

Brooklyn Greenway Initiative's Vision for the Greenway at Piers 7-12

As a general comment, we are enthusiastic about EDC's initiative to map the greenway as a part of the DOT right of way. We also are appreciative that EDC's plan reflects our request for creating public open space on the north end of Pier 10.

Our vision for the greenway is that it will be more than a route, but rather a collection of large and small open spaces along the waterfront connected by a route for non-motorized transportation and healthful recreation and relaxation. Ideally there will be an open space node in every neighborhood where a family can stroll after dinner to watch the sunset. We believe that the key to the greenway's success in contributing to a higher quality of life for the City's residents is a design that yields maximum benefits to the largest number of people and limits conflicts for all user groups.

While we recognize that the ideal configuration cannot be achieved in all locations, this stretch along the port is the best opportunity to do so and to match the quality of greenway experience to occur in Brooklyn Bridge Park and around the Brooklyn Navy Yard.

At the piers the greenway should offer 1) relief from the built environment with a more substantial footprint for vegetation and 2) a departure from the urban grid treatment.

1. The desired cross section is 30 feet wide and includes a 4-ft continuous tree pit zone (except for pedestrian landings at street crossings), two 6-ft to 7-ft bike lanes, a 4-ft planted divider, and an 8-ft to 10-ft pedestrian path.
2. The best urban design solution will yield the greatest benefit to the maximum number of people and contribute the greatest premium to property values and tax revenues. The principal urban design resource is the expansive view plane of the waterfront. Our guiding urban design principal is to reserve the west side of the westernmost public street for open space and maritime uses so that:
 - a. The view plane (versus view corridor) remains in the public domain
 - b. Conflicts between cyclists and pedestrians can be regulated with bikeway crossings limited in number
 - c. Position the bikeway against the port where there are very few crossings
 - d. The greenway enhances the primary thoroughfare rather than being separated by buildings, where issues such as safety and design quality and maintenance quality of the context for the greenway will become concerns
3. Public access to the Atlantic Basin (Pier 11) waterfront and an ample green space.
4. The greenway needs to follow the perimeter of the port all the way to Buttermilk Channel and Walcott Street.
5. A new green space along Buttermilk Channel between Walcott and Sullivan Sts.