DOWNTOWN
FAR ROCKAWAY
URBAN DESIGN
AND STREETSCAPE
RECONSTRUCTION,
FAR ROCKAWAY,
QUEENS

COMMUNITY BOARD 14:
TRANSPORTATION COMMITTEE MEETING

January 6, 2016
Downtown Far Rockaway Urban Design and Streetscape Reconstruction
Community Board 14: Transportation Committee
Borough of Queens

Department of Transportation
Department of Design + Construction
January 6, 2015
W Architecture & Landscape Architecture

BEACH 20TH ST PLAZA CONSTRUCTION
Design Framework: Patch-Corridor Network - Proposed

Far Rockaway Master Plan

NY Rising Community Reconstruction Program

Beach 20th St Plaza
PARTNERSHIPS

Funding Partners

- U.S. Department of Transportation
- Federal Highway Administration
- NY RISING
- Mayor's Office of Recovery & Resiliency
- NYC Environmental Protection

Maintenance Partner

- RDRC

Design Team

- W Architecture & Landscape Architecture, LLC
- NYC DOT
- NYC Department of Design and Construction
"THE VILLAGE"
FROM 1900 TO 2015

1900s, at Central Ave
1908, at Central Ave (Beach 20 St today) and Cornaga

1911, Mott Ave
1940s, at Mott and Beach 21 St

1920s, at Central Ave
1938, Central Ave and Mott Ave looking south

1940s, at Central Ave
1940s, at Central Ave and Mott Ave looking north

2015, Mott Ave and Central Ave looking south

1900s, at Central Ave
1940s, at Central Ave and Mott Ave looking north

HISTORY
Project & Neighborhood Context
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Project & Neighborhood Context

HISTORICAL SHORELINE
A Train
Far Rockaway
Ridership: 4,748

LIRR
Far Rockaway Ridership (2012): 567

Q113
Ridership: 9,019

Q114
Ridership: 2,063

Q22
Ridership: 6,837

QM17
Ridership: 360

N31/32
Ridership: 5,933

N33
Ridership: 760

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PUBLIC TRANSIT
EXISTING LAND USE

Project Context

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EXISTING LAND USE

1. Commercial Core: “The Village”

2. Central Ave looking north
EXISTING SIDEWALKS

Project Context

EXISTING PEDESTRIAN AREAS
EXISTING STRUCTURES
CROSSWALK
SUBWAY STATION
SIDEWALKS / PLAZAS
EXISTING DEPARTMENTS:

1. Lack of crosswalks: Jaywalking
2. Narrow sidewalk (7’ wide)
Community Meeting
November 5, 2015

- Street lights
- Wider sidewalks
- Safe crosswalks
- Easy access to public transit
- Public seating areas
- Trees and vegetation
- Shade
- New paving
- Space for community/cultural events
- Playgrounds, space for kids
- Stormwater management
- Easy access to and from retail
OPPORTUNITIES FOR A VILLAGE-LIKE DOWNTOWN FAR ROCKAWAY

VILLAGE MAIN STREET
Mott Ave

VILLAGE CENTER
Beach Streets & Central Ave

VILLAGE LANE
Beach 19 St

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Village Main Street

Mott Ave
Precedent Design Treatments

Community Resources: Library, Post Office, Transportation, Religious Institutions
Physical Attributes: A collection of historic buildings, shade on the south side of Mott Avenue, more vegetation on east and west ends of the district, congested sidewalks
Opportunities: Provide spilled space on sidewalks, plant distinct trees on north side of Mott, provide staggered street lighting throughout Mott Avenue

Road Diet
Usage: Provide safer conditions for pedestrians and vehicles by creating narrower streets

Gateway Plantings
Usage: Provides distinct planted entrance to Mott Avenue at gateway points

Continuous Sidewalk
Usage: Create consistency and clear desire lines for pedestrians

Permeable Pavers
Usage: Health of Trees
Provides space for stormwater and tree root growth

Regular Street Trees
Usage: Enhance identity and visual consistency throughout Village Center district

CityBench
Approximate dimensions: 7.5 feet long x 22 inches deep

Plantings in Curb Extensions
Usage: Enhance planted identity of Mott Avenue at closed slip lane
Village Center
Beach 22, 21, 20 St & Central Ave
Precedent Design Treatments

Community Resources: Commercial activity, plaza spaces, public transportation
Physical Attributes: low-scale buildings, one-way traffic, underutilized wide sidewalks, overhead power lines, pedestrian plaza
Opportunities: Create an commercial district identity through regular and consistent paving patterns, raise street levels in locations of high pedestrian volume

Mid Block Crossings
Usage: Enhance circulation through commercial core

Vegetated Buffer
Usage: Provides distinct separation between Mott Avenue and sidewalk

London Scoring Pattern
Usage: Reinforces civic character of an area and creates continuity

Spill Out Space
Usage: Provide expanded sidewalk space for commercial uses

Shared Street, Brighton, UK
Willoughby Plaza, Downtown Brooklyn, NY
Community Resources: Quiet streets without much traffic, potential development sites

Physical Attributes: Low-scale residential buildings, open lots on B 19th Street, streets end at T-intersections, deteriorated sidewalk condition, overhead power lines

Opportunities: Create street calming measures to slow vehicles down, create open spaces through the use of shared streets, provide street trees and other plantings to provide vegetated urban landscape

Village Lanes

Beach 19 St

Precedent Design Treatments

- Parking on Street
  Usage: Street trees and ample parking for residents

- Vegetated Buffer
  Usage: Provide green barrier from the street for residential areas

- Chicane
  Usage: Forces slower driving and greater awareness for residents

- Green Infrastructure
  Usage: Stormwater capture and reuse

- Plantings in Extended Curb
  Usage: Provide vegetation at curb extensions

- Regular Street Trees
  Usage: Enhance identity and visual consistency throughout residential streets
Street Furniture

- City Light
- Realtime Wayfinding
- Wifi
- CityBench
- Bus Stop Shelter
- CityRack
OCCUPACIES FOR EASY ACCESS AND SAFE CONNECTION TO DIFFERENT MODES OF TRANSPORTATION

- Train Station, Padova, Italy
- Under the Elevated, Bronx, NY
- Bus Stop, Baltimore, Maryland
- Select Bus Service, NYC
- Bus Stop, Stillwell Avenue, Brooklyn
- Ecosaver IV BUS, NYC
- Protected Bike Lane, 1st Avenue, NYC
- Dedicated Bike Lane, Brooklyn Heights

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STORM SEWER PROJECT & POTENTIAL GREEN INFRASTRUCTURE

- Storm and Sanitary Sewer Installation to Existing Sewer on Hassock Ave
- Street Trees
- Stormwater Management
- Ribbon Sidewalk / Continuous Tree Pit
- New Storm Sewer to Connect to Existing Sewer on Horton Ave
- Stormwater Management
- New Storm Sewer to Connect to Existing Sewer on Bay 32nd St

Opportunities for Stormwater Management and Planting

- Hudson Square, NYC
- Mature Street Tree Canopy
- Porous Parking Lanes
- Rain Garden in Extended Curb
- Shared Street
- DOT Municipal Parking Lot & Bus Terminal
OPPORTUNITIES FOR NEW PUBLIC SPACES AND AN ACTIVE PEDESTRIAN ENVIRONMENT

PUBLIC BENEFITS

- Raised Crosswalk
- Traffic Calming (Chicane)
- Raised Street
- Expanded Sidewalk
- Public Plaza
- Protected Bike Lane
- Slow Zone
- DOT Municipal Parking Lot & Bus Terminal

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PROPOSED PUBLIC BENEFITS
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Schematic Design

**Proposed Public Spaces**

- **Focal Points**
  - A Train
  - Raised Street
  - Paving Pattern
  - Planting
  - Seating
  - Stormwater Management

- **Existing Trees to Remain**
  - Beach 22nd St
  - Beach 21st St
  - Beach 20th St
  - Smith Pl
  - Mott Ave
  - Central Ave

- **Far Rockaway Library** (by others)

- **Beach 20th St Plaza** (by others, under construction)

**Opportunities for New Public Spaces and Streetscapes**

- **Shared Street, Germany**
- **Water play, West Harlem Piers Park**
- **Tree Plantings, West Harlem Piers Park**
- **Shared Street, Brighton, UK**
- **Seating at The Edge Park, Brooklyn**
- **Open Space, West Harlem Piers Park**
- **37th Road Plaza, Jackson Heights, Queens**
- **37th Road Plaza, Jackson Heights, Queens**

**Schematic Design**