

Jamaica El Space
151st Street and Archer Avenue
Queens, NY 11432

Type: Public Plaza
Client: AIA Queens
Year: 2016
Project Size: 64,160 S.F.

For more than 180 years Jamaica, Queens has been a major transportation hub for the New York region, since the inception of the Long Island Rail Road system in 1836. Its role as transportation artery might have changed over the years, but it is in the metropolitan public transportation arena where we find its service as relevant today, as it was in the late 19th Century.

Partner in charge: Willy Zambrano
Design Partner: Daniel Barrenechea
Designer: Danica Vildoso
Designer: Jazmine Marte



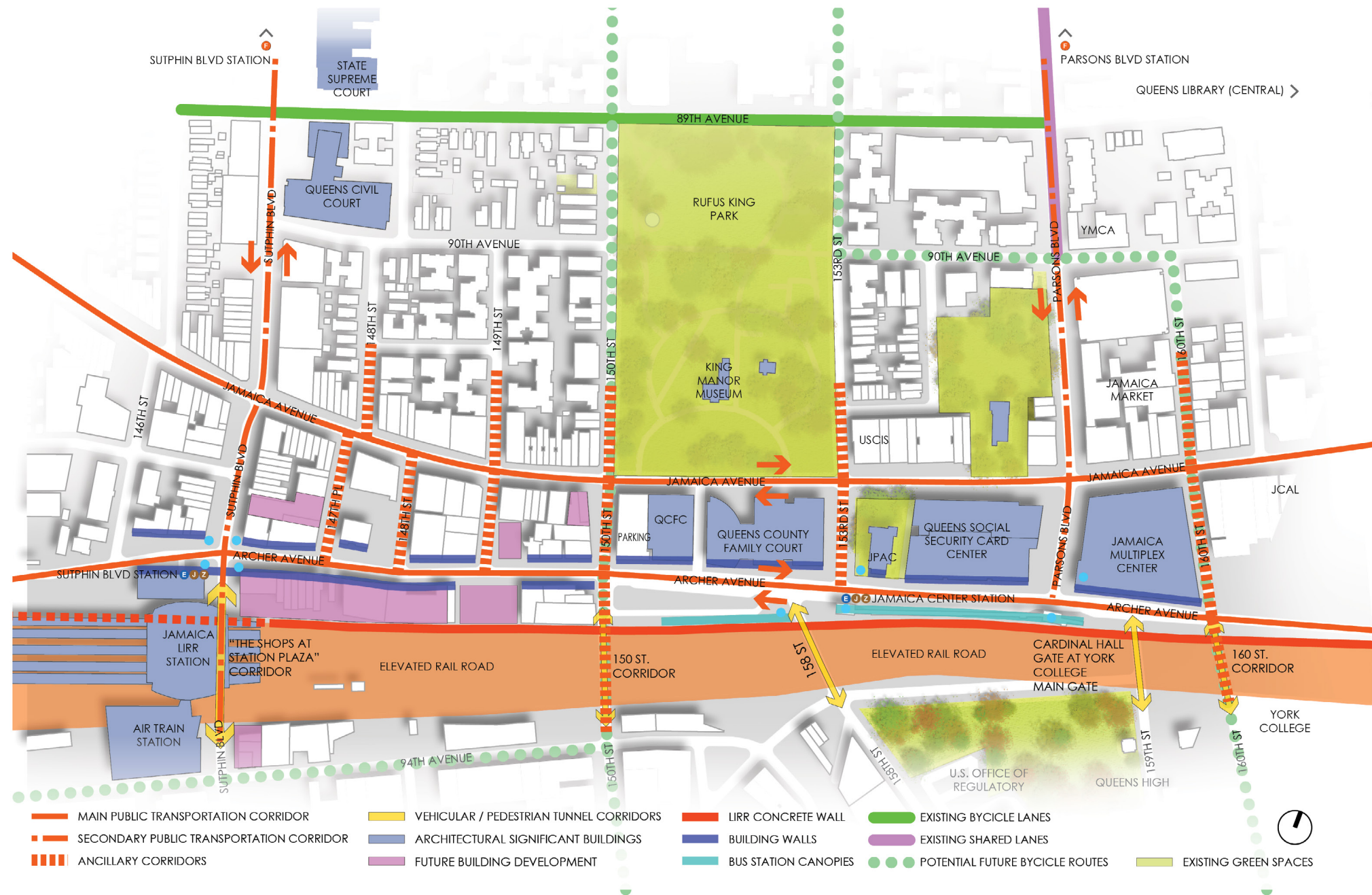
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JAMAICA EL SPACE
PUBLIC SPACE . WALKABLE COMMUNITIES
AIA QUEENS
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As the largest community in south Queens, Downtown Jamaica and its central location as a transit hub, has remained the key to an emerging development initiative; and the current demographics justify the efforts. Weekly ridership of more than 42,000 commuters at the Jamaica subway station, the more than 254,000 weekly bus riders, the 11,000 average riders of the Air Train system in conjunction to the more than 98,000 LIRR users provide an average or 434,000 weekly riders passing through the hub known as Jamaica Center. By numbers alone this is an impressive statistic.

PRESENT CONDITIONS



Present day Jamaica is pursuing substantial commercial developments that will permanently change its urban fabric. As is the case in many New York City neighborhoods where such burgeoning change rapidly impacts urban life and neighborhoods, it is too early to measure its long lasting effects. Due to the nature of projects in construction, a safe assumption can be made that these projects respond to the transient nature of Jamaica as a transit hub in the region. And while “all the roads lead to Rome,” in this particular scenario, public transportation and its power to connect networks and neighborhoods can also have the undesired effect of dissociation. Downtown Jamaica still is more a place for passing through than a destination.



The Jamaica El-Space Design Initiative aims at becoming an agent of change for the region. It is a design proposal based on the premise that public space is a human necessity. It is an extension of our private realm, a place of gathering and assembly, where public life happens. By reclaiming streets, roads and spaces currently used for parking and traffic we will return precious public areas back to the community. And while the merits of an urban beautification program might invigorate neighborhoods and encourage economic growth, it is unsustainable if not accompanied by commercial opportunities. Public Space and Private Development must inhabit the same space, and the potential synergy of this relationship is what creates a living city. This is the opportunity explored henceforth.



ACTIVATING PUBLIC SPACES ²

Providing new life and uses to the existing environment by means of temporary and permanent installations. Archer Avenue could become a user friendly public space for the community, the users and the casual passerby.



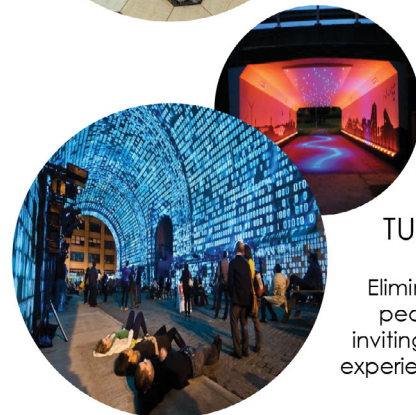
PEDESTRIAN CORRIDORS ⁴

Walkable spaces where public amenities such as seating, good lighting and greenery provide a pleasant walk. Storefront shops and commerce will add life an extended use to these amenities.



UNGATED PARKS ⁶

Parks that are open and inviting to public use where pedestrians could rest, take a lunch break and interact with the environment, thus reclaiming parks for the community and users.



TUNNEL AS LIGHT INTERVENTIONS ⁸

Eliminating dark tunnels and alleys to enhance pedestrian safety and experience. Create an inviting connect underneath the underpass. The experience can be flexible and transforming with current available lighting technology.

LIGHTING STRATEGY

Improving illumination by adding lights in public areas such as billboards, light posts and light bollards. Inviting temporary lighting installations, commercial storefront lighting and tunnel illumination that will contribute to safety of the neighborhood.



CREATING VISUAL EVENTS

By mixing site specific art with the rich history of Jamaica as a transportation hub, buses, trains and subway cars can be transformed into artistic interventions at pedestrian level, street walls and rooftops. These artworks can become visual events, if strategically paired with the participation of the private sector, as branding.



BICYCLE CONNECTIONS

Making it easier for cyclists to travel and reach their destinations by providing them with the security and space. Connecting Jamaica to the Queens Boulevard bike paths and to Flushing. Possibly creating the ability to, for the first time, connect biking from Jamaica to Midtown Manhattan in thirty minutes via the Queens Borough Bridge.



ART INSTALLATIONS

In addition to the seasonal visual events with sponsorship programs, more permanent multi-media art can be inserted into the fabric of Downtown Jamaica.



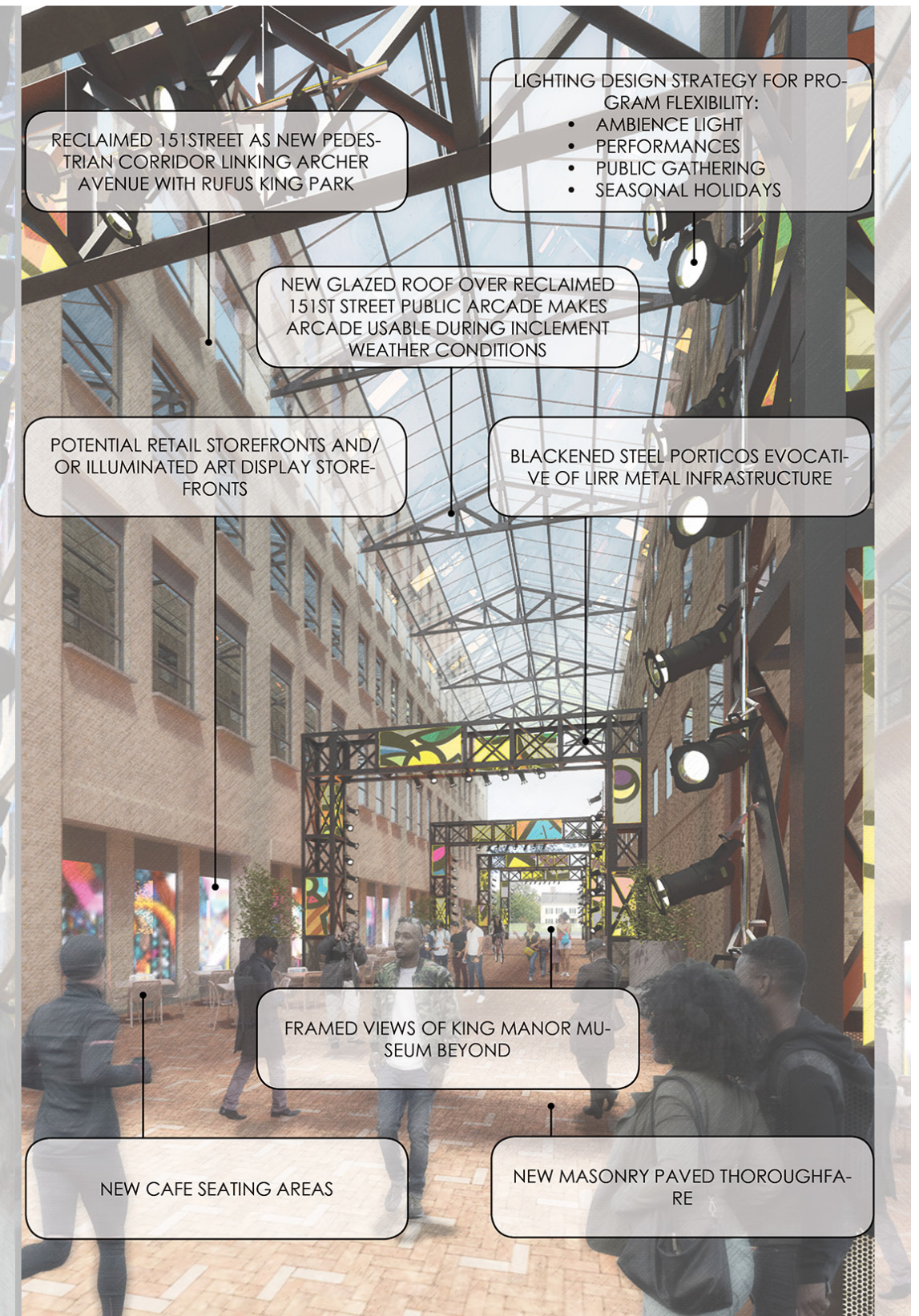
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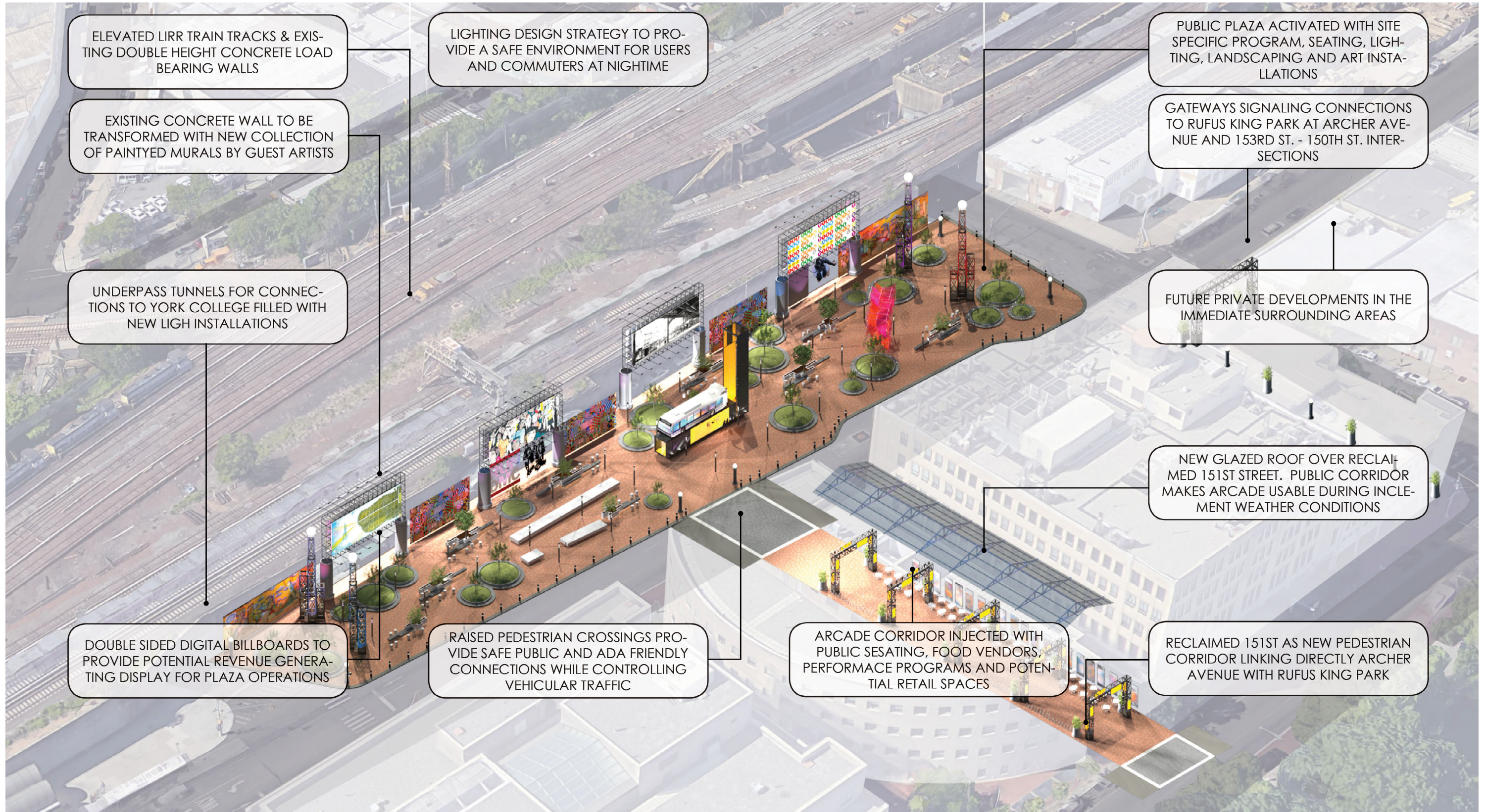
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In its current version, Archer Avenue is essentially a vehicular corridor, but the public is forced to use its narrow sidewalks and sterile facades as a pedestrian corridor. Jamaica El-Space is devised as a flexible Public Plaza for its community: with places to rest and observe urban life, spaces for assembly, art installations, sustainable landscape, improved lighting for its diverse potential programs, MTA station improvements and reclaiming 151st Street as a public thoroughfare. All of these elements are interlaced with new raised pedestrian crossings to make new plaza, 151st Street and King Rufus Park a true pedestrian network of public areas and fully handicap accessible. This is achieved by articulating objects, paving, lighting strategy and street furniture, fixtures and equipment with recognizable designs evocative of the existing railway infrastructure and friendly wayfinding paths and circulation systems.





ELEVATED LIRR TRAIN TRACKS & EXISTING DOUBLE HEIGHT CONCRETE LOAD BEARING WALLS

EXISTING CONCRETE WALL TO BE TRANSFORMED WITH NEW COLLECTION OF PAINTYED MURALS BY GUEST ARTISTS

UNDERPASS TUNNELS FOR CONNECTIONS TO YORK COLLEGE FILLED WITH NEW LIGH INSTALLATIONS

DOUBLE SIDED DIGITAL BILLBOARDS TO PROVIDE POTENTIAL REVENUE GENERATING DISPLAY FOR PLAZA OPERATIONS

LIGHTING DESIGN STRATEGY TO PROVIDE A SAFE ENVIRONMENT FOR USERS AND COMMUTERS AT NIGHTTIME

RAISED PEDESTRIAN CROSSINGS PROVIDE SAFE PUBLIC AND ADA FRIENDLY CONNECTIONS WHILE CONTROLLING VEHICULAR TRAFFIC

ARCADE CORRIDOR INJECTED WITH PUBLIC SESATING, FOOD VENDORS, PERFORMACE PROGRAMS AND POTENTIAL RETAIL SPACES

PUBLIC PLAZA ACTIVATED WITH SITE SPECIFIC PROGRAM, SEATING, LIGHTING, LANDSCAPING AND ART INSTALLATIONS

GATEWAYS SIGNALING CONNECTIONS TO RUFUS KING PARK AT ARCHER AVENUE AND 153RD ST. - 150TH ST. INTERSECTIONS

FUTURE PRIVATE DEVELOPMENTS IN THE IMMEDIATE SURROUNDING AREAS

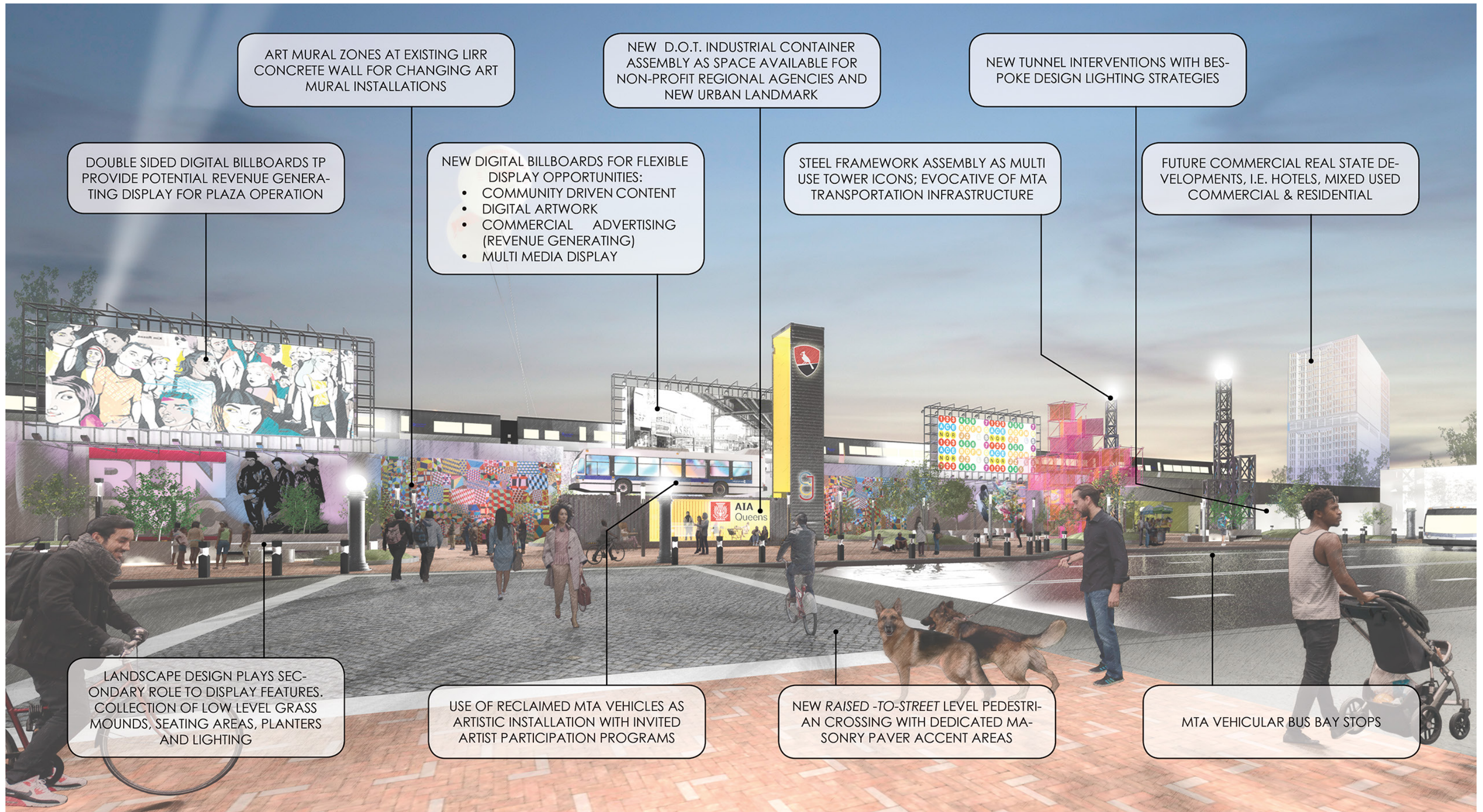
NEW GLAZED ROOF OVER RECLAIMED 151ST STREET. PUBLIC CORRIDOR MAKES ARCADE USABLE DURING INCLEMENT WEATHER CONDITIONS

RECLAIMED 151ST AS NEW PEDESTRIAN CORRIDOR LINKING DIRECTLY ARCHER AVENUE WITH RUFUS KING PARK



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ART MURAL ZONES AT EXISTING LIRR CONCRETE WALL FOR CHANGING ART MURAL INSTALLATIONS

NEW D.O.T. INDUSTRIAL CONTAINER ASSEMBLY AS SPACE AVAILABLE FOR NON-PROFIT REGIONAL AGENCIES AND NEW URBAN LANDMARK

NEW TUNNEL INTERVENTIONS WITH BESPOKE DESIGN LIGHTING STRATEGIES

DOUBLE SIDED DIGITAL BILLBOARDS TO PROVIDE POTENTIAL REVENUE GENERATING DISPLAY FOR PLAZA OPERATION

NEW DIGITAL BILLBOARDS FOR FLEXIBLE DISPLAY OPPORTUNITIES:

- COMMUNITY DRIVEN CONTENT
- DIGITAL ARTWORK
- COMMERCIAL ADVERTISING (REVENUE GENERATING)
- MULTI MEDIA DISPLAY

STEEL FRAMEWORK ASSEMBLY AS MULTI USE TOWER ICONS; EVOCATIVE OF MTA TRANSPORTATION INFRASTRUCTURE

FUTURE COMMERCIAL REAL STATE DEVELOPMENTS, I.E. HOTELS, MIXED USED COMMERCIAL & RESIDENTIAL

LANDSCAPE DESIGN PLAYS SECONDARY ROLE TO DISPLAY FEATURES. COLLECTION OF LOW LEVEL GRASS MOUNDS, SEATING AREAS, PLANTERS AND LIGHTING

USE OF RECLAIMED MTA VEHICLES AS ARTISTIC INSTALLATION WITH INVITED ARTIST PARTICIPATION PROGRAMS

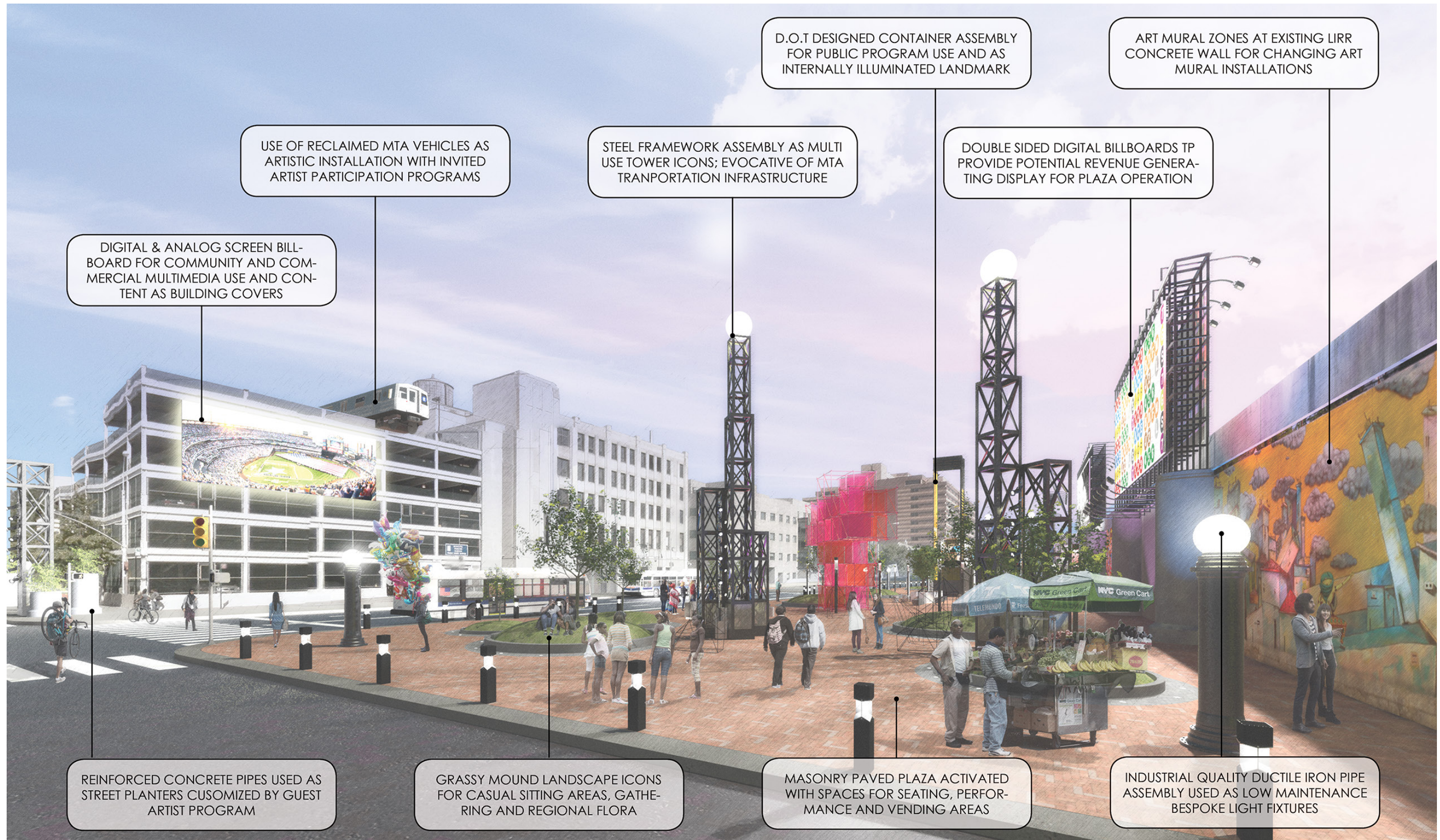
NEW RAISED -TO-STREET LEVEL PEDESTRIAN CROSSING WITH DEDICATED MASONRY PAVER ACCENT AREAS

MTA VEHICULAR BUS BAY STOPS

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USE OF RECLAIMED MTA VEHICLES AS ARTISTIC INSTALLATION WITH INVITED ARTIST PARTICIPATION PROGRAMS

DIGITAL & ANALOG SCREEN BILLBOARD FOR COMMUNITY AND COMMERCIAL MULTIMEDIA USE AND CONTENT AS BUILDING COVERS

D.O.T DESIGNED CONTAINER ASSEMBLY FOR PUBLIC PROGRAM USE AND AS INTERNALLY ILLUMINATED LANDMARK

STEEL FRAMEWORK ASSEMBLY AS MULTI USE TOWER ICONS; EVOCATIVE OF MTA TRANSPORTATION INFRASTRUCTURE

ART MURAL ZONES AT EXISTING LIRR CONCRETE WALL FOR CHANGING ART MURAL INSTALLATIONS

DOUBLE SIDED DIGITAL BILLBOARDS TP PROVIDE POTENTIAL REVENUE GENERATING DISPLAY FOR PLAZA OPERATION

REINFORCED CONCRETE PIPES USED AS STREET PLANTERS CUSTOMIZED BY GUEST ARTIST PROGRAM

GRASSY MOUND LANDSCAPE ICONS FOR CASUAL SITTING AREAS, GATHERING AND REGIONAL FLORA

MASONRY PAVED PLAZA ACTIVATED WITH SPACES FOR SEATING, PERFORMANCE AND VENDING AREAS

INDUSTRIAL QUALITY DUCTILE IRON PIPE ASSEMBLY USED AS LOW MAINTENANCE BESPOKE LIGHT FIXTURES