting the northern malls, at the same locations noted above, using hexagonal pavers and white detectable warning surface.

# Transportation Along Eastern Parkway

- Designed by Frederick Law Olmsted & Calvert Vaux in 1866.
- Bus service began in 1925 by Eastern Parkway, Brownsville & East New York Transit Relief Association.
- Designated a scenic landmark in 1978.
- NYC Parks maintains pedestrian malls; NYC DOT maintains roadway.
- Past Projects Along Eastern Parkway:
  - Service Road Signalization & Safety Improvements from 2017 to 2024.





# Typical Character and Materials Along the Pedestrian Mall



Eastern Parkway Mall, credit: el\_cigarrito/Shutterstock / el\_cigarrito



Eastern Parkway at Utica Av – North Mall. Includes grass verges, multi-use walking path, seating, vent/utility infrastructure



Granite Blocks



Hexagonal Asphalt  
Pavers



Granite Curb



Grass & Trees



# Eastern Parkway – Subway Infrastructure

- Subway tunnels entirely under main line.
- Built between 1915 and 1918 (nearly 50 years after the original malls were designed).
- Subway stations and tunnel air vents extend out under pedestrian malls and disrupt the grass verges.





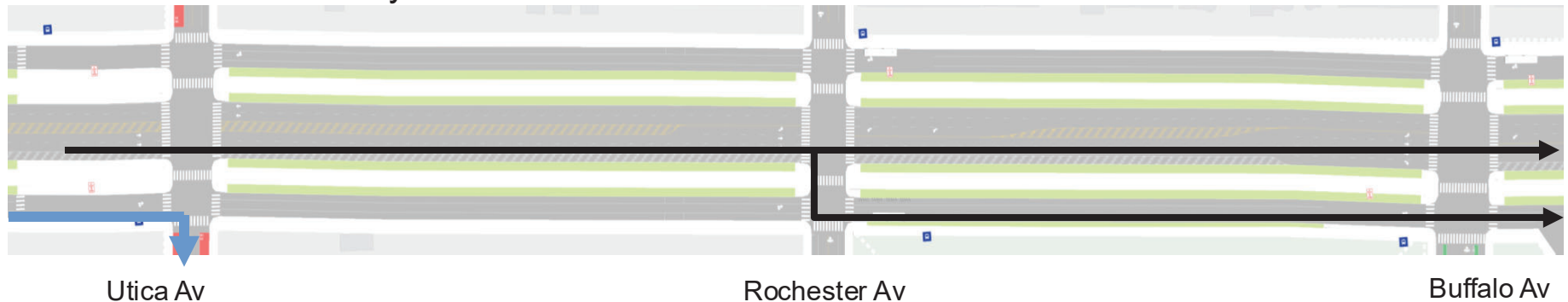


# Eastbound Bus Routing

## Existing B14 Bus Stops




- Eastern Parkway Main Line/ Utica Avenue (informal / unsigned)
- Eastern Parkway Service Road/ Rochester Avenue
- Eastern Parkway Service Road/ Buffalo Avenue

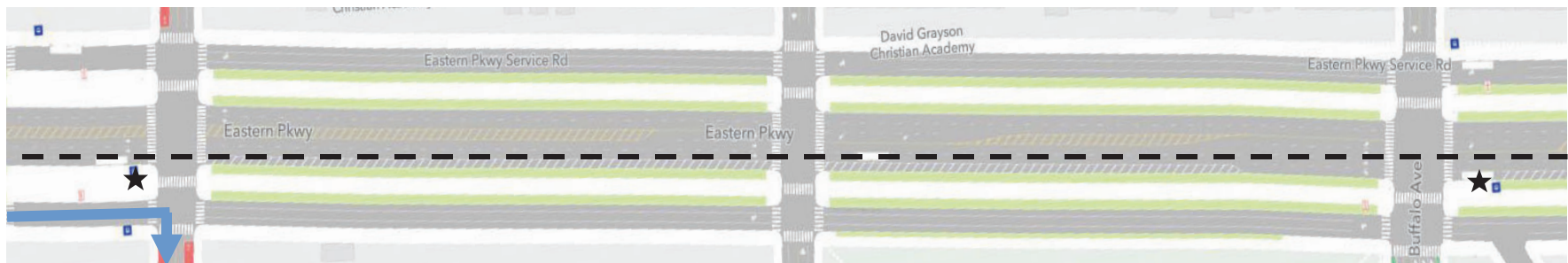
 = Current Informal B14 Bus Route  
 = Current B17 Bus Route



## Redesigned B14 Bus Stops

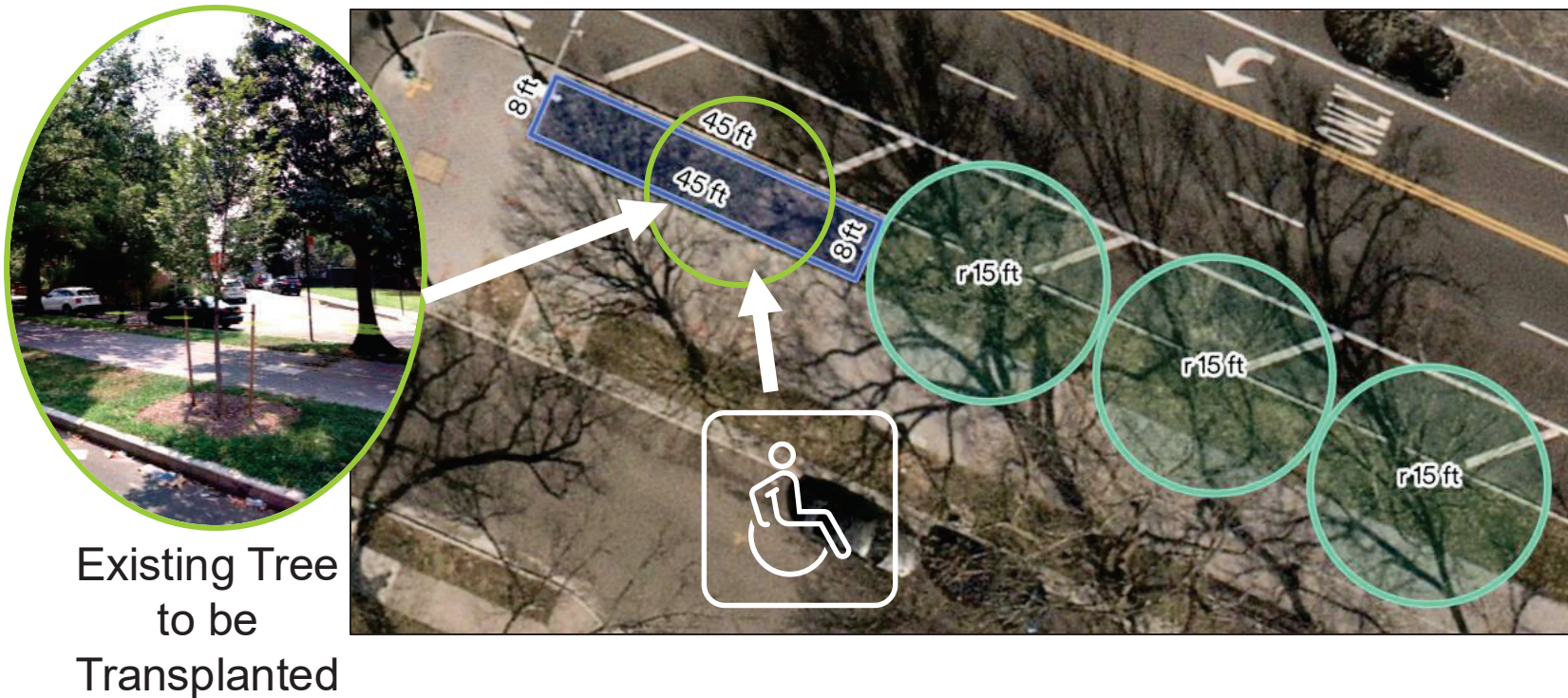
- Eastern Parkway Main Line/ Utica Avenue
- Eastern Parkway Main Line/ Buffalo Avenue

 = Future ADA Bus Stops  
 = Future B14 Bus Route  
 = B17 Bus Route



## Proposed Materials at South Mall, East of Buffalo Av

- Transplant a recently planted tree to create an additional 45 ft for buses to drop-off passengers. Other existing trees nearby to remain in place.
- Replace grass with smooth granite pavers to create ADA accessible bus stop.

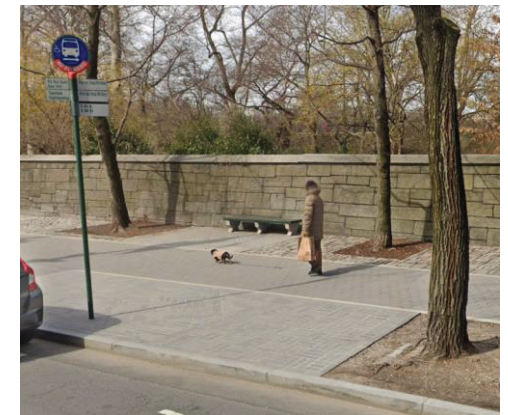
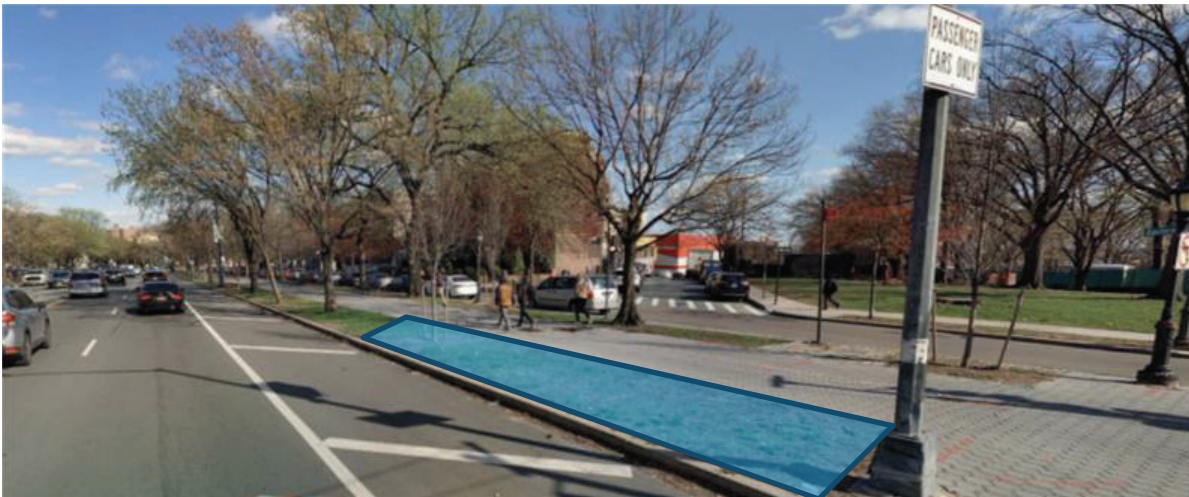




# Proposed Materials at South Mall, East of Buffalo Av



Existing Grass  
& Trees



Proposed Smooth  
Granite Pavers  
and Bus Stop Pole

# Thank You!

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## Questions?



NYC DOT



NYC DOT



nyc\_dot



NYC DOT



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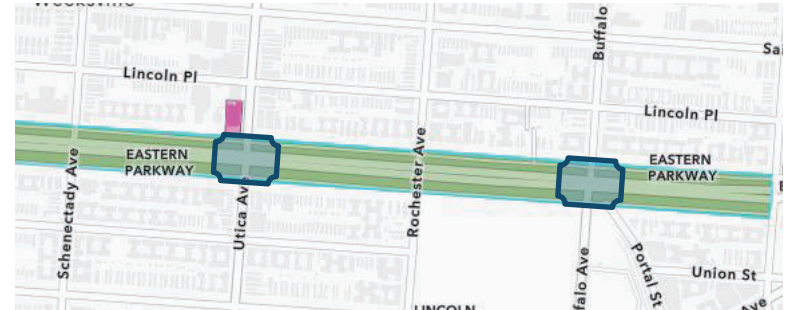
# Eastern Parkway – Subway Infrastructure

- Subway tunnels entirely under main line.
- Built between 1915 and 1918 (nearly 50 years after the original malls were designed).
- Subway stations and tunnel air vents extend out under pedestrian malls and disrupt the grass verges.





# Existing Conditions



Utica Avenue



Buffalo Avenue

# Current Sidewalks & Pedestrian Malls

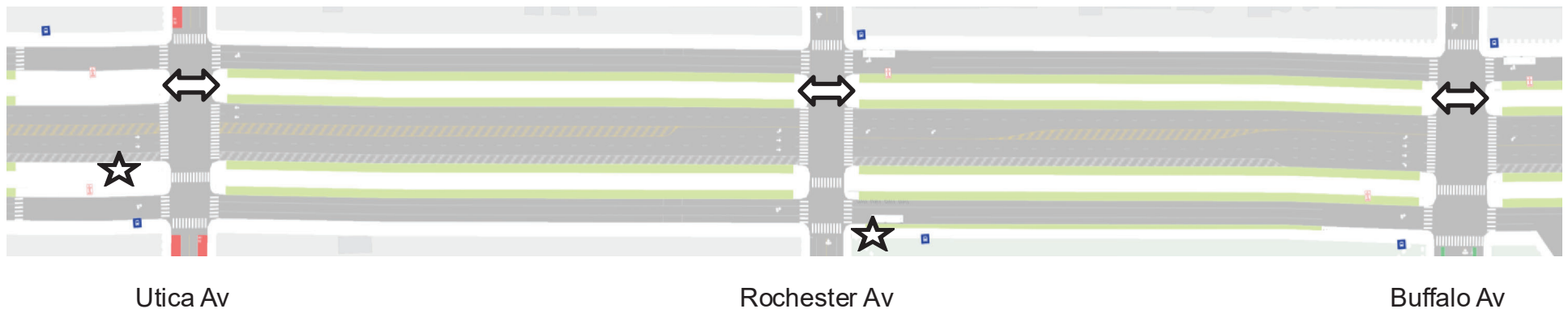
- Existing eastbound service road bus stop at Rochester Avenue is not ADA compliant due to strip of grass between sidewalk and curb.
- Planting or rough paver strips on pedestrian malls are also not ADA compliant.
- Missing ADA ramps connecting northern pedestrian malls.



Existing North Mall (no ramps)

## Existing Conditions

☆ = Inaccessible Bus Stops  
↔ = Inaccessible Ramps





# Schenectady Avenue to Ralph Avenue

- Relocate B14 bus stops to the southern pedestrian malls. Remove Rochester stop.
  - Replace current landscaping with smooth granite pavers, to make bus stops accessible.
- Retain existing eastbound right turn bays at Buffalo Avenue and Ralph Avenue.
- Install ADA ramps connecting northern pedestrian malls.

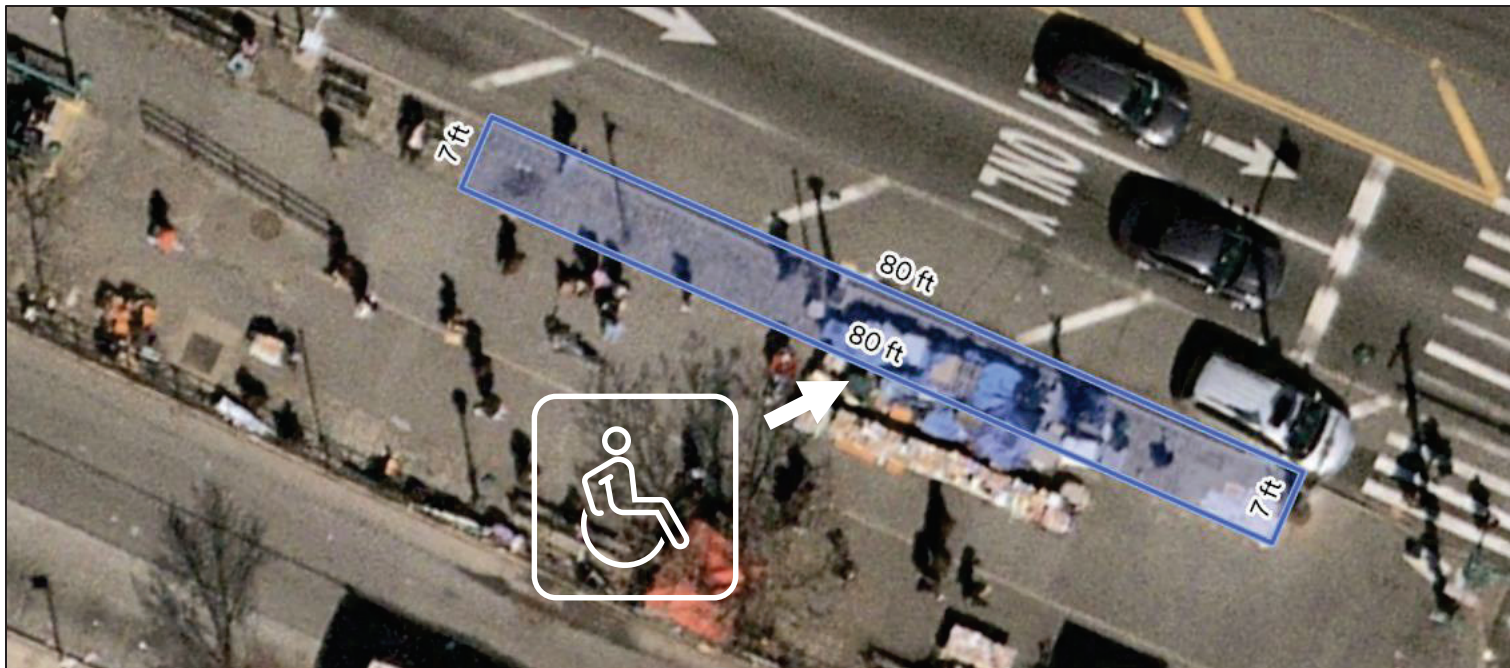
## Proposed Conditions

★ = Proposed ADA Bus Stops  
↔ = Proposed ADA Ramps



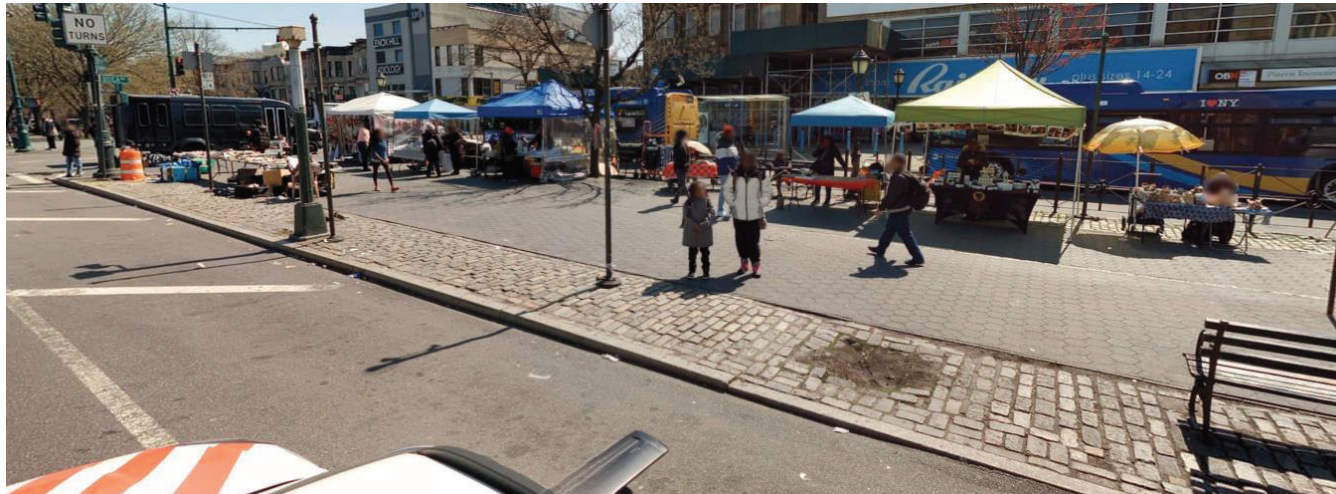
# Proposed Materials at South Mall, West of Utica Av

- Replace granite blocks with smooth granite pavers.
  - Creates ADA accessible stop.
  - Proposed length to accommodate two buses at the stop at any time.

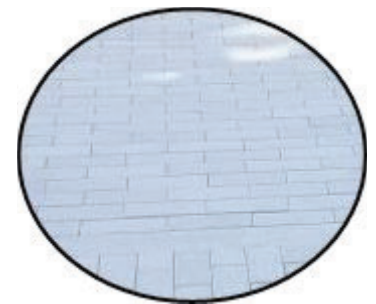
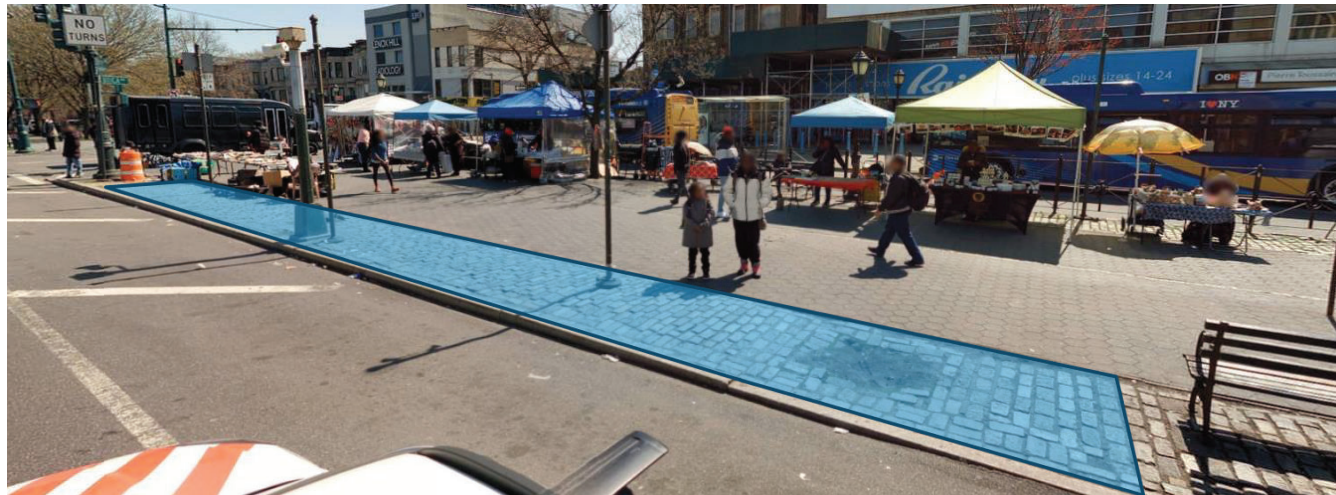




# Proposed Materials at South Mall, West of Utica Av



Existing Rough  
Granite Pavers



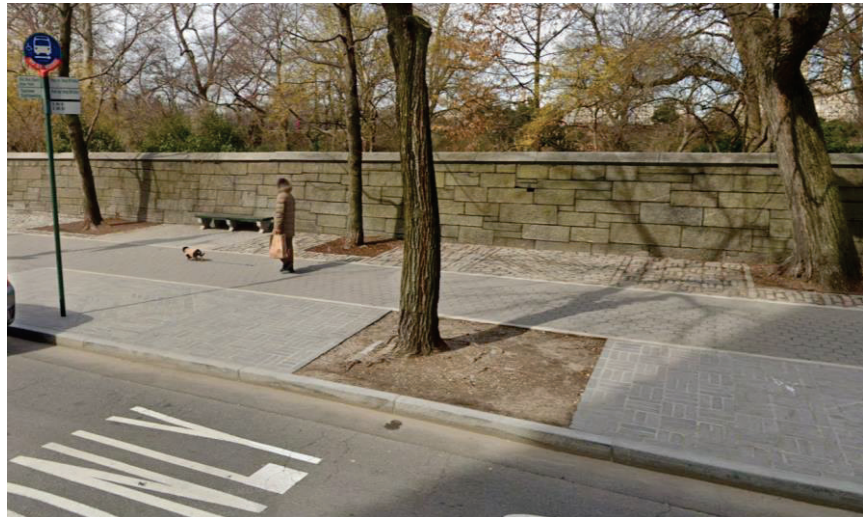
Proposed Smooth  
Granite Pavers

# Example ADA-compliant Pavers at Bus Stops

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DeKalb Ave and S Portland Ave  
(Fort Greene, Brooklyn)  
Smooth Hexagon Pavers



5<sup>th</sup> Ave and 87<sup>th</sup> St  
(Central Park, Manhattan)  
Smooth Granite Pavers and Hexagon Pavers

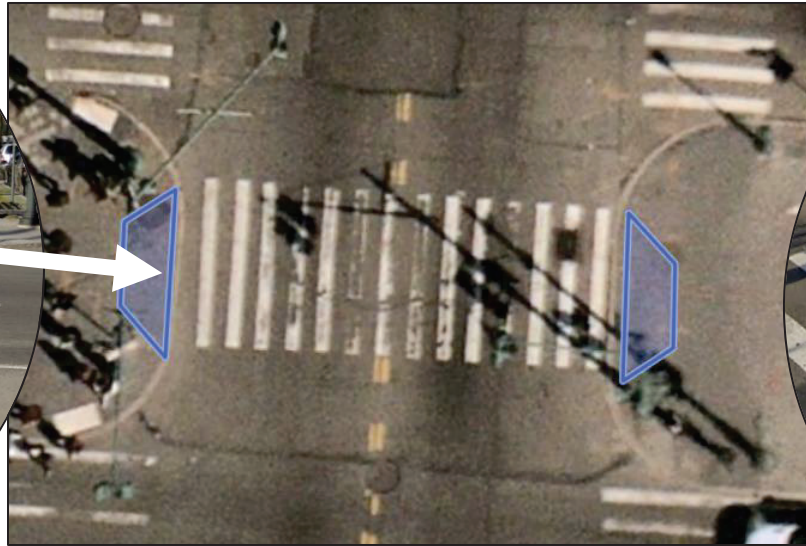


## Proposed Materials between North Malls

- Remove and reset existing hexagonal pavers and granite curb to create ADA ramps connecting northern pedestrian malls at Utica Av, Rochester Av, and Buffalo Av.



Existing North Mall  
(no ramps)



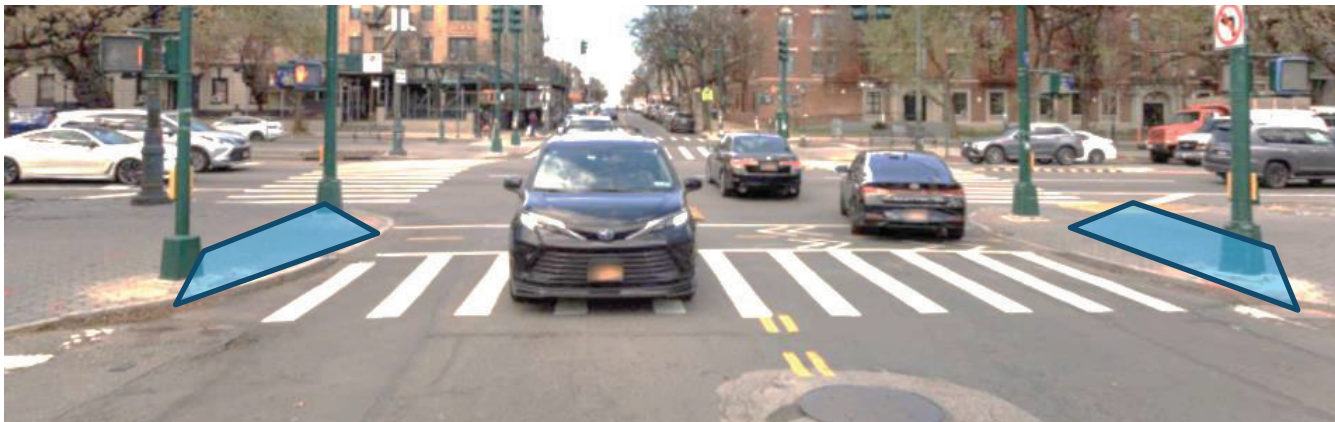
Proposed North Mall  
(existing South Mall ramps)

# Proposed Materials between North Malls at Utica Av





# Proposed Materials between North Malls at Rochester Av



# Proposed Materials between North Malls at Buffalo Av

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# Existing Total & Planting Area on the South Malls Compared to Proposed due to Bus Stop Relocation



Eastern Parkway Southern Malls	~ Total Sqft	~ Planting Area Sqft	% Planting Area	Proposal Sqft	Proposed % Planting Area
Washington Av to Classon Av	9,682	3,800	39%	-	-
Classon Av to Franklin Av	32,029	12,125	38%	-	-
Franklin Av to Bedford Av	25,026	9,485	38%	-	-
Bedford Av to Rogers Av	17,906	5,597	31%	-	-
Rogers Av to Nostrand Av	25,372	9,032	36%	-	-
Nostrand Av to New York Av	25,454	8,798	35%	-	-
New York Av to Brooklyn Av	26,059	10,128	39%	-	-
Brooklyn Av to Kingston Av	25,512	9,108	36%	-	-
Kingston Av to Albany Av	25,822	9,694	38%	-	-
Albany Av to Troy Av	25,822	10,218	40%	-	-
Troy Av to Schenectady Av	25,841	9,041	35%	-	-
Schenectady Av to Utica Av *	25,513	7,105	28%	-	-
Utica Av to Rochester Av	25,271	10,493	42%	-	-
Rochester Av to Buffalo Av	24,544	9,344	38%	9,119	37%
Buffalo Av to Ralph Av **	27,062	11,591	43%	11,186	41%
<b>Total</b>	<b>366,913</b>	<b>135,559</b>	<b>37%</b>	<b>134,929</b>	<b>37%</b>

\* Changes proposed between Schenectady Av and Utica Av would not affect planting area.

\*\* Eastbound bus stop at Buffalo is proposed for removal in MTA's Brooklyn Bus Network Redesign Draft Plan. DOT will be proposing to the CB that the stop be removed as part of this project. Proposed median changes would occur only if CB disagrees with proposed stop removal.



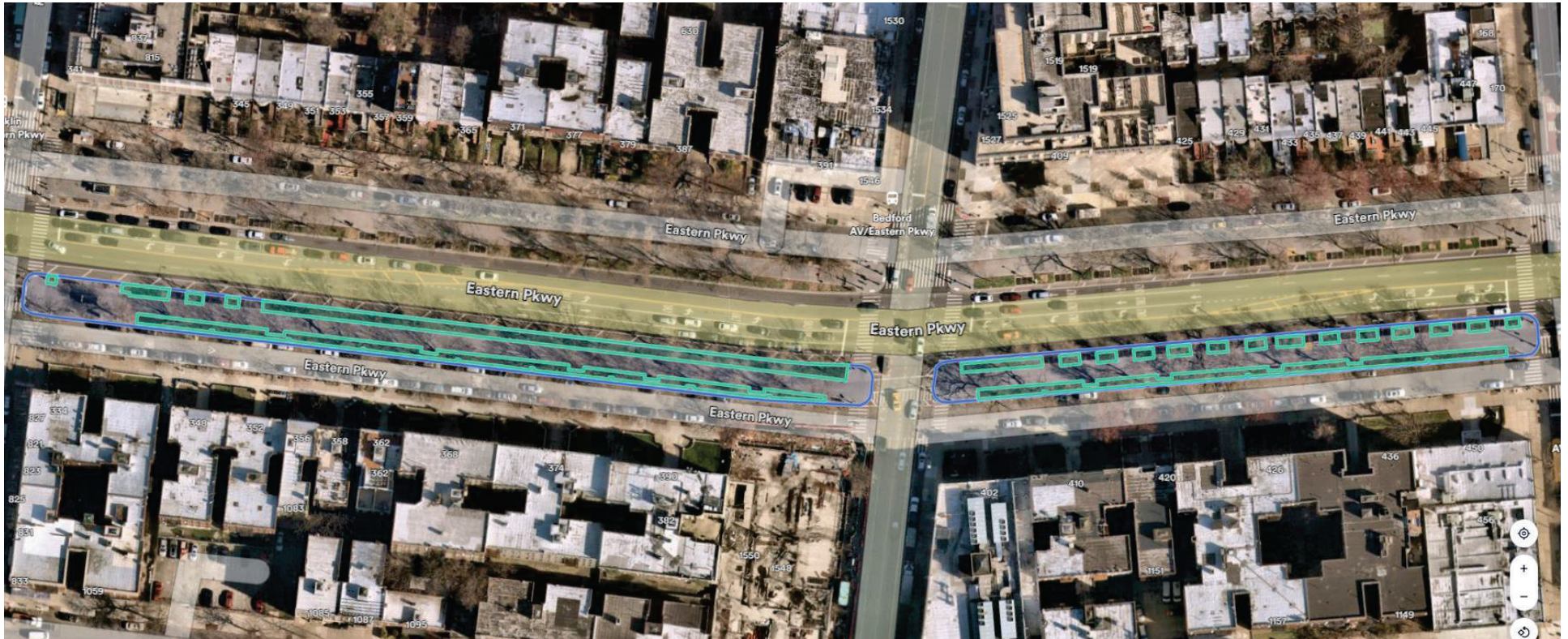
# Existing Planting Area on the South Malls, by block



Washington Ave to Franklin Av



# Existing Planting Area on the South Malls, by block



Franklin Av to Rogers Av



# Existing Planting Area on the South Malls, by block



Rogers Av to Nostrand Av



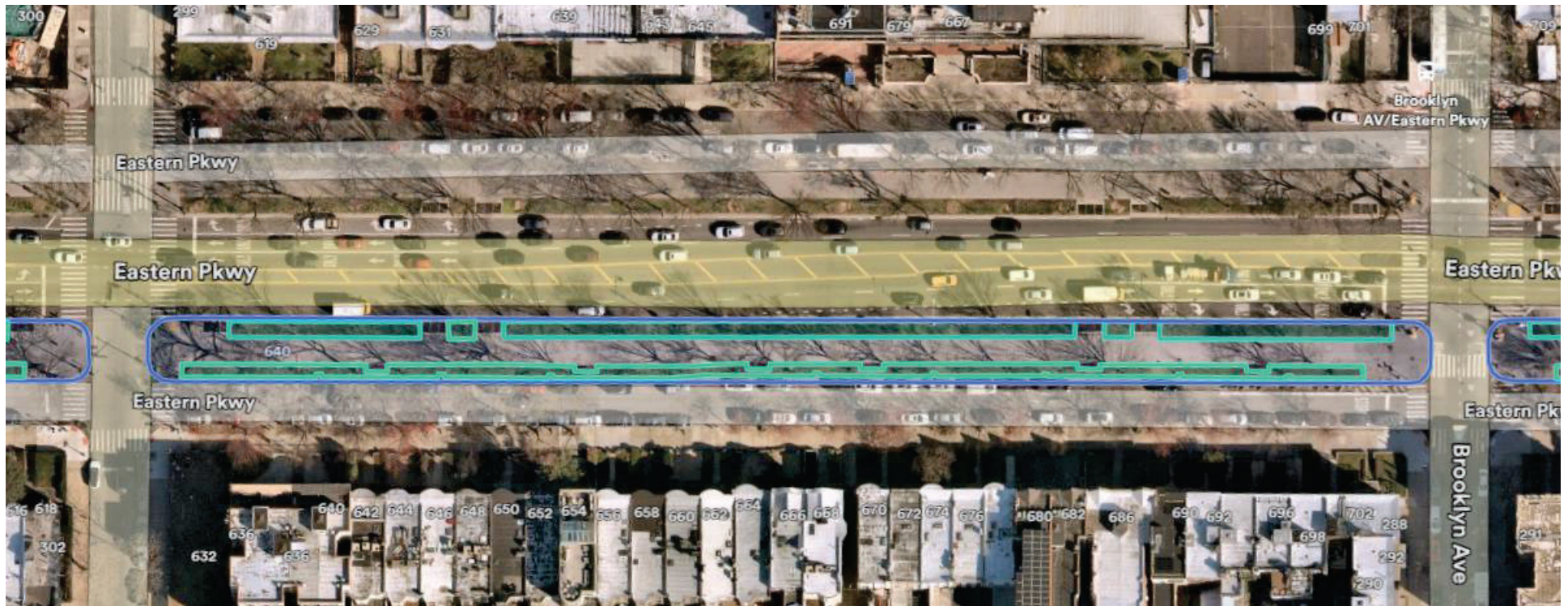
# Existing Planting Area on the South Malls, by block



Nostrand Av to New York Av



## Existing Planting Area on the South Malls, by block



New York Av to Brooklyn Av



# Existing Planting Area on the South Malls, by block



Brooklyn Av to Kingston Av



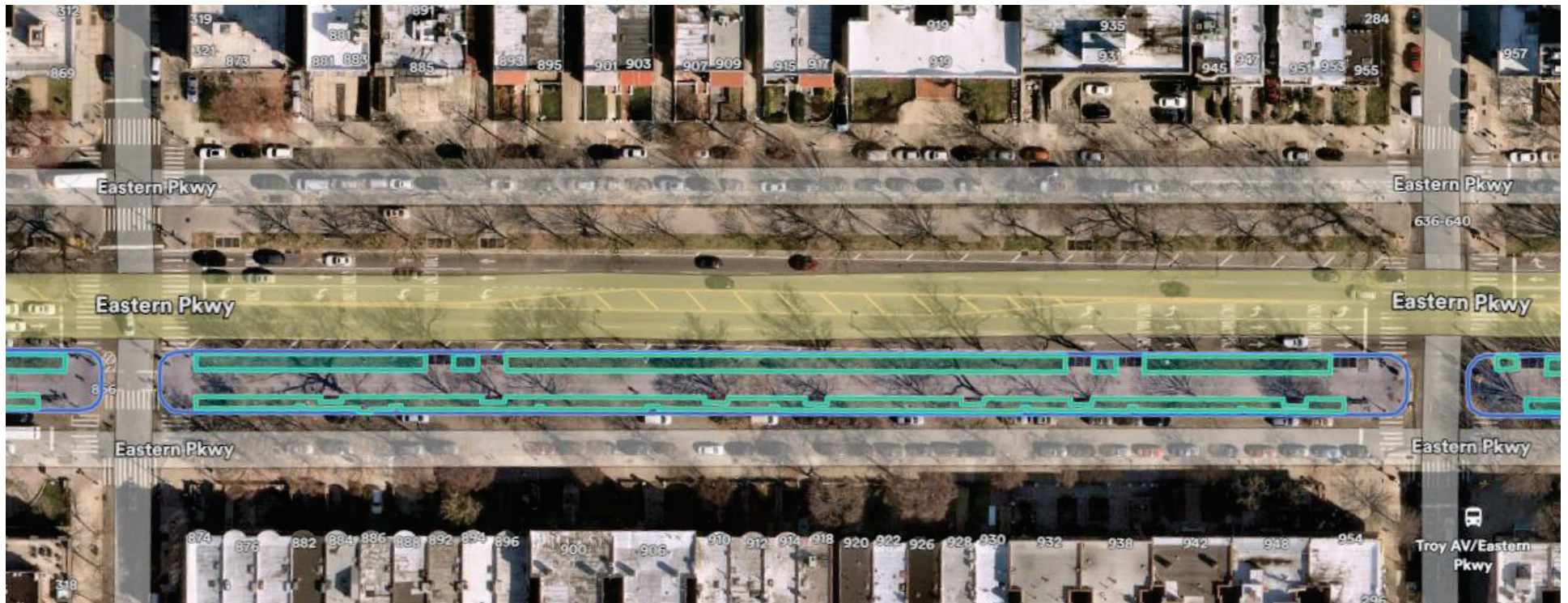
## Existing Planting Area on the South Malls, by block



Kingston Av to Albany Av



# Existing Planting Area on the South Malls, by block



Albany Av to Troy Av



## Existing Planting Area on the South Malls, by block

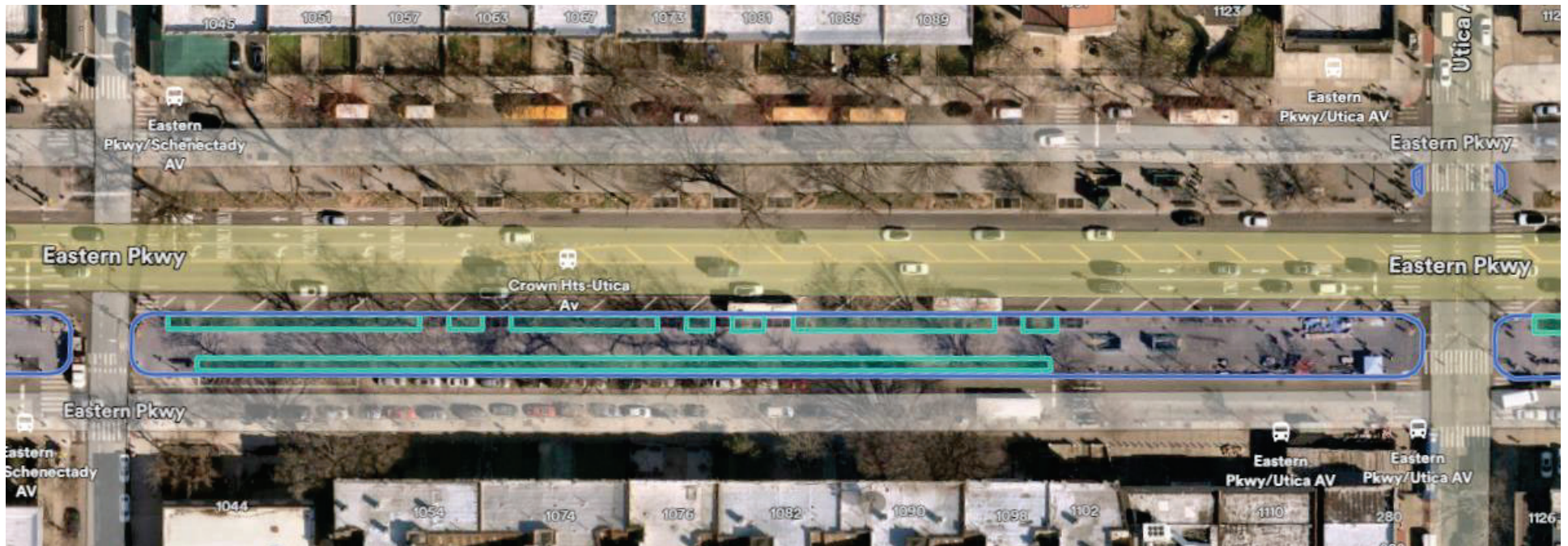


Troy Av to Schenectady Av



# Existing Planting Area on the South Malls, by block

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Schenectady Av to Utica Av

# Existing Planting Area on the South Malls, by block



Utica Av to Rochester Av



# Existing Planting Area on the South Malls, by block



Rochester Av to Buffalo Av

# Existing Planting Area on the South Malls, by block

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Buffalo Av to Ralph Av



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