At our community workshop for Community board 1, held on May 24, 2007, local community members worked side-by-side with designers to establish both the route of the greenway through the community - including along Kent Avenue and West Street as well as through Bushwick Inlet Park - and gave their impressions on what the design of the greenway should look like. Participants overwhelmingly preferred a physically separated lane along Kent Avenue and West Street as illustrated in the schematic above. Participants were willing to remove lanes of parking on these roads and were also supportive of changing West Street from two-way to one-way as illustrated below. The schematic on the following page illustrates the greenway route through Bushwick Inlet Park as designed by NYC Department of Parks and endorsed by workshop participants.
During 2007 and 2008 Brooklyn Greenway Initiative held meetings with Vinegar hill Neighborhood Association, DUMBO Neighborhood Association, and DUMBO Improvement to resolve the greenway route between the Class 1 sections at the Brooklyn Navy Yard and Pier 1. Consensus was achieved with DNA and DUMBO Improvement District to restore the cobblestone streets on Water and Plymouth (See DUMBO Map above) and to install smooth belgian block along one side of the road bed to make them passable for bikes. We secured the detail of the installation treatment for inclusion in the pending Water Street reconstruction from Pearl to Old Fulton Streets.
Vinegar Hill & DUMBO

01 STREET PLAN & SECTION

02 GRANITE PAVEMENT ON CONCRETE
Red Hook Park

In 2007 we held a workshop with representatives of businesses in Red Hook to obtain their thoughts on the preferred route from Red Hook Park to Hamilton Avenue. The following report Red Hook Business Alternative summarizes the outcome of the discussion.

Red Hook Businesses' Route Alternative

BGI held a planning and design workshop on November 2, 2007 with representatives of Southwest Brooklyn Industrial Development Corporation and Red Hook business owners and managers. BGI had sought a discussion with Red Hook business owners in the past, but none took place until the interim greenway signage appeared on the street.

The focus of the workshop, and the particular focus of concern for the business people, is the route of the greenway after it leaves Red Hook Park heading south toward Sunset Park. The specific challenge for participants was to identify the best route for the greenway between Red Hook Park and the Hamilton Avenue Bridge. Going into the workshop there was concern among the business community that directing pedestrians and cyclists to use Smith and Court Streets would increase conflicts between greenway users and business vehicles. The business people pointed out that access for trucks in and out of Red Hook at Smith and Lorraine Streets is a bottleneck at peak periods and that adding pedestrians and bikes raises safety concerns.

The group studied maps of the area and discussed modifications to the route that could significantly reduce conflicts. The alternative that emerged from the discussion (shown with red arrows on map to the right) was for the greenway to leave Red Hook Park at Clinton and Halleck Streets and run to Bush Street where it would turn right and continue to Hamilton Avenue where it would intersect a half-block from the current Lorraine/Smith intersection. The Pros and Cons for this alternative that emerged are as follows:

Pros
- Keeps greenway users off of the heavily used Smith & Court Streets, which have substantial truck traffic and expected traffic increases from new development on the east side of Smith.
- Does not aggravate the northbound queuing of vehicles at Smith and Hamilton Avenue.
- Clinton Street is wide and has low truck and vehicular volumes.
- While the Clinton Street Greenstreets median has turned out to be problematic for residents of Red Hook Houses, the street could be reconfigured with side medians for bikes between the parking lanes and pedestrian sidewalks from Halleck to Bush and create an ideal permanent on-street Class 1 segment, whereas the Smith and Court Street treatments would remain signage-only Class 3 segments.
- Clinton Street would make the greenway more accessible to residents of Red Hook Houses and would provide a connection to the bike lane to the Brooklyn Bridge on Clinton Street north of Hamilton Avenue.
Red Hook Park

- Bush Street has low vehicular volumes and few potential business conflicts
- Could eliminate the challenge for Parks to resolve the disposition of Halleck Street (Clinton to Court)

Cons
- Eliminates the use of the closed block of Halleck Street (Clinton to Court), which has been viewed as an opportunity for an ideal, wide off-street segment
- Takes the greenway farther from the waterfront
- Parks has already invested resources in resolving the disposition of Halleck Street (Clinton to Court)
- DOT has already installed interim greenway signage and markings on Lorraine, Smith and Court.

Other considerations
- It was recommended that the 4-way stop at Court and Bush be changed to one-way stop signs on Bush
- This alternative would need the support of the residents of Red Hook Houses and a workshop with them may be appropriate regarding Clinton St.
- BGI will measure Clinton St. to determine possible configurations.
- While Bush St (30 ft.) can work as a southbound connector between Columbia and Hamilton, Lorraine St would still be required as the northbound connector.

Street dimensions
Clinton is 44- ft wide at Halleck St but increases to 50 ft wide one half block north.

Clinton expands to 56 feet north of Lorraine Street. The current Greenstreets medians start at Bush Street.
Red Hook Park

A width of 50 feet would not support physical separation of bikes and vehicles (without a loss of parking). It contains only 10 feet in excess of the two 12-ft. travel lanes and 8-ft parking lanes required. That 10-ft would be sufficient only for two 5-ft. striped bike lanes.

A width of 56 feet could support physical separation between bikes and parked vehicles, but at a maximum 3-ft width, the two side medians would not support vegetation and would represent a loss of the green space contained in the current Greenstreets medians. A possible configuration would be sidewalk/bike lane/3-ft side median/parking lane/travel lane. To accomplish the side medians with green space would require the loss of parking on one side of the street. Available parking is well utilized at this location.

While retaining the current center medians, a Class 3 treatment would be all that could be achieved in the 56-ft section of Columbia (without a reduction in parking).

Questions
Should the greenway result in a reduction of green space on Columbia St?

Brooklyn Bridge Park

During 2007, 2008 and 2009, we met four times with the Port Authority and once with NYC DOT and Brooklyn Bridge Park Development Corporation (BBPDC) to resolve differences on the greenway park connection at Atlantic Avenue and to negotiate setbacks for the greenway around Piers 7 to 10. The accompanying drawings were the basis of discussion at piers 6 and 7. BBPDC agreed to our preferred alignment. To Date the Port Authority has not. The Port Authority has agreed to 20 ft fence setbacks on Degraw and Van Brunt Streets.
We also met with NYC EDC to discuss the greenway alignment at Piers 11 and 12 in a series of public and private meetings. After negotiation and strong support from the community, EDC agreed to the preferred alignment shown here.
The Admirals Row Conceptual Rendering was prepared by the Navy Yard Development Corp following a series of meetings with BGI and was presented to a broader group of stakeholders with an interest in the Officers Quarters site in the summer of 2008.

**Conceptual Renderings of Admiral's Row**

These conceptual renderings depict the potential development on the Admiral's Row site if BNYDC acquires the site from the federal government. BNYDC anticipates having a competitive process to develop the site early next year.

- Four story industrial building to include:
  - Ground floor community retail
  - BNYDC Employment Center (second floor)
  - Industrial space (second through fourth floors)

- 65,000 SF supermarket with upper floor industrial space
Brooklyn Greenway Initiative
145 Columbia Street
Brooklyn, NY 11231
www.brooklyngreenway.org

Regional Plan Association
4 Irving Place, 7th Floor
New York, NY 10003
www.rpa.org

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