



# BROOKLYN WATERFRONT GREENWAY

## Greenway Segment Descriptions

### Jurisdictions:

**NYC EDC or Port Authority**  
**NYC DOT**  
**NYC & NYS Parks**  
 Private

### Status:

- Dedicated segment
- Opportunity/reconstruction
- Problem



**Hamilton Ave.** - Interim right-of-way west 9-ft. sidewalk from 22nd St. to Smith St. A Permanent connection between Sunset Park and Red Hook should be required in plans for the reconstruction of the Gowanus Expressway or the construction of a Gowanus Tunnel. Reconstruction of the Hamilton Avenue Bridge is pending.

**Smith St** - East sidewalk from Hamilton Avenue to Halleck St. - two 4-ft bike lanes separated from a 6-ft. pedestrian path. Total 18 ft. 5 ft. gained from roadbed.



**Halleck St.** - south sidewalk from Smith to Court Sts. – two 4-ft bike lanes separated from a 6-ft. pedestrian path. Total 14 ft. 6 ft. easement from Keyspan sought.

**Halleck St. (Closed)** from Court St. to Clinton St. - two 8-ft. bike lanes separated from a 10-ft. pedestrian path. Total 30 ft. additional 24 ft. of greening.

**Red Hook Park** - westbound from Clinton – two 6-ft bike lanes separated from existing 8-ft pedestrian path.





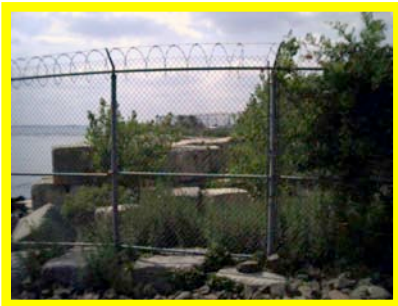
**Beard St.** - Interim greenway on south 14-ft. sidewalk from Columbia St. to Van Brunt St. Development of any of the **Beard St. parcels** facing Erie Basin should result in permanent greenway along the Erie Basin waterfront. Ikea plans include ample greenspace, but only a 12-ft. wide mixed use path.



**Kings Harborview Properties** - Property owner has built a pedestrian path near the water's edge from Pier 41 to Van Brunt Street. No provision for a bike path

**Valentino Park** – New Bike lanes across uplands connecting to the Van Dyke St. street-end.

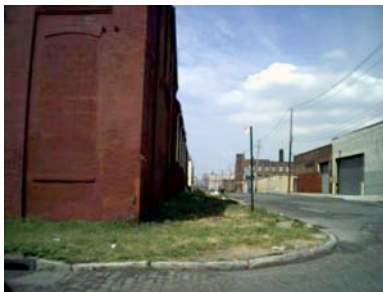
**Van Dyke Street** - street-end and sidewalk from Valentino Park to 14-ft Van Dike, Conover St Sidewalks.



**ATF Bldg. Waterfront** – EDC negotiate with property owner.



**Snapple Bldg. Waterfront** - EDC negotiate with property owner.



**Ferris Street** 14 ft. west side from Beard St. to King St. is the interim and alternate to the two private segments above.



**Piers 11 & 12** – EDC will design and build the greenway on the uplands of Piers 11 and 12 as part of the cruise terminal transportation access plan.

**Van Brunt St** - DOT plans to cut this 15-ft. sidewalk to 6 ft. under its pending reconstruction plan. **Piers 8-10** will continue as container port.



**Former Diverter site** looking north along Columbia St. from Degraw St. – 100-ft. greenspace for 3 blocks with two 7-ft. bike lanes separated from two 10 ft. pedestrian and jogging paths. Dedicated by DOT and to be built in conjunction with the pending reconstruction of Columbia Street.

**Columbia St.** - Kane to Congress St. - two 4-ft. bike lanes separated from a 6-ft. pedestrian path. Total 18 ft. Dedicated by DOT and Port Authority (PA) and to be built in conjunction with the reconstruction of Columbia Street (FY 2005 budget). An additional 17 ft. sought from the PA north of Congress St.



**Pier 6 Uplands** – Expected to become part of Brooklyn Bridge Park. Incorporation of Pier 6 into the park will provide better southern gateway and connection to the greenway to the south.

**Brooklyn Bridge Park** - Off-street bike and pedestrian paths running the length of the park are incorporated in the park master plan.

**Jay St. to Navy St.** - The route through Vinegar Hill is currently unmapped. Ideal route is Hudson Ave and John St. One block of John is closed at request of Con Ed.





**Navy St** - north sidewalk from York St to Flushing Ave. - two 4-ft. bike lanes separated from a 6-ft. pedestrian path. Total 18 ft. including a 5-ft. curb extension from Hudson to Sand Sts. From Sand to Flushing Ave. 17-ft easement requested from the **Navy Yard**.

**Flushing Ave** – Wall around officers’ quarters to be removed and additions to the 13-ft. sidewalk have been requested of the **Navy Yard**, which has agreed to set back fences up to 17 ft. for much of Flushing except for 2 blocks between Adelphi and Vanderbilt where a curb extension is required.



**Flushing Ave** - Historic **Navy Yard** wall at hospital site will remain. Bike lanes could run on the parallel internal road of the Navy Hospital grounds when the site is not in use for film production.

**Williamsburg St** - west 11-ft sidewalk from Flushing St. to Kent Ave. plus **Navy Yard** Fence setback of 19 ft.



**Kent Ave** - south 10-ft. sidewalk from Williamsburg St. to Division Ave. 8-ft curb extension requested for length of Brinks property. Beyond, a 20-ft. set back of **Navy Yard fence line** requested of Navy Yard for two development parcels.

While significant route finding is being done in Greenpoint and North Williamsburg, the location of a permanent off-street route on Kent Ave. north of Division St. is unclear.