

Economic  
Development

Infrastructure

Natural &  
Cultural Resources

## Priority and Featured Projects

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### J. Workforce Development

### K. Create a Rockaway Bike Share

### L. Improve Mott Avenue Streetscaping

### M. Create Bus Circulator Service

### N. Expand Seasonal Business and Amenities

### O. Support Development of New Recreational Amenities

## Other Projects and Policy Recommendations

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- Work with MTA to improve Far Rockaway multimodal transport hub
- Work with MTA to make A-line stations on Peninsula ADA-compliant
- Create proposal to expand health and medical services and jobs in Rockaway East
- Expand recreational and commercial amenities to complement the City's plan for the beach/boardwalk
- Expand recreational opportunities on the bay, such as boating or kayaking
- Create promenade along bayfront and remove barriers to accessing bay
- Increase amenities and services for recreational uses (bathrooms, lifeguards)
- Support the creation of a technical assistance and auditing program for resiliency
- Create business-to-business program to bolster commercial activity across the Peninsula
- Expand grant or low-cost loan programs to make businesses more resilient and encourage high-ground, transit-oriented development in Rockaway East
- Support redevelopment of Peninsula hospital site

# J. Workforce Development



## Project Description:

Develop building resiliency training program through an existing workforce development organization to train and connect Rockaway East residents to employment opportunities related to resiliency such as building repair and retrofits, electrician certification, and health/EMT training. This program could function as an add-on to an existing program and allow participants to learn resiliency skills in parallel to the pursuit of other licenses and training.

## Rationale:

The need to enhance economic opportunities for residents in Rockaway East has been identified as a primary concern of the Rockaway East community. With approximately 11% of the population unemployed and a median income considerably lower than the rest of the Peninsula, the need to provide new and better training and employment placement is clear. Currently many programs are funding repairs and resiliency upgrades of homes and businesses across the city. As impacts from storms disproportionately affect economically vulnerable populations, connecting Rockaway East to employment opportunities in this sector would directly and indirectly increase the resiliency of the community.



## Timeline

1-2 years

## Cost

\$500,000

- Job placement in apprenticeships and other employment opportunities
- Program administrators would explore mechanisms to incentivize program graduates to work and use skills in Rockaway East

Scope of workforce partner will include:

- Define resiliency job tool kit
- Establish and deliver courses and certification programs
- Connect skilled workers with OEM, relief center networks, fire departments, and other related employers

## Considerations

**Risk Reduction** - By expanding local expertise in building resiliency and repair, information about building resiliency needs and implementation can be shared and recovery efforts can be launched quickly and locally.

**Economic Co-Benefits** - Improving employment rates in Rockaway East would result in a variety of economic co-benefits.

**Equity & Community Capacity** - Expanding jobs and skills training increases equity and community capacity



# K. Create a Rockaway Bike Share



## Project Description:

Instituting a bike share system on the Rockaways will improve intra-Peninsula connectivity, bringing more visitors into Rockaway East 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.



Conceptual Map of Docking Station Locations | Actual siting would be through community-engaged process

## Timeline

1-2 years

## Cost

\$900,000

per planning area,  
total cost of  
\$1.8 million

- **Instituting a bike share network is fairly low-cost**, as this would likely be an extension of the popular NYC Bike Share system (CitiBike) that exists in Manhattan and Brooklyn, and would only entail the purchasing of new bikes and stations, along with the incremental costs associated with expansion.
- **This would allow visitors to best be able to take advantage of the service**, as any CitiBike user would automatically be able to get off the ferry or train and immediately be able to take out a bike without needing to sign into a new system.

## Considerations

- **An important obstacle is the distance between this potential CitiBike node and other established stations, which is viewed as key to generating sustainable ridership levels for the service**, however it is believed that the extension would be permitted by NYC Bike Share. Siting of stations includes the use of NYC DOT to work with the communities to find locations that make sense.
- **Creating a new system that is independent of NYC Bike Share would require the identification of a managing entity** and involve more cost and effort upfront to choose and install the desired system.



Long Beach, NY Beach Bikeshare



NYC Bike Share



Jamaica Bay Greenway



# L. Improve Mott Avenue Streetscaping



## Project Description:

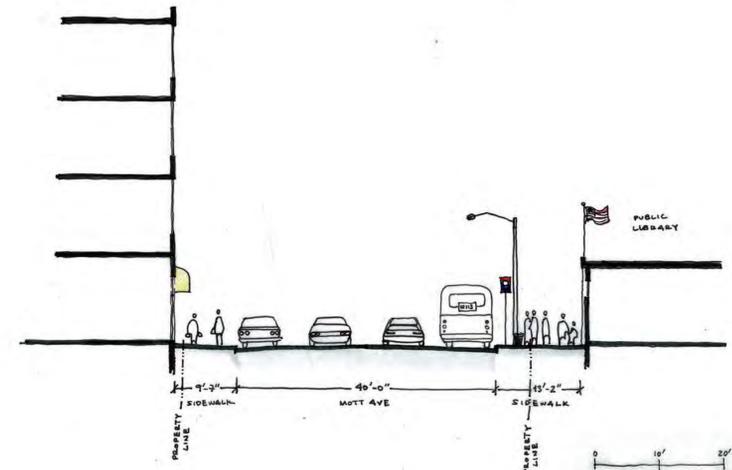
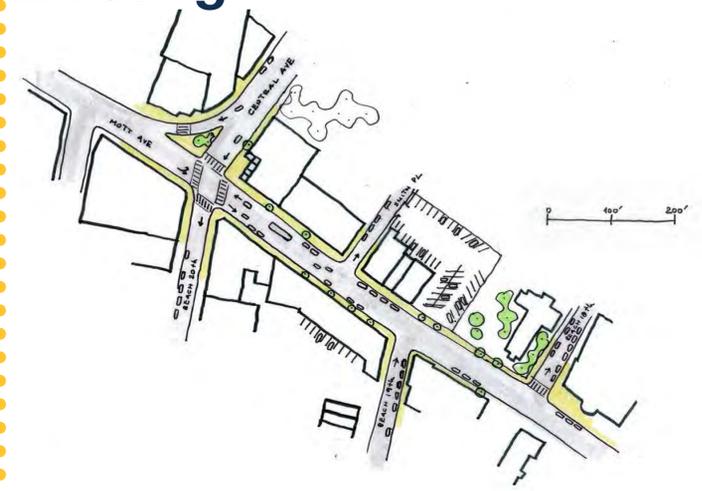
The project would fund streetscape improvements on primary retail corridors that improve resiliency and begin to create a more inviting atmosphere for both residents and businesses. Potential projects include façade improvements, resilient streetscape elements, such as solar powered street lights, and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

## Rationale:

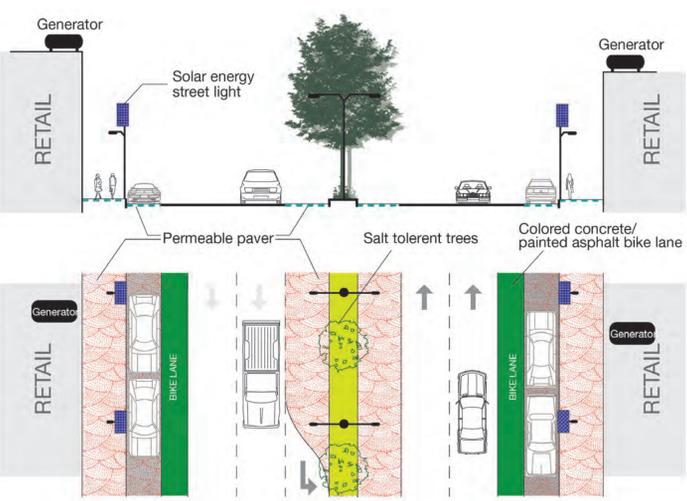
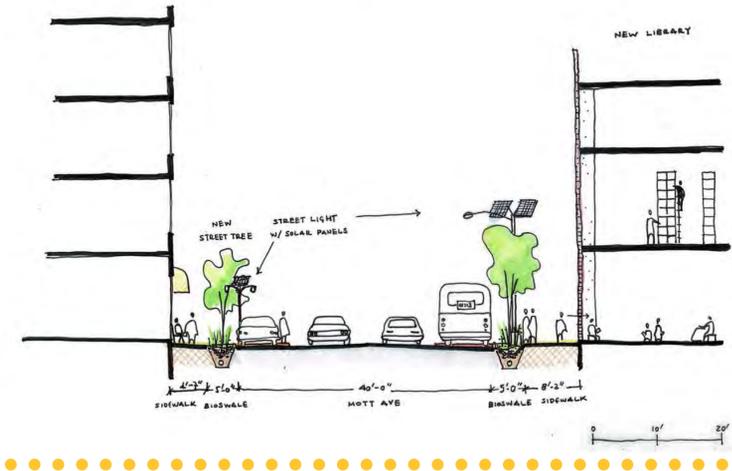
The retail area around Mott Avenue may have excess demand for certain types of retail offerings, has high-quality transit options, and is the largest area on the Peninsula that is above the floodplain. This creates an opportunity to create a safe central hub in an emergency. To do this, the area requires power and other key services. For example, the lack of power to the Rockaways inhibited the ability for businesses to come back online, and forced the City to focus efforts on short-term fixes, such as setting up generator-powered street lights. Having resilient, non-grid light sources would shorten the time for recovery efforts to begin focusing on people and less on restoring light. Further, a better quality of street experience will help to fill in the gaps of retail, and improve the quality of retail that is attracted to the area.



## Existing



## Proposed



## Timeline

2-3 years

## Cost

\$2-5 million

Costing is dependent on program elements, but could include:

- New sidewalks (perVIOUS)
- Bike Lane (perVIOUS)
- Bioswales and street trees
- Pedestrian lighting (solar)
- Street lighting (solar)
- Two travel lanes each direction
- Benches
- Bike Racks

Additionally a reserve fund for maintenance would have to be established

## Considerations

The scope and cost of this project could vary. Improvements as presented maximize the resiliency of the street.



# M. Create Bus Circulator Service

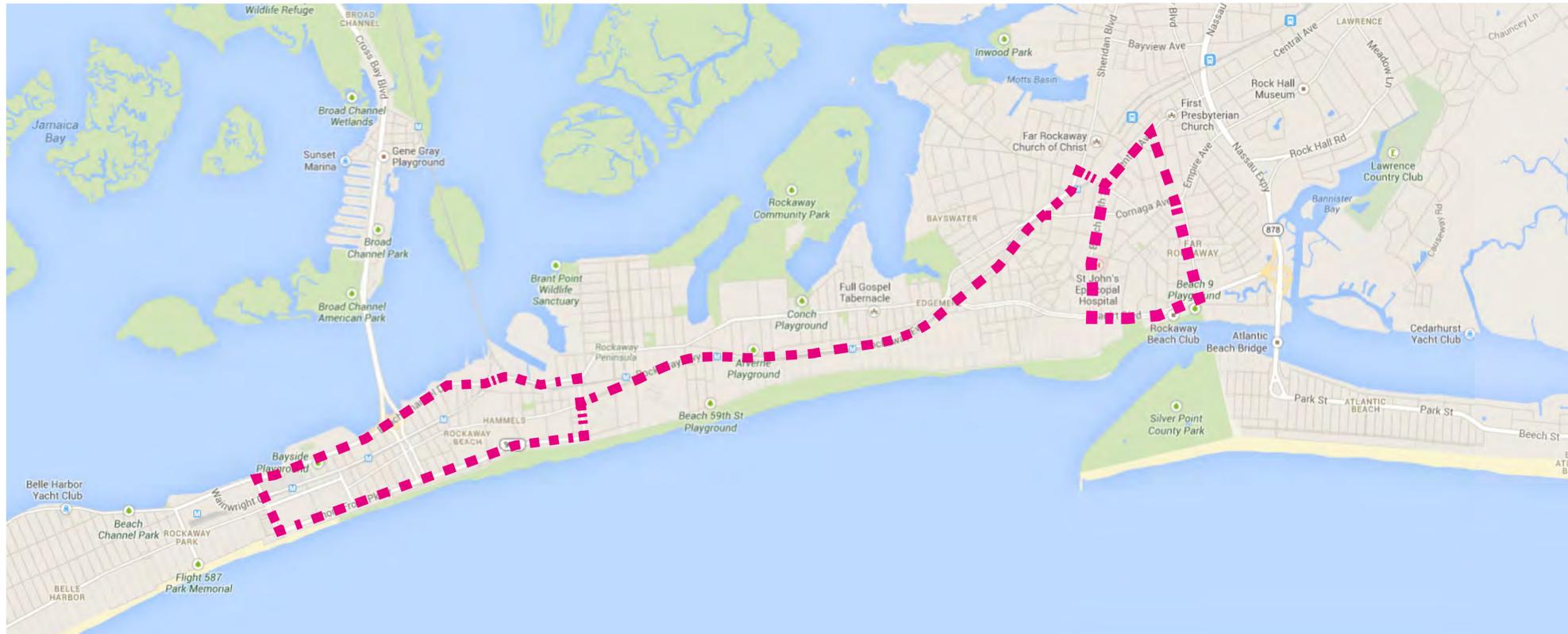


## Project Description:

This project pilots a circulator bus that would operate across the Peninsula, from Far Rockaway to Rockaway Beach, running between the Mott Avenue A Train Station/LIRR, the Beach 108th Street temporary Ferry Landing, and the Rockaway Beach Boardwalk at Beach 19th Street.

## 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 East 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.



# N. Expand Seasonal Business and Amenities



## Project Description:

Grow seasonal business and create attraction for locals and tourists along beach. This project would fund a container flea/food market with quality local businesses, showcasing the best of Rockaway East, as well as potentially providing residents with access to fresh food by including a green market. Siting of the market could align with other NYC Department of Parks and Recreation plans on the beach.

## Rationale:

Creating such a market gives the communities of Rockaway East an attraction for visitors and an amenity for residents, improving the local economy and drawing attention to the range of businesses that might be scattered throughout the area. Coupled with a strategy such as the bike share or bus circulator would improve the ability of people to reach this area.



# O. Support Development of New Recreational Amenities



## Project Description:

This project is to fund an item identified in the City Parks Conceptual plan, which may include recreational facilities, beach-side overlook, or bay-side trail, and incorporate features that bolster the resiliency of both the parks and the communities surrounding them.

## Rationale:

For an area that is so strongly rooted in its connection to nature and recreation, Rockaway East 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 the committee to add in elements that improve the resiliency of the park areas. The most concrete of these plans in the Rockaway East planning area follow.

## Are there any projects that NY Rising should invest in and make more resilient?

**Cost: \$1.3M**  
B 26th-27th

**Cost: \$2.7M**  
B 20th Overlook

**Cost: \$2.6M**  
B 9th Seating/Play Area

**Bayside Nature Trail**  
Park Cost: \$5-6M

Existing Path: 3.61mi  
Proposed Path: 2.44mi

- Kayak/Canoe Launch
- Street-End Park
- Fishing Access
- Bird Blind
- Hiking/Nature Trail

**Rockaway Community Park**

**New Facilities:**

- Playground
- Turf Field
- Comfort Station and Park Kiosk \$75-1.25M
- Skate Plaza \$75-1.25M
- Kayak Landing Point
- BBQ and Picnic Areas
- Pier
- Cricket Field (1)
- Soccer Field (1)
- Tennis Courts (4)
- Basketball Courts (3)
- Handball Courts (2)
- Gaming Area: Ping Pong, Shuffleboard (1)
- Restored Wetlands
- Restored Upland Forest
- Paved Path
- Community Garden
- Wetland Boardwalk \$400-600K
- Refurbished Comfort Station \$400-600K

*All costs are draft estimates for specific amenities only and do not account for other necessary infrastructure*

**Bayswater Park**

**New Facilities:**

- Public Art Plaza
- Boat Shed \$1.25-1.75M
- Kayak Launch
- Running Track
- BBQ and Picnic Area
- Skate Area \$200-300K
- Permanent Event Stage
- Baseball Field (1)
- Cricket Field (1)
- Soccer Field (1) \$1-1.25M
- Tennis Courts (3)
- Junior Tennis Courts (2)
- Basketball Courts (3)
- Handball Courts (6)
- Playground \$560-875K
- Toddler Playground \$300-500K
- Water Jets
- Improved Crossing (DOT to review)
- Refurbished Comfort Station \$75-1.25M

*All costs are draft estimates for specific amenities only and do not account for other necessary infrastructure*

**Thursby Basin Park**

Park Cost: \$8-10M

**New Facilities:**

- Comfort Station
- Shade Structures
- Adult Fitness Area
- Playground
- BBQ Area
- Waterfront Seating
- Open Lawn
- Rain Garden
- Riparian Planting/Riprap
- Lawn
- Bermed Lawn





## Priority and Featured Projects

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### **P. Provide Homeowner Education/Counseling**

## Other Projects and Policy Recommendations

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- Fill gaps in scope of housing resiliency and recovery programs
- Provide financing tool to building owners to offset retrofit and increased insurance costs
- Establish requirements for multi-family building owners to create and communicate emergency plans and ensure safety of residents

# P. Provide Homeowner Education/Counseling



## Project Description:

The proposed program entails two components – (1) Education and (2) Counseling and technical assistance – offered to homeowners, property owners, building managers and renters with the goal of helping people fully understand the physical and financial risks of their homes and to help them make more informed decisions about improving their resiliency.

## Rationale:

Education and technical assistance will provide direct benefits to the community by: providing accurate and useful information around flood protection and insurance; improving residents' financial, insurance and recovery literacy; and assessing retrofits to help properties reduce risk. By providing both community-wide education and individualized counseling, this program will efficiently disseminate important information for homeowners to make better informed decisions and help them understand what they can do to better protect their homes.

## Components:

### Education

General educational information includes:

- Identifying common insurance pitfalls and loopholes
- Avoiding potential rebuilding, insurance or financial scams
- How to obtain and understand flood insurance
- How to obtain a loan for repairs
- How to remediate mold
- Understanding resiliency retrofits, including elevating/floodproofing building mechanicals, installing backflow prevention device, etc.
- Identifying products, providers and reasonable costs

General information could be delivered through:

- Online courses
- Introductory, in-person courses
- Monthly speaker series covering different resiliency topics
- Print or online resiliency design guideline outlining general costs and benefits of retrofits

### Individual Counseling

Individual Counseling includes:

- Flood, homeowners/building and property insurance, financial management, and rebuilding, resiliency and recovery issues for home/property owners
- Management of rebuilding, resiliency and recovery issues for building managers
- Flood and property insurance, financial management, and recovery issues for renters
- Providing legal support and represents individuals when necessary

### Technical Assistance

Technical assistance includes:

- Accurately assessing storm damage on single-family homes and multi-family properties
- Identifying potential retrofits to mitigate against future storm damage
- Pairing with low cost options to improve resiliency and emergency preparedness, including backflow prevention device, elevation certificates, etc.

## Timeline



## Cost



The cost of these services include a program administrator, housing auditor, three financial counselors, and a lawyer who would serve 30 people a year

