

STABLE-IZING BROOKLYN

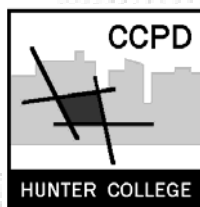
Making the Links to Stable Brooklyn

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HUNTER COLLEGE CENTER FOR COMMUNITY PLANNING &
DEVELOPMENT (CCPD)

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Foreword

In early 2005, the wave of high-rise luxury condo development spreading across New York City found its way to our small corner of Brooklyn. A nine-story, 59 unit condo building under construction on Coney Island Avenue reached new heights weekly. Then, with the eviction of the horses from the Little Grey Barn on the corner of East 8th Street and Caton Place (soon to be a 107 unit luxury building), it became clear that this wave was cresting and threatening to swallow our neighborhood up.

Our community quickly mobilized to try to affect the course of development. We formed a neighborhood group—now called Stable Brooklyn Community Group—and conducted a well-attended walking tour of the area. Approximately 80 people from this 7-block area turned out to survey the vacant lots and buildings under development. Homeowners, renters, visitors, and equestrians discussed the neighborhood's development, traffic, sanitation, and safety concerns with Jeremy Laufer, Joseph Longobardi, Randy Peers, and John Burns of Community Board 7, Richard Bearak of the Brooklyn Borough President's Office, and City Councilmember Bill de Blasio.

Even though our group's concerns were varied and encompassed the entire neighborhood and surrounding areas, the application of a developer hoping to upzone a single lot monopolized the group's attention for many months as the ULURP process unfolded. That issue was eventually settled in a compromise agreement between residents, the developer, and City Planning, with the support of Councilmember de Blasio—a 0.6 increase in FAR for the developer with a much-desired contextual height limit for the community.

The experience of having to react to a developer's actions and the huge expenditure of time and energy required to be only partially successful in this effort underscored the necessity of our community to be *proactive* in the planning process. With two more empty lots and many small two-story homes in an R6 zone, we did not want—nor did we think it was good planning—to consider each lot in isolation.

Through serendipity, I was able to enlist the help of Prof. Tom Angotti who suggested we conduct a series of community planning workshops with the goal of developing a comprehensive plan for the entire area. This plan could then be used as a tool in our struggle to make the Stable Brooklyn community a better place to live, work, and play.

What is true of this neighborhood—and is perhaps true of every neighborhood where a vibrant community of people exist—is that the perspective of the residents that arises from the passion of their commitment to their community, the vision that comes from living and interacting on the streets every day, is borne of a desire to see the very best of what is possible. It is a valuable perspective that should be embraced and encouraged. I very sincerely hope that the vision presented in this report will quickly become reality.

Mandy Harris
for Stable Brooklyn Community Group
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Acknowledgements

Thanks to all the planning workshop participants who gave hours of their time and whose ideas and insights made this report possible. Some of these participants also gave generous monetary support to cover the costs of the workshops: George and Muriel Bissell, Devon Cummings, Flynn Delaney, Julie Kerr, Nathaniel Moss and Rebecca Gallagher, Grey Morris, June Reich and Mandy Harris, Emily Waters and Paul Ermer, and David and Suzanne Werner.

Brother Carlos DeLeon of the International Baptist Church, neighborhood resident Emily Waters, and Brother Samuel Lewis of the Calvary Cathedral of Praise provided meeting space for the workshops.

City Councilmember Bill de Blasio's office helped to offset the costs of the workshops with a generous grant. Kerici Marcello, his former Director of Constituent Services, provided valuable assistance and support.

Richard Bearak, Deputy Director of Zoning and Housing development at the Brooklyn Borough President's office provided helpful technical assistance throughout the process.

Finally, special thanks to Community Board 7 which has been extremely supportive of Stable Brooklyn Community Group from the beginning—Randy Peers and John Burns, former and current Land Use Committee Chairs continue to offer guidance and support.

Introduction

In the spring of 2005 residents of the Stable Brooklyn neighborhood in Brooklyn came together because they were concerned about a rash of new residential buildings that many considered to be inconsistent with the existing scale of development. They began to meet and held a walking tour of the area with elected officials and their staff. They successfully modified a developer's request to upzone a parcel of land, but expressed continuing concern about the potential for future out-of-scale development. At the same time, residents of this seven-block area sandwiched between Windsor Terrace and Kensington developed a greater awareness of and identity with the area, and were anxious to have a say in planning for the future.

I was asked by residents to help them put together a plan for their neighborhood. With the assistance of two able graduate students, Melissa Cerezo and Brock Doerr, I facilitated two community workshops, on March 25 and April 30, 2006. In these workshops residents discussed what they like and don't like about the neighborhood and prioritized issues of concern to them. They shared ideas about what changes they would like to see in the future. They focused their discussions on land use and zoning policy and strengthening the connections with Prospect Park and Windsor Terrace.

This planning document summarizes the results of the two workshops and includes specific proposals developed by our planning team at the Hunter College Center for Community Planning and Development. These are presented in the interest of stimulating further discussion and action by city agencies, elected officials, community-based organizations, and residents.

Tom Angotti, Ph.D.
Director, Hunter College Center for Community Planning & Development
Professor of Urban Affairs & Planning

STABLE BROOKLYN TODAY

The Kensington Stables, which serve horseback riding in nearby Prospect Park, mark the unique character of this small neighborhood. At one time there were more stables and riding rings in the area; they were larger and not as surrounded as they are today by housing. But the Kensington Stables are still intensely used, especially in the warmer months, and are the only horse rental operation in Prospect Park. Located on the corner of Caton Place and East 8th Street, horses march down E. 8th Street where they follow a short bridle path to Park Circle, and then cross the circle to enter the bridle paths in the Park.

While the rest of the seven-block area is housing and several large institutional uses, the Stables more than anything else are a defining element in the character of the neighborhood.



Kensington Stables



Stable Users

Location

This seven-block area is tucked between Windsor Terrace to the North and Kensington to the South. It is sharply bounded by major roadways on four sides: Ocean Parkway Service Road, Caton Avenue, Coney Island Avenue and the Ocean Parkway Access Road. This was not always the case. Before Ocean Parkway and its Access Road were built its ties to Windsor Terrace to the North were much stronger. Now, a pedestrian bridge spans eight lanes of roadway (including two lanes of service road), which make access to the north difficult. Ocean Parkway to the West is a deep cut separating the neighborhood from other residential blocks. Caton Avenue to the South is a major two-to-four-lane East-West truck route that limits ties to Kensington. Coney Island Avenue and Park Circle separate the neighborhood from Prospect Park.



Stable Brooklyn Contextual/Location Map (Google)

This geography gives the neighborhood somewhat of an insular feeling and suggests why the question of strengthening ties with surrounding areas came up time and again in community workshops.

Population

The total population of the neighborhood of 1,349 was reported in the 2000 US census¹, slightly below the 1990 figure. Compared to the rest of Brooklyn, the population of the neighborhood is somewhat above average in income and housing costs, and has a slightly larger proportion of White non-Hispanic residents, and a slightly larger proportion of people between the ages of 19 and 64.

There are many new immigrants in Stable Brooklyn: the largest groups are from Poland, Ukraine, Russia, Bangladesh and Mexico. According to the Census, nineteen percent of all households are “Linguistically Isolated,” compared to 16 percent in Brooklyn as a whole.

Table 1. Population Change By Race: E. Windsor Terrace and Brooklyn 1990-2000
Block-level Data for E. Windsor Terrace

	1990		2000		Percent Change	
	E. Windsor Terrace	Brooklyn	E. Windsor Terrace	Brooklyn	E. Windsor Terrace	Brooklyn
Total Population	1,377	2,300,664	1,349	2,465,326	-2	+7
White Non-Hispanic	726	923,229	544	854,532	-25	-7
Black non-Hispanic	292	797,802	284	844,568	-3	+6
Asian/Pacific Islander Non-Hispanic	43	106,022	105	185,396	+144	+75
American Indian Non-Hispanic	5	5,416	1	4,494	-80	-17
Other Non-Hispanic	5	5,784	12	16,067	+140	+177
Two or More Races Non-Hispanic	n/a	n/a	82	68,688	n/a	n/a
Hispanic Origin	306	462,411	321	487,878	+6	+5

(Source: U.S. Census, 2000)

Table 2. Population by Age Group for E. Windsor Terrace 2000
Block-level Data for E. Windsor Terrace

	E. Windsor Terrace		Brooklyn	
	Number	Percent	Number	Percent
Total Population	1,349	100	2,465,326	100
18 and under	295	22	693,324	28
19 to 64 years-old	908	67	1,488,720	61
65 and over	146	11	283,282	11

(Source: U.S. Census, 2000)

¹ This is Census Tract 504, Block Group 2

Table 3. Top 5 Countries for the Foreign Born Population in Census Tract 504 and Brooklyn 2000
Census Tract and County Data

Census Tract 504			Brooklyn		
	Number	Percent		Number	Percent
Total Population	4,463		Total Population	2,465,326	
Total Foreign Born Population	2,136	100	Total Foreign Born Population	931,769	100
Poland	261	12	Jamaica	73,580	8
Ukraine	163	8	China	72,673	8
Russia	161	8	Haiti	61,267	7
Bangladesh	144	7	Dominican Republic	59,362	6
Mexico	128	6	Ukraine	55,573	6

(Source: U.S. Census, 2000)

Table 4. Linguistically Isolated Households in Census Tract 504 and Brooklyn 2000
Census Tract and County Data

	Census Tract 504		Brooklyn	
	Number	Percent	Number	Percent
Total Households	1,883	100	880,727	100
Total Linguistically Isolated Households	349	19	140,291	16

(Source: U.S. Census, 2000)

Table 5. Income for Census Tract 504 and Brooklyn 2000
Census Tract and County Data

	Census Tract 504	Brooklyn	+/- Percent of Brooklyn
Median Household Income	\$41,803	\$32,135	+30
Median Household Family Income	\$42,428	\$36,188	+17
Per Capita Income	\$22,316	\$16,775	+33

(Source: U.S. Census, 2000)

Housing

The vast majority of households in the neighborhood are renters: 82% compared to 70% in Brooklyn. The vacancy rate is a very low 3 percent.

Table 6. Home Value for Census Tract 504 and Brooklyn 2000
Census Tract and County Data

	Census Tract 504	Brooklyn	+/- Percent of Brooklyn
Median Gross Rent	\$737	\$672	+10
Median Home Value All owner-occupied units	\$281,000	\$229,200	+23

(Source: U.S. Census, 2000)

Table 7. Housing Information for E. Windsor Terrace and Brooklyn 2000
Block-level Data for E. Windsor Terrace

	E. Windsor Terrace		Brooklyn	
	Number	Percent	Number	Percent
Total Housing Units	578	100	930,866	100
Occupied Housing Units	561	97	880,727	95
Housing Units by Tenure				
Renters	459	82	642,360	70
Owners	102	18	238,367	30

(Source: U.S. Census, 2000)

Table 8. Vehicle Ownership and Driving as Means to Work for Census Tract 504 and Brooklyn 2000
Census Tract and County Data

	Census Tract 504		Brooklyn	
	Number	Percent	Number	Percent
Total Population	1,833	100	2,465,326	100
No Vehicles	1,077	57	501,803	20
1 Vehicle	671	35	291,238	11
Workers Who Drove Alone to Work	409	21	202,070	8
Workers Who Used Other Means/Worked At Home	1,661	88	626,726	25

(Source: U.S. Census, 2000)

STABLE BROOKLYN

LAND USE MAP



Land Use Map

The predominant land use is residential. There are two major housing types in the neighborhood: two and three-story row houses, mostly on Kermit Place and a section of E. 8th Street; and large apartment houses. Until recently, all of the multifamily buildings were three to six stories. A new building on Coney Island has nine stories.



Residential Scales

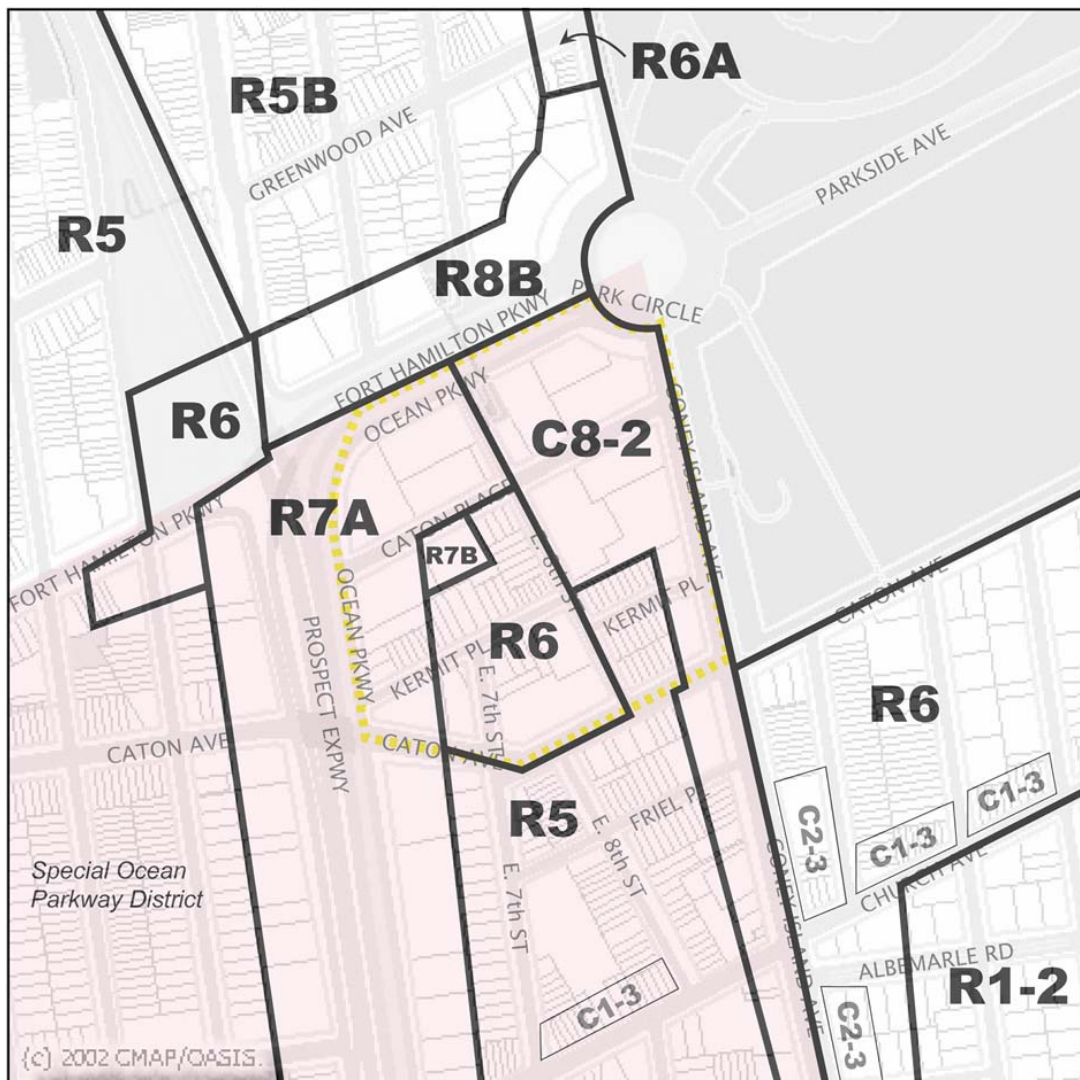
The exceptions to the predominant residential use are: the Stables, a small warehouse adjacent to the Stables, two large church facilities, two schools on Coney Island Avenue, and auto-related uses on Coney Island Avenue. All of the non-residential uses are concentrated in the northeastern end of the area.



Institutional Uses (Churches)

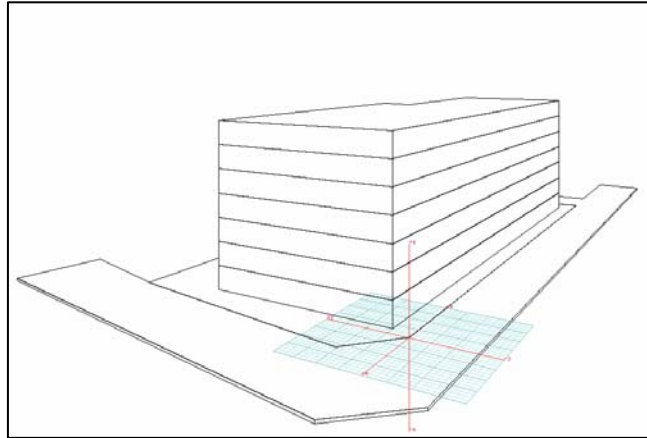
There are no retail or service facilities in the area. The closest retailing is a few stores across Caton Avenue, but the nearest retail strip of any size is Church Avenue, a long block and a half to the South.

The portion of the area facing Ocean Parkway is zoned R7A, a contextual medium density residential zone that allows for mid-rise apartment buildings. The Coney Island Avenue frontage and two large church facilities are zoned C8-2, a commercial zone which is generally for auto-related uses. Community facilities are permitted in this zone up to a maximum 4.8 FAR. This is the only commercial zone in the area. The R6 zone towards the southern end of the neighborhood permits mid-rise residential towers. The entire neighborhood is part of the Ocean Parkway Special District, whose regulations limiting community facilities are intended to apply principally to buildings fronting Ocean Parkway.



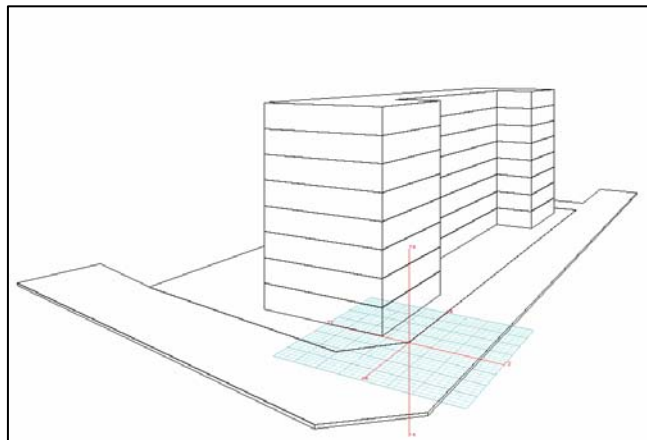
Area Zoning Map

The following set of illustrations indicates typical development in R7A and R6 zones—the zones that now predominate the neighborhood. FAR means “Floor Area Ratio,” the ratio between the size of the lot and the amount of square feet of building space that can be built. For example, if a lot is 2,000 square feet and the FAR is 2.0, then the lot owner can put up a building with 4,000 square feet of building space ($2,000 \times 2.0 = 4,000$ FAR). Zoning designations with letter suffixes, like R7A, are contextual zones that are intended to be more compatible with existing building types.



Zoning Diagram: R7A

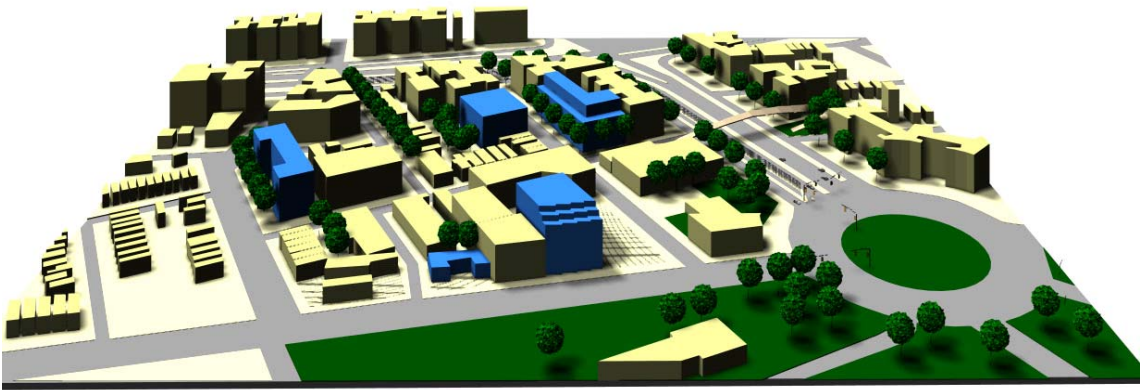
FAR: 4.0 (CF: 4.08)
Coverage: 80%
Height: 7 Stories
Parking: 50%
C1 Overlay FAR: 2.0



Zoning Diagram: R6

FAR: 0.78-2.43
OSR: 27.5-37.5
Height: 8 Stories
Parking: 50%
C1 Overlay FAR: 2.0

As of Right Development



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Community Planning Workshop

As of Right Development View

WHAT'S STABLE IN STABLE BROOKLYN

Some of the things that residents like about the neighborhood are:

- It's within walking distance of Prospect Park and the Parade Grounds
- The Stables give it a unique identity
- In the interior streets, it's a safe and pleasant place to walk
- It's quiet
- The neighborhood is generally safe
- It is an ethnically diverse area
- Schools are generally good
- On-street parking is often adequate though at times difficult

The Kensington Stables are a unique asset that gives the neighborhood a special identity. The Stables distinguish the neighborhood from its surroundings, strengthen the connection with Prospect Park, and bring life to the streets. They offer services to people of all ages who come from throughout the region. They are a small treasure.

DESTABLE-IZING ISSUES

Some of the things that residents are concerned about are:

- *The Stables*: Residents are concerned about the effects of traffic and out-of-scale development on the community's unique asset, the Kensington Stables. Poor traffic controls on local streets and Park Circle create unsafe conditions for riders. Growing development pressures limit space available for expansion and parking.



Kensington Stables Rider

- *Out-of-scale Development.* As witnessed in the recent organizing efforts to control out-of-scale development, people are concerned about new speculative high-rise development that is being encouraged by developer-initiated rezoning and variances, and by the existing R6 and C8-2 zoning. There are concerns about preserving the existing low-rise housing, and the development of new affordable and low-income housing.



346 Coney Island Avenue

Recent Residential Construction



23 Caton Place

Proposed/New Development

- *Traffic.* Three major traffic issues were identified.
 1. *Speeding traffic on the Ocean Parkway Service Road.* This narrow one-way street has parking on both sides and has a lot of cars taking a short cut between Ocean Parkway and Park Circle. This is perceived as dangerous. In particular, the intersection of E 8th St. and the Service Road is dangerous because it is where drivers speed up after making the turn at the same time that horses enter traffic to reach the bridle path.



Ocean Parkway Service Road

2. *Park Circle.* This large circle presents an obstacle for pedestrians, bicyclists, and horses going to Prospect Park. Traffic patterns within the circle are confusing to motorists: pathways through the circle and onto the surrounding streets are not clear.
 3. *Truck traffic and parking on Caton Avenue.* While Caton Avenue is a major truck route, the volume and sometimes speed of trucks create difficult conditions for pedestrians. Trucks often double-park on Caton Avenue, obstructing and slowing traffic. Trucks also take away parking spaces from local residents.
- *Bus Service.* Bus service is important but not frequent enough.
 - *Sanitation Problems.* Sidewalks and empty lots are often not cleaned.
 - *Sewage Backup.* During heavy rains, cellars flood and sewers back up. Complaints to the City have not produced any action.
 - *Amenities and Green Space.* The streetscape is bare and could benefit from trees and other amenities. There are no community gardens or small parks.
 - *Lack of Local Retail.* Besides a few stores across Caton Avenue, there are no local retail outlets that people can walk to.

- *Noise.* On weekends, traffic going to Calvary Church can be noisy, especially around the parking lot/E 8th Street entrance, where car radios are sometimes loud.
- *Uncertainty.* Many people are concerned about the kind of development that will occur on the few vacant lots in the area, and whether zoning changes or variances will lead to more out-of-scale development.
- *Parking.* The lack of on-street parking is increasingly a problem, especially with new residential development in the area. This is complicated by the lack of retail and services in the neighborhood, which stimulates more driving. For every parking space in the neighborhood there are about two resident-owned cars.

Parking Overview

Parking Lot Spaces and Total Parking Spaces

Parking Lot Spaces

Lot Location	Estimated No. of Parking Spaces
Calvary Church	73
International Baptist Church	60
Gas Station	9
Kermit Place/E.7 th Street	3

Total Parking Spaces On-Street and in Parking Lots

Total Parking Spaces	
Total Parking Lot Spaces	145
Total Max. On-Street Parking Spaces	326
Total	471

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Parking Inventory

FUTURE DIRECTIONS

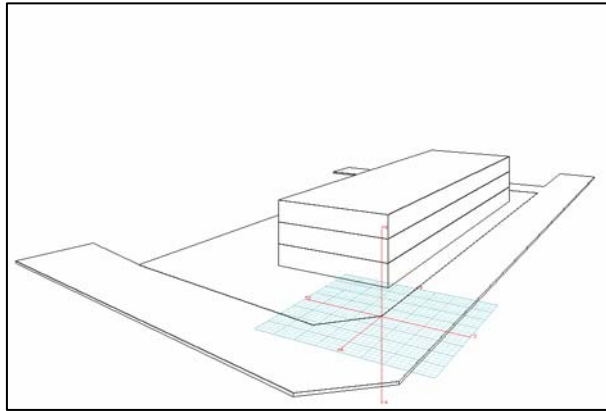
In the community workshops there was a shared consensus that Stable Brooklyn is a viable residential neighborhood with a growing identity, but facing serious challenges in the future. Residents would like to improve and strengthen ties with the surrounding neighborhoods, but are concerned about the physical obstacles. They are deeply concerned about out-of-scale development and zoning rules that permit it. They would like to see the Stables, and the two large church facilities, thrive and grow in context with the residential surroundings. They want solutions to traffic problems, particularly around Park Circle and the major avenues, and look forward to reuniting Stable Brooklyn with Windsor Terrace.

Recommendations: Some Small Steps and Big Ideas

Land Use and Zoning

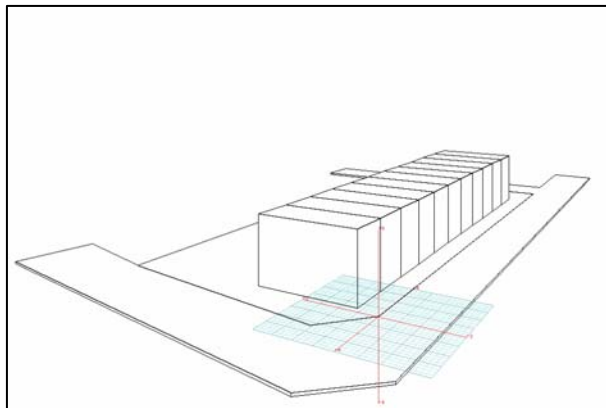
- In 1993, most of the area was zoned R5 with the stated purpose of “fostering the expansion of one and two family homes in a manner compatible with the community.” The current R6 district was excluded at the request of the developer of a proposed 8-story nursing home on Caton Avenue. The nursing home was never built. At the time of this rezoning, the Borough Board expressed its interest in revisiting the zoning should the nursing home not be built: “If, later, the nursing home proposal does not get approved, rezoning this block as the application proposes would still be possible.”
- When a small area on Caton Place was rezoned from R6 to R7B in 2006 to facilitate new residential development, that rezoning was a compromise from the originally-proposed upzoning to R7A. During the public review process of the rezoning, Community Board 7 called for an evaluation of the R6 district in response to community concerns about further out-of-scale development. A significant portion of the existing R6 district is made up of low-rise row houses that generally conform to R5B zoning.

The illustrations below show typical development in R5 and R5B zones.



Zoning Diagram: R5

FAR: 1.25 (CF: 2.0)
Coverage: 55%
Max. Height: 3-4 Stories
Parking: 85%
C1 Overlay FAR: 1.0



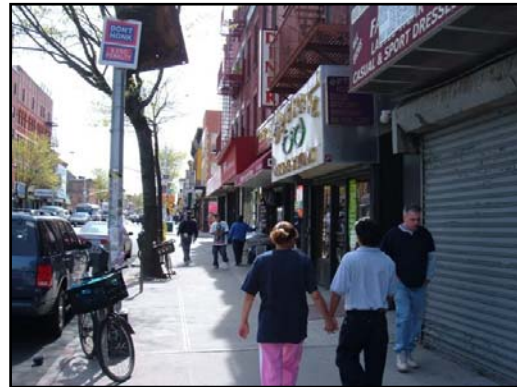
Zoning Diagram: R5B

FAR: 1.35 (CF: n/a)
Coverage: 55%
Max. Height: 3-4 Stories
Parking: 66%

Recommendations for 701-711 Caton Avenue

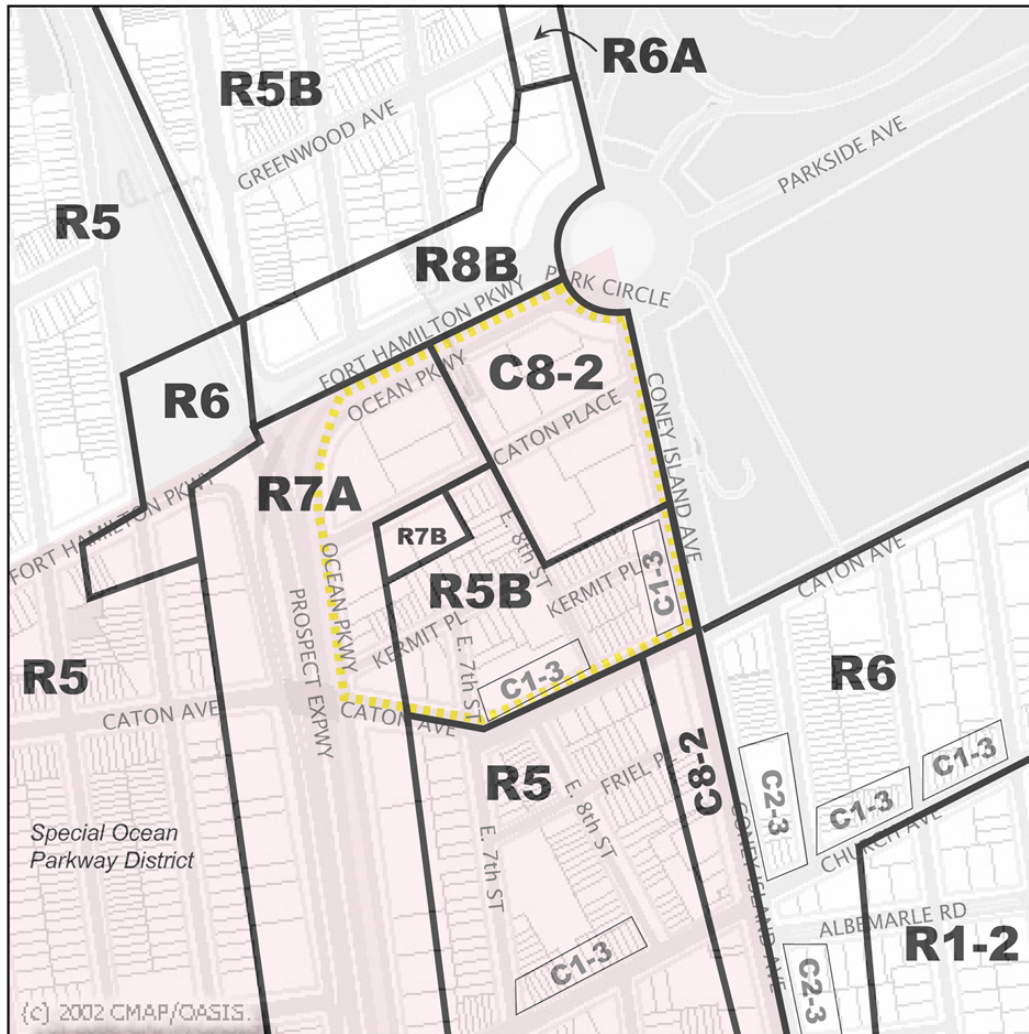
The major vacant site with development potential in the neighborhood is the lot on Caton Avenue between E. 7th and E. 8th Streets (701-711 Caton Avenue). R5 and R6 contextual zones were considered, and we recommend an R5B on this site.

This lot should be rezoned with a C-1 commercial overlay that would encourage ground floor local retail. In the community workshops, residents referred to the local retail strips in Windsor Terrace (Prospect Park West) and Park Slope (Seventh Avenue) as examples of the kind of stores they would like to see.



Commercial Uses

- The C82 district should remain to help protect the institutional uses and Stables, but without new residential development. Given the C8-2 bulk limitations on institutional uses, they should not overwhelm the scale of residential uses on adjacent blocks.



Proposed Zoning

Traffic and Transportation

- *Short-term Circulation Changes.* To improve safety and traffic circulation in the neighborhood, four-way stop signs should be installed at Caton Place and the Ocean Parkway Service Road, and at Caton Place and E. 8th Street. Speed humps and speed tables should be installed on streets with significant problems of speeding through traffic, including the Ocean Parkway Service Road and E. 8th Street, especially near the Stables. These devices should have gradual changes in level that do not pose noise or liability problems, similar to many that have already been installed in Brooklyn neighborhoods. Finally, there should be a left turning lane from eastbound Caton Avenue to Coney Island Avenue to help mitigate congestion.
- *Ocean Parkway Service Road.* The City's Department of Transportation (DOT) should consider ways to deter or prevent through traffic on this roadway. In the short term, this may include signage at Caton Avenue, speed humps, and other traffic calming devices.
- In the long run, the following measures could be enacted as part of the larger project proposed below to improve the Ocean Parkway access roads near Park Circle. While these measures could be undertaken independently, they would be especially valuable as part of the larger project.
 1. Permanently close the Service Road between E. 8th Street and Park Circle.
 2. Convert the roadway to pedestrian and cycling paths, and a small park.
 3. A sign at the intersection of Caton Avenue and the Service Road should state "Not a Thru Street to Park Circle."
 4. The marked bikeway/greenway on the southern sidewalk should be improved so that it is easier for cyclists to locate the entrance. This bikeway connects the Ocean Parkway greenway with Prospect Park
- *Park Circle.* Park Circle needs to be redesigned to channelize traffic and facilitate safety. More space needs to be dedicated to pedestrian, bicycle and horse crossings. Redesign of the Circle would best be part of a more comprehensive redesign of the access roads to Ocean Parkway and Fort Hamilton Parkway, as proposed in the final section of this report, but it could also be done independently of that larger project. The redesign of Bartell-Pritchard Circle at the Northwest entrance to Prospect Park, which was planned by the City's Economic Development Corporation, offers many positive examples of what could be done. Redesign of Park Circle should incorporate the following elements:
 1. An expanded central rotary and corresponding reduction of traffic lanes.
 2. A clearly marked bridal path through the circle using appropriate surface materials, on-demand crossing signals, and appropriate signage for motorists and riders.
 3. Wider pedestrian crossings with textured pavements.

4. A landscaped median on Coney Island Avenue between Park Circle and Caton Avenue. Many pedestrians cross Coney Island Avenue at the Circle and at Caton Avenue to reach the renovated Parade Grounds facilities. Upgrading the crosswalks and installing a median would enhance pedestrian safety.
 5. Improvement of pedestrian and bicycle entrances to Prospect Park so they are more clearly separated from vehicular access.
 6. Special priority to improving crosswalks on Coney Island.
 7. Reengineering of the bank entrance to improve safety, and development of excess pavement for open space.
 8. Use of the open spaces in front of the bank and church for activities such as green markets or for passive open space.
- *Caton Avenue.* DOT should study ways to improve pedestrian and vehicular circulation on Caton Avenue, considering the following:
 1. The painted neckdown on Caton Avenue appears to be poorly located. Cars and trucks park and drive through this area. DOT should consider permanent sidewalk widenings at appropriate locations to slow traffic and improve conditions for pedestrians crossing the avenue.
 2. DOT should consider whether parking on some portions of Caton Avenue could be restored as a contributor to traffic calming.
 3. DOT should consider textured crosswalks and other traffic calming measures at intersections along Caton Avenue.

Linking Stable Brooklyn to Its Neighbors

The prospect of reuniting Stable Brooklyn with Windsor Terrace and the rest of Community Board 7 excited many residents. The possibility that this vision might become reality was expanded when residents observed that there were eight lanes of traffic separating the districts. Many people believe that traffic volumes do not warrant using so much public space for traffic. People were also encouraged by the possibility of coupling a redesign of this traffic corridor with the major improvements recommended above for Park Circle and the Ocean Parkway Service Road.

The sketch plans that follow are very preliminary renderings that show the kind of changes that could be made.



Design Overview

The main elements of the Windsor Terrace connection would be:

- Removal of the existing pedestrian overhead bridge.
- Reduction of the roadway to three vehicle lanes: one merging onto Ocean Parkway going South; one merging onto Fort Hamilton Parkway, and the other merging onto the Prospect Expressway and Prospect Avenue.
- Creation of a street-level crossing with a green median, textured crosswalks, and a new mid-block traffic light.
- Creation of a park on the southern portion of the corridor, which would include the bridle path and bicycle way.
- Expansion of the small park at the northern end of the current pedestrian bridge.

This link to Windsor Terrace could bring about many benefits to the area without interrupting traffic flow. It could result in a major new public space that enhances the quality of a major gateway to Brooklyn's premiere park. The benefits of this public space would be enjoyed by residents in a much larger area.

Design Proposal: Reconnection With Windsor Terrace 1



Perspective 1



- Creation of Bridle Path
- Reconstruction of intersection at E.8th St. and Ocean Parkway
- Reconstruction of highway ramps

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Design Proposal: Reconnection With Windsor Terrace 2



Perspective 2



- Creation of Bridle Path
- Reconstruction of intersection at E.8th St. and Ocean Parkway
- Reconstruction of highway ramps

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Design Proposal: Reconnection With Windsor Terrace 3



View from Park Circle
looking west

Existing



Proposed

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Community Planning Workshop

Design Proposal: Reconnection With Windsor Terrace 4



Proposed

- New crosswalk
- New traffic lights
- Walkable connection at street level

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Community Planning Workshop

PICTURES

BEFORE



AFTER



RECONFIGURATION OF ROADWAYS

BEFORE

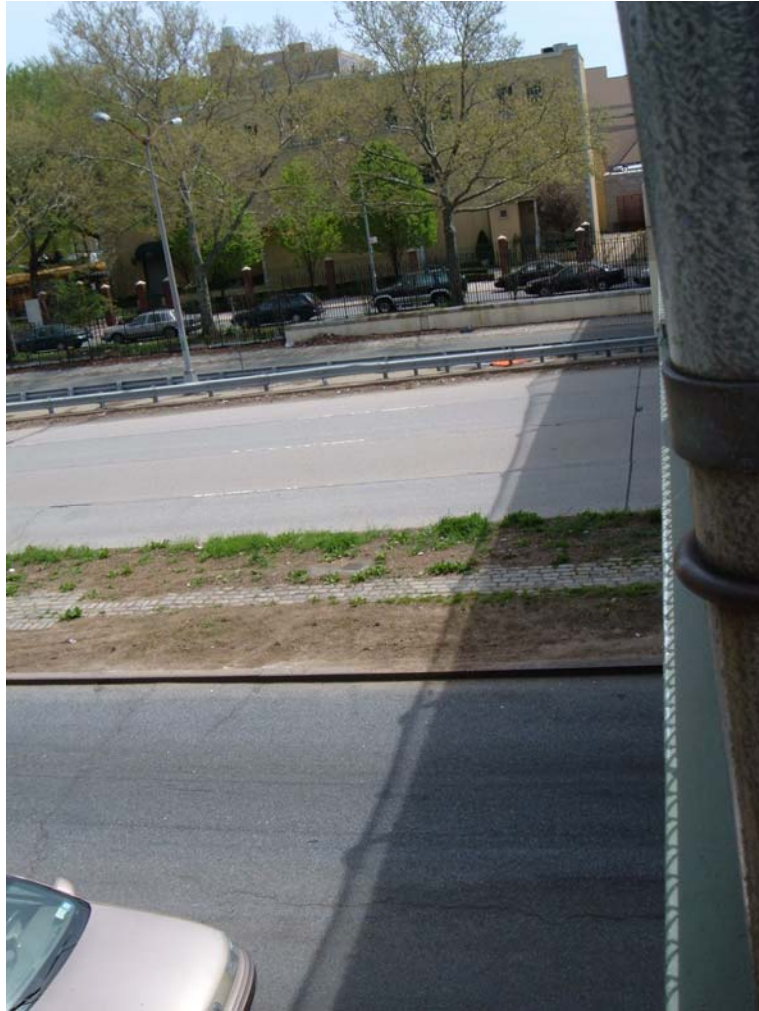


AFTER

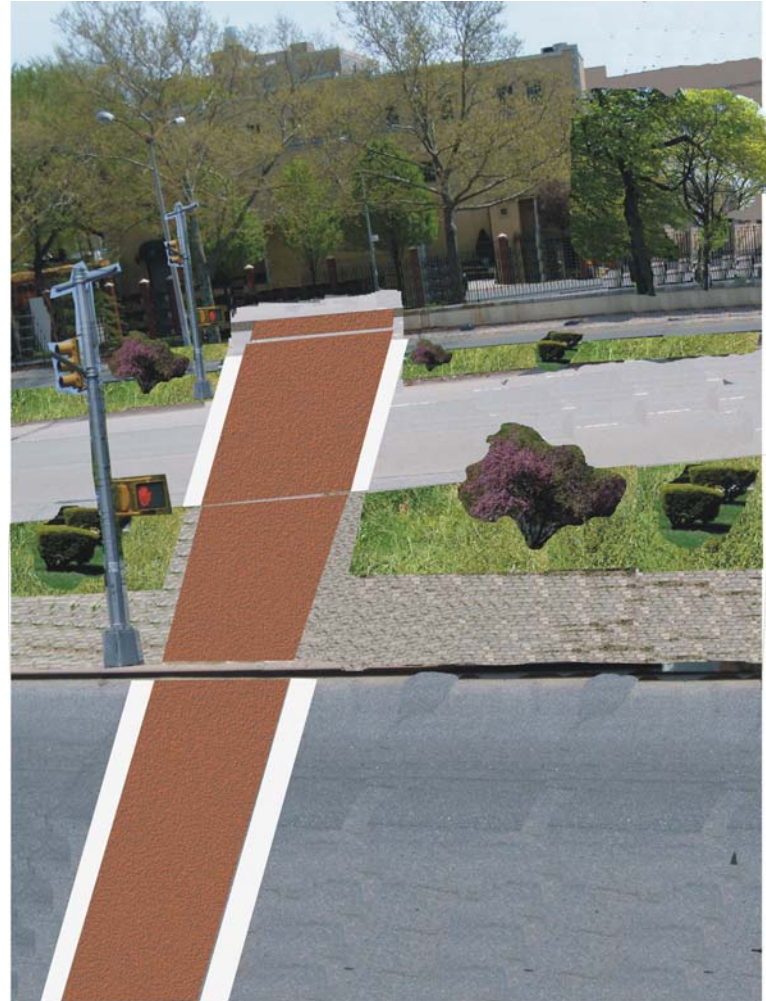


AT-GRADE CROSSING IN PLACE OF BRIDGE

BEFORE



AFTER



AT-GRADE CROSSING IN PLACE OF BRIDGE

BEFORE



AFTER



LEAVING THE STABLES. E. 8th St. between Caton Pl. & Ocean Parkway Service Rd.

BEFORE



AFTER



E. 8th St. between Caton Pl. & Ocean Parkway Service Rd.

BEFORE



AFTER



Ocean Parkway Service Rd. between E. 8th St. & Park Circle.

BEFORE



AFTER



Ocean Parkway Service Rd. between E. 8th St. & Park Circle.

BEFORE



AFTER



MORE GREEN IN PARK CIRCLE.

BEFORE



AFTER



SAFER CROSSING. Coney Island Ave at Park Circle.

BEFORE



AFTER



GREEN MEDIAN ON CONEY ISLAND AVE.

BEFORE

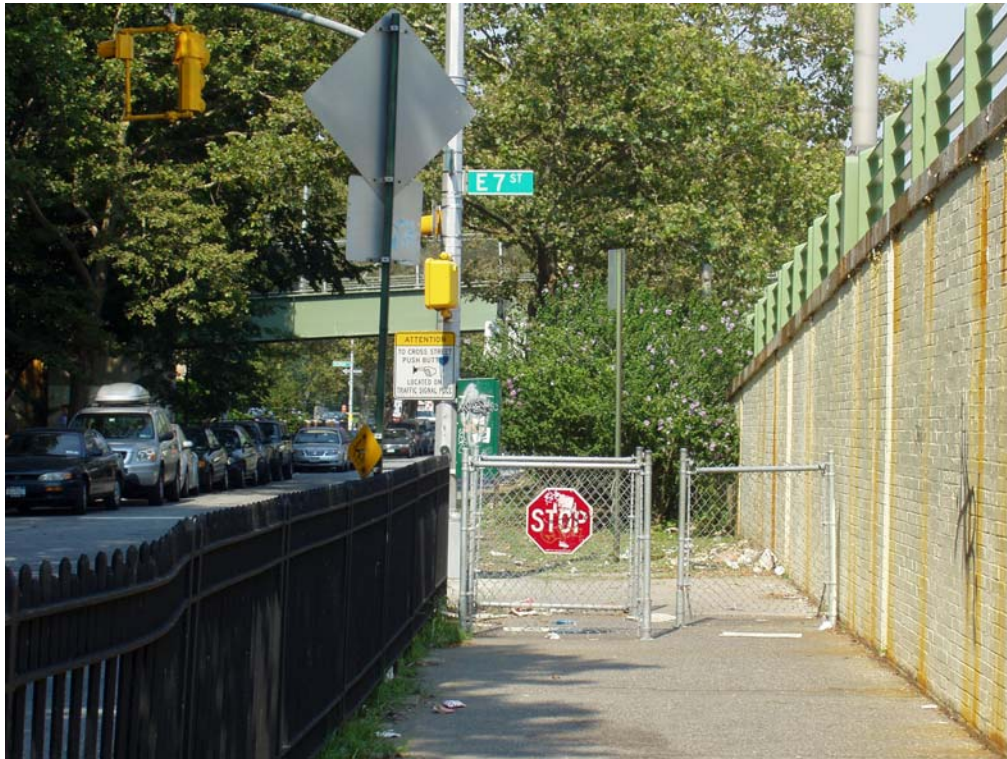


AFTER

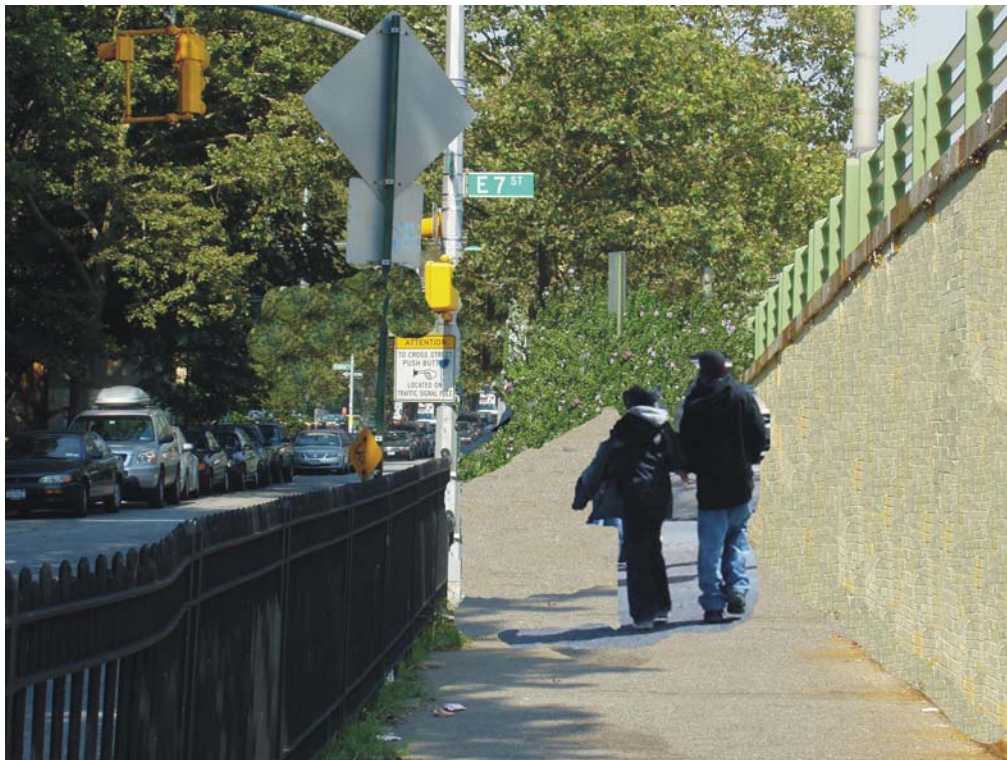


SAFER CROSSING. Coney Island Ave & Caton Ave.

BEFORE



AFTER



NORTH SIDE, OCEAN PARKWAY SERVICE RD.