

APPENDIX K
WRITTEN COMMENTS ON THE DEIS

Old Astoria Neighborhood Association

25-38 18th St

Astoria NY 11102

To:

July 14, 2014

NYC Planning Commission Chairman Carl Weisbrod
c/o Hye-Kyung Yang, Queens City Planning
120-55 Queens Blvd, Room 201
Kew Gardens NY 11424

Dear Mr. Chairman:

We appreciate the opportunity to present the newly created "Old Astoria Neighborhood Association". We are representing residents, property owners, and business owners in this region of Queens now enjoying a renaissance, with area development that can make us one of the most desirable areas of New York City for Residents, Businesses and Tourists.

Our physical boundaries are as follows:

21st St to the East
Astoria Park South to the North
34th Avenue to the South
The East River to the West.

This is an area of approximately 7500 households, and one of our stated goals is to reach out to everyone to educate and receive feedback on our neighborhood's issues.

We are currently in the process of securing non-profit status. Our proposed mission statement is as follows:

1. Promote communications between residents and city agencies, private business and/or developers, charities, and elected officials.
2. Have input on zoning and city planning decisions and enforcement that affect the character of our neighborhood

3. Promote the local business environment for economic growth.
Promote neighborhood reinvestment
4. Enhance the cultural health of the area, both in artistic achievement and promotion, and in relations between various ethnic groups.
5. Promote security and quality of life

We have also created a “Virtual” presence, in collaboration with NextDoor.Com. Therefore members will be able to communicate not only through physical meetings, but also have an Internet component.

Following is our recommendations in reference to the “Astoria Cove” development currently undergoing URLURP review. These recommendations reference back to the recommendations of Community Board 1, Astoria LIC Queens. We are emailing these findings with hard copy to follow.

We plan on having our next meeting on Astoria Cove once the NYC Planning Commission has made it’s final recommendations to the city council.

We look forward to working with all our Elected Officials, Business Community and City Agencies to create a neighborhood we can all be proud of:

Regards

Richard Khuzami
President
917 701 6023

Richard@Dahdoo.net

Cc: Honorable Melinda Katz
Honorable Aravella Simotas
Honorable Cathy Nolan
Honorable Costa Constantanides
Honorable Michael Gianaris
Alma Realty

Old Astoria Neighborhood Association

25-38 18th St

Astoria NY 11102

July 11, 2014

The “Old Astoria Neighborhood Association” has had a presentation of the “Astoria Cove” development by representatives of the Developer, including their representative Sean Crowley.

Many members also attended the Public Hearing of Community Board 1, Queens.

On July 1st, members of the Association met to discuss the development, and the positions taken by Community Board 1.

The Old Astoria Neighborhood Association is in favor of the development, as long as certain modifications and conditions are addressed:

1. We are in favor of a “Holistic” approach to development on Hallet’s Point, involving all Developers and City Agencies
2. There were many complaints at the Community Board’s Public hearing about the loss of the views of Manhattan from Astoria Park. However we feel that with the prior approval of the Hallets Point development the view has already been compromised and this issue is moot.
3. The following issues, which will be further discussed below, must be prioritized and dealt with on a **proactive** basis.

A/ Traffic/Transportation and Parking

B/ Infrastructure

C/ Security

1. Traffic, Transportation and Parking:

We are in agreement with the Community Board Conditions with the following exceptions/additions:

a/ Parking, item 1: Because the developers proposed 900 parking spaces meets the requirements of the proposed zoning, we do not feel he should be penalized by reducing either the number or size of the units. Therefore the envelope of the buildings should be adjusted to make up for the addition square footage required to the Community Boards proposal.

b/ Traffic, item 1: While we agree that 1.5 parking spaces per unit is a desirable goal, this should not be implemented before traffic issues are dealt with. The roads in Old Astoria are by definition narrow and cannot handle the increased traffic and wear and tear the additional vehicles will bring. There are currently three viable routes in and out of the peninsula, Vernon Blvd to 30th Ave, Astoria Blvd, and 27th Ave. If any of these streets are to be widened this must be done immediately before too much development occurs on them. Also, another possibility is the creation of one-way circulation involving Astoria Blvd and Vernon Blvd/30th St. (27th Ave is not viable as it cannot legally or physically sustain truck traffic).

Traffic, Item 2: The Old Astoria Neighborhood Association would like to go on record **strongly supporting** the use of barges to transport construction materials. Also, a provision must be made for restitution to any private property and business owners who suffer damage because of land transport of any building equipment and materials.

Traffic: New Item 3: We call upon NYCDOT to erect "NO TRUCK" signage on 27th Ave between 8th St and 21st St. This must be done before construction is started on the "Halletts Point" development. Ignorance of the fact that 27th St is closed to trucks cannot be used as an excuse. Also, please make sure that construction vehicles for any developments on the Halletts Point peninsula are not considered "Local" deliveries on 27th Avenue.

c/ Transportation: New Item 3: Developer must provide a scheduled Shuttle service to the subway for both tenants and retail customers.

2. Infrastructure:

We again are in agreement with the Community Board's conditions except for the following:

a/ Item 1: Not only should contact be initiated between the developer and Con Ed and NYCDEP, a proactive approach must be taken before the project is started. The current electric grid has many ground and structural issues already throughout the Old Astoria area. There must be in place a concrete viable program that will meet the needs not only of the Astoria Cove development, but also of all development on the peninsula and surrounding areas. Trying to mitigate problems after they have already developed is unacceptable. Work should be initiated in conjunction with the start of the construction of the development.

b/ New Item 3: The amount of refuse generated by these developments will be staggering. The architectural plans must include provisions to make sure that waste is properly stowed and handled to protect the environment and alleviate any rodent issues that may develop.

3. Security

The Community Board did not address this issue.

a/ New Item 1: Establish a police substation within Halletts Point

b/ New Item 2: Establish foot or bike patrols within Halletts Point

c/ New Item 3: While we know that given current budget issues the creation of a police substation may be unattainable in the short term, we would propose at least a peninsula wide CCTV system, similar to what is already required by NYCHA be created, with a manned monitoring system accessible to NYCHA, NYDP, Citizen watch groups, Development Management, and elected officials. This hopefully can be accomplished by a combination of public and private funds.

Other issues addressed by the Community Board are as follows:

4. Affordable Housing

We agree with the conditions of the Community Board.

5. Project Design and Sustainability

a/ Project Design Item 1: Quality Housing Program should be a “Minimum” requirement, with expectation that these requirements will be exceeded.

b/ Sustainability: Item 2: design elements should focus on Solar Power. Also, because the East River in the Hells Gate area has extremely rapid current, a study should be undertaken on the viability of hydroelectric power, generated by a waterwheel (As is the case on Roosevelt Island)

6. Jobs:

We agree that priority should be given to local area residents for both construction and service jobs. However, because private monies finance this development, it is not the place of a civic organization to promote the use of union labor. This is between the developer, contractor, and unions.

7. Open Space/Recreational Needs

Waterfront Public Access, Play Area

We agree with the Community Board conditions

8. School

We agree with the Community Board conditions with the following addition:

a/ Item 3: However, this recreational area’s approval to operate must be renewed on an annual basis to make sure it does not impede the construction of a school (School, Item 1) or Community Center. ([Youth Center, item 2] should the School Construction Authority elect not to build the school). This Community Center may possibly be constructed and operated by NYC Parks Dept, similar to the Al Oerter Center in Corona Park.

b/ Item 6: in addition: Any changes in use of the site must also be approved by the Community Board with a public hearing inviting the Community's input.

9. Commercial/Retail

We agree with the conditions of the Community Board, with the following addition:

a/ Item 4: Valet parking must be allowed for the small retail stores proposed for Crescent Drive if they request it.

10. Community Facilities

a/ Youth Center: Old Astoria Neighborhood Association agrees with the Community Board's findings.

b/ Medical: Old Astoria Neighborhood Association agrees with the Community Board findings.

***Old Astoria Neighborhood Association
Participating members:***

**Richard Khuzami
25-38 18th St
Astoria NY 11102
President, Old Astoria Neighborhood Association
Member, Community Board 1 and Queens General Assembly**

**Kevin Hernandez
Developer Gil Homes LLC
18-08 25th Road
Astoria, NY 11102**

**Howard Hernandez
Property Owner
18-19 25th Road
Astoria, NY 11102**

**Diane Kantzoglou
U.N.I.C. Design Inc.
26-05 9th st.
L.I.C. NY 11102**

**Kosta Kontzoglou
Globe Entertainment
26-05 9th St
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**Randy Gordin
President
R and R General Supply
18-07 Astoria Blvd
Long Island City NY 11102**

**Jean Marie D'Alleva
Vice President, 114th Precinct Community Council
Community Board 1
26-02 14th St, 1st floor
Astoria NY 11102**

Sophocles Tsouros
Owner: Life Health and Fitness
Residence: 25-40 Shore Blvd.
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Metropolitan Anthony
Greek Orthodox Cathedral of the Holy Protection of the Mother of God
26-37 12th St
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Chris Papastefanou
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Rami Nuseir
President: American Mid-East Leadership Network
14-43 28th Ave
Astoria NY 11102

Jeremy Osslund
Owner/The Pop Bar
12-21 Astoria Blvd
Astoria NY 11102

George McKirdy
Chef/Owner, Astor Bake Shop
12-23 Astoria Blvd.
Astoria NY 11102

Catherine Serat
Property Owner
26-11 9th St
Astoria NY 11102

George Rallis
Property Owner
12-23 Astoria Blvd
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Danielle DeStefano
Property Owner
25-51 14th St
Astoria NY 11102

George Sinopidis
Property Owner
25-51 12th St
Astoria NY 11102

Natasha Progrebinsky
Owner: Bear Restaurant
12-14 31st Ave
Astoria NY 11102

Teresa Lisson
Renaissance Event Hall
27-34 21st St
Long Island City NY 11102

Joe Vaccaro
Property Owner/Developer
14-32 27th Ave
Astoria NY 11102

Claudia Cobert, President
Astoria Houses Resident Association, Inc
4-20 Astoria Blvd.
Astoria NY 11102

Mr. Zach De' Epey – 25-54 12th Street, # 5C, Astoria, NY 11102 – 646-725-5284

08/06/2014 RE: ASTORIA COVE

Dear City Planning Commision,

My name is Zach de'Epey, I am a long time Resident, Home-Owner, and Business owner, in this exact Old Astoria neighborhood.

In fact, both my home and business are located only one block from the Astoria Cove development site. I am here today to compel you to approve this development. I remain very excited of the potential revitalization that this project will bring.

I have been to most if not all of the public presentations of this project, and I've heard speakers for and against, and although I haven't heard a single speaker say this project should not be built, I remain dumbfounded that anyone could be against this effort.

Currently, the project area cuts off the rest of civilization from what could be a thriving waterfront where all residents and visitors could " LIVE – WORK – and PLAY"

Currently the street on 26th Avenue literally dead-ends without warning, and not only will this project open up that street, but will add two additional streets and one additional public walkway, that will lead to the beautiful park on the water's edge.

I cannot understand how anyone would want to impede:

- 1) Progress,
- 2) Redevelopment,
- 3) Beautification,
- 4) New Housing..... both Market and Affordable,
- 5) Jobs..... both temporary and permanent, AND
- 6)New services for the Community

Let me ask a simple question....."What does the community benefit from this site if it is not redeveloped?"

"What are we going to miss? The isolation? The crime?"

No one should stand in the way of this project being redeveloped, it would be a shame to anyone who considers themselves, forward thinking and logical.

I vote **FOR** the redevelopment of Astoria Cove!

Thank you- ZDE



Thank you for giving me the opportunity today to provide testimony on Astoria Cove. My name is Audrey Sasson and I am the director of Walmart-Free NYC.

Walmart-Free NYC is a large and diverse citywide coalition committed to increasing economic opportunities, good jobs, and vibrant businesses in neighborhoods across the five boroughs, as well as preventing the Walmartization of NYC. I am here today to share a brief statement on behalf of the hundreds of organizations that endorse our campaign.

Before sharing our recommendations, I want to say a few words about Walmart, why we're concerned about it in general, and why we're concerned about it at Astoria Cove.

Walmart, the largest private employer in the world, has created a race to the bottom resulting in lower wages, fewer benefits, and less security for millions of workers across our country. The harm of Walmart has long been seen and felt. That is why New York City communities have fought so hard to keep the company from opening any stores here. It is well documented, for example, that for every 2 poverty-wage jobs Walmart creates, 3 good local jobs are destroyed. It is also well documented that when Walmart enters a community, a significant proportion of neighboring small businesses close down, thereby restricting consumer choice in the area and damaging the neighborhood's local character. You can find many of the studies and reports that speak to these issues by visiting the resources section of our website, www.walmartfreenyc.org.

As you may know, Walmart has announced plans to open up small format stores in urban centers across the country, and has its eyes set on NYC. The square footage designated for a grocery store at Astoria Cove matches the square footage typically assigned to Walmart's grocery model, known as a "Neighborhood Market." Walmart is also experimenting with an even smaller model, called Walmart Express, which could locate in any number of smaller retail spaces at Astoria Cove.

Walmart-Free NYC believes that the best way to guard against the negative impact that Walmart could have in our communities is to forge a path for high-road retail that prioritizes good jobs and sustainable community development. And that is why we're here today.

We are here to urge you to use your power within the ULURP process to require the developer of Astoria Cove, Alma Realty, to prioritize retailers with a proven track record of paying living wages, providing good benefits, hiring locally, and supporting worker organizing.

Walmart-Free NYC is encouraged that Council Member Constantinides has gone on record opposing Walmart at Astoria Cove, and that both the Community Board and the Borough President have disapproved this project unless certain labor conditions are met. We recommend that the City Planning Commission both respect those conditions and strengthen them, by committing the developer, Alma Realty, to a restrictive covenant on the following three labor conditions:

- Wage standards for all construction and permanent workers
- Workforce development program for permanent jobs
- Labor harmony for both the developer and its leasees

It is of utmost importance that these recommendations be made, to protect the interests of the workers and low-income residents of Queens.

Prevailing Wage and Living Wage Standards

A restrictive covenant should be signed that requires all businesses in Astoria Cove to pay at least the prevailing wage to construction and building service workers, and a living wage, as currently defined by \$10.30/hr with benefits, or \$11.90/hr without benefits, to all other workers. There is a direct connection between the rezoning of land for large scale development and the socio-economic impact on the community and workers of Queens. Astoria Cove will reshape the socio-economic landscape of the neighborhood, and accordingly the residents must be guaranteed that such a reshaping does not undermine the standards that the community has set for itself. These wages are not unreasonable, and will ensure that those employed at Astoria Cove are making enough money to be consumers at Astoria Cove.

Local Hiring and Workforce Development Requirement

The restrictive covenant should also include a 50% local hiring requirement for all commercial businesses in Astoria Cove as well as workforce development programs. Local residents must be guaranteed a stake in the benefits and success of this development. If they are not, there is little chance that these benefits will be passed on to the community, and the development will only serve to push out local residents and gentrify the neighborhood. To accomplish these requirements the developer shall offer space on premises in order for a non-profit group to provide staffing and training services. Staffing pools for the permanent jobs shall come out of these workforce training programs.

Labor Harmony Agreements Recommended

The most effective way to create good jobs in which working families and communities can thrive has historically been by giving workers the right to organize. When workers do so, they are able to achieve many of the workplace objectives necessary for good jobs. A labor harmony agreement should be required between the Astoria Cove developer, Alma Realty, as well as with each of its tenants and appropriate unions. Labor harmony agreements have proven an

effective means of ensuring that the city's interest in successful project development is not undermined by labor strife.

In conclusion, economic development does not occur in a vacuum. Residents, particularly low-income residents, are disproportionately impacted by these projects. Elected representatives must be proactive in demanding higher standards from these developments and ensuring that community benefits are received in return for development rights. There are plenty of high road and union employers that could locate in this development to ensure the greatest benefit accrues to the community, and we have included a non-exhaustive list of such employers as an addendum to our testimony. Astoria Cove can do a great deal to improve the quality of life for Queens residents, and to model what high-road retail can look like in New York City moving forward, but only if done right.

Thank you,

Audrey Sasson, on behalf of Walmart-Free NYC

Appendix I

Preferred Retail Employers in the NYC-Area

The following retailers are examples of employers that provide living wages and good benefits, and have demonstrated a willingness to meaningfully engage with workers about their conditions:

Bloomingdales
Century 21
D'Agostinos
DeCicco's Family Markets
Duane Reade
Fairway
Food Basics
Food Emporium
Gristedes
H & M
Jack's 99 World
Macy's
Modell's
Morton Williams
Shoprite
Stop and Shop
Telco
Waldbaums
Zabar's

New York City Planning Commission
August 6, 2014
Testimony on the proposed Astoria Cove project
Submitted by: Bishop Mitchell G. Taylor and Claudia Coger

Good morning. My name is Bishop Mitchell Taylor, CEO and Co-Founder of Urban Upbound, formally known as ERDA, and Pastor of the Center of Hope International. I've worked in Astoria houses for the past 30 years.

I'm here today to provide testimony on the Astoria Cove project on behalf of myself and Claudia Coger, the Resident Association President of Astoria Houses and a 55 year resident of Astoria houses.

By means of reference, Urban Upbound is a non-profit organization dedicated to breaking cycles of poverty in public housing neighborhoods. Our approach, consists of bringing together tenant leaders, religious leaders, business leaders, and other community based organizations to change public housing neighborhoods, not from the outside in, but from the inside out. We believe as we build strong Urban campuses with a mix of comprehensive integrated services, consisting of workforce development, one on one financial counseling, college access, credit union, and community revitalization we can give residents of public housing the tools and resources for economic mobility and self sufficiency. Currently we have 3 of these campuses in Queensbridge (the largest public housing development in the country), Astoria Houses, and Far Rockaway. We have 54 full-time employees spread out over 3 campuses and a budget of over \$3.5M.

As a point of information Alma Reality donated \$15,000 to Urban Upbound over the last 2 years to support community programs in Astoria Houses, and the Astoria Houses Resident Association has received \$3,000 to support community events.

We feel it is important to highlight the conditions of Astoria Houses, arguably one of the most segregated pockets of poverty in Queens, and the potential impact of the new development, including Halletts Cove, on our community.

The Astoria peninsula, home of Astoria public houses, is tucked away on an isolated peninsula in a MTA two-fare zone. Astoria Houses has 22 buildings and is home to 3,000 residents with average household income around \$27,000 per year. Historically, most would agree, the area has been under-developed and overlooked by public sector and private investors alike. The four existing retail corridors have generally been limited to liquor stores, check cashers and bodegas with short life cycles. Studies have shown that the perpetuation of these isolated and segregated communities continue to give birth to generational poverty.

Now with the Lincoln Equities Halletts Point project and the proposed Alma Realty Astoria Cove project there is finally attention and investment coming to the peninsula. This is significant in of itself.

Our community is faced with the challenge and the opportunity: How can we leverage this inflection point? How do we ensure that with new development, the City perpetuates the tale of two cities where there is market rate housing alongside public housing and public housing residents continue to be isolated, underemployed, and lack basic goods and services. Instead, how can we work together to leverage this new private sector interest to create mixed income communities where everyone can benefit? Further, how can we create a model for other public housing communities where development is or will take place?

While no clear plan currently exists, we are committed to work with this developer over the next several months to ensure that there is a sustainable and operational community benefit.

There are several points we want to bring to the attention of the Commission.

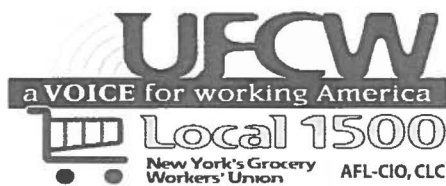
First, we should use this inflection point to ensure that the public and private sector invest in the needed infrastructure upgrades essential for any community. Most significantly, the crumbling buildings on the Astoria campus must be a part of the conversation. NYCHA has estimated that it will take \$130M to repair the 22 buildings in Astoria houses, money they apparently don't have. What are the opportunities to leverage this new private development to support essential capital repairs to Astoria Houses? Can this private development leverage additional public investment for these buildings? While there seems to be appropriate attention on the need for affordable housing within the new market-rate developments, we think it is important that the unacceptable conditions of Astoria Houses be part of the conversation. The public conversation about the future of the Halletts Point peninsula is sorely incomplete without the consideration of the impact of NYCHA's unconscionable fiscal condition and the implications on the daily lives of Astoria Houses residents.

Second, we must maximize opportunities to develop a coherent, inclusive neighborhood that benefits broadly from the new development, No gated areas. We must ensure that there are real physical connections across the peninsula. This includes ensuring that the new density will support better, affordable and relevant, local good and services with more vibrant commercial districts. We also need real transportation expansion, including ferry and viable bus options.

Third, there is great opportunity to leverage the development to invest in our people. We want to see commitments supported by Alma to ensure that union apprentice slots that lead to good paying trade careers that will out live any development project will be available to Astoria Houses residents and residents of the greater community. Further, we need a commitment and clear operational plan to hiring local for the permanent jobs, and to breaking the historical mode that when new retail space is built instead of people coming in from outside the community to own and operate these businesses that local entrepreneurs and worker owned cooperatives can have the opportunity to own and operate these businesses. We want to collaborate to develop a real community wealth building strategy so that in a decade we can point to the Peninsula as a model of equitable development.

The Astoria Houses community has waited generations for public and private investment – investment that would measurably help the Astoria houses community to advance economically. We have a real opportunity with Astoria Cove as well as with Halletts Point, the corresponding public investment, and the articulated commitment of this Administration and our Councilmember Costantinides to measurably improve the lives of Astoria Houses residents for generations to come. The devil of course is in the details.

We look forward to working with Astoria Cove, the Commission, the community, the Administration, Councilman Costa Costantinides, the City Council, the New York City Housing Authority, and others over the next few months prior to the City Council hearing to ensure real and lasting community benefits from this project.



Good Morning! My name is Tashawna Green and I live in Queens along with my daughter Britney. I work at Fairway in Douglaston and I am a member of United Food and Commercial Workers Local 1500 union, which represents 22,000 members in the New York area. UFCW Local 1500 is a proud member of the Walmart-Free NYC coalition, which is why I am here today.

I'm here to talk about the retail jobs that Astoria Cove would create and to share my story and perspective for why we need to ensure that this development paves the way for good jobs that will serve the community in the long run, and not harm it. About 4 years ago I was working at Target where my coworkers and I tried to unionize with Local 1500. As I previously mentioned, I now work at Fairway, a union shop, and my situation currently is very different compared to 4 years ago. As a union grocery worker I have job security, sustainability, raises, guaranteed hours per week and health insurance. While I was working at Target I was never sure what each week would bring, my hours fluctuated from 20 to some weeks as low as 5. We did not have sustainable wages/raises and some of us were even denied raises during our evaluations. None of us could sustain a secure income with those practices. Most importantly we faced a great deal of intimidation and retaliation for trying to organize.

All of the conditions I faced at Target are a direct result of the race to the bottom that Walmart has created, nationwide. As the largest retailer and largest private employer in the world, Walmart is the company most directly responsible for creating a business model that depresses wages, offers unreliable scheduling, provides insufficient hours for workers to get by, and retaliates against workers who organize to improve their conditions. Walmart sets the industry standard – a standard that companies like Target have all too willingly adopted as a result. That's why we need to do everything in our power to guard against Walmart coming into NYC and coming into Queens, at Astoria Cove.

As an individual who has not only experienced the standards Walmart has set for other big retail companies like Target to follow, but also as a current union grocery worker, I urge you to use your power within this planning process to guard against harmful retailers moving in. Astoria Cove has the potential to be a model development – and truly benefiting the community it's meant to serve – but only if done right.

As a partner in the Walmart-Free NYC coalition, I therefore recommend disapproving this project unless the developer, Alma Realty, commits to a restrictive covenant that would prioritize retailers with a proven track record of paying living wages, providing good benefits, hiring locally, and supporting worker organizing.

On wages, a restrictive covenant should be signed that requires all businesses in Astoria Cove to pay at least the prevailing wage to construction and building service workers, and a living wage, as currently defined by \$10.30/hr with benefits, or \$11.90/hr without benefits, to all other workers. These wages are not unreasonable, and will ensure that those employed at Astoria Cove are making enough money to be consumers at Astoria Cove.

The restrictive covenant should also include a 50% local hiring requirement for all commercial businesses in Astoria Cove as well as workforce development programs to provide job training. Without safeguards to protect and promote local hire, Astoria Cove will simply serve to gentrify the neighborhood and push local residents out.

Finally, and most important to me given my experience at Target, a labor harmony agreement should be required between the Astoria Cove developer, Alma Realty, as well as with each of its tenants and appropriate unions. Labor harmony gives workers the space to organize without fear of retaliation, and it's the most effective way to create good jobs and healthy communities over time.

Thank you for the opportunity to share my story.

Testimony Submitted by Jaron Benjamin, Real Affordability for All Coalition

August 6, 2014

My name is Jaron Benjamin, and I'm the executive director at the Met Council on Housing – an organization that has fought displacement since 1958. I'm also proud to coordinate the Real Affordability for All Coalition, the largest affordable housing coalition in New York City working to protect and create economically diverse, mixed-income communities across the five boroughs.

We are writing to you regarding Astoria Cove, the massive new development project proposed for the waterfront of Queens that is the subject of a major City Planning Commission hearing today.

Both the Community Board in Astoria and Queens Borough President Melinda Katz recently recommended that the project not move forward, citing concerns about the lack of affordable housing.

We share their concerns and today call on you to require Alma Realty, the developer of Astoria Cove, to set aside 50 percent of new housing created in the project as real affordable units for local residents.

Mayor de Blasio has made the fight against inequality a centerpiece of your administration, but to live up to that commitment it's time to elevate real affordability as a top priority in the city.

Astoria Cove is a great place to start. It should be a new progressive model of real affordability for struggling families, rather than a continuation of the worst of Bloomberg's luxury development.

With nearly half of all city residents today living near the poverty line, anything less than 50 percent real affordability in new housing will fail to address the scope and severity of the growing inequality crisis.

Many New Yorkers are at a breaking point, and barely surviving. If Astoria Cove becomes just another glitzy playground for the wealthy elite, it will be a huge step backward – the opposite of true progress.

Through the rezoning of the Queens waterfront, Alma Realty stands to receive a massive windfall, because the area will be transformed from a manufacturing into a residential zone. As a developer, Alma Realty can easily afford to do 50 percent real affordability across income levels to ensure that Astoria Cove is a mixed-income community where the vast majority of local working families can afford to live.

Real affordability is a legacy issue for your administration. What happens at Astoria Cove is a litmus test for the future of development. New Yorkers are watching closely, and want you to ensure that the city remains permanently affordable, especially for the most economically vulnerable residents in danger of losing their neighborhoods to "Brooklynization": more overpriced condos and runaway gentrification.

Thank you.



Albert F. Pennisi, President
 Terri Thomson, First Vice President
 Mayra DiRico, Treasurer
 Vincent Petraro, Secretary
 Jack Friedman, Executive Director

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info@queenschamber.org

Hello, my name is Jack Friedman, Executive Director of the Queens Chamber of Commerce. Thank you Chairman Weisbrod and members of the Commission for letting me testify here today.

With a growing population and a transportation system struggling to meet the needs of every day New Yorkers, the Queens Chamber of Commerce believes the proposed development for Astoria Cove will allow future residents of Astoria and western Queens to lead a high quality of life and add to Queens' burgeoning economy.

The project utilizes this unique area by adding 345 affordable housing units, a ^{proposed} 456 seat school for grades K through 5, with a new pedestrian thoroughfare along the water that includes green spaces for families to enjoy.

This plan also helps to bring jobs to Queens now and into the future. With hundreds of construction jobs estimated to be needed for this project, there will be nearly fifty-four thousand square feet of retail space, plus a supermarket, available when construction is complete. This space will be accommodating for a variety of stores including restaurants, hardware stores, and others that will allow families to continue to enjoy the community. Plus, all of these new businesses will need people to help them operate, only adding to the number of jobs created. And because of the increase in people expected to be in the area, the great restaurants already in Astoria could also see a boost in business.

To help accommodate for the increased population and the new buildings, eight sewer projects are included in the current plan to help mitigate flooding, and nine-hundred garage spaces will also be built for local residents and those visiting the area.

Since Queens currently has the longest travel time in the city, it is important we consider ways which would increase the borough's transportation options. The Chamber is pleased to see that plans for Astoria Cove accommodate for a terminal if the city decides to expand ferry service. We know this mode of transportation is already popular in the Rockaways and neighboring Long Island City, was critical following the days after Sandy, and we believe it will be a valuable resource for residents of Astoria Cove,

which is why Borough President Katz and the community board were both in favor of this part of the proposal.

Get More, Net More



Albert F. Pennisi, President
Terri Thomson, First Vice President
Mayra DiRico, Treasurer
Vincent Petraro, Secretary
Jack Friedman, Executive Director

75-20 Astoria Boulevard, Suite 140
Jackson Heights, NY 11370
P: 718.898.8500
F: 718.898.8599
info@queenschamber.org

For these reasons we believe the proposed development for Astoria Cove should be approved.

Thank you,

A handwritten signature in black ink that reads 'Jack Friedman'.

Jack Friedman
Executive Director, Queens Chamber of Commerce

Get More, Net More

To: Hon. Melinda Katz
Queens Borough President

Re: Astoria Cove Development

My name is Apostolos Tzoupanos and I live at 21-40 45th Street,
Astoria, Queens.

I am writing this letter in support of the proposed Astoria Cove development. As a nearby resident, I am familiar with the current conditions at the proposed development site, which is an underused eyesore that blocks the waterfront. I believe that the proposed development will transform the area, by providing much-needed affordable housing, a supermarket, a school, a playground, and construction and retail jobs for local residents, as well as access to a beautifully designed waterfront area that will be enjoyed by all of the local residents.

I urge you to approve the Astoria Cove development, which will benefit our end of Astoria and the entire borough of Queens.

Apostolos Tzoupanos
(Signature)

Testimony of
JUSTIN WOOD,
NEW YORK LAWYERS FOR THE PUBLIC INTEREST
To the City Planning Commission
August 6, 2014

Chairperson Weisbrod and members of the City Planning Commission, my name is Justin Wood and I am the Community Organizer for the Environmental Justice Program of New York Lawyers for the Public Interest (NYLPI). Thank you for the opportunity to provide testimony today on a proposal that raises significant environmental and public health concerns – the Astoria Cove Development.

We are concerned about significant contamination at the Astoria Cove site, which was first brought to NYLPI's attention by Build Up NYC. NYLPI has a long history of working to ensure that development in New York City is environmentally safe and responsive to community concerns. While developing contaminated sites is unavoidable in New York City, doing so raises significant concerns about the safety of workers and the safety of future occupants of the site. In our experience, a transparent and responsive development process is essential to ensuring that the concerns of workers and community members are given proper weight. We also find that transparency and community involvement lead to more rigorous clean up plans as stakeholders are able to bring their concerns to the table and proposals receive greater scrutiny.

Given these concerns, we urge the Commission to refrain from making a decision on this development until a full Phase II investigation has been performed for the site and until remediation measures have been proposed by the developer. We further urge the Commission to ensure that full assessment of the Phase II investigation results and proposed remediation measures is conducted within the environmental review process so that the public has an opportunity to evaluate and comment upon them. This approach is consistent with the City's current technical guidance for performing environmental reviews and, we believe it is within the discretion of the Commission to require such a process.

As you know, investigations to date at the Astoria Cove site have indicated the possible presence of very serious toxins including asbestos, PCBs, and manufacturing contaminants. Our concerns around potential exposure of workers and future occupants to these toxins are heightened by the fact that a portion of the site sits in a flood zone, and by the developers' plan to construct an elementary school on a portion of the site, meaning that children – who are particularly vulnerable to toxins such as PCBs -- will spend long hours on the site after construction is completed.

If implemented properly, the State Environmental Quality Review Act (SEQRA) process can achieve the caution and transparency necessary to protect these communities. At its heart, SEQRA is designed to ensure that potential environmental and public health impacts from a proposed development are fully evaluated before a course of action is decided upon, and as early in the decision-making process as possible. Moreover, the SEQRA recognizes that such an assessment works best when members of the public have access to the analysis and are afforded the opportunity to comment upon it. SEQRA also requires that any potential significant adverse impacts resulting from a project are mitigated to the maximum extent practicable – including the potential exposure to contamination we see here -- and affords the public the right to comment on proposed mitigation measures as well.

Consistent with these fundamental SEQRA goals, the 2014 City Environmental Quality Review (CEQR) Technical Manual directs that “when possible, the Phase II ESA (Investigation) should be conducted before a

determination of significance is made at the Environmental Assessment Statement stage or, if a positive declaration is being issued, before the DEIS is completed.ⁱ” Given that environmental review for Astoria Cove began prior to the effective date of the 2014 Manual, following this recommendation is within the discretion of the Commission. Waiting to conduct the Phase II assessment and developing remedial measures after the SEQRA process has concluded would effectively deprive members of the public of the ability to review and comment upon potential health risks and proposed remediation. As it currently exists, the Astoria Cove DEIS simply indicates that a Phase II analysis and remediation plan will be developed in the future in such a manner as to avoid significant adverse impacts.ⁱⁱ This is a far cry from the “hard look” at environmental concerns required by SEQRA and in our opinion does not provide this Commission with the information it needs to certify that SEQRA’s mandates have been met. We believe that the environmental concerns raised at Astoria Cove are too grave to proceed with such incomplete information. We respectfully urge you to conduct the Phase II analysis before concluding the SEQRA process and rendering a decision on the land use application.

Thank you for the opportunity to testify.

ⁱ http://www.nyc.gov/html/oec/downloads/pdf/2014_ceqr_tm/12_Hazardous_Materials_2014.pdf

ⁱⁱ Astoria Cove DEIS p.10-7.



Testimony

Public Hearing re: Astoria Cove Development

City Planning Commission

August 6, 2014

The New York Committee for Occupational Safety and Health (NYCOSH) appreciates this opportunity to testify before the City Planning Commission (CPC) regarding the rezoning and permitting process for Alma Realty's proposed Astoria Cove development. We are pleased to join with other labor and community organizations, including Build Up NYC, in the effort to secure responsible development, affordable housing, a healthful environment, and good jobs for New Yorkers. Our testimony will primarily address environmental and occupational safety and health issues and the need for rigorous supervision of the developer by government agencies and via an ongoing, participatory, transparent public process. Please consider the following recommendations to ensure safe and responsible development of this project:

1. **An expanded public process should inform environmental assessment and remediation.**

The July 2013 Phase 1 Site Environmental Assessment (SEA) identified the potential uncontrolled presence of numerous hazardous contaminants, including but not limited to: asbestos; lead; polychlorinated biphenyls (PCBs); gasoline, heating oil, and other petroleum products; and silica. Although these preliminary findings are significant and of concern, they are not unexpected at a site long utilized for manufacturing and industrial purposes as well as for temporary product storage, with probable concomitant leaks and perhaps improper disposal. Despite the extensive list of potential contaminants, there is no indication at this point in time of any significant impediments to an effective cleanup – *assuming both site characterization and remediation are designed and conducted appropriately.*



- *To strengthen the integrity and transparency of the environmental assessment and remediation process, there should be ample opportunity for oral and written public comment on forthcoming environmental proposals. These proposals encompass both the Phase 2 SEA to confirm the presence and extent of contamination, including a health and safety plan (HASP) and a quality control plan, and the hazardous materials mitigation plan (measures to eliminate or control sources of significant adverse impacts and to eliminate exposure pathways). It is imperative that these proposals be released for public comment simultaneously with their release to CPC or OER; in other words, public comment should occur during agency consideration of the developer's environmental proposals, not after consideration or approval of developer proposals.*

2. The Astoria Cove project should raise the bar for storm surge resiliency measures.

According to the New York City Hurricane Evacuation Map¹, the majority of the Astoria Cove project footprint, from 26th Avenue northeast to the waterfront, is within Hurricane Zone 2, i.e., subject to storm surge flooding from a moderate (category 2 or higher) hurricane. Alma's SEA document states that construction will "meet the standards of the New York City Building Code and the Best Available Flood Hazard Data available from FEMA at the time of their construction." Per the SEA, these are the NYC Panel on Climate Change (NPCC) 2013 projections regarding precipitation, sea level, and frequency of extreme weather events.

However, as the SEA notes, NPCC projections should not be used to judge site-specific risks as they are subject to change. Further, as flood insurance rate maps (FIRMs) are revised, New York City intends to update the building code to reference anticipated additional rises in design flood elevation and freeboard over time.² (Base flood elevation [BFE] + freeboard = design flood elevation [DFE].) Consequently, resiliency standards utilized at the time of construction may not provide adequate storm protection in subsequent years.

- *New York City will require buildings in the 100-year floodplain that are 7 stories or taller and greater than 300,000 square feet in size to complete Core Flood Resiliency*

¹ <http://maps.nyc.gov/hurricane>

² City of New York. Plan NYC: A Stronger, More Resilient New York. June 2013. www.nyc.gov/html/sirr/html/report/report.shtml.

Measures by 2030. Even if not legally required at this time, Alma should be strongly encouraged to incorporate major elements of the Core Flood Resiliency Measures into its construction designs. Flood damage-resistant materials, capable of withstanding direct and prolonged contact with floodwaters without sustaining more than cosmetic damage should be used below the DFE. Critical building equipment and utilities, such as fire protection equipment (including alarms and pumps), electrical equipment (including panels, switch gear, and transformers), heating, ventilation, and air conditioning (HVAC) equipment (including boilers, furnaces, and burners), plumbing equipment (including domestic water equipment and sump pump power feeds), telecommunications equipment; elevator equipment; and emergency generators and associated fuel tanks and pumps should be located above an anticipated future DFE or, if located below the DFE, should be protected against inundation.

3. Alma Realty warrants targeted oversight as developer and employer.

Alma Realty has a track record of endangering workers. As recently as last year Alma failed to protect its workers from exposure to live 13,200 volt power lines despite repeated cease and desist notices from the Long Island Power Authority. In June 2013, the Occupational Safety and Health Administration (OSHA) assessed initial penalties totaling \$465,410 against Alma and its subcontractors for willful, serious, and repeat workplace safety violations. (A willful violation is one committed with intentional, knowing, or voluntary disregard for the law's requirements, or with plain indifference to worker safety and health. A serious violation occurs when there is substantial probability that death or serious physical harm could result from a hazard about which the employer knew or should have known. A repeat citation is issued when an employer has been cited for the same or a similar violation within the previous five years.)

Per the New York City Department of Buildings, Alma Realty has a history of 89 complaints (2 open), 132 DOB violations (13 open), and 99 Environmental Control Board violations (2 open) at two high-rise residential properties in Queens.

According to an anecdotal account published in the New York Daily News, in 2009 Alma Realty reduced the wages of maintenance workers at a Bronx residential development by 40% and

terminated their medical and pension benefits. The union representing the maintenance staff has filed an unfair labor charge with the National Labor Relations Board, alleging that Alma coerced workers to sign a petition denouncing the union as their collective bargaining agent.

- *CPC should consider the developer's record of labor law and other violations and practices, including those involving occupational safety and health, as a factor in awarding, overseeing, or defining contracts or permits. CPC should not grant project approval unless and until there is clear and detailed agreement with the developer on how to build and operate the development responsibly, including commitment to adequate affordable housing, qualified unionized construction jobs, permanent maintenance, security, and retail jobs for members of the community, a safe work environment, an effective environmental cleanup process, and storm surge protections that exceed current standards and anticipate future climate change risks. .*

Who we are:

The New York Committee for Occupational Safety and Health (NYCOSH) is an independent, non-profit, union-based health and safety organization with offices in New York City and Hauppauge, Long Island. Over 150 local unions and other labor and community organizations in the metropolitan area are members of NYCOSH, as are several hundred individual workplace safety and health activists, public health professionals and advocates, and concerned citizens. NYCOSH has been providing technical assistance and comprehensive training in occupational safety and health to unions, employers, community-based organizations, and government agencies for over 30 years.

NYCOSH has considerable experience and expertise in assessment and remediation of environmental contamination. NYCOSH has provided technical assistance and training on CBRN (chemical, biological, radiological, nuclear) decontamination for a major New York City hospital, advised New York City Department of Environmental Protection on environmental assessment and remediation at a wastewater treatment plant, served on multiple government oversight agencies overseeing post-9/11 environmental assessment and cleanup, and conducted hazardous waste training for New York City Transit for over 20 years,

Contact: Charlene Obernauer, NYCOSH Executive Director,
212-227-6440 x15, charlene@nycosh.org



Testimony

Public Hearing re: Astoria Cove Development

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According to an anecdotal account published in the New York Daily News, in 2009 Alma Realty reduced the wages of maintenance workers at a Bronx residential development by 40% and

Contact: Charlene Obernauer, NYCOSH Executive Director,
212-227-6440 x15, charlene@nycosh.org



My name is Brian McCabe, I serve as the Chief Operating Officer at New York Water Taxi. I want to thank the City Planning Commission for allowing me to express my support for the inclusion of ferry service in the Astoria Cove plan.

By 2030, New York City is projected to add one million more residents to its ranks. Since many existing neighborhoods are already at capacity, many developers are turning to undeveloped waterfront as an alternative to meet the city's growing housing needs. One of the greatest challenges to waterfront development, however, is the lack of transportation infrastructure in these neighborhoods. With four out of the five boroughs being islands and the fifth borough being a peninsula, water ferry transportation makes the most sense for helping to connect these newly developed waterfronts and to get people around the city. Water taxis can connect waterfronts all across the five boroughs, helping to provide people with an easier way to get to and from work, explore the city and providing a diversity of transportation options which is important in times of crisis or emergency.

In the case of Astoria Cove, the nearest subway stop is more than twenty blocks away and no bus service exists at this time. Even if a bus route is established in accordance with the developer's plans, a bus ride adds an extra leg to someone's commute which is already likely at least 45 minutes each way to Manhattan. Water taxis provide a much quicker and enjoyable way to get to work, and by ensuring the developer keeps the ferry slips as part of its development plan, ferries could help to serve the residents of the more than 4,400 units that are slated for this area.

This fact was properly recognized by Queens Community Board 1 and by Queens Borough President Melinda Katz in the recommendations that both offered in their respective reviews of this project. The community board urged the developer "to establish ferry service between Pot Cove and Manhattan so that it would be operational by the time the developments are occupied." Borough President Katz stated in her recommendations that "services such as ferries must be considered to relieve the already congested roadway network," particularly in light of the dearth of other transportation options.

Ferries are not just a matter of convenience as we saw a year and a half ago during and after Super Storm Sandy. Sandy rendered the majority of the New York City subway system inoperable for three days. During that time, residents in Brooklyn and Queens relied in large part on water-based transportation. While the MTA did a heroic job in restoring the subway system, and has made great progress in shoring up our existing infrastructure in case of natural disaster, the fact remains that New York City is built on and around the water. Diverse transportation options are a critical part of contingency planning in the new era, so that our city is never brought to a halt again.

For all of these reasons, I strongly support the inclusion of ferry infrastructure and service as part of the rezoning of Astoria Cove and ask for your support to ensure that the developer includes this in the final plan. An Astoria Cove ferry would not only provide easier routes into Manhattan for new waterfront residents, it would help to alleviate the burden on existing transportation options nearby. I urge your support of this initiative so that it remains a part of the final rezoning plan. Ferry service is a necessary transit option in the new era, and would provide a great benefit to Astoria residents and businesses alike.

Thank you.

MARMARO GROUP LLC.

26-34 3RD Street
Astoria, NY 11102

Tel: 718.956.1441
Fax: 718.956.552

Aug 3 2014

Dear Sir/Madame

My business has been located
in this community for 29 years.

I employ 16 people. We work with
Stone.

When I came here this area was
abandoned, garbage, rat and
Crime infested. We worked hard
to improve and maintain this
area. I was excited to hear
about development coming adjacent
to me. It will be a great
improvement.

I urge you to support this
much needed proposal.

Frank Peckler
owner

Good Morning,

My name is Jose Luis Rodriguez; I am a Queens resident, a member of Make the Road New York and a member of the Real Affordability for All campaign.

Today I am here to discuss Astoria Cove, a new development project proposed for the waterfront of Queens which so far has not received the support of the Community Board or the Borough President due to its lack of affordable housing.

I stand as a community member in agreement with both committees. As a long time New Yorker, I have seen communities get lost to the hands of developers who choose to put profit over people. This is just another example.

We all know the difficulties that exist for low-income New Yorkers in this city. Rents have skyrocketed out of control at a time when wages have remained stagnant. Families like my own cannot afford a New York City apartment unless we spend 60 and 70% of our income on rent. While our cities population continues to grow, so does our homeless population. This is a problem.

There are many flaws with this proposed development. First, 80/20 as a model does not move us closer to addressing the cities shortage of affordable housing. Second, the Borough President has reported that the proposed affordable housing would still be higher than what current local Astoria residents could afford to pay. Third, projects of this scale often

speed up the process of gentrification destroying communities within just a few years.

I saw exactly this at Brooklyn Navy Yards, where my family lived for decades before being displaced due to luxury developments that out-priced the entire community. After living the domino effect of gentrification in Brooklyn, I am nervous that Queens is next.

This administration, which I voted for to address these very same problems, has committed to moving away from the 80/20 status quo. Your commitment to real affordability can begin here. We are calling for nothing less than 50 percent real affordable housing, which Alma Realty can afford, and expect you to deliver.

The housing project at Make the Road New York is called BASTA, which translates into ENOUGH, and that is what we say to 80/20 developments that do not meet the needs of our city. It's time to make things better for all members of our communities.

New York is my home, here I am and here I will stay!!!.

Thank you

Untitled

Testimony from Arthur Rosenfield, President of the Long Island City, Astoria, Chamber of Commerce. Owner of OurLIC NEWS. 646-920-4652

[] Introduce Arthur Resident, Chamber, NEWS Service and active in community. (Tale of ONE Community / One Neighborhood)

[] I recommend support of the Astoria Cove proposal. The area is isolated and this development will breath positivity, prosperity, and life to it.

[] Unique existing infrastructure so that the western Astoria area can Flourish.

[] Steve Valiotis is a man of vision. The Astoria community has already been touched by that vision and continues to enjoy the benefits of his success....as he continues to invest and create more jobs than anyone I know.

[] Because of my activities I see first hand how that vision finds its way into the lives of people in the community. Glenn small business financing. Information Technology High. My own Chamber support from him and my choice of Renos Kourtidis

Untitled

as Chairman.

[] Alma Realty and related Alma Bank have proven to be exceptional corporate citizens, even during the difficult recession.

*[] Steve Valiotis and John Mavroudis have demonstrated personal and corporate good citizen commitments. Jobs, Training, Queensbridge.

[] Jay Valgora, architect, has been a leading architect in key development of LIC, experiencing unprecedented growth.

*[] Area needs modernization and development to provide retail, transportation, and infrastructure improvements that benefit the whole community plus attract visitors.

*[] The socioeconomic development of the community is necessary to bring personal growth opportunities to our youth.

[] Commitments made to responsible local organizations like Urban Upbound, Zone 126, Chamber who support resident entrepreneurship,

Untitled

youth programs, education, and training.

[] We need the jobs and economic improvement that will result during the construction of all phases and for residents.

Jeffrey R. Guyton

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jeffreyguyton@hotmail.com

Statement to the City Planning Commission Regarding Astoria Cove, Queens

First, this statement is contingent upon the site having full environmental mitigation and remediation in the beginning of the building process. If the Astoria Cove project is to proceed, the proposed school needs to be built in the 1st phase, not the 4th phase of the project and it must not be jettisoned for any reason. We are, in District 30, the second most over-crowded school district in all five boroughs. Our epicenter of overcrowding is a short distance away in Jackson Heights. School construction has been lagging behind residential construction for a century in our district and we need to reverse that trend, not exacerbate it.

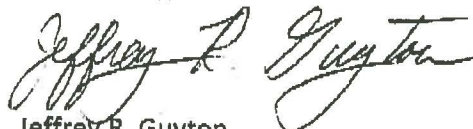
The School Construction Authority has been an excellent partner with our CEC during my 11 year tenure on the CEC, though today I'm speaking for myself as a parent. As good a partner as the SCA has been, if TRUE community outreach is to be done, the SCA should not be the only stakeholder to decide if and when to build a school in our over-crowded school district. School parent leaders have to be a voice in creating sustainable development with strong community standards.

PS 78 in the City Lights Building in Hunters point is our best example of private/public cooperation. A school was built in the ground floor of the residential tower so as children were added to our district in that building, there were seats immediately available. The developer had skin in the game in the creation of community infrastructure as well as enhancing their commercial development. Incidentally, we still had to site and build an annex across the street, PS 312, to absorb the many children ongoing development has brought to our district. So from my perspective and in the perspective of other long serving parent leaders, building the school in the beginning of the project is the least you can do.

In addition, we know our children thrive the very best in schools where they come from a mixture of socio-economic family backgrounds and from a community where good, stable, union jobs exist. Children from every economic background benefit from peer-to-peer exposure to economic diversity. So inclusion of low-income units and the creation of solid stable jobs in the neighborhood are really important from an educational perspective.

In the next 20 years or less we will build the equivalent of a new city on the Queens shore of the East River. We need to get it right in terms of community standards and empowered community input from the beginning. Thank you for this opportunity to speak.

Respectfully,



Jeffrey R. Guyton
Community Education Council 30
Co-President

**COMMUNITY DISTRICT EDUCATION COUNCIL 30**

28-11 Queens Plaza North, Room 520
Long Island City, NY 11101
Tel: 718-391-8380
Fax: 718-391-8500
Email: CEC30@schools.nyc.gov

**RESOLUTION #78
REQUIRING NEW RESIDENTIAL CONSTRUCTION TO INCLUDE
SPACE FOR A SCHOOL**

Whereas, 33% of New York City's overcrowded schools are located in the borough of Queens; and

Whereas, after the FY 2010-2014 Five Year Capital Plan is successfully implemented, District 30 Queens will still be short at least 1,300 school seats; and

Whereas, Queens Boulevard is zoned to permit residential buildings in already overcrowded areas; and

Whereas, there are already plans for more residential high rise buildings in Queens West and elsewhere in Queens; and

Whereas, the practice of developers allocating space for a school within a high rise building has proven to be extremely successful as demonstrated by 30Q078 (P.S. 78) being located in the City Lights building in the Queens West community; and

Whereas, the New York city School Construction Authority (SCA) recently affirmed that in Manhattan, there has been a positive impact when a new residential building includes a school within their structure to serve the expanded residential base, thereby relieving over-crowding in that community.

Therefore Be It Resolved, that Community District Education Council 30 (CDEC30) calls on all public officials overseeing our district, in cooperation with the SCA, to use all possible incentives and negotiations to require developers to create school capacity within their buildings to help offset the overcrowding of schools caused by new residential construction; and

Therefore Be It Further Resolved, that CDEC30 calls on all authorizing agents to carefully study the impact on schools and consider the educational needs in the community where the building will be located.

VOTED AND UNANIMOUSLY APPROVED: March 15, 2012



50 Broadway, 29th Floor
New York, NY 10004

T 212 631 0886
F 888 370 3085

www.ALIGNny.org

Thank you for giving me the opportunity today to comment on the proposed zoning amendment at Astoria Cove. My name is Maritza Silva-Farrell, and I'm a Senior Organizer at ALIGN: The Alliance for a Greater New York. ALIGN is a community-labor coalition dedicated to creating good jobs, vibrant communities, and an accountable democracy for all New Yorkers.

We urge the City Planning to disapprove this application unless the following modifications are made:

1. Wage standards are set for all construction and permanent workers
2. 50% local hiring target for all commercial businesses
3. 50% affordable housing

The key to successful development is ensuring that the values of the neighborhood and its members are upheld, despite the changes that come from large scale development. The modifications we recommend are similar to the guidelines for development that were agreed upon by Community Board. If these guidelines are disregarded by the CPC, it would alienate the community from this development. It is of utmost importance that these modifications be made, to protect the interests of the workers and low-income residents of Queens.

Prevailing Wage and Living Wage Standards

A restrictive covenant should be signed that requires all businesses in Astoria Cove to pay the prevailing wage to construction and building service workers, and a living wage, as defined by \$10/hr with benefits, or \$11.50/hr without benefits, to all other workers. There is a direct connection between the rezoning of land for large scale development and the socio-economic impact on the community and workers of Queens. Astoria Cove will reshape the socio-economic landscape of the neighborhood, and accordingly the residents must be guaranteed that such a reshaping does not undermine the standards that the community has set for itself. These wages are not unreasonable, and will ensure that those employed at Astoria Cove are making enough money to live at and be consumers at Astoria Cove.

Local Hiring Requirement

The restrictive covenant should also include a 50% local hiring requirement for all commercial businesses in Astoria Cove. Local residents must be guaranteed a stake in the benefits of this development. If they are not, there is little chance that these benefits will be passed on to the community, and the development will only serve to push out local residents and gentrify the neighborhood. Local hiring can help to prevent the negative impacts of gentrification on the Astoria neighborhood.

Affordable Housing

Low-income residents in the neighborhood must be protected from the impacts of upscale development and gentrification. The only way to ensure this, aside from quality job creation, is protecting and expanding affordable housing. The Commission should deny this application unless the developer guarantees that 50% of all the units will be affordable for local residents. These units need to be income-tiered so there is housing for low-wage workers and middle-class families, because we have been suffering for too long. This is a model that works: many unions agree, many developers agree, and many community organizations agree. Now we need our elected officials to step up and represent our interests, rather than allow the same failed policies of the past two decades to continue.

In conclusion, economic development does not occur in a vacuum. Residents, particularly low-income residents, are disproportionately impacted by these projects. Community representatives must be proactive in demanding higher standards from these developments and ensuring that community benefits are received in return for development rights. Astoria Cove can do a great deal to improve the quality of life for Queens residents, but only if done right.



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(202) 347-1117

**Statement by Howard S. Weiss
Davidoff Hutcher & Citron LLP**

**On Behalf of
2030 Astoria Developers LLC**

**Astoria Cove Development
Calendar Nos. 9 - 16**

On behalf of 2030 Astoria Developers LLC, we thank the City Planning Commission for this opportunity to speak about the proposed Astoria Cove Development.

The application documents you have read and considered prior to today's public hearing certainly give voice to why Astoria Cove will be the crown jewel in the revitalization of the Queens waterfront.

With its promise of much needed housing, local retail with a FRESH supermarket, a public school, construction jobs and permanent employment, and waterfront access with expansive publicly accessible open space, this project will transform a critical but desolate and underutilized segment of the Halletts Point Peninsula into a vibrant resource for the entire Astoria community.

This morning, we wish to highlight for the City Planning Commission what has been done and is being done by the applicant to respond to concerns that were expressed thus far as

Page 2

the project has advanced through the public review involving Queens Community Board 1 and the Queens Borough President.

Of course, it bears emphasis that the recommendations received by the City Planning Commission from Queens Community Board 1 and the Borough President do not object to the essential elements of the project, including its density, building heights and overall design.

Indeed, we are pleased that during the hearings held by both Queens Community Board 1 and the Borough President, so many speakers including members of the community board, applauded the project's design -- especially the waterfront access.

Astoria Cove's unparalleled waterfront park is designed by one of New York City's premier landscape architectural firms, Ken Smith Workshop. Ken Smith will speak briefly this morning about the project's lavish open space network and amenities.

Most of the concerns expressed about the project's affordable housing were addressed either prior to the Community Board's vote or shortly thereafter, including a commitment to permanent affordability; extension of the Inclusionary Housing Program to the R7A and R6B upland portions of the project site; affordable units dispersed throughout the entire project and in each phase of development; and an increase in the number of affordable units.

Ron Mandel from our firm will speak more about the dramatic ways in which this project has taken note of the Mayor's ten-year housing plan and is making trailblazing commitments to the production of affordable housing different from any other significant development that has come before us.

Astoria Cove includes the development of a 456-seat public school which is approximately double the number of seats needed as a result of the project. The construction of

Page 3

the school is in the last phase of development because that is when those additional school seats will be needed.

While the Community Board and Borough President have expressed concern about the need for more school seats in Astoria, the City Planning Commission should be aware that we have worked closely with the School Construction Authority and the Department of City Planning to determine the project's phasing and anticipated demand for school seats.

Astoria Cove includes as part of the project a 456-seat elementary school and the nearby Halletts Point project approved last year includes additional elementary and intermediate school capacity of approximately 1,057 seats.

The Astoria Cove project team also has paid careful attention to concerns about traffic impacts, mass transit and the strong interest in ferry service, all of which were noted by Queens Community Board 1 and the Borough President. Norabelle Greenberger from the environmental review, planning and engineering firm of Philip Habib & Associates will speak briefly this morning about how the base project design and extensive mitigation addresses these concerns.

Norabelle also will speak this morning about concerns that were expressed regarding hazardous materials at the project site. As she will explain, there will be extensive testing and, to the extent necessary, full remediation of any hazardous conditions that may be detected in full compliance all applicable regulations and protocols before any construction would take place.

With the great interest in extending ferry service to the Halletts Point Peninsula, the Astoria Cove Development as part of its project design provides for the opportunity for the City to develop a ferry landing at Astoria Cove. We have met with the New York City Economic Development Corporation, and consulted with the Department of City Planning, to encourage extending ferry service Astoria Cove.

Page 4

Finally, the applicant has expressed a commitment to using skilled labor in the construction of Astoria Cove. Both the Community Board and Borough President stated concerns about apprenticeship as part of this project, and the applicant has conveyed its intention to use subcontractors who have or participate in State approved apprenticeship programs.

We are submitting to the City Planning Commission this morning 680 letters of support for the Astoria Cove Development.

We look forward to answering any of your questions either this morning or in a post-hearing written submission.

Thank you.



City of New York
Community Board #1, Queens
 The Pistilli Grand Manor
 45-02 Ditmars Boulevard, LL, Suite 1025
 Astoria, N.Y. 11105
 Tel: 718-626-1021, Fax: 718-626-1072
 E-mail: qn01@cb.nyc.gov

Melinda Katz,
President, Queens
 Leroy Comrie,
Deputy Borough President
 Vinicio Donato,
Chairperson
 Lucille T. Hartmann,
District Manager

EXECUTIVE BOARD

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 Joan Asselin
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Industrial/Commercial
 Edward Babor
Parks & Recreation/Cultural Affairs
 Richard Khuzami
Public Safety
 Antonio Meloni
Street Festivals
 Ann Bruno
Transportation
 Robert Piazza
Youth
 Jose Batista
Zoning & Variance
 John Caporaso

June 27, 2014

Mr. Carl Weisbrod
 Commissioner
 Department of City Planning
 22 Reade Street
 New York, NY 10007

Dear Commissioner Weisbrod:

Please find attached our Board's recommendations for ULURP applications:

- C 140322 – ZMQ
- C 140323 – ZSQ
- C 140324 – ZSQ
- C 130384 - MMQ

We anticipate the Commission's serious consideration of our recommendations and we thank you.

Sincerely,

Vinicio Donato

Attachments

cc: Hon. Michael Gianaris
 Hon. Catherine Nolan
 Hon. Aravella Simotas
 Hon. Malinda Katz
 Hon. Costa Constantinides
 Howard S. Weiss, Esq., Applicant's Rep.
 Mr. John Young, DCP

BOARD MEMBERS (cont.)

Rose Anne Alafogiannis
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 Stella Nicolaou
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 Yawne Robinson
 Thomas Ryan
 Taryn Sacramone
 Rudolfo Sarchese
 Nancy Silverman
 Danielle Tharrington
 Marie Torniali
 Judy Trilivas

Application #: **C 140322 ZMQ**

Project Name: **Astoria Cove Development**

CEQR Number: 13DCP127Q

Borough(s): Queens

Community District Number(s): 1

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended):** Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C10000ZSQ"
 - MAIL:** Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
 - FAX:** (212) 720-3356 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

IN THE MATTER OF an application submitted by 2030 Astoria Developers, LLC pursuant to Sections 197-c and 201 of the New York City Charter for the amendment of the Zoning Map, Section No. 9a:

- changing from an M1-1 District to an R7-3 District property bounded by a line 280 feet southeasterly of 3rd Street and its northeasterly prolongation, the U.S. Pierhead and Bulkhead Line, 9th Street, Shore Boulevard, and 26th Avenue;
- changing from an R6 District to an R7A District property bounded by a line 250 feet southeasterly of 4th Street, 26th Avenue, Shore Boulevard, 9th Street, a line 100 feet southwesterly of Shore Boulevard, and a line 100 feet southwesterly of 26th Avenue;
- changing from an R6 District to an R6B District property bounded by a line 250 feet southeasterly of 4th Street, a line 100 feet southwesterly of 26th Avenue, a line 100 feet southwesterly of Shore Boulevard, 9th Street, a line 240 feet southwesterly of 26th Avenue, and a line 240 feet southwesterly of Shore Boulevard;
- establishing within a proposed R7-3 District a C2-4 District bounded by a line 280 feet southeasterly of 3rd Street and its northeasterly prolongation, the U.S. Pierhead and Bulkhead Line, 9th street, Shore Boulevard, and 26th Avenue; and
- establishing within a proposed R7A District a C2-4 District bounded by a line 250 southeasterly of 3rd Street, 26th Avenue, Shore Boulevard, 9th Street, a line 100 feet southwesterly of Shore Boulevard, and a line 100 feet southwesterly of 26th Avenue;

Borough of Queens, Community District 1, as shown on a diagram (for illustrative purposes only) dated April 21, 2014 and subject to the conditions of CEQR Declaration E-343.

Applicant(s): 2030 Astoria Developers, LLC 31-10 37th Avenue Long Island City, NY 11101	Applicant's Representative: Howard S. Weiss, Esq. Davidoff Hutcher & Citron, LLP 605 Third Avenue New York, NY 10158
---	---

Recommendation submitted by:
Queens Community Board 1

Date of public hearing: 6/10/14 Location: Astoria World Manor
25-22 Astoria Blvd., Queens

Was a quorum present? YES NO A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.

Date of Vote: 6/17/14 Location: Astoria World Manor
25-22 Astoria Blvd., Queens

RECOMMENDATION

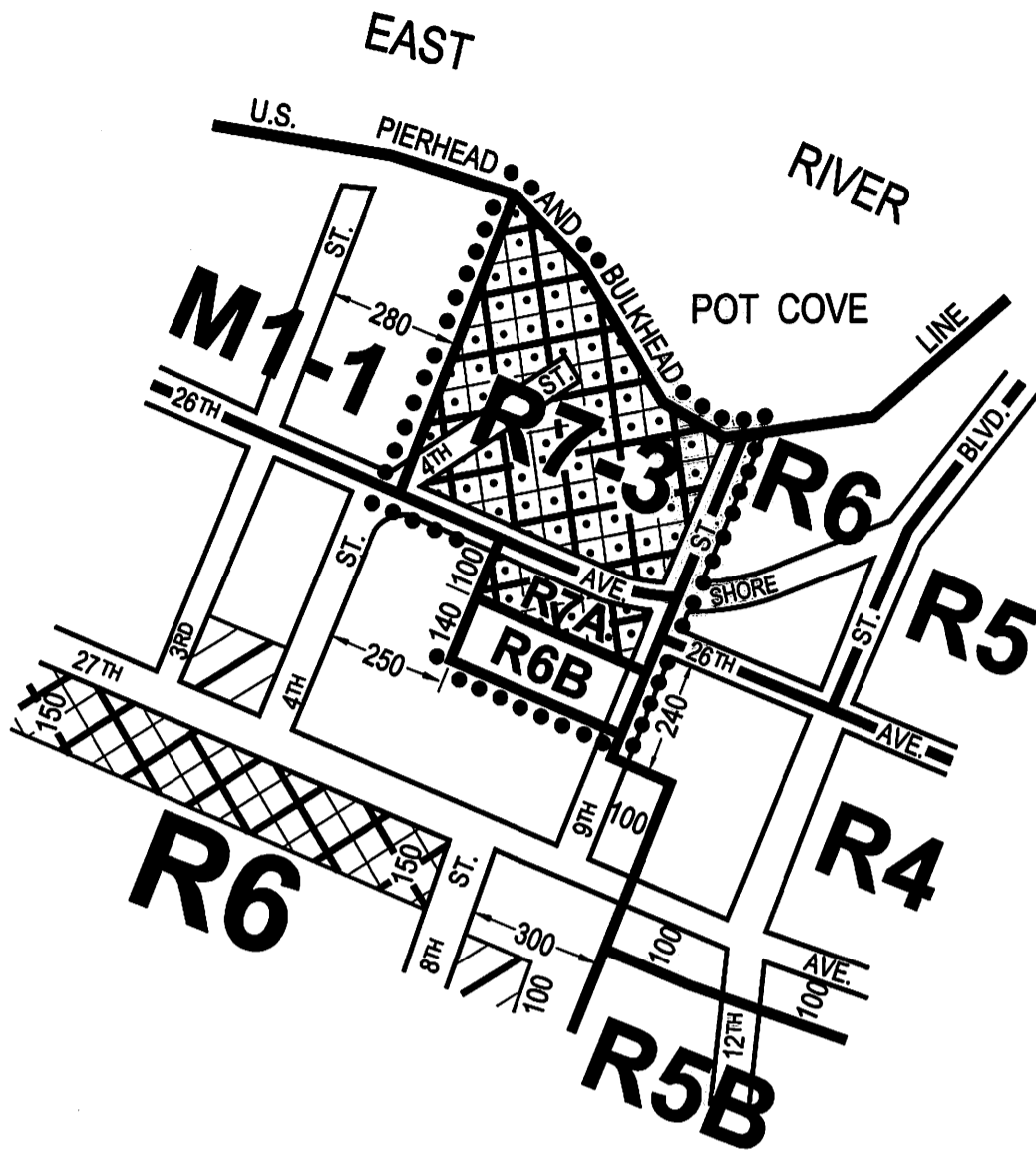
Approve Approve With Modifications/Conditions
 Disapprove Disapprove With Modifications/Conditions

Please attach any further explanation of the recommendation on additional sheets, as necessary.

Voting

In Favor: 44 # Against: 0 # Abstaining: 0 Total members appointed to the board: 50

Name of CB/BB officer completing this form <u>Vinicio Donatyzek</u>	Title <u>Chairperson</u>	Date <u>6/27/14</u>
--	-----------------------------	------------------------



CITY PLANNING COMMISSION
 CITY OF NEW YORK
 DIAGRAM SHOWING PROPOSED
ZONING CHANGE
 ON SECTIONAL MAP

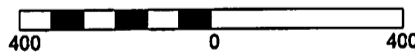
9a

BOROUGH OF
QUEENS

J. Miraglia, Director
 Technical Review Division

New York, Certification Date
 APRIL 21, 2014

SCALE IN FEET



NOTE:

- Indicates Zoning District Boundary.
- The area enclosed by the dotted line is proposed to be rezoned by changing an M1-1 District to an R7-3 District, by changing an R6 District to R6B and R7A Districts and by establishing a C2-4 District within proposed R7A and R7-3 Districts.
- Indicates a C1-3 District.
- Indicates a C1-4 District.
- Indicates a C2-4 District.

NOTE: THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY.
 THIS DIAGRAM REFLECTS PROPOSED CHANGES IN THE CITY MAP
 PURSUANT TO RELATED MAPPING APPLICATION C 130384 MMQ

Application #: C 140323 ZSQ	Project Name: Astoria Cove Development
CEQR Number: 13DCP127Q	Borough(s): Queens Community District Number(s): 1

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended):** Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C10000ZSQ"
 - MAIL:** Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
 - FAX:** (212) 720-3356 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

IN THE MATTER OF an application submitted by 2030 Astoria Developers, LLC pursuant to Sections 197-c and 201 of the New York City Charter for the grant of special permits pursuant to the following sections of the Zoning Resolution:

- Section 74-743(a)(1) - to allow the distribution of total allowable floor area under the applicable district regulations without regard for zoning lot lines;
- Section 74-743(a)(2) - to modify the minimum distance between building requirements of Section 23-711 (Standard minimum distance between buildings), and to allow the location of buildings without regard for the court requirements of Section 23-851 (Minimum dimensions of inner court); and
- Section 74-743(a)(6) - to modify the requirements of Section 23-86 (Minimum distance between legally required windows and walls or lot lines);

in connection with a proposed mixed use development on property generally bounded by a line 280 southeasterly of 3rd Street, the U.S. Pierhead and Bulkhead Line, 9th Street, and 27th Avenue (Block 906, Lots 1 and 5; Block 907, p/o Lots 1 and 8; Block 908, Lot 12; Block 909, Lot 35; portions of land underwater adjacent to Blocks 907 and 906) in R7-3/C2-4*, R7A/C2-4*, R6B* and R6 Districts, within a large-scale general development, Borough of Queens, Community District 1.

*Note: The site is proposed to be rezoned by changing M1-1 and R6 Districts to R7-3/C2-4, R7A/C2-4, and R6B Districts under a concurrent related application (C 140322 ZMQ).

Plans for this proposal are on file with the City Planning Commission and may be seen in Room 3N, 22 Reade Street, New York, N.Y. 10007.

Applicant(s): 2030 Astoria Developers, LLC 31-10 37th Avenue Long Island City, NY 11101		Applicant's Representative: Howard S. Weiss, Esq. Davidoff Hutcher & Citron, LLP 605 Third Avenue New York, NY 10158	
Recommendation submitted by: Queens Community Board 1			
Date of public hearing: 6/10/14		Location: Astoria World Manor 25-22 Astoria Blvd, Queens	
Was a quorum present? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.	
Date of Vote: 6/17/14		Location: Astoria World Manor 25-22 Astoria Blvd, Queens	
RECOMMENDATION			
<input type="checkbox"/> Approve		<input type="checkbox"/> Approve With Modifications/Conditions	
<input type="checkbox"/> Disapprove		<input checked="" type="checkbox"/> Disapprove With Modifications/Conditions	
Please attach any further explanation of the recommendation on additional sheets, as necessary.			
Voting			
# In Favor: 44		# Against: 0 # Abstaining: 0	
Total members appointed to the board: 50			
Name of CB/BB officer completing this form		Title	Date
Vinicio Donato, Jr.		Chairperson	6/27/14

Application #: **C 140324 ZSQ**

Project Name: **Astoria Cove Development**

CEQR Number: 13DCP127Q

Borough(s): Queens

Community District Number(s): 1

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended):** Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"
 - MAIL:** Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
 - FAX:** (212) 720-3356 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

IN THE MATTER OF an application submitted by 2030 Astoria Developers, LLC pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to the Section 62-836 of the Zoning Resolution to modify the height and setback requirements of Section 62-340 (Height and Setback Regulations On Waterfront Blocks), and the rear yard requirements of Section 23-47 (Minimum Required Rear Yards, in connection with a proposed mixed use development on property generally bounded by a line 280 southeasterly of 3rd Street, the U.S. Pierhead and Bulkhead Line, 9th Street, and 27th Avenue (Block 906, Lots 1 and 5; Block 907, p/o Lots 1 and 8; Block 908, Lot 12; Block 909, Lot 35; portions of land underwater adjacent to Blocks 907 and 906) in R7-3/C2-4*, R7A/C2-4*, R6B* and R6 Districts, within a large-scale general development, Borough of Queens, Community District 1.

*Note: The site is proposed to be rezoned by changing M1-1 and R6 Districts to R7-3/C2-4, R7A/C2-4, and R6B Districts under a concurrent related application (C 140322 ZMQ).

Plans for this proposal are on file with the City Planning Commission and may be seen in Room 3N, 22 Reade Street, New York, N.Y. 10007.

Applicant(s): 2030 Astoria Developers, LLC 31-10 37th Avenue Long Island City, NY 11101	Applicant's Representative: Howard S. Weiss, Esq. Davidoff Hutcher & Citron, LLP 605 Third Avenue New York, NY 10158	
Recommendation submitted by: Queens Community Board 1		
Date of public hearing: 6/10/14	Location: ASTORIA WORLD MANOR 25-22 Astoria Blvd, Queens	
Was a quorum present? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	<i>A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.</i>	
Date of Vote: 6/17/14	Location: Astoria World Manor 25-22 Astoria Blvd, Queens	
RECOMMENDATION <input type="checkbox"/> Approve <input type="checkbox"/> Approve With Modifications/Conditions <input type="checkbox"/> Disapprove <input checked="" type="checkbox"/> Disapprove With Modifications/Conditions		
Please attach any further explanation of the recommendation on additional sheets, as necessary.		
Voting # In Favor: 44 # Against: 0 # Abstaining: 0 Total members appointed to the board: 50		
Name of CB/BB officer completing this form Vinicio Donato/eh	Title Chairperson	Date 6/27/14

Application #: **C 130384 MMQ**

Project Name: **Astoria Cove City Map Change**

CEQR Number: 13DCP127Q

Borough(s): Queens

Community District Number(s): 1

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended):** Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"
 - MAIL:** Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
 - FAX:** (212) 720-3356 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

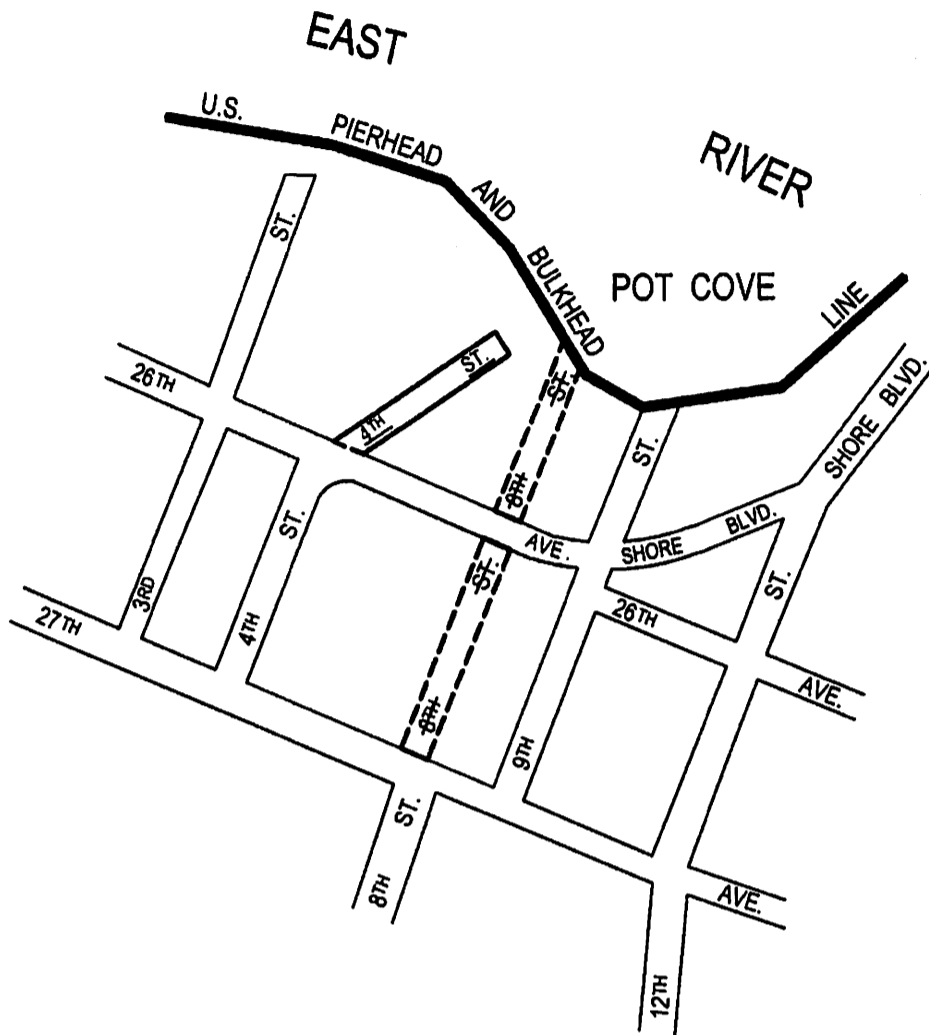
Docket Description:

IN THE MATTER OF an application submitted by 2030 Astoria Developers LLC pursuant to Sections 197-c and 199 of the New York City Charter for an amendment to the City Map involving:

- the elimination of 8th Street between 27th Avenue and the U.S. Pierhead and Bulkhead line;
- the establishment of 4th Street from 26th Avenue to a point 438.62 feet northeasterly along the westerly street line therefrom; and
- the adjustment of grades necessitated thereby;

including authorization for any acquisition or disposition of real property related thereto, in Community District 1, Borough of Queens, in accordance with Map No. 5021 dated April 17, 2014 and signed by the Borough President.

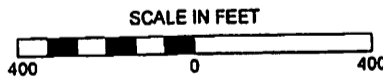
Applicant(s): 2030 Astoria Developers, LLC 3110 37th Avenue, Suite 500 Long Island City, NY 11101 718.267.0300	Applicant's Representative: Howard S. Weiss, Esq. Davidoff Hutcher & Citron LLP 605 Third Avenue, 34th Floor New York, NY 10158 212.557.7200	
Recommendation submitted by: Queens Community Board 1		
Date of public hearing: <u>6/10/14</u>	Location: <u>ASTORIA WORLD MANOR 25-22 Astoria Blvd, Queens</u>	
Was a quorum present? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		
<small>A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.</small>		
Date of Vote: <u>6/17/14</u>	Location: <u>Astoria WORLD MANOR 25-22 Astoria Blvd, Queens</u>	
RECOMMENDATION <input type="checkbox"/> Approve <input type="checkbox"/> Approve With Modifications/Conditions <input type="checkbox"/> Disapprove <input checked="" type="checkbox"/> Disapprove With Modifications/Conditions		
<u>Please attach any further explanation of the recommendation on additional sheets, as necessary.</u>		
Voting # In Favor: <u>44</u> # Against: <u>0</u> # Abstaining: <u>0</u> Total members appointed to the board: <u>50</u>		
Name of CB/BB officer completing this form <u>Vinicio Donato</u>	Title <u>Chairperson</u>	Date <u>6/27/14</u>



CITY PLANNING COMMISSION
CITY OF NEW YORK
DIAGRAM SHOWING PROPOSED
MAP CHANGE
ON SECTIONAL MAP
9
BOROUGH OF
QUEENS

New York, Certification Date
APRIL 21, 2014

Irene Sadko, P.E.
I. Sadko, P.E.
Chief Engineer



- NOTE:**
- Indicates line of street legally adopted.
 - Indicates line of street proposed to be established.
 - Indicates line of street proposed to be eliminated.

THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY.



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Community Board #1, Queens
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 Tel: 718-626-1021, Fax: 718-626-1072
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 Edward Babor
Parks & Recreation/Cultural Affairs
 Richard Khuzami
Public Safety
 Antonio Meloni
Street Festivals
 Ann Bruno
Transportation
 Robert Piazza
Youth
 Jose Batista
Zoning & Variance
 John Capone

June 24, 2014

CB1Q Recommendation

2030 Astoria Developers, LLC, applicant for Astoria Cove. Generally bounded by Pot Cove, 9th Street, 27th Avenue and 4th Street, Astoria, CD1, Queens

- C140322 ZMQ Zoning Map Amendment**
- C140323 ZSQ Large-Scale General Development Special Permits**
- C140324 ZSQ Waterfront Special Permit to facilitate building design**
- C130284 MMQ City Map Amendments**
- N140325 ZAQ Authorization for Modifications to Waterfront Public Access and Visual Corridors**
- N140326 ZAQ Authorization to Modify Design Requirements for Waterfront Public Access Areas**
- N140327 ZAQ Authorization to Permit Phased Development of Waterfront Public Access Areas**
- N140328 ZCQ Chairperson Certification of Modifications to Waterfront Public Access Areas and Visual Corridors**
- N140329 ZRQ Zoning Text Amendment for Inclusionary Housing Designated Areas**

The Land Use and Zoning Committee of Community Board 1Q (CB1Q) reviewed the referenced ULURP applications that were certified April 21, 2014. If approved, the applications would facilitate construction of the Astoria Cove Project in western Astoria.

(cont.)

BOARD MEMBERS (cont.)

Rose Anne Alafogiannis
 George Alexiou
 Gus Antonopoulos
 Juanita Brathwaite
 Gerald Caliendo
 Joanna D'Elia
 Dolores DeCrescenzo
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 Antonella DiSaverio
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 Stella Nicolaou
 Gus Prentzas
 Yawne Robinson
 Thomas Ryan
 Taryn Sacramone
 Rudolfo Sarchese
 Nancy Silverman
 Danielle Tharrington
 Marie Torniali
 Judy Trilivas

On June 10, 2014 CB1Q held a public hearing on the referenced Applications. Thirty-one of the 50 Community Board Members were present, constituting a quorum. Fifty-four persons signed up to speak, thirty-nine actually testified on concerns such as jobs, residential displacement, affordability of new apartments and transportation issues that would result from the construction of the Project.

At its regularly scheduled monthly meeting on June 17, 2014, the Board, on recommendation of the Zoning Committee, by a vote of 44 in favor, 0 opposed and 0 abstentions, denied approval of the ULURP applications unless the conditions and concerns discussed below are met.

PROJECT DESCRIPTION

The irregularly shaped 391,830 SF site is generally bounded by Pot Cove to the north, 9th Street to the east, 27th Avenue to the south and 4th Street to the west. The Project would consist of five (5) mixed-use buildings, ranging in height from 6 to 32 stories constructed as a Large-Scale General Development plan. Three (3) towers (Buildings 1, 2 and 3) would be located on the waterfront blocks along Pot Cove between 4th and 9th streets (Tax Block 906 Lots 1 and 5 and Tax Block 907 Tax Lots 1 and 8); two (2) buildings (Buildings 4 and 5) would be located on upland blocks, contiguous to unimproved 8th Street (Tax Block 908 Lot 12 and Tax Block 909 Lot 35).

The applicant proposes to construct a 1,729,748 SF mixed-use development with approximately 1,689 dwelling units (1,615,082 residential SF) of which 295 units would be affordable; 54,099 SF local retail space including a supermarket; 900 attended indoor accessory parking spaces located in four of the five proposed buildings on site and to convey a site within the Large Scale General Development area to the School Construction Authority (SCA) for a 60,567 SF K-5 elementary school with 456 seats. Also proposed is a 23,920 SF publicly accessible waterfront park and esplanade that would be a bi-level crescent that follows the natural curve of Pot Cove. It would contain overlooks, extensive plantings, passive and active recreational space and a playground. A pedestrian easement (the Mews) would be mapped to connect upland blocks to the waterfront esplanade. The Project would be built in four (4) phases with completion expected in 2023.

Phase 1: Buildings 4 and 5 on the upland blocks proposed to be zoned from R6 to R7A/C2-4 and R6B, located south of 26th Avenue abutting formerly mapped 8th Street. Combined, the two buildings would contain 132,410 residential SF with 72 dwelling units and 3,020 SF ground floor commercial space. Both buildings vary in height between six and eight stories with a maximum building height of 80 ft. Seventy-two (72) accessory, attended indoor parking spaces would be provided in Building 4. No parking would be provided in Building 5.

No affordable units are proposed for either building in Phase 1. The portion of the Mews between Buildings 4 and 5 would be constructed concurrently in Phase 1. A site (Block 908, Lot 12) along 26th Avenue at the corner of 9th Street, adjacent to Building 5 would be turned over to the City of New York but constructed by the SCA at the completion of Phase 4.

Phase 2: Building 3 is located in the proposed R7-3/C2-4 district on the waterfront block bounded by the Mews, the waterfront esplanade, 9th Street and 26th Avenue. It would contain 328,655 residential SF and provide 275 market rate dwelling units, 69 affordable units, 10,970 SF of ground floor commercial space and 230 accessory, attended indoor parking spaces. The building would have three sections with different heights: 26 stories (262') at the intersection of the esplanade with the Mews, eight stories (102') at the corner of 9th Street and the esplanade and six stories (82') along 26th Avenue between the Mews and 9th Street.

The section of the Waterfront Access Area and esplanade adjacent to Building 3 as well as 26th Avenue between 9th Street, the Mews and 9th Street near the waterfront would be constructed as part of Phase 2.

Phase 3: Building 2 is located in the proposed R7-3/C2-4 district on the waterfront block bounded by the Mews, the waterfront esplanade, 4th Street and 26th Avenue. It would contain 542,973 residential SF and provide 454 market rate dwelling units, 114 affordable units and 15,493 SF of ground floor commercial space that includes a supermarket. There would be 242 accessory, attended indoor parking spaces. The building would have three sections with different heights: 32 stories (320') at the intersection of the waterfront esplanade with the Mews, ten stories (100') along 4th Street between the esplanade and 26th Avenue with 12 stories (120') and eight stories (80') along 26th Avenue between 4th Street and the Mews.

The section of the Waterfront Access Area and esplanade adjacent to Building 2 as well as 4th Street between 26th Avenue and the esplanade would be constructed as part of Phase 3.

Phase 4: Building 1 is located in the proposed R7-3 district on the waterfront block west of 4th Street. The building would contain 611,045 residential SF and provide 527 market rate dwelling units, 112 affordable units, 24,616 SF of ground floor commercial space and 356 accessory, attended indoor parking spaces. Building heights vary: ten stories (102') and 29 stories (292') along the waterfront, ten stories (102') along the west side of the site from the waterfront to 26th Avenue and 22 stories (232') and eight stories (82') along 4th Street between the water and 26th Avenue.

The remaining sections of the Waterfront Access Area and esplanade adjacent to Building 1, as well as a playground, would be constructed as part of Phase 4. The SCA would construct the proposed 60,567 SF, K-5, 456-seat elementary school at the corner of 9th Street and 26th Avenue, after completion of Phase 4.

DESCRIPTION OF THE PROPOSED ULURP ACTIONS

In order to facilitate the development of the Astoria Cove Project, the following ULURP actions must be approved:

1. **C 140322 ZMQ Zoning Map Amendment to Zoning Map 9a**
 - a. rezone from M1-1 to R7-3/C2-4 a portion of the development site bounded by the waterfront, 9th Street, 26th Avenue and 4th Street;

- b. rezone from R6 to R7A /C2-4 a portion of the development site located south of 26th Avenue between 4th and 9th streets;
- c. rezone from R6 to R6B a portion of the development site south and west of the proposed R7A district between 4th and 9th streets;
- d. establish a C4-2 commercial overlay district over the entire R7-3 and R7A districts.

2. C 140323 ZSQ Large-Scale General Development Special Permits

The Large Scale General Development Special Permits facilitates construction of the proposed site plan as designed by allowing flexibility in placement of floor area and uses between the two zoning lots.

- a. ZR Section 74-743(a)(1) to allow for the distribution of floor area from the waterfront zoning lot to the upland zoning lot within the Large-Scale General Development;
- b. ZR Section 74-743(a)(2) to authorize reduction in the distance between Buildings 2 and 3, a waiver of court requirements for Buildings 1, 2 and 3;
- c. ZR Section 74-743(a)(6) to waive minimum distance between Building 5's windows and western lot line;
- d. ZR Section 11-42 (c) to extend the vesting term to 10 years for the special permits;

3. C 140324 ZSQ Waterfront Special Permit

The Applicant requests a Special Permit to accommodate the design of the proposed Project within the existing geography and topography of the site.

- a. ZR Section 62-836 requesting modifications to yard, height and setback, tower footprint size and maximum width of walls facing the shoreline that will increase the size and height of the buildings beyond what zoning permits as of right;

4. C130284 MMQ City Map Amendments

The Applicant proposes City Map Amendments to maximize access to the proposed waterfront esplanade.

- a. to establish a new segment of 4th Street from 26th Avenue to the waterfront;
- b. to demap a portion of 8th Street from 27th Avenue to the waterfront;
- c. to establish a public access easement within the public access area between 4th and 9th Sts.

5. N 140325 ZAQ Authorization

The Applicant requests an Authorization to widen the width to depth ratio requirement to accommodate active uses along the esplanade and to allow a narrower ratio to reflect the shoreline's natural topography.

- a. ZR Section 62-822(a) to modify the area and minimum dimensions of waterfront public access areas and visual corridor requirements specified in Section 62-50;

6. N140326 ZAQ Authorization

The Applicant requests additional waivers to accommodate design and topographical issues.

- a. ZR Section 62-822(b) to modify design requirements for the Waterfront Public Access Areas specified in Section 62-60;

7. N 140327 ZAQ Authorization

- a. ZR Section 62-822(c) to permit phased development of the Waterfront Public Access Areas;

8. N 140328 ZCQ Chairperson Certification

No permits may be issued until a site plan is certified as complying with Sections of the Zoning Resolution that pertain to visual corridors and waterfront public access area requirements and a restrictive declaration is executed and filed.

- a. ZR Section 62-811 certification of waterfront public access areas and visual corridors as modified by above referenced Authorizations;

9. N 140329 ZRQ Zoning Text Amendment

The applicant requests that a portion of the Development Site between 26th Avenue and the waterfront be an Inclusionary Housing Designated Area;

- a. ZR Section 23-952 and Appendix F to make the Inclusionary Housing Program applicable to a portion of the project area zoned R7-3;

CB1Q Comments and Conditions**Affordable Units**

The Astoria Cove Project is proposed to be located in an area where affordable housing is critical to a good quality of life for many of the area's residents. Public hearing testimony reflected residents' displacement concerns because of accelerated redevelopment and gentrification in Old Astoria.

Displacement of existing tenants in the area's privately held buildings is a very real issue because of the quick succession of new and proposed development projects in Pot Cove. During the next ten years the community will deal with physical and socio-economic impacts from the Hallett's Point project approved last October (2,644 units), the Astoria Cove Project currently under review (1,689 units) and a third large-scale development adjacent to Astoria Cove, number of units unknown at present, that is anticipated for review by the Community Board next year. Allowing 1,689 new dwelling units in the neighborhood with only 295 or 17% of the units designated affordable under the Inclusionary Housing Program is distressingly inadequate to mitigate the socio-economic impacts of the project. More important is the absence of a real public benefit to the community, besides a landscaped Mews, in the early phasing of the Project. No affordable units are planned in Phase 1. Provision must be made within this and future projects for an economically diverse population that reflects Astoria's population.

The Applicant informed the Zoning Committee and stated at the public hearing that discussions are underway with the Department of City Planning to increase the number of affordable units in Astoria Cove, but did not provide a new number of units. Additionally, because the Project design is in its massing stage, apartment distribution was not defined and it has not yet been determined whether the Project will be rental or condominium or a combination.

- 1) The total percentage of affordable units in this development should be increased from 20% to 35% of the bonus floor area.
- 2) The affordable units should accommodate low, moderate and middle-income individuals and families.
- 3) The affordable units must be permanently affordable throughout the life of the Project.
- 4) Affordable units must be located in all five buildings in the Project.
- 5) The Zoning Text Amendment (N 140329 ZRQ) that designates Inclusionary Housing Program areas must be amended to include the entire Astoria Cove Site to allow affordable units in all five proposed buildings.
- 6) Affordable units should be provided in each construction phase, including Phase 1 where the number of affordable units should equal 15% of the residential floor area of those buildings.
- 7) Residents of the affordable units must have access to the same building amenities as residents of market rate units.
- 8) The owner/management of Astoria Cove should work with local community groups and Community Board 1 to provide CB1,Q residents selection priority in 50% of the designated affordable units;
- 9) All affordable units generated by this project should be located within the Astoria Cove project buildings and not constructed outside the defined General Large Scale Development area identified in these ULURP applications;
- 10) If buildings are designated for condominium status, affordable units should be reserved for sale to middle-income residents.

Project Design and Sustainability

Comments on the design of the Project are limited since the proposed buildings are now only a series of conceptual massings.

Project Design

- 1) Quality Housing Program design requirements should apply to all buildings in the Project regardless of applicable zoning district;
- 2) Both market-rate and affordable 2-bedroom apartments should be included in all buildings to accommodate family households;
- 3) The applicant should meet at regular intervals with the CB1 Zoning Committee to present the project's building designs as they progress. The applicant should also present the final designs to the Community Board for information purposes before filing with DOB for building permits;
- 4) CB1 should review and comment on any changes to the General Large Scale Development Plan, including minor modifications;
- 5) No on-street parking should be permitted on the narrow vehicular roadway adjacent to the waterfront esplanade between 4th and 9th Streets in order to keep all waterfront views towards the Hellsgate and Triborough Bridges unobstructed for pedestrians.

Sustainability

- 1) Mindful of the impact a project of this magnitude can have on the environment, the Astoria Cove development team should strive to exceed LEED gold standards by incorporating

innovative sustainable techniques into the design of all buildings.

- 2) Design elements that increase energy efficiency and reduce the project's carbon footprint should be incorporated into the design of the buildings and open spaces throughout the development.
- 3) Measures should be taken to protect building mechanicals and fuel storage from storm surges and flood risks.

Parking/Traffic/Transportation

The geography of the peninsula is very often referred to as isolated and contained. It has an extremely limited street infrastructure and mass transit which is limited to bus service or the elevated subway located beyond walking distance. As a result, CB1Q is concerned that the Project will adversely affect traffic circulation on the peninsula and in Old Astoria and that proposed parking is insufficient to meet the anticipated demand of the residential and commercial uses as well as visitors to the area's waterfront activities.

The Applicant's proposal for shuttle buses to the elevated subway is limited to new residents and will exacerbate traffic congestion on the area's strained street system. All proposed accessory parking would be attended or valet parking and is not allocated for commercial or residential uses; on-street parking is negligible due to the existing limited street system. CB1Q is concerned that the attended parking approach is not a workable solution to what will be a significant adverse impact to the community both in practicality and cost to new residents and those who visit the area for its proposed amenities.

With more than 4,000 new apartments approved or in the pipeline for the Halletts Cove peninsula during the next decade with approximately 8,900 new residents, other alternative modes of transportation such as ferry service must be put into operation in the early stages of the area's redevelopment.

Parking

- 1) The number of on-site parking spaces should be increased to at least 1.5 spaces per dwelling unit, similar to adjacent Shore Towers, to adequately serve all uses in the Project;
- 2) Accessory parking spaces should be dedicated specifically for the residential, commercial and retail, components of the Project;
- 3) One-third of the accessory parking spaces should be allocated as self-park spaces for visitors/shoppers to the project area;
- 4) Accessory parking should be provided for the community facility and school components of the Project when designed and constructed;
- 5) With the designation by NYCEDC of Pot Cove as a future Ferry Terminal, Special Permit, applications should be filed for additional parking that will be required for this use.

Traffic

- 1) The developer and DOT should evaluate traffic circulation and parking impacts during construction and after completion of each construction phase and mitigate any impacts;

- 2) **Building materials and supplies should be barged into the site in order to minimize impacts from construction traffic on the local streets.**

Transportation

- 1) **The applicant should work with Lincoln Equities, developers of the nearby Halletts Point project, and NYCEDC to establish ferry service between Pot Cove and Manhattan so that it would be operational by the time the developments are occupied.**
- 2) **An evacuation route must be established for the Halletts Cove peninsula with designated routes and signage that identifies staging and destination areas.**

Open Space/Recreational Needs

In the Halletts Cove community approximately 25% of the population is comprised of children and teenagers who need active recreational facilities. While the open space needs of the area's residents are served by Astoria Park and facilities under the Triborough Bridge, these facilities are already highly utilized, in need of maintenance and improvements and have limited hours of operation. In addition to the open, mostly passive recreational areas currently proposed by the Applicant at the end of the construction phases, the need for new recreational facilities for the current and future residents in the Halletts Cove area is an absolute necessity and should be realized in the early phases of the Project.

Waterfront Public Access Area

- 1) **Portions of the waterfront esplanade (i.e. the proposed 9th Street turn-around with access to the waterfront) should be constructed in Phase 1 to benefit the existing community.**

Play Area

1. **The Applicant and Department of Parks and Recreation should consult with CB1 before determining any receiving sites for improvements or monetary contributions as part of the Project's mitigation of open space impacts;**
2. **The play area proposed in the Waterfront Public Access Area should be relocated to a more central and accessible site and should be of sufficient size to meet the recreational needs of a wide range of age groups with age-appropriate equipment;**
3. **All open spaces shall have adequate lighting, security gates and be accessible to the public for a sufficient number of hours every day;**
4. **Responsibility for construction and maintenance costs for all open spaces must be identified and memorialized.**

Community Facilities

With three fully utilized Head Start programs in the Halletts Cove area, the program will require additional space for new residents from the Astoria Cove development. Additional enclosed recreational facilities are needed to accommodate current and future residents.

Youth Center

- 1) **The applicant should set aside a portion of the Project's designated commercial space to be occupied by early childhood programs.**

- 2) **CB1Q supports construction of a new recreational facility such as a YMCA or Boys and Girls Club for the area's older youth and adults and open to the public.**

Medical

- 1) **There is a critical deficiency of medical facilities in the project area. CB1Q encourages the Applicant to actively seek a hospital user such as Mt. Sinai or NY Hospital Queens to establish a satellite medical facility within the project's commercial square footage.**

School

School utilization rates in the immediate vicinity of the Project will exceed capacity with construction of Astoria Cove. Just beyond the impact area of this Project, schools are already operating above 100% utilization. In a Memorandum of Understanding dated April 17, 2014 between the developer and the SCA, successful conveyance of the site depends on i) the SCA exercising its option to construct the school; ii) the inclusion of development funds in SCA's Five Year Capital Plan and/or iii) SCA's timely response to the option to purchase the site for \$1.00. CB1 believes that no option to relieve developers of mitigating school impacts should be a part of approving this or future developments. To serve the existing and future community in Halletts Cove and to relieve overcrowding in the western part of School District 30, the school must be constructed.

- 1) **CB1Q adamantly insists that the construction of the school is mandatory as part of this Project;**
- 2) **The proposed school facility should be constructed early in the construction phasing to avoid overutilization of the area's local schools;**
- 3) **Prior to construction of the school, the proposed school site should be temporarily used for community recreational purposes;**
- 4) **The new school facility should include designated for recreational purposes that would be open to all community residents;**
- 5) **The school facility should be designed to incorporate programmatic space for early childhood programs like Head Start;**
- 6) **The Restrictive Declaration for this Project should not permit the designated school site to revert to the Applicant for residential or commercial development in the future.**

Commercial/Retail

With 84,470 SF of commercial and retail space proposed, concerns are raised about the potential traffic and noise impacts generated by sanitation trucks and vehicles servicing the commercial uses for deliveries.

- 1) **A FRESH Food Supermarket with designated accessory parking shall be part of the commercial component of the Project;**
- 2) **Internal loading and service areas should be incorporated into the Project design to avoid on-street traffic disruptions and congestion.;**
- 3) **Internal loading and service areas should be sufficient to meet the needs of all commercial uses.**

Jobs

Jobs for local residents and youth are of paramount importance in the community. The census tracts in the Old Astoria area currently have an estimated 10% unemployment rate among the area's civilian labor force. The proposed Astoria Cove development will generate job opportunities during all phases of construction and after project completion when the commercial and residential components are operational.

- 1) Priority should be given to local area residents and youth for a portion of construction jobs, as well as positions in local businesses, maintenance and security jobs in the new residential buildings once they are on line.**
- 2) The developer should work with construction and building service trades to set aside apprenticeship positions for local residents that will ultimately lead to permanent employment.**

Infrastructure Capacity/Energy Consumption

Much attention has recently been focused on the potential danger of the City's aged infrastructure and the accidents that can result with the underground gas and electric lines and storm and sanitary pipes. Con Edison recently began a program to assess the safety of its lines, especially in high-density residential areas. With power fluctuations are already a common occurrence in the adjacent Old Astoria area, the increased population resulting from both the Astoria Cove and Halletts Point projects will stress the area's aged infrastructure and could create unsafe conditions.

- 1) The applicant should initiate contact with Con Edison (gas and electricity) and NYCDEP (storm and sanitary sewers, outfalls) to assess the condition and capability of the area's infrastructure to handle the increased traffic and energy consumption needs.**
- 2) The project should incorporate systems that are energy efficient into the design of the heating, ventilating and cooling systems in the project design.**

4-Apr COMMUNITY BOARD 1, QUEENS

VOTING ROSTER

DATE 6/17/14 Astoria Cove Rezoning

CPC _____ C 140 322 ZM Q
 BSA _____ C 140 323 ZS Q
 DCA _____ C 140 324 ZS Q
 _____ C 130284 MM Q

Community Board Member	YES	NO	ABS
Rose Ann Alafogiannis	✓		
George Alexiou	✓		
Daniel Aliberti	✓		
Gus Antonopoulos			
Joan Asselin	✓		
Edward Babor	✓		
Jose Batista	✓		
Juanita Brathwaite	✓		
Ann Bruno	✓		
Gerald Caliendo			
John Carusone	✓		
Jean Marie D'Alleva	✓		
Joanna D'Elia	✓		
Dolores DeCrescenzo	✓		
Mary Demakos	✓		
Antonella Di Saverio	✓		
Vinicio Donato	✓		
Elizabeth Erion	✓		
Mackenzi Farque	✓		
Dean Feratovic	✓		
Anthony Gigantiello, Jr.			
Evie Hantzopoulos	✓		
Amy Hau	✓		
Pauline Jannelli	✓		
John Katsanos			
Richard Khuzami	✓		
Nancy Konipol	✓		

Community Board Member	YES	NO	ABS
Jerry Kril	✓		
Vincent G. Marsanico	✓		
Frances Luhmann-McDonald	✓		
Antonio Meloni	✓		
Prabir Mitra	✓		
Kevin Mullarkey	✓		
Stella Nicolaou	✓		
Norma Nieves-Blas	✓		
Mary O'Hara	✓		
Linda Perno	✓		
Robert Piazza	✓		
Rose Marie Poveromo	✓		
Gus Prentzas			
Joseph Risi			
Yawne Robinson	✓		
Thomas Ryan	✓		
Taryn Sacramone	✓		
Rudolfo Sarchese	✓		
Nancy Silverman	✓		
George L. Stamatiades	✓		
Danielle Tharrington	✓		
Marie Torniali	✓		
Judy Trilivas	✓		
TOTALS			

NUMBER OF BOARD MEMBERS PRESENT 44

IN FAVOR 44 AGAINST 0 ABS. 0 ABS. FOR CAUSE 0

COMMENTS _____

Queens Borough President Recommendation

APPLICATION: ULURP #130384 MMQ

COMMUNITY BOARD: Q01

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by 2030 Astoria Developers LLC, pursuant to Sections 197-c and 199 of the NYC Charter, for an amendment of the City Map involving:

- the elimination of 8th Street between 27th Avenue and the U.S. Pierhead and Bulkhead line;
- the establishment of 4th street from 26th Avenue to a point 438.62 feet northerly along the westerly street line therefrom; and
- the adjustment of grades necessitated thereby;

including authorization for any acquisition or disposition of real property related thereto, in Community District 1, Borough of Queens, in accordance with Map No. 5021 dated April 17, 2014 and signed by the Borough President.

(Related applications: ULURP nos. 140322 ZMQ, 140323 ZSQ, 140324 ZSQ, 140325 ZAQ, 140326 ZAQ, 140327 ZAQ, 140328 ZCQ, 140329 ZRQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, July 17, 2014, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were eleven (11) speakers in favor and eleven (11) speakers against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The applicant is proposing to eliminate an unimproved portion of 8th Street from 27th Avenue to the waterfront and to establish 4th Street from 26th Avenue to the waterfront. This application is concurrently under public review with eight (8) other applications that would facilitate the Astoria Cove Project;
- The applicant is proposing to build a 1.762 million square feet project that will include 1723 dwelling units of which 345 units (20% of residential units) will be mandatory affordable housing per the Inclusionary Housing Program. This project would be the first large residential development project to require mandatory affordable housing and is expected to be prototypical in developing the city's affordable housing policy. All parties involved have worked very hard in shaping this requirement;
- Also, included in the project are 54,099 sf of retail space that will feature a 25,000 sf supermarket, a site designated for a 60,657 sf, 456 seat Pre-K to 5 elementary school, a waterfront esplanade, and offstreet accessory parking for 900 vehicles distributed throughout the project;
- The proposed project is expected to generate hundreds of jobs during construction and hundreds of jobs post construction in building maintenance/operations and retail/commercial jobs when completed. The jobs and economic activity generated by this project have the capacity to benefit Queens and New York City;
- The 8.8 acre site is zoned M1-1 and is currently developed with industrial buildings and open lots used for storage and other industrial businesses. The surrounding area is developed with a mix of industrial and residential uses. The major east to west thoroughfares in this area are 27th Avenue and Astoria Boulevard. There are other mapped streets in the area that however are not improved or in use which severely limits access into the peninsula;
- Community Board 1 (CB 1) disapproved this application with conditions by a vote of forty-four (44) against with none (0) opposed or abstaining at a public hearing held on June 17, 2014. CB 1's conditions are summarized as follows:
 - Affordable Units should be permanently affordable and the percentage of such units should be increased to 35% for low, moderate and middle income individuals/families and distributed

through each phase and located solely within the project area defined by the General Large Scale Development. CB 1 residents should be given preference to 50% of the affordable units and have equal access to any amenities available to the market rate residents;

- Project Design should use Quality Housing Program requirements. The market rate and affordable housing should include 2-bedroom units to accommodate family households. No on-street parking should be allowed along the waterfront esplanade to maintain all shorefront views. The project should strive to exceed LEED Gold standards by incorporating innovative sustainable elements into the project. Building mechanicals and fuel storage should be protected from storm surges and flood risks;
 - Parking spaces should be increased to 1.5 spaces per dwelling units, with dedicated spaces allotted by use, one-third of all of these spaces should be designated as self-park for visitors or shoppers, accessory parking should be provided for community facility space; parking should be provided if a Ferry Terminal is designated for Pot Cove;
 - the NYC Department of Transportation and the developer should monitor traffic circulation and parking impacts through construction and completion of all phases of the project and mitigate any impacts that may arise; building materials should be barged in to minimize traffic impacts on local streets; the developer should work to establish ferry service for the area, an Emergency Evacuation Route should be designated and signs erected to delineate staging and destination areas;
 - a portion of the proposed waterfront esplanade should be built in Phase I to provide a Waterfront Public Access Area for the existing community;
 - CB 1 should be consulted by the developer and the NYC Department of Parks regarding any proposed mitigations or receiving sites for the project's open space impacts, a proposed play area should be relocated to a more central and accessible spot and equipped with age appropriate equipment to meet the recreational needs of a wide range of age groups, all open spaces are to be provided with adequate lighting, security gates and kept open to the public, responsibility for construction and maintenance for all open spaces must be identified and memorialized;
 - a Youth Center should be located into a portion of the proposed commercial space for early childhood programs, a new recreational center such as a YMCA or Boys and Girls Club should be built to accommodate the area's older youth and adults;
 - a satellite medical facility operated by a hospital should be located within the proposed commercial space;
 - construction of the school should be mandatory in an early phase, prior to construction the school site should be used as a community recreational space for use by all ages, the school should be built to accommodate early childhood programs such as Head Start;
 - a FRESH Food Supermarket with dedicated parking should be part of the proposed commercial space, internal loading and service areas should be designed into the buildings, such loading and service space should sufficient to meet all commercial needs;
 - Job opportunities ranging from construction to maintenance, retail and security positions should be made available for local residents during and after construction, the developer should work with the construction and building service trades to provide apprenticeship positions leading to permanent employment;
 - the developer should contact the utility and infrastructure agencies to assure adequate service to support the projects needs, the project should use systems that are most energy efficient for the design of the buildings heating, ventilating and cooling systems;
- o Petitions were received at the Borough President's public hearing for and against the project. Speakers in favor of the project testified that the project would transform an underutilized waterfront manufacturing site into a more vibrant residential and commercial neighborhood, the project will generate jobs and services. Among the concerns raised by speakers at the hearing who were against the project were increased traffic and congestion, cost and lack of enough affordable housing, lack of accessible open space, concerns about the developer's past labor practices on job sites and that the construction and permanent jobs would not be well-paying with benefits, location of site within flood zone, hazardous materials on the site are not being properly processed;
 - o The applicant testified that there would be revised applications submitted to increase the proposed number of affordable housing and to make the affordable housing mandatory to development with restrictions based upon the use of public subsidies to generate the affordable housing;

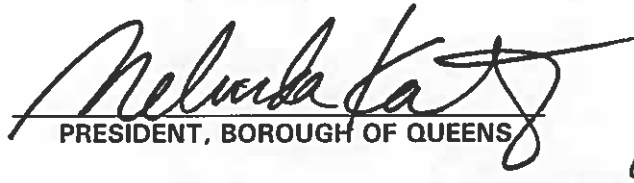
RECOMMENDATION

The Mayor, the Departments of City Planning and Housing Preservation and Development are effectively striving to shape and implement regulations that will result in the generation and preservation of enough affordable housing meet to meet the citywide goal of 200,000 affordable units. This is a very complex issue with many facets that must be identified, weighed and carefully reviewed. I note that the mandatory affordable housing of 20% without subsidy proposed by the City for this project is the first of projects to follow this policy. It is a critical first step towards the goal of creating and preserving 200,000 of affordable housing. The efforts of the Mayor and all agencies are greatly appreciated.

However, although the policy has great merit, because of the above consideration, I hereby recommend disapproval of this and the associated applications for the Astoria Cove Project for the following reasons:

- **Community Concerns:** The proposed redevelopment of the Astoria Cove site would revitalize an otherwise underutilized Queens waterfront. In addition to revitalization of the waterfront, the project proposes new housing as well as mandatory affordable housing for the first time, a school, a supermarket, services and retail opportunities, as well as jobs during construction and after in the stores and maintenance and operation of the buildings. However, in bringing hundreds of new residents into Astoria, the needs and concerns of the current existing residents, in particular the citywide shortage of much needed affordable housing, and the overall wellbeing of the borough and New York City must also be addressed. At this time there are still outstanding issues with this project which must be meaningfully addressed by whichever entity implements and constructs this proposed project in the future;
- **Traffic Impacts:** The Draft Environmental Impact Statement has analyzed thirty (30) intersections in and around the proposed project. Analysis shows that fifteen (15) traffic impacted intersections along 27th Avenue, Astoria Boulevard, Vernon Boulevard, Hoyt Avenue and 30th Avenue would remain either Unmitigated or Partially Mitigated after possible mitigation measures are implemented. These intersections are impacted during the AM and PM peak hours. Traffic impacts would be particularly hard felt by the existing and new community because the project site is located at the northern portion of a peninsula that is serviced by a very limited street network for the entire area;
- **Insufficient Mass Transit:** Mass transit service for this area is already overburdened. Area residents report that the nearest subway station is operating above capacity. Potential measures to relieve the crowding at this station include added shuttle service to other stations, adding capacity or widening of the stairs, or adding more turnstiles. It is also reported by area residents that the existing bus service does not run frequently enough to meet current transportation needs. More frequent and additional bus service is needed for this area especially as there is new large scale development. As of this date there have been no commitments or funding made available to implement any of these measures;
- **Ferry Service:** In addition to bus and subway service, alternatives services such as ferries must be considered to relieve the already congested roadway network. This is a waterfront site in an area with limited options in terms of providing additional roadways or other means of access. Therefore, ferries are an alternative transportation mode that would provide more service without further taxing the street network. New ferry service to Astoria could be part of a new commuter option with landings to service other New York City waterfront neighborhoods.
- **More Affordable Housing:** The proposed mandatory affordable housing for this project would be capped at 20% of residential development per the proposed zoning text amendment. However, even at the proposed levels of affordable housing within the AMI bands, there is still a severe shortage of housing within reach of many lower to middle income households throughout New York City. The projected rents for the proposed affordable housing would still be higher than what current local Astoria residents, who will bear the brunt of the impacts of the proposed project, could afford to pay. The lack of affordable housing has a wide ranging impact as evidenced by the number of families and individuals forced into homelessness and the longer term effect of pricing long-time residents out of gentrifying neighborhoods. The project proposes 1723 total units. There should be a larger percentage of affordable units provided to help meet the need for such housing in this area. CB 1 recommended that there should be 35% affordable housing units;
- **School Construction in the earliest phase:** The proposed school should be constructed in the earliest phase to meet the existing need for more seats in School District 30 Sub-district 3. The proposed school is scheduled to be built in the last phase of this project. The most recent analysis shows that some schools in the district are operating above capacity while the others are operating at high occupancy rates. The school should be built sooner to proactively assure that there are enough seats to meet current and future needs;
- **Area Supermarket:** The applicant has proposed a supermarket within the project. There must be assurances that the proposed supermarket will be first and foremost a food market that will provide the area with the highest quality fresh food, produce and prepared foods. There is a great need for such a supermarket because there are very few in the area. In addition to providing quality food to the neighborhood, the supermarket operator should also be willing to hire from the immediate area, pay a living wage with benefits and provide career path training for its workers;

- Skilled Labor: The proposed 1.762 million square feet project will only succeed if it is built by the most skilled and professional workers to assure the quality, durability and safety of the construction. The developer of this site must work with the construction and service workers to provide prevailing wages for development and living wages for the permanent workers. There must be a requirement that all required safety equipment, standards and practices are utilized on the worksite, and that benefits for the workers are provided. There should also be provisions for onsite training and apprenticeships for local area residents that will provide practical work experience and lead to careers which provide a middle class income.


PRESIDENT, BOROUGH OF QUEENS


DATE

Queens Borough President Recommendation

APPLICATION: ULURP #140322 ZMQ

COMMUNITY BOARD: Q01

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by 2030 Astoria Developers, LLC, pursuant to Sections 197-c and 201 of the NYC Charter, the amendment of the Zoning Map, Section 9a:

1. changing from an M1-1 District to an R7-3 District property bounded by a line 280 feet southeasterly of 3rd Street and its northeasterly prolongation, the U.S. Pierhead and Bulkhead Line, 9th Street, and 26th Avenue;
2. changing from an R6 District to an R7A District property bounded by a line 250 feet southeasterly of 4th Street, 26th Avenue, 9th Street, and a line 100 feet southwesterly of 26th Avenue;
3. changing from an R6 District to an R6B District property bounded by a line 250 feet southeasterly of 4th Street, a line 100 feet southwesterly of 26th Avenue, 9th Street, a line 240 feet southwesterly of 26th Avenue
4. establishing within the proposed R7-3 District a C2-4 district bounded by a line 280 feet southeasterly of 3rd Street and its northeasterly prolongation, the U.S. Pierhead and Bulkhead Line, 9th Street, and 26th Avenue; and
5. establishing within the proposed R7A district a C2-4 District bounded by a line 250 feet southeasterly of 3rd Street, 26th Avenue, 9th street, and a line 100 feet south westerly of 26th Avenue;

as shown in a diagram (for illustrative purposes only) dated of April 21, 2014 and subject to the conditions of CEQR Declaration E-343.

(Related applications: ULURP nos. 130384 MMQ, 140323 ZSQ, 140324 ZSQ, 140325 ZAQ, 140326 ZAQ, 140327 ZAQ, 140328 ZCQ, 140329 ZRQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, July 17, 2014, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. The hearing was closed.

CONSIDERATION

- The applicant is proposing to rezone the project area from M1-1 to R7-3 and R7A and to map C2-4 on portions of the R7-3 and R7A Districts. This application is concurrently under public review with eight (8) other applications that would facilitate the Astoria Cove Project;
- The applicant is proposing to build a 1.762 million square feet project that will include 1723 dwelling units of which 345 units (20% of residential units) will be mandatory affordable housing per the Inclusionary Housing Program. This project would be the first large residential development project to require mandatory affordable housing and is expected to be prototypical in developing the city's affordable housing policy. All parties involved have worked very hard in shaping this requirement;
- Also, included in the project are 54,099 sf of retail space that will feature a 25,000 sf supermarket, a site designated for a 60,657 sf, 456 seat Pre-K to 5 elementary school, a waterfront esplanade, and offstreet accessory parking for 900 vehicles distributed throughout the project;
- The proposed project is expected to generate hundreds of jobs during construction and hundreds of jobs post construction in building maintenance/operations and retail/commercial jobs when completed. The jobs and economic activity generated by this project have the capacity to benefit Queens and New York City;
- The 8.8 acre site is zoned M1-1 and is currently developed with industrial buildings and open lots used for storage and other industrial businesses. The surrounding area is developed with a mix of industrial and residential uses. The major east to west thoroughfares in this area are 27th Avenue and Astoria Boulevard. There are other mapped streets in the area that however are not improved or in use which severely limits access into the peninsula;
- Community Board 1 (CB 1) disapproved this application with conditions by a vote of forty-four (44) against with none (0) opposed or abstaining at a public hearing held on June 17, 2014. CB 1's conditions are summarized as follows:

- Affordable Units should be permanently affordable and the percentage of such units should be increased to 35% for low, moderate and middle income individuals/families and distributed through each phase and located solely within the project area defined by the General Large Scale Development. CB 1 residents should be given preference to 50% of the affordable units and have equal access to any amenities available to the market rate residents;
- Project Design should use Quality Housing Program requirements. The market rate and affordable housing should include 2-bedroom units to accommodate family households. No on-street parking should be allowed along the waterfront esplanade to maintain all shorefront views. The project should strive to exceed LEED Gold standards by incorporating innovative sustainable elements into the project. Building mechanicals and fuel storage should be protected from storm surges and flood risks;
- Parking spaces should be increased to 1.5 spaces per dwelling units, with dedicated spaces allotted by use, one-third of all of these spaces should be designated as self-park for visitors or shoppers, accessory parking should be provided for community facility space; parking should be provided if a Ferry Terminal is designated for Pot Cove;
- the NYC Department of Transportation and the developer should monitor traffic circulation and parking impacts through construction and completion of all phases of the project and mitigate any impacts that may arise; building materials should be barged in to minimize traffic impacts on local streets; the developer should work to establish ferry service for the area, an Emergency Evacuation Route should be designated and signs erected to delineate staging and destination areas;
- a portion of the proposed waterfront esplanade should be built in Phase I to provide a Waterfront Public Access Area for the existing community;
- CB 1 should be consulted by the developer and the NYC Department of Parks regarding any proposed mitigations or receiving sites for the project's open space impacts, a proposed play area should be relocated to a more central and accessible spot and equipped with age appropriate equipment to meet the recreational needs of a wide range of age groups, all open spaces are to be provided with adequate lighting, security gates and kept open to the public, responsibility for construction and maintenance for all open spaces must be identified and memorialized;
- a Youth Center should be located into a portion of the proposed commercial space for early childhood programs, a new recreational center such as a YMCA or Boys and Girls Club should be built to accommodate the area's older youth and adults;
- a satellite medical facility operated by a hospital should be located within the proposed commercial space;
- construction of the school should be mandatory in an early phase, prior to construction the school site should be used as a community recreational space for use by all ages, the school should be built to accommodate early childhood programs such as Head Start;
- a FRESH Food Supermarket with dedicated parking should be part of the proposed commercial space, internal loading and service areas should be designed into the buildings, such loading and service space should sufficient to meet all commercial needs;
- Job opportunities ranging from construction to maintenance, retail and security positions should be made available for local residents during and after construction, the developer should work with the construction and building service trades to provide apprenticeship positions leading to permanent employment;
- the developer should contact the utility and infrastructure agencies to assure adequate service to support the projects needs, the project should use systems that are most energy efficient for the design of the buildings heating, ventilating and cooling systems;
- o Petitions were received at the Borough President's public hearing for and against the project. Speakers in favor of the project testified that the project would transform an underutilized waterfront manufacturing site into a more vibrant residential and commercial neighborhood, the project will generate jobs and services. Among the concerns raised by speakers at the hearing who were against the project were increased traffic and congestion, cost and lack of enough affordable housing, lack of accessible open space, concerns about the developer's past labor practices on job sites and that the construction and permanent jobs would not be well-paying with benefits, location of site within flood zone, hazardous materials on the site are not being properly processed;
- o The applicant testified that there would be revised applications submitted to increase the proposed number of affordable housing and to make the affordable housing mandatory to development with restrictions based upon the use of public subsidies to generate the affordable housing;

RECOMMENDATION

The Mayor, the Departments of City Planning and Housing Preservation and Development are effectively striving to shape and implement regulations that will result in the generation and preservation of enough affordable housing meet to meet the citywide goal of 200,000 affordable units. This is a very complex issue with many facets that must be identified, weighed and carefully reviewed. I note that the mandatory affordable housing of 20% without subsidy proposed by the City for this project is the first of projects to follow this policy. It is a critical first step towards the goal of creating and preserving 200,000 of affordable housing. The efforts of the Mayor and all agencies are greatly appreciated.

However, although the policy has great merit, because of the above consideration, I hereby recommend disapproval of this and the associated applications for the Astoria Cove Project for the following reasons:

- **Community Concerns:** The proposed redevelopment of the Astoria Cove site would revitalize an otherwise underutilized Queens waterfront. In addition to revitalization of the waterfront, the project proposes new housing as well as mandatory affordable housing for the first time, a school, a supermarket, services and retail opportunities, as well as jobs during construction and after in the stores and maintenance and operation of the buildings. However, in bringing hundreds of new residents into Astoria, the needs and concerns of the current existing residents, in particular the citywide shortage of much needed affordable housing, and the overall wellbeing of the borough and New York City must also be addressed. At this time there are still outstanding issues with this project which must be meaningfully addressed by whichever entity implements and constructs this proposed project in the future;
- **Traffic Impacts:** The Draft Environmental Impact Statement has analyzed thirty (30) intersections in and around the proposed project. Analysis shows that fifteen (15) traffic impacted intersections along 27th Avenue, Astoria Boulevard, Vernon Boulevard, Hoyt Avenue and 30th Avenue would remain either Unmitigated or Partially Mitigated after possible mitigation measures are implemented. These intersections are impacted during the AM and PM peak hours. Traffic impacts would be particularly hard felt by the existing and new community because the project site is located at the northern portion of a peninsula that is serviced by a very limited street network for the entire area;
- **Insufficient Mass Transit:** Mass transit service for this area is already overburdened. Area residents report that the nearest subway station is operating above capacity. Potential measures to relieve the crowding at this station include added shuttle service to other stations, adding capacity or widening of the stairs, or adding more turnstiles. It is also reported by area residents that the existing bus service does not run frequently enough to meet current transportation needs. More frequent and additional bus service is needed for this area especially as there is new large scale development. As of this date there have been no commitments or funding made available to implement any of these measures;
- **Ferry Service:** In addition to bus and subway service, alternatives services such as ferries must be considered to relieve the already congested roadway network. This is a waterfront site in an area with limited options in terms of providing additional roadways or other means of access. Therefore, ferries are an alternative transportation mode that would provide more service without further taxing the street network. New ferry service to Astoria could be part of a new commuter option with landings to service other New York City waterfront neighborhoods.
- **More Affordable Housing:** The proposed mandatory affordable housing for this project would be capped at 20% of residential development per the proposed zoning text amendment. However, even at the proposed levels of affordable housing within the AMI bands, there is still a severe shortage of housing within reach of many lower to middle income households throughout New York City. The projected rents for the proposed affordable housing would still be higher than what current local Astoria residents, who will bear the brunt of the impacts of the proposed project, could afford to pay. The lack of affordable housing has a wide ranging impact as evidenced by the number of families and individuals forced into homelessness and the longer term effect of pricing long-time residents out of gentrifying neighborhoods. The project proposes 1723 total units. There should be a larger percentage of affordable units provided to help meet the need for such housing in this area. CB 1 recommended that there should be 35% affordable housing units;
- **School Construction in the earliest phase:** The proposed school should be constructed in the earliest phase to meet the existing need for more seats in School District 30 Sub-district 3. The proposed school is scheduled to be built in the last phase of this project. The most recent analysis shows that some schools in the district are operating above capacity while the others are operating at high occupancy rates. The school should be built sooner to proactively assure that there are enough seats to meet current and future needs;
- **Area Supermarket:** The applicant has proposed a supermarket within the project. There must be assurances that the proposed supermarket will be first and foremost a food market that will provide the area with the highest quality fresh food, produce and prepared foods. There is a great need for such a supermarket because there are very few in the area. In addition to providing quality food to the neighborhood, the supermarket operator should also be willing to hire from the immediate area, pay a living wage with benefits and provide career path training for its workers;

- **Skilled Labor:** The proposed 1.762 million square feet project will only succeed if it is built by the most skilled and professional workers to assure the quality, durability and safety of the construction. The developer of this site must work with the construction and service workers to provide prevailing wages for development and living wages for the permanent workers. There must be a requirement that all required safety equipment, standards and practices are utilized on the worksite, and that benefits for the workers are provided. There should also be provisions for onsite training and apprenticeships for local area residents that will provide practical work experience and lead to careers which provide a middle class income.



PRESIDENT, BOROUGH OF QUEENS

July 30, 2014

DATE

Queens Borough President Recommendation

APPLICATION: ULURP #140323 (A) ZSQ

COMMUNITY BOARD: Q01

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by 2030 Astoria Developers, LLC, pursuant to Sections 197-c and 201 of the NYC Charter, for the grant of Special Permits pursuant to the following sections of the Zoning Resolution:

1. Section 74-243(a)(1) – to allow the distribution of total allowable floor area under the applicable district regulations without regard for zoning lot lines;
2. Section 74-243(a)(2) – to modify the minimum distance between building requirements of Section 23-711 (standard minimum distance between buildings), and to allow the location of buildings without regard for the court requirements of Section 23-851 (minimum dimensions of inner courts); and
3. Section 74-243(a)(6) – to modify the requirements of Section 23-86 (Minimum distance between legally required windows and walls or lot lines);

in connection with a proposed mixed use development on property generally bounded by a line 280 feet southeasterly of 3rd Street, the U.S. Pierhead and Bulkhead Line, 9th Street, and 27th Avenue (Block 906, Lots 1 and 5; Block 907 p/o Lots 1 and 8; Block 908, Lot 12; Block 909, Lot 35: portions of land underwater adjacent to Block 907 and 906) in R7-3/C2-4*, R7A/C2-4*, R6B* and R6 districts, within a large scale general development, Borough of Queens, Community District 1.

*Note: This site is proposed to be rezoned by changing M1-1 and R6 Districts to R7-3/C2-4, R7A/C2-4, and R6B Districts under a concurrent related application (140322 ZMQ).

(Related applications: ULURP nos. 130384 MMQ, 140322 ZMQ, 140325 ZAQ, 140326 ZAQ, 140327 ZAQ, 140328 ZCQ, 140329 ZRQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, July 17, 2014, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were eleven (11) speakers in favor with eleven (11) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- This is an application requesting special permits to allow development of a General Large Scale Development with modifications relating to bulk requirements regarding allowable floor area, minimum distances between buildings, minimum distances between windows, walls and lot lines. This application is concurrently under public review with eight (8) other applications that would facilitate the Astoria Cove Project;
- The applicant is proposing to build a 1.762 million square feet project that will include 1723 dwelling units of which 345 units (20% of residential units) will be mandatory affordable housing per the Inclusionary Housing Program. This project would be the first large residential development project to require mandatory affordable housing and is expected to be prototypical in developing the city's affordable housing policy. All parties involved have worked very hard in shaping this requirement;
- Also, included in the project are 54,099 sf of retail space that will feature a 25,000 sf supermarket, a site designated for a 60,657 sf, 456 seat Pre-K to 5 elementary school, a waterfront esplanade, and offstreet accessory parking for 900 vehicles distributed throughout the project;
- The proposed project is expected to generate hundreds of jobs during construction and hundreds of jobs post construction in building maintenance/operations and retail/commercial jobs when completed. The jobs and economic activity generated by this project have the capacity to benefit Queens and New York City;
- The 8.8 acre site is zoned M1-1 and is currently developed with industrial buildings and open lots used for storage and other industrial businesses. The surrounding area is developed with a mix of industrial and residential uses. The major east to west thoroughfares in this area are 27th Avenue

and Astoria Boulevard. There are other mapped streets in the area that however are not improved or in use which severely limits access into the peninsula;

- o Community Board 1 (CB 1) disapproved this application with conditions by a vote of forty-four (44) against with none (0) opposed or abstaining at a public hearing held on June 17, 2014. CB 1's conditions are summarized as follows:
 - Affordable Units should be permanently affordable and the percentage of such units should be increased to 35% for low, moderate and middle income individuals/families and distributed through each phase and located solely within the project area defined by the General Large Scale Development. CB 1 residents should be given preference to 50% of the affordable units and have equal access to any amenities available to the market rate residents;
 - Project Design should use Quality Housing Program requirements. The market rate and affordable housing should include 2-bedroom units to accommodate family households. No on-street parking should be allowed along the waterfront esplanade to maintain all shorefront views. The project should strive to exceed LEED Gold standards by incorporating innovative sustainable elements into the project. Building mechanicals and fuel storage should be protected from storm surges and flood risks;
 - Parking spaces should be increased to 1.5 spaces per dwelling units, with dedicated spaces allotted by use, one-third of all of these spaces should be designated as self-park for visitors or shoppers, accessory parking should be provided for community facility space; parking should be provided if a Ferry Terminal is designated for Pot Cove;
 - the NYC Department of Transportation and the developer should monitor traffic circulation and parking impacts through construction and completion of all phases of the project and mitigate any impacts that may arise; building materials should be barged in to minimize traffic impacts on local streets; the developer should work to establish ferry service for the area, an Emergency Evacuation Route should be designated and signs erected to delineate staging and destination areas;
 - a portion of the proposed waterfront esplanade should be built in Phase I to provide a Waterfront Public Access Area for the existing community;
 - CB 1 should be consulted by the developer and the NYC Department of Parks regarding any proposed mitigations or receiving sites for the project's open space impacts, a proposed play area should be relocated to a more central and accessible spot and equipped with age appropriate equipment to meet the recreational needs of a wide range of age groups, all open spaces are to be provided with adequate lighting, security gates and kept open to the public, responsibility for construction and maintenance for all open spaces must be identified and memorialized;
 - a Youth Center should be located into a portion of the proposed commercial space for early childhood programs, a new recreational center such as a YMCA or Boys and Girls Club should be built to accommodate the area's older youth and adults;
 - a satellite medical facility operated by a hospital should be located within the proposed commercial space;
 - construction of the school should be mandatory in an early phase, prior to construction the school site should be used as a community recreational space for use by all ages, the school should be built to accommodate early childhood programs such as Head Start;
 - a FRESH Food Supermarket with dedicated parking should be part of the proposed commercial space, internal loading and service areas should be designed into the buildings, such loading and service space should sufficient to meet all commercial needs;
 - Job opportunities ranging from construction to maintenance, retail and security positions should be made available for local residents during and after construction, the developer should work with the construction and building service trades to provide apprenticeship positions leading to permanent employment;
 - the developer should contact the utility and infrastructure agencies to assure adequate service to support the projects needs, the project should use systems that are most energy efficient for the design of the buildings heating, ventilating and cooling systems;
- o Petitions were received at the Borough President's public hearing for and against the project. Speakers in favor of the project testified that the project would transform an underutilized waterfront manufacturing site into a more vibrant residential and commercial neighborhood, the project will generate jobs and services. Among the concerns raised by speakers at the hearing who were against the project were increased traffic and congestion, cost and lack of enough affordable housing, lack of accessible open space, concerns about the developer's past labor practices on job sites and that the construction and permanent jobs would not be well-paying with benefits, location of site within flood zone, hazardous materials on the site are not being properly processed;

- o The applicant testified that there would be revised applications submitted to increase the proposed number of affordable housing and to make the affordable housing mandatory to development with restrictions based upon the use of public subsidies to generate the affordable housing;

RECOMMENDATION

The Mayor, the Departments of City Planning and Housing Preservation and Development are effectively striving to shape and implement regulations that will result in the generation and preservation of enough affordable housing meet to meet the citywide goal of 200,000 affordable units. This is a very complex issue with many facets that must be identified, weighed and carefully reviewed. I note that the mandatory affordable housing of 20% without subsidy proposed by the City for this project is the first of projects to follow this policy. It is a critical first step towards the goal of creating and preserving 200,000 of affordable housing. The efforts of the Mayor and all agencies are greatly appreciated.

However, although the policy has great merit, because of the above consideration, I hereby recommend disapproval of this and the associated applications for the Astoria Cove Project for the following reasons:

- Community Concerns: The proposed redevelopment of the Astoria Cove site would revitalize an otherwise underutilized Queens waterfront. In addition to revitalization of the waterfront, the project proposes new housing as well as mandatory affordable housing for the first time, a school, a supermarket, services and retail opportunities, as well as jobs during construction and after in the stores and maintenance and operation of the buildings. However, in bringing hundreds of new residents into Astoria, the needs and concerns of the current existing residents, in particular the citywide shortage of much needed affordable housing, and the overall wellbeing of the borough and New York City must also be addressed. At this time there are still outstanding issues with this project which must be meaningfully addressed by whichever entity implements and constructs this proposed project in the future;
- Traffic Impacts: The Draft Environmental Impact Statement has analyzed thirty (30) intersections in and around the proposed project. Analysis shows that fifteen (15) traffic impacted intersections along 27th Avenue, Astoria Boulevard, Vernon Boulevard, Hoyt Avenue and 30th Avenue would remain either Unmitigated or Partially Mitigated after possible mitigation measures are implemented. These intersections are impacted during the AM and PM peak hours. Traffic impacts would be particularly hard felt by the existing and new community because the project site is located at the northern portion of a peninsula that is serviced by a very limited street network for the entire area;
- Insufficient Mass Transit: Mass transit service for this area is already overburdened. Area residents report that the nearest subway station is operating above capacity. Potential measures to relieve the crowding at this station include added shuttle service to other stations, adding capacity or widening of the stairs, or adding more turnstiles. It is also reported by area residents that the existing bus service does not run frequently enough to meet current transportation needs. More frequent and additional bus service is needed for this area especially as there is new large scale development. As of this date there have been no commitments or funding made available to implement any of these measures;
- Ferry Service: In addition to bus and subway service, alternatives services such as ferries must be considered to relieve the already congested roadway network. This is a waterfront site in an area with limited options in terms of providing additional roadways or other means of access. Therefore, ferries are an alternative transportation mode that would provide more service without further taxing the street network. New ferry service to Astoria could be part of a new commuter option with landings to service other New York City waterfront neighborhoods;
- More Affordable Housing: The proposed mandatory affordable housing for this project would be capped at 20% of residential development per the proposed zoning text amendment. However, even at the proposed levels of affordable housing within the AMI bands, there is still a severe shortage of housing within reach of many lower to middle income households throughout New York City. The projected rents for the proposed affordable housing would still be higher than what current local Astoria residents, who will bear the brunt of the impacts of the proposed project, could afford to pay. The lack of affordable housing has a wide ranging impact as evidenced by the number of families and individuals forced into homelessness and the longer term effect of pricing long-time residents out of gentrifying neighborhoods. The project proposes 1723 total units. There should be a larger percentage of affordable units provided to help meet the need for such housing in this area. CB 1 recommended that there should be 35% affordable housing units;
- School Construction in the earliest phase: The proposed school should be constructed in the earliest phase to meet the existing need for more seats in School District 30 Sub-district 3. The proposed school is scheduled to be built in the last phase of this project. The most recent analysis shows that some schools in the district are operating above capacity while the others are operating at high occupancy rates. The school should be built sooner to proactively assure that there are enough seats to meet current and future needs;

- **Area Supermarket:** The applicant has proposed a supermarket within the project. There must be assurances that the proposed supermarket will be first and foremost a food market that will provide the area with the highest quality fresh food, produce and prepared foods. There is a great need for such a supermarket because there are very few in the area. In addition to providing quality food to the neighborhood, the supermarket operator should also be willing to hire from the immediate area, pay a living wage with benefits and provide career path training for its workers;
- **Skilled Labor:** The proposed 1.762 million square feet project will only succeed if it is built by the most skilled and professional workers to assure the quality, durability and safety of the construction. The developer of this site must work with the construction and service workers to provide prevailing wages for development and living wages for the permanent workers. There must be a requirement that all required safety equipment, standards and practices are utilized on the worksite, and that benefits for the workers are provided. There should also be provisions for onsite training and apprenticeships for local area residents that will provide practical work experience and lead to careers which provide a middle class income.



PRESIDENT, BOROUGH OF QUEENS

July 30, 2014

DATE

Queens Borough President Recommendation

APPLICATION: ULURP #140324 (A) ZSQ

COMMUNITY BOARD: Q01

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by 2030 Astoria Developers, LLC, pursuant to Sections 197-c and 201 of the NYC Charter, for the grant of a Special Permit pursuant to Section 62-836 of the NYC Zoning Resolution to modify the height and setback requirements of Section 62-340 (Height and Setback Regulations on Waterfront Blocks), and the rear yard requirements of Section 23-47 (Minimum Rear Yards) in connection to a proposed mixed use development on property generally bounded by a line 280 feet southeasterly of 3rd Street, the U.S. Pierhead and Bulkhead Line, 9th Street, and 27th Avenue (Block 906, Lots 1 and 5; Block 907 p/o Lots 1 and 8; Block 908, Lot 12; Block 909, Lot 35; portions of land underwater adjacent to Block 907 and 906) in R7-3/C2-4*, R7A/C2-4*, R6B* and R6 districts, within a large scale general development, Borough of Queens, Community District 1.

*Note: This site is proposed to be rezoned by changing M1-1 and R6 Districts to R7-3/C2-4, R7A/C2-4, and R6B Districts under a concurrent related application (140322 ZMQ).

(Related applications: ULURP nos. 130384 MMQ, 140322 ZMQ, 140323 ZSQ, 140325 ZAQ, 140326 ZAQ, 140327 ZAQ, 140328 ZCQ, 140329 ZRQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, July 17, 2014, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were eleven (11) speakers in favor with eleven (11) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The applicant is requesting special permits to allow development of a General large Scale Development with modifications relating to bulk requirements regarding height and setback, rear yards on a waterfront site. This application is concurrently under public review with eight (8) other applications that would facilitate the Astoria Cove Project;
- The applicant is proposing to build a 1.762 million square feet project that will include 1723 dwelling units of which 345 units (20% of residential units) will be mandatory affordable housing per the Inclusionary Housing Program. This project would be the first large residential development project to require mandatory affordable housing and is expected to be prototypical in developing the city's affordable housing policy. All parties involved have worked very hard in shaping this requirement;
- Also, included in the project are 54,099 sf of retail space that will feature a 25,000 sf supermarket, a site designated for a 60,657 sf, 456 seat Pre-K to 5 elementary school, a waterfront esplanade, and offstreet accessory parking for 900 vehicles distributed throughout the project;
- The proposed project is expected to generate hundreds of jobs during construction and hundreds of jobs post construction in building maintenance/operations and retail/commercial jobs when completed. The jobs and economic activity generated by this project have the capacity to benefit Queens and New York City;
- The 8.8 acre site is zoned M1-1 and is currently developed with industrial buildings and open lots used for storage and other industrial businesses. The surrounding area is developed with a mix of industrial and residential uses. The major east to west thoroughfares in this area are 27th Avenue and Astoria Boulevard. There are other mapped streets in the area that however are not improved or in use which severely limits access into the peninsula;
- Community Board 1 (CB 1) disapproved this application with conditions by a vote of forty-four (44) against with none (0) opposed or abstaining at a public hearing held on June 17, 2014. CB 1's conditions are summarized as follows:

- Affordable Units should be permanently affordable and the percentage of such units should be increased to 35% for low, moderate and middle income individuals/families and distributed through each phase and located solely within the project area defined by the General Large Scale Development. CB 1 residents should be given preference to 50% of the affordable units and have equal access to any amenities available to the market rate residents;
- Project Design should use Quality Housing Program requirements. The market rate and affordable housing should include 2-bedroom units to accommodate family households. No on-street parking should be allowed along the waterfront esplanade to maintain all shorefront views. The project should strive to exceed LEED Gold standards by incorporating innovative sustainable elements into the project. Building mechanicals and fuel storage should be protected from storm surges and flood risks;
- Parking spaces should be increased to 1.5 spaces per dwelling units, with dedicated spaces allotted by use, one-third of all of these spaces should be designated as self-park for visitors or shoppers, accessory parking should be provided for community facility space; parking should be provided if a Ferry Terminal is designated for Pot Cove;
- the NYC Department of Transportation and the developer should monitor traffic circulation and parking impacts through construction and completion of all phases of the project and mitigate any impacts that may arise; building materials should be barged in to minimize traffic impacts on local streets; the developer should work to establish ferry service for the area, an Emergency Evacuation Route should be designated and signs erected to delineate staging and destination areas;
- a portion of the proposed waterfront esplanade should be built in Phase I to provide a Waterfront Public Access Area for the existing community;
- CB 1 should be consulted by the developer and the NYC Department of Parks regarding any proposed mitigations or receiving sites for the project's open space impacts, a proposed play area should be relocated to a more central and accessible spot and equipped with age appropriate equipment to meet the recreational needs of a wide range of age groups, all open spaces are to be provided with adequate lighting, security gates and kept open to the public, responsibility for construction and maintenance for all open spaces must be identified and memorialized;
- a Youth Center should be located into a portion of the proposed commercial space for early childhood programs, a new recreational center such as a YMCA or Boys and Girls Club should be built to accommodate the area's older youth and adults;
- a satellite medical facility operated by a hospital should be located within the proposed commercial space;
- construction of the school should be mandatory in an early phase, prior to construction the school site should be used as a community recreational space for use by all ages, the school should be built to accommodate early childhood programs such as Head Start;
- a FRESH Food Supermarket with dedicated parking should be part of the proposed commercial space, internal loading and service areas should be designed into the buildings, such loading and service space should sufficient to meet all commercial needs;
- Job opportunities ranging from construction to maintenance, retail and security positions should be made available for local residents during and after construction, the developer should work with the construction and building service trades to provide apprenticeship positions leading to permanent employment;
- the developer should contact the utility and infrastructure agencies to assure adequate service to support the projects needs, the project should use systems that are most energy efficient for the design of the buildings heating, ventilating and cooling systems;
- o Petitions were received at the Borough President's public hearing for and against the project. Speakers in favor of the project testified that the project would transform an underutilized waterfront manufacturing site into a more vibrant residential and commercial neighborhood, the project will generate jobs and services. Among the concerns raised by speakers at the hearing who were against the project were increased traffic and congestion, cost and lack of enough affordable housing, lack of accessible open space, concerns about the developer's past labor practices on job sites and that the construction and permanent jobs would not be well-paying with benefits, location of site within flood zone, hazardous materials on the site are not being properly processed;
- o The applicant testified that there would be revised applications submitted to increase the proposed number of affordable housing and to make the affordable housing mandatory to development with restrictions based upon the use of public subsidies to generate the affordable housing;

RECOMMENDATION

The Mayor, the Departments of City Planning and Housing Preservation and Development are effectively striving to shape and implement regulations that will result in the generation and preservation of enough affordable housing meet to meet the citywide goal of 200,000 affordable units. This is a very complex issue with many facets that must be identified, weighed and carefully reviewed. I note that the mandatory affordable housing of 20% without subsidy proposed by the City for this project is the first of projects to follow this policy. It is a critical first step towards the goal of creating and preserving 200,000 of affordable housing. The efforts of the Mayor and all agencies are greatly appreciated.

However, although the policy has great merit, because of the above consideration, I hereby recommend disapproval of this and the associated applications for the Astoria Cove Project for the following reasons:

- **Community Concerns:** The proposed redevelopment of the Astoria Cove site would revitalize an otherwise underutilized Queens waterfront. In addition to revitalization of the waterfront, the project proposes new housing as well as mandatory affordable housing for the first time, a school, a supermarket, services and retail opportunities, as well as jobs during construction and after in the stores and maintenance and operation of the buildings. However, in bringing hundreds of new residents into Astoria, the needs and concerns of the current existing residents, in particular the citywide shortage of much needed affordable housing, and the overall wellbeing of the borough and New York City must also be addressed. At this time there are still outstanding issues with this project which must be meaningfully addressed by whichever entity implements and constructs this proposed project in the future;
- **Traffic Impacts:** The Draft Environmental Impact Statement has analyzed thirty (30) intersections in and around the proposed project. Analysis shows that fifteen (15) traffic impacted intersections along 27th Avenue, Astoria Boulevard, Vernon Boulevard, Hoyt Avenue and 30th Avenue would remain either Unmitigated or Partially Mitigated after possible mitigation measures are implemented. These intersections are impacted during the AM and PM peak hours. Traffic impacts would be particularly hard felt by the existing and new community because the project site is located at the northern portion of a peninsula that is serviced by a very limited street network for the entire area;
- **Insufficient Mass Transit:** Mass transit service for this area is already overburdened. Area residents report that the nearest subway station is operating above capacity. Potential measures to relieve the crowding at this station include added shuttle service to other stations, adding capacity or widening of the stairs, or adding more turnstiles. It is also reported by area residents that the existing bus service does not run frequently enough to meet current transportation needs. More frequent and additional bus service is needed for this area especially as there is new large scale development. As of this date there have been no commitments or funding made available to implement any of these measures;
- **Ferry Service:** In addition to bus and subway service, alternatives services such as ferries must be considered to relieve the already congested roadway network. This is a waterfront site in an area with limited options in terms of providing additional roadways or other means of access. Therefore, ferries are an alternative transportation mode that would provide more service without further taxing the street network. New ferry service to Astoria could be part of a new commuter option with landings to service other New York City waterfront neighborhoods.
- **More Affordable Housing:** The proposed mandatory affordable housing for this project would be capped at 20% of residential development per the proposed zoning text amendment. However, even at the proposed levels of affordable housing within the AMI bands, there is still a severe shortage of housing within reach of many lower to middle income households throughout New York City. The projected rents for the proposed affordable housing would still be higher than what current local Astoria residents, who will bear the brunt of the impacts of the proposed project, could afford to pay. The lack of affordable housing has a wide ranging impact as evidenced by the number of families and individuals forced into homelessness and the longer term effect of pricing long-time residents out of gentrifying neighborhoods. The project proposes 1723 total units. There should be a larger percentage of affordable units provided to help meet the need for such housing in this area. CB 1 recommended that there should be 35% affordable housing units;
- **School Construction in the earliest phase:** The proposed school should be constructed in the earliest phase to meet the existing need for more seats in School District 30 Sub-district 3. The proposed school is scheduled to be built in the last phase of this project. The most recent analysis shows that some schools in the district are operating above capacity while the others are operating at high occupancy rates. The school should be built sooner to proactively assure that there are enough seats to meet current and future needs;
- **Area Supermarket:** The applicant has proposed a supermarket within the project. There must be assurances that the proposed supermarket will be first and foremost a food market that will provide the area with the highest quality fresh food, produce and prepared foods. There is a great need for such a supermarket because there are very few in the area. In addition to providing quality food to the neighborhood, the supermarket operator should also be willing to hire from the immediate area, pay a living wage with benefits and provide career path training for its workers;

- **Skilled Labor:** The proposed 1.762 million square feet project will only succeed if it is built by the most skilled and professional workers to assure the quality, durability and safety of the construction. The developer of this site must work with the construction and service workers to provide prevailing wages for development and living wages for the permanent workers. There must be a requirement that all required safety equipment, standards and practices are utilized on the worksite, and that benefits for the workers are provided. There should also be provisions for onsite training and apprenticeships for local area residents that will provide practical work experience and lead to careers which provide a middle class income.



July 30, 2014

PRESIDENT, BOROUGH OF QUEENS

DATE

Queens Borough President Recommendation

APPLICATION: ULURP #140325 ZAQ

COMMUNITY BOARD: Q01

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by 2030 Astoria Developers, LLC, pursuant to Section 62-822(a) of the NYC Zoning Resolution, to modify the area and minimum dimensions of waterfront public access areas and visual corridors specified in Section 62-50 in connection to a proposed mixed use development on property generally bounded by a line 280 feet southeasterly of 3rd Street, the U.S. Pierhead and Bulkhead Line, 9th Street, and 27th Avenue (Block 906, Lots 1 and 5; Block 907 p/o Lots 1 and 8; Block 908, Lot 12; Block 909, Lot 35; portions of land underwater adjacent to Block 907 and 906) in R7-3/C2-4*, R7A/C2-4*, R6B* and R6 districts, within a large scale general development, Borough of Queens, Community District 1.

*Note: This site is proposed to be rezoned by changing M1-1 and R6 Districts to R7-3/C2-4, R7A/C2-4, and R6B Districts under a concurrent related application (140322 ZMQ).

(Related applications: ULURP nos. 130284 MMQ, 140322 ZMQ, 140323 ZSQ, 140324 ZSQ, 140326 ZAQ, 140327 ZAQ, 140328 ZCQ, 140329 ZRQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, July 17, 2014, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were eleven (11) speakers in favor with eleven (11) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The applicant is applying for authorizations to allow development of a General Large Scale Development with modifications of the required area and dimensions of waterfront public access areas and visual corridors. This application is concurrently under review with eight (8) other applications that would facilitate the Astoria Cove Project;
- The applicant is proposing to build a 1.762 million square feet project that will include 1723 dwelling units of which 345 units (20% of residential units) will be mandatory affordable housing per the Inclusionary Housing Program. This project would be the first large residential development project to require mandatory affordable housing and is expected to be prototypical in developing the city's affordable housing policy. All parties involved have worked very hard in shaping this requirement;
- Also, included in the project are 54,099 sf of retail space that will feature a 25,000 sf supermarket, a site designated for a 60,657 sf, 456 seat Pre-K to 5 elementary school, a waterfront esplanade, and offstreet accessory parking for 900 vehicles distributed throughout the project;
- The proposed project is expected to generate hundreds of jobs during construction and hundreds of jobs post construction in building maintenance/operations and retail/commercial jobs when completed. The jobs and economic activity generated by this project have the capacity to benefit Queens and New York City;
- The 8.8 acre site is zoned M1-1 and is currently developed with industrial buildings and open lots used for storage and other industrial businesses. The surrounding area is developed with a mix of industrial and residential uses. The major east to west thoroughfares in this area are 27th Avenue and Astoria Boulevard. There are other mapped streets in the area that however are not improved or in use which severely limits access into the peninsula;
- Community Board 1 (CB 1) disapproved this application with conditions by a vote of forty-four (44) against with none (0) opposed or abstaining at a public hearing held on June 17, 2014. CB 1's conditions are summarized as follows:

- Affordable Units should be permanently affordable and the percentage of such units should be increased to 35% for low, moderate and middle income individuals/families and distributed
 - through each phase and located solely within the project area defined by the General Large Scale Development. CB 1 residents should be given preference to 50% of the affordable units and have equal access to any amenities available to the market rate residents;
 - Project Design should use Quality Housing Program requirements. The market rate and affordable housing should include 2-bedroom units to accommodate family households. No on-street parking should be allowed along the waterfront esplanade to maintain all shorefront views. The project should strive to exceed LEED Gold standards by incorporating innovative sustainable elements into the project. Building mechanicals and fuel storage should be protected from storm surges and flood risks;
 - Parking spaces should be increased to 1.5 spaces per dwelling units, with dedicated spaces allotted by use, one-third of all of these spaces should be designated as self-park for visitors or shoppers, accessory parking should be provided for community facility space; parking should be provided if a Ferry Terminal is designated for Pot Cove;
 - the NYC Department of Transportation and the developer should monitor traffic circulation and parking impacts through construction and completion of all phases of the project and mitigate any impacts that may arise; building materials should be barged in to minimize traffic impacts on local streets; the developer should work to establish ferry service for the area, an Emergency Evacuation Route should be designated and signs erected to delineate staging and destination areas;
 - a portion of the proposed waterfront esplanade should be built in Phase I to provide a Waterfront Public Access Area for the existing community;
 - CB 1 should be consulted by the developer and the NYC Department of Parks regarding any proposed mitigations or receiving sites for the project's open space impacts, a proposed play area should be relocated to a more central and accessible spot and equipped with age appropriate equipment to meet the recreational needs of a wide range of age groups, all open spaces are to be provided with adequate lighting, security gates and kept open to the public, responsibility for construction and maintenance for all open spaces must be identified and memorialized;
 - a Youth Center should be located into a portion of the proposed commercial space for early childhood programs, a new recreational center such as a YMCA or Boys and Girls Club should be built to accommodate the area's older youth and adults;
 - a satellite medical facility operated by a hospital should be located within the proposed commercial space;
 - construction of the school should be mandatory in an early phase, prior to construction the school site should be used as a community recreational space for use by all ages, the school should be built to accommodate early childhood programs such as Head Start;
 - a FRESH Food Supermarket with dedicated parking should be part of the proposed commercial space, internal loading and service areas should be designed into the buildings, such loading and service space should sufficient to meet all commercial needs;
 - Job opportunities ranging from construction to maintenance, retail and security positions should be made available for local residents during and after construction, the developer should work with the construction and building service trades to provide apprenticeship positions leading to permanent employment;
 - the developer should contact the utility and infrastructure agencies to assure adequate service to support the projects needs, the project should use systems that are most energy efficient for the design of the buildings heating, ventilating and cooling systems;
- o Petitions were received at the Borough President's public hearing for and against the project. Speakers in favor of the project testified that the project would transform an underutilized waterfront manufacturing site into a more vibrant residential and commercial neighborhood, the project will generate jobs and services. Among the concerns raised by speakers at the hearing who were against the project were increased traffic and congestion, cost and lack of enough affordable housing, lack of accessible open space, concerns about the developer's past labor practices on job sites and that the construction and permanent jobs would not be well-paying with benefits, location of site within flood zone, hazardous materials on the site are not being properly processed;
 - o The applicant testified that there would be revised applications submitted to increase the proposed number of affordable housing and to make the affordable housing mandatory to development with restrictions based upon the use of public subsidies to generate the affordable housing;

RECOMMENDATION

The Mayor, the Departments of City Planning and Housing Preservation and Development are effectively striving to shape and implement regulations that will result in the generation and preservation of enough affordable housing meet to meet the citywide goal of 200,000 affordable units. This is a very complex issue with many facets that must be identified, weighed and carefully reviewed. I note that the mandatory affordable housing of 20% without subsidy proposed by the City for this project is the first of projects to follow this policy. It is a critical first step towards the goal of creating and preserving 200,000 of affordable housing. The efforts of the Mayor and all agencies are greatly appreciated.

However, although the policy has great merit, because of the above consideration, I hereby recommend disapproval of this and the associated applications for the Astoria Cove Project for the following reasons:

- **Community Concerns:** The proposed redevelopment of the Astoria Cove site would revitalize an otherwise underutilized Queens waterfront. In addition to revitalization of the waterfront, the project proposes new housing as well as mandatory affordable housing for the first time, a school, a supermarket, services and retail opportunities, as well as jobs during construction and after in the stores and maintenance and operation of the buildings. However, in bringing hundreds of new residents into Astoria, the needs and concerns of the current existing residents, in particular the citywide shortage of much needed affordable housing, and the overall wellbeing of the borough and New York City must also be addressed. At this time there are still outstanding issues with this project which must be meaningfully addressed by whichever entity implements and constructs this proposed project in the future;
- **Traffic Impacts:** The Draft Environmental Impact Statement has analyzed thirty (30) intersections in and around the proposed project. Analysis shows that fifteen (15) traffic impacted intersections along 27th Avenue, Astoria Boulevard, Vernon Boulevard, Hoyt Avenue and 30th Avenue would remain either Unmitigated or Partially Mitigated after possible mitigation measures are implemented. These intersections are impacted during the AM and PM peak hours. Traffic impacts would be particularly hard felt by the existing and new community because the project site is located at the northern portion of a peninsula that is serviced by a very limited street network for the entire area;
- **Insufficient Mass Transit:** Mass transit service for this area is already overburdened. Area residents report that the nearest subway station is operating above capacity. Potential measures to relieve the crowding at this station include added shuttle service to other stations, adding capacity or widening of the stairs, or adding more turnstiles. It is also reported by area residents that the existing bus service does not run frequently enough to meet current transportation needs. More frequent and additional bus service is needed for this area especially as there is new large scale development. As of this date there have been no commitments or funding made available to implement any of these measures;
- **Ferry Service:** In addition to bus and subway service, alternatives services such as ferries must be considered to relieve the already congested roadway network. This is a waterfront site in an area with limited options in terms of providing additional roadways or other means of access. Therefore, ferries are an alternative transportation mode that would provide more service without further taxing the street network. New ferry service to Astoria could be part of a new commuter option with landings to service other New York City waterfront neighborhoods.
- **More Affordable Housing:** The proposed mandatory affordable housing for this project would be capped at 20% of residential development per the proposed zoning text amendment. However, even at the proposed levels of affordable housing within the AMI bands, there is still a severe shortage of housing within reach of many lower to middle income households throughout New York City. The projected rents for the proposed affordable housing would still be higher than what current local Astoria residents, who will bear the brunt of the impacts of the proposed project, could afford to pay. The lack of affordable housing has a wide ranging impact as evidenced by the number of families and individuals forced into homelessness and the longer term effect of pricing long-time residents out of gentrifying neighborhoods. The project proposes 1723 total units. There should be a larger percentage of affordable units provided to help meet the need for such housing in this area. CB 1 recommended that there should be 35% affordable housing units;
- **School Construction in the earliest phase:** The proposed school should be constructed in the earliest phase to meet the existing need for more seats in School District 30 Sub-district 3. The proposed school is scheduled to be built in the last phase of this project. The most recent analysis shows that some schools in the district are operating above capacity while the others are operating at high occupancy rates. The school should be built sooner to proactively assure that there are enough seats to meet current and future needs;
- **Area Supermarket:** The applicant has proposed a supermarket within the project. There must be assurances that the proposed supermarket will be first and foremost a food market that will provide the area with the highest quality fresh food, produce and prepared foods. There is a great need for such a supermarket because there are very few in the area. In addition to providing quality food to the neighborhood, the supermarket operator should also be willing to hire from the immediate area, pay a living wage with benefits and provide career path training for its workers;

- **Skilled Labor:** The proposed 1.762 million square feet project will only succeed if it is built by the most skilled and professional workers to assure the quality, durability and safety of the construction. The developer of this site must work with the construction and service workers to provide prevailing wages for development and living wages for the permanent workers. There must be a requirement that all required safety equipment, standards and practices are utilized on the worksite, and that benefits for the workers are provided. There should also be provisions for onsite training and apprenticeships for local area residents that will provide practical work experience and lead to careers which provide a middle class income.



July 30, 2014

PRESIDENT, BOROUGH OF QUEENS

DATE

Queens Borough President Recommendation

APPLICATION: ULURP #140326 ZAQ

COMMUNITY BOARD: Q01

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by 2030 Astoria Developers, LLC, pursuant to Section 62-822(b) of the NYC Zoning Resolution, to modify design requirements for the Waterfront Public Access Areas and visual corridor requirements specified in Section 62-50 in connection to a proposed mixed use development on property generally bounded by a line 280 feet southeasterly of 3rd Street, the U.S. Pierhead and Bulkhead Line, 9th Street, and 27th Avenue (Block 906, Lots 1 and 5; Block 907 p/o Lots 1 and 8; Block 908, Lot 12; Block 909, Lot 35: portions of land underwater adjacent to Block 907 and 906) in R7-3/C2-4*, R7A/C2-4*, R6B* and R6 districts, within a large scale general development, Borough of Queens, Community District 1.

*Note: This site is proposed to be rezoned by changing M1-1 and R6 Districts to R7-3/C2-4, R7A/C2-4, and R6B Districts under a concurrent related application (140322 ZMQ).

(Related applications: ULURP nos. 130284 MMQ, 140322 ZMQ, 140323 ZSQ, 140324 ZSQ, 140325 ZAQ, 140327 ZAQ, 140328 ZCQ, 140329 ZRQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, July 17, 2014, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were eleven (11) speakers in favor with eleven (11) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The applicant is applying for an authorization that would allow development of a General Large Scale Development with modification of the design requirements for Waterfront Public Access Areas and visual corridors. This application is concurrently under public review with eight (8) other applications that would facilitate the Astoria Cove Project;
- The applicant is proposing to build a 1.762 million square feet project that will include 1723 dwelling units of which 345 units (20% of residential units) will be mandatory affordable housing per the Inclusionary Housing Program. This project would be the first large residential development project to require mandatory affordable housing and is expected to be prototypical in developing the city's affordable housing policy. All parties involved have worked very hard in shaping this requirement;
- Also, included in the project are 54,099 sf of retail space that will feature a 25,000 sf supermarket, a site designated for a 60,657 sf, 456 seat Pre-K to 5 elementary school, a waterfront esplanade, and offstreet accessory parking for 900 vehicles distributed throughout the project;
- The proposed project is expected to generate hundreds of jobs during construction and hundreds of jobs post construction in building maintenance/operations and retail/commercial jobs when completed. The jobs and economic activity generated by this project have the capacity to benefit Queens and New York City;
- The 8.8 acre site is zoned M1-1 and is currently developed with industrial buildings and open lots used for storage and other industrial businesses. The surrounding area is developed with a mix of industrial and residential uses. The major east to west thoroughfares in this area are 27th Avenue and Astoria Boulevard. There are other mapped streets in the area that however are not improved or in use which severely limits access into the peninsula;
- Community Board 1 (CB 1) disapproved this application with conditions by a vote of forty-four (44) against with none (0) opposed or abstaining at a public hearing held on June 17, 2014. CB 1's conditions are summarized as follows:

- Affordable Units should be permanently affordable and the percentage of such units should be increased to 35% for low, moderate and middle income individuals/families and distributed
- through each phase and located solely within the project area defined by the General Large Scale Development. CB 1 residents should be given preference to 50% of the affordable units and have equal access to any amenities available to the market rate residents;
- Project Design should use Quality Housing Program requirements. The market rate and affordable housing should include 2-bedroom units to accommodate family households. No on-street parking should be allowed along the waterfront esplanade to maintain all shorefront views. The project should strive to exceed LEED Gold standards by incorporating innovative sustainable elements into the project. Building mechanicals and fuel storage should be protected from storm surges and flood risks;
- Parking spaces should be increased to 1.5 spaces per dwelling units, with dedicated spaces allotted by use, one-third of all of these spaces should be designated as self-park for visitors or shoppers, accessory parking should be provided for community facility space; parking should be provided if a Ferry Terminal is designated for Pot Cove;
- the NYC Department of Transportation and the developer should monitor traffic circulation and parking impacts through construction and completion of all phases of the project and mitigate any impacts that may arise; building materials should be barged in to minimize traffic impacts on local streets; the developer should work to establish ferry service for the area, an Emergency Evacuation Route should be designated and signs erected to delineate staging and destination areas;
- a portion of the proposed waterfront esplanade should be built in Phase I to provide a Waterfront Public Access Area for the existing community;
- CB 1 should be consulted by the developer and the NYC Department of Parks regarding any proposed mitigations or receiving sites for the project's open space impacts, a proposed play area should be relocated to a more central and accessible spot and equipped with age appropriate equipment to meet the recreational needs of a wide range of age groups, all open spaces are to be provided with adequate lighting, security gates and kept open to the public, responsibility for construction and maintenance for all open spaces must be identified and memorialized;
- a Youth Center should be located into a portion of the proposed commercial space for early childhood programs, a new recreational center such as a YMCA or Boys and Girls Club should be built to accommodate the area's older youth and adults;
- a satellite medical facility operated by a hospital should be located within the proposed commercial space;
- construction of the school should be mandatory in an early phase, prior to construction the school site should be used as a community recreational space for use by all ages, the school should be built to accommodate early childhood programs such as Head Start;
- a FRESH Food Supermarket with dedicated parking should be part of the proposed commercial space, internal loading and service areas should be designed into the buildings, such loading and service space should sufficient to meet all commercial needs;
- Job opportunities ranging from construction to maintenance, retail and security positions should be made available for local residents during and after construction, the developer should work with the construction and building service trades to provide apprenticeship positions leading to permanent employment;
- the developer should contact the utility and infrastructure agencies to assure adequate service to support the projects needs, the project should use systems that are most energy efficient for the design of the buildings heating, ventilating and cooling systems;
- o Petitions were received at the Borough President's public hearing for and against the project. Speakers in favor of the project testified that the project would transform an underutilized waterfront manufacturing site into a more vibrant residential and commercial neighborhood, the project will generate jobs and services. Among the concerns raised by speakers at the hearing who were against the project were increased traffic and congestion, cost and lack of enough affordable housing, lack of accessible open space, concerns about the developer's past labor practices on job sites and that the construction and permanent jobs would not be well-paying with benefits, location of site within flood zone, hazardous materials on the site are not being properly processed;
- o The applicant testified that there would be revised applications submitted to increase the proposed number of affordable housing and to make the affordable housing mandatory to development with restrictions based upon the use of public subsidies to generate the affordable housing;

RECOMMENDATION

The Mayor, the Departments of City Planning and Housing Preservation and Development are effectively striving to shape and implement regulations that will result in the generation and preservation of enough affordable housing meet to meet the citywide goal of 200,000 affordable units. This is a very complex issue with many facets that must be identified, weighed and carefully reviewed. I note that the mandatory affordable housing of 20% without subsidy proposed by the City for this project is the first of projects to follow this policy. It is a critical first step towards the goal of creating and preserving 200,000 of affordable housing. The efforts of the Mayor and all agencies are greatly appreciated.

However, although the policy has great merit, because of the above consideration, I hereby recommend disapproval of this and the associated applications for the Astoria Cove Project for the following reasons:

- **Community Concerns:** The proposed redevelopment of the Astoria Cove site would revitalize an otherwise underutilized Queens waterfront. In addition to revitalization of the waterfront, the project proposes new housing as well as mandatory affordable housing for the first time, a school, a supermarket, services and retail opportunities, as well as jobs during construction and after in the stores and maintenance and operation of the buildings. However, in bringing hundreds of new residents into Astoria, the needs and concerns of the current existing residents, in particular the citywide shortage of much needed affordable housing, and the overall wellbeing of the borough and New York City must also be addressed. At this time there are still outstanding issues with this project which must be meaningfully addressed by whichever entity implements and constructs this proposed project in the future;
- **Traffic Impacts:** The Draft Environmental Impact Statement has analyzed thirty (30) intersections in and around the proposed project. Analysis shows that fifteen (15) traffic impacted intersections along 27th Avenue, Astoria Boulevard, Vernon Boulevard, Hoyt Avenue and 30th Avenue would remain either Unmitigated or Partially Mitigated after possible mitigation measures are implemented. These intersections are impacted during the AM and PM peak hours. Traffic impacts would be particularly hard felt by the existing and new community because the project site is located at the northern portion of a peninsula that is serviced by a very limited street network for the entire area;
- **Insufficient Mass Transit:** Mass transit service for this area is already overburdened. Area residents report that the nearest subway station is operating above capacity. Potential measures to relieve the crowding at this station include added shuttle service to other stations, adding capacity or widening of the stairs, or adding more turnstiles. It is also reported by area residents that the existing bus service does not run frequently enough to meet current transportation needs. More frequent and additional bus service is needed for this area especially as there is new large scale development. As of this date there have been no commitments or funding made available to implement any of these measures;
- **Ferry Service:** In addition to bus and subway service, alternatives services such as ferries must be considered to relieve the already congested roadway network. This is a waterfront site in an area with limited options in terms of providing additional roadways or other means of access. Therefore, ferries are an alternative transportation mode that would provide more service without further taxing the street network. New ferry service to Astoria could be part of a new commuter option with landings to service other New York City waterfront neighborhoods.
- **More Affordable Housing:** The proposed mandatory affordable housing for this project would be capped at 20% of residential development per the proposed zoning text amendment. However, even at the proposed levels of affordable housing within the AMI bands, there is still a severe shortage of housing within reach of many lower to middle income households throughout New York City. The projected rents for the proposed affordable housing would still be higher than what current local Astoria residents, who will bear the brunt of the impacts of the proposed project, could afford to pay. The lack of affordable housing has a wide ranging impact as evidenced by the number of families and individuals forced into homelessness and the longer term effect of pricing long-time residents out of gentrifying neighborhoods. The project proposes 1723 total units. There should be a larger percentage of affordable units provided to help meet the need for such housing in this area. CB 1 recommended that there should be 35% affordable housing units;
- **School Construction in the earliest phase:** The proposed school should be constructed in the earliest phase to meet the existing need for more seats in School District 30 Sub-district 3. The proposed school is scheduled to be built in the last phase of this project. The most recent analysis shows that some schools in the district are operating above capacity while the others are operating at high occupancy rates. The school should be built sooner to proactively assure that there are enough seats to meet current and future needs;
- **Area Supermarket:** The applicant has proposed a supermarket within the project. There must be assurances that the proposed supermarket will be first and foremost a food market that will provide the area with the highest quality fresh food, produce and prepared foods. There is a great need for such a supermarket because there are very few in the area. In addition to providing quality food to the neighborhood, the supermarket operator should also be willing to hire from the immediate area, pay a living wage with benefits and provide career path training for its workers;

- **Skilled Labor:** The proposed 1.762 million square feet project will only succeed if it is built by the most skilled and professional workers to assure the quality, durability and safety of the construction. The developer of this site must work with the construction and service workers to provide prevailing wages for development and living wages for the permanent workers. There must be a requirement that all required safety equipment, standards and practices are utilized on the worksite, and that benefits for the workers are provided. There should also be provisions for onsite training and apprenticeships for local area residents that will provide practical work experience and lead to careers which provide a middle class income.



July 30, 2014

PRESIDENT, BOROUGH OF QUEENS

DATE

Queens Borough President Recommendation

APPLICATION: ULURP #140327 ZAQ

COMMUNITY BOARD: Q01

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by 2030 Astoria Developers, LLC, pursuant to Section 62-822(c) of the NYC Zoning Resolution, to permit phased development of the Waterfront Public Access Area in connection to a proposed mixed use development on property generally bounded by a line 280 feet southeasterly of 3rd Street, the U.S. Pierhead and Bulkhead Line, 9th Street, and 27th Avenue (Block 906, Lots 1 and 5; Block 907 p/o Lots 1 and 8; Block 908, Lot 12; Block 909, Lot 35: portions of land underwater adjacent to Block 907 and 906) in R7-3/C2-4*, R7A/C2-4*, R6B* and R6 districts, within a large scale general development, Borough of Queens, Community District 1.

*Note: This site is proposed to be rezoned by changing M1-1 and R6 Districts to R7-3/C2-4, R7A/C2-4, and R6B Districts under a concurrent related application (140322 ZMQ).

(Related applications: ULURP nos. 130284 MMQ, 140322 ZMQ, 140323 ZSQ, 140324 ZSQ, 140325 ZAQ, 140326 ZAQ, 140328 ZCQ, 140329 ZRQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, July 17, 2014, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were eleven (11) speakers in favor with eleven (11) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- o The applicant is applying for an authorization that would allow development of a General Large Scale Development waterfront public access area in phases. This application is concurrently under public review with eight (8) other applications that would facilitate the Astoria Cove Project;
- o The applicant is proposing to build a 1.762 million square feet project that will include 1723 dwelling units of which 345 units (20% of residential units) will be mandatory affordable housing per the Inclusionary Housing Program. This project would be the first large residential development project to require mandatory affordable housing and is expected to be prototypical in developing the city's affordable housing policy. All parties involved have worked very hard in shaping this requirement;
- o Also, included in the project are 54,099 sf of retail space that will feature a 25,000 sf supermarket, a site designated for a 60,657 sf, 456 seat Pre-K to 5 elementary school, a waterfront esplanade, and offstreet accessory parking for 900 vehicles distributed throughout the project;
- o The proposed project is expected to generate hundreds of jobs during construction and hundreds of jobs post construction in building maintenance/operations and retail/commercial jobs when completed. The jobs and economic activity generated by this project have the capacity to benefit Queens and New York City;
- o The 8.8 acre site is zoned M1-1 and is currently developed with industrial buildings and open lots used for storage and other industrial businesses. The surrounding area is developed with a mix of industrial and residential uses. The major east to west thoroughfares in this area are 27th Avenue and Astoria Boulevard. There are other mapped streets in the area that however are not improved or in use which severely limits access into the peninsula;
- o Community Board 1 (CB 1) disapproved this application with conditions by a vote of forty-four (44) against with none (0) opposed or abstaining at a public hearing held on June 17, 2014. CB 1's conditions are summarized as follows:
 - Affordable Units should be permanently affordable and the percentage of such units should be increased to 35% for low, moderate and middle income individuals/families and distributed

- through each phase and located solely within the project area defined by the General Large Scale Development. CB 1 residents should be given preference to 50% of the affordable units and have equal access to any amenities available to the market rate residents;
 - Project Design should use Quality Housing Program requirements. The market rate and affordable housing should include 2-bedroom units to accommodate family households. No on-street parking should be allowed along the waterfront esplanade to maintain all shorefront views. The project should strive to exceed LEED Gold standards by incorporating innovative sustainable elements into the project. Building mechanicals and fuel storage should be protected from storm surges and flood risks;
 - Parking spaces should be increased to 1.5 spaces per dwelling units, with dedicated spaces allotted by use, one-third of all of these spaces should be designated as self-park for visitors or shoppers, accessory parking should be provided for community facility space; parking should be provided if a Ferry Terminal is designated for Pot Cove;
 - the NYC Department of Transportation and the developer should monitor traffic circulation and parking impacts through construction and completion of all phases of the project and mitigate any impacts that may arise; building materials should be barged in to minimize traffic impacts on local streets; the developer should work to establish ferry service for the area, an Emergency Evacuation Route should be designated and signs erected to delineate staging and destination areas;
 - a portion of the proposed waterfront esplanade should be built in Phase I to provide a Waterfront Public Access Area for the existing community;
 - CB 1 should be consulted by the developer and the NYC Department of Parks regarding any proposed mitigations or receiving sites for the project's open space impacts, a proposed play area should be relocated to a more central and accessible spot and equipped with age appropriate equipment to meet the recreational needs of a wide range of age groups, all open spaces are to be provided with adequate lighting, security gates and kept open to the public, responsibility for construction and maintenance for all open spaces must be identified and memorialized;
 - a Youth Center should be located into a portion of the proposed commercial space for early childhood programs, a new recreational center such as a YMCA or Boys and Girls Club should be built to accommodate the area's older youth and adults;
 - a satellite medical facility operated by a hospital should be located within the proposed commercial space;
 - construction of the school should be mandatory in an early phase, prior to construction the school site should be used as a community recreational space for use by all ages, the school should be built to accommodate early childhood programs such as Head Start;
 - a FRESH Food Supermarket with dedicated parking should be part of the proposed commercial space, internal loading and service areas should be designed into the buildings, such loading and service space should sufficient to meet all commercial needs;
 - Job opportunities ranging from construction to maintenance, retail and security positions should be made available for local residents during and after construction, the developer should work with the construction and building service trades to provide apprenticeship positions leading to permanent employment;
 - the developer should contact the utility and infrastructure agencies to assure adequate service to support the projects needs, the project should use systems that are most energy efficient for the design of the buildings heating, ventilating and cooling systems;
- o Petitions were received at the Borough President's public hearing for and against the project. Speakers in favor of the project testified that the project would transform an underutilized waterfront manufacturing site into a more vibrant residential and commercial neighborhood, the project will generate jobs and services. Among the concerns raised by speakers at the hearing who were against the project were increased traffic and congestion, cost and lack of enough affordable housing, lack of accessible open space, concerns about the developer's past labor practices on job sites and that the construction and permanent jobs would not be well-paying with benefits, location of site within flood zone, hazardous materials on the site are not being properly processed;
 - o The applicant testified that there would be revised applications submitted to increase the proposed number of affordable housing and to make the affordable housing mandatory to development with restrictions based upon the use of public subsidies to generate the affordable housing;

RECOMMENDATION

The Mayor, the Departments of City Planning and Housing Preservation and Development are effectively striving to shape and implement regulations that will result in the generation and preservation of enough affordable housing meet to meet the citywide goal of 200,000 affordable units. This is a very complex issue with many facets that must be identified, weighed and carefully reviewed. I note that the mandatory affordable housing of 20% without subsidy proposed by the City for this project is the first of projects to follow this policy. It is a critical first step towards the goal of creating and preserving 200,000 of affordable housing. The efforts of the Mayor and all agencies are greatly appreciated.

However, although the policy has great merit, because of the above consideration, I hereby recommend disapproval of this and the associated applications for the Astoria Cove Project for the following reasons:

- **Community Concerns:** The proposed redevelopment of the Astoria Cove site would revitalize an otherwise underutilized Queens waterfront. In addition to revitalization of the waterfront, the project proposes new housing as well as mandatory affordable housing for the first time, a school, a supermarket, services and retail opportunities, as well as jobs during construction and after in the stores and maintenance and operation of the buildings. However, in bringing hundreds of new residents into Astoria, the needs and concerns of the current existing residents, in particular the citywide shortage of much needed affordable housing, and the overall wellbeing of the borough and New York City must also be addressed. At this time there are still outstanding issues with this project which must be meaningfully addressed by whichever entity implements and constructs this proposed project in the future;
- **Traffic Impacts:** The Draft Environmental Impact Statement has analyzed thirty (30) intersections in and around the proposed project. Analysis shows that fifteen (15) traffic impacted intersections along 27th Avenue, Astoria Boulevard, Vernon Boulevard, Hoyt Avenue and 30th Avenue would remain either Unmitigated or Partially Mitigated after possible mitigation measures are implemented. These intersections are impacted during the AM and PM peak hours. Traffic impacts would be particularly hard felt by the existing and new community because the project site is located at the northern portion of a peninsula that is serviced by a very limited street network for the entire area;
- **Insufficient Mass Transit:** Mass transit service for this area is already overburdened. Area residents report that the nearest subway station is operating above capacity. Potential measures to relieve the crowding at this station include added shuttle service to other stations, adding capacity or widening of the stairs, or adding more turnstiles. It is also reported by area residents that the existing bus service does not run frequently enough to meet current transportation needs. More frequent and additional bus service is needed for this area especially as there is new large scale development. As of this date there have been no commitments or funding made available to implement any of these measures;
- **Ferry Service:** In addition to bus and subway service, alternatives services such as ferries must be considered to relieve the already congested roadway network. This is a waterfront site in an area with limited options in terms of providing additional roadways or other means of access. Therefore, ferries are an alternative transportation mode that would provide more service without further taxing the street network. New ferry service to Astoria could be part of a new commuter option with landings to service other New York City waterfront neighborhoods.
- **More Affordable Housing:** The proposed mandatory affordable housing for this project would be capped at 20% of residential development per the proposed zoning text amendment. However, even at the proposed levels of affordable housing within the AMI bands, there is still a severe shortage of housing within reach of many lower to middle income households throughout New York City. The projected rents for the proposed affordable housing would still be higher than what current local Astoria residents, who will bear the brunt of the impacts of the proposed project, could afford to pay. The lack of affordable housing has a wide ranging impact as evidenced by the number of families and individuals forced into homelessness and the longer term effect of pricing long-time residents out of gentrifying neighborhoods. The project proposes 1723 total units. There should be a larger percentage of affordable units provided to help meet the need for such housing in this area. CB 1 recommended that there should be 35% affordable housing units;
- **School Construction in the earliest phase:** The proposed school should be constructed in the earliest phase to meet the existing need for more seats in School District 30 Sub-district 3. The proposed school is scheduled to be built in the last phase of this project. The most recent analysis shows that some schools in the district are operating above capacity while the others are operating at high occupancy rates. The school should be built sooner to proactively assure that there are enough seats to meet current and future needs;
- **Area Supermarket:** The applicant has proposed a supermarket within the project. There must be assurances that the proposed supermarket will be first and foremost a food market that will provide the area with the highest quality fresh food, produce and prepared foods. There is a great need for such a supermarket because there are very few in the area. In addition to providing quality food to the neighborhood, the supermarket operator should also be willing to hire from the immediate area, pay a living wage with benefits and provide career path training for its workers;

- **Skilled Labor:** The proposed 1.762 million square feet project will only succeed if it is built by the most skilled and professional workers to assure the quality, durability and safety of the construction. The developer of this site must work with the construction and service workers to provide prevailing wages for development and living wages for the permanent workers. There must be a requirement that all required safety equipment, standards and practices are utilized on the worksite, and that benefits for the workers are provided. There should also be provisions for onsite training and apprenticeships for local area residents that will provide practical work experience and lead to careers which provide a middle class income.



July 30, 2014

PRESIDENT, BOROUGH OF QUEENS

DATE

Queens Borough President Recommendation

APPLICATION: ULURP #140328 ZCQ

COMMUNITY BOARD: Q01

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by 2030 Astoria Developers, LLC, pursuant to Section 62-811 of the NYC Zoning Resolution, for certification by the Chairperson of the City Planning Commission of waterfront public access areas and visual corridors as modified in related applications in connection to a proposed mixed use development on property generally bounded by a line 280 feet southeasterly of 3rd Street, the U.S. Pierhead and Bulkhead Line, 9th Street, and 27th Avenue (Block 906, Lots 1 and 5; Block 907 p/o Lots 1 and 8; Block 908, Lot 12; Block 909, Lot 35: portions of land underwater adjacent to Block 907 and 906) in R7-3/C2-4*, R7A/C2-4*, R6B* and R6 districts, within a large scale general development, Borough of Queens, Community District 1.

*Note: This site is proposed to be rezoned by changing M1-1 and R6 Districts to R7-3/C2-4, R7A/C2-4, and R6B Districts under a concurrent related application (140322 ZMQ).

(Related applications: ULURP nos. 130284 MMQ, 140322 ZMQ, 140323 ZSQ, 140324 ZSQ, 140325 ZAQ, 140326 ZAQ, 140327 ZAQ, 140329 ZRQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, July 17, 2014, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were eleven (11) speakers in favor with eleven (11) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The applicant is applying for a certification by the Chairperson of the City Planning Commission of the waterfront public access areas and visual corridors that would allow development of a General Large Scale Development. This application is concurrently under public review with eight (8) other applications that would facilitate the Astoria Cove Project;
- The applicant is proposing to build a 1.762 million square feet project that will include 1723 dwelling units of which 345 units (20% of residential units) will be mandatory affordable housing per the Inclusionary Housing Program. This project would be the first large residential development project to require mandatory affordable housing and is expected to be prototypical in developing the city's affordable housing policy. All parties involved have worked very hard in shaping this requirement;
- Also, included in the project are 54,099 sf of retail space that will feature a 25,000 sf supermarket, a site designated for a 60,657 sf, 456 seat Pre-K to 5 elementary school, a waterfront esplanade, and offstreet accessory parking for 900 vehicles distributed throughout the project;
- The proposed project is expected to generate hundreds of jobs during construction and hundreds of jobs post construction in building maintenance/operations and retail/commercial jobs when completed. The jobs and economic activity generated by this project have the capacity to benefit Queens and New York City;
- The 8.8 acre site is zoned M1-1 and is currently developed with industrial buildings and open lots used for storage and other industrial businesses. The surrounding area is developed with a mix of industrial and residential uses. The major east to west thoroughfares in this area are 27th Avenue and Astoria Boulevard. There are other mapped streets in the area that however are not improved or in use which severely limits access into the peninsula;
- Community Board 1 (CB 1) disapproved this application with conditions by a vote of forty-four (44) against with none (0) opposed or abstaining at a public hearing held on June 17, 2014. CB 1's conditions are summarized as follows:

- Affordable Units should be permanently affordable and the percentage of such units should be increased to 35% for low, moderate and middle income individuals/families and distributed through each phase and located solely within the project area defined by the General Large Scale Development. CB 1 residents should be given preference to 50% of the affordable units and have equal access to any amenities available to the market rate residents;
 - Project Design should use Quality Housing Program requirements. The market rate and affordable housing should include 2-bedroom units to accommodate family households. No on-street parking should be allowed along the waterfront esplanade to maintain all shorefront views. The project should strive to exceed LEED Gold standards by incorporating innovative sustainable elements into the project. Building mechanicals and fuel storage should be protected from storm surges and flood risks;
 - Parking spaces should be increased to 1.5 spaces per dwelling units, with dedicated spaces allotted by use, one-third of all of these spaces should be designated as self-park for visitors or shoppers, accessory parking should be provided for community facility space; parking should be provided if a Ferry Terminal is designated for Pot Cove;
 - the NYC Department of Transportation and the developer should monitor traffic circulation and parking impacts through construction and completion of all phases of the project and mitigate any impacts that may arise; building materials should be barged in to minimize traffic impacts on local streets; the developer should work to establish ferry service for the area, an Emergency Evacuation Route should be designated and signs erected to delineate staging and destination areas;
 - a portion of the proposed waterfront esplanade should be built in Phase I to provide a Waterfront Public Access Area for the existing community;
 - CB 1 should be consulted by the developer and the NYC Department of Parks regarding any proposed mitigations or receiving sites for the project's open space impacts, a proposed play area should be relocated to a more central and accessible spot and equipped with age appropriate equipment to meet the recreational needs of a wide range of age groups, all open spaces are to be provided with adequate lighting, security gates and kept open to the public, responsibility for construction and maintenance for all open spaces must be identified and memorialized;
 - a Youth Center should be located into a portion of the proposed commercial space for early childhood programs, a new recreational center such as a YMCA or Boys and Girls Club should be built to accommodate the area's older youth and adults;
 - a satellite medical facility operated by a hospital should be located within the proposed commercial space;
 - construction of the school should be mandatory in an early phase, prior to construction the school site should be used as a community recreational space for use by all ages, the school should be built to accommodate early childhood programs such as Head Start;
 - a FRESH Food Supermarket with dedicated parking should be part of the proposed commercial space, internal loading and service areas should be designed into the buildings, such loading and service space should sufficient to meet all commercial needs;
 - Job opportunities ranging from construction to maintenance, retail and security positions should be made available for local residents during and after construction, the developer should work with the construction and building service trades to provide apprenticeship positions leading to permanent employment;
 - the developer should contact the utility and infrastructure agencies to assure adequate service to support the projects needs, the project should use systems that are most energy efficient for the design of the buildings heating, ventilating and cooling systems;
- o Petitions were received at the Borough President's public hearing for and against the project. Speakers in favor of the project testified that the project would transform an underutilized waterfront manufacturing site into a more vibrant residential and commercial neighborhood, the project will generate jobs and services. Among the concerns raised by speakers at the hearing who were against the project were increased traffic and congestion, cost and lack of enough affordable housing, lack of accessible open space, concerns about the developer's past labor practices on job sites and that the construction and permanent jobs would not be well-paying with benefits, location of site within flood zone, hazardous materials on the site are not being properly processed;
 - o The applicant testified that there would be revised applications submitted to increase the proposed number of affordable housing and to make the affordable housing mandatory to development with restrictions based upon the use of public subsidies to generate the affordable housing;

RECOMMENDATION

The Mayor, the Departments of City Planning and Housing Preservation and Development are effectively striving to shape and implement regulations that will result in the generation and preservation of enough affordable housing meet to meet the citywide goal of 200,000 affordable units. This is a very complex issue with many facets that must be identified, weighed and carefully reviewed. I note that the mandatory affordable housing of 20% without subsidy proposed by the City for this project is the first of projects to follow this policy. It is a critical first step towards the goal of creating and preserving 200,000 of affordable housing. The efforts of the Mayor and all agencies are greatly appreciated.

However, although the policy has great merit, because of the above consideration, I hereby recommend disapproval of this and the associated applications for the Astoria Cove Project for the following reasons:

- **Community Concerns:** The proposed redevelopment of the Astoria Cove site would revitalize an otherwise underutilized Queens waterfront. In addition to revitalization of the waterfront, the project proposes new housing as well as mandatory affordable housing for the first time, a school, a supermarket, services and retail opportunities, as well as jobs during construction and after in the stores and maintenance and operation of the buildings. However, in bringing hundreds of new residents into Astoria, the needs and concerns of the current existing residents, in particular the citywide shortage of much needed affordable housing, and the overall wellbeing of the borough and New York City must also be addressed. At this time there are still outstanding issues with this project which must be meaningfully addressed by whichever entity implements and constructs this proposed project in the future;
- **Traffic Impacts:** The Draft Environmental Impact Statement has analyzed thirty (30) intersections in and around the proposed project. Analysis shows that fifteen (15) traffic impacted intersections along 27th Avenue, Astoria Boulevard, Vernon Boulevard, Hoyt Avenue and 30th Avenue would remain either Unmitigated or Partially Mitigated after possible mitigation measures are implemented. These intersections are impacted during the AM and PM peak hours. Traffic impacts would be particularly hard felt by the existing and new community because the project site is located at the northern portion of a peninsula that is serviced by a very limited street network for the entire area;
- **Insufficient Mass Transit:** Mass transit service for this area is already overburdened. Area residents report that the nearest subway station is operating above capacity. Potential measures to relieve the crowding at this station include added shuttle service to other stations, adding capacity or widening of the stairs, or adding more turnstiles. It is also reported by area residents that the existing bus service does not run frequently enough to meet current transportation needs. More frequent and additional bus service is needed for this area especially as there is new large scale development. As of this date there have been no commitments or funding made available to implement any of these measures;
- **Ferry Service:** In addition to bus and subway service, alternatives services such as ferries must be considered to relieve the already congested roadway network. This is a waterfront site in an area with limited options in terms of providing additional roadways or other means of access. Therefore, ferries are an alternative transportation mode that would provide more service without further taxing the street network. New ferry service to Astoria could be part of a new commuter option with landings to service other New York City waterfront neighborhoods.
- **More Affordable Housing:** The proposed mandatory affordable housing for this project would be capped at 20% of residential development per the proposed zoning text amendment. However, even at the proposed levels of affordable housing within the AMI bands, there is still a severe shortage of housing within reach of many lower to middle income households throughout New York City. The projected rents for the proposed affordable housing would still be higher than what current local Astoria residents, who will bear the brunt of the impacts of the proposed project, could afford to pay. The lack of affordable housing has a wide ranging impact as evidenced by the number of families and individuals forced into homelessness and the longer term effect of pricing long-time residents out of gentrifying neighborhoods. The project proposes 1723 total units. There should be a larger percentage of affordable units provided to help meet the need for such housing in this area. CB 1 recommended that there should be 35% affordable housing units;
- **School Construction in the earliest phase:** The proposed school should be constructed in the earliest phase to meet the existing need for more seats in School District 30 Sub-district 3. The proposed school is scheduled to be built in the last phase of this project. The most recent analysis shows that some schools in the district are operating above capacity while the others are operating at high occupancy rates. The school should be built sooner to proactively assure that there are enough seats to meet current and future needs;
- **Area Supermarket:** The applicant has proposed a supermarket within the project. There must be assurances that the proposed supermarket will be first and foremost a food market that will provide the area with the highest quality fresh food, produce and prepared foods. There is a great need for such a supermarket because there are very few in the area. In addition to providing quality food to the neighborhood, the supermarket operator should also be willing to hire from the immediate area, pay a living wage with benefits and provide career path training for its workers;

- **Skilled Labor:** The proposed 1.762 million square feet project will only succeed if it is built by the most skilled and professional workers to assure the quality, durability and safety of the construction. The developer of this site must work with the construction and service workers to provide prevailing wages for development and living wages for the permanent workers. There must be a requirement that all required safety equipment, standards and practices are utilized on the worksite, and that benefits for the workers are provided. There should also be provisions for onsite training and apprenticeships for local area residents that will provide practical work experience and lead to careers which provide a middle class income.



July 30, 2014

PRESIDENT, BOROUGH OF QUEENS

DATE

Queens Borough President Recommendation

APPLICATION: ULURP #140329 (A) ZRQ

COMMUNITY BOARD: Q01

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by 2030 Astoria Developers, LLC, pursuant to Section 201 of the NYC Charter and Section 23-952 of the Zoning Resolution, to make the Inclusionary Housing Program applicable in connection to a proposed mixed use development on property generally bounded by a line 280 feet southeasterly of 3rd Street, the U.S. Pierhead and Bulkhead Line, 9th Street, and 27th Avenue (Block 906, Lots 1 and 5; Block 907 p/o Lots 1 and 8; Block 908, Lot 12; Block 909, Lot 35: portions of land underwater adjacent to Block 907 and 906) in R7-3/C2-4*, R7A/C2-4*, R6B* and R6 districts, within a large scale general development, Borough of Queens, Community District 1.

*Note: This site is proposed to be rezoned by changing M1-1 and R6 Districts to R7-3/C2-4, R7A/C2-4, and R6B Districts under a concurrent related application (140322 ZMQ).

(Related applications: ULURP nos. 130284 MMQ, 140322 ZMQ, 140323 ZSQ, 140324 ZSQ, 140325 ZAQ, 140326 ZAQ, 140327 ZAQ, 140328 ZCQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, July 17, 2014, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were eleven (11) speakers in favor with eleven (11) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The applicant is proposing a zoning text amendment that would make a proposed waterfront mixed use General Large Scale Development eligible for the Inclusionary Housing Program. This application is concurrently under public review with eight (8) other applications that would facilitate the Astoria Cove Project;
- The applicant is proposing to build a 1.762 million square feet project that will include 1723 dwelling units of which 345 units (20% of residential units) will be mandatory affordable housing per the Inclusionary Housing Program. This project would be the first large residential development project to require mandatory affordable housing and is expected to be prototypical in developing the city's affordable housing policy. All parties involved have worked very hard in shaping this requirement;
- Also, included in the project are 54,099 sf of retail space that will feature a 25,000 sf supermarket, a site designated for a 60,657 sf, 456 seat Pre-K to 5 elementary school, a waterfront esplanade, and offstreet accessory parking for 900 vehicles distributed throughout the project;
- The proposed project is expected to generate hundreds of jobs during construction and hundreds of jobs post construction in building maintenance/operations and retail/commercial jobs when completed. The jobs and economic activity generated by this project have the capacity to benefit Queens and New York City;
- The 8.8 acre site is zoned M1-1 and is currently developed with industrial buildings and open lots used for storage and other industrial businesses. The surrounding area is developed with a mix of industrial and residential uses. The major east to west thoroughfares in this area are 27th Avenue and Astoria Boulevard. There are other mapped streets in the area that however are not improved or in use which severely limits access into the peninsula;
- Community Board 1 (CB 1) disapproved this application with conditions by a vote of forty-four (44) against with none (0) opposed or abstaining at a public hearing held on June 17, 2014. CB 1's conditions are summarized as follows:

- Affordable Units should be permanently affordable and the percentage of such units should be increased to 35% for low, moderate and middle income individuals/families and distributed through each phase and located solely within the project area defined by the General Large Scale Development. CB 1 residents should be given preference to 50% of the affordable units and have equal access to any amenities available to the market rate residents;
- Project Design should use Quality Housing Program requirements. The market rate and affordable housing should include 2-bedroom units to accommodate family households. No on-street parking should be allowed along the waterfront esplanade to maintain all shorefront views. The project should strive to exceed LEED Gold standards by incorporating innovative sustainable elements into the project. Building mechanicals and fuel storage should be protected from storm surges and flood risks;
- Parking spaces should be increased to 1.5 spaces per dwelling units, with dedicated spaces allotted by use, one-third of all of these spaces should be designated as self-park for visitors or shoppers, accessory parking should be provided for community facility space; parking should be provided if a Ferry Terminal is designated for Pot Cove;
- the NYC Department of Transportation and the developer should monitor traffic circulation and parking impacts through construction and completion of all phases of the project and mitigate any impacts that may arise; building materials should be barged in to minimize traffic impacts on local streets; the developer should work to establish ferry service for the area, an Emergency Evacuation Route should be designated and signs erected to delineate staging and destination areas;
- a portion of the proposed waterfront esplanade should be built in Phase I to provide a Waterfront Public Access Area for the existing community;
- CB 1 should be consulted by the developer and the NYC Department of Parks regarding any proposed mitigations or receiving sites for the project's open space impacts, a proposed play area should be relocated to a more central and accessible spot and equipped with age appropriate equipment to meet the recreational needs of a wide range of age groups, all open spaces are to be provided with adequate lighting, security gates and kept open to the public, responsibility for construction and maintenance for all open spaces must be identified and memorialized;
- a Youth Center should be located into a portion of the proposed commercial space for early childhood programs, a new recreational center such as a YMCA or Boys and Girls Club should be built to accommodate the area's older youth and adults;
- a satellite medical facility operated by a hospital should be located within the proposed commercial space;
- construction of the school should be mandatory in an early phase, prior to construction the school site should be used as a community recreational space for use by all ages, the school should be built to accommodate early childhood programs such as Head Start;
- a FRESH Food Supermarket with dedicated parking should be part of the proposed commercial space, internal loading and service areas should be designed into the buildings, such loading and service space should sufficient to meet all commercial needs;
- Job opportunities ranging from construction to maintenance, retail and security positions should be made available for local residents during and after construction, the developer should work with the construction and building service trades to provide apprenticeship positions leading to permanent employment;
- the developer should contact the utility and infrastructure agencies to assure adequate service to support the projects needs, the project should use systems that are most energy efficient for the design of the buildings heating, ventilating and cooling systems;
- o Petitions were received at the Borough President's public hearing for and against the project. Speakers in favor of the project testified that the project would transform an underutilized waterfront manufacturing site into a more vibrant residential and commercial neighborhood, the project will generate jobs and services. Among the concerns raised by speakers at the hearing who were against the project were increased traffic and congestion, cost and lack of enough affordable housing, lack of accessible open space, concerns about the developer's past labor practices on job sites and that the construction and permanent jobs would not be well-paying with benefits, location of site within flood zone, hazardous materials on the site are not being properly processed;
- o The applicant testified that there would be revised applications submitted to increase the proposed number of affordable housing and to make the affordable housing mandatory to development with restrictions based upon the use of public subsidies to generate the affordable housing;

RECOMMENDATION

The Mayor, the Departments of City Planning and Housing Preservation and Development are effectively striving to shape and implement regulations that will result in the generation and preservation of enough affordable housing meet to meet the citywide goal of 200,000 affordable units. This is a very complex issue with many facets that must be identified, weighed and carefully reviewed. I note that the mandatory affordable housing of 20% without subsidy proposed by the City for this project is the first of projects to follow this policy. It is a critical first step towards the goal of creating and preserving 200,000 of affordable housing. The efforts of the Mayor and all agencies are greatly appreciated.

However, although the policy has great merit, because of the above consideration, I hereby recommend disapproval of this and the associated applications for the Astoria Cove Project for the following reasons:

- **Community Concerns:** The proposed redevelopment of the Astoria Cove site would revitalize an otherwise underutilized Queens waterfront. In addition to revitalization of the waterfront, the project proposes new housing as well as mandatory affordable housing for the first time, a school, a supermarket, services and retail opportunities, as well as jobs during construction and after in the stores and maintenance and operation of the buildings. However, in bringing hundreds of new residents into Astoria, the needs and concerns of the current existing residents, in particular the citywide shortage of much needed affordable housing, and the overall wellbeing of the borough and New York City must also be addressed. At this time there are still outstanding issues with this project which must be meaningfully addressed by whichever entity implements and constructs this proposed project in the future;
- **Traffic Impacts:** The Draft Environmental Impact Statement has analyzed thirty (30) intersections in and around the proposed project. Analysis shows that fifteen (15) traffic impacted intersections along 27th Avenue, Astoria Boulevard, Vernon Boulevard, Hoyt Avenue and 30th Avenue would remain either Unmitigated or Partially Mitigated after possible mitigation measures are implemented. These intersections are impacted during the AM and PM peak hours. Traffic impacts would be particularly hard felt by the existing and new community because the project site is located at the northern portion of a peninsula that is serviced by a very limited street network for the entire area;
- **Insufficient Mass Transit:** Mass transit service for this area is already overburdened. Area residents report that the nearest subway station is operating above capacity. Potential measures to relieve the crowding at this station include added shuttle service to other stations, adding capacity or widening of the stairs, or adding more turnstiles. It is also reported by area residents that the existing bus service does not run frequently enough to meet current transportation needs. More frequent and additional bus service is needed for this area especially as there is new large scale development. As of this date there have been no commitments or funding made available to implement any of these measures;
- **Ferry Service:** In addition to bus and subway service, alternatives services such as ferries must be considered to relieve the already congested roadway network. This is a waterfront site in an area with limited options in terms of providing additional roadways or other means of access. Therefore, ferries are an alternative transportation mode that would provide more service without further taxing the street network. New ferry service to Astoria could be part of a new commuter option with landings to service other New York City waterfront neighborhoods.
- **More Affordable Housing:** The proposed mandatory affordable housing for this project would be capped at 20% of residential development per the proposed zoning text amendment. However, even at the proposed levels of affordable housing within the AMI bands, there is still a severe shortage of housing within reach of many lower to middle income households throughout New York City. The projected rents for the proposed affordable housing would still be higher than what current local Astoria residents, who will bear the brunt of the impacts of the proposed project, could afford to pay. The lack of affordable housing has a wide ranging impact as evidenced by the number of families and individuals forced into homelessness and the longer term effect of pricing long-time residents out of gentrifying neighborhoods. The project proposes 1723 total units. There should be a larger percentage of affordable units provided to help meet the need for such housing in this area. CB 1 recommended that there should be 35% affordable housing units;
- **School Construction in the earliest phase:** The proposed school should be constructed in the earliest phase to meet the existing need for more seats in School District 30 Sub-district 3. The proposed school is scheduled to be built in the last phase of this project. The most recent analysis shows that some schools in the district are operating above capacity while the others are operating at high occupancy rates. The school should be built sooner to proactively assure that there are enough seats to meet current and future needs;
- **Area Supermarket:** The applicant has proposed a supermarket within the project. There must be assurances that the proposed supermarket will be first and foremost a food market that will provide the area with the highest quality fresh food, produce and prepared foods. There is a great need for such a supermarket because there are very few in the area. In addition to providing quality food to the neighborhood, the supermarket operator should also be willing to hire from the immediate area, pay a living wage with benefits and provide career path training for its workers;

- **Skilled Labor:** The proposed 1.762 million square feet project will only succeed if it is built by the most skilled and professional workers to assure the quality, durability and safety of the construction. The developer of this site must work with the construction and service workers to provide prevailing wages for development and living wages for the permanent workers. There must be a requirement that all required safety equipment, standards and practices are utilized on the worksite, and that benefits for the workers are provided. There should also be provisions for onsite training and apprenticeships for local area residents that will provide practical work experience and lead to careers which provide a middle class income.



July 30, 2014

PRESIDENT, BOROUGH OF QUEENS

DATE