



Jamaica NOW

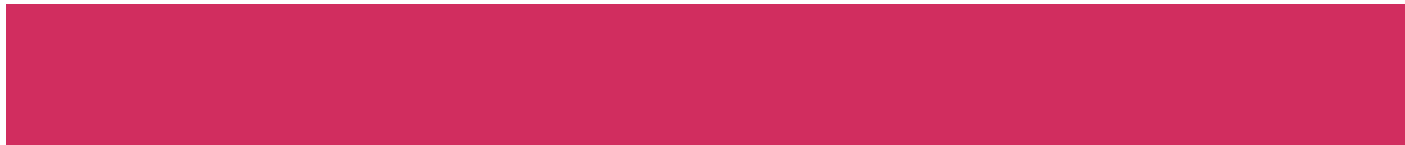
# Urban Design Strategy and Streetscape Plan

May 2023



ARUP





Dear Friends:

I am pleased to share with you the streetscape plan for Downtown Jamaica that charts an ambitious vision of a vibrant, pedestrian-friendly public realm for Jamaica's intermodal transit hub and commercial core using practical and systematic applications. Borne out of the interagency Jamaica NOW Neighborhood Action Plan and the tireless efforts of the Jamaica Now Leadership Council headed by former Queens Borough President Melinda Katz, the Streetscape Plan is the result of extensive public outreach and community input, ensuring the design recommendations resonate with the community. I want to offer my profound gratitude to the many stakeholders, elected officials, City agencies, design consultants and neighborhood residents who have contributed to the sound and innovative visions and strategies laid out in the streetscape plan.

Forming the foundation of the plan are proposed improvements to strengthen multimodal transportation connections, particularly between the Jamaica Avenue and Archer Avenue corridors. Connecting the corridors is Parsons Boulevard, which is one of the five focus "vision" areas slated for implementation that will transform the street into a major "gateway" with open space amenities. A feasible implementation strategy is the key focus of the plan which also showcases a toolkit of streetscape elements that can be applied incrementally as funding becomes available.

The Streetscape Plan was devised to respond to the evolving transit, pedestrian circulation and open space needs of Downtown Jamaica. The New York City Department of Transportation is committed to ensuring the efficient movement of people throughout the downtown while leveraging the district's valuable cultural, historical and community resources to create a cohesive, dynamic public realm and economically-viable neighborhood.

Sincerely,

Ydanis Rodriguez  
Commissioner





# Table of Contents

- 6 Background
- 12 Streetscape Focus Areas
  - 14 Jamaica Avenue Retail and Cultural Corridor
  - 16 Parsons Boulevard  
Downtown Jamaica Gateway
  - 18 153rd Street Multi-Modal Hub
  - 20 Archer Avenue Teardrop Space
  - 22 York College El-Space  
at Archer Avenue
- 24 Design Themes and Streetscape Toolkit





# Background



In 2015, Queens Borough President Melinda Katz and the New York City Economic Development Corporation (NYC EDC) released the [Jamaica NOW Neighborhood Action Plan \(Action Plan\)](#), which laid out a vision for the continued development of Downtown Jamaica as a diverse and vibrant destination. The *Action Plan* was molded by a series of presentations and workshops led by Borough President Katz, NYC EDC, NYC Department of City Planning, Metropolitan Transit Authority (MTA) and NYC Department of Housing Preservation and Development (HPD). It proposed a number of transformative moves for Jamaica, including improved transportation connections, enhanced public spaces, and inviting streetscapes throughout the Downtown. Over 50 stakeholder groups came together to develop community priorities and outline areas for future study and investment.

The *Action Plan* recommended the Jamaica Avenue retail corridor for a streetscape study to support commercial activities and economic development through improvements to the public realm. In response, the New York City Department of Transportation (NYC DOT) provided design recommendations with \$250,000 in funding from NYC EDC.

With community input and in partnership with the Jamaica NOW Leadership Council, Community Board 12, local elected officials, NYC DOT, and Arup the project consultant, worked to identify priorities and build strategies to realize the community's needs and aspirations. *The NYC DOT Jamaica NOW Urban Design Strategy and Streetscape Plan* (Streetscape Plan) provides a framework of design recommendations and a "Toolkit" for creating a cohesive look and feel throughout Downtown Jamaica. The concepts

combine strategies that can be implemented over time, either through spot treatments, street improvement projects (SIPs), or capital projects.

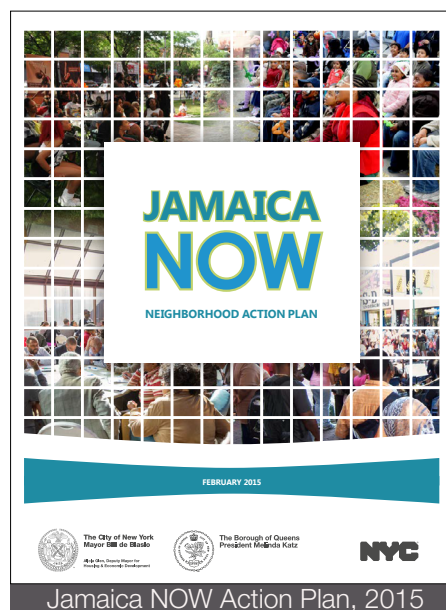
Stakeholder feedback and community outreach led to the following key goals and objectives for making Downtown Jamaica more accessible, attractive, and inviting.

- Building a Safe, Walkable, Green Public Right of Way
- Prioritizing Transit and Intermodal Connections
- Activating the Public Realm
- Highlighting History, Culture, and Arts

The *Action Plan* spanned Jamaica Avenue to Archer Avenue and Sutphin Boulevard to Merrick Boulevard. The *Streetscape Plan* identifies five focus areas within the *Action Plan* area for potential SIPs and capital projects. For each focus area, contextual recommendations are proposed to enhance the existing uses of the site and to integrate these spaces more fully into the Downtown fabric.

- Jamaica Avenue Retail and Cultural Corridor
- Parsons Boulevard Downtown Jamaica Gateway
- 153rd Street Multi-modal Hub
- Archer Avenue Teardrop Space
- York College El-Space at Archer Avenue

The *Streetscape Plan* also sets forth a "Toolkit" with guidelines for implementing streetscape improvements that can be achieved quickly by using temporary materials, installing amenities, and encouraging local programming.





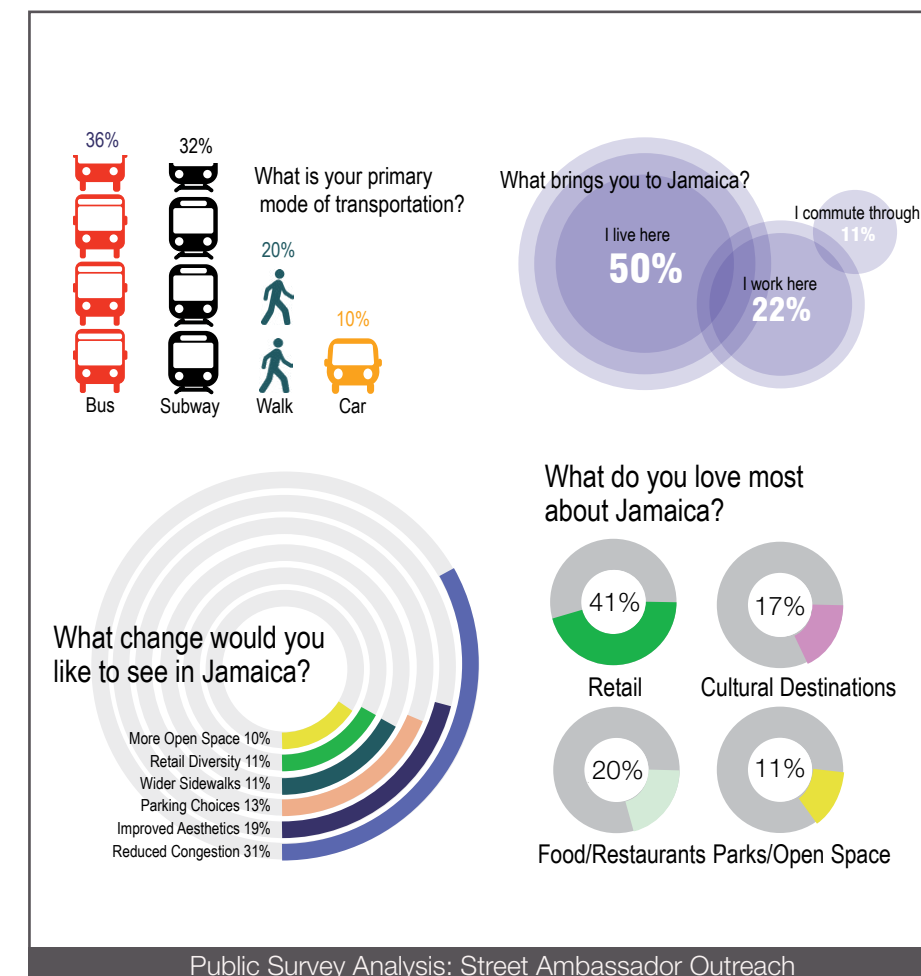
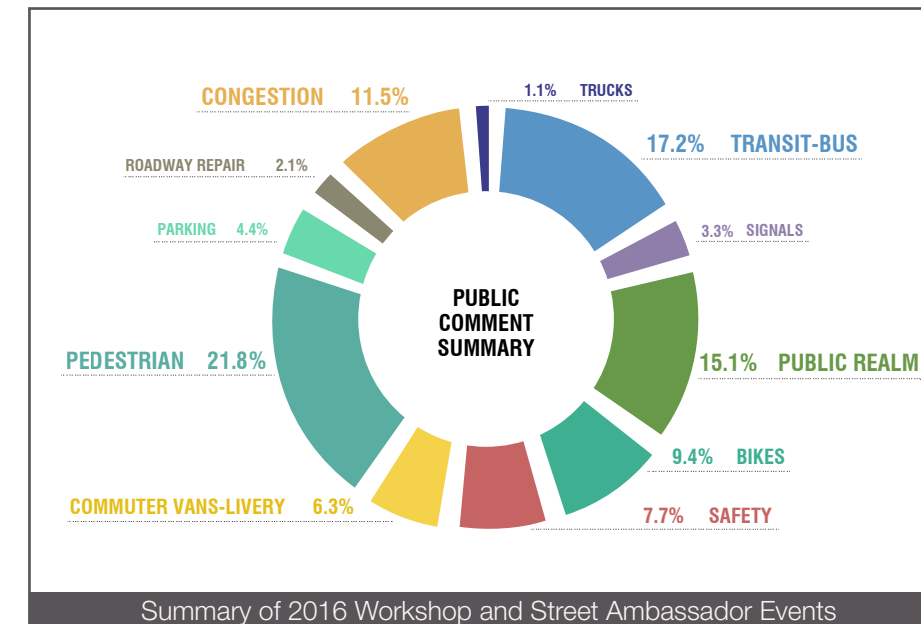
# A Community Guided Approach



Community and stakeholder feedback was a key driver of the *Streetscape Plan* recommendations and strategies. NYC DOT began outreach for the *Streetscape Plan* in 2015 working with the Jamaica NOW Leadership Council, Community Board 12, and local elected officials to target the study areas, define goals, and provide recommendations. To build upon the extensive outreach under the *Jamaica NOW* initiative, NYC DOT and community partners conducted and attended public meetings with local stakeholders and connected with over 1,500 members of the public through the NYC DOT Street Ambassador Program. Members of the community answered surveys, provided comments about existing issues, and ranked their preferred design interventions for individual locations in the Downtown area.

NYC DOT evaluated and analyzed over 600 public comments ranging from qualitative assessments and concerns about the public realm, pedestrian environment, transit operations, traffic, parking, and bike infrastructure to individual desires for improvements in the Downtown core. The highest priorities related to the pedestrian environment and public realm, followed by transit and bus, and congestion of all types: vehicular, transit, and pedestrian. These were followed closely by comments relating to street safety, the desire for improved and expanded pedestrian and bike infrastructure, and concerns over livery operations. Community members also recognized Downtown Jamaica's valuable cultural institutions, community resources, public spaces, and access to affordable food and retail.

In response to public feedback and building off of the strength of existing resources in the area, NYC DOT developed "visions" for focus areas in the Downtown core. The scope of the *Streetscape Plan* includes the streets surrounding the Jamaica Avenue retail spine, including Parsons Boulevard between Jamaica Avenue and Archer Avenue - dubbed the "Downtown Jamaica Gateway" - as well as the Jamaica Avenue and Archer Avenue corridors. With Jamaica Avenue as the retail core and Archer Avenue as a transportation hub, the focus areas are interdependent elements making up the vibrant core of Downtown Jamaica.



## PUBLIC OUTREACH





# Implementation Strategy



**Implementing the vision for Downtown Jamaica will create a stronger, more vibrant and more resilient neighborhood, but will require commitment from agencies, elected officials, local leaders, partners, and stakeholders.**

## Capital Funding

Some of the recommendations contained in the plan are subject to the City’s and NYC DOT’s budgetary process and the availability of capital funding. Capital projects are generally larger construction projects funded by the City’s capital budget, elected officials, and other state and federal resources.

NYC DOT is committed to moving the plan forward and will serve as the lead for planning, designing, and implementing the larger projects. In addition, NYC DOT will share this plan with other City agencies to seek project efficiencies. For example, streetscape elements identified in the *Streetscape Plan* may be installed in conjunction with overlapping New York City Department of Environmental Protection (NYC DEP) capital projects.

## Partner Opportunities

Many of the recommendations made for Downtown Jamaica can be implemented with financial support and a maintenance commitment from local partners and advocates.

## Maintenance

Nonstandard streetscape and public space amenities like movable seating, concessions, and public art would require that a community partner engage in a maintenance agreement with NYC DOT. For the temporary open space at Parsons Boulevard between Jamaica and Archer Avenues, NYC DOT partnered with the Greater Jamaica Development Corporation to maintain the space and associated amenities. The future management of new streetscape amenities and public spaces featured in the *Streetscape Plan* is yet to be determined; building the capacity of organizations to successfully maintain and program public spaces is a crucial next step.

A concessions agreement with NYC DOT could potentially be another option, whereby the concessionaire would be responsible for the basic maintenance, while also bringing in potential streams of revenue.

## Expense Funding

While almost any of the streetscape elements listed in the plan can be integrated into a capital project, some can be more quickly implemented by utilizing the City’s expense budget. These short-term projects, referred to as Street Improvement Projects (SIPs), can include roadway markings, signal changes, or the installation of street furniture.

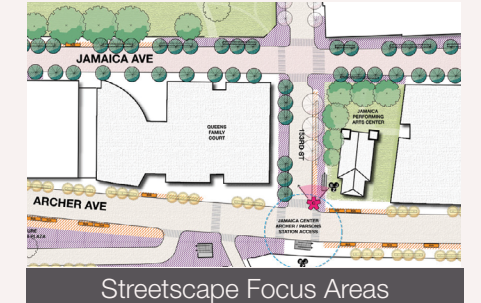
The *Jamaica NOW Urban Design Strategy and Streetscape Plan* is intended for a diverse audience interested in pursuing various aspects of revitalizing Downtown Jamaica. The *Streetscape Plan* is organized into two sections, the ‘*Streetscape Focus Areas*’ and the ‘*Streetscape Toolkit*’. Below is a brief description of the chapters that comprise the *Streetscape Plan*.

## Plan Components

### STREETSCAPE FOCUS AREAS

Within the context of a master plan spanning from Jamaica Avenue to Archer Avenue and from Sutphin Boulevard to Merrick Boulevard, the *Streetscape Plan* features vision plans and potential future capital projects for five focus areas:

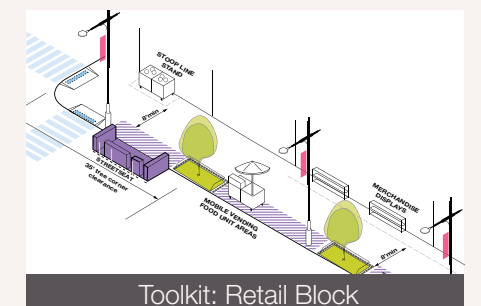
- Jamaica Avenue Retail and Cultural Corridor
- Parsons Boulevard Downtown Jamaica Gateway
- 153rd Street Multi-modal Hub
- Archer Avenue Teardrop Space
- York College El-Space at Archer Avenue



The chapter is intended to provide a conceptual and implementable blueprint for stakeholders to advance the urban design vision for Downtown Jamaica as funding becomes available.

### STREETSCAPE TOOLKIT

The “Toolkit” offers a systematic set of guidelines and standards to implement streetscape improvements over time. It is comprised of six block typologies: transit block, park edge, restaurant block, gateway, retail block, and pedestrian space curb extension. The graphics illustrate various streetscape elements that potentially characterize each block type; an accompanying reference chart describes the particular streetscape elements and identifies implementation methods, costs, and duration. This section primarily serves as a reference guide for non-profits, business improvement districts (BIDs), property owners, neighborhood advocates, and stakeholders for designing and planning future streetscape and public space investments.



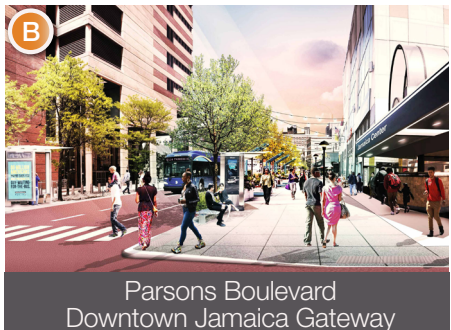
The *Jamaica NOW Urban Design Strategy and Streetscape Plan* is a blueprint for building out an expansive vision for a revitalized Downtown Jamaica. The plan serves as a guide for making interim improvements such as the “Street Seat” in front of Jamaica Center for Arts and Learning (JCAL) which provides additional pedestrian space and shorter crossings on Jamaica Avenue between 160th and Union Hall streets. Moreover, the blueprint laid out in the report is a catalyst for funding and implementing major upcoming capital reconstruction projects such as those on Parsons Boulevard and Jamaica Avenue - two of the plan’s featured focus areas.



# Streetscape Focus Areas



## FOCUS AREAS

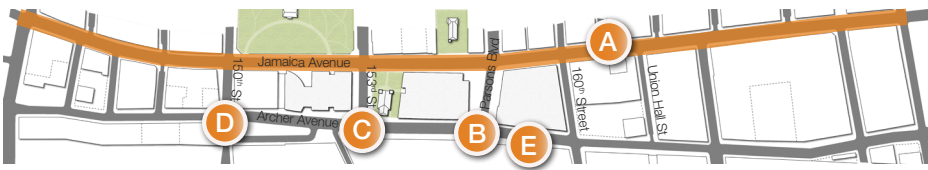


Throughout its history, Downtown Jamaica has served as a center of commerce and culture as well as a regional transportation hub. Starting in the 1970s, employment as well as commercial and residential investment began to decline. Public and private revitalization efforts were aimed at stemming the downturn. Significant among these efforts is the Archer Avenue subway extension and designation as an Urban Renewal area that created a new federal office building, new federal and state courthouses, a new campus for York College, and new residential developments along the district's major corridors.

Since the release in 2000 of *The Vision for Jamaica Center* by the Greater Jamaica Development Corporation, there have been additional major investments such as the AirTrain light rail service to JFK International Airport and the nation's largest laboratory for the U.S. Food and Drug Administration. In more recent years, the City implemented recommendations that included a comprehensive planning and rezoning strategy that resulted in new mixed-use developments of offices, residences, and hotels.

As a result of these efforts, Downtown Jamaica has achieved relative economic stability. In addition, a collaboration of government, local businesses, advocacy organizations, and community support sustains the district's commercial and cultural vibrancy. Nonetheless, a vision for the district's streetscape and public realm has not kept pace with the area's growth and vitality. The current network of streets and sidewalks are at capacity and the lack of visual and spatial cohesion do little to enhance the downtown core as a major local and regional destination.

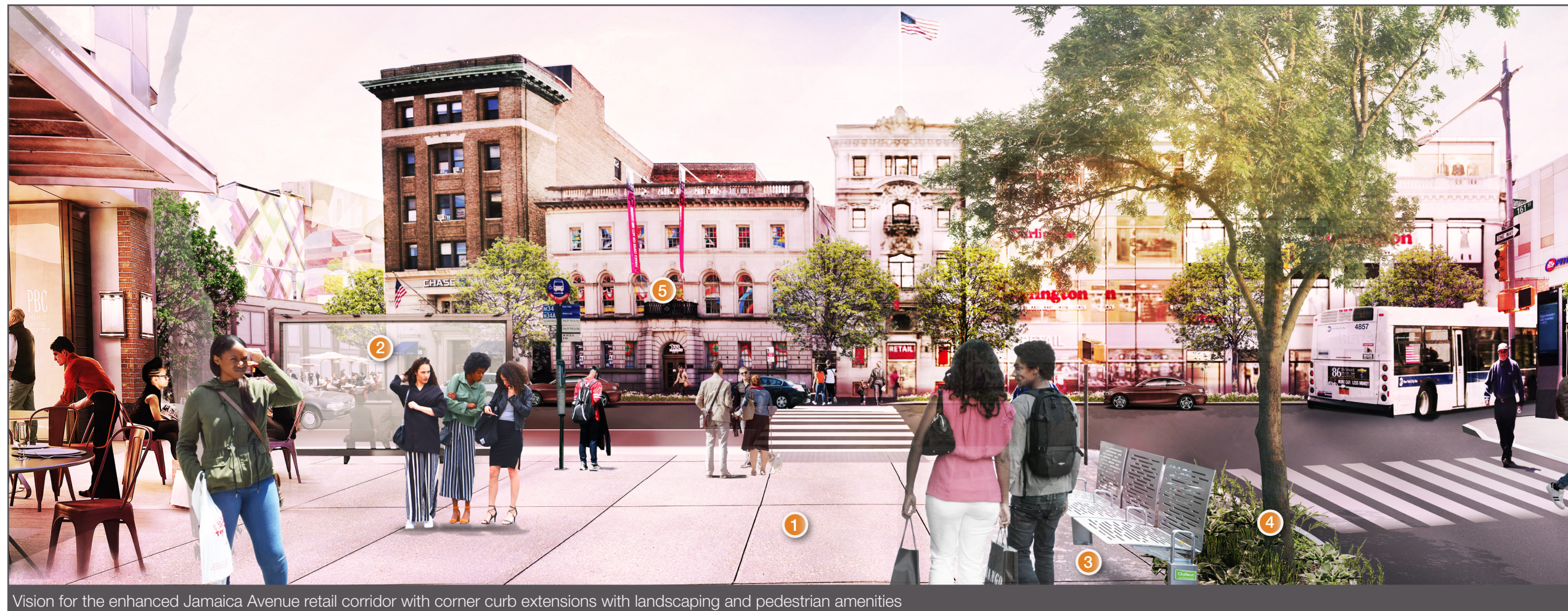
## DOWNTOWN JAMAICA LOCATION PLAN



The *Streetscape Plan* establishes five focus areas that would serve as pivotal nodes and corridors supporting existing and new activities and functions. The focus areas were chosen for their importance to the urban fabric of Downtown Jamaica and for their potential for improving connectivity. The designs provide connections to adjacent land uses and improve walkability and access to transit; enhance the public realm by reallocating roadway space for expanded sidewalks, curb extensions, trees, and planted areas; and respect Jamaica's vitality and character while establishing an aesthetic consistency for foundational elements.

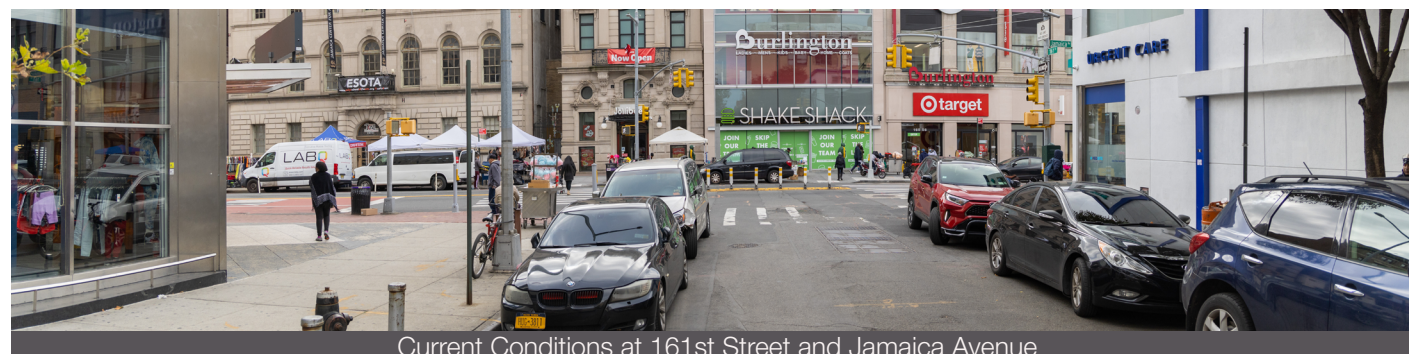


# Jamaica Avenue Retail and Cultural Corridor



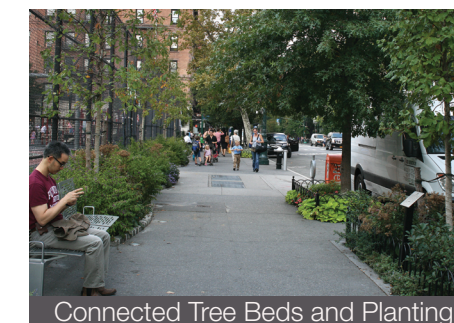
Vision for the enhanced Jamaica Avenue retail corridor with corner curb extensions with landscaping and pedestrian amenities

Jamaica Avenue is the retail and cultural artery of Downtown Jamaica, and it is a major transit corridor accommodating 14 bus routes and 139,000 riders daily. Streetscape design improvements would support the unique character of the corridor and accentuate the street's aesthetic environment and transit functions. Expanded sidewalks at corners using curb extensions would provide circulation space, seating, and greenery for pedestrian activities and would support Jamaica Avenue's retail uses. As part of the Better Buses Restart Initiative in October 2021, the City implemented Transit and Truck Priority Busway along Jamaica Avenue from Sutphin Boulevard to 168th Street. These transit improvements would be further complemented by a linear zone of enhanced transit rider, retail, and restaurant amenities that would include wayfinding, benches, bike parking, seating for dining, and connected tree beds with plantings. In his recent 2023 State of the City address, Mayor Adams announced the allocation of \$62.4 million in funding for the reconstruction of Jamaica Avenue from Sutphin to Merrick boulevards to provide new streetscape amenities and pedestrian and bus safety improvements.



Current Conditions at 161st Street and Jamaica Avenue

## TOP PRIORITIES



Connected Tree Beds and Planting



Sidewalk Improvements



Wayfinding

## OTHER IMPROVEMENTS



Curb Extensions



Seating

## DOWNTOWN JAMAICA LOCATION PLAN



## PROPOSED DESIGN INTERVENTIONS

- 1 Replace red brick pavers with consistent, easy-to-maintain, pigmented concrete (dark).
- 2 Implement transit zones with passenger amenities that support transit activities along the corridor.
- 3 Create curb extensions to shorten crossings and provide space for seating and other amenities for shoppers and visitors.
- 4 Provide additional green space along the corridor with trees in connected tree beds and understory planting.
- 5 Showcase historic and cultural assets with enhanced street lighting.



# Parsons Boulevard Downtown Jamaica Gateway



Vision for the permanent build out of Parsons Boulevard gateway space

Parsons Boulevard serves as a gateway connecting the Jamaica Avenue corridor to the multi-modal transit hub on Archer Avenue. The 2017 New York State Downtown Revitalization Initiative granted \$2.5 million and the City allocated an additional \$3.2 million in funds to build a permanent pedestrian gateway on the block of Parsons Boulevard between Jamaica and Archer avenues. This project will welcome people to the heart of Downtown Jamaica with amenities that include new street lighting, trees, seating and expanded space for community events. In the spring of 2018, this block was transformed into a temporary public space that expanded pedestrian circulation space for residents, commuters, and visitors. The space offers amenities, hosts public events, and provides additional room for pedestrian circulation until the permanent gateway is constructed.



Ongoing Construction at Archer Avenue and Parsons Boulevard

## DOWNTOWN JAMAICA LOCATION PLAN



## PROPOSED DESIGN INTERVENTIONS

- 1 Create a welcoming pedestrian space to serve as a gateway to the Jamaica Avenue retail corridor and the larger Downtown area.
- 2 Furnish amenities for transit passengers entering and exiting the subway and transferring to bus facilities.
- 3 Expand the sidewalk to provide space for pedestrian circulation, seating, concessions, and community programming.
- 4 Provide in-ground tree beds wherever feasible, as well as raised planters to provide shade and comfort for pedestrians.
- 5 Install pedestrian lighting and amenities to support the gateway.

## TOP PRIORITIES

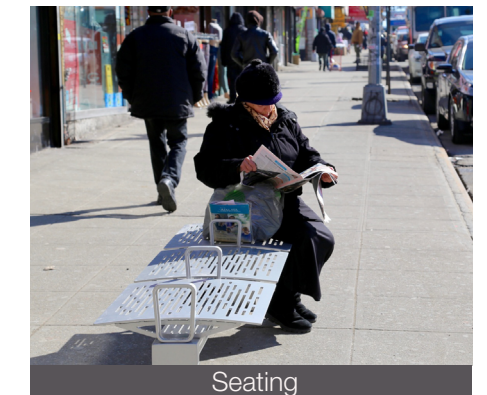


Pedestrian Public Space



Community Activities

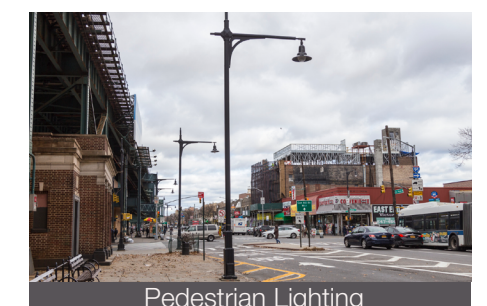
## OTHER IMPROVEMENTS



Seating



Connected Tree Beds and Planting



Pedestrian Lighting



# 153rd Street Multi-Modal Hub



Vision for the permanent build out of 153rd Street Multi-Modal Hub

The block between Jamaica and Archer Avenues on 153rd Street is a gateway from the subway to Jamaica Avenue and major destinations such as the Jamaica Performing Arts Center, Rufus King Park, the state courts, and the Social Security Administration complex. This block would transform into a pedestrian-friendly, multi-modal hub for subway, bus, and commuter van riders and would provide a direct connection to the EJZ subway lines. Streetscape improvements would enhance this as a pedestrian gateway including expanded sidewalks, connected tree beds, understory planting, seating, wayfinding, and concessions. This would improve the user experience while creating stronger connections between transit and the larger Downtown area.



Current Conditions at Archer Avenue and 153rd Street

## DOWNTOWN JAMAICA LOCATION PLAN



## PROPOSED DESIGN INTERVENTIONS

- 1 Create a multi-modal hub connecting the subway, bus, and commuter vans.
- 2 As a companion to Parsons Boulevard, create an additional transit gateway to Jamaica Avenue and Archer Avenue.
- 3 Provide a welcoming gateway for residents, workers, shoppers, transit riders, and visitors.
- 4 Furnish seating and allow space for concessions and community programming.
- 5 Install additional connected tree beds, in-ground planting, and raised planters wherever feasible.

## TOP PRIORITIES



Connected Tree Beds and Planting



Food Trucks



Curb Extensions

## OTHER IMPROVEMENTS



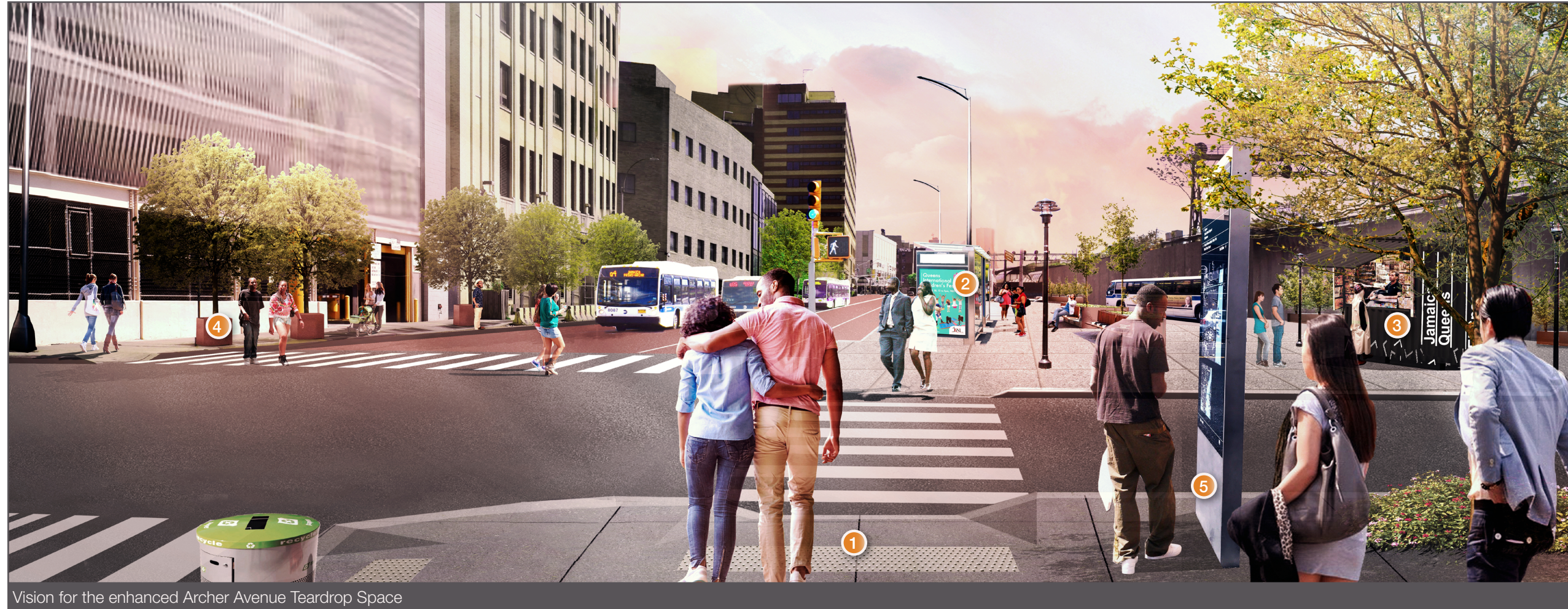
Dedicated Commuter Van Areas



Seating for Passengers



# Archer Avenue Teardrop Space



Vision for the enhanced Archer Avenue Teardrop Space

Archer Avenue is a major bus artery that is utilized by over 225,000 daily bus riders and provides connections to the subway, LIRR, and the AirTrain to JFK. The Archer Avenue Teardrop Space would be transformed into a multi-modal transit node by reallocating space for bus facilities with rider amenities to better accommodate the many local and regional bus lines that run along the corridor. The Teardrop would be designed to prioritize bus and transit operations and expand sidewalks to create safer pedestrian connections and afford opportunities for usable public space featuring trees, plantings, concessions, and programmable areas. The expanded space for bus operations and transit patrons is leveraged by the dedicated eastbound "busway" treatments installed in 2021 between 150th and 160th Streets which have improved bus operations adjacent to the canopy. The implementation of the Teardrop Space would be contingent on the designation of a maintenance partner and execution of an operational agreement.



Current Conditions at Archer Avenue and 150th Street

## TOP PRIORITIES



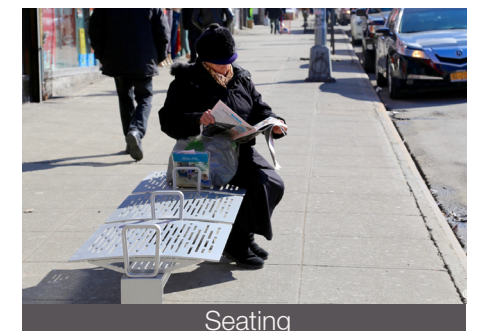
## DOWNTOWN JAMAICA LOCATION PLAN



## PROPOSED DESIGN INTERVENTIONS

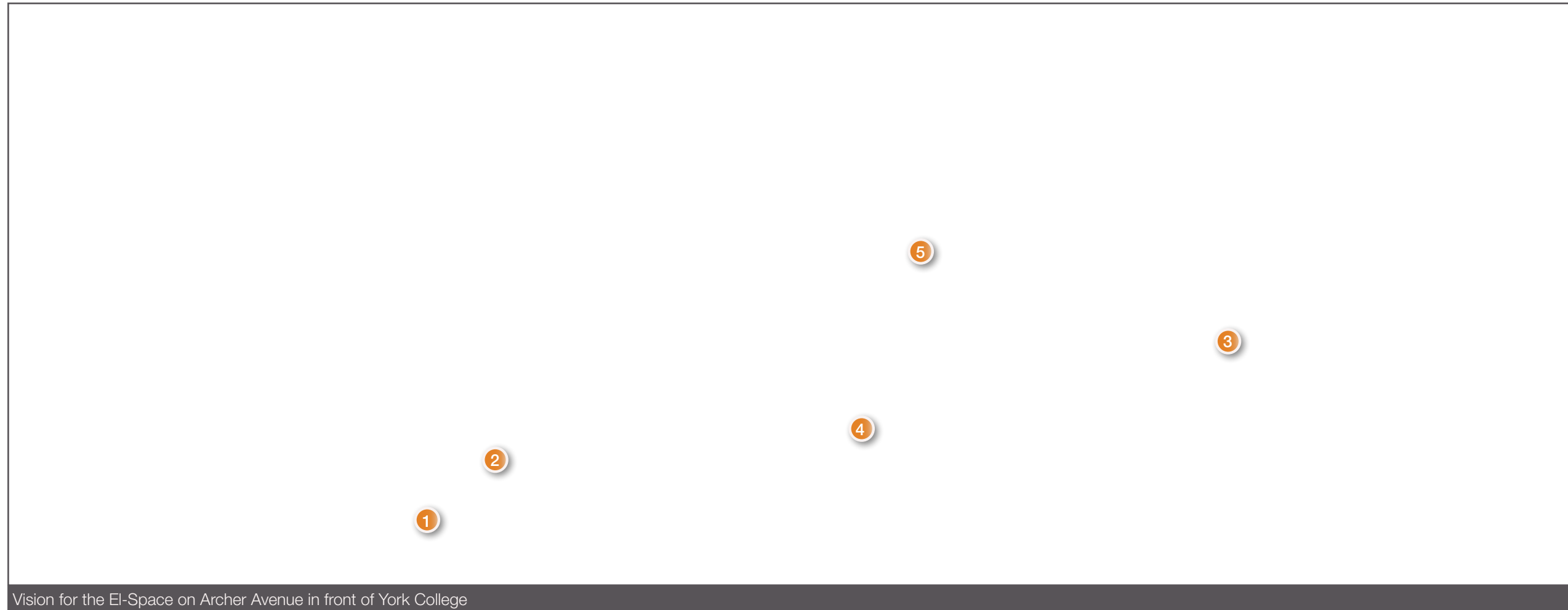
- 1 Redesign the Teardrop space to prioritize safe, accessible, and comfortable facilities for transit and pedestrians.
- 2 Furnish transit passenger amenities to support surface transit.
- 3 Activate expanded pedestrian circulation space with seating, concessions, and pop-up programming.
- 4 Provide trees and vegetation in raised planters wherever in-ground planting is infeasible.
- 5 Install pedestrian wayfinding and temporary public art to welcome commuters and visitors.

## OTHER IMPROVEMENTS





# York College El-Space at Archer Avenue



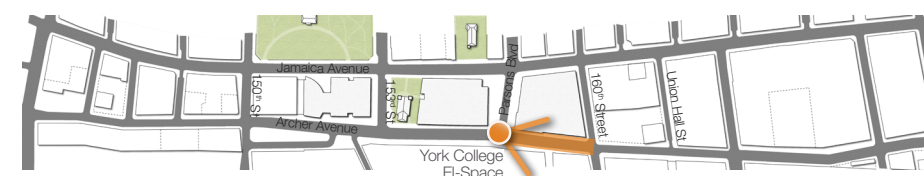
Vision for the El-Space on Archer Avenue in front of York College

The viaduct entranceway to York College and the space adjacent to it on Archer Avenue offers an opportunity to make connections between major destinations. In 2020, NYC DOT reconstructed part of the sidewalk to create more space for transit riders and pedestrians. Improved lighting, transit facilities, seating, plantings, and concessions outside the York College entrance would create a more welcoming space for commuters, students and visitors. By transforming the physical qualities of the viaduct, the El-Space would redefine the character of the southerly edge of the corridor while extending the Parsons Boulevard gateway and creating cohesion for the public realm. The design would leverage ongoing projects that are part of the New York State Downtown Revitalization Initiative for Parsons Boulevard and York College.



Current Conditions at Archer Avenue and Parsons Boulevard

## DOWNTOWN JAMAICA LOCATION PLAN



## PROPOSED DESIGN INTERVENTIONS

- 1 Expand sidewalks and reinforce the connection between York College and Downtown Jamaica.
- 2 Provide safe, accessible, convenient, and comfortable facilities and amenities for commuters, students, and visitors.
- 3 Activate pedestrian space with seating, concessions, and programming.
- 4 Use raised planters with trees and shrubs to soften the viaduct wall and provide visual interest.
- 5 Install improved lighting and signature features to foster a welcoming experience.

## TOP PRIORITIES



Transit Stops/Layover Accommodations



Concessions/Passenger Waiting Areas

## OTHER IMPROVEMENTS



Viaduct Lighting



Greening of Archer Avenue



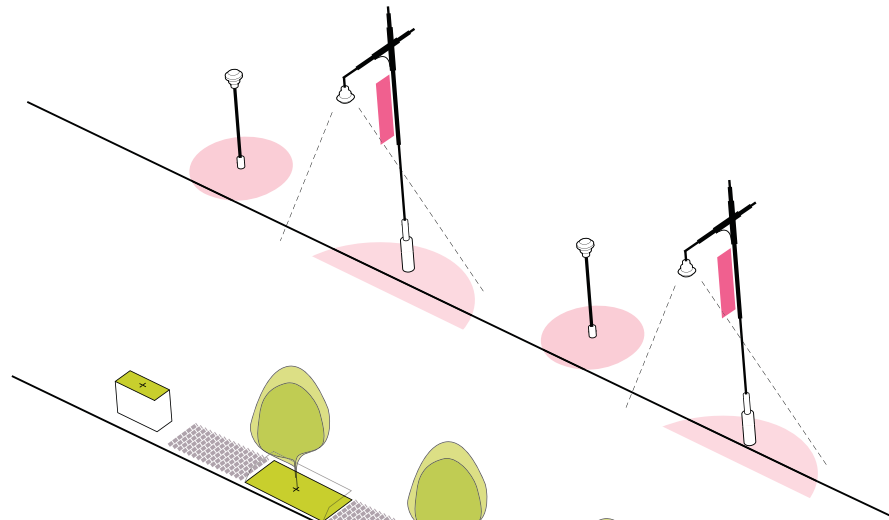
Public Space with Pedestrian Amenities



# Design Themes

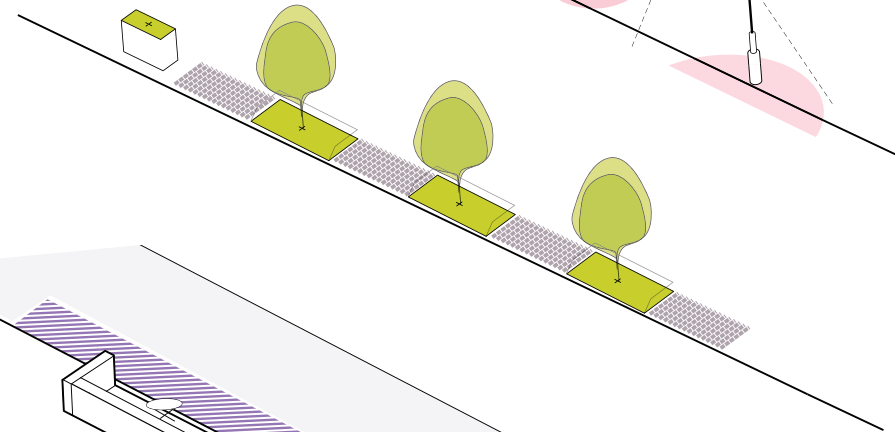
## ENHANCING PLACE

Strengthening existing character as a memorable destination



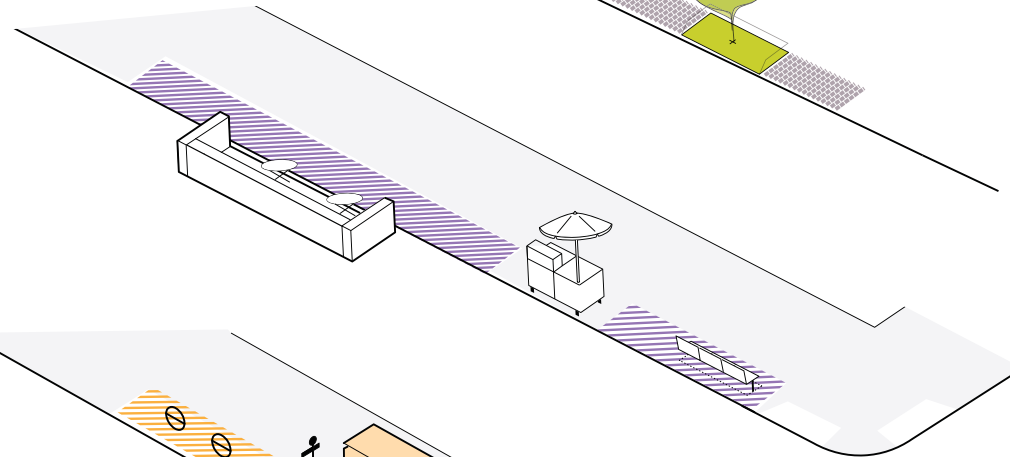
## GREENING

Maximizing tree cover and planting for environmental health



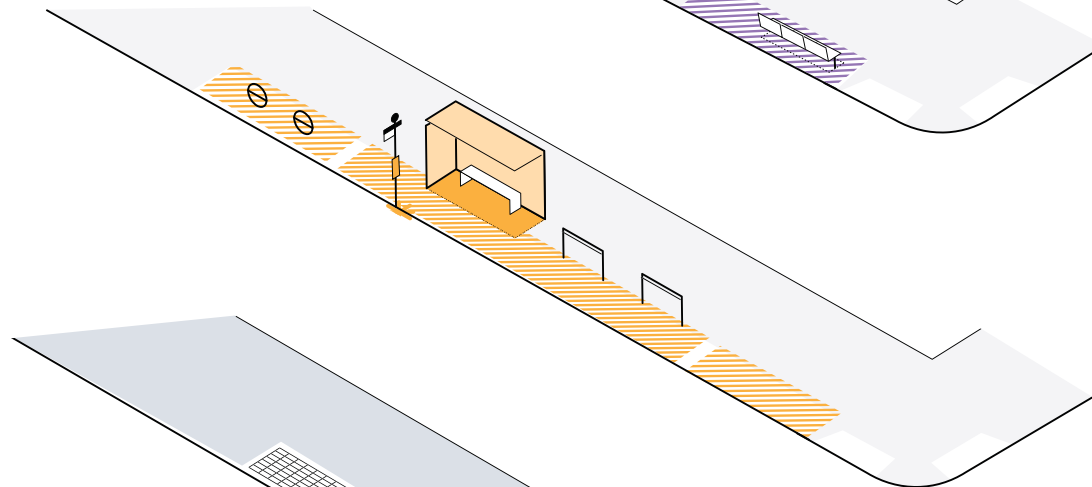
## ACTIVATION

Fostering an engaging public realm



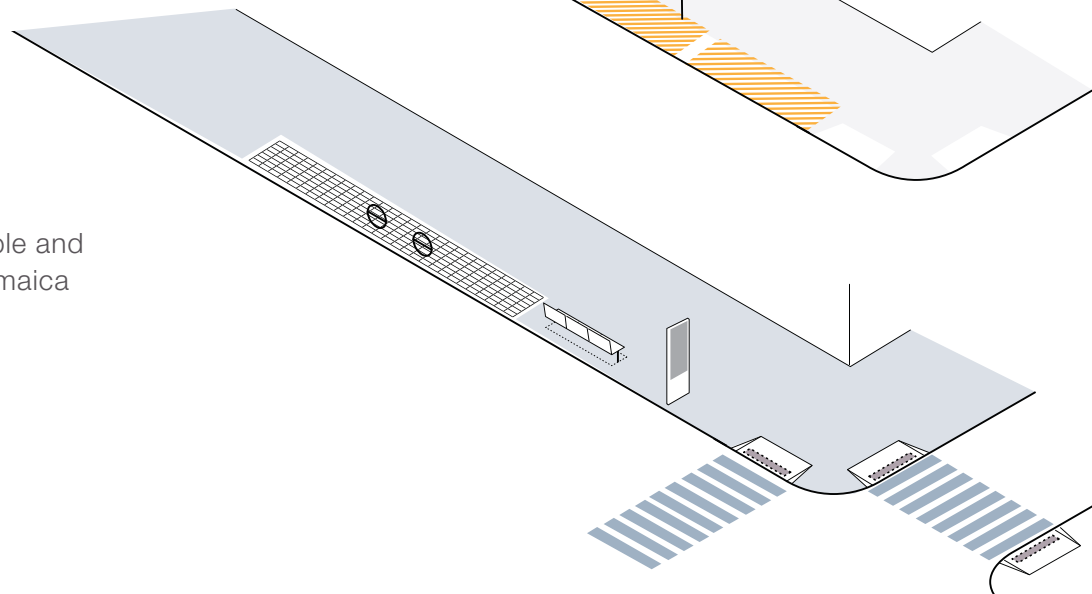
## TRANSIT

Prioritizing transit by integrating pedestrian amenities



## WALKABILITY

Supporting a comfortable and walkable Downtown Jamaica



# Jamaica Avenue Toolkit

## How to Use the Toolkit

The Toolkit synthesizes a range of street design elements. It is laid out according to six typologies that show typical Downtown Jamaica streetscape functions and activities.

## TYPOLOGIES

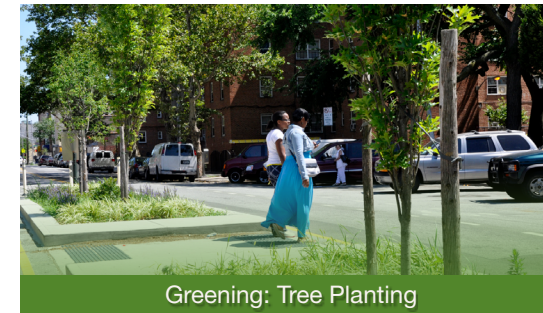
- Transit Block
- Restaurant Block
- Retail Block
- Pedestrian Space Curb Extension
- Gateway
- Park Edge

Primarily derived from the [NYC DOT Street Design Manual, \(Third Edition\)](#), the toolkit serves as a guide for implementing incremental streetscape improvements and furnishings tailored to Jamaica Avenue. Rather than presenting final designs, the toolkit offers a flexible kit of parts that can be applied to specific uses, circumstances, and permitting.

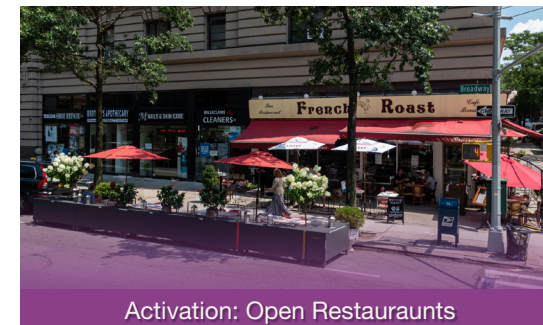
Improvements may be implemented on a block-by-block basis depending on the availability of funding, targeted interventions, and planned capital construction projects. Collectively, the design elements would create a comfortable, cohesive, vibrant streetscape and public realm over time.



Enhancing Place: Streetlight Banners



Greening: Tree Planting



Activation: Open Restaurants



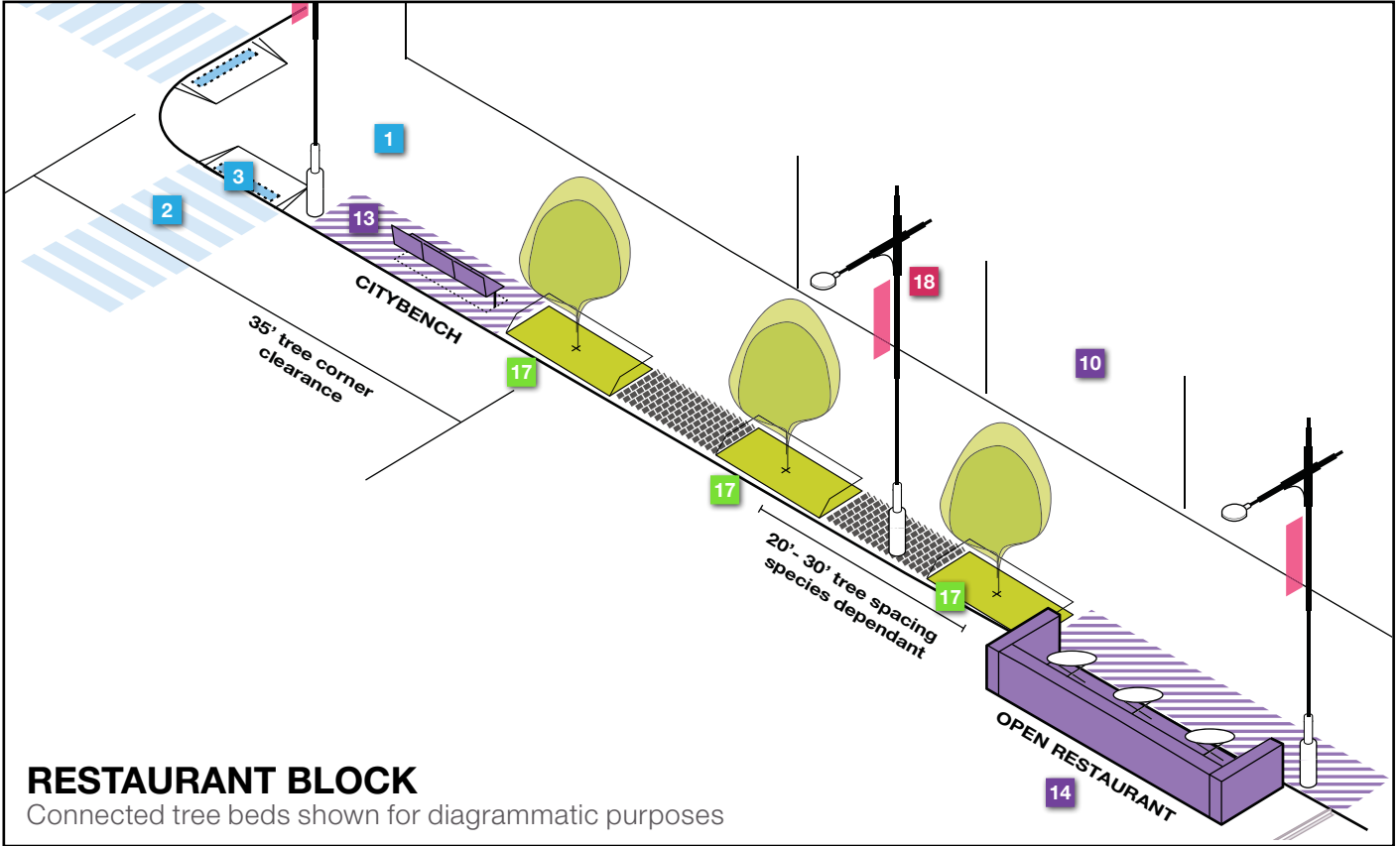
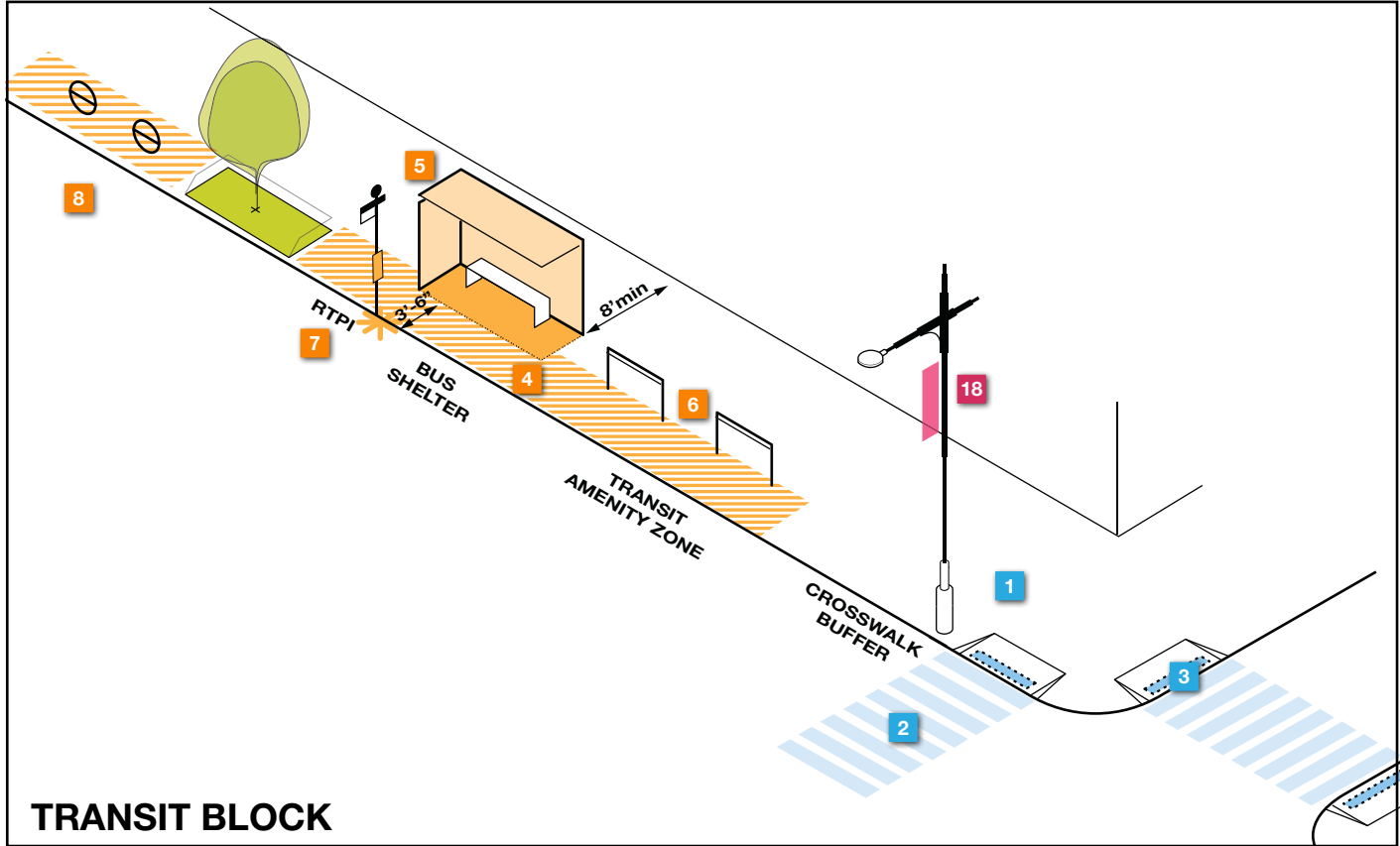
Transit: Bus Shelter



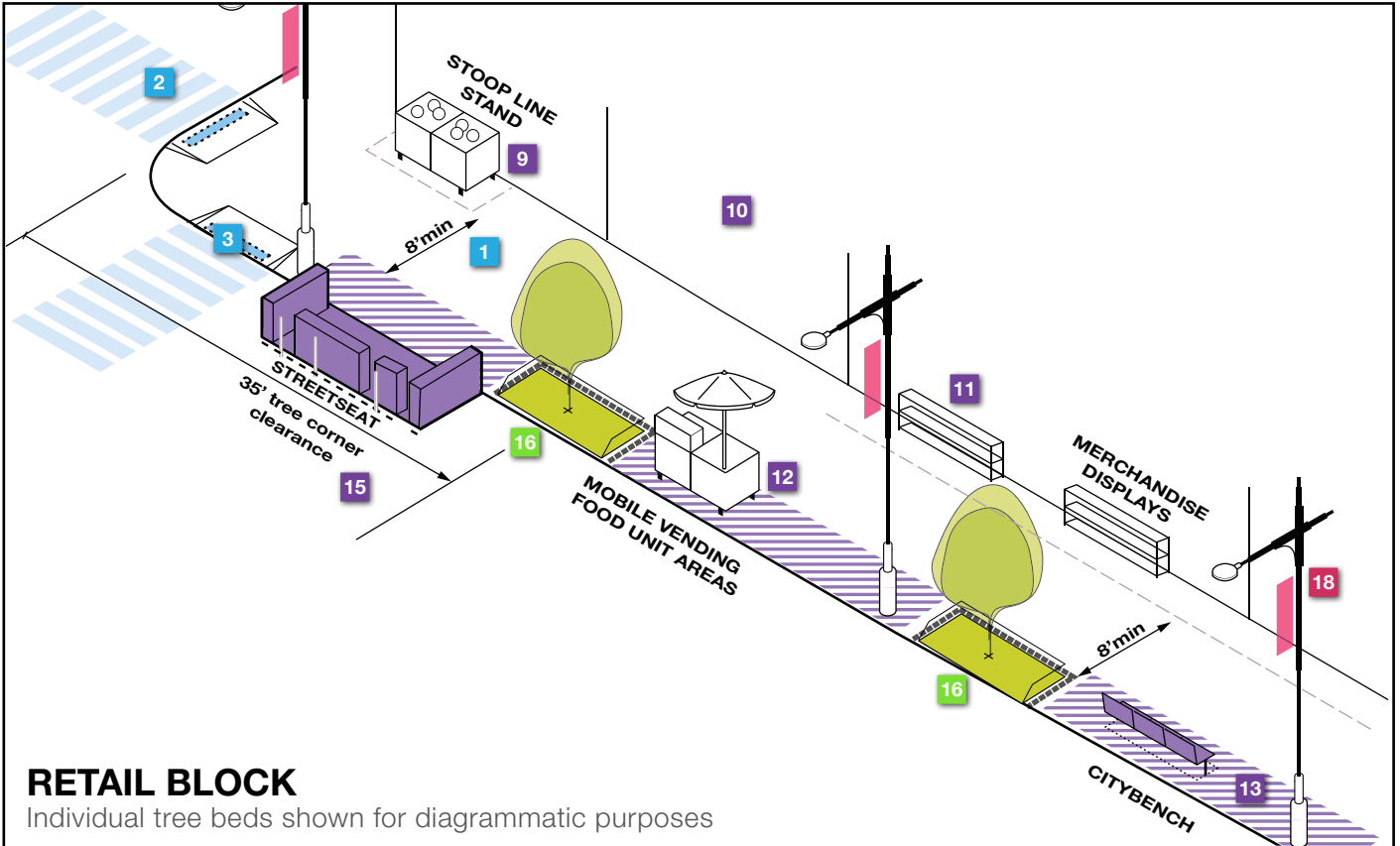
Walkability: Sidewalk Improvements



# Toolkit: Typologies

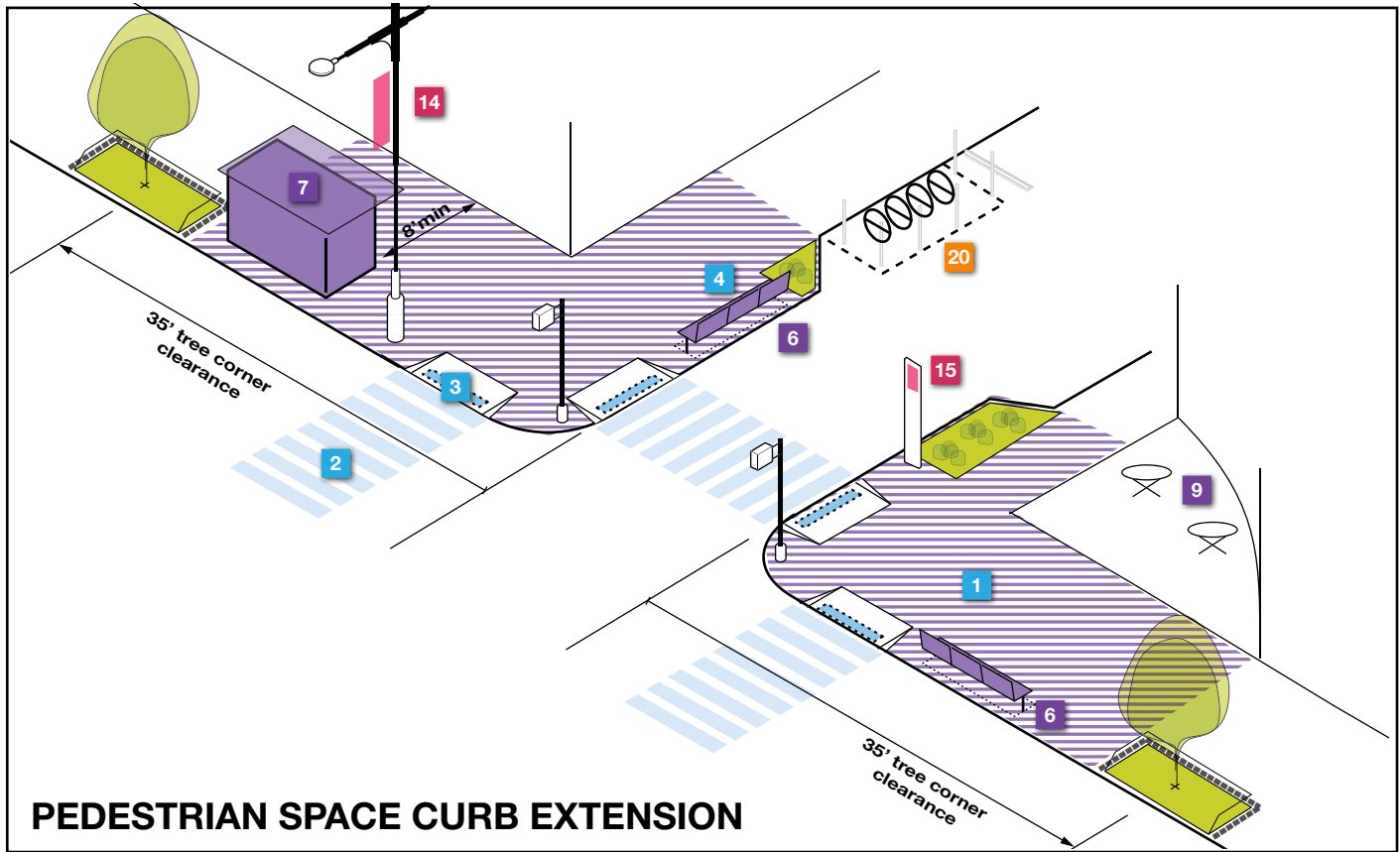


- 1** Sidewalks composed of sawcut pigmented concrete (dark)\*
  - 2** High-visibility painted crosswalks
  - 3** ADA ramps and tactile strips
  - 4** Bus stop locations away from intersection (NYC DOT with NYCT)
  - 5** Narrow size bus stop shelters (NYC DOT with NYCT)
  - 6** Dedicated space for seating, LeaningBars, fare machines
  - 7** WalkNYC pedestrian wayfinding and real-time passenger information (RTPI)
  - 8** CityRack
  - 9** Stoop line food concession stands (permitted by DCA)\*
  - 10** Storefront improvements (SBS Neighborhood Program)
  - 11** Merchant displays outside of clear path (permitted by DCA)
  - 12** Mobile Vending Food (MVF) units (permitted by DCA on sidewalks greater than 12' and 0.5-1' from curb)
  - 13** CityBenches (permitted by NYC DOT) on sidewalks greater than 12'
  - 14** Open Restaurants\*
  - 15** StreetSeats\*
  - 16** Individual tree beds featuring DPR tree guard Type K (per DPR standards)
  - 17** Connected tree beds with structural soil and permeable pavers featuring DPR tree guard Type K
  - 18** Downtown Jamaica banners affixed to existing light poles\*
- \*Maintenance Partner Required

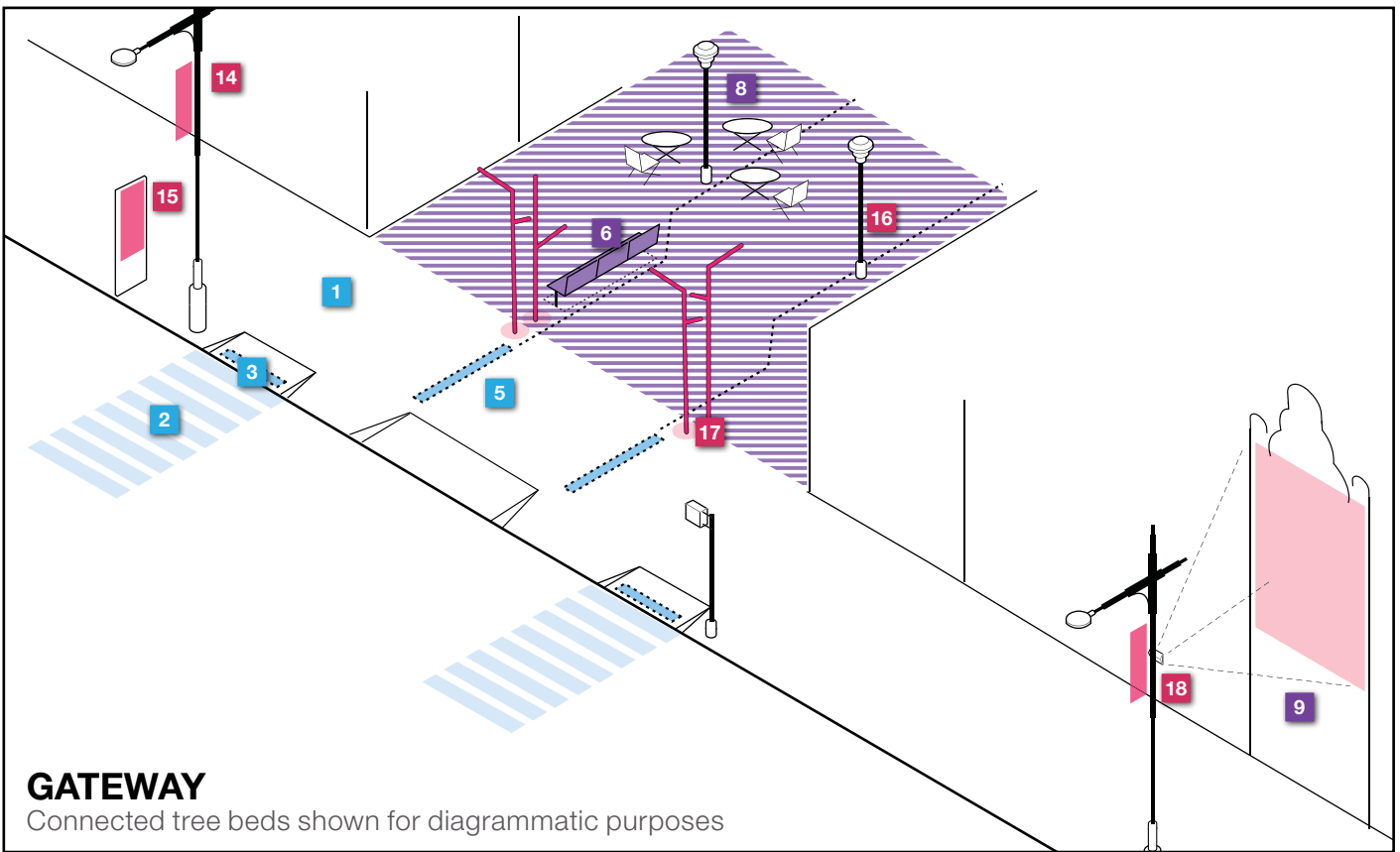




# Toolkit: Typologies

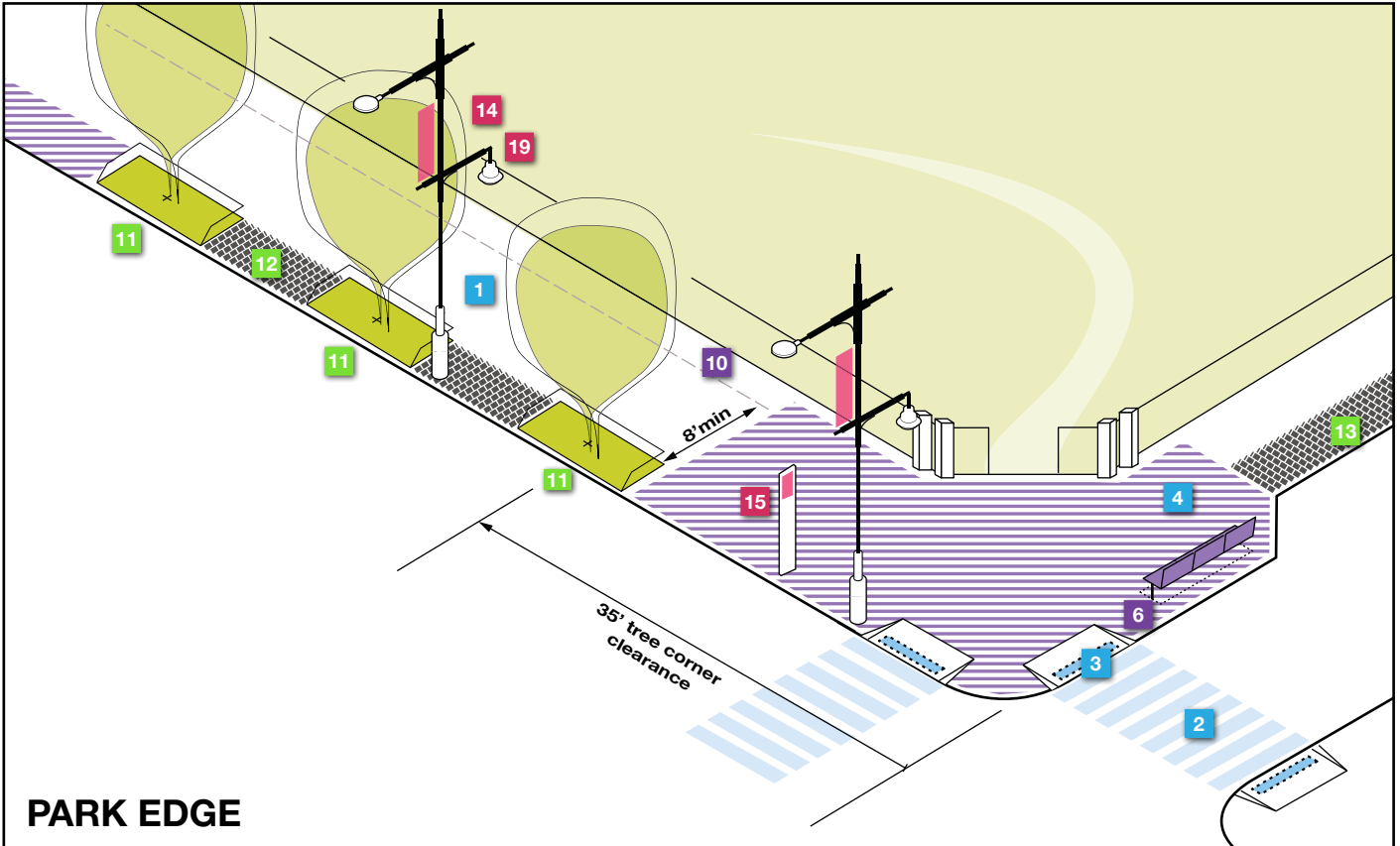


**PEDESTRIAN SPACE CURB EXTENSION**



**GATEWAY**  
Connected tree beds shown for diagrammatic purposes

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li><b>1</b> Sidewalks composed of sawcut pigmented concrete (dark)*</li> <li><b>2</b> High-visibility painted crosswalks</li> <li><b>3</b> ADA ramps and tactile strips</li> <li><b>4</b> Curb extensions with CityBenches, placemaking signage, and plantings</li> <li><b>5</b> Upgraded tactile pavers at shared streets and pedestrian plazas</li> <li><b>6</b> CityBenches permitted (by NYC DOT) on sidewalks greater than 12'</li> <li><b>7</b> 4' newsstands on narrow sidewalks</li> <li><b>8</b> Movable seating and areas for programming*</li> </ul> | <ul style="list-style-type: none"> <li><b>9</b> Storefront improvements (SBS Neighborhood Program)</li> <li><b>10</b> Park edge improvements (in coordination with DPR Parks Without Borders Program)</li> <li><b>11</b> Connected tree beds with structural soil and permeable pavers featuring DPR tree guard Type K</li> <li><b>12</b> Refurbished existing granite blocks set in concrete to comply with ADA standards</li> <li><b>13</b> Retain existing granite paving at historic parks</li> <li><b>14</b> Downtown Jamaica banners affixed to existing light posts</li> <li><b>15</b> Historic signage at culturally significant locations*</li> </ul> | <ul style="list-style-type: none"> <li><b>16</b> Flushing Meadows pedestrian light poles for plazas and pedestrian spaces</li> <li><b>17</b> Architectural lighting and public art at identified gateway locations*</li> <li><b>18</b> Spotlights attached to existing street lights to showcase historically significant buildings</li> <li><b>19</b> New pedestrian arms affixed to existing TBTA light poles to provide enhanced pedestrian lighting</li> <li><b>20</b> BikeCorrals</li> </ul> |
|---|--|---|
- \*Maintenance Partner Required

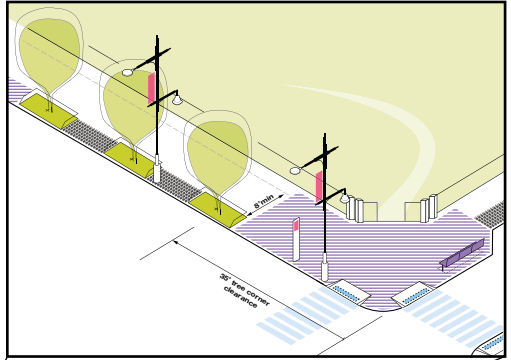


**PARK EDGE**



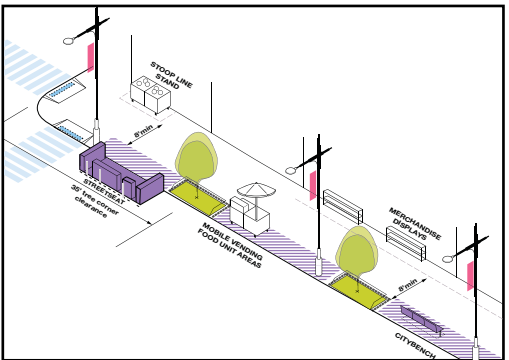
# Jamaica Streetscape Toolkit Plan

The six “Typologies” identify areas with potential for streetscape improvements. These “Typologies” used in tandem with the “Toolkit Reference Chart” provide a framework to prioritize sites and pinpoint streetscape elements that can be used in Downtown Jamaica.



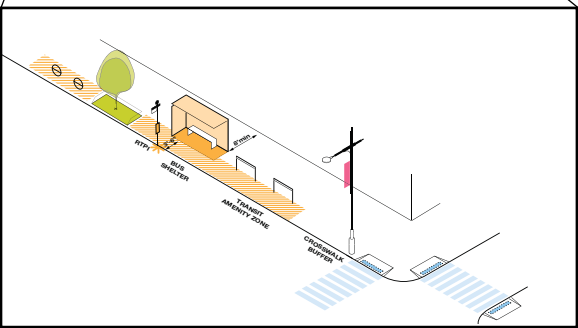
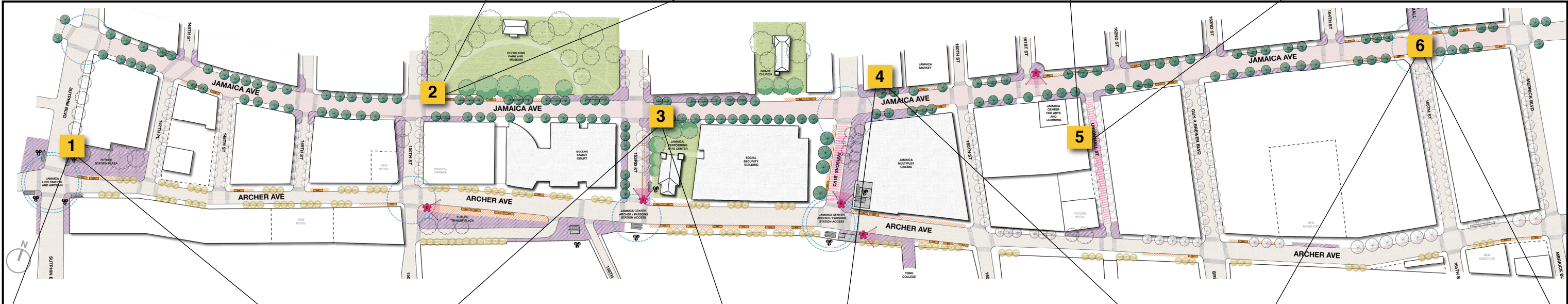
## 2 PARK EDGE

- Adjacent to parks, open spaces, and culturally significant sites.
- Opportunities for additional trees in connected tree beds with understory plantings.
- Space for additional seating and pedestrian amenities.
- Opportunities for street and pedestrian lighting enhancements, wayfinding, and cultural markers.



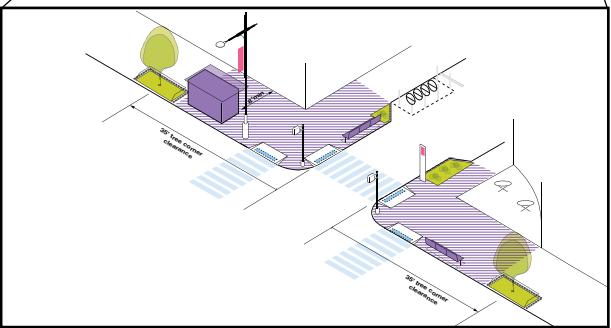
## 5 RETAIL BLOCK

- Sidewalks (8’ minimum width) with concentrations of retail establishments, “stoop” stands, and merchant displays.
- Wider sidewalks (12’ minimum width) with opportunities for mobile carts and vending areas.
- Opportunities for both street and pedestrian lighting enhancements.



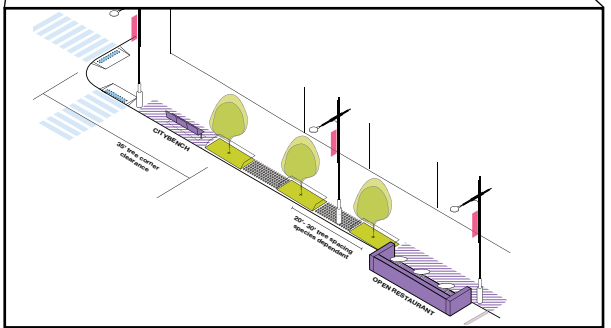
## 1 TRANSIT BLOCK

- Located near and characterized by transit services and facilities.
- Generating foot traffic and a need for safer and more visible pedestrian crossings.
- Demand for bus shelters, benches, LeaningBars, and real-time passenger information (RTPI).
- Opportunities for street and pedestrian lighting enhancements.



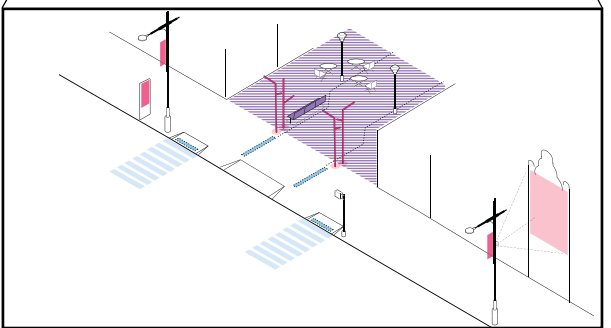
## 3 PEDESTRIAN CURB EXT.

- Opportunities for street and pedestrian lighting enhancements.
- Space for additional seating, StreetSeats, newsstands, BikeCorrals, and street vendors.
- Opportunities for additional trees and understory plantings to be used as traffic calming measures.
- Expanded sidewalks and pedestrian circulation space at mid-blocks and corner intersections.



## 4 RESTAURANT BLOCK

- Wider sidewalks (8’ min. width) with concentrations of restaurants, food stands, and vendors.
- Sidewalks characterized by high pedestrian traffic.
- Opportunity to participate in the Open Restaurants program (Must meet Open Restaurants eligibility and comply with siting guidelines.)
- Storefronts may be eligible for façade improvements (via SBS grant programs) and StreetSeats with a maintenance agreement.



## 6 GATEWAY

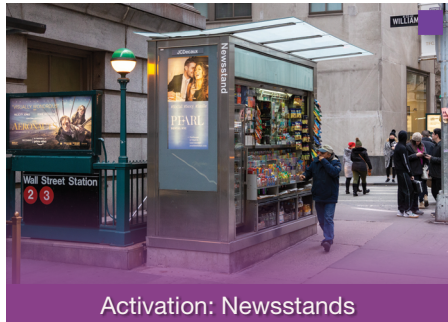
- Opportunities for permanent seating and moveable tables and chairs.
- Expanded pedestrian circulation, safer crosswalks, concessions, and programming.
- Opportunities for lighting enhancements, wayfinding, cultural markers, site furnishings, plantings, and public art.
- Pedestrian-oriented features and open space bring opportunities for a gateway identity.



# Toolkit Reference Chart



Transit: LeaningBar



Activation: Newsstands



Place: Public Art



Greening: Planters



Walkability: Walk NYC Wayfinding

## How to Use the Reference Chart

The *Toolkit Reference Chart* is a checklist of streetscape elements that can be employed across the six block typologies (Transit, Park Edge, Pedestrian Space Curb Extension, Restaurant, Retail, and Gateway) throughout Downtown Jamaica. The streetscape elements are cross-referenced according to the five themes (Walkability, Transit, Activation, Greening, Enhancing Place), forming the framework of the *Streetscape Plan*. Further, for each streetscape element, the chart identifies various quantitative determinants (cost, timeframe) as well as methods and roles (agency coordination, maintenance, and partners) for implementing the elements over time.

Created for Downtown Jamaica, the *Toolkit Reference Chart* employs content from the [NYC DOT Street Design Manual \(SDM, Third Edition\)](#). The comprehensive resource for streetscape design in New York City includes guidance for treatments ranging from street geometry to street furniture, best practices in landscape design and maintenance, and programming in the public right of way. Guidelines, siting criteria, and applications for Open Restaurants can be found on [NYC DOT's website](#).

Furthermore, the *Toolkit Reference Chart* is a complement to the Street Design Manual's chapter on process. Generally, there are two types of projects:

- [Operational Projects \(Street Improvement Projects\)](#)
- [Capital Projects](#)

The funding, planning, design, and implementation of short-term operational projects differ in breadth, scale, and duration from longer-term, permanent capital projects. The key to the successful implementation of any project type or streetscape design element is stakeholder collaboration, agency coordination, and sustained community engagement.

Walkability	Transit	Activation	Greening	Place	Streetscape Element	DOT Role	Local Partners & BID Role	Agency Coordination	Maintenance Partner*	Cost	Short Term
					Moveable Seating	Support	Lead	DOT/FDNY	Required	\$	x
					WalkNYC Wayfinding	Lead	Support	DOT	Supplemental	\$\$	
					CityBenches	Lead	Support	DOT	Supplemental	\$	x
					CityRacks/BikeCorrals	Lead	Support	DOT	Supplemental	\$	x
					StreetSeats	Support	Lead	DOT/FDNY/CB	Required	\$\$	x
					Waste Receptacle	Support	Lead	DSNY	Supplemental	\$	x
					LeaningBar	Lead	Support	DOT	Supplemental	\$	x
					Bus Shelters	Lead	None	MTA	None	\$\$	
					Newsstands	Support	Support	DCA	None	\$\$	
					Streetlight Banners	Support	Lead	DOT	Required	\$	x
					Street Lighting Enhancements	Lead	Support	DOT	None	\$\$\$	
					Feature or Facade Lighting	Support	Lead	DOT/DOB	Required	\$\$\$	
					Individual Tree Beds	Support	Support	DPR	Supplemental	\$\$	x
					Connected Tree Beds	Support	Support	DPR	Supplemental	\$\$	
					Elevated Planters	Support	Lead	DOT	Required	\$\$	x
					Tree Pit Guards	Support	Lead	DPR/DOT	Required	\$	x
					Permeable Pavers	Support	Lead	DOT/DPR	Required	\$\$\$\$	x
					Public Space Programming	Support	Lead	DOT/SAPO	Required	\$\$	x
					Public Art	Support	Lead	DOT/DCULA	Required	\$\$	x
					EI-Space Elements	Lead	Support	DOT/MTA	Required	\$\$	
					Historic or Cultural Signage or Displays	Support	Lead	DOT	Required	\$\$\$	
					Park Edges	Support	Support	DPR	Supplemental	\$\$	
					Open Restaurants	None	Support	DOT/FDNY/DOB	Required	\$\$	
					Storefront Improvements	None	Lead	SBS	None	\$\$	
					Street Programming	Support	Lead	SAPO/DOT/FDNY/NYPD	Required	\$	x
					Concessions	Support	Lead	DOT/DOHMH/DCA	Required	\$\$\$	
					Permitted Vending	Support	Support	DCA	None	\$\$\$	
					Interim Plazas	Support	Lead	DOT	Required	\$	
					Bus Pad	Lead	Support	MTA	None	\$\$\$\$	
					Leading Pedestrian Interval (LPI) Signals	Lead	Support	DOT	None	\$	
					Concrete Sidewalks	Support	Lead	DOT/DOB	Required	\$\$	x
					High Visibility Crosswalks	Lead	None	DOT	None	\$	
					Vision Zero Treatments	Lead	Support	DOT/MTA/NYPD	None	\$\$	x

\*See Implementation Strategy section



# Acknowledgements



**We would like to thank the following individuals and organizations for their contributions to the development and publication of the NYC DOT Jamaica NOW Urban Design Strategy and Streetscape Plan.**

## City and State Agencies

New York City Department of Parks & Recreation (NYC DPR)  
New York City Department of Transportation (NYC DOT)  
Metropolitan Transit Authority (MTA)  
New York City Transit (NYCT)  
New York City Economic Development Corporation (NYC EDC)

## Community Organizations

Greater Jamaica Development Corporation  
Jamaica Center Business Improvement District  
Sutphin Boulevard Business Improvement District  
165th Street Mall Association  
York College, CUNY  
Queens Public Library  
Queens Economic Development Corporation  
Regional Plan Association

## Community Board 12

Carlene Thorbs, Chair  
Rene Hill, Former Chair and Current Transportation Committee Chair  
Ian Harris, Co-Chair CB12, Jamaica NOW Leadership Council  
Tameka Pierre-Louis, Co-Chair Jamaica NOW Leadership Council  
Michele Keller, Former Transportation Committee Chair  
Yvonne Reddick, District Manager

## Elected Officials

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Hon. Leroy Comrie, NYS Senate  
Hon. James Sanders, Jr., NYS Senate  
Hon. Vivian Cook, NYS Assembly  
Hon. Alicia Hyndman, NYS Assembly  
Hon. Khaleel Anderson, NYS Assembly  
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Hon. Nantasha Williams, NYC Council  
Hon. Barry Grodenchik, Former NYC Council  
Hon. Rory Lancman, Former NYC Council  
Hon. I. Daneek Miller, Former NYC Council  
Shurn Anderson, Director of Economic Development, Office of the Queens Borough President

## Consultants

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