



Planning for All New Yorkers: An Atlas of Community-Based Plans

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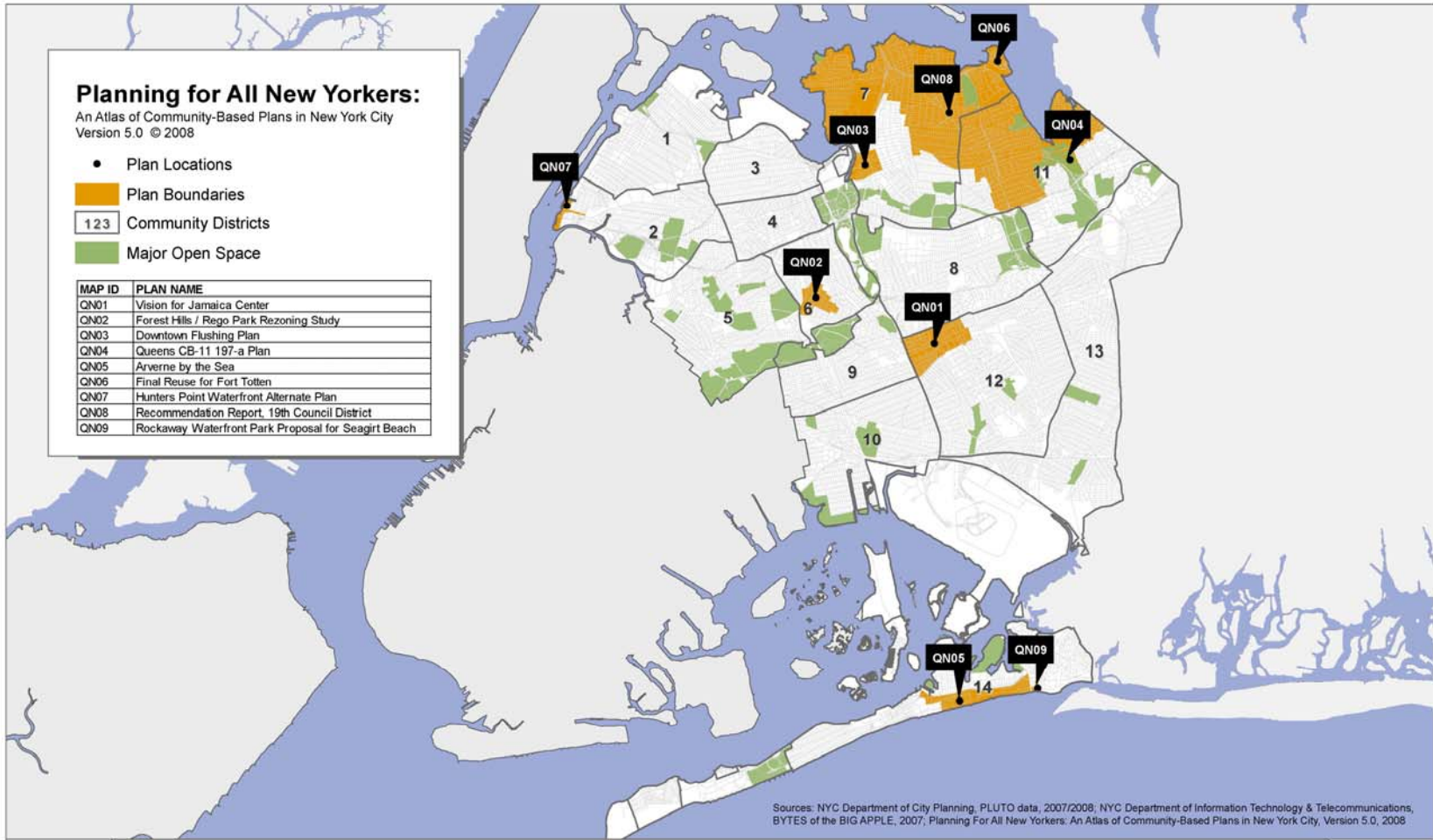
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Planning for All New Yorkers:

An Atlas of Community-Based Plans in New York City
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- Plan Locations
- Plan Boundaries
- 123 Community Districts
- Major Open Space

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Sources: NYC Department of City Planning, PLUTO data, 2007/2008; NYC Department of Information Technology & Telecommunications, BYTES of the BIG APPLE, 2007; Planning For All New Yorkers: An Atlas of Community-Based Plans in New York City, Version 5.0, 2008



Queens Community-Based Plans by Community District

0 0.5 1 2 3 4 5 6 Miles

Prepared by The Municipal Art Society Planning Center, 2008

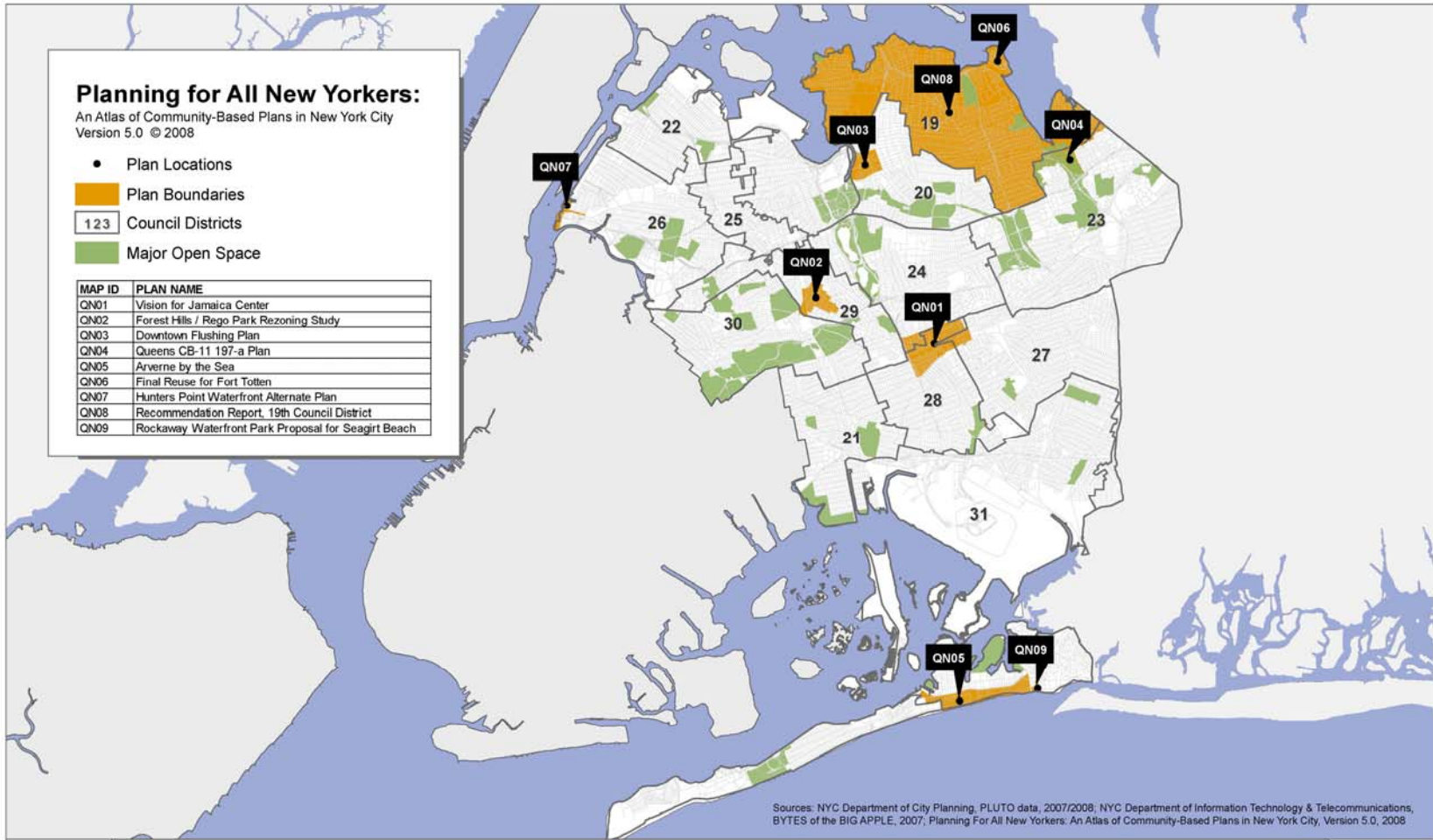


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Queens Community-Based Plans by Council District

0 0.5 1 2 3 4 5 6 Miles

Prepared by The Municipal Art Society Planning Center, 2008



BOROUGH: Queens

MAP ID: QN1

COUNCIL DISTRICT: 24, 27, 28

COMMUNITY DISTRICT: 12

NAME OF PLAN: Vision for Jamaica Center

Community Organization: Greater Jamaica Development Corporation

Address: 90-04 161st Street, Jamaica, NY 11432

Contact Name: Peter Engelbrecht

Phone Number: 718.291.0282 ex. 132

TYPE OF PLAN

Comprehensive Community Plan; Economic/Commercial Revitalization Plan

GEOGRAPHIC AREA OF PLAN

Northern and southern boundaries of the plan include portions of the Van Wyck Expressway and 95th Avenue, which are located within the Jamaica neighborhood. Eastern and western boundaries include 158th Street and 143rd Street. Open space boundaries include Hillside Avenue at the North and Liberty Avenue at the South.

NEIGHBORHOOD/PLAN BACKGROUND

Jamaica is centrally located in Queens, New York. One of the area's most important advantages is its prime location adjacent to several forms of transportation-air, rail, highway and subway. The area is situated midway between JFK International and LaGuardia Airports, and is approximately 10 miles from downtown Manhattan. Downtown Jamaica is bounded by primary arterials: to the west the Van Wyck Expressway and to the north the Grand Central Parkway. The Long Island Railroad serves as the link between the commuter shed in Nassau and Suffolk Counties. As a nexus of transportation modes and facilities, Jamaica is positioned for the development of commercial activities serving local, regional and international markets.

The area has a variety of land uses, from predominately single and two-family residential neighborhoods to 14-story apartment blocks, and from neighborhood retail to heavy manufacturing uses. It also contains a wide variety of governmental and institutional uses and courthouse complexes.

30 percent of all immigrants to New York City settle in Queens. Jamaica likewise serves as home for many recent immigrants, many from the Caribbean. The area is correspondingly diverse--half of the population is Black, 15 % is Asian or Pacific Islander, and 25 % is Hispanic. Recent immigrants have given Jamaica's retail market much of its current character.

GOALS OF PLAN

To transform the current economic and environmental conditions in the Jamaica vicinity. Efforts to revitalize Jamaica and restore it to its former status as a principal regional sub center began three decades ago. With significant public investment, major blighting influences were removed

and strong public institutional uses such as York College, law courts, and government office buildings were established. Recently, construction began on a major Cineplex entertainment and retail project.

Since the Plan was updated in 2004, the inclusion of housing has been proposed to redevelop the Jamaica area in Queens in response to the changing market dynamics.

RECOMMENDATIONS

- **Traffic Recommendations**
 - ▶ Widen Archer Avenue from 160th Street to Guy Brewer Boulevard to provide an additional lane in each direction.
 - ▶ Widen Guy Brewer Boulevard under the LIRR overpass.
 - ▶ Relocate bus stops and make other operational improvements at the Guy Brewer/Archer intersection.
 - ▶ Improve operations along Jamaica Avenue between 160th and 169th Streets.
 - ▶ Improve traffic engineering at Hillside Avenue intersections with Parsons, Sutphins and Merrick Boulevards and at the Merrick/Liberty/ 168th Street intersections.
 - ▶ Change signal progression on Liberty Avenue.
 - ▶ Consider converting Sutphin Blvd. between Hillside and Jamaica to one-directional traffic.
 - ▶ Make 150th Street one -way southbound between Jamaica and Archer Avenues.
 - ▶ Improve the Van Wyck Expressway corridor.
 - ▶ Establish trailblazer signage between the Van Wyck Expressway (VWE) and destinations in downtown Jamaica.

- **Pedestrian Safety Recommendations**
 - ▶ Adjust pedestrian signal phasing to align pedestrian signals with crosswalks.
 - ▶ Install pedestrian barriers at offset intersections.
 - ▶ Widen sidewalks along the west and south sides of the new commercial block at Parsons Boulevard/Archer Avenue.

- **Enhancement corridors**
 - ▶ The Sutphin Oval
 - ▶ Atlantic Avenue Gateway Park
 - ▶ The Mews at Sutphin Boulevard
 - ▶ Boulevard at Atlantic Avenue

- **Zoning Recommendations**
 - ▶ Extend an existing C6-1 district further west.
 - ▶ Rezone manufacturing district along Sutphin Blvd. from 95th Avenue to Liberty Avenue to a residential district with a local commercial overlay.

IDENTIFIED STEPS FOR IMPLEMENTATION

The strategy focuses on implementing the land use, transportation and urban design recommendations for the Jamaica Station Area.

A private-public partnership must be coordinated to assure availability of large, low-cost sites for development and to assure land assemblage for roadway, open space, public parking and other infrastructure improvements.

Government action should proceed in anticipation of private sector interest even as that interest is being stimulated by an immediate marketing program. The marketing program would focus on Sites 1,2, and 3 (the sites closest to the Airtram terminal) and would emphasize the Sutphin Oval and open space and the public garage on Sites 2 and 3.

In addition to amending zoning to permit the uses, bulk and heights contemplated in the Station Area Development scheme, the City would: construct Atlantic Avenue's Extension; undertake other roadway improvements in the area; participate in financing property acquisition and construction of three public parking garages; improve new public open spaces at Sutphin Oval and Archer Crescent, in conjunction with Atlantic Avenue Extension.

To accomplish the goal of establishing a first class, highly visible airport support and business center around the Air-Tram in a timely manner, Governor Pataki should authorize six state agencies to work cooperatively with his appointed coordinator of the inter-agency effort, and with a deputized local government entity to facilitate project planning and predevelopment work.

Since the original plan was submitted in 2000, the events of September 11 have changed market dynamics and the demand for office / commercial space in New York City and the nation overall. In response to this, residential uses have been proposed in the downtown Jamaica area. In order to adequately gauge and assess the housing market in the area, a formal housing study must be undertaken to determine the level and type of demand for housing. More specifically, a market study that looks at demographics in a specified area is required to get a true picture of the demand for new housing development at this location.

PARTICIPATORY PROCESS

Greater Jamaica Development Corp. has worked with a multi-disciplinary team of consultants in planning, architecture, traffic and transportation engineering, economic development, real estate and landscape architecture to define and analyze alternatives for Jamaica Center's future growth.

The Advisory Committee and the Steering Committee of Queens Community Board 12 participated in the planning process by offering recommendations at workshops and presentations, and by reviewing and commenting on draft documents. Voluntary organizations, business firms and local institutions also attended and participated in workshops.

PARTNERS

Project Team: Jambhekar Strauss PC, Abeles Phillips Preiss & Shapiro, Inc. Eng-Wong, Taub & Associates, STV Inc., Carolyn J. Law & Associates. Steering Committee, Community Advisory Committee, Greater Jamaica Development Corporation.

OBSTACLES

TIMELINE

INITIAL IDEA: 1998
plan updated 2004

FORMAL PLAN? YES

DATE SUBMITTED: 2000;

SUBMITTED TO:

Department of City Planning



CITY ACTION?

Queens City planning has been working on a rezoning plan for Downtown Jamaica since early 2002 that encompass 386 blocks. The proposed zoning focuses on enabling transit supportive uses and will encourage re-use of the underutilized industrial and commercial zones around the transit hub at the LIRR and AirTrain Terminal.

Due to the size and complexity of the project, the City has been taking a phased approach to the development of the downtown Jamaica area. Recently, the expansion and realignment of Atlantic Avenue and Archer Avenue were both approved by Community Board 12 and will provide the necessary infrastructure to make future development possible.

Since the original submission of the plan, key elements of the plan have been advanced:

- The Port Authority of New York and New Jersey has committed a parcel of land that will improve access to downtown Jamaica from the Van Wyck Expressway.
- NYC DOT is completing a study to improve transportation access and ease congestion and traffic from the Expressway into downtown.
- Funds for streetscape improvements have been secured.
 - ▶ Phase I is expected to get underway in Spring 2004
 - ▶ Phase II will be complete by the middle of 2004.
- The Queens Borough President has initiated efforts to install a two-part ‘Greenstreets’ improvement at the intersection of Sutphin Blvd and Archer Ave.

From the DCP website: “On September 10, 2007 the City Council adopted a proposal by the Department of City Planning (DCP) to establish a Special Downtown Jamaica District and rezone 368 blocks in community boards 12 and 8. DCP, the Department of Housing Preservation and Development (HPD) and the Economic Development Corporation (EDC), working with a wide range of stakeholders, including Community Boards 8 and 12, neighborhood residents and local elected officials, developed a comprehensive planning and rezoning strategy to replace outdated zoning that does not adequately address Jamaica’s current and future housing and economic needs.”

MODIFICATIONS MADE TO PLAN

A re-examination of the plan was in order due to the changing conditions since 2000. Retail and housing could play a more important role at JFK Corporate Square and security and infrastructure improvements will influence whether or not retail and housing will become a viable option in this area.

ADDITIONAL INFORMATION

Since *Vision for Jamaica Center* was finished, a third Business Improvement District (BID), the Sutphin BID, has been finalized for downtown Jamaica. This BID will include the 110 businesses on Sutphin Boulevard between Hillside and 94th Avenues, and will intersect with the Jamaica Avenue Special Assessment District. The BID operation coincides with significant pedestrian improvements, signage and landscaping which will be installed in the summer of 2004.

BOROUGH: Queens

MAP ID: QN2

COUNCIL DISTRICT: 29

COMMUNITY DISTRICT: 6

NAME OF PLAN: Forest Hills/Rego Park Rezoning Study

Community Organization: Queens Community Board 6

Address: 73-05 Yellowstone Boulevard, Forest Hills, NY 11375

Contact Name: Steve Goldberg, Co-Chair of Plan. & Zoning

Phone Number: 718.263.9250

TYPE OF PLAN

Rezoning Plan

GEOGRAPHIC AREA OF PLAN

(see Recommendations, below.)

NEIGHBORHOOD/PLAN BACKGROUND

In all three proposed zoning areas and the district in general, people are constantly getting mailings, calls, and see signs posted saying "I'm a developer and I want to buy property." Often, the existing housing stock is not in conformity with the zoning so you'll find neighborhoods that are zoned R6, R7, R4, R3 with single family homes -- attached or detached. Some developers attempt blockbusting thinking, "If I can amass enough in the area, can take existing stock, demolish it, and build up to zoning." Neighborhoods built under bulk can thus encourage developers to put in big buildings, placing a strain on local parking- so that they may develop 60 units with parking for only half those units, leaving the remaining residents without parking. In the last 10-15 years, developers have been looking for places to buy to knock down. The community feels that such development; looks out of character, stresses parking, adds to overcrowding in schools and neighborhoods, and places pressure on water and sewer systems that were designed for single family homes.

GOALS OF PLAN

Maintain neighborhood character—have building stock that fits in with its surroundings.

RECOMMENDATIONS

- **Forest Hills Community and Civic Area:** Variety of attached housing, currently zoned R4. The recommendation is that it be changed to an R4B with restrictive structure.
- **Van Cort Area:** R3-2 currently. Proposing that it be changed to be R2 (single family housing but may allow multi-family housing).
- **Austin Street Area:** Currently R7-1, want it to be R4-B.

IDENTIFIED STEPS FOR IMPLEMENTATION

Working with local elected officials, including the Borough President's office to gain support for proposal put forth by community organizations and the community board to have the Department of City Planning plan study area.

PARTICIPATORY PROCESS

Seeing development projects going on, community members came to the board to make their opinions known. The community board did not take action until the message came from the community. Community input was gathered prior to conversations with the Department of City Planning and elected officials; more input was received during the ULURP process itself.

PARTNERS

Queens Borough President, Department of City Planning, Councilwoman Karen Koslowitz, State Senate member Michael Cohen, State Senator Daniel Hevesi and local grassroots community organizations- civic associations.

OBSTACLES

- Proper enforcement of existing building codes and zoning codes, due primarily to Department of Buildings (DOB) not being on the same page as The Department of City Planning (DCP). (This community claims it had more access to DCP than to DOB.)
- Access to information/accurate information. The Department of Buildings has no plans on file for current developments. Meanwhile, realtors have all of the information.
- Developers are very hard to reach. The community must deal with corporation, without knowing who the true principals are. According to the plan authors, some developers are very up-front—others perform no community outreach whatsoever.

TIMELINE

INITIAL IDEA: 1985 **FORMAL PLAN?** YES **DATE SUBMITTED:** 2000

SUBMITTED TO

CITY ACTION?

All three neighborhoods have been successfully downzoned.

MODIFICATIONS MADE TO PLAN

ADDITIONAL INFORMATION



BOROUGH: Queens
COUNCIL DISTRICT: 20

MAP ID: QN3

COMMUNITY DISTRICT: 7

NAME OF PLAN: Downtown Flushing Plan

Community Organization: Queens Community Board 7

Address: 45-35 Kissena Boulevard, Flushing, NY 11355

Contact Name: Marilyn Bitterman, District Manager

Phone Number: 718.359.2800

TYPE OF PLAN

197-c Rezoning Plan; Waterfront Revitalization and Access Plan

GEOGRAPHIC AREA OF PLAN

The areas to be rezoned generally lie south of Northern Blvd., west of Union Street, north of Sanford Avenue and east of the Flushing River.

NEIGHBORHOOD/PLAN BACKGROUND

Working with Queens Community Board 7, the New York City Department of City Planning is proposing to rezone approximately 107 acres of land in Downtown Flushing. In connection with the rezoning, the Department of City Planning is also establishing a Waterfront Access Plan (WAP) within a portion of the rezoning area on properties adjacent and east of the Flushing River.

GOALS OF PLAN

A zoning text amendment is proposed to create a Waterfront Access Plan (WAP) on the one rezoning area located on the waterfront. A WAP modifies the public access requirements specified in the waterfront zoning regulations in response to unique local conditions.

RECOMMENDATIONS

The following recommendations are taken from the Waterfront Access Plan:

Area A

The proposed C4-3 district would provide new opportunities for medium-density commercial and residential development. It would permit the central retail area to expand into this 14 acre adjacent area generally bounded by 36th Road, Prince Street, Roosevelt Avenue and College Point Blvd. Most businesses are retail. Only seven percent are industrial. Automotive repair and service shops represent 19 percent of the businesses. Housing, a non-conforming use under the existing M1-1 district, occupies nine percent of the land in Area A.

Area B

The proposed R6 district with a C2-3 overlay would reflect the existing character- a predominance of retail and residential uses- in this one-and-a-half block area generally bounded by 41st Avenue, College Point Blvd., Sanford Avenue and Haight Street. This area, currently

zoned M1-1 with a small section of M3-1, has 67 percent of the land area in residential and retail use. A third of the area is occupied by housing. Five out of the nine businesses in this are retail. Industrial uses occupy only two percent of the area.

Area C

The proposed C4-2 district would provide new opportunities for commercial and residential uses at a moderate density in this underutilized 40-acre area on the Flushing River, generally bounded by King Street, College Point Blvd., the Long Island Railroad and the Flushing River. Waterfront zoning would require public access to the waterfront, an amenity not currently available to Downtown Flushing workers, residents or visitors. This area, zoned M3-1 with a small portion of M1-1, has large sites with little building coverage. The prevalent land use is industry and warehouses.

Area D

The proposed M1-2 district would increase required performance standards to better reflect existing uses and provide protection to the proposed R6 area in this three-and-a-half block area generally bounded by the Long Island Railroad, Haight Street and Sanford Avenue. This area, zoned M3-1 with a small portion of M1-1, has no heavy industrial uses although they are permitted as-of-right. Retail uses increasingly occupy lots in this area.

Area E

The proposed M1-2 district would lower parking requirements to a level that is appropriate for a major business district and mass transit hub. Retail and office uses predominate in the 43-acre central retail area generally bounded by Northern Blvd., Union Street, 41st Avenue, and Prince Street, accounting for 56 percent of the lot area.

IDENTIFIED STEPS FOR IMPLEMENTATION

Conduct ULURP proceedings.

PARTICIPATORY PROCESS

The proposed rezonings are subject to the Uniform Land Use Review Process (ULURP). The application (960566 ZMQ) for the proposed rezonings was certified on April 12, 1998, beginning the public review process. The application for the proposed zoning text amendment designating the WAP will be reviewed together with the proposed rezonings. Community Board 7 will review the applications, hold a public hearing and submit a recommendation to the City Planning Commission. Then the Queens Borough President reviews the applications, holds a public hearing and gives a recommendation to the City Planning Commission which in turn holds a public hearing, votes to approve, approve with modification or disapprove the application and notifies the City Council. The City Council has the final decision.

PARTNERS

Department of City Planning and Community Board 7

OBSTACLES

TIMELINE

INITIAL IDEA: 1997

FORMAL PLAN? YES

DATE SUBMITTED:

This information is provided from *Planning for All New Yorkers: An Atlas of Community-Based Plans in New York City*, a project of the Community-Based Planning Task Force and the Municipal Art Society Planning Center.

SUBMITTED TO

Queens Community Board 7; Queens Borough President's Office; City Council

CITY ACTION?

Both the proposed WAP and the rezonings were adopted by the City Council in 1998.

MODIFICATIONS MADE TO PLAN

ADDITIONAL INFORMATION

The Department of City Planning was the lead on this plan, working closely with Community Board 7, other community groups, elected officials and other agencies from 1991, releasing the Downtown Flushing Plan in 1993 and initiating the WAP and rezoning ULURP applications in 1997.

Since the rezoning was approved in 1998, there have not been any major issues related to this action. However, zoning variances have been sought by developers to relieve parking requirements in the downtown area because there is a high water table in this area that was not adequately identified at the time of the re-zoning study.



BOROUGH: Queens

MAP ID: QN4

COUNCIL DISTRICT: 19, 23

COMMUNITY DISTRICT: 11

NAME OF PLAN: Queens CB 11 197-a Plan

Community Organization: Queens Community Board 11

Address: 46-21 Little Neck Parkway, Little Neck, NY 11362

Contact Name: Bernie Haber

Phone Number: 718.224.2146

Website: <http://www.littleneck.net/cb11/>

TYPE OF PLAN

197-a Plan

GEOGRAPHIC AREA OF PLAN

Community Board 11, located in the Northeast section of Queens is bounded by Nassau County on the East; Little Neck Bay and 26th Avenue on the North; Utopia Parkway and Fresh Meadow Lane and 210th Street on the west and Grand Central Parkway and Horace Harding Expressway on the south. The District comprises the neighborhoods of Auburndale, Bayside, Douglaston Hollis Hills, Little Neck and Oakland Gardens. The proposed zoning changes are within the communities of Little Neck and Douglaston. The changes occur along Northern Blvd., and within a residential zone bounded by Little Neck Parkway and 246th Street.

NEIGHBORHOOD/PLAN BACKGROUND

Prior to 1961, there were no apartment houses on Douglaston Parkway from the Long Island Railroad station to Northern Boulevard. As the 1961 Zoning Resolution effective date approached, developers poured the foundations that were necessary for apartment buildings under the old zoning law. As a result, all of these apartment house buildings are preexisting non-conforming use except for one, which was built after 1961 by way of variance. Most, if not all, of these apartment houses are now cooperatives. There has only been one attempt to build another apartment house on vacant land on the west side of Douglaston Parkway. The project was abandoned because the Board of Standards and Appeals (BSA) would not issue a variance for the 8-story building that the developer wanted. The BSA wanted a low-scale 3-story building, which was not profitable to the developer. Queens is generally zoned at a far greater density than the housing stock that already existed or has been constructed since the 1961 Zoning Resolution.

Several studies of the geology and hydrology of Northeastern Queens County and Northwestern Nassau County indicate the importance of the area in glaciation history. It is the only area in New York State marking the intersection of two terminal moraines.

GOALS OF PLAN

- Encourage continued commercial uses in the district.
- Maintain affordable housing and contextual residential zoning.



- Preserve the quality of the environment in the natural areas in the neighborhood.

RECOMMENDATIONS

- **Commercial Zones**
 - ▶ Recognize the restrictive covenants in the deeds of properties that back the commercial strip on Northern Boulevard, which prohibit commercial use of the land despite the overlay of a commercial zone.
 - ▶ Earmark land that is presently zoned non-commercial for commercial use. The new commercial area should be C1-2.
 - ▶ The R1-2 zoning on 235th Street should be switched to C1-2 zoning to conform to other C1-2 areas.
- **Residential Zones**
 - ▶ Clearly delineate a specific R5-B zone to reflect the apartment row on Douglaston Parkway and limit development to what presently exists, without increasing the abutting residential and commercial zones of R1-2 and C1-2.
 - ▶ The Douglaston Little Neck R3-2 zone should be downzoned to R3-1. There are two other adjustments in this zone, which require a rezoning to R-2 to reflect the type of adjoining housing to the east of Little Neck Parkway.
 - ▶ The C-3 Zone at the end of Little Neck Parkway and Udalls Cove should be changed to the underlying R-2 zone. This area is a defunct boat yard in a sensitive wildlife habitat.
- **Preserve**
 - ▶ A Special Hill District should be established to preserve the eastern moraine of the Alley, which starts at Northern Boulevard and Alameda Avenue and continues south behind the Douglas Plaza shopping area to 70th Avenue just before Grand Central Parkway. The top of the moraine is Hanford Street and 240th Street from Alameda Avenue to the Long Island Expressway.
 - ▶ A special review of any changes in development on the hill is necessary for both technical and aesthetic reasons.
 - ▶ A new preservation zone should be designated for Special Natural Area District (NAD) number five.
 - ▶ The entire Little Neck Bay should be included in a Special Nature District.

IDENTIFIED STEPS FOR IMPLEMENTATION

PARTICIPATORY PROCESS

PARTNERS

Community Board 11; Department of Conservation; Douglaston Civic Association

OBSTACLES

The staff at the Department of City Planning was not receptive to the proposals made by Queens Community Board 11 and its partners of the 197-a plan. The 197-a plan was disapproved in 1999. As a result, this planning process was subsequently abandoned.

TIMELINE

INITIAL IDEA:

FORMAL PLAN? YES

DATE SUBMITTED: 1999



SUBMITTED TO

Department of City Planning

CITY ACTION?

The City Planning Commission disapproved the 197-a plan in 1999 and directed the Department of City Planning staff to initiate a 197-c application instead to rezone sections of Little Neck Pines from R3-2 to R3-1, which was changed via a 197-c and review by the Queens County Zoning Task Force in 2000. Following this action, Department of City Planning initiated the rezoning of sections of Little Neck Pines and Douglaston from R-2 to R-2A and these changes were adopted in 2004.

MODIFICATIONS MADE TO PLAN

The 197-a plan was abandoned as of 1999 due to lack of receptivity by Department of City Planning. Instead, a 197-c application was initiated by Department of City Planning.

ADDITIONAL INFORMATION

Certain local zoning issues have been resolved by the City. These zoning changes were made in 1999 and resulted in the rezoning of sections from R3-2 to R3-1. In addition, sections of Little Neck Pines and Douglaston were rezoned from R-2 to R-2a in 2004 under a separate action.



BOROUGH: Queens

MAP ID: QN5

COUNCIL DISTRICT: 31

COMMUNITY DISTRICT: 14

NAME OF PLAN: Arverne By the Sea

Community Organization: Queens Community Board 14

Address: 19-31 Mott Ave, Far Rockaway, New York 11691

Contact Name: Jonathan Gaska

Phone Number: 718.471.7300

Website: www.cbrock.com and www.arvernebythesea.com

TYPE OF PLAN

Waterfront Revitalization and Access Plan

GEOGRAPHIC AREA OF PLAN

The entire Arverne Urban Renewal Area (URA), set along the oceanfront of Queens' Rockaways peninsula, comprises 308 acres. This site is the largest single tract of vacant city-owned property in New York and has been the subject of numerous plans since its aging bungalows and commercial structures were cleared away in the 1960s to allow for new development.

NEIGHBORHOOD/PLAN BACKGROUND

The Arverne URA is surrounded largely by residential neighborhoods comprising one- and two-family homes and multifamily structures for serving low- and moderate-income households. In addition to the Arverne neighborhood (which roughly tracks the boundaries of the Arverne URA), the surrounding area consists of five neighborhoods: Far Rockaway, Bayswater, Edgemere, Sommerville and Hammels.

GOALS OF PLAN

Arverne-by-the-Sea, a name that harkens back to the Rockaways' historic role as a seaside resort, is a master-planned development that is expected to accommodate an additional 9,000 new residents.

RECOMMENDATIONS

The \$1.2 billion dollar development will include 2,300 residential units within six neighborhoods that includes 250,000 square feet of retail space, a day care center, a community center with a swimming pool, an 800-seat charter school, a marina and a refurbished transit hub patterned after the one in Forest Hills Gardens.

- **Beach 84th to 73rd Streets:** Light Industrial/Vo-Tech, Community Facility/Recreation Center, Educational
- **Beach 73rd to Beach 62nd Streets:** One- and Two-Family Homes, Senior Housing, Beach Access, Neighborhood and Beach Oriented Retail
- **Beach 56th to Beach 38th Streets:** Park, Golf-oriented Recreation and Beach Access

- **Beach 38th to Beach 32nd Streets:** Multi-Use Family Entertainment, Cinemas, Banquet/Restaurant, Water Park, Regional Retail
- **80th Street:** planned 33-slip marina and boathouse; features retail and will be able to accommodate future ferry service

IDENTIFIED STEPS FOR IMPLEMENTATION

Given a mandate to bring about change at Arverne, implementation could proceed in the following manner:

- Identify development partner for entire residential district.
- Evaluate zoning, mapping, and development options for the site.
- Seek Water Park developer.
- Seek Golf Interest.
- Create a short term sense of Success and Momentum.
- Promote Economic Development Linkages.

In order to implement the Arverne-by-the-Sea project, a source of funding must be established. Several public agencies including HPD, the Borough Presidents Office, HUD and the School Construction Authority have provided a total of \$120 million for this project.

PARTICIPATORY PROCESS

HR& A was retained by the Department of Housing Preservation and Development (HPD) in January 1997 to conduct a market and economic feasibility assessment for the 260-acre balance of the Arverne Urban Renewal Area (Arverne URA), based upon community input, including recommendations from the Urban Renewal Committee of Community Board 14. The objective of the study was to identify compatible land uses for the Arverne site that were financially feasible, take advantage of the unique attributes of the site, promote economic vitality and job creation in the area, and reflect community goals.

In both the initial and subsequent phases, HR&A worked closely with the Arverne Working Committee. The Working Committee consists of a wide range of key stakeholders from throughout the Arverne community as well as representatives from each of the City agencies with jurisdiction over or interest in the future of the Arverne site, including HPD, the Office of the Queens Borough President, City Planning and Parks & Recreation. The Working Committee served as an important source of ideas, insight and commentary throughout the planning process.

Following several months of study and outreach, HR&A presented a market analysis of potential uses for the Arverne URA. The primary objective of the analysis was to identify opportunities for, and constraints upon, development in Arverne based upon market factors as well as the physical characteristics of the site. HR&A identified a set of land uses that appeared viable for Arverne based on demographic and market data analyses; interviews with developers, potential operators, government officials and initial community outreach.

PARTNERS

Housing Preservation and Development; Queens Borough Presidents Office; Department of Environmental Protection; Community Board 14 residents; City Parks and Recreation Department; Arverne Working Committee; Hamilton, Rabinovitz & Alschuler, Inc.

OBSTACLES

The full development of Arverne-by-the-Sea will unfold over a period of years. It may take 10-20 years and several real estate cycles before all of the elements envisioned in this plan come to fruition. And, over time, it is likely that some of the pieces will change. The key challenge has been to get something started; to create a sense of possibility and future for a site that for too long has been synonymous with grand plans that never happen. Realistically, this feasibility analysis will not lead immediately to ground breakings at Arverne. There are a number of issues that will need careful attention in order to move ahead. The process of its creation and the market-based elements that it promotes, however, should help to create a foundation for development.

TIMELINE

INITIAL IDEA: 1967 **FORMAL PLAN?** YES **DATE SUBMITTED:** 1999

SUBMITTED TO

Department of Housing, Preservation and Development

CITY ACTION?

This plan was approved by HPD and construction begun on this project in July 2002. According to the community board, the city made final approval of the entire redevelopment plan in mid November 2003.

MODIFICATIONS MADE TO PLAN

ADDITIONAL INFORMATION

The City approval of the entire plan in November of 2003 will pave the way for the Beechwood and Benjamin Development Companies to go ahead with the initial phases of the urban renewal plan. The first phase will take place on 117 acres of oceanfront property. A majority of the project is situated around developing 2,300 new housing units within six neighborhoods.

Portions of the urban renewal plan have already been underway since July 2002 and include the initial construction of 32 two-family homes on 3.5 acres that overlook the Atlantic Ocean.

As a project that is meant to revitalize the area, it will become increasingly important as the project moves forward for the development to integrate itself into the broader community rather than develop separately. With the development of a community facility and school, problems that have plagued the community – school overcrowding and crime – can be addressed.

The Arverne by the Sea project has been making good progress as of 2007. The project recently broke ground in 2006 on the YMCA, a state of the art community facility and a new school is expected to open in 2009. In addition, a large retail component, a Super Stop & Shop, is currently under construction. The project is currently seeking support from city government to promote the creation of active recreational opportunities along Jamaica Bay. Specifically, the project is seeking to develop Rockaway Community Park, which is over 200 acres of park land along the old Edgemere landfill. Since this location has a new pier and parking, it is envisioned that this space can be turned into a waterfront park that includes a boat ramp, fishing pier and other amenities. Unfortunately, up till now little interest has been shown in developing the site in this way.

BOROUGH: Queens

MAP ID: QN6

COUNCIL DISTRICT: 19

COMMUNITY DISTRICT: 7

NAME OF PLAN: Final Reuse Plan for Fort Totten

Community Organization: Office of the Queens Borough President or Mayor's Office

Address: 120-55 Queens Blvd., Kew Gardens, NY 11424

Contact Name: Irving Poy

Phone Number: 718-286-2860 or 212-788-9600

TYPE OF PLAN

Open Space and Recreation Plan

GEOGRAPHIC AREA OF PLAN

Fort Totten, a historic Army base in northeast Queens

NEIGHBORHOOD AREA/BACKGROUND

In 1995, the federal government announced that it intended to close Fort Totten, a historic Army base in northeast Queens that has been part of the nation's defense since the Civil War. Fort Totten is located in one of the most scenic areas of New York City, and its property includes open space, some of which has been used and enjoyed by local residents for many years.

GOALS FOR PLAN

- Keep the entire property in public ownership.
- Ensure that local residents will be able to continue to use the fort.
- Create additional City parkland.
- Prevent the private development of the historic site.

RECOMMENDATIONS

Creation of a multi-use community at Fort Totten, consisting primarily of a new training facility for the New York City Fire Department (FDNY), together with about 50 acres of new public parkland, the designation of specific buildings for use by local not-for-profit organizations and a small parks concession. Federal law also requires that this reuse plan provide assistance to the homeless, and this is achieved by granting administrative space at Fort Totten for use by the New York City Policy Department Homeless Outreach Unity, and by providing additional monetary assistance to New York City homeless providers.

IDENTIFIED STEPS FOR IMPLEMENTATION

- Designate all open space as City parkland and include within the inventory of the NYC Department of Parks and Recreation (DPR). FDNY will provide capital funds for infrastructure improvements and maintenance funds to DPR for the parks areas.

BOROUGH: Queens
COUNCIL DISTRICT: 26

MAP ID: QN7

COMMUNITY DISTRICT: 2

NAME OF PLAN: Hunters Point Waterfront Alternate Plan

Community Organization: Hunters Point Community Coalition

Address: P.O. Box 1276, Long Island City, NY 11101

Contact Name: Tom Paino

Phone Number: 718.472.4260

TYPE OF PLAN

Waterfront Revitalization and Access Plan

GEOGRAPHIC AREA OF PLAN

Hunters Point is a mixed-use neighborhood located in Long Island City, overlooking the East River.

NEIGHBORHOOD/PLAN BACKGROUND

This portion of Long Island City sits near the junction of the East River and Newton Creek. The two waterways and the location of the Long Island Railroad's ferry terminal in the neighborhood clinched its value as an industrial center. Although still industrial in character, some residential enclaves have remained. Over the last decade, there has been interest in developing a large combined residential and commercial complex, known as Queens West, which would consist of numerous high-rise residential buildings, commercial office buildings, and retail businesses.

GOALS OF PLAN

To provide an alternative to the Queens West plan that would address the issues of open space, senior housing, manufacturing jobs, parking and traffic.

RECOMMENDATIONS

- Develop three buildings up to 20 stories high with any remaining development remaining low-rise.
- Keep view corridors open.
- Allocate 27 acres of open space, concentrated at the waterfront.
- Preservation of and integration of any development with the existing community.

Recommendations are also made pertaining to the following issues:

- **Traffic:** Hunters Point is unique because its waterfront is one of the few in New York City that has not been blocked off from the upland community by highways. To keep it that way, traffic going to the waterfront is directed to existing wide streets (44th Drive and Borden Avenue) and otherwise dispersed to reduce its impact on the neighborhood. Traffic going through Hunters Point to other areas is kept inland on the diagonal Jackson Avenue, 11th Street or 21st Street.

- **Streets:** The distinctive east-west street and block pattern is extended to the waterfront where it meets a new Hunters Point Drive.
- **Pedestrians:** A new network of pedestrian routes linking open spaces (both existing and new) and major public buildings is planned to provide pleasant walks to the waterfront from the community and from public transportation on Jackson Avenue.
- **Uses:** The existing pattern of a mixture of uses extends to the waterfront with an emphasis on residential and new open space. Commercial uses are concentrated along Jackson and Borden Avenues, while retail remains on the central Vernon Boulevard.
- **Landmark:** Both national and neighborhood landmarks are preserved.
- **Density:** Density corresponds to adjacencies and access. The highest density is near the Queens Midtown Tunnel and Borden Avenue.
- **Views:** All view corridors are maintained.
- **Environment:** Naturalistic portions of the waterfront are respected and a continuous pedestrian link is provided along the entire waterfront.

IDENTIFIED STEPS FOR IMPLEMENTATION

The Hunters Point Waterfront Alternative Plan will be implemented as an amendment to the UDC/PA/PDC General Project Plan approved in 1990. \$155 million of public funds have already been committed to the project for public improvements, site acquisition, and further studies. The amendment will reduce density, extend the Special Hunters Point Mixed-Use District, change the mapping of streets, parks and pedestrian easements, decrease on-site infrastructure, increase off-site improvements and change the construction staging.

PARTICIPATORY PROCESS

The Hunters Point Community Coalition (HPCC), a coalition of local residents, community groups, and businesses and the 197-a steering committee, which includes the coalition, among other local organizations and agencies developed the plan.

PARTNERS

Hunters Point Community Coalition; Hunters Point Community Council; River View Community Coalition; LIC Business Development Corporation; Hunters Point Community Development Center; Long Island City Community Gardeners, Inc.; LIC Interblock Association; Queens Borough President's Office; Queens Community Board 2; Queens Department of City Planning

OBSTACLES

TIMELINE

INITIAL IDEA: 1990

FORMAL PLAN? YES

DATE SUBMITTED:

SUBMITTED TO

CITY ACTION?



MODIFICATIONS MADE TO PLAN

ADDITIONAL INFORMATION

As part of New York City's (now failed) bid for the 2012 Olympic Games, the Hunters Point community was chosen by NYC2012 as the proposed site for New York's Olympic Village. As stated by Daniel L. Doctoroff, Deputy Mayor for Economic Development and Rebuilding and founder of NYC2012, the Olympic Village "will continue New York's tradition as a leading innovator of architectural design, great housing, and community-based urban development." The legacy of the proposed development would establish housing for an additional 18,000+ residents, dramatically changing the face of this community and its waterfront. The Hunter's Point Community Coalition released a position paper to address the proposed development where they reiterate many of the recommendations made in their plan.

The paper states that, "The HPCC warmly welcomes the Olympic athletes and coaches who will occupy the Village during the games. In addition, we look forward to plans that create sustainable environmental, economic, and social benefits to the community and region. Our vision is that the 18,000+ New Yorkers who will join us to live and work in Hunters Point after the games can enjoy a flourishing neighborhood built on the strengths of the existing community, and that all New Yorkers can enjoy the waterfront for years to come."

The HPCC's recommendations regarding the proposed Olympic Village are summarized below:

- Create a future waterfront that people from all over the City can enjoy, and include straightforward public access.
- Integrate the future housing into Hunters Point's residential neighborhood by extending the Olympic Village site.
- Design for a dynamic mixture of future uses.
- Connect to the existing neighborhood.
- Incorporate sustainability beyond conventional methods.
- Minimize impacts on the existing community during the initial construction and also the transition from Olympic Village to part of the Hunters Point neighborhood.

When New York City's bid for the 2012 Olympics failed, plans for the Village were shelved. However, in 2006, plans for the city to acquire a 24-acre parcel from the Port Authority for the construction of a medium-high density residential project rejuvenated interest in planning for the site. Amid concerns about affordability and a transparent process from both community groups and elected officials, EDC, HPD, and City Planning have stated their intention to commit to an open participatory process throughout the development of the site.

BOROUGH: Queens

MAP ID: QN8

COUNCIL DISTRICT: 19, 23

COMMUNITY DISTRICT: 7, 11

NAME OF PLAN: Recommendations Report, 19th Council District

Community Organization: Office of Council Member Tony Avella, 19th Council District

Address: 146-18 32nd Avenue, Flushing, NY 11354

Contact Name: Paul Graziano (Consultant)

Phone Number: 718.358.2535

TYPE OF PLAN

Rezoning Plan

GEOGRAPHIC AREA OF PLAN

City Council District 19, which covers College Point, Malba, Whitestone, Beechhurst, North Flushing, Broadway-Flushing, Auburndale, Bay Terrace, Bayside, East Bayside, Clear Spring, Bayside Hills, Douglaston, Douglaston Hill, Douglas Manor, Little Neck, Little Neck Pines, Westmoreland and Little Neck Hills.

NEIGHBORHOOD/PLAN BACKGROUND

The neighborhoods of northeast Queens are among the most suburban in New York City. Many areas resemble commuter suburbs more typically found in Westchester or Nassau County, and other unique areas are remnant 19th century factory towns and rural villages. This area has become very desirable to developers during the past decade in part due to current zoning that encourages more dense development than presently exists, and teardowns of smaller and, in many cases, residences with great historic value for “McMansions” and other speculative development. Civic organizations and local preservationists have been demanding action for several years to change the zoning in these neighborhoods and achieve landmark status for discreet areas and buildings. Additionally, waterfront areas that are having a rebounding of marine life are under great threat of development due to haphazard zoning and lax rules and enforcement by the Department of Environmental Protection, Department of Environmental Conservation and the Buildings Department.

GOALS OF PLAN

To conduct a thorough investigation of Council District 19, which encompasses most of northeast Queens County and includes over 20 miles of waterfront. Central goals of the plan include:

- Contextually rezone areas of Council District 19 so that the zoning reflects the present built environment.
- Promote the creation of new historic districts and individual landmarks to protect important historic neighborhoods and sites.
- Create new public open space by identifying vacant parcels of environmental importance.
- Identify all areas with active deed restrictions / covenants.

- Carefully examine waterfront activity and zoning, especially in College Point and Douglaston, Queens.
- Examine areas with Commercial Overlays that “bleed” on to residential blocks and remove those areas of overlay.

RECOMMENDATIONS

See above.

IDENTIFIED STEPS FOR IMPLEMENTATION

- Identify neighborhoods in need of zoning reform, potential open space acquisition for parkland, active deed restrictions, overdevelopment potential and remaining historic resources.
- Work with agencies, e.g. Department of City Planning, Landmarks Preservation Commission, etc., to rezone neighborhoods and/or landmark areas and buildings.
- Pass bills creating zoning reform, especially pertaining to registering deed restrictions / covenants, which in many cases are more restrictive than NYC zoning.

PARTICIPATORY PROCESS

Civic and homeowner associations were contacted by Councilperson Avella’s office to meet with the consultant and give additional information when possible. City agencies, particularly the Department of City Planning, were kept informed of progress on the recommendations report.

PARTNERS

Queens Civic Congress, an umbrella organization representing over 100 civic associations, homeowners associations, block associations, historical societies and other neighborhood non-profit organizations.

Historic Districts Council, the citywide organization dedicated to promoting and protecting existing and future historic landmark districts and individual buildings.

OBSTACLES

- Scale of project has never been attempted before – the Council District is almost $\frac{3}{4}$ the size of Manhattan.
- Although the City Planning Commission states their interest in contextually rezoning neighborhoods, it remains to be seen if several square miles can be fast tracked. Although significant rezonings recently took place in Staten Island, the Commission has stated their reluctance due to staffing problems of doing a similar job in Queens.
- The building industry has traditionally opposed contextual rezoning and landmarking.
- The Landmarks Preservation Commission has rarely designated neighborhoods in Queens County, and detached houses in particular. Northeast Queens is largely single-family detached buildings, with small areas of multi-family developments.

TIMELINE

Investigation went from July to November 2003. Implementation of new zoning should take no longer than June 2005. Landmark districts are at the discretion of the neighborhoods, as significant community support will be needed to pursue landmark designation.

INITIAL IDEA

Civic organizations and local preservationists have been demanding action for several years to change the zoning and achieve landmark status for discreet areas and buildings. Consultant approached Councilperson Avella with the idea to spearhead this report in March 2003.

SUBMITTED TO: City Planning

CITY ACTION

Over 8,000 properties in Bayside, Queens were examined as part of the rezoning effort in northeast Queens. Applications were made to public hearings in January and February 2005 and approvals were given. A new R2A zone was proposed to better control the scale, height and bulk of single-family homes in the area. City Council approved and passed the rezoning on April 12, 2005. The East Flushing rezoning, which includes parts of Broadway – Flushing, was passed in July 2005. The rezoning in College Point examined over 5,000 properties and was certified in June 2005 and the rezoning was adopted in September 2005. The rezoning in Whitestone examined 7000 properties, certified in August 2005 and the rezoning was passed in December 2005. The Douglaston – Little Neck neighborhoods examined 6000 properties and were certified in August 2006. The rezoning was passed in December 2006.

MODIFICATIONS MADE TO PLAN

ADDITIONAL INFORMATION

Consultant has identified at least 25 potential historic districts and numerous individual buildings of historic, cultural and architectural importance in Council District 19. Zoning reform only fixes the envelope, not the protection of historic resources; the Landmarks Preservation Commission has a major role in the implementation of the community's recommendations. Ultimately, this will be the biggest battle that the residents of northeast Queens will face.

BOROUGH: Queens

MAP ID: QN9

COUNCIL DISTRICT: 31

COMMUNITY DISTRICT: 14

NAME OF PLAN: Rockaway Waterfront Park Proposal for Seagirt Beach

Community Organization: Rockaway Waterfront Alliance

Address: 152 Beach 25th Street Far Rockaway NY, 11691

Contact Name: Jeanne Dupont

Contact Phone: 718.327.5919

Contact Email: jdupontnyc@yahoo.com

Website: <http://www.rwalliance.org/>

TYPE OF PLAN

Open Space and Recreation Plan

GEOGRAPHIC AREA OF PLAN

The park is a 7.6-acre public waterfront space off the boardwalk in Far Rockaway, NY from Beach 26th Street to Beach 32nd Street. This area will include a children's garden, landscaped space for events and performances, a natural children's playground, Japanese-inspired rock garden, an outdoor classroom and an environmental "water lab" education center.

NEIGHBORHOOD/PLAN BACKGROUND

Far Rockaway was a bungalow community and a thriving summer resort in the 19th century. Today, however, roughly 200 bungalows remain of the 7,000 that existed in the heyday of this area. The remaining bungalows are clustered along Beach 24th, Beach 25th, and Beach 26th streets off of Seagirt Boulevard, which is also experiencing heavy development pressure. In April 2005, the Waterfront Rockaway Alliance submitted a plan to the NYC Departments of Parks and Recreation with a vacant land initiative plan to create an open public space off the beach boardwalk in Far Rockaway, NY.

Most of the land that the Rockaway Waterfront Alliance is seeking is designated as public open space and is owned by the Department of Parks and Recreation. These lots were neglected over the years, used as storage for construction equipment and accumulation of garbage, making this area a potential hazard to the community.

New development is booming in Far Rockaway; however, most developers are not taking into account infrastructure concerns, leaving the area with lots of new housing, but few parks, playgrounds, or gardens. Ironically, one of the things the Far Rockaway is not in short of is outdoor public space. In fact, these lots of land are part of the longest stretch of undeveloped public waterfront in the entire State of New York--a resource that is not being utilized for the people who live there.

The proposed lots are just east of the Arverne Urban Renewal Area and outside of the Arverne East Proposal. The proposed lots have never been part of a proposal for a public park or playground for the community. In addition, there is not another public playground in this area for over fifty blocks along Atlantic Ocean side of the Rockaway Peninsula.

The area was once a rich habitat for dolphins, striped bass, sharks, whales, and shellfish; however, dredging by the US Army Corps of Engineers to replenish the beach west of 32nd Street has depleted its natural resources. Still, there are a number of invasive and indigenous plant species, and well as many migratory birds and animals along this coastal route.

GOALS OF PLAN

- To create a public area that fits in with the natural landscape of the Rockaway waterfront, and allows the public to participate in the waterfront through educational, arts and cultural events.

RECOMMENDATIONS

- Create a public area that fits in with the natural landscape of the Rockaway waterfront.
- Promote public participation in the preservation of the waterfront through educational, arts and cultural events.
- Educate the public about the importance of open waterfront space.
- Encourage residents and community members to become stewards of the land to enhance the community public space.

IDENTIFIED STEPS FOR IMPLEMENTATION

RWA is working with local government officials to create a conservancy in the waterfront area.

PARTICIPATORY PROCESS

In cooperation with the Department of Parks and Recreation and the Partnerships for Parks, the Rockaway Waterfront Alliance has organized environmental workshops and beach cleanups. Students from PS43 and PS106 were engaged in programs that encouraged them to explore the natural area and document the existing plant and animal species. Over 30 species of plants and animals have been found so far and through programs and activities like these, the waterfront is gaining recognition within the community as a public open space and stewardship of the land is slowly being realized that will preserve and promote this vital community asset.

PARTNERS

The Rockaway Waterfront Alliance is working with the following organizations to implement the vacant land initiative plan to recreate the waterfront into a usable public open space: The American Littoral Society, American Red Cross, Beachside Bungalow Preservation Association of Far Rockaway, A Better Public Rockaway, Chamber of Commerce of the Rockaways, Citizens for NYC, Environmental Advocates of New York, Friends of Far Rockaway, Going Coastal, Greenpeace, Greenway Paths, Gray Beards, Jamaica Bay Guardian, Jamaica Bay Watershed Taskforce, Long Island Community Boathouse, Metropolitan Waterfront Alliance, Natural Resources Defense Council, New Yorkers for Parks, New York Bike Club, NYC Environmental Justice Alliance, Norton Basin Edgemere Stewardship Group, Oceana, Open Space Coalition, Rockaway Artists Alliance, Partnership for Parks, Recycle a Bike, Rockaway Development Revitalization Corp, Seaside Flea Market at the Rock, Sierra Club, Surfriders, The Nature Conservancy, The Ocean Conservancy, The Wave, and the Jamaica Bay Research & Management Information Network.

RWA has partnered with the following civic associations: Arverne Civic Association, Bayswater Civic Association, Belle Harbor Property Owners Assoc., Deerfield Area Civic Assoc., Frank Avenue Civic Assoc. of Edgemere, Neighbors of Mott Creek, Neponsit Property Owners Assoc., Rockaway Beach Civic Assoc., Rockaway Peninsula Civic Assoc., Rockaway Point Association, and the Seagirt Beach Community Assoc.

RWA has partnered with the following governmental agencies: Dept. of Environmental Conservation, NYC Dept. of Environmental Protection, and EPA: Oceans, Coasts and Estuaries. In addition, the RWA has partnered with the following members of local government: Community Board #14, Councilman Joseph Addabbo, Councilman James Sanders, Assemblywoman Michele Titus, Assemblywoman Audrey Pheffer, State Senator Malcolm A. Smith, Councilman Tony Avella

OBSTACLES

TIMELINE

INITIAL IDEA: Fall 2005 **FORMAL PLAN?** Yes **DATE SUBMITTED:** 2005

SUBMITTED TO

Department of Parks and Recreation

CITY ACTION?

In the Spring of 2007, the proposals made by the Rockaway Waterfront Alliance were absorbed into the PlaNYC 2030 open space plan and the original area has been expanded along the waterfront up to 9th street. In addition, this waterfront area received \$40 million under the PlaNYC 2030 initiative to implement the plan.

MODIFICATIONS MADE TO PLAN

In August 2007, the Rockaway Waterfront Alliance presented an Action Plan for Enhanced Waterfront Park Management to address the following issues: Beaches are regularly closed and access to the waterfront blocked; illegal dumping of trash is constant and offenders are rarely fined; and specific areas are generously supplied with trash cans, lifeguards, and clean beaches, while most of the Rockaways are left with long stretches of blocked public beach access, no public facilities, and entire communities left with little more than a view of the waterfront. The goal is to provide necessary guidelines for legislation necessary for the creation of a community-led conservancy/trust to protect the area and raise funds to ensure adequate public safety, maintenance and programming. The recommendations of this plan are as follows:

- **Public Access**
 - ▶ Maintain all public walkways/ramps open to the public all year long.
 - ▶ Remove all “Beach Closed” signs.
 - ▶ Establish NYC legislation for “swim at your own risk” liability, making the public responsible for their actions and allowing more people to enjoy their public beaches.

- **Water Safety**
 - ▶ Distribute water safety information to the public through the NYC Parks Department website, public school programs, and lifeguards.
 - ▶ Create American Red Cross water safety incentive program in NYC public schools.

- ▶ Establish basic water safety program on NYC public beaches.
- **Parks Enforcement Patrol Officers (PEP)**
 - ▶ Require all PEP employees to receive ARC training.
 - ▶ Require all PEP employees to patrol by bicycle for easier mobility and more active security
- **Maintenance and Operations**
 - ▶ Require all public pathways be clear of obstacles to the waterfront.
 - ▶ Require trash cans along boardwalk at all public pathways.
 - ▶ Give fines for illegal dumping of trash, or construction debris on public waterfront.
 - ▶ Establish volunteer certificate programs in horticulture, carpentry, boardwalk repair, welding, machinery, and stewardship within the community to establish a core group of volunteers to work under a certified Parks employee.
- **Lifeguards**
 - ▶ Address the NYC Dept. of Health on regulations for number of lifeguards required per chair/every 100'. Establish specific regulation for appropriate open water/beach coverage
 - ▶ Require public documentation of people who have gone through lifeguard training, test results and positions offered to ensure fairness.
 - ▶ Require all NYC lifeguards to be trained under USLA regulations.
 - ▶ Review census/population documents to require lifeguards be posted in correlation to population specific to an adjacent beach.
 - ▶ Encourage lifeguards to inform the public about rip tides, water safety, and concerns surrounding the waterfront and to report dangerous situations to their superiors.
 - ▶ Establish a consistent green and red flag system to distinguish swimming from non-swimming beaches.
 - ▶ Establish a part-time lifeguard program to supplement the limited full-time lifeguard staff on weekends.
 - ▶ Equip all lifeguard stations with defibrillators, flags to indicate water conditions, and chalk boards indicating water/air temperature.
 - ▶ Establish junior program for young recruits to work in tandem with established lifeguards.
 - ▶ Publicly document locations of lifeguard recruitment.
- **Public Swim Program**
 - ▶ Establish incentive program with ARC to ensure all NYC public schools and the NYC community receive valuable ARC water safety information.
 - ▶ Establish program for the public to learn to swim from certified swim instructors directly off the beach.
- **Junior Ranger Program**
 - ▶ Establish a training certificate course for young adults and community members to learn about water testing, indigenous plant and wildlife identification under the Urban Park Ranger Program.

ADDITIONAL INFORMATION

In November of 2005, Julie Moir Messervy and Associates (JMMA) conducted exploratory workshops with the community, local school children and local and city officials. Once the plan

This information is provided from *Planning for All New Yorkers: An Atlas of Community-Based Plans in New York City*, a project of the Community-Based Planning Task Force and the Municipal Art Society Planning Center.

moves forward, JMMA will develop conceptual designs for presentation to workshop participants and city officials. Once a conceptual design has been selected, JMMA will work closely with a landscape architect and engineer designated by the Department of Parks and Recreation to develop schematic designs for the site.

