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KOENEN ASSOCIATES

ARCHITECTS AND PLANNING CONSULTANTS

142 WEST 24TH STREET NEW YORK NY 10011 (212) 206-8333

Meeting: PDC Offices  
Sheepshead Bay Fishing Piers Improvements  
June 2, 1987

AGENDA

- I. Purpose: Work Session, define Environmental Issues, Design Opportunities and Constraints
- II. Existing Conditions and Analysis
  1. Regional access (Map)
  2. Surrounding Environment (Map)
    - Visual Character
    - Physical Conditions
    - Circulation
    - Land Use
    - Parking
    - Pier Utilization
  3. Pier Condition and Functional Requirements
- III. Alternative Concept Studies
  1. Emmons Avenue Development Controls
    - a. Esplanade width remains at 19'-6"
    - b. Esplanade width at 25'
    - c. Esplanade width at 38'
  2. Pier & Esplanade Studies
    - a. Criteria for design: elements, functions
    - b. Utility Requirements (Plans)
    - c. Entrance, Middle and End Zones
    - d. Rail, Pavement, Sign, Refuse and Light Alternatives
    - e. Possible Features; entrances and ends of Piers
- IV. Next Step

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EMMONS AVENUE: DEVELOPMENT CONTROLS  
DESIGN CRITERIA

1. The redesign of Emmons Avenue should emphasize and accommodate pedestrian movement and activity along both sidewalks and between the sidewalks. This can be achieved by
  - a. widening the sidewalk or esplanade to permit more room for walking, sitting vendors, landscape and possible service maintenance areas;
  - b. widening the upland sidewalk to allow for seating, landscape as well as walking;
  - c. increasing the number of pedestrian crosswalks to insure safety and convenience. These paths can be articulated by using "neck outs," defined pavement and striping, and traffic light controls which might be adjustable to peak time usage.
2. While vehicular traffic congestion to some extent at peak times is inevitable if pedestrian flows are to be accommodated, congestion caused by the design of the street circulation and parking should be reduced. Double parking should be discouraged along the south curb. Parking lots in the area should be better organized to improve the operating efficiency of the lot and to reduce the amount of autos circling the streets looking for an evasive adjacent parking space.
3. Provide as much parking on Emmons Avenue as possible as this type is the most convenient and desirable.
4. Recognize that the piers at present are underutilized and when improved will generate more people and cars.
5. Rethink the number and operation of bus stop areas to reduce the curb area presently used.
6. Coordinate lighting concepts of the Avenue and the Piers.
7. Coordinate pavement concepts for the Avenue and the Piers
8. Coordinate the rail design of the Bulkhead and the Piers.

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9. Coordinate the Pier vehicular service requirements with the layout of Emmons Avenue, particularly along the south curb. Emerging access of the Piers is required for maintenance. Regular boat servicing can be done from the curb.

OPPORTUNITIES AND CONSTRAINTS FOR THE PIERS

1. Functionality of the Piers

These piers are used in a number of ways, as indicated above. The piers are a gathering place for people waiting for the boats to arrive for the purpose of watching and possibly the boats. The boats are used for a variety of purposes, but mostly for people who simply want to enjoy the view and the atmosphere. Thus, the pier should be used as an outdoor park.

For the boat service, the piers are used to dock and maintain their boats. Normal boat service involves the carrying of supplies on board and the receiving of refuse. Boat dock masters have been used in the past. The current plan is that they should provide a boat with a dockmaster to the pier as it is difficult to control other than through the dock. Several dock assignments, however, can be made to receive or deliver goods to the pier, water, shoreward. These piers are sometimes used as the pier of origin for a vessel bound on the pier. Therefore, the pier should be used as a dock, maintenance and storage.

2. Environmental Considerations

The piers are used for a variety of purposes and the dock should be used as a gathering place for people waiting for the boats to arrive for the purpose of watching and possibly the boats. The piers are used for a variety of purposes, but mostly for people who simply want to enjoy the view and the atmosphere. Thus, the pier should be used as an outdoor park. The piers are used to dock and maintain their boats. Normal boat service involves the carrying of supplies on board and the receiving of refuse. Boat dock masters have been used in the past. The current plan is that they should provide a boat with a dockmaster to the pier as it is difficult to control other than through the dock. Several dock assignments, however, can be made to receive or deliver goods to the pier, water, shoreward. These piers are sometimes used as the pier of origin for a vessel bound on the pier. Therefore, the pier should be used as a dock, maintenance and storage.

The layout of Emmons Avenue provides parking for most of the pier, including service parking. The piers also require limited vehicle access to pick-ups of some type of boat and should be considered. A parking area for people waiting, including refuse pick-up, is required at the pier.

3. Traffic and Circulation of the Piers

The piers are basically a structural system of concrete with supporting steel beams with many 6-inch concrete walls. The walls of most piers have been replaced.

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OPPORTUNITIES AND CONSTRAINTS: DESIGN CRITERIA FOR THE PIERS

1. Functions which take place on the piers.

These piers are used in a number of ways; as pedestrian access to the boats; as a gathering place for people waiting for the boats to arrive for the people to evaluate and purchase the day's 'catch'; and also as a place for standing and sitting for people who simply want to enjoy the view and setting of this unique environment. Thus, the pier can also be used as an urban park.

For the boat owners, the piers are used to service and maintain their boats. Normal weekly servicing includes the carrying of supplies on board and the removing of refuse. Most boat owners carry these items by foot on the piers. The owners stated that they do not prefer to have easy vehicular access on the piers as it is difficult to control others from driving on to the piers. Seasonal boat maintenance, however, can be require removal of parts of the boat; i.e. motor, transmission. These parts are sometimes repaired on the pier or lifted onto a vehicle driven on the pier. Therefore, the pier surface area should be open, uncluttered and flexible.

2. Environmental considerations.

The functional and design relationship of pier to Emmons Avenue is critical. The pier pavement, lighting, and rail systems should be coordinated to emphasize this relationship. Views to and from the piers should be enhanced. The important views to the piers include car passengers on the Parkway. Design elements of the pier which impact the skyline would define or describe the presence of the piers from the roadway. Views to the piers along both sidewalks on Emmons is important. However, the upland sidewalk view is blocked by parked cars. Thus, taller elements at the pier would improve or improve the visual presence of the pier. The view of the piers from arriving boats is also important to recognize in the design. The ends of the piers should have elements which create a positive visual image from the water.

The roadway of Emmons Avenue provides parking for users of the pier, including service parking. The piers also require limited vehicular access so curb cuts of some form at each pier should be considered. A parking zone for service vehicles, including refuse pick-up, is required at the curb.

3. Existing physical characteristics of each pier.

The piers are basically a structural system of wooden posts supporting wood beams which carry 9-inch poured slab. The posts or sheet piling have just been replaced.

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They are spaced 10 feet apart along the pier edge and have a height of 5 feet above the concrete surface. The rail system between these posts must provide a safety barrier and have gates allowing for access to the boats. Stairways, 4 feet wide, spaced 40 to 60 feet apart, are used to access low floating boats. The means of access must be coordinated with the raised new pavement and new rail system.

The pavement system will be placed on top of the existing concrete slab. The utility duct will be laid on or below this slab. Cuts into the existing slab should be minimized because of structural considerations. The grade elevation difference is therefore a significant design factor.

The new bulkhead to be constructed is in a separate contract. The rail to be placed on this bulkhead should be designed and coordinated with the rail system on the pier. The grade elevation of the new sidewalk must also be coordinated.

4. Utility service.

Each berth will be provided with electricity, water and telephone. A protected utility box with these outlets will be located at each potential boat berth. These outlets will be tied back to central meter boxes located at the pier connection with the bulkhead. The design and placement of these boxes must be coordinated with the rail and boat docking requirements.

5. Refuse.

At present the dumpsters used by the boat owners are placed along the sidewalk, where they are in the way of pedestrian movement. Two options for the location of these garbage containers should be studied; on the pier and on a widened sidewalk (esplanade) where it can be screened and be outside of the pedestrian movement path.

6. Lighting.

The lighting system on the piers should be coordinated with the esplanade lighting and complement the lighting which will be on the boats. All surfaces of the piers should have adequate light to insure safe night time use. The light standards, the balance of light levels, type of lamp, and planned location of each type of light should be considered.

7. Signage.

A signage system is important and should consider location and type of information appropriate at that location. The locations include Parkway signs calling out exits to the pier area; signs at the front of each pier calling out the pier and possibly its boats; and at the berth on the pier calling out the boats' departure times. The signage system should be a frame which holds the individually prepared sign or message prepared by the owner.

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8. Seating.

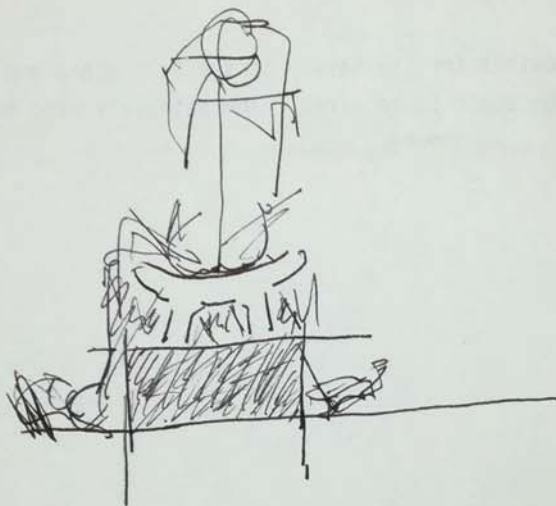
Permanent seating at the ends of the pier and possibly along the edge of the piers should be considered. This provides another "people" oriented function for the piers. Seating locations should not interfere with access to the boats.

9. Rails.

A rail system which provides for the safety of the pier users and incorporates a gate system for access to the boats is required. The materials used must be durable and easily maintained.

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- Film
- videotapes
- Business
- papers?
- six shirts
- gifts?

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May 6, 1987

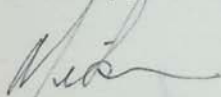
Scott Burton  
115 West 28th Street  
New York, New York 10001

Re: Sheepshead Bay Fishing Piers Improvements

Dear Scott,

Enclosed is a paragraph which I propose be inserted in Exhibit A in our contract. The purpose of this paragraph is to confirm the scope of coordinated design effort between the Artist and Architect, and to define their primary responsibility.

Sincerely,



Michael J. Koenen

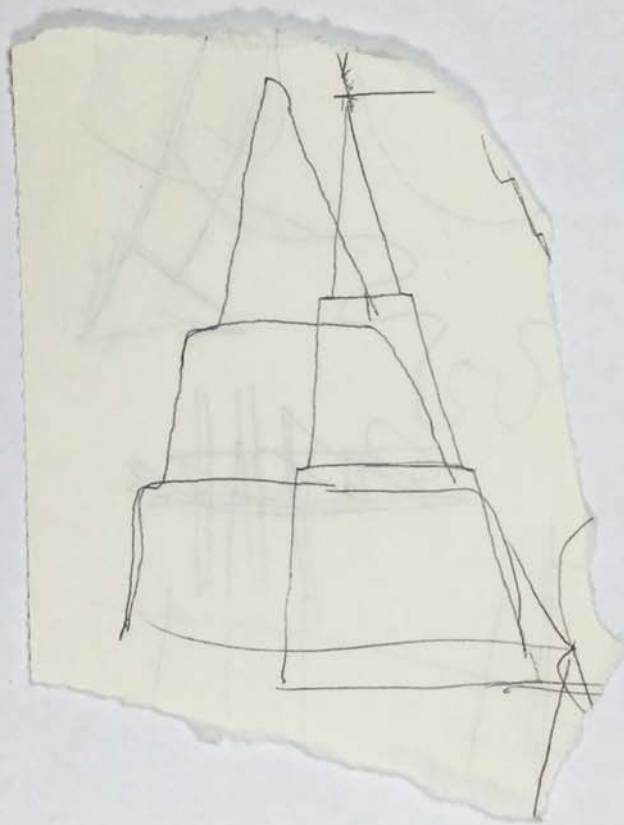
MJK/mg

Encl.

cc: Jennifer McGregor Cutting  
Kathy Burpee

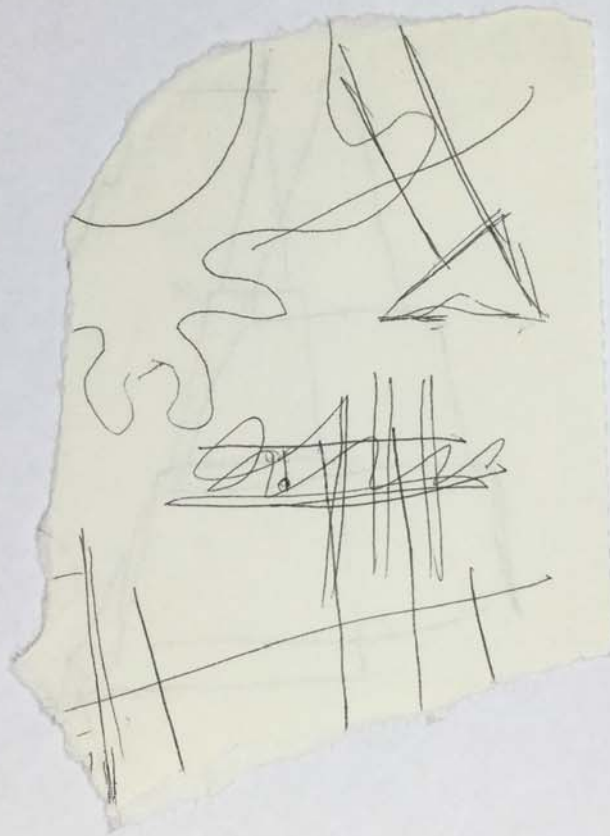
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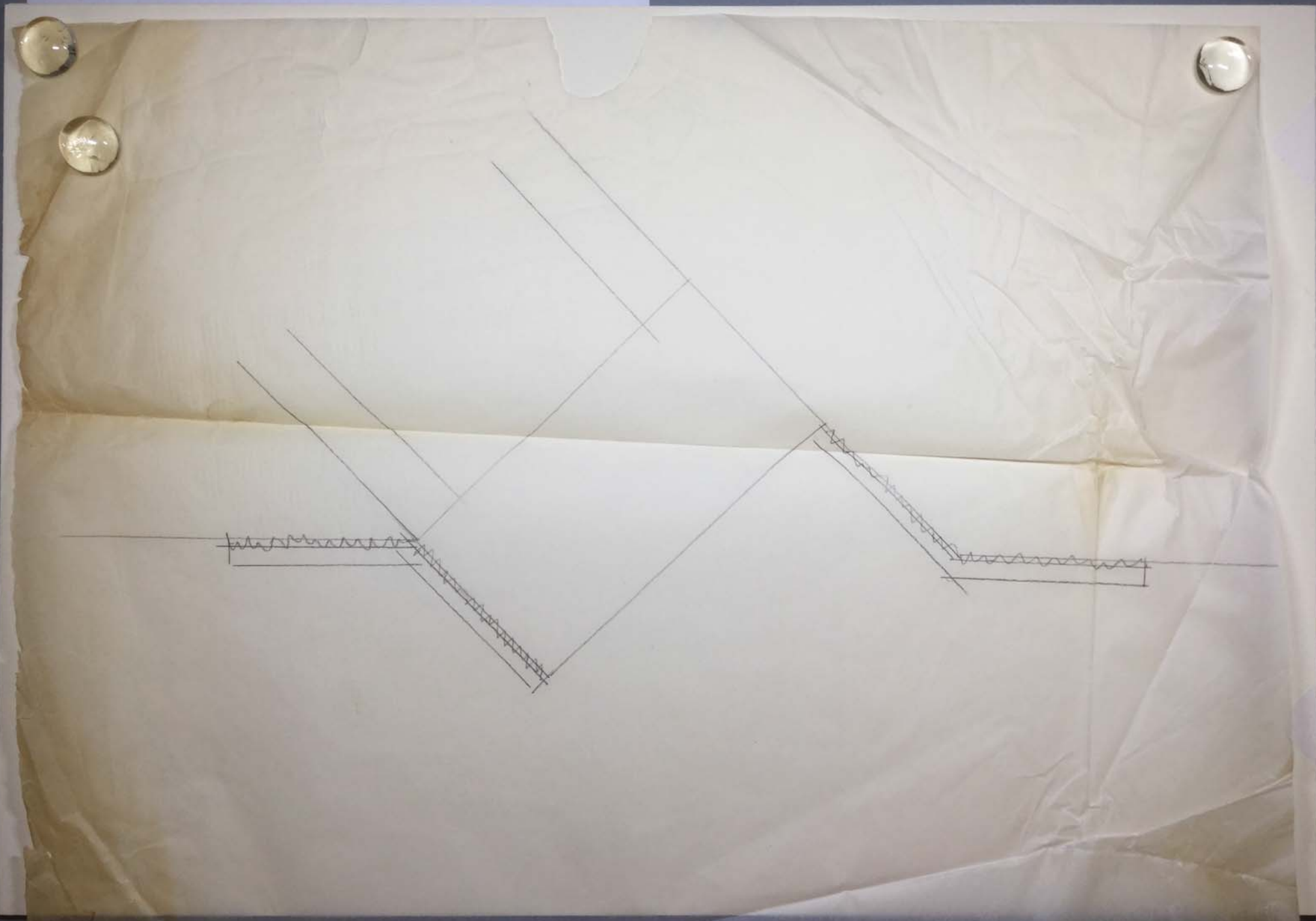
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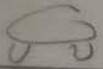


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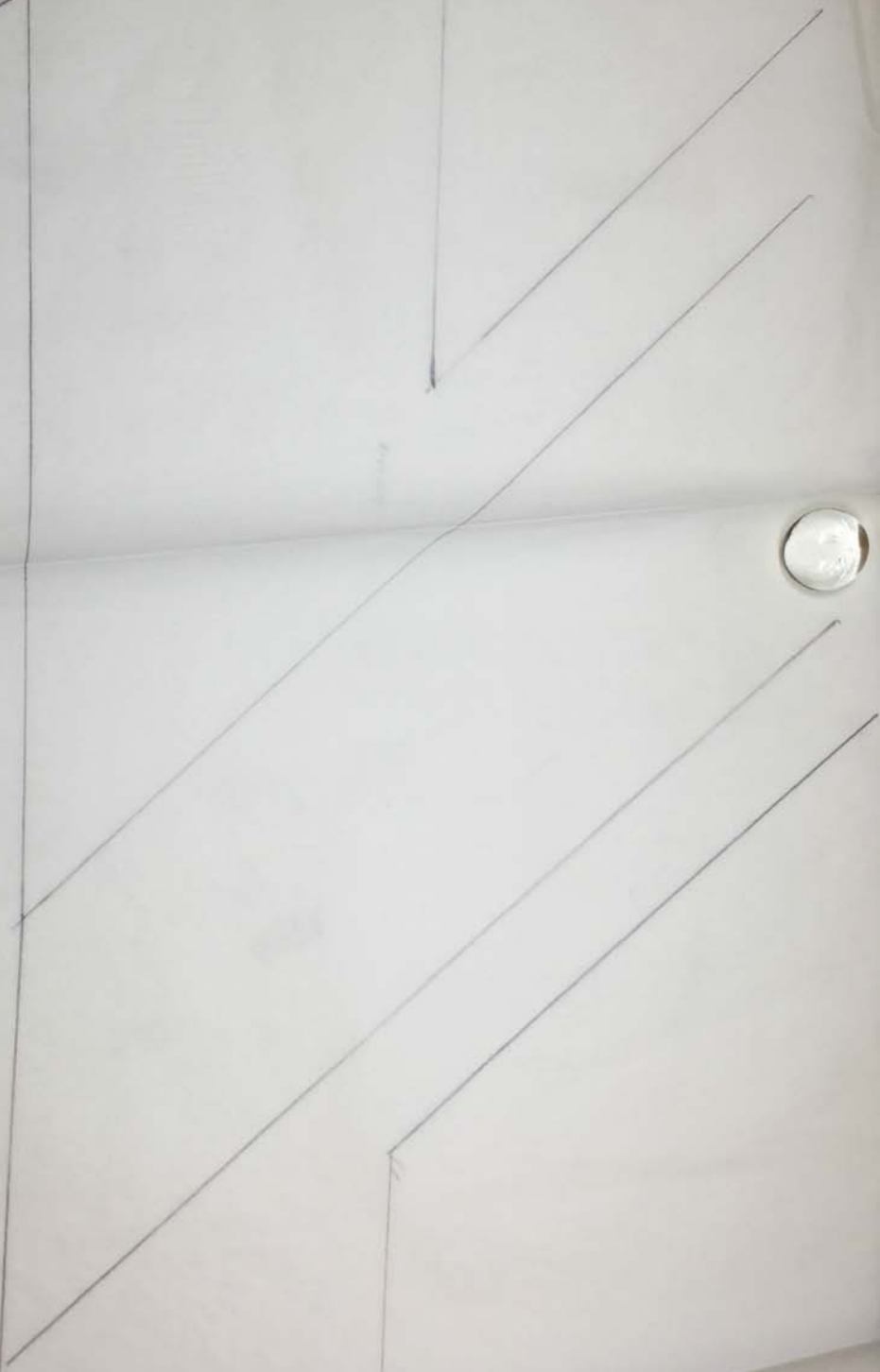
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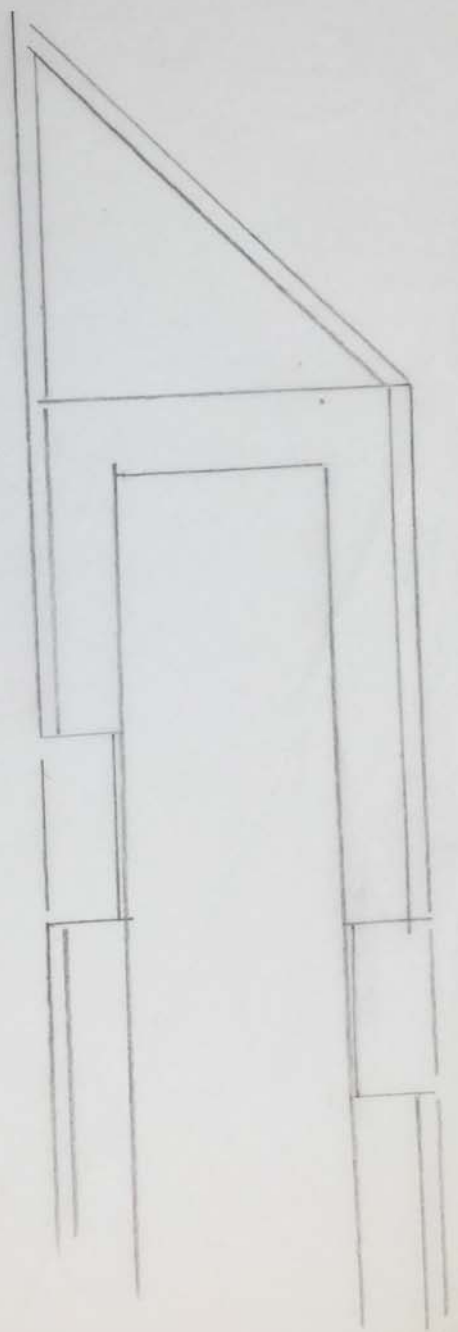
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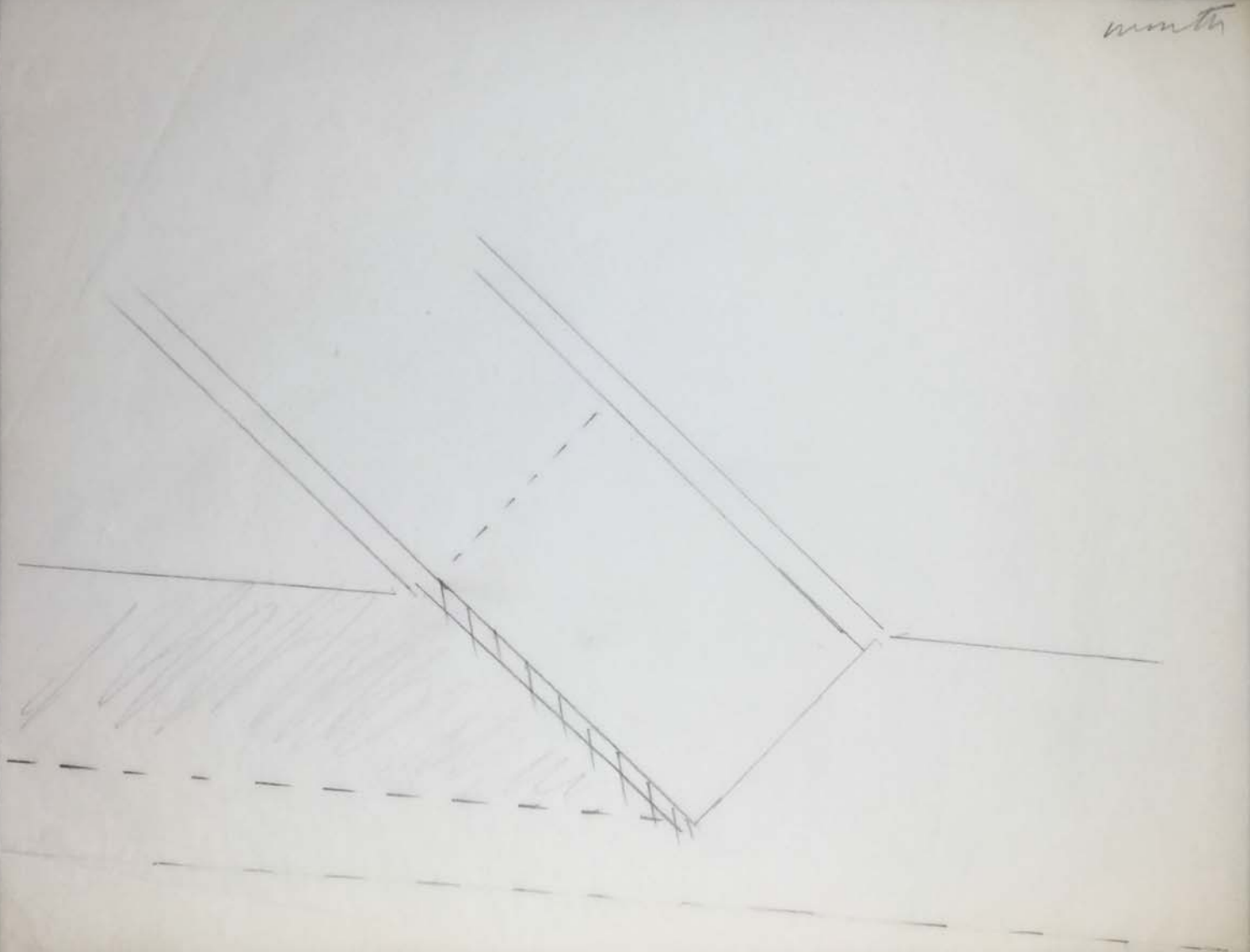
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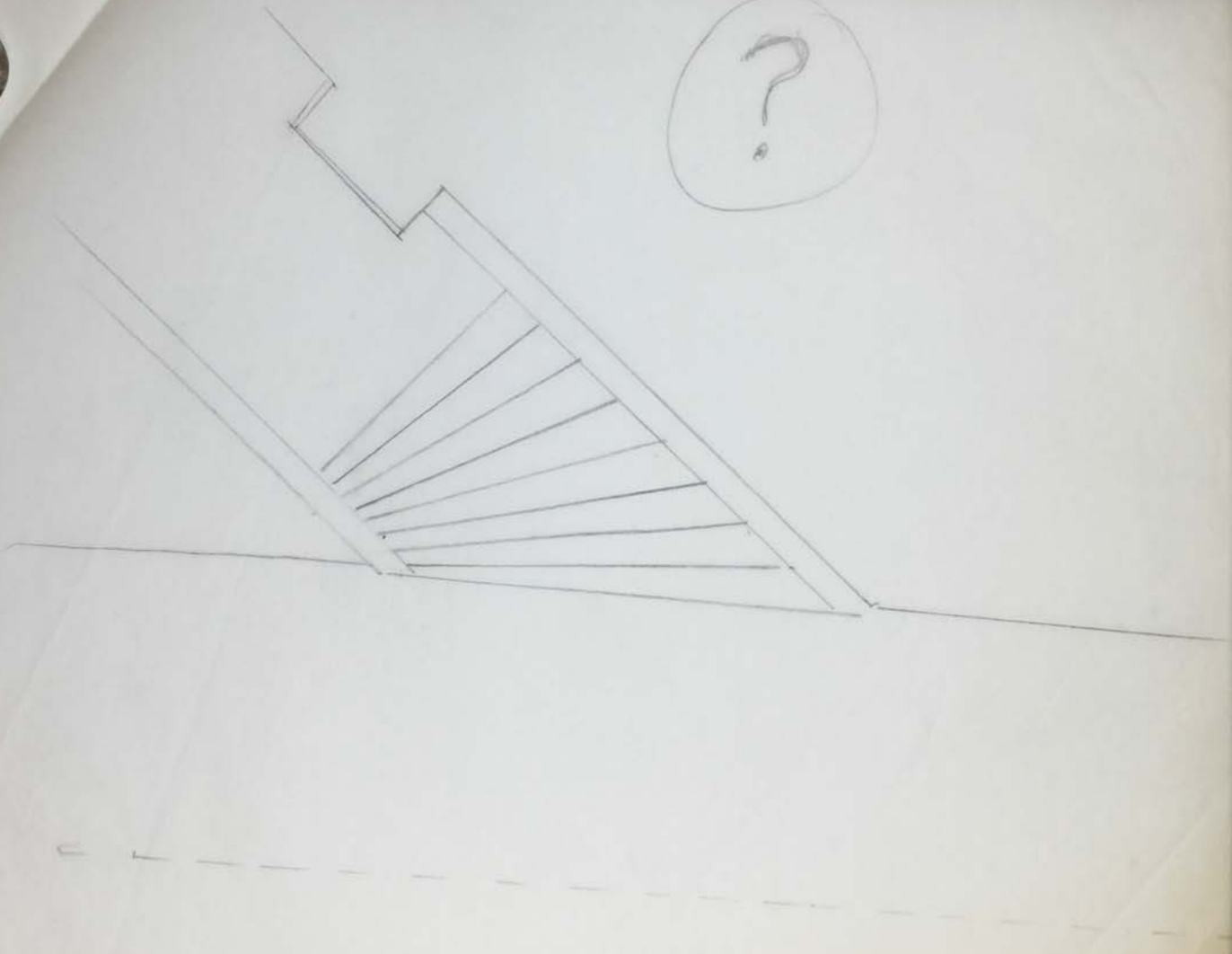
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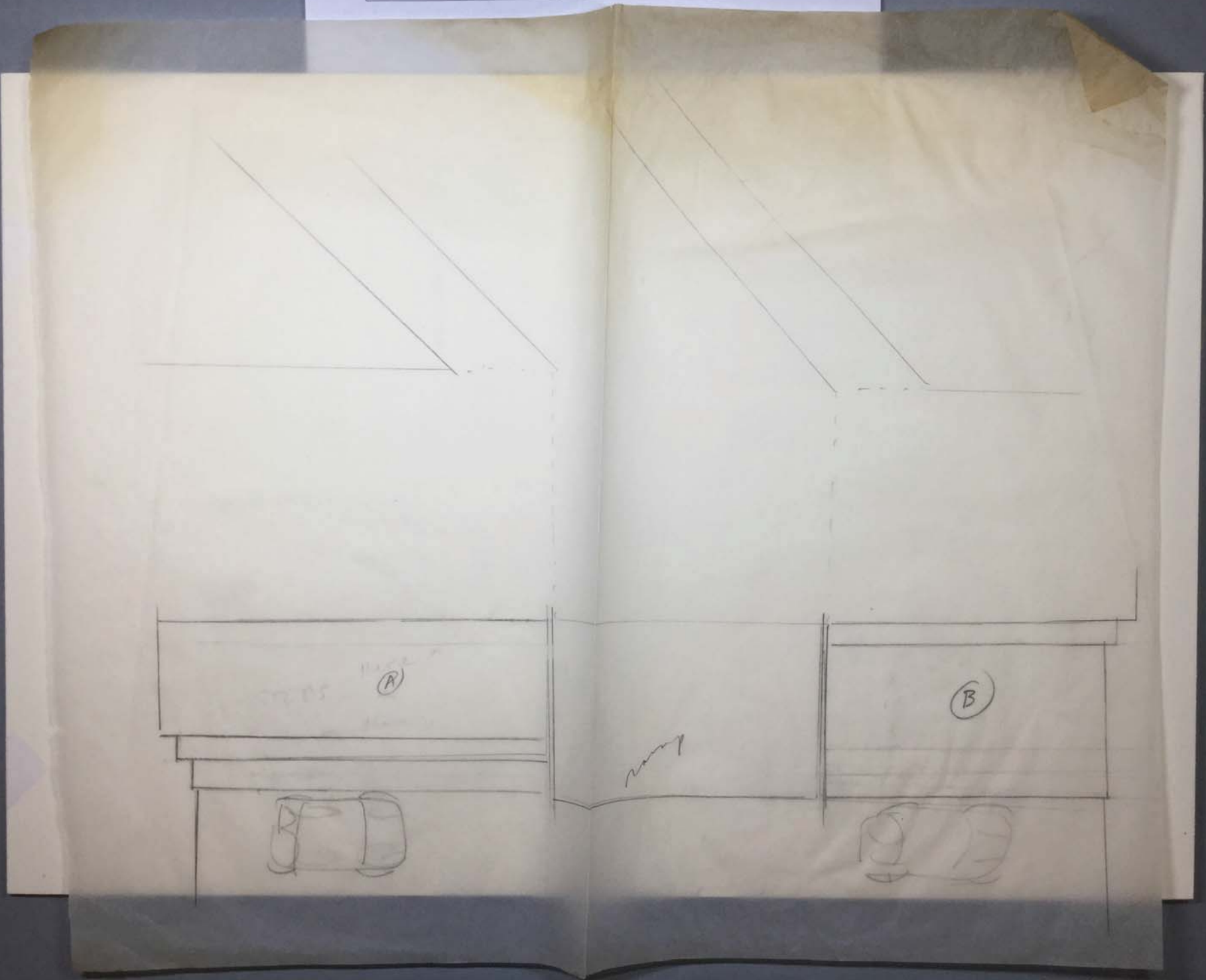


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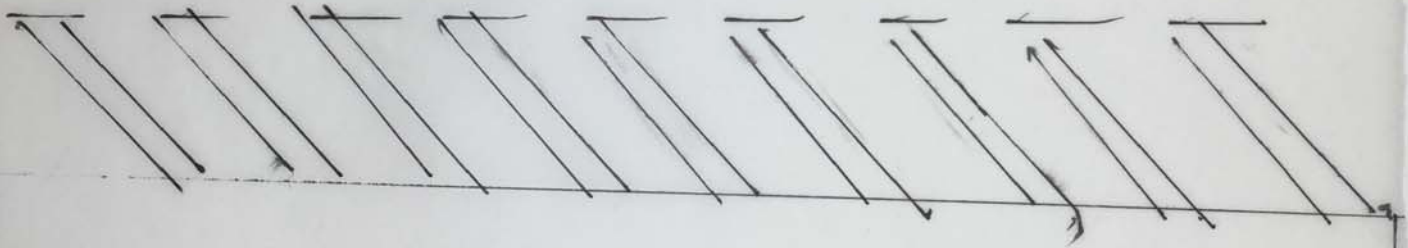


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SHEEPSHEAD BAY

1060

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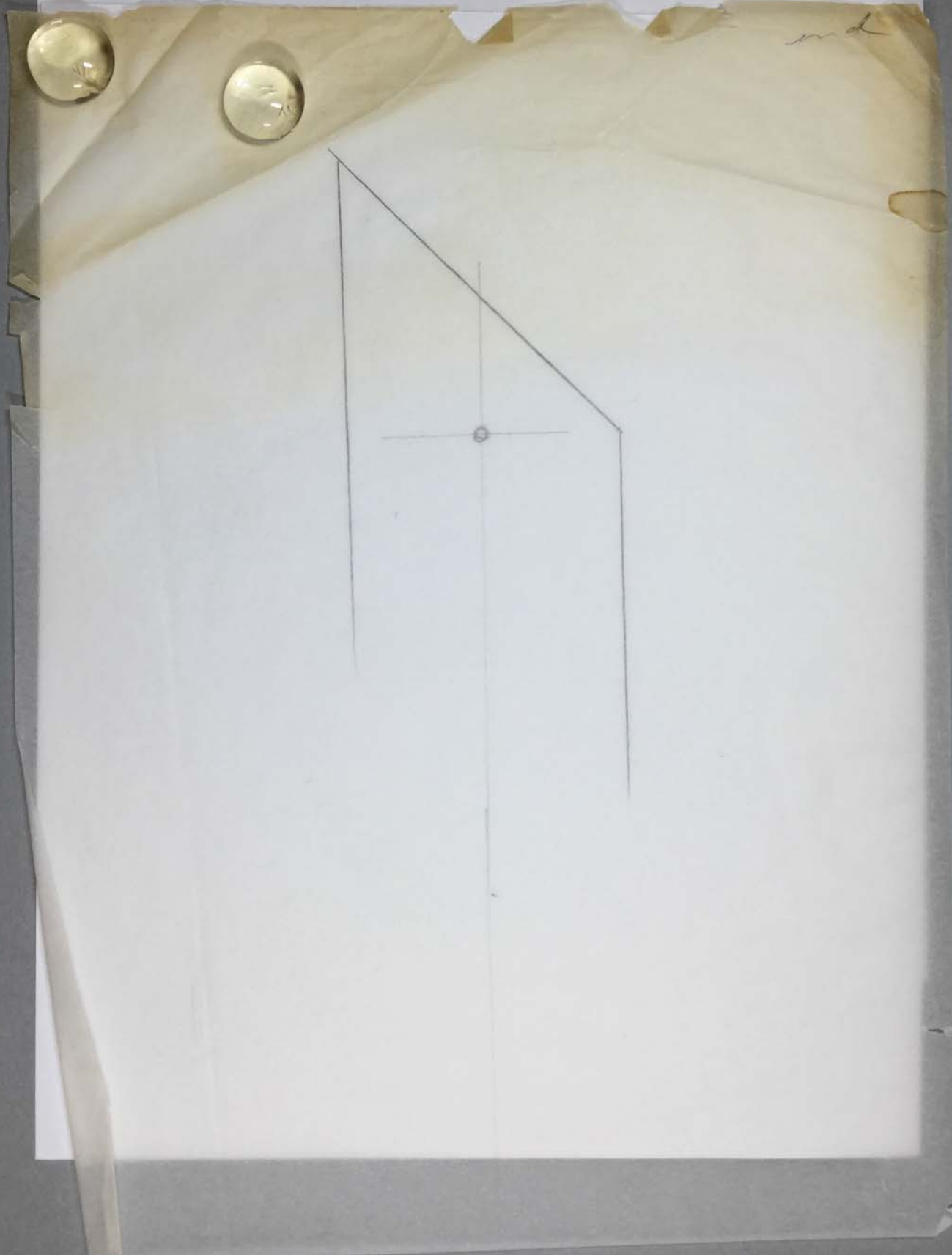
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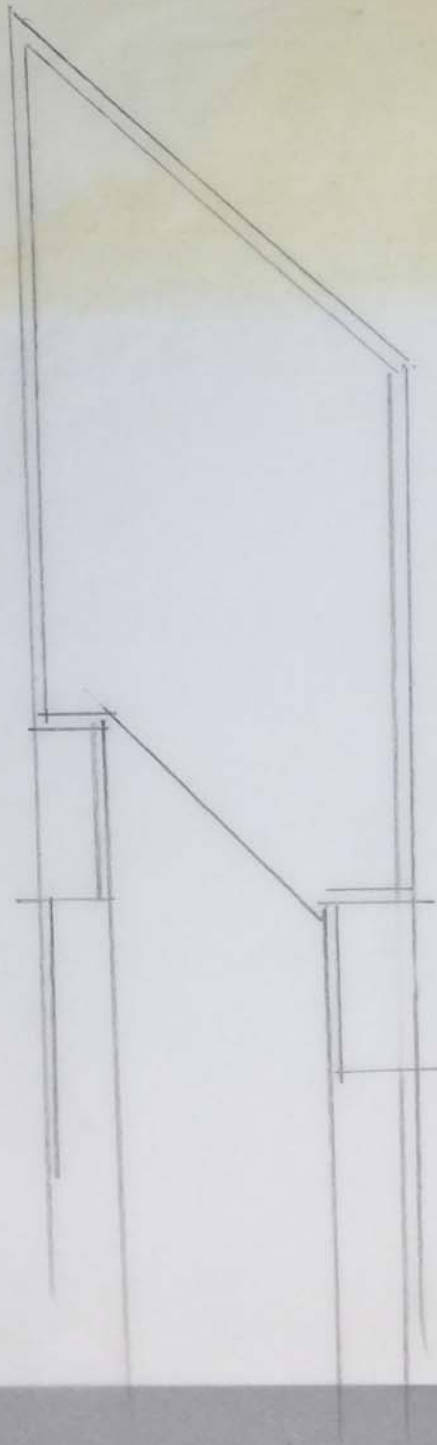
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1 Seating  
its location  
materials  
& design

090  
safe  
"pieces"  
framing

2 lighting

3 paving  
elements  
materials  
patterns

4 signage + graphic elements

5 rail design  
Make it small on overall design with dominant  
piece ends and/or mounts  
responsibilities  
at 2  
places:

for installing above 4 items

"design responsibility" →