

# Rockaway West Public Meeting #3

NY Rising Community Reconstruction Plan

Projects and Recommendations | February 28-March 2, 2014



# Goals & Recovery Functions

## Goals

- Increase resiliency of key assets
- Address short, medium, and long-term risks
- Balance costs and benefits
- Protect vulnerable populations
- Drive economic growth
- Coordinate with regional initiatives
- Outline steps for implementation

## Community Reconstruction Plan

### Six Recovery Functions



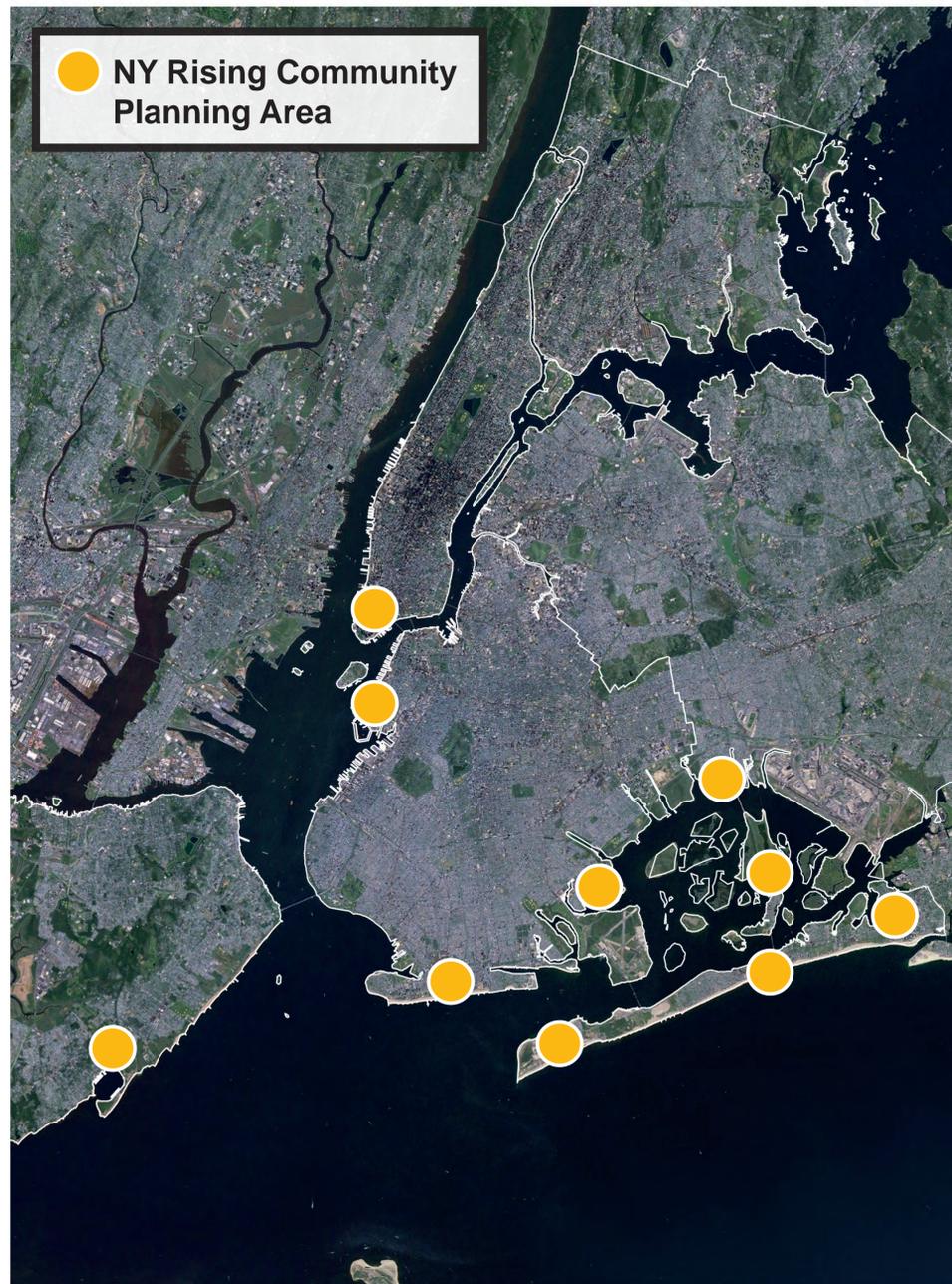
The NY Rising Community Reconstruction Program is helping communities impacted by Hurricane Irene, Tropical Storm Lee, and Superstorm Sandy to rebuild and become more resilient through community-driven plans that consider current damage, future threats to community assets, and the community's economic future. Residents are here today to participate in a public meeting to learn more about the program and share their input on assets, needs, opportunities, and community vision to help shape the planning process.

Join the conversation!

#NYRising  
@NYStormRecovery  
NYStormRecovery



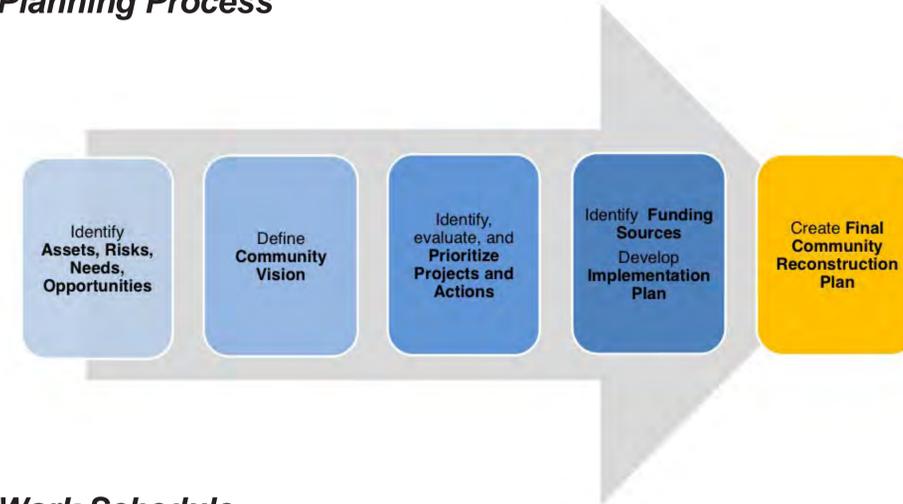
# Map of Communities in NYC



New York City contains 10 of the 43 communities in New York State undergoing the NY Rising Community Reconstruction process.

# Planning Process & Work Schedule

## Planning Process



## Work Schedule

- Planning Committee Meeting
- Public Meeting
- Deliverable Due Date

Deliverables	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April	May
Work Plan		● Sept. 20							
Vision, Asset & Risk Assessments	● 1	●							
Draft Conceptual Plan		● 2	● 1	● Oct. 28					
List of Strategies			● 3	● 2	● Nov. 30				
Preliminary Project Reporting				● 4	● 5	● Dec. 31			
Confirm Priority Projects					● 6	● Jan. 31			
Project Analysis & Final Priority Project Selection					● 7	● 3	● 8	● Mid-March	
Final Community Reconstruction Plan							● 9	● Mar. 31	
Final Conference & Public Meeting									● 4 By May 12

For more information, please contact:  
[info@stormrecovery.ny.gov](mailto:info@stormrecovery.ny.gov)  
[www.stormrecovery.ny.gov](http://www.stormrecovery.ny.gov)

# Program Introduction NY Rising Community Reconstruction Plan





## Priority and Featured Projects

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- (A) Implement Targeted Coastal Protection at B88th Street**
  
- (B) Drainage Projects**

## Other Projects and Policy Recommendations

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- Work with USACE to build up and expand upon existing ocean edge strengthening projects such as additional, stronger dunes, ocean side jetties, and possibly flood walls
  
- Work with USACE, NYCDPR, NYCDOT/ NYCEDC, and private owners to uniformly strengthen the baywall
  
- Build regional surge barrier in Jamaica Bay



# Coastal Protection Considerations

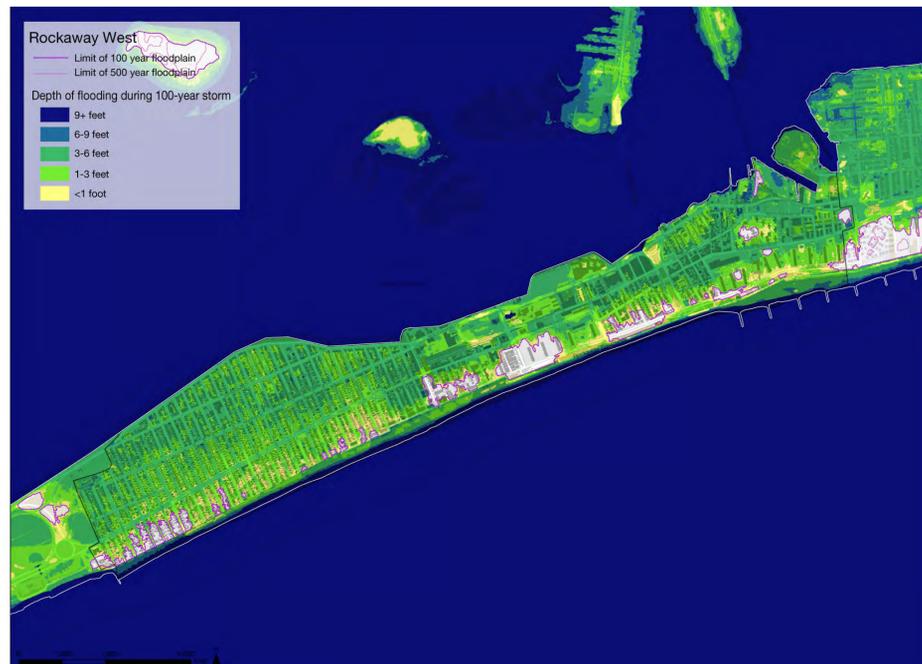


## Coastal Risk in Rockaway West

FEMA Preliminary Flood Insurance Rate Map



Depth of Flooding in a Typical 100-Year Storm Event



## Rockaway West Comprehensive Protection

Rockaway West Comprehensive Protection



Level of Protection

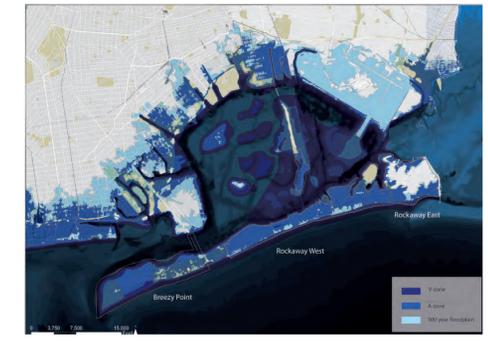


Rockaway West's low elevation leaves it highly exposed to multiple risks from coastal storms. Comprehensive coastal protection would require a myriad of protective measures (see left). Together, these measures could provide protection against up to 8 to 9 feet of surge in a storm event, along with reducing the impact of wave action (see above).

As such extensive measures are needed to increase protection to a 100-year storm event, comprehensive protection in Rockaway West is a long term and extremely expensive endeavor.

## Moving Forward

Regional Considerations



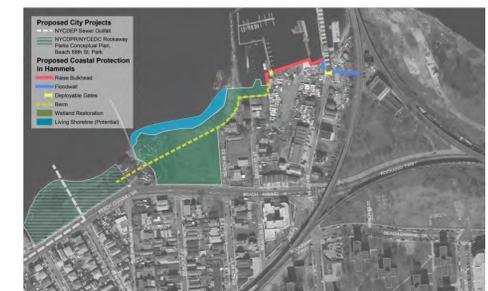
Comprehensive coastal protection is a Jamaica Bay regional concern.

Regional Protection



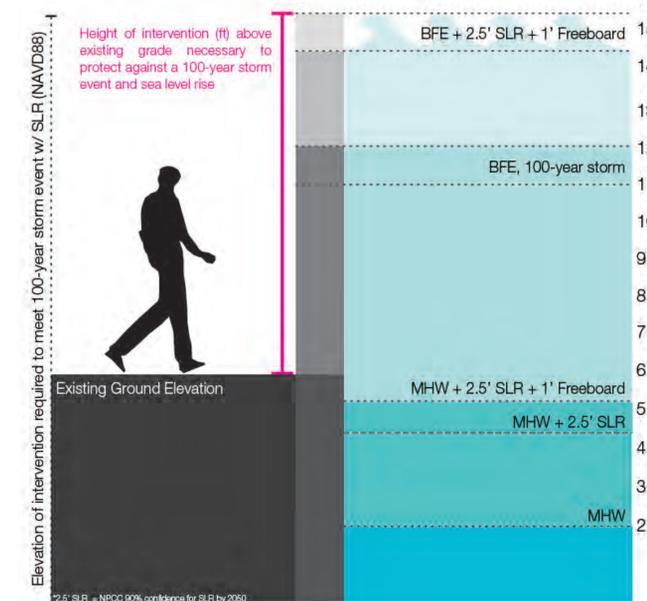
The Rockaway West committee recommends a regional comprehensive coastal protection strategy to protect against a 100-year storm event. This long-term strategy would require coordination with City, State, and US Army Corps of Engineers (USACE).

In the interim...



In the interim, a project has been identified for the bayside area of Hammels neighborhood, an area identified by the Committee as being extremely at risk from lesser storm events. (see next board)

Height of Coastal Protection Measures



To protect against a 100-year storm event, extensive coastal protection measures would need to be constructed. Smaller-scale strategies can help protect against more frequent flooding from sea level rise, moon tides, and lesser storms.

Cost of Coastal Protection Measures



Comprehensive protection measures running along the bayside from the Cross Bay Bridge to the A Train Crossing alone would cost approximately \$18 million to \$22 million. Additionally, coordination with neighboring communities would be required.



# (A) Implement Targeted Coastal Protection at Beach 88th Street



## Project Description:

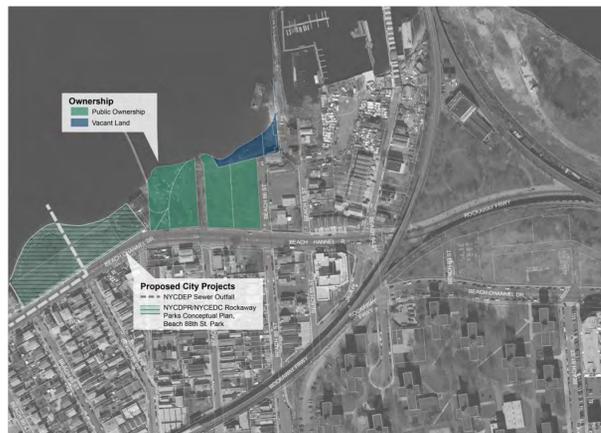
Provide coastal protection from more frequent flooding events in the Hammels neighborhood between Beach 88th Street and the A train crossing:

1. Restore approximately 2.5 acres of wetlands from Old Beach 88th Street to the Marina
2. Construct a 950 ft long, 4 ft high berm from Old Beach 88th Street to the Marina
3. Raise or repair 350 ft of bulkhead along the bay at the Marina to Beach 84th Street
4. Install deployable floodgates or a ramp at the Marina docks to allow access to the bay
5. Construct a 200 ft long, 4 ft high floodwall from Beach 84th Street to the A train crossing

## Rationale:

This residential area is particularly at risk of coastal flooding from regular tidal and stormwater events. While comprehensive protection is a long-term and expensive endeavor, smaller-scale projects can provide localized protection against flooding caused by sea level rise, moon tides, and more frequent storm events. These projects can also take advantage of ongoing projects in the nearby area including a NYC Department of Environmental Protection (NYCDEP) sewer project from Beach 90th Street to Beach 95th Street, and wetland restoration from Old Beach 88th Street to Beach 89th Street proposed NYC Department of Parks and Recreation (NYCDPR) as part of the Rockaway Parks Conceptual Plan. Both projects offer an opportunity to build on the momentum of existing projects to provide localized coastal protection in Hammels.

### Ongoing projects in Hammels

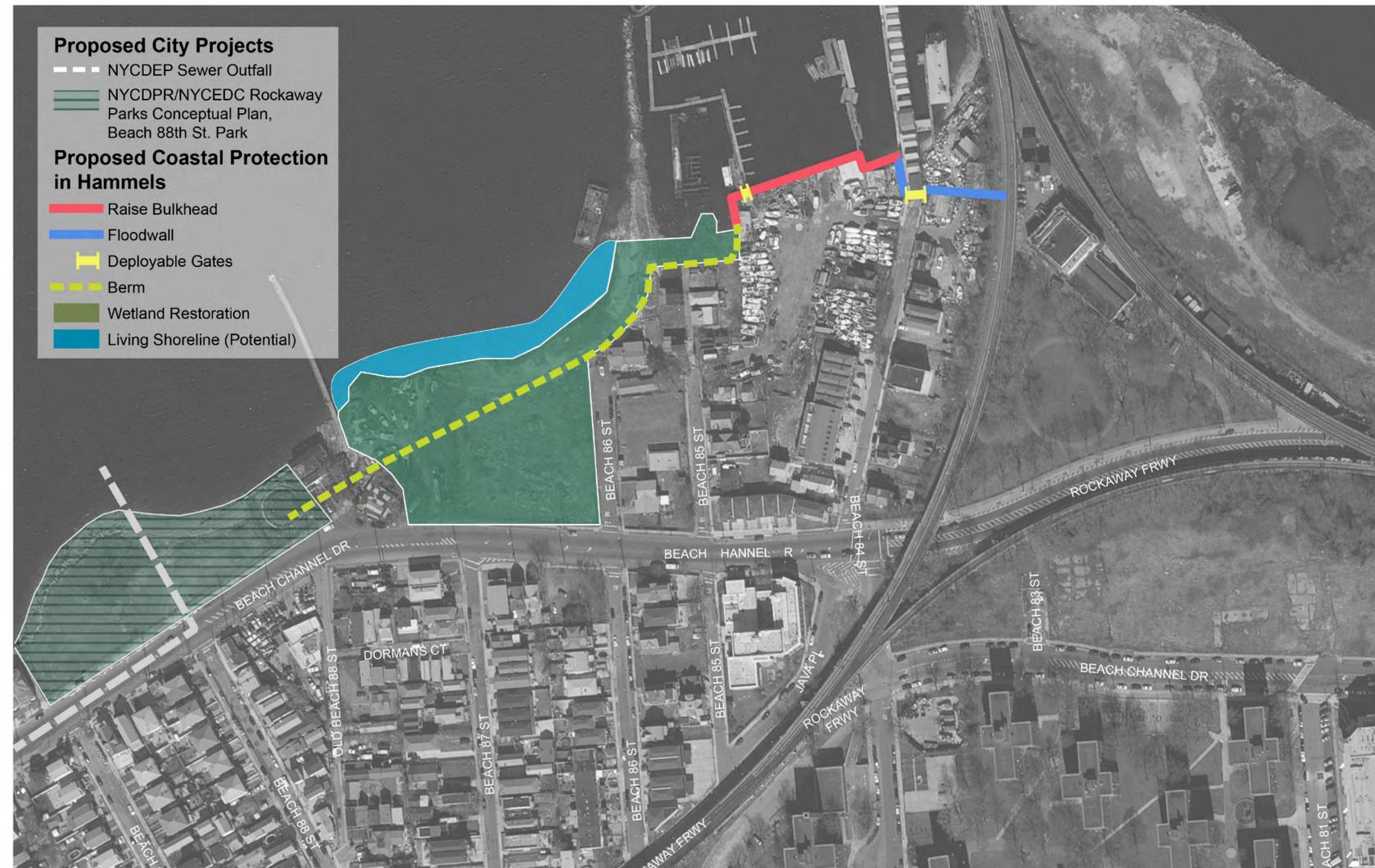


Ongoing projects in the area include the Rockaway Parks Conceptual Plan vision for the Beach 88th Street Park and NYCDEP infrastructure improvements from Beach 90th to Beach 95th. Additionally, parcels along the bayside from Old Beach 88th Street to Beach 86th Street have been transferred to city ownership.



The Rockaway Parks Conceptual Plan vision for the Beach 88th St. Park

### Proposed Coastal Protection in Hammels



### Level of Protection from Proposed Projects



## Costs:

1. Wetland Restoration: \$650 thousand- \$1.9 million
2. Berm: \$3.7 million
3. Raise Bulkhead: \$700 thousand-\$1.7 million\*
4. Deployable Floodwalls: \$350 thousand
5. Floodwall: \$850 thousand

**\$6.3 - \$8.5 million**

\*These strategies can be coupled with other existing programs, such as the city's proposed program for bulkhead repair

## Considerations:

- Provides localized protection measures that do not protect against the 100-year storm
- Coordination and permitting with multiple other City and State agencies required



# (B) Drainage Projects



## Project Description:

Construct bioswales in priority areas of Rockaway West, including Beach 108th Street, Shore Front Parkway, Beach 94th and Beach 95th Streets, and 88th Street Park. Bioswales are planted areas on the sidewalk or street that collect stormwater and prevent it from flowing to lower points of elevation. By collecting stormwater as it runs down the street, bioswales create a permeable surface, allowing stormwater to be absorbed by the planted vegetation or infiltrate into the ground below.

## Rationale:

Many areas within Rockaway West experience frequent flooding during heavy rainfall events. Since much of the area is paved with impermeable materials, water is unable to infiltrate into the ground and may result in flooding and ponding in the street. Constructing bioswales in areas that experience regular flooding will create permeable areas that allow stormwater to infiltrate and reduce localized flooding.

### Bioswales



An existing bioswale located in Far Rockaway on Elvira Avenue

### Drainage Complaints



311 complaints show areas susceptible to street flooding

### Potential Priority Sites



## Costs:

**\$30,000**  
per  
bioswale

## Considerations:

- Space requirements may limit siting opportunities
- Ongoing maintenance and upkeep is necessary
- Understanding of subsurface conditions is necessary
- Coordination and permitting with City agencies



# *Build or Identify Relief Center Locations*



## Priority and Featured Projects

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- (C) Create Rockaway West Relief Center Hub(s)**
- (D) Create Rockaway West Relief Satellites**
- (K) Issue RFP for Expansion of Health Services**

## Other Projects and Policy Recommendations

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- Develop an emergency local power generation system
- Work with LIPA to strengthen/heighten utility poles and harden substations
- Create alternative energy sources across the community (e.g., wind for back-up power in emergencies)
- Require multi-family buildings implement emergency preparedness measures, including evacuation plans and emergency back-up power
- Designate emergency transportation plans
- Strengthen resiliency and emergency-response capacity of local not-for-profits

# (C) Create Rockaway West Relief Center Hub(s)



## Project Description:

Create a relief center hub to house the coordination of emergency services during a disaster, such as access to food, water, health and medical services, and a system of hardened satellite relief centers to serve as distribution centers for supplies and information. A relief center is not an evacuation center or shelter; rather, it provides a central location for information and community gathering and services during an emergency. Because emergencies are unpredictable and irregular events, relief centers should be housed within an existing building or organization that provides year-round community services.

## Rationale:

The Office of Emergency Management (OEM) functions best during disasters when it executes plans and priorities that have been agreed to prior to a disaster. While relationships between OEM and local community organizations already exist, there are areas where organizations could be leveraged to lend greater support to their communities, particularly if they are able to partner prior to an event and clearly establish roles and responsibilities for a specific operation. Relief centers can provide important emergency functions such as: bring together a range of local social services, formalize efforts to reach out to vulnerable populations, help OEM evaluate community needs and efficiently distribute resources.

## Relief Center Criteria

### LOCATION

- Outside of extreme flood-risk zone
- Ease of access and approachability from street
- Proximity to:
  - Commercial centers, corridors, for access to food, water, and other essential goods and services
  - Vulnerable populations
  - Evacuation route or near road with quick, reliable access to route
  - A large outdoor space to accommodate possible building expansion and outdoor space

### ORGANIZATION

- Has a long history of community engagement and demonstrated community service during emergencies
- Provides regular programming and has capacity to provide emergency programming
- Conducts outreach to vulnerable populations
- Has capacity to provide social and health services
- Has a long-term occupancy agreement
- Has a business continuity plan
- Is financially stable

## Potential Hub Locations



## Timeline

**1-3 years**

to implement and ramp-up

## Cost

Up to **\$3 million**

per hub, depending on construction needs and program

Costs include:

**Programming costs** - \$100,000/year x 2 years x 2 organizations for staff to manage resilience, plan emergency preparation and response, mobilize and train community, connect vulnerable populations

**Building hardening** - including floodproofing, physical improvements, ensure space and communication equipment, and back-up power

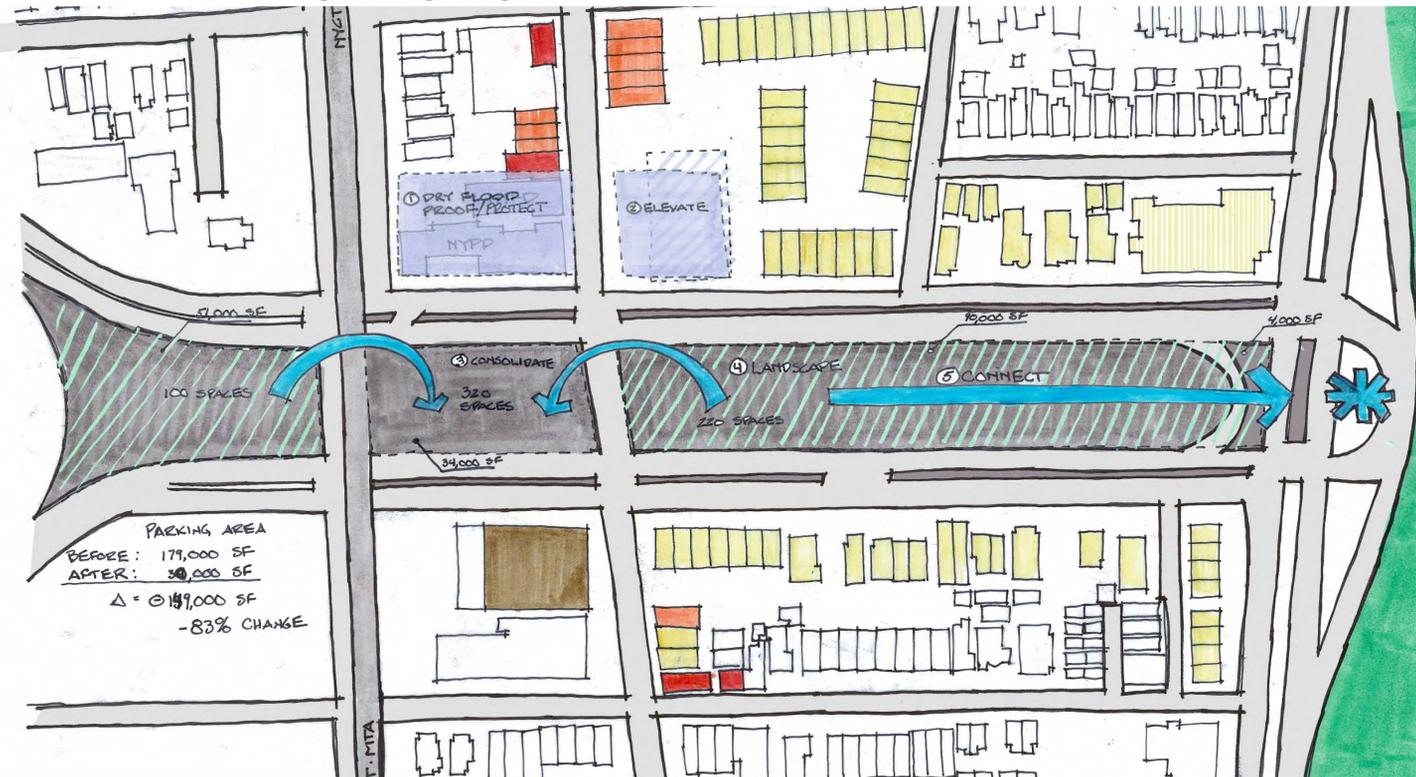


# (C) Create Rockaway West Relief Center Hub(s)

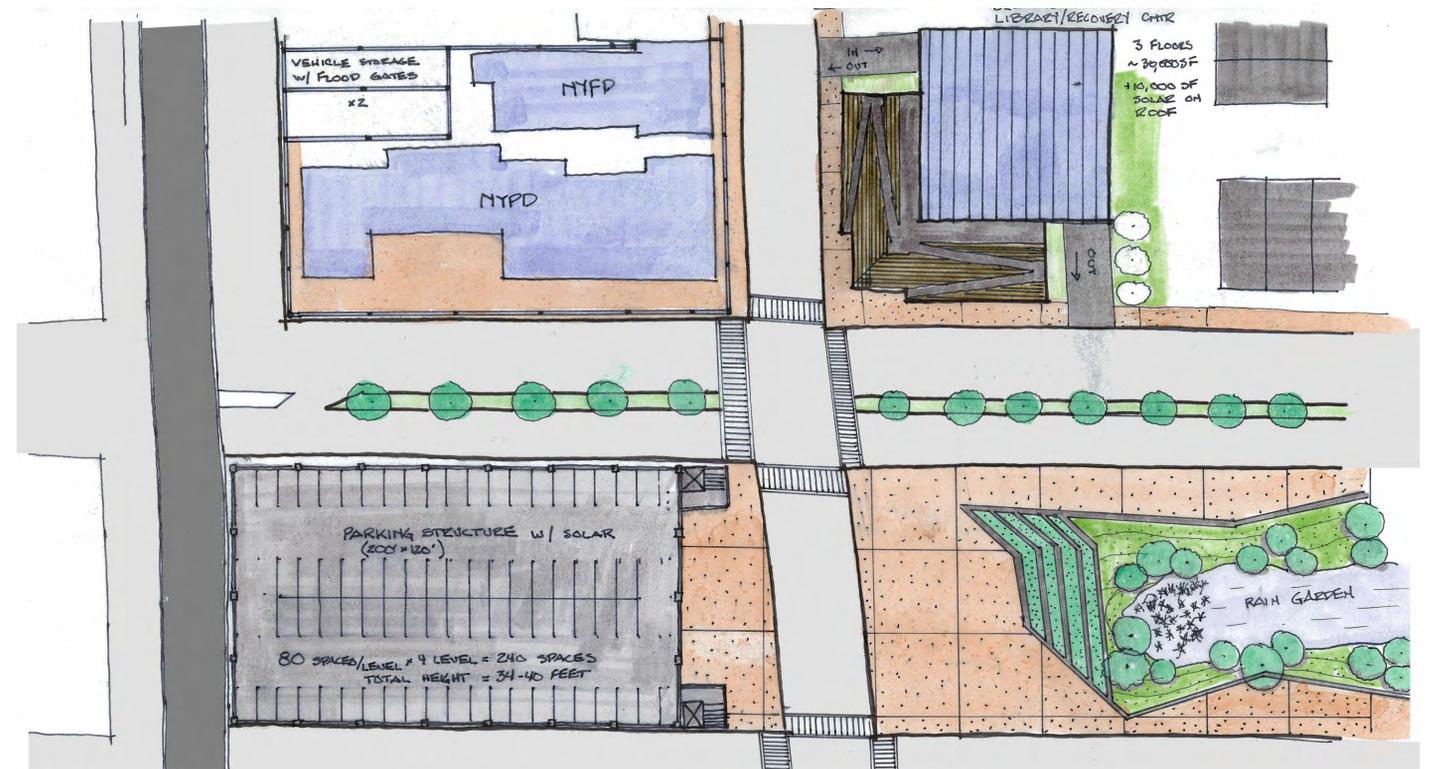


**Illustrative Analysis: The option for relief hub at B94th Street can include the consolidation of parking into a garage, opening up space for a public plaza.**

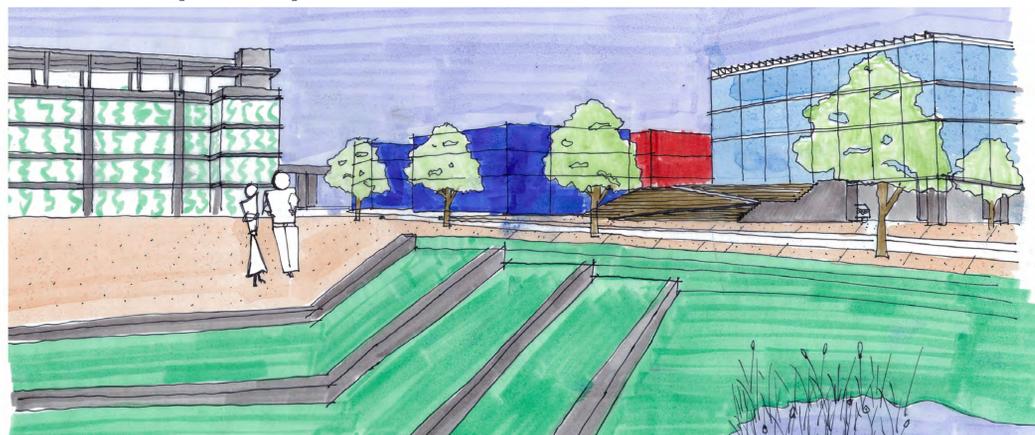
Consolidate parking into garage on one lot at B94th Street



Repurpose space for improved public use and water retention



Sketch of public plaza



Section of garage and relief center



# (D) Create Rockaway West Relief Satellites



## Project Description:

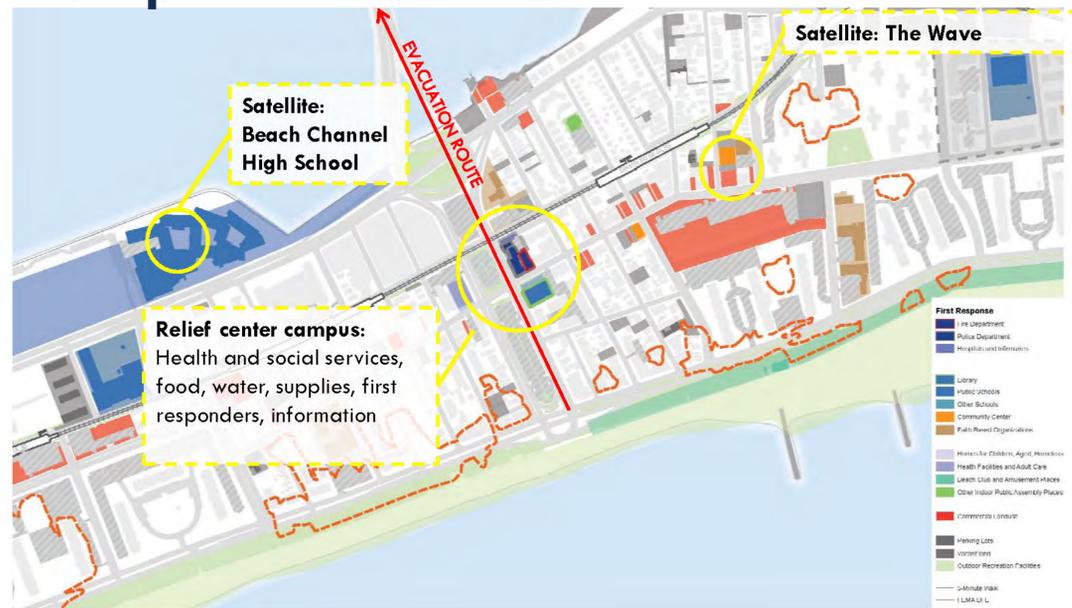
Create a system of hardened satellite relief centers to serve as distribution centers for supplies and information. A relief center is not an evacuation center or shelter; rather, it provides a safe and local center for information and supplies during an emergency. Because emergencies are unpredictable and irregular events, relief centers should be housed within an existing building or organization that is well connected to the community and has demonstrated community service and support during past emergencies

## Rationale:

During Sandy, while large agencies and organizations such as Office of Emergency Management (OEM), FEMA, and the Red Cross provided substantial support, community-based organizations (CBOs) also provided critical local and immediate response and recovery services, such as distributing food, water, and supplies and going door-to-door to check on vulnerable populations. Across the City, groups coordinated their activities through informal relief centers—physical spaces manned by volunteers that served as central hubs for the distribution of information and resources. This program formalizes this process, by identifying and bolstering key hubs in central locations across Rockaway West and allowing the community to bounce back more quickly following a storm or event.

## Hub/Satellite Example

(Actual siting subject to evaluation and selection process)



## Potential Sites for Consideration



## Timeline



## Cost



This cost and timeline covers:

- Implement capital improvements
- Build emergency program for social resiliency
- Inclusion of community space for everyday use

Relief center satellites would be chosen through an evaluation and selection process. This process could support two categories of activities for each organization:

- (1) **Capital investments** to harden existing building or facility, which includes floodproofing and installation of alternate power source
- (2) **Program and operations** support to build host organization's capacity to provide year-round emergency programming and to deploy resources during an emergency. Satellites will:
  - Manage year-round programming and operations for emergency preparedness and response
  - Have a long history of community engagement and strong community ties
  - Conduct outreach to vulnerable populations

Disaster-related programming might include trainings and practice drills, "Know your neighbor" events, and outreach to vulnerable populations. This capability may be supported initially with CDBG-DR funds for a full-time equivalent (FTE) to build capacity for two years. After two years, the organization would be responsible for supporting the FTE on an on-going basis.



# (K) Issue RFP for Expansion of Health Services



## Project Description:

Build new health care campus by selecting a local healthcare provider to be an anchor tenant in Rockaway West to provide either Urgent Care or Free-Standing Emergency Department services, diagnostic and treatment services, and physician services. After locating an anchor tenant, an RFP to select a developer would be issued with multiple sites identified as options and including developer incentives to increase response rate.

## Rationale:

The Rockaway West community has experienced the most significant disruption to its local healthcare facilities with the closure of Peninsula Hospital. The 32,000 residents are sufficient to support a wide range of primary and specialty care services. In fact, these residents are estimated to generate in excess of 9,000 urgent care visits and 12,000 emergency visits annually, indicating that either an urgent care center or potentially a free-standing emergency department can be supported. Additional demand exists from neighboring communities on the peninsula and in Jamaica Bay.

## Option to include medical cluster at National Grid site



## Option to include at Madeline Chocolate site

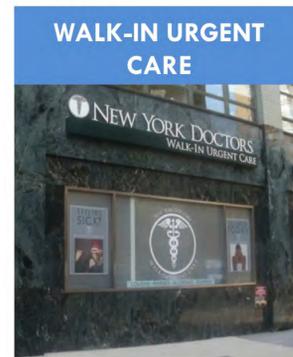


Other ideas for siting options?

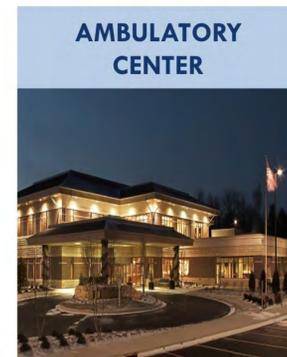
## Healthcare levels of service



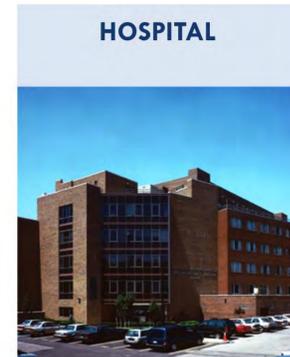
- Basic primary care
- Prescriptions
- Can serve areas that lack larger medical facilities



- Treatment of variety of non-life-threatening injuries
- Minor medical procedures
- Limited on-site diagnostic equipment



- Mix of medical and surgical specialties
- Outpatient procedures and surgeries
- Comprehensive diagnostic equipment



- Severe trauma and life-threatening injuries, as well as less serious conditions
- Surgical services



## Timeline



Steps towards implementation

#1: Issue RFP

- Select anchor tenant
- Issue RFP to select developer
- Developer surveys market, identifies tenants, builds-out facility

#2: Provide capital

- Create incentive for developer to build health care services by:
  - Purchasing existing site (e.g. National Grid or other site)
  - Subsidize developer to offset build-out costs

Incentives have been estimated at \$1-2 million, but is an optional cost that could be higher or lower.

## Cost



Issuing RFP: \$200k  
Incentives: \$1-2 million





Community Planning  
& Capacity Building



Natural &  
Cultural Resources



Infrastructure



Economic  
Development

## Priority and Featured Projects

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- (E) Support Long-Term Ferry Operations**
- (F) Create a Rockaway Bike Share Program**
- (G) Create Bus Circulator Service**
- (H) Streetscape Improvements at B108th Street and Beach Channel Drive**
- (I) Build B108th Street Harbor Park**
- (J) Support National Grid Site Redevelopment**

## Other Projects and Policy Recommendations

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- Work with City to create long-term strategy for wastewater treatment plant
- Develop year-round attractions (e.g. waterpark, concert space)
- Expand EDC zones for tax incentives
- Support Beach 116th Street partnership
- Create business-to-business program to bolster commercial activity across the peninsula
- Conduct study to assess and Peninsula transportation needs
- Improve road networks to improve cross-peninsula transportation
- Remove tolls on Cross Bay Bridge and Gil Hodges Memorial Bridge
- Fund A train switch to allow for direct east-west commuting
- Expand recreational opportunities on the bay, such as boating or kayaking
- Support pilot technical assistance and auditing program for small business resiliency
- Provide grants to merchant entities for district/corridor resiliency improvements; shared capital

# Priority Corridors

NY Rising projects in Rockaway West have been developed to complement other existing programs and planning efforts, which together support a series of priority corridors across the community.



# (E) Support Long-Term Ferry Operations



## Project Description:

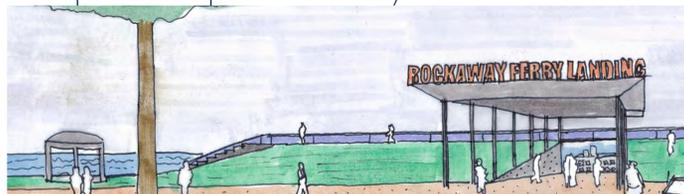
Establishing long-term ferry service to the Rockaways is one of the highest priorities of the Rockaway West Planning Committee. NYC Economic Development Corporation has issued a request for proposals (RFP) for this service in the Rockaways, and a range of funding sources (including a Federal Transportation appropriation and Rockaway West NY Rising funding allocation) could potentially help to reduce the required subsidy for the service, either through capital improvements such as a parking garage, or through a direct operating subsidy.

## Rationale:

After Sandy, the City of New York contracted for a temporary weekday commuter ferry service running from Beach 108th Street in the Rockaways to Pier 11 in Lower Manhattan. The service has been extended four times: in May, July, and August of 2013 and most recently in January 2014, when the Mayor announced the service would run, with a slightly increased fare, until summer 2014. The service is highly-valued by residents of the Peninsula and is a major focus of project planning for the Rockaway West NYRCR Planning Committee. It serves as an important symbolic resiliency measure by connecting the community to the rest of the City and is seen as an alternate evacuation and supply delivery option for emergencies. The ferry currently provides faster point-to-point service to Lower Manhattan than subway or express bus, and is widely perceived by users as a higher-quality transportation experience compared to either of these services.

## Existing Funding Sources

- \$15M Federal Transportation appropriation, combined with approximately \$3.6M in matching City funds for ferry infrastructure (docks, waiting area, and other upland improvements)



## NY Rising Funding Options

### 1. Increase Ridership

(see board F on circulator bus for more information)



(see board E on bike share for more information)



### 2. Build Other Supportive Infrastructure



### 3. Provide Direct Operating Subsidy



## Timeline

2-3 years

## Cost

\$6+ million

depending on supportive infrastructure

Options include  
**Increase ridership** - This increases revenue by maintaining the existing service and increasing the amount of fares recovered.

Cost: \$1-2 million

**Build Other Supportive Infrastructure** - As City sources exist for most improvements to the landing and other infrastructure, the NY Rising allocation could help to fill a gap and create a modest revenue source through the construction of a parking lot for the ferry, which is primarily used by drivers.

Cost: TBD

**Provide Direct Operating Subsidy** - The NY Rising allocation could directly fund a part of the operating subsidy for a number of years while other methods to determine abilities to increase revenue and decrease cost are tested and an agreement with a long-term operator is achieved.

Cost: \$2-4 million



# (F) Create a Rockaway Bike Share Program



## Project Description:

Introducing a bike share system on the Rockaways will improve intra-Peninsula connectivity, bringing more visitors into Rockaway West and increasing the mobility of residents to more easily access amenities such as the beach, bay, and mass transit stations without reliance on a car.

## Rationale:

As of now, most visitors to the beaches of the Rockaways who do not arrive by car do not venture far from the transit stop and beach. A Bike Share system allows for exploration of the full Peninsula, letting visitors stay longer and spend more. These stations are able to be solar-powered and could be used in events when power is down. A bike share network additionally creates more users for the Jamaica Bay Greenway, and would encourage the expansion of safe bike routes.

### Option 1: Create new bike share on Rockaways

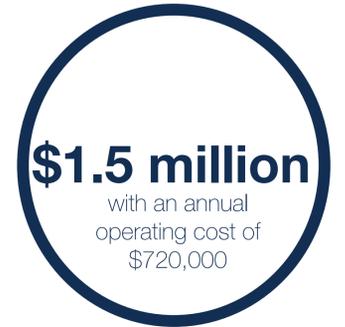


- **Independent system could use more local resources, ensuring that economic benefits are kept local.**
- **Creating a new system that is independent of CitiBike would require the identification of a managing entity** and involve more cost and effort upfront to choose and install the desired system.
- **Ongoing maintenance and operations would require a reserve fund** and would need the identification of sources for ongoing operating expenses beyond two years

### Timeline



### Cost



Costing estimates includes a system of 100 bikes and 10 docks. Other models of operation may exist and could be explored through a request for proposal (RFP) for operations.

### Option 2: Extend existing NYC bike share service to Rockaways



- **Instituting a bike share network is fairly low-cost, when functioning as an extension of the NYC Bike Share system (CitiBike)** that exists in Manhattan and Brooklyn, and would entail the purchasing of new bikes and stations, along with the incremental costs associated with expansion. These operating expenses would be much less than if using a new system.
- **A built-in user base exists with this option**, as any of the current 100,000 CitiBike members would automatically be able to get off the ferry or train and immediately have access to a bike.

### Timeline



### Cost



Costing estimates includes a system of 240 bikes and 20 docks.

Planning areas include:  
Rockaway West - B74th Street to Ft. Tilden  
Rockaway East - B74th Street to Nassau County border



# (G) Create Bus Circulator Service



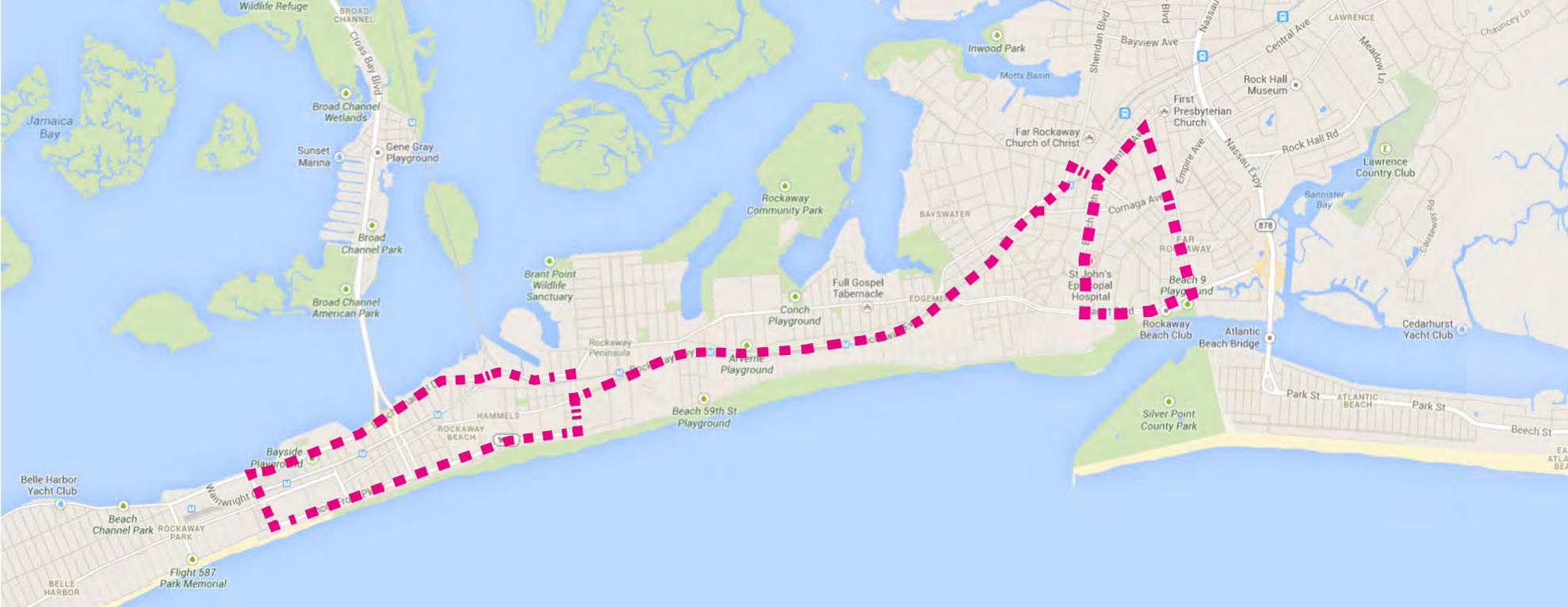
## Project Description:

This project pilots a circulator bus that would operate across the Peninsula, from Rockaway Beach to Far Rockaway, running between the Mott Avenue A Train Station/LIRR, the Beach 108th Street temporary Ferry Landing, and Shore Front Parkway.

## Rationale:

The primary objectives of the Rockaway Ferry/Beach circulator are: 1) to see if it can impact ridership and help to create a more sustainable service for the ferry, 2) to enhance the Rockaway West economy by improving the connection between transit hubs, the beach, and the rest of the Peninsula.

Potential Route | Subject to further study and community-engaged process



## Timeline

**1-2 years**

## Cost

**\$850,000**  
per planning area,  
total cost of  
\$1.7 million

The cost of this service includes hiring an operator to run a bus service:

- 365 days a year
- 10 hours a day (e.g., 8 AM - 6 PM)
- Making an E-W run that terminates at the ferry terminal once an hour
- Making a N-S run that terminates at the beach once every twenty minutes

Additionally, this cost includes capital money for stops, which covers:

- Three "enhanced" stations, which include signage and rest area
- Ten sign-only stations

## Considerations

This project only supports a short-term pilot shuttle. Permanent circulator service would require a long-term commitment by a public agency or private operator to support ongoing operating expenses. Additionally, the service amplifies and spreads out the economic impact of the ferry, allowing visitors to circulate throughout a larger area of the Peninsula. Service and route could be reduced to decrease cost.





# (H) Streetscape Improvements at B108th Street & Beach Channel Drive

## Project Description:

The project would fund streetscape improvements on primary retail corridors that improve resiliency and make the atmosphere more inviting atmosphere for both residents and businesses. Potential projects include façade improvements, resilient streetscape elements, such as solar-powered street lights, and green infrastructure.

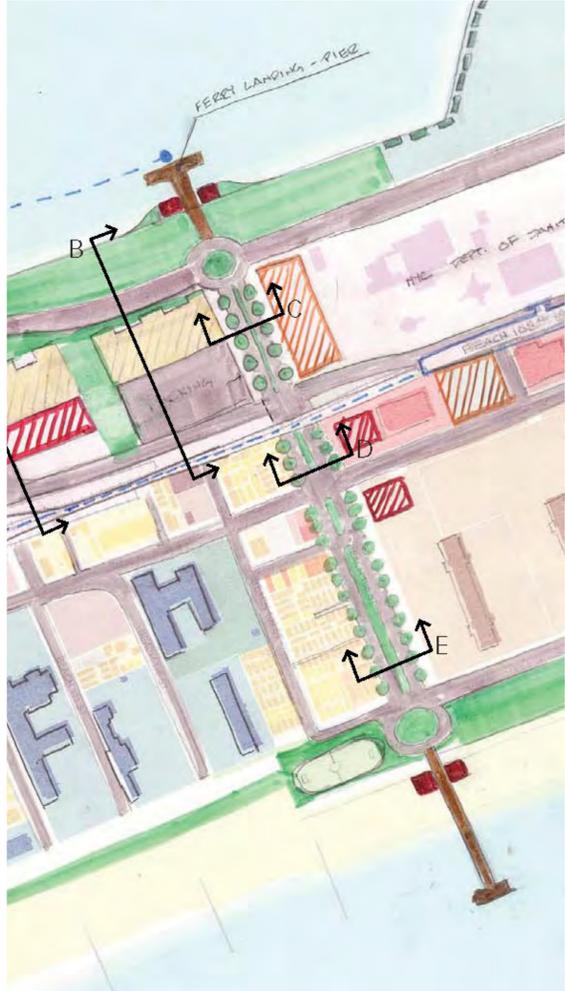
## Rationale:

In order to create a better bay-to-beach connection on Beach Channel Drive and B108th Street, this streetscaping project will ensure street lights can work in emergency situations and that drainage will be moderately improved through the installation of bioswales. The lack of power in the Rockaways inhibited businesses' ability to come back online. Having resilient, non-grid light sources would shorten the time for recovery efforts, allowing for emergency resources to be dedicated to more pressing issues. A better quality of street experience will improve the quality of retail that is attracted to the area and create a nicer experience for ferry riders and pedestrians.

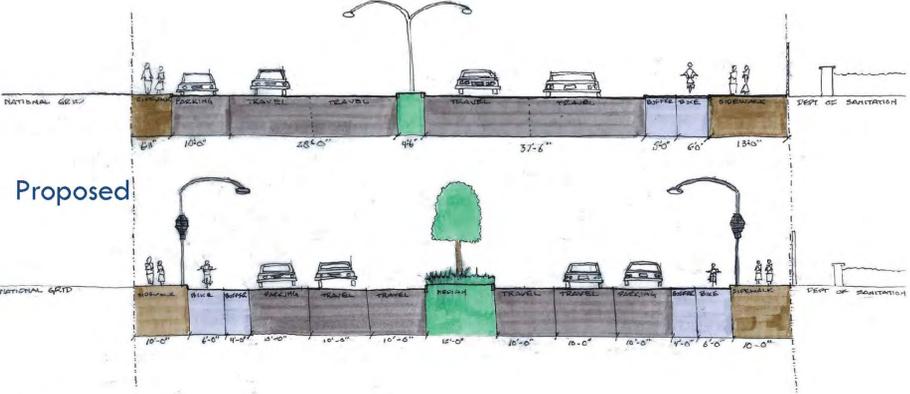
## Precedents



## Plan

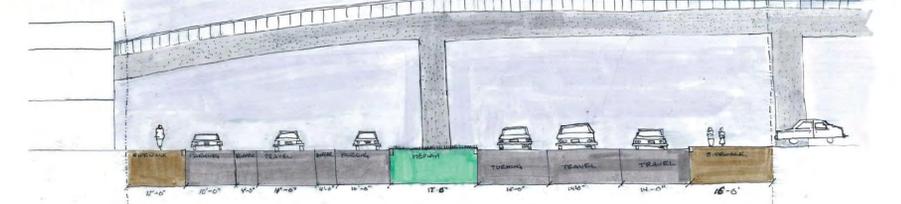


## Existing

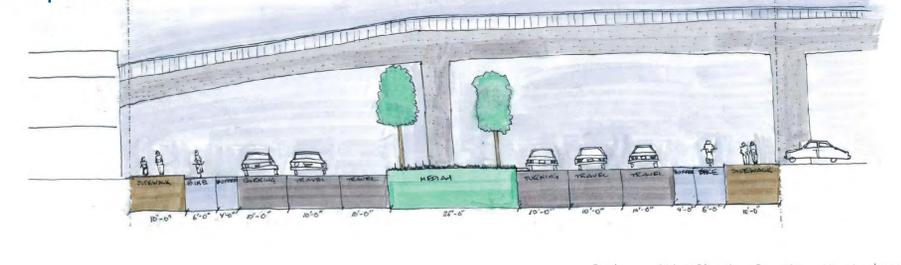


Section C

## Existing



## Proposed



## Timeline

**2-3 years**

## Cost

**\$5-7 million**  
for 1/2 mile,  
depending on program

Streetscaping improvements include:

- Roundabout with rain garden/landscaping
- New sidewalks (pervious)
- Bike lane
- Bioswales
- Street trees
- Street lighting (solar)
- Two travel lanes each direction
- Benches
- Bike racks

## Considerations

Source for ongoing maintenance costs need to be identified.



# (I) Build Harbor Park at B108th Street



## Project Description:

Build high-quality bayside park that mixes hard and soft edges as first phase of larger project that better connects the community to the bay and supports long-term vision for B108th Street as gateway to the Rockaways from the ferry. This could include pedestrian/fishing piers, landscaping, and a boat launch tied in with the ferry. Additionally, this project can build off of the existing City Parks Conceptual Plan.

## Rationale:

For an area that is so strongly rooted in its connection to nature and recreation, Rockaway West has much untapped potential. The NYC Department of Parks of Recreation has been working with the community to create a Conceptual Plan for the Peninsula. This project provides an opportunity for NY Rising to layer in elements related to permanent ferry infrastructure, including a passenger drop-off area and roundabout.

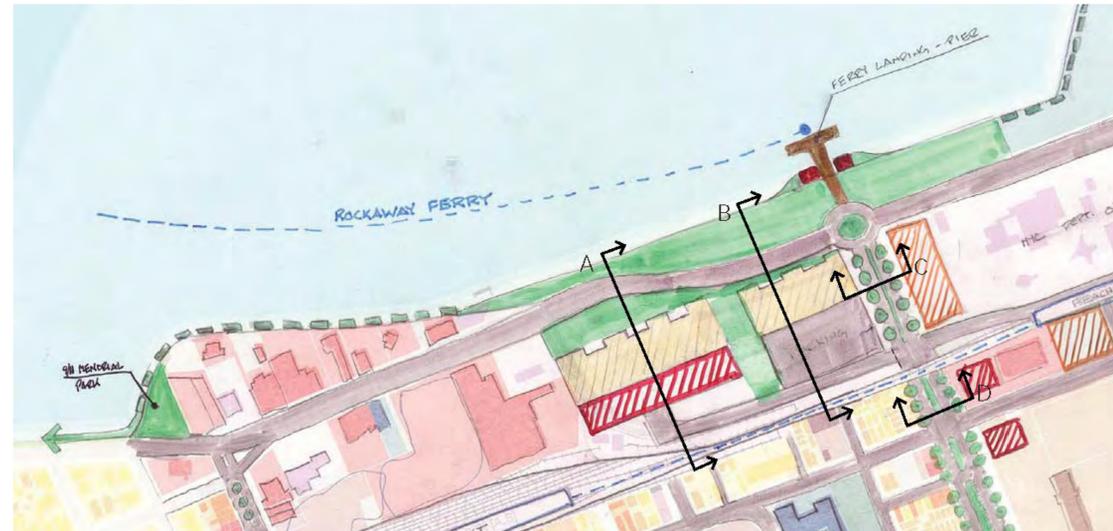
## NYC Parks Conceptual Plan: Short-term idea

### Beach 108th Esplanade

- Park Cost: to be Funded by National Grid
- New Facilities:**
- 1 Esplanade
  - 2 Landscape Buffer
  - 3 Possible Ferry Pier



## Long-term Vision: Extending park into roadway, moving road to Grid site



## Timeline

2-3 years

## Cost

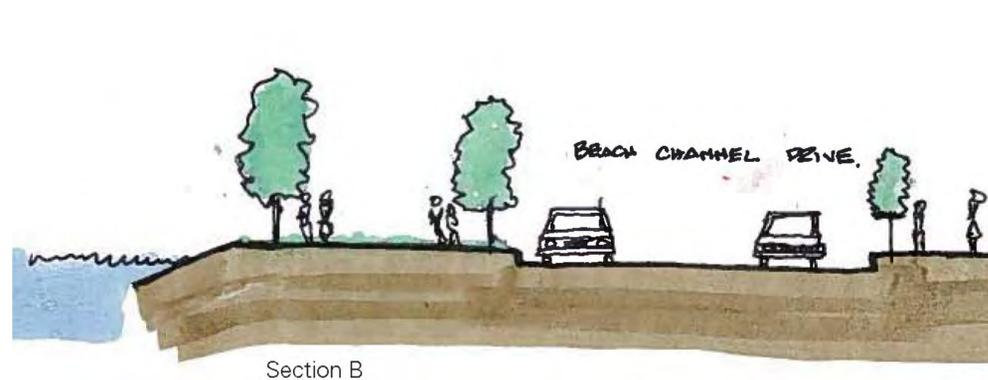
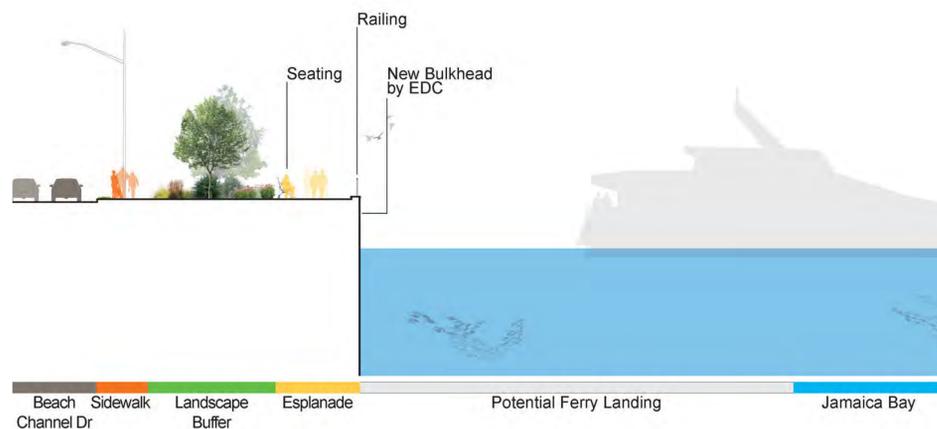
**\$8-12 million**  
depending on site conditions/program

This cost and timeline covers:

- Finalizing design and park program
- Construction of park

## Considerations

Portions of the B108th Street improvements will be funded by National Grid. The NY Rising plan builds off of existing plans, extending the park into what is currently the road, which is relocated into adjacent parcels.



# (J) Support National Grid Site Redevelopment



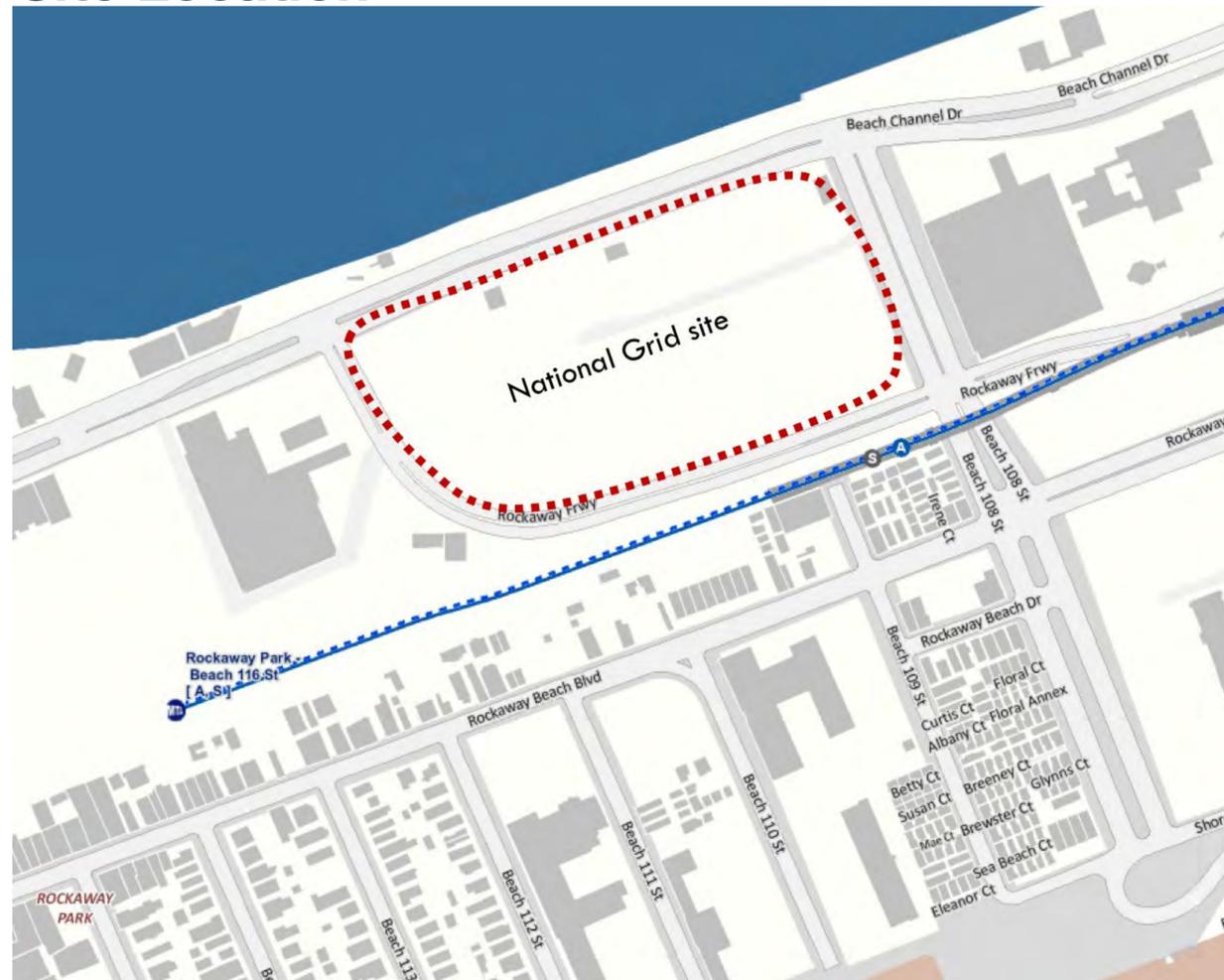
## Project Description:

Provide gap financing for a redevelopment of the National Grid site that includes structured parking for the ferry. This project assumes that a public entity has arranged for the disposition of the site for private development.

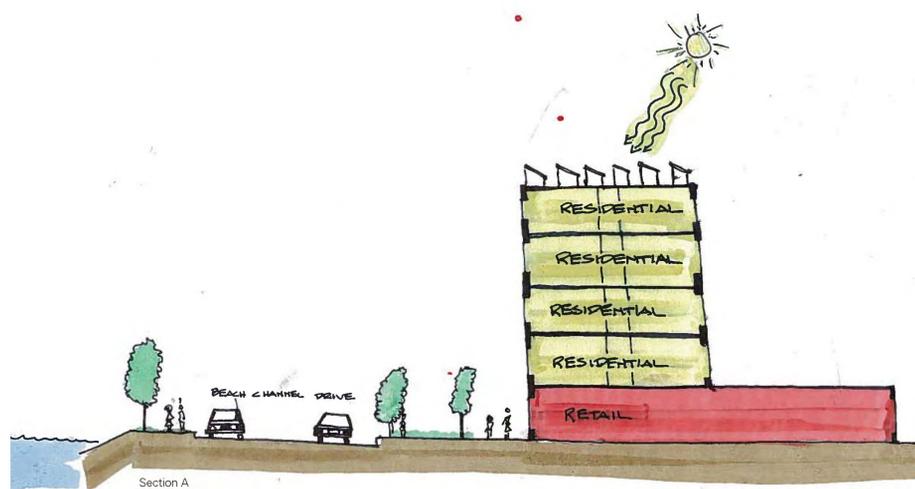
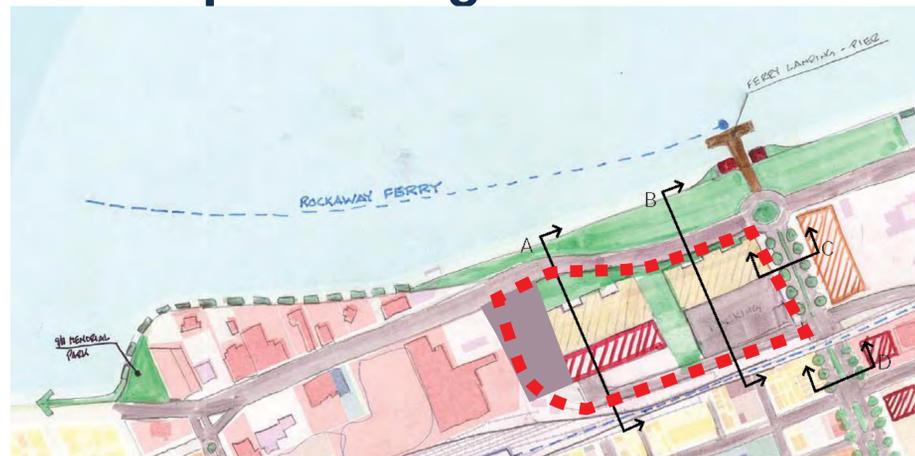
## Rationale:

The National Grid site at B108th Street and Beach Channel Drive is a large 250,000 SF partially remediated parcel across the street from the existing ferry landing at B108th Street. Currently the site is being used as a temporary free parking lot for the ferry, but the community has identified potential long-term plans for the site. This project builds off that vision and attempts to link this effort more explicitly to supporting long-term ferry operations through the construction of a parking deck and creating a conceptual program that includes both commercial and residential uses.

## Site Location



## Conceptual Program



## Timeline

**2-3 years**  
from site remediation

## Cost

**\$2-3 million**  
to incentivize development

This cost and timeline covers:

- Design
- Request for proposal drafting and issuance
- Potential development incentives

## Considerations

Site is currently zoned for manufacturing and would require rezoning for new uses. Site is also currently not completely remediated, process of site acquisition would likely not begin until fully remediated.

