

**A. ORGANIZATIONS AND INDIVIDUALS WHO SUBMITTED WRITTEN COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)**

1. State Senator Frank Padavan, April 25, 2007
2. Helen Marshall, Queens Borough President, oral testimony (Marshall)
3. Councilmember James Gennaro, oral testimony delivered by Leah Carter (Gennaro)
4. Councilmember Leroy Comrie, oral testimony (Comrie)
5. Dr. Gloria Black, Queens Community Board 12, May 23, 2007
6. Peter G. Cafiero, Operations Planning, MTA New York City Transit, May 11, 2007
7. Frances Yen, Asian Americans for Equality, May 23, 2007
8. Association of Minority Enterprises of New York, undated
9. Association of Tenants (Business Owners) to be affected by the Jamaica Station Plaza Project, Petition for the Jamaica Station Project to be withdrawn, May 22, 2007
10. Deborah Ayala, President, Jamaica Hill Community Association, May 23, 2007
11. Seymour Schwartz, Briarwood Community Association Inc., May 25, 2007
12. Zachary Berstein, American Planning Association, undated
13. Business owners and proprietors of Hillside Avenue, Petition to support the proposed zone changes on Hillside Ave, from Midland Pkwy to 191st St, undated
14. Jeffrey Chester, Esq., Unicorp Development, June 1, 2007
15. Concerned Management Corp, Petition dated May 21, 2007
16. Patricia Dolan, Executive Vice President of the Queens Civic Congress, May 23, 2007
17. Crystal Ervin, Resident within Liberty Ave/Merrick Boulevard plan area, May 22, 2007
18. Jackie Forrestal, Hillcrest Estates Civic Association, May 23, 2007
19. Kevin J. Forrestal, Hillcrest Estates Civic Association, May 23, 2007
20. Jonathan Furlong, Habitat for Humanity (Habitat-NYC) and Queens Affordable Housing, May 23, 2007
21. Gertrude S. Gonesh, undated
22. Samuel Henderson, A&L Multi-Block Association, May 23, 2007

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<sup>1</sup> This appendix is new to the FEIS.

23. Gilbert Hines, P.S. 48 SLT member, January 18, 2006
24. Jamaica Estates Association, May 23, 2007
25. Larry Bernstein, Jonas Equities, undated
26. Holly Franz, Kamali Organization, May 23, 2007
27. Hafeez Khan, May 22, 2007
28. David C. Kotheimer, Chairman, Greater Jamaica Development Corporation, January 30, 2007
29. Dr. Emmanuel Lambrakis, May 23, 2007
30. Benjamin Marion, Community Board #12 Land Use Committee, undated
31. Linda Mitchell, Jamaica Residents for an Alternate Plan, May 23, 2007
32. Patricia Murphy, May 22, 2007
33. Richard T. Anderson, President, New York Building Congress, May 17, 2007
34. Kathryn Wylde, Partnership for New York City, May 23, 2007
35. Carol Van Guilder, Real Estate Board of New York, May 23, 2007
36. Reverend Edwin Reed, Allen AME, May 23, 2007
37. Leonardo N. Ronderos, Regional Plan Association, May 23, 2007
38. Eugenia Rudmann, Jamaica Residents for an Alternate Plan, May 23, 2007
39. Joy A. Tomchin, Courthouse House Square Realty Co., L.P., May 23, 2007
40. F. Carlisle Towery, Greater Jamaica Development Corporation, May 23, 2007

**NEW YORK**  
**STATE**  
**SENATE**

ALBANY, NEW YORK 12247



**FRANK PADAVAN**

SENATOR, 11TH DISTRICT  
VICE PRESIDENT PRO TEMPORE

PLEASE RESPOND TO

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□ ROOM 416

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April 25, 2007

The Honorable Mayor Michael R. Bloomberg  
City Hall  
New York, NY 10007

Re: The Jamaica Plan

Dear Mayor Bloomberg:

In the past month there has been a noticeable, significant improvement in the attention that many of your commissioners have paid to the dozens of important questions raised by the community on the proposed Jamaica Plan, which originated in the last half of 2005. These questions ask how the Jamaica Plan will address serious structural deficiencies that have existed for years in terms that include Jamaica's

- insufficient number of schools;
- insufficient sewer systems;
- saturated transportation picture, and the
- prospect of overdevelopment through inadvisable, excessive, high-rise buildings along congested corridors (Hillside Avenue) and their adjacent residential streets.

Unfortunately, too many of your agencies' replies have been unresponsive, and/or have simply not demonstrated how such persistent problems will be remedied so as to absorb the stresses resulting from the zoning changes, overdevelopment and overpopulation that the Jamaica Plan proposes.

It is not surprising that two local community planning boards have recently voted to oppose the Plan as presently configured -- one by unanimous vote.

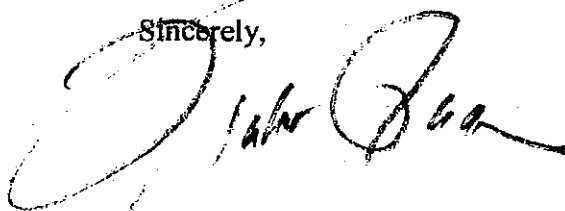
So, as a current resident of the area for essentially all of the past 60 years, I urge you to postpone further action on the approval process for this Plan until it incorporates satisfactory solutions to the major concerns itemized above, concerns which have persisted since the inception of this Plan.

I look forward to your earliest possible response.

Pg. 2

April 25, 2007

Sincerely,

A handwritten signature in black ink, appearing to read "Frank Padavan". The signature is written in a cursive style with a large, looping initial "F".

Frank Padavan  
State Senator

FP: pk

- c: Helen Marshall, Queens Borough President  
Daniel L. Doctoroff - Deputy Mayor for Development and Rebuilding  
Amanda M. Burden, A.I.C.P., Director, Department of City Planning  
Community Board 8  
Community Board 12  
Queens Civic Congress  
Holliswood Civic Association  
Hollis Park Garden Civic  
Jamaica Estates Association

# Queens Borough President Recommendation

APPLICATION: ULURP #070314 ZMQ, 070315 ZRQ      COMMUNITY BOARD: Q8 & Q12

## DOCKET DESCRIPTION

IN THE MATTER OF an application, submitted by the Department of City Planning, pursuant to Sections 197-c and 201 of the NYC Charter for an amendment of the Zoning Map, Section Nos. 14d, 15a, 15b and 18c affecting all or portions of 368 blocks within an area generally bounded by the Van Wyck Expressway, Hillside Avenue, 191<sup>st</sup> Street, Liberty Avenue, 180<sup>th</sup> Street, 178<sup>th</sup> Street, Brinkerhoff Avenue, Merrick Boulevard, Guy R. Brewer Boulevard, Liberty Avenue.

The areas are proposed to be rezoned by eliminating C1-2 and C2-2 Districts from within existing R3-2, R4, R5 and R6 Districts, by changing R2, R3-2, R4, R5, R6, C4-2, C4-6, C6-1, C6-1A, C8-1, M1-1 and M1-5 Districts to R1-2, R3A, R3X, R4-1, R5, R5D, R6A, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, C6-4, M1-1, M1-2, and M1-4, by establishing C1-3, C1-4, C2-3 and C2-4 Districts within an existing R3-2 and R5 Districts and proposed R5D, R6A, R7A and R7X, and by establishing a Special Downtown Jamaica District, in the Borough of Queens. (Related applications: C070158 MMQ, C070316 HUQ, C070317 HCQ, C070318 PPQ, C070322 HDQ)

## PUBLIC HEARING

A Public Hearing was held at Queens Borough Hall in Room 213 at 120-55 Queens Boulevard on Thursday, April 26, 2007 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 eighteen (18) speakers in favor and twenty-one (21) 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 Department of City Planning has proposed this rezoning application in support of the Jamaica Development Plan. The plan consists of several related actions that would rezone the area, establish the Jamaica Urban Renewal Area, create the Jamaica Gateway Urban Renewal Plan, create a Special Downtown Jamaica District, a street demapping and disposition of certain properties.;
- o For over thirty years, there has been an ongoing effort at all levels of government to invest in the revitalization of Jamaica. These efforts include removal of the Jamaica Avenue elevated track, construction of various government buildings and location of agencies and offices, and encouragement of private investment and development in the area. This plan is part of the continuing commitment to improve Jamaica and the areas around it;
- o Community Board 8 (CB 8) disapproved this application by a vote of thirty-six (36) against, none (0) in favor or abstaining at a public hearing held on March 14, 2007. Several issues were raised by CB 8, these included: increased densities and heights on Hillside Avenue, accuracy of data provided in the Draft Environmental Impact Statement, concerns about the ability of the infrastructure to support increased population.;
- o Community Board 12 (CB 12) did not vote on this application at a public hearing held on April 11, 2007. Concerns about the ability of the infrastructure to accommodate increased development, exacerbation of existing flooding problems, increased height of the water table due to closure of Jamaica Water Supply, economic participation and opportunities for area residents were raised at the CB 12 hearing.;
- o From the start of the study phase of this project, the Queens Office of the Department of City Planning has made a tremendous effort in reaching out to all of the elected officials, community boards, civic associations and other affected parties, and made numerous presentations on their findings and draft proposals.

## RECOMMENDATION

The Jamaica Development Plan is a major undertaking encompassing 368 blocks mostly in Community District 12 and also affecting Community District 8 along the district boundary line on Hillside Avenue. The members of both community boards have given much time and thought at meetings and public hearings before speaking loudly and clearly about their concerns with the plan.


Market forces and the last major rezoning of the area in 1961 have brought us to our present conditions of unattractive blocks with substandard economic activity, open auto related uses and run down buildings. Another issue is the concentration in Downtown Jamaica of city facilities for individuals and families in need of help. The answer is not to rezone the area and once again simply leaving it to market conditions or the good intentions of private developers to make Jamaica better.

At this point, we have a real opportunity to respond meaningfully to the concerns raised. And, to make some changes beyond the zoning that would give residents a real sense of ownership and pride in their mixed income neighborhood. Lately, many new schools have been opened that exemplify the kind of good planning and thoughtful design that we need in Jamaica. We should also be thinking about how to make ownership for young families and professionals, city workers and elder residents a real option in multigenerational housing. Accomplishing those goals we could only leave Jamaica a far more beautiful place than it is now.

Based on the above consideration, I hereby recommend conditional approval of this application. The conditions of approval are as follows:

- Creation of a team of design consultants who would work with all stakeholders (area residents, civic associations, elected officials and city agencies) to study and make recommendations for storefront and streetscape improvements along the entire length of Hillside Avenue between the Van Wyck Expressway and 191<sup>st</sup> Street. Such findings would include items such as attractive entryways for residential buildings and median improvements that would include tree plantings and landscaping to increase green space as identified in Plan NYC 2030. This group would also work on funding and implementation of the findings of the study.;
- Formation of a task force consisting of city agencies (i.e. DCP, DEP, DOT, HPD, EDC, SCA...), affected elected officials and the Community Boards to oversee planning and implementation of infrastructure projects, and enhancement of city services and transportation. The task force would meet on an ongoing regular basis to address any issues or impacts that may arise as a result of the Jamaica Development Plan.;
- The proposed R7A zoning on Hillside Avenue from Midland Parkway and 180<sup>th</sup> Street east to 191<sup>st</sup> Street should be modified to allow buildings that would reflect the height and density of the existing buildings. The proposed R7X areas to the west of Midland Parkway and 180<sup>th</sup> Street should be reevaluated and modified with more appropriate zoning in relation to the existing building heights and densities. The overall concern is that the entire length of Hillside Avenue should not be a wall of uniformly tall buildings. The building heights should be varied creating an interesting skyline with a sense of openness.;
- Units built with inclusionary housing floor area bonuses should only be allowed on the same site as the market rate units. This would assure that there is a real mix of incomes in new housing developments and that all residents of the buildings would share the amenities provided. Affordable units provided offsite would only reinforce separation and the lack of interaction between groups.;
- Modification of the Alternative Zoning Text regarding the Special Downtown Jamaica District for specific sites within the special district. Section 115-224 should be amended to allow a maximum height of 290 feet on Blocks 9998 and 9999. SPECIAL BULK REGULATIONS Section 115-20, should be amended by adding a waiver for properties adjacent to rail road embankments from the required 30 feet rear yard set back on Blocks 9998 and 9999. Development on these parcels would be restricted without these text amendments to the special district.;
- City investment to acquire parcels of property (Block 9998 Lots 109, 110) for use as a public parking garage in the proposed Jamaica Gateway Urban Renewal Area to support the proposed Station Plaza development around the Air Train Station. A shortage of parking already exists in this area. New parking will assure the success of the new Station Plaza development.;
- Economic opportunities should be made available for the residents of Community District 12 to provide goods and services during construction of the proposed International Merchandise Mart and retail stores. Upon completion, employment opportunities should be made available to residents of Community District 12. Notification of such opportunities before and after construction should be made to Community Board 12, affected elected officials and the Borough President's Office.

  
PRESIDENT, BOROUGH OF QUEENS

  
DATE

# Queens Borough President Recommendation

APPLICATION: ULURP #070316 HUQ

COMMUNITY BOARD: Q12

## DOCKET DESCRIPTION

IN THE MATTER OF an application, submitted by the Department of Housing Preservation and Development, pursuant to Section 505 of Article 15 of the General Municipal (Urban Renewal) Law of New York State and Section 197-c of the NYC Charter, for the Jamaica Gateway Urban Renewal Plan for the Jamaica Gateway Urban Renewal Area, Zoning Map 14d, in the Borough of Queens. (Related actions: C070158 MMQ, C070314 ZMQ, N070315 ZRQ, N070317 HGQ, C070322 HDQ, C070318 PPQ)

## PUBLIC HEARING

A Public Hearing was held at Queens Borough Hall in Room 213 at 120-55 Queens Boulevard on Thursday, April 26, 2007 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 eighteen (18) speakers in favor and twenty-one (21) 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 Department of Housing Preservation and Development has proposed this urban renewal plan in support of the Jamaica Development Plan. The plan consists of several related actions that would rezone the area, establish the Jamaica Urban Renewal Area, create the Jamaica Gateway Urban Renewal Plan, create a Special Downtown Jamaica District, a street demapping and disposition of certain properties.;
- o For over thirty years, there has been an ongoing effort at all levels of government to invest in the revitalization of Jamaica. These efforts include removal of the Jamaica Avenue elevated track, construction of various government buildings and location of agencies and offices, and encouragement of private investment and development in the area. This plan is part of the continuing commitment to improve Jamaica and the areas around it;
- o Community Board 8 (CB 8) disapproved this application by a vote of thirty-six (36) against, none (0) in favor or abstaining at a public hearing held on March 14, 2007. Several issues were raised by CB 8, these included: increased densities and heights on Hillside Avenue, accuracy of data provided in the Draft Environmental Impact Statement, concerns about the ability of the infrastructure to support increased population.;
- o Community Board 12 (CB 12) did not vote on this application at a public hearing held on April 11, 2007. Concerns about the ability of the infrastructure to accommodate increased development, exacerbation of existing flooding problems, increased height of the water table due to closure of Jamaica Water Supply, economic participation and opportunities for area residents were raised at the CB 12 hearing.;
- o From the start of the study phase of this project, the Queens Office of the Department of City Planning has made a tremendous effort in reaching out to all of the elected officials, community boards, civic associations and other affected parties, and made numerous presentations on their findings and draft proposals.

## RECOMMENDATION

The Jamaica Development Plan is a major undertaking encompassing 368 blocks mostly in Community District 12 and also affecting Community District 8 along the district boundary line on Hillside Avenue. The members of both community boards have given much time and thought at meetings and public hearings before speaking loudly and clearly about their concerns with the plan.

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- Formation of a task force consisting of city agencies (i.e. DCP, DEP, DOT, HPD, EDC, SCA...), affected elected officials and the Community Boards to oversee planning and implementation of infrastructure projects, and enhancement of city services and transportation. The task force would meet on an ongoing regular basis to address any issues or impacts that may arise as a result of the Jamaica Development Plan.;
- The proposed R7A zoning on Hillside Avenue from Midland Parkway and 180<sup>th</sup> Street east to 191<sup>st</sup> Street should be modified to allow buildings that would reflect the height and density of the existing buildings. The proposed R7X areas to the west of Midland Parkway and 180<sup>th</sup> Street should be reevaluated and modified with more appropriate zoning in relation to the existing building heights and densities. The overall concern is that the entire length of Hillside Avenue should not be a wall of uniformly tall buildings. The building heights should be varied creating an interesting skyline with a sense of openness.;
- Units built with inclusionary housing floor area bonuses should only be allowed on the same site as the market rate units. This would assure that there is a real mix of incomes in new housing developments and that all residents of the buildings would share the amenities provided. Affordable units provided offsite would only reinforce separation and the lack of interaction between groups.;
- Modification of the Alternative Zoning Text regarding the Special Downtown Jamaica District for specific sites within the special district. Section 115-224 should be amended to allow a maximum height of 290 feet on Blocks 9998 and 9999. SPECIAL BULK REGULATIONS Section 115-20, should be amended by adding a waiver for properties adjacent to rail road embankments from the required 30 feet rear yard set back on Blocks 9998 and 9999. Development on these parcels would be restricted without these text amendments to the special district.;
- City investment to acquire parcels of property (Block 9998 Lots 109, 110) for use as a public parking garage in the proposed Jamaica Gateway Urban Renewal Area to support the proposed Station Plaza development around the Air Train Station. A shortage of parking already exists in this area. New parking will assure the success of the new Station Plaza development.;
- Economic opportunities should be made available for the residents of Community District 12 to provide goods and services during construction of the proposed International Merchandise Mart and retail stores. Upon completion, employment opportunities should be made available to residents of Community District 12. Notification of such opportunities before and after construction should be made to Community Board 12, affected elected officials and the Borough President's Office.

  
PRESIDENT, BOROUGH OF QUEENS

  
DATE



# Queens Borough President Recommendation

APPLICATION: ULURP #070317 HGQ

COMMUNITY BOARD: Q12

## DOCKET DESCRIPTION

IN THE MATTER OF an application, submitted by the Department of Housing Preservation and Development, pursuant to Section 504 of Article 15 of the General Municipal (Urban Renewal) Law of New York State, for the designation of the Jamaica Gateway Urban Renewal Area as an area appropriate for urban renewal, Zoning Map 14d, in the Borough of Queens as follows:

- Site 1 - Commercial Use – (Block 9999, Lots 1, 9, 10, 11, 13, 15)
- Site 2 - Commercial Use – (Block 9998 south, Lots 1, 2, 16, 19, 22, 25, 42, 43, 47, 48, 144)
- Site 3 - Commercial Use – (Block 9998 north, Lots 83, 86, 87, 88, 89, 90, 91, 93, 94, 95, 101, 109, 110, 119, 124, 127)
- Site 4 - Commercial Use – (Block 9993, Lots 1, 3, 18, 20, 22, 23, 24, 25, 27, 28, 29)
- 148<sup>th</sup> Street between 94<sup>th</sup> & 95<sup>th</sup> Avenues
- All mapped and/or built streets within the Project Boundary

(Related applications: C070158 MMQ, C070314 ZMQ, C070315 ZRQ, C070316 HUQ, C070322 HDQ, C070318 PPQ)

## PUBLIC HEARING

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## 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 Department of Housing Preservation and Development has proposed this urban renewal plan in support of the Jamaica Development Plan. The plan consists of several related actions that would rezone the area, establish the Jamaica Urban Renewal Area, create the Jamaica Gateway Urban Renewal Plan, create a Special Downtown Jamaica District, a street demapping and disposition of certain properties.;
- For over thirty years, there has been an ongoing effort at all levels of government to invest in the revitalization of Jamaica. These efforts include removal of the Jamaica Avenue elevated track, construction of various government buildings and location of agencies and offices, and encouragement of private investment and development in the area. This plan is part of the continuing commitment to improve Jamaica and the areas around it;
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- Community Board 12 (CB 12) did not vote on this application at a public hearing held on April 11, 2007. Concerns about the ability of the infrastructure to accommodate increased development, exacerbation of existing flooding problems, increased height of the water table due to closure of Jamaica Water Supply, economic participation and opportunities for area residents were raised at the CB 12 hearing.;
- From the start of the study phase of this project, the Queens Office of the Department of City Planning has made a tremendous effort in reaching out to all of the elected officials, community boards, civic associations and other affected parties, and made numerous presentations on their findings and draft proposals.

## RECOMMENDATION


The Jamaica Development Plan is a major undertaking encompassing 368 blocks mostly in Community District 12 and also affecting Community District 8 along the district boundary line on Hillside Avenue. The members of both community boards have given much time and thought at meetings and public hearings before speaking loudly and clearly about their concerns with the plan.


Market forces and the last major rezoning of the area in 1961 have brought us to our present conditions of unattractive blocks with substandard economic activity, open auto related uses and run down buildings. Another issue is the concentration in Downtown Jamaica of city facilities for individuals and families in need of help. The answer is not to rezone the area and once again simply leaving it to market conditions or the good intentions of private developers to make Jamaica better.

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PRESIDENT, BOROUGH OF QUEENS

  
DATE

# Queens Borough President Recommendation

APPLICATION: ULURP #070322 HDQ

COMMUNITY BOARD: Q12

## DOCKET DESCRIPTION

IN THE MATTER OF an application, submitted by the Department of Citywide Administrative Services, pursuant to Sections 197-c of the NYC Charter, for the disposition of one (1) city-owned property located on the east side of 168<sup>th</sup> Street between Jamaica and Archer Avenues, Block 10209, Lot 115 pursuant to zoning, Borough of Queens. (Related applications: C070158 MMQ, C070314 ZMQ, C070315 ZRQ, C070316 HUQ, C070317 HGQ, C070318 PPQ)

## PUBLIC HEARING

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The Jamaica Development Plan is a major undertaking encompassing 368 blocks mostly in Community District 12 and also affecting Community District 8 along the district boundary line on Hillside Avenue. The members of both community boards have given much time and thought at meetings and public hearings before speaking loudly and clearly about their concerns with the plan.

Market forces and the last major rezoning of the area in 1961 have brought us to our present conditions of unattractive blocks with substandard economic activity, open auto related uses and run down buildings. Another issue is the concentration in Downtown Jamaica of city facilities for individuals and families in need of help. The answer is not to rezone the area and once again simply leaving it to market conditions or the good intentions of private developers to make Jamaica better.

At this point, we have a real opportunity to respond meaningfully to the concerns raised. And, to make some changes beyond the zoning that would give residents a real sense of ownership and pride in their mixed income neighborhood. Lately, many new schools have been opened that exemplify the kind of good planning and thoughtful design that we need in Jamaica. We should also be thinking about how to make ownership for young families and professionals, city workers and elder residents a real option in multigenerational housing. Accomplishing those goals we could only leave Jamaica a far more beautiful place than it is now.

Based on the above consideration, I hereby recommend conditional approval of this application. The conditions of approval are as follows:

- Creation of a team of design consultants who would work with all stakeholders (area residents, civic associations, elected officials and city agencies) to study and make recommendations for storefront and streetscape improvements along the entire length of Hillside Avenue between the Van Wyck Expressway and 191<sup>st</sup> Street. Such findings would include items such as attractive entryways for residential buildings and median improvements that would include tree plantings and landscaping to increase green space as identified in Plan NYC 2030. This group would also work on funding and implementation of the findings of the study.;
- Formation of a task force consisting of city agencies (i.e. DCP, DEP, DOT, HPD, EDC, SCA...), affected elected officials and the Community Boards to oversee planning and implementation of infrastructure projects, and enhancement of city services and transportation. The task force would meet on an ongoing regular basis to address any issues or impacts that may arise as a result of the Jamaica Development Plan.;
- The proposed R7A zoning on Hillside Avenue from Midland Parkway and 180<sup>th</sup> Street east to 191<sup>st</sup> Street should be modified to allow buildings that would reflect the height and density of the existing buildings. The proposed R7X areas to the west of Midland Parkway and 180<sup>th</sup> Street should be reevaluated and modified with more appropriate zoning in relation to the existing building heights and densities. The overall concern is that the entire length of Hillside Avenue should not be a wall of uniformly tall buildings. The building heights should be varied creating an interesting skyline with a sense of openness.;
- Units built with inclusionary housing floor area bonuses should only be allowed on the same site as the market rate units. This would assure that there is a real mix of incomes in new housing developments and that all residents of the buildings would share the amenities provided. Affordable units provided offsite would only reinforce separation and the lack of interaction between groups.;
- Modification of the Alternative Zoning Text regarding the Special Downtown Jamaica District for specific sites within the special district. Section 115-224 should be amended to allow a maximum height of 290 feet on Blocks 9998 and 9999. SPECIAL BULK REGULATIONS Section 115-20, should be amended by adding a waiver for properties adjacent to rail road embankments from the required 30 feet rear yard set back on Blocks 9998 and 9999. Development on these parcels would be restricted without these text amendments to the special district.;
- City investment to acquire parcels of property (Block 9998 Lots 109, 110) for use as a public parking garage in the proposed Jamaica Gateway Urban Renewal Area to support the proposed Station Plaza development around the Air Train Station. A shortage of parking already exists in this area. New parking will assure the success of the new Station Plaza development.;
- Economic opportunities should be made available for the residents of Community District 12 to provide goods and services during construction of the proposed International Merchandise Mart and retail stores. Upon completion, employment opportunities should be made available to residents of Community District 12. Notification of such opportunities before and after construction should be made to Community Board 12, affected elected officials and the Borough President's Office.

  
PRESIDENT, BOROUGH OF QUEENS

  
DATE

# Queens Borough President Recommendation

APPLICATION: ULURP #070318 PPO

COMMUNITY BOARD: Q12

## DOCKET DESCRIPTION

IN THE MATTER OF an application, submitted by the Department of Citywide Administrative Services, pursuant to Sections 197-c of the NYC Charter, for the disposition of one (1) city-owned property located on the east side of 168<sup>th</sup> Street between Jamaica and Archer Avenues, Block 10209, Lot 115 pursuant to zoning, Borough of Queens. (Related applications: C070158 MMQ, C070314 ZMQ, C070315 ZRQ, C070316 HUQ, C070317 HGQ, C070322 HDQ)

## PUBLIC HEARING

A Public Hearing was held at Queens Borough Hall in Room 213 at 120-55 Queens Boulevard on Thursday, April 26, 2007 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 eighteen (18) speakers in favor and twenty-one (21) 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 Department of Housing Preservation and Development has proposed this urban renewal plan in support of the Jamaica Development Plan. The plan consists of several related actions that would rezone the area, establish the Jamaica Urban Renewal Area, create the Jamaica Gateway Urban Renewal Plan, create a Special Downtown Jamaica District, a street demapping and disposition of certain properties.;
- o For over thirty years, there has been an ongoing effort at all levels of government to invest in the revitalization of Jamaica. These efforts include removal of the Jamaica Avenue elevated track, construction of various government buildings and location of agencies and offices, and encouragement of private investment and development in the area. This plan is part of the continuing commitment to improve Jamaica and the areas around it;
- o Community Board 8 (CB 8) disapproved this application by a vote of thirty-six (36) against, none (0) in favor or abstaining at a public hearing held on March 14, 2007. Several issues were raised by CB 8, these included: increased densities and heights on Hillside Avenue, accuracy of data provided in the Draft Environmental Impact Statement, concerns about the ability of the infrastructure to support increased population.;
- o Community Board 12 (CB 12) did not vote on this application at a public hearing held on April 11, 2007. Concerns about the ability of the infrastructure to accommodate increased development, exacerbation of existing flooding problems, increased height of the water table due to closure of Jamaica Water Supply, economic participation and opportunities for area residents were raised at the CB 12 hearing.;
- o From the start of the study phase of this project, the Queens Office of the Department of City Planning has made a tremendous effort in reaching out to all of the elected officials, community boards, civic associations and other affected parties, and made numerous presentations on their findings and draft proposals.

## RECOMMENDATION

The Jamaica Development Plan is a major undertaking encompassing 368 blocks mostly in Community District 12 and also affecting Community District 8 along the district boundary line on Hillside Avenue. The members of both community boards have given much time and thought at meetings and public hearings before speaking loudly and clearly about their concerns with the plan.

Market forces and the last major rezoning of the area in 1961 have brought us to our present conditions of unattractive blocks with substandard economic activity, open auto related uses and run down buildings. Another issue is the concentration in Downtown Jamaica of city facilities for individuals and families in need of help. The answer is not to rezone the area and once again simply leaving it to market conditions or the good intentions of private developers to make Jamaica better.

At this point, we have a real opportunity to respond meaningfully to the concerns raised. And, to make some changes beyond the zoning that would give residents a real sense of ownership and pride in their mixed income neighborhood. Lately, many new schools have been opened that exemplify the kind of good planning and thoughtful design that we need in Jamaica. We should also be thinking about how to make ownership for young families and professionals, city workers and elder residents a real option in multigenerational housing. Accomplishing those goals we could only leave Jamaica a far more beautiful place than it is now.

Based on the above consideration, I hereby recommend conditional approval of this application. The conditions of approval are as follows:

- Creation of a team of design consultants who would work with all stakeholders (area residents, civic associations, elected officials and city agencies) to study and make recommendations for storefront and streetscape improvements along the entire length of Hillside Avenue between the Van Wyck Expressway and 191<sup>st</sup> Street. Such findings would include items such as attractive entryways for residential buildings and median improvements that would include tree plantings and landscaping to increase green space as identified in Plan NYC 2030. This group would also work on funding and implementation of the findings of the study.;
- Formation of a task force consisting of city agencies (i.e. DCP, DEP, DOT, HPD, EDC, SCA...), affected elected officials and the Community Boards to oversee planning and implementation of infrastructure projects, and enhancement of city services and transportation. The task force would meet on an ongoing regular basis to address any issues or impacts that may arise as a result of the Jamaica Development Plan.;
- The proposed R7A zoning on Hillside Avenue from Midland Parkway and 180<sup>th</sup> Street east to 191<sup>st</sup> Street should be modified to allow buildings that would reflect the height and density of the existing buildings. The proposed R7X areas to the west of Midland Parkway and 180<sup>th</sup> Street should be reevaluated and modified with more appropriate zoning in relation to the existing building heights and densities. The overall concern is that the entire length of Hillside Avenue should not be a wall of uniformly tall buildings. The building heights should be varied creating an interesting skyline with a sense of openness.;
- Units built with inclusionary housing floor area bonuses should only be allowed on the same site as the market rate units. This would assure that there is a real mix of incomes in new housing developments and that all residents of the buildings would share the amenities provided. Affordable units provided offsite would only reinforce separation and the lack of interaction between groups.;
- Modification of the Alternative Zoning Text regarding the Special Downtown Jamaica District for specific sites within the special district. Section 115-224 should be amended to allow a maximum height of 290 feet on Blocks 9998 and 9999. SPECIAL BULK REGULATIONS Section 115-20, should be amended by adding a waiver for properties adjacent to rail road embankments from the required 30 feet rear yard set back on Blocks 9998 and 9999. Development on these parcels would be restricted without these text amendments to the special district.;
- City investment to acquire parcels of property (Block 9998 Lots 109, 110) for use as a public parking garage in the proposed Jamaica Gateway Urban Renewal Area to support the proposed Station Plaza development around the Air Train Station. A shortage of parking already exists in this area. New parking will assure the success of the new Station Plaza development.;
- Economic opportunities should be made available for the residents of Community District 12 to provide goods and services during construction of the proposed International Merchandise Mart and retail stores. Upon completion, employment opportunities should be made available to residents of Community District 12. Notification of such opportunities before and after construction should be made to Community Board 12, affected elected officials and the Borough President's Office.

  
PRESIDENT, BOROUGH OF QUEENS

  
DATE

# Queens Borough President Recommendation

APPLICATION: ULURP #070158 MMQ

COMMUNITY BOARD: Q12

## DOCKET DESCRIPTION

IN THE MATTER OF an application, submitted by James P. Levin on behalf of JFK Center Associates LLC, pursuant to Sections 197-c and 199 of the NYC Charter and Section 5-430 *et seq.* of the NYC Administrative Code, for the amendment to the City Map involving:

- the elimination, discontinuance and closing of a portion of 148<sup>th</sup> Street between 94<sup>th</sup> Avenue and Atlantic Avenue;
- the adjustment of grades necessitated thereby; and
- any acquisition or disposition of real property related thereto.

Community District 12, Borough of Queens, in accordance with Map No. 4966 dated January 18, 2007 and signed by the Borough President. (Related applications: C070314 ZMQ, N070315 ZRQ, C070316 HUQ, C070317 HCQ, C070318 PPQ, C070322 HDQ)

## PUBLIC HEARING

A Public Hearing was held at Queens Borough Hall in Room 213 at 120-55 Queens Boulevard on Thursday, April 26, 2007 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 no other speakers. The hearing was closed.

## CONSIDERATION

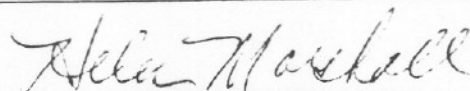
Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

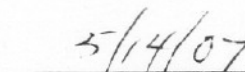
- The applicant is proposing closure and elimination of the street to facilitate a development of project identified as JFK Corporate Square. This project is proposed by a local not for profit organization to spur economic activity in the area around the Air Train Station. The project includes big box and smaller retail spaces, a wholesale market and parking in two buildings.;
- The proposed street closure would allow space for access to the proposed parking and allow off-street truck movements for the loading and unloading of goods. Removing these truck activities from the street will help traffic circulation in the area.;
- This action is part of an effort to enhance economic development in downtown Jamaica and protect nearby lower density residential neighborhoods. This portion of 148<sup>th</sup> Street is located within an area that will be designated as the Special Downtown Jamaica District and is within the proposed Jamaica Gateway Urban Renewal Area.;
- Community Board 12 disapproved this application by a vote of thirty-four (34) against, none (0) in favor and one (1) abstention at a public hearing held on April 11, 2007. Concern about the effect of eliminating this street on existing traffic circulation problems was raised at the CB 12 hearing.

## RECOMMENDATION

Based on the above consideration, I hereby recommend conditional approval of this application. The condition of approval is as follows:

- Economic opportunities should be made available for the residents of Community District 12 to provide goods and services during construction of the proposed International Merchandise Mart and retail stores. Upon completion, employment opportunities should be made available to residents of Community District 12. Notification of such opportunities should be made to Community Board 12, affected elected officials and the Borough President's Office.

  
\_\_\_\_\_  
PRESIDENT, BOROUGH OF QUEENS

  
\_\_\_\_\_  
DATE



# Community Board 12

## The City of New York

### Borough of Queens

90-28 161st Street  
Jamaica, New York 11432-6187

(718) 658-3308  
Fax: (718) 739-6997

**Helen Marshall**  
BOROUGH PRESIDENT

**Karen Koslowitz**  
DEPUTY BOROUGH PRESIDENT  
COMMUNITY BOARDS QUEENS

**Gloria R. Black, Ph.D**  
CHAIRPERSON

**Yvonne Reddick**  
DISTRICT MANAGER

May 23, 2007

Commissioner Burden, accompanying Commissioners, elected officials and municipal entities and residents. Good morning.

I. Gloria Black, Chairperson of Community Board 12, extend appreciations to Commissioner Burden for having brought this public hearing to the community, Jamaica, which faces on-going challenges. Our dilemma has progressively become worse because of the outdated scheme of zoning – since 1961.

I commend the outstanding efforts of City Planning, yet our community want a community that plans – not a planned community. Therefore, representatives of stakeholders must be brought to the table for conversational and collaborating in plans for the conditions of the zoning application.

The Zoning for 368 blocks has been and is complex, of times confusing and has yielded frayed emotions. On the other hand we, the community know it is past time for a rejuvenation of the district and we welcome the projections for a renaissance in our area with conditions.

Most of us are aware of Mayor Bloomberg's sustainability Project 2030 which emphasizes economic development. Yet, the overwhelming majority of us in Jamaica feel that economic development must buttress new housing units – affordable, improvements in transportation, infrastructure overhaul, education, employment and commercial and health service. These features can not be ignored and are necessary to achieve the overall objective of balanced social and economic growth.

Because of the traditional history of Jamaica, it has the 2<sup>nd</sup> largest if not the first highest concentration of waste-transfer stations and solid waste stations in the city – spewing out putrid odors and to a large measure contributing to cancerous correlational effects. We need greater attention to these sites by the Department of Environmental Protection, and don't need negative declarations but...

Another grave conflict in our district is the rise from illegal conversions of residentially zoned properties for industrial related uses but the newest is industrial properties illegally converted to residential use with additional legal conversions that have yielded escalating



tensions inherent in this type of mixed-use community between local residents and businesses. The new zoning addresses this problem.

We are challenged to understand that progress is on the move and we do not desire to be left behind. In view of this, our downtown Sutphin Plaza and the Atlantic Ave corridor applications were approved by the board with conditions. We certainly envision Green space along that stretch. I, as Chair, perceive 3 sub districts, commercial Center, a residential piece with affordable housing, and the office and industrial area. This latter venture must include protection of property owners and this Department of Housing and Preservation should be involved in Urban Renewal properties south of 93<sup>rd</sup> Ave and should not be a litigious part of downtown business district planning.

If it is indicated by stakeholders and property owners that downtown Jamaica (Sutphin Blvd. Plaza) can tolerate 1 or 2 buildings of high density, I see no contraindications to the same. However, I am adverse to high density on Merrick Blvd. from Linden Blvd. to Liberty Ave. No more than 4 levels. This end of our district is burdened with all kinds of negatives. Free us from overcrowdedness, traffic congestion, and stench.

And I, recommend a review and a modification of the Urban Renewal Area, which would enhance the air train station and give more flexibility to property owners in the downtown redevelop plan.

In Conclusion, I emphasize that South East Queens is in urban decay, and needs revitalization: yet, decisions about malls, apartment buildings, hospitals, schools, infrastructure planning, employment, law enforcement are all needed in effective city planning to address quality of life issues. I, as Chairperson of CB12, strongly request

1. that you put into affect the conditions submitted to you for the zoning of 368 blocks.
2. that you expeditiously look into the most recent addition to downtown Jamaica Redevelopment plan
3. that a task force be organized immediately for the express purpose of accompanying the Jamaica Re-zoning redevelopment plan.
  - a. Community Board 12 is on board with this recommendation of Assemblymember Scarborough, which had it impetus at an information hearing and Intermediate School 8 in October 2006, sponsored by Community Board 12.

To the residents, we still have time to submit recommendations for Re-zoning – even to the hearing sponsored by N.Y.C. Council. Let's work with all entities for the renaissance of Jamaica.

Thank you.

110 Broadway  
New York, NY 10001

Michael J. Goldstein, Jr.  
President

Rodriguez Holbrook  
Carney



**New York City Transit**

05/17/2007 17:13:00

05/17/2007 17:13:00

May 11, 2007

Mr. Robert Dobruskin  
Director, Environmental Assessment & Review Division  
New York City Department of City Planning  
22 Reade Street  
New York, NY 10007

**Re: Jamaica Plan DEIS**

Dear Mr. Dobruskin:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) for the Jamaica Plan. Please accept this letter as MTA New York City Transit's (NYCT's) comments on the DEIS.

**Executive Summary**

1. *Page S-27, 5th paragraph.* Delete "thereby requiring mitigation" from the last sentence. In the no-action alternative (and other alternatives, as well as the with-action alternative), NYCT would continue to monitor ridership and add bus service accordingly.
2. *Page S-36, first paragraph.* State that the Q40 will be the additional impacted bus route.
3. *Page S-39, under "Bus Service."* Replace "conducts ridership counts and adjusts service frequency" with "conduct ridership counts and adjust service frequency."

**Chapter 17: Transit and Pedestrians**

1. *Figure 17-2.* The bus map shown in the DEIS for Downtown Jamaica is from May 2006. Please note that a more recent map is now available on the MTA website.
2. *Page 17-4.* The station descriptions for the Sutphin Boulevard (F), 169 Street, and Jamaica - 179 Street Stations in the DEIS state that each of these stations has two mezzanines. Each station actually has one long mezzanine with two control areas, one at either end.

Mr. Robert Dobruskin  
Jamaica Plan DEIS  
May 11, 2007  
Page 2

3. *Page 17-5.* The stations analyses in the DEIS only evaluate street stairs and fare arrays. Platform stairs are usually prone to congestion because they are subject to intense surges of passengers exiting trains, and therefore should also be analyzed.
4. *Tables 17-3A and 17-10A.* Tables of stairway elements at 179th Street **F** Station do not include stair S2 (northeast corner of Midlawn Parkway and Hillside Avenue) and S9 (south side of Hillside Avenue at 179 Place).
5. *Page 17-6, under "Bus Service."* The first two sentences are not accurate. NYCT and MTA Bus operate 26 and 14 bus routes, respectively, in the study area. Also, the text describing existing bus service should note that within New York City eastbound Long Island Bus trips can pick up but not drop off passengers and westbound Long Island Bus trips can drop off but not pick up passengers.
6. *Page 17-8, under "Q4."* The second sentence should read "Some limited-stop buses operate along this route in both directions during AM rush hours and toward 235th Street in PM rush hours." (There is limited stop service toward 235th Street in the AM.)
7. *Page 17-8, under "Q5."* The Green Acres Q5 route is a Bus Rapid Transit demonstration corridor.
8. *Page 17-9, under "Q9A."* The Q9A operates weekdays only from 10:00am to 5:30pm.
9. *Page 17-9, under "Q17."* In addition, the Q17 operates some limited-stop service in both directions during the morning and evening peak periods.
10. *Page 17-9 to 17-10, under "Q25."* Some trips will begin operating peak period limited-stop service in both directions in June 2007.
11. *Page 17-10, under "Q42."* The Q42 does not operate on Jamaica Avenue. Archer and Liberty Avenues are the main streets of operation within the study area.
12. *Page 17-11, under "Q44."* The Q20 A/B provide local service when the Q44 operates limited-stop service.

Mr. Robert Dobruskin  
Jamaica Plan DEIS  
May 11, 2007  
Page 3

13. *Page 17-11.* A description of Q65 (MTA Bus) service is missing.
14. *Page 17-12 to 17-13.* Descriptions of NYCT express buses X32, X64, and X68 are missing.
15. *Page 17-13, under "N4."* The N4 does not operate on Hillside Avenue. Archer Avenue and Merrick Boulevard are the main streets of operation within the study area.
16. *Page 17-23.* In the first paragraph, second sentence, change the text to state that MTA Bus and NYCT operate 14 and 26 routes in the study area, respectively.

Thank you for the opportunity to comment on the DEIS.

Sincerely,



Peter G. Cafiero, Chief  
Operations Planning

cc: Paul Gawkowski  
Bob Newhouser  
Sarah Wyss  
Judy McClain  
Susannah Harrington  
Ally Bechtel

## ASIAN AMERICANS FOR EQUALITY

108-110 Norfolk Street, New York, NY 10002  
Tel: 212-979-8381 Fax: 212-979-8386 www.aafe.org

### City Planning Commission

Jamaica Rezoning  
*Wednesday, May 23, 2007, 10:00 a.m.*

Good morning Commissioners and thank you for listening to me today. My name is Frances Yen and I am the Director of Community Education at Asian Americans for Equality, a community based non-profit organization advocating for housing rights since 1974. We are also here as a member of the Queens for Affordable Housing Coalition, a coalition of community-based organizations formed in 2006 to ensure that new residential development in the borough creates housing that is truly affordable to a diverse mix of Queens residents.

As we all know, the borough of Queens is facing a severe housing crisis. The housing vacancy rate is only 2.8%, which is below the New York City average and the average rents are higher than all other boroughs except Manhattan. Queens is the borough with the highest population growth and the most diverse. People love Queens because of its richness in different culture and race. It is a place where every neighborhood and community is expanding and we need to make sure that the 16,000 new housing units slated for development are affordable to the residents. Right now, more than 95% of the proposed new housing is unaffordable to even moderate income working families.

The proposed rezoning in Jamaica is a great opportunity to provide much needed affordable housing for our working families. Right now, the proposed 20% affordable housing for residents earning 80% of the area median income is a wonderful beginning. However, we believe the City can do better. The City needs to do better. Residents in Jamaica are earning a median income of only \$35,000 for a family of 4. In order for

them to have an opportunity to continue to stay in the neighborhood, we need to lower the affordable requirement to 50% of the area median income. At 50% area median income, we can begin to provide opportunities for families to continue to make Queens their home.

We continue to see this dire need in immigrant communities throughout the City. Among the residents that AAFE serves in Flushing, Queens, 44% of them pay more than 30% of their income on rent. Among the seniors living in Queens, over 85% pay more than 50% of their income on rent. For seniors living on fixed incomes, the outrageous housing prices and the severe lack of decent affordable housing have pushed many seniors to double and triple up in dangerously overcrowded conditions and to become the **“hidden homeless”** population of this City. We need to change this now. We cannot continue to push working families and seniors away from the communities that they have lived in all their lives and built their family foundation and traditions around. We have to do something now. We cannot continue this trend of squeezing working families out of their communities.

Today, we hope the City will look at this rezoning as a great opportunity to provide much needed housing for the working family. Redevelopment of the neighborhood will build the capacity of the area to continue to grow and be a welcoming place for residents to raise their families and live in. We urge the City to include a **20% affordable housing requirement for residents at 50% of the area median income and make this community affordable to every New Yorker**.. Unless we take action now, we will lose the fabric that strengthened and built the community in Jamaica Queens to the inviting and wonderful place it is today.

Thank you.

*Association of Minority Enterprises  
of New York, Inc.*

*105-20 Liberty Avenue -- Suite 2  
Richmond Hill, New York 11419*  
**The Community Vision**

**Atlantic Avenue Extension and Station Plaza**

In a time of transition and propose progress, a city is measured by its administration and community leaderships ability to blend its resources and will for the general benefit of the impacted areas. According to the latest city demographics Southeast Queens median family income and educational level is the highest in the county. A indicator for a unique visionary approach to economic development in downtown Jamaica.

Therefore, AMENY proposes that a Jamaica Downtown Committee (mirrored after Brooklyn Metro Tech Downtown Committee) be established of community stakeholders. For advise, designee and monitoring of development with GJDC and the city. In addition the uniqueness of this concept is the establishment of right of first refusal by local businesses, displace businesses and Southeast Queens residents.

This concepts promotes:

1. Community trust in cities commitment to local participation
2. Encourages local investment
3. Involves local developers
4. Ensures MWBE/LBE participation
5. Establishes a significant employment base such as establish by PA Air train of 85% for Southeast Queens. The AMENY concept has been approved by Community Board 12 and creates a model for the city. Right of first refusal enhances financing, bonding and insurance benefits for Downtown Jamaica.

The Association of Tenants (Business Owners)  
to be affected by the Jamaica Station Plaza Project  
147-13 Archer Avenue  
Jamaica, New York 11435-4322

City Planning Commission  
The City of New York  
New York, NY 10007

May 22, 2007

**Petition for the Jamaica Station Plaza Project(ULURP No 070078 MMQ)  
to be withdrawn**

Dear Sir(Madam),

We would like to express our respect and gratitude for your work in support of the growth and development of the community.

We are the tenants and business owners who are about to lose all of our property and businesses due to the Jamaica Station Plaza Project, and would like to propose Alternative plans.

Firstly, even though this project is intended to improve traffic conditions in the area of the intersection of Archer Avenue and Sutphin Boulevard, it will not have that effect at all. The cause of the traffic problems in this area is that the intersection of Archer Boulevard and Sutphin Boulevard are too close to each other, and as a result of their proximity to each other, it is very difficult to manage the large volume of traffic entering the overall area from other streets..

This project is only to widen the intersection of Archer Avenue and Sutpbm Boulevard to the north, which will make these two intersections even closer to each other, and thus it is not going to provide any alleviation of the traffic problems in this area.



Secondly, the best way to solve the traffic problems in this area is – contrary to what has been proposed - to straighten the segment of Archer Ave. between 144<sup>th</sup> Street and 147<sup>th</sup> Street. This will involve a realignment to the south. Even though this recommendation requires a relocation of the Jamaica Station office building and a change of the plan for hotel construction to the east of the station, it is very feasible because there is a large empty building space to the south of the station. Moreover, our recommendation has the merit of preventing the loss of a great deal of private property.

If our recommendation above is not possible, here is another alternative.

The segment of Archer Ave. between 144<sup>th</sup> Street and 147<sup>th</sup> Street can be widened and realigned to the north. But this plan should be held in reserve until the beginning of the redevelopment of the block where the lots to be affected are located. If the building line of the lots affected by the future redevelopment plan is set back, the area needed for expansion of the streets and the public plaza can be provided for public open space. Instead of it, the increase of Floor Area Ratio resulting from high rises and zoning can be given to the involved lots as an incentive. and this alternative will also cut down the acquisition expense for private property.

As for contemporary adjustment for the safety of pedestrians and bus flow in our plan, the sidewalk at the corner of the intersection of Archer Avenue and Sutphin Boulevard would be set back a little bit, and the bus stops and subway entrances which are currently located in the corner of the intersection would also be moved far enough from the intersection to help alleviate the traffic problems to some degree. These minor changes can be retained until the redevelopment in this area in the future begins.

This could be the best way for everybody(city, community, landlord, tenant, ..etc..)

Fourthly, the current compensation plan only covers the basic minimum expenses such as moving expense when our businesses are relocated. Do you really think that it is possible for us to open businesses in new locations with the same share and commercial power and value as our current businesses have without our paying key money?

You don't need to be a relocation consultant to realize how unreasonable and unfair this compensation plan is. Anyone who knows only a little about business would know this. The owners of the businesses affected by this project are literally about to be forced to close and lose their businesses, but the city's current compensation plan doesn't cover any portion of the key money and the loss of value in price of the stock.

We, the business owners, paid considerable amounts of key money when we bought our businesses. Since we are not able to be compensated for that, we are about to lose all the wealth that we have earned throughout our lives, and to be left with nothing.

Which has been known to seek for justice and equity, to take away private wealth without proper compensation?

We, the business owners, are earnestly pleading for the cancellation of the Jamaica Station Plaza Project in order to prevent the deprivation of property rights from more than twenty business owners, the loss of jobs by more than one hundred employees of the businesses, and the waste of city government budget for the inefficient street expansion plan in question.

We thank you in advance for your fair and judicious consideration of our alternative street development plan and the disastrous financial situation into which the current plan places us.

Cordially yours,

The Association of Tenants (Business Owners)  
to be affected by the Jamaica Station Plaza Project

P.S. Please find attached a list of signatures of the members of The Association of the Tenants (Business Owners) to be affected by the Jamaica Station Plaza Project.

**PETITIONERS**

1. 147-13 Archer Ave A&S Beauty Supply  
Byunho Park

2. 90-81-SUTPHIN BLVD Jamaica NY 11435  
OVERSKY Wireless inc  
RANJITSINGH  
Ranjit

3. 90-83, SUTPHIN BLVD Jamaica NY 11435  
Seven day food store Jr -  
Lenny  
(Vadakkancherry.P)

4. 90-74 Queens Blvd.  
~~90-74 Queens Blvd~~  
SUTPHIN BLVD Jamaica  
6 days open  
Sally et al

5. 91-16A Sutphin Blvd - Long Island Deli  
Mohammed

6. 91-14 Sutphin Blvd.  
Georgis PIZZA  
Vahuta

7. 91-16 Sutphin BLVD - MANDIGO Hair Braiding.  
ANNE MARIE ZIDA

# PETITIONERS

- 8 - 146-19 ARCHER AVENUE - AMERICAN MEDICAL  
CAREER TRAINING CENTER  
Hidalgo
- 9 - 147-09 Archer Ave. Unified Brokerage  
Chun Gil
- 10 - 147-09 Archer Avenue - Adeshola Adeyemo, Esq.  
Adeshola
- 11 - 9085 SUTPHIN BLVD - CROWN FRIED CHICKEN
- 12 - 91-16 Sutphin Blvd 201 - Multiple Service International  
Aboum
- 13 - 91-16 Sutphin Blvd - Oladeji Bolaji Esq. Bolaji
- 14 91-16 Sutphin Blvd - CAPA Agency Inc.
- 15 147-15 Supt Archer Ave Donnell's Restaurant  
Bill Donnell
- 16 Dr. I. Koroju
17. 146-17 ARCHER AVE, NEW CHEF REALTY CORP. North of W
- ~~18 146-17~~
- 18 - 91-20 146 ST (transitor  
House)  
Mortimer

Deborah Ayala  
President  
Jamaica Hill Community Association  
83-26 168<sup>th</sup> Place  
Jamaica Hill, NY 11432  
718.297.2496  
[pitaayala@aol.com](mailto:pitaayala@aol.com)

May 23, 2007

To Whom It May Concern:

In favor with modification

I am speaking here today regarding the proposed Jamaica Plan and the DEIS that has been submitted. I like to start by admitting that I would not want your job as commissioner, but I am grateful to women and men like you who are willing to do this work. I appreciate that the tasks before you is not easy and I know you are all good people trying to make the best decision possible. And as Gunter Grass stated "The first job of the citizen is to keep your mouth open."

I know you have or will hear from others about the importance of the infrastructure, and I hope you will understand how important this is to all the affected communities, but largely Queens as a whole for this plan will serve as a major hub connecting people from all over the world.

Our communities need schools, parks, transportation, police, fire, hospitals, housing, and an overall upgrade in every area sited in the DEIS. As a resident in the CB8 area and as a civic leader for Jamaica Hill, the issues that were raised are a major concern to us. the increased densities and heights on Hillside Avenue, the accuracy of data provided in the DEIS. I agree with the Borough President that a "task force with all the city agencies" is necessary---more importantly including the MTA which has one of the greatest impact on our communities. we need "economic participation and opportunities for area resident and notification of such opportunities before and after construction to CB12" as well as CB8, civics, elected officials. We need: better water supply; parking (I say more park and ride locations); open space--green space; trash ; police; traffic lights and to protect a already populated Parson Blvd.

Even though we differ on how to meet our goals, we can agree that we do want affordable housing in Queens for everyone in our communities. I urge you to please required the developers to built onsite and not offsite. we need 50, 20, 30. no exceptions. You have heard from many about this and we speak as residents in this neighborhood. DO NOT DISPLACE.

I urge the commission to please look at the alternative proposal for the Hillside Avenue portion of this rezoning, which was submitted by our Councilmember, Gennaro , who hired Paul Graziano to work with the civics to reach the best possible solution for this project. Hillside Avenue cannot afford to have a strip of R7X, but a more mixed zoning works for this area. I have a desire to make things work for both of us. It would be wonderful if this plan can be the first "Green Rezoning Project" to carry the vision of the Mayor's PlaNYC 2030.

I beg of you, to get a written guarantee of some kind of memorandum of understanding from all the city agencies as well as all the private investors and anyone who has their hand in this. that our infrastructure will be updated to meet the demands that will be placed in all the communities involved. I speak for my community when I say. we want Hillside-Jamaica Hill to grow with success, but we want the vision that is being proposed to be adjusted.

# Briarwood Community Association Inc.

139-15 Pershing Crescent, Briarwood, New York 11435 • (718) 297-4542, Fax: (718) 657-9163

Seymour Schwartz, *President*  
John Sherry, *First Vice President*  
Elke Maerz, *Second Vice President*  
Walter Maerz, *Treasurer*  
Zorya Schwartz, *Membership Secretary*  
Penny Dvoracek, *Recording Secretary*

*Members at Large:* Juanira Castanon, Reza Delghavi,  
Michael Hellman, Teri Pakier, Rose Marie Slepatis,  
Peter Toro, Richard Zaslou



SERVING THE INTERESTS OF OVER 31,000 RESIDENTS

Member, Queens Civic Congress,  
Mid-Queens Community Council,  
107th Precinct Community Council

OFFICE OF THE  
CHAIRPERSON

MAY 30 2007

May 25, 2007

15975

Amanda M. Burden, Chair  
City Planning Commission  
22 Reade Street  
New York, New York 10007

Dear Chairperson Burden,

The proposal for up-zoning the Hillside Avenue Corridor as part of the Jamaica Development plan, to include a portion of Briarwood, clearly reflects the expressed policy of our city's current administration to create conditions for the major expansion of population through upzoning.

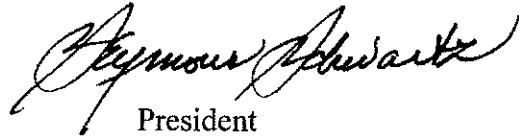
The optimistic notion of a city population of 9 million inhabitants remains completely lacking in any consideration for, nor in addressing the necessary maintenance and repair of our currently aging infrastructure in our neighborhoods that would be a necessary concomitant in serving such population increases. New York City's infrastructure is growing increasingly old and obsolete. Such a process creates a peculiar toxicity that leeches into every aspect of neighborhood life.

Altogether, we are witness to the savaging of our quiet communities and homes, the loss of low density, public lands, grass, trees and open spaces that are increasingly giving way to unfettered development and population increases. Its concentration is intense, creating a welter of enmeshed problems that fuels spiraling quality of life issues, and an air of hopelessness that leeches into every aspect of neighborhood life. It is an invitation to tragedy.

There are sections of Briarwood adjacent to the Hillside Avenue Corridor that continue to suffer from known long term water supply pipe leaks, sub-standard water pressure and drainage problems, power brownouts, irregular telephone service and lack of police presence. Add to it the generally dirty, overcrowded subway service and insufferable surface transportation. There are the increasing problems of daily living, the lack of after-school programs, youth, senior and health centers, and the lack of community police presence to address the growing quality of life problems we currently face. Add to it the near-impossibility of finding street parking, increasing traffic congestion, overburdened bridges and pedestrian safety. And who can ignore our underserving public libraries and shortages of school facilities with overcrowded classrooms.

For these reasons, we in Briarwood are opposed to City Planning's current proposal for upzoning along the Hillside Avenue corridor. Together with the other affected communities, we are unified in our call for a modification of the plan as we have proposed and previously submitted.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Seymour Schwartz". The signature is fluid and cursive, with a large initial 'S' and a long, sweeping underline.

President

cc: City Councilmember James F. Gennaro  
City Councilmember Melinda R. Katz  
City Councilmember David I. Weprin

Amanda Burden  
Chairperson  
New York City Department of City Planning  
22 Reade Street  
New York, NY 10007



**Re: The Jamaica Plan**

Dear Chair Burden:

The New York Metro Chapter of the American Planning Association represents more than 1,250 planners, designers, engineers and other professionals involved in planning for the region's communities. Our members work in the private sector, in nonprofit organizations and in government agencies to address planning issues affecting the physical, social and economic environment of the metropolitan region (New York City, Long Island and the Hudson Valley). We are part of the American Planning Association whose 46,000 members are dedicated to creating livable communities of lasting value.

The NY Metro APA Chapter is particularly committed to promoting planning-related public education, encouraging broad participation in planning decisions, and collaborating with other organizations to advocate the highest standards of the planning profession.

**The Jamaica Plan**

The APA commends the Department of City Planning on a rezoning that will positively shape 368 blocks of the Jamaica area for years to come. The Jamaica Plan should create new economic growth and housing through mixed-use, transit-oriented development in Downtown Jamaica; new development on underutilized blocks in the area adjacent to the Jamaica Long Island Rail Road and AirTrain stations; preserve the scale and density of existing neighborhoods; and protect industrial uses.

Given the ongoing need for affordable housing and the possible socioeconomic changes in the Jamaica area, the APA supports using a floor area bonus for provision of permanently affordable housing through the Inclusionary Housing Program.

With the Jamaica Plan, City Planning is staying ahead of the development curve and putting its imprint on an area where growth is expected to be accommodated in years to come. To maximize the effectiveness of this rezoning plan, the APA wishes to offer a number of recommendations for

11 Park Place | Suite 701 | New York, NY 10007 | 646.278.5693 | 646.278.5698 fax  
[www.nyplanning.org](http://www.nyplanning.org)



critical followup by the Department or the City. These recommendations are largely related to appropriate densities, infrastructure upgrades, and interagency coordination:



### **Manufacturing Districts**

- The proposed action is expected to result in a net decrease of 500,000 square feet of industrial space. While the DEIS states that the changes are expected to occur in areas where manufacturing uses are in decline, the APA encourages active protection of industrial uses in the manufacturing districts which are to remain, as well as relocation of displaced businesses. Such protection could be facilitated through coordination with the Industrial Development Agency and other appropriate organizations and we would like to see this work begin.

### **Contextual Residential Districts**

The APA supports the Jamaica Plan's downzoning to R3A., R3X and R4-1 districts in areas where one- and two-family homes predominate. APA also commends the introduction of a "transition rule" for providing a buffer where R6 or higher districts abut R5 or lower districts. This is an innovative tool that could be useful in other parts of the city.

- Given community concerns over the increase in density along Hillside Avenue, we urge City Planning to consider further measures, such as a greater buffer, to address concerns about new density.

### **Accommodation of High-Density Development**

The expected net increase of approximately 3,400 housing units and potential increase of 3,000,000 square feet of commercial space will help to accommodate a portion of the tremendous growth that is expected in the coming years. Downtown Jamaica's convenience to the Long Island Railroad, the Airtrain and multiple subway lines makes it particularly suitable for such growth and we support the upzoning to C6-2, C6-3, and C6-4 districts. Additionally, the creation of the Special Downtown Jamaica District (SDJD) with controls pertaining to glazing, streetwalls, retail frontage and other streetscape elements should result in an attractive healthy, viable Downtown Jamaica with a strong mix of uses.

Given the tremendous amount of growth that is facilitated by ambitious rezoning proposals such as the Jamaica Plan, we believe it is incumbent on the Department of City Planning, along with the City, to take a more active role in planning for infrastructure and public amenities necessary to comfortably and

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sustainably accommodate such growth. This may involve working closely with the Mayor's Office on implementation of PlaNYC and greater interagency coordination.

With respect to the expected growth in Jamaica, we recommend further review and greater participation by City Planning in the following areas:



### Open Space

- The proposed rezoning is expected to reduce passive open space ratios by 8.6% in the non-residential study area and by 6.5% in the residential study area. APA urges further open space creation in additional areas more convenient to the expected increases in density. Well-planned open space for lunch areas, respite places and sunshine are crucial elements in a high-density area.
- We urge City Planning to consider additional areas for public open space, including existing City land or acquisition of vacant or blighted land for open space use. One possible tool to assist in the creation and improvement of open space would be a District Improvement Bonus, such as that currently being utilized in the Hudson Yards District and Greenpoint-Williamsburg. The APA also encourages interagency coordination with the Department of Parks and Recreation to ensure the improvement of existing open spaces inside or adjacent to the area of the Jamaica Plan.

### Sewer and Water

A number of communities in the vicinity of Jamaica have experienced water supply and sewer system problems in recent years. These issues in the area must be addressed and improved if the area is to accommodate additional development density.

- Although the Department of Environmental Protection may have actions planned in the study area which are expected ~~to~~ *to improve such* infrastructure, the City must coordinate the anticipated new development with such improvements. A district improvement bonus or requirement for on-site infrastructure upgrades may help facilitate necessary improvements.



## Energy

The DEIS states that Con Edison has identified a number of service upgrades to better serve the Jamaica community's existing needs and future growth.

- In areas where the existing energy infrastructure is overburdened, we would like to see City Planning consider policies which require that certain energy-intensive uses or commercial buildings of a certain size utilize alternative energy sources such as solar energy, on-site generators, or co-generation.

## Traffic & Parking

- The APA urges close coordination between the Department of City Planning and the Department of Transportation to ensure that the anticipated signal and roadway improvements are followed through to completion and appropriately monitored for success.
- We also would prefer to see no minimum parking requirements within the Downtown Special District and closest to the transit hub. Additional parking in these areas uses valuable land that could be dedicated to active uses and increases the cost of development by requiring tenants to pay for parking they may not need due to alternative modes or existing excess capacity.

## Transit

- We urge the City to engage MTA so that the agency is informed of all anticipated impacts and can plan accordingly. City Planning should make the MTA aware of all anticipated impacts so that the agency can plan accordingly.

## Bicycle Network

- To further encourage the use of non-automobile transportation, APA encourages the implementation of bicycle routes as proposed in the City's Master Bicycle Plan and based on the identification of potential major biking corridors in relation to redevelopment areas, transit stations, and open space.

- To further support and encourage cycling, we urge City Planning to include requirements for on-street and off-street bicycle parking as part of the proposed Special Downtown Jamaica District.



### **Conclusion**

The NY Metro Chapter of APA supports the City's Jamaica Plan. However, such an ambitious rezoning proposal creates growth which stresses overburdened infrastructure and may disrupt stable communities. Rather than relying on outside agencies or private parties to address emergent infrastructure problems, we urge the Department of City Planning to take a more active role in addressing these issues through zoning controls and inter-agency coordination. We also urge continuing coordination with the local community boards as ULURP proceeds.


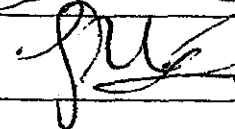
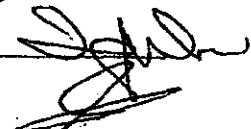
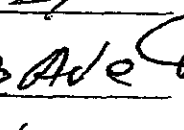

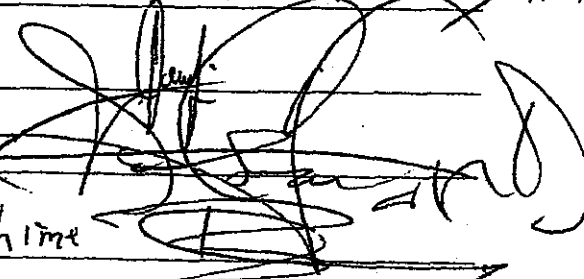
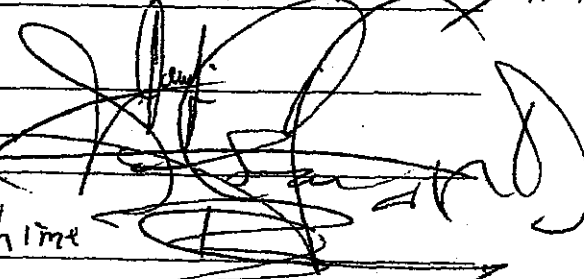
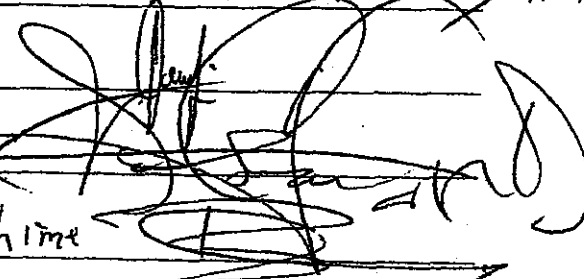
**A petition to support the proposed zone changes on  
Hillside Ave. from Midland Pkwy. to 191 St.  
from the business owner(s) and proprietor(s) on Hillside Avenue.**

*The zone changes from R3-2 to R7A is to "Direct new development at high densities to certain wide streets with good transit and highway access."*

Apartment complexes with underground parking along Hillside Avenue already exist. By changing the zoning in our area, new apartment complexes can be built to hopefully increase the number of people in our area which would lead to more patrons for our businesses. These existing apartment complexes were built years ago with variances granted by the city. (R3-2 limits residential housing to one, two or three families.)

With an increase zoning change to R7A, new apartment buildings with an FAR of 4.0 can be built which will accommodate a larger influx of new residents. Since the R7A zone change will not affect the residential area behind Hillside Ave., we are hoping the change specific to Hillside Ave. is approved.

**We, the business owner(s) and proprietor(s) of Hillside Ave., support the zone change from R3-2 to R7A**

Business Name	Address	Owner/Proprietor Signature
ESTATES ANIMAL HOSPITAL	117-19 Hillside Ave	
Hess Gas Station	187/07 Hill Side Ave	
Shell Gas Station	187/39 Hillside Ave	
Ennres shop	190-22 Hillside Ave	
Silver Wine & Liquor	190-20 Hillside Ave	
Belquis Fever Laundry	190-14 Hillside Ave	BF
H. Goman	198-06 Hillside Ave	H. Goman HOLLIS N.Y. 1142
187-44 Hill Side Ave		
Business E. Enchantment	189-40 Hillside Ave	
187-30 Hillside Ave	BRIDGE CHINE	

Business  
Name

Address

Owner/Proprietor Signature

Boltwood 187-18 Hillside Ave ~~Sally Nutter~~

Unique Food 182-6 Hillside Ave (183)

Haleel Kitchen Chinese Rest 187-14 Hillside Ave Musa

Parmeshwar Mehra 187-02 Hillside Ave

SALAHAT

~~188-20 NEW YORK DILI HILLSIDE AVE~~

Double Q convenient corp 185-18 Hillside Ave ~~Quincy Wong~~

Sunshine Restaurant INC 185-10 Hillside Ave Du al

HILLSIDE LIQUORS 185-02 Hillside Ave Mike Kist

HILLSIDE CHEMISTS INC. 184-20 HILLSIDE AVE Mohammed Khan

Tower PHARMACY & SURGICAL 185-12 Hillside Ave Jamiy (Alon Fattma)

CHASE BANK - 184-01 HILLSIDE AVE - Savitri Singh

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TELEPHONE: (973) 921-2000  
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MICHAEL EINBINDER  
TERRENCE M. DUNN\*  
JULIANNE COWAN LUSTHAUS▪

LINDEN E. THOMAS  
ROSS H. GOULD ◊  
RICHARD BAYER ◊

KENNETH L. LEIBY, JR., ◊ of Counsel  
JEFFREY A. CHESTER, of Counsel

\* MEMBER NY, NJ and MA BARS  
▪ MEMBER NY, NJ and NH BARS  
◊ MEMBER NY and NJ BARS

June 1, 2007

Hon. Amanda Burden, Chair  
City Planning Commission  
22 Reade Street  
New York, New York 10007

OFFICE OF THE  
CHAIRPERSON

JUN 1 - 2007

16016

Re: Jamaica Plan  
C 070314 ZMQ

Dear Chairwoman Burden:

As requested, I am writing to reiterate my testimony in support of the referenced matter at the May 23, 2007 public hearing.

We represent Unicorp National Developments, Inc., which is a contract vendee for a vacant multi-lot parcel of land at the southwest corner of 175<sup>th</sup> Street and Hillside Avenue (Block 9384, Lots 1, 3, 5, 6, 8, 10). My client intends to develop the entire property between Hillside and 88<sup>th</sup> Avenues as retail. The proposed commercial overlay, which is part of the rezoning, will support that development by allowing my client to develop the portion of the lot (along 88<sup>th</sup> Avenue) which is now purely residential. Accordingly, we strongly support the proposed action.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely yours,



Jeffrey Chester

cc John Young  
Robert Holbrook

# CONCERNED MANAGEMENT CORP.

251-38 71ST ROAD

BELLEROSE, NEW YORK 11426

TEL: (718) 347-0018 • FAX: (718) 347-3009

May 21, 2007

**Re: 87-46 Chelsea Street, Jamaica, New York 11432**  
**62-Family Residential Cooperative Community**

To Whom It May Concern:

Please allow this letter to serve as a cover page to the attached petition of signatures from Residents of the aforementioned cooperative.

The purpose of this petition is to express opposition to The Jamaica Plan, as presently proposed, that is certain to negatively and adversely impact the sixty two (62) families residing at 87-46 Chelsea Street, Jamaica. Our building location is included in the proposed outlined plan and we, as long-term members of the Jamaica community have serious concern for many quality of life issues such as:

- Diminishing employment opportunities as evidenced by the closing of small (neighborhood) businesses
- Acerbated parking issues for existing Residents who already deal with limited City parking conditions
- Rezoning to build high-rise apartment buildings that will overpopulate the neighborhood schools and impact our children's educational opportunities
- The impact on the existing water and sewage systems and their infrastructure and ability to provide for these vital services adequately

As members of the Jamaica community, we would be supportive of a modified rezoning plan, one that would implement a revitalization program but not over-populate our neighborhood and impact our quality of life.

Very truly yours,

CONCERNED MANAGEMENT CORP.  
(A/A/F: 87-46 CHELSEA OWNERS CORP.)

BY: 

Karen Ferraro  
Secretary for co-op

/kf



87-46 CHELSEA OWNERS CORP.  
87-46 CHELSEA STREET  
JAMAICA, NY 11432

UNIT OWNER

UNIT #

Barbara Melan	5E
Dorothy Pelerian	4J
SHEENA KHAN	7G
Phillipa Johnson	4D
ANJANA TAIWOR	5J
A NOZIER	4H
<del>Janet</del>	5F
Reagan Orch	6D
James Wright	6E
TRICIA SHIELDS	7K
Tricia Jacques	4B
Ann Orr	3H
Pamela Kelly	2C
Hubert Jamaica	5B
Dawn Ahmed Resa	6K
Pauline Anthony	3B
Eusebio Jimenez	7F
Alfred Pereira	5H
<del>Walter Roy</del>	4E
Justillo	5C

DATED: 5/15/07



**for wide thoroughfares in the rest of Queens—an unacceptable prospect for most Queens communities, which will not accept Fourth Avenue in Brooklyn as a template for 21<sup>st</sup> century development.** The Plan offers developers of “inclusionary housing” opportunities to build higher and bulkier buildings without requiring developers to produce on site “affordable” housing units for current residents of Jamaica. Finally, the Plan allows the continued, largely uncontrolled growth of waste transfer stations and other noxious uses in the manufacturing districts.

The Draft Environmental Statement (DEIS) fails to address major current concerns of the Jamaica community, much less the anticipated population surge a built Jamaica Plan will bring: traffic and parking; sanitation; education; health care delivery; social services; transit capacity; parks, recreation and open spaces; water delivery and sanitary sewers; storm sewers; cultural institutions; utilities; public transit; displacement; and gentrification.

Promises by city agencies to solve Jamaica's existing infrastructure shortfalls are not enough. Jamaica needs quality infrastructure: sanitary sewers, school seats for its children and sufficient transit capacity for today's Jamaica. Jamaica cannot wait another five decades for essential city services and projects that the effects of implementing the Jamaica Plan will demand.

The Jamaica Plan is deeply flawed and destructive of the planning principles that the Department of City Planning has championed for other Queens neighborhoods, where most recently the Department certified contextually appropriate zoning that closely reflects the character of each block and section of that community. How does Jamaica differ from south Forest Hills?

The Queens Civic Congress supports, in principle, the proposal for the Jamaica core and we support equally the Community Board 12 Ad Hoc Committee on the Jamaica Plan's Alternate Plan, (which endorses the Jamaica core portion) and which will protect the nearby neighborhoods to the east and west.

The Queens Civic Congress does not give credence to pledges that the Plan's deficiencies will be addressed at City Council review. Frankly, we do not trust the City Council process, which takes place behind closed doors. We understand fully the political and economic pressures that have been brought to bear on this multi-billion dollar project. And we know from long experience in Queens' civic life that transparency is essential for any plan to go forward.

The Queens Civic Congress, on behalf of its more than 100 member organizations, urges the Commission to disapprove this plan and send it back to the Department of City Planning.

Patricia Dolan, executive vice-president of the Queens Civic Congress can be reached at 718 263-1760.

Testimony:  
Opposition: "The Jamaica Plan"  
Submitted by:  
Crystal Ervin (Resident within Liberty Ave., Merrick Blvd plan area.)

Good morning Commissioner Burden and members of the Commission of City Planners. I would like also to acknowledge those elected officials and appointees of my area who consciously or unconsciously sacrificed the Jamaica Community by not informing, engaging, or listening to the residents of the impacted community. The greater residency of the area, are still unaware of entire project or were led to believe the project consisted only of the Sutphin Blvd., Atlantic Ave. Extension area. I must ask myself was this with intent. Many of my neighbors to the west of me in this area, knew little of a plan which would result in owners losing their property through eminent domain, declared by the city, in the name of the greater good, but would be managed by a private concern for private development with public funds.

My name is Crystal Ervin, and I participated in the CB12 Ad Hoc Community, however I am here as a resident. My concerns are many especially since the DEIS failed to be able to mitigate many of these concerns. The plan makes no provisions for additional schools, upgrading an infrastructure older than most of us in this hearing room, does not acknowledge the health and environmental issues that exists currently, gone unaddressed for years, yet wish to place a greater number of people at risks in the name of a projected increase in population through the year 2030. Need I remind The Department of City Planning of their overall objective regarding *The Jamaica Plan Rezoning* as it applies to the community?

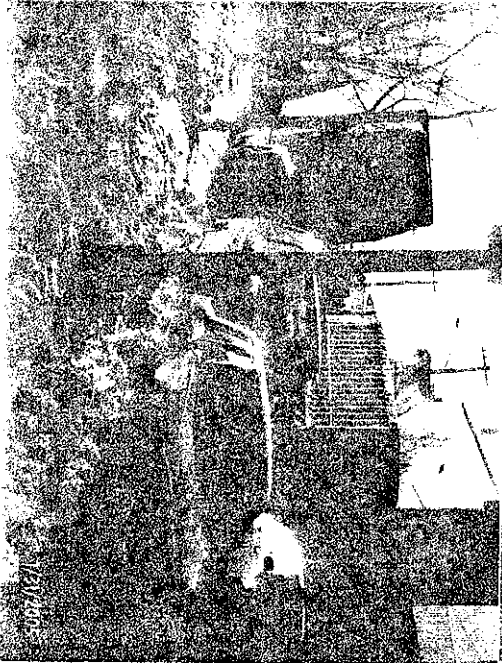
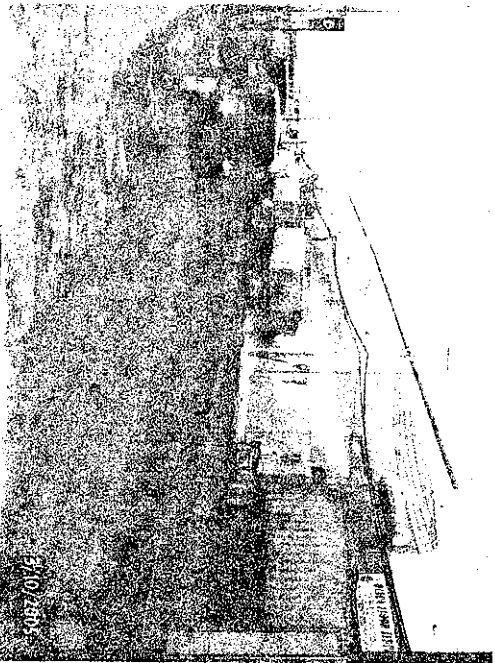
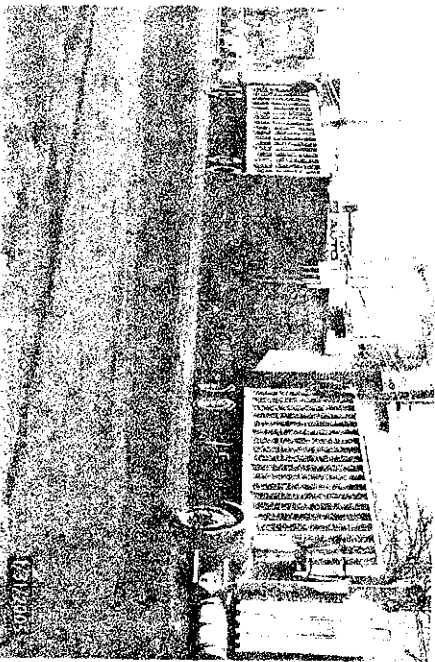
1. Respect and enhance Jamaica's unique character
2. Protect the low scale, neighborhood feel of residential areas *outside of downtown*
3. Encourage the provision of affordable housing

I ask, how does this proposed density increase, to R6A along my neighborhood corridors of Liberty Ave. and Merrick Blvd. respect, enhance and protect the low scale neighborhood? It doesn't.

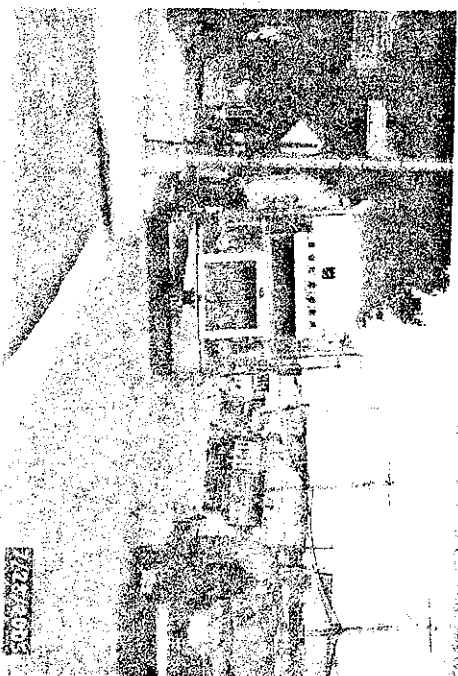
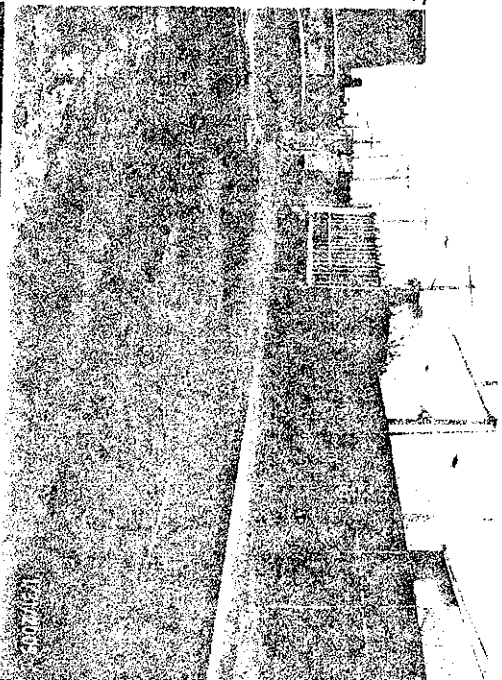
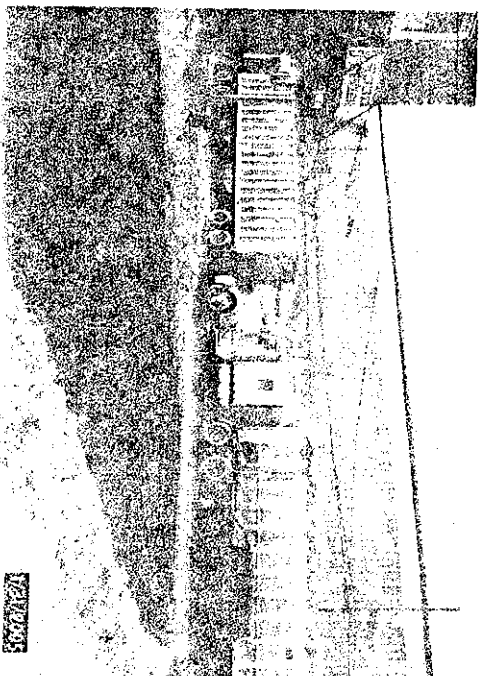
- Liberty Ave. east of the Van Wyck Expressway runs for approximately 2 and ¼ miles into Farmers Blvd.

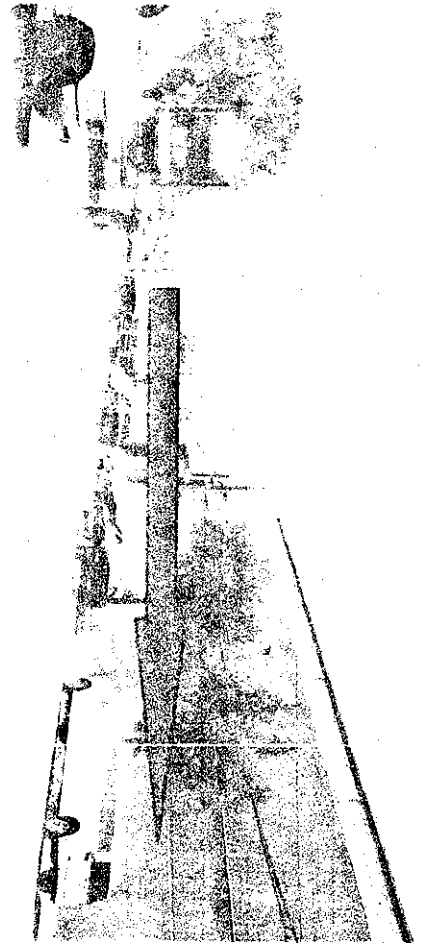
5/22/2007

neighborhoods. We want a firm commitment that alternatives presented will be given the consideration they deserve and those alternatives that are within scope will be implemented not later, but in this project.

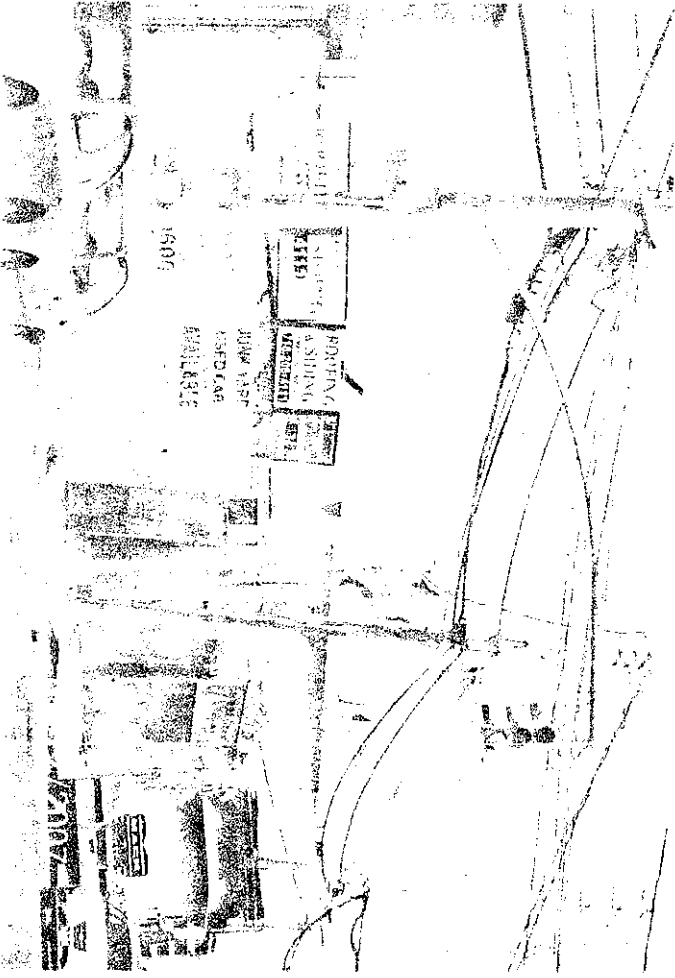


Traffic conditions associated with  
M1 Zone in the R6A proposal area of  
Liberty Ave.

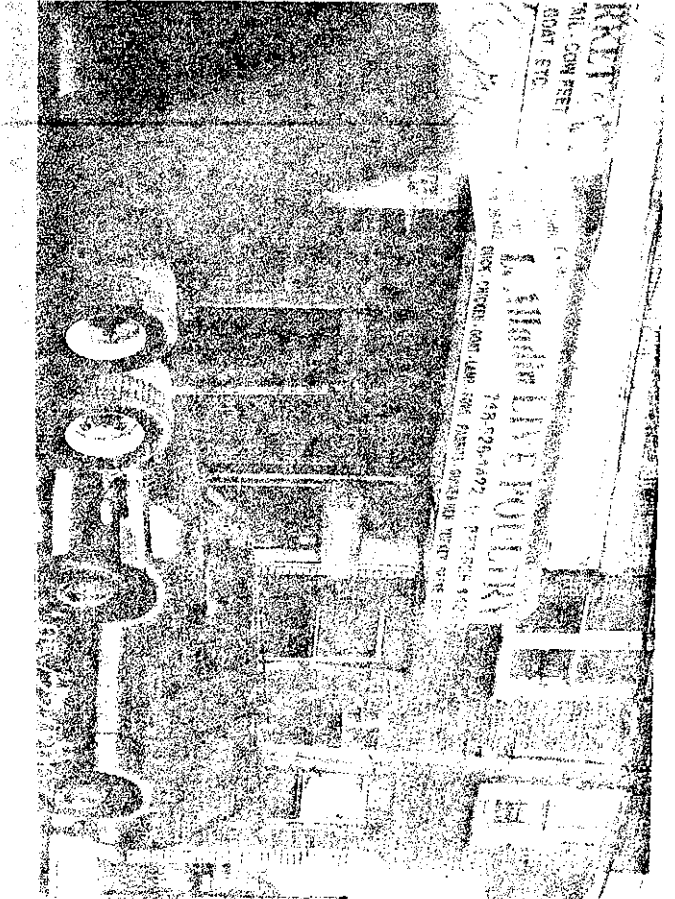
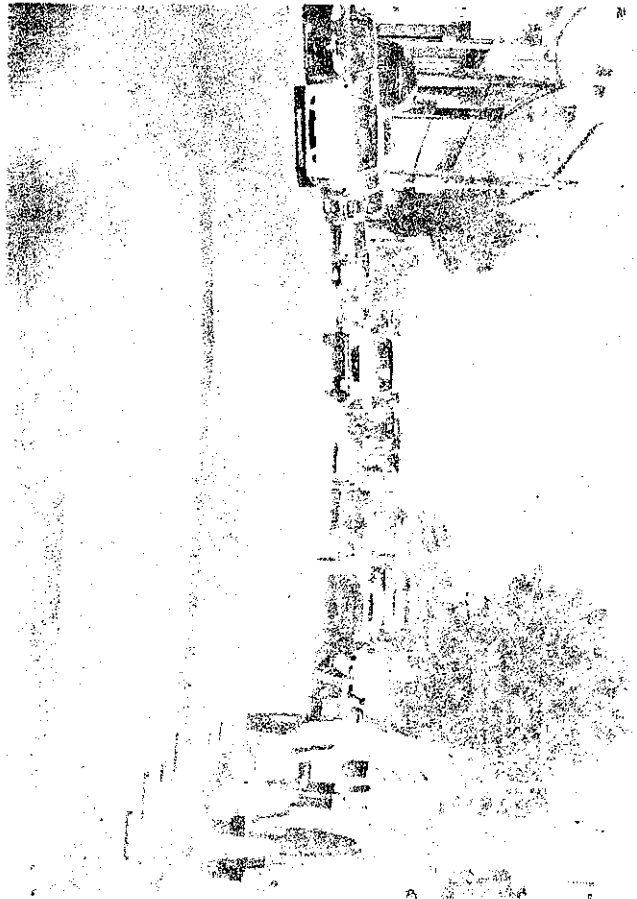


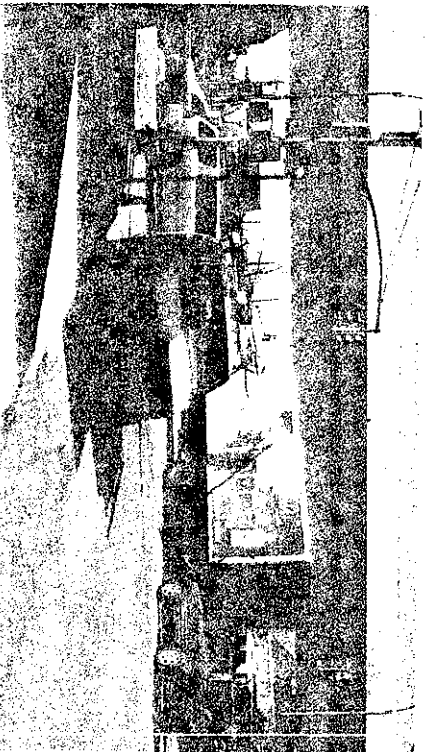


Waste Transfer Station  
Liberty Ave @ 172 St

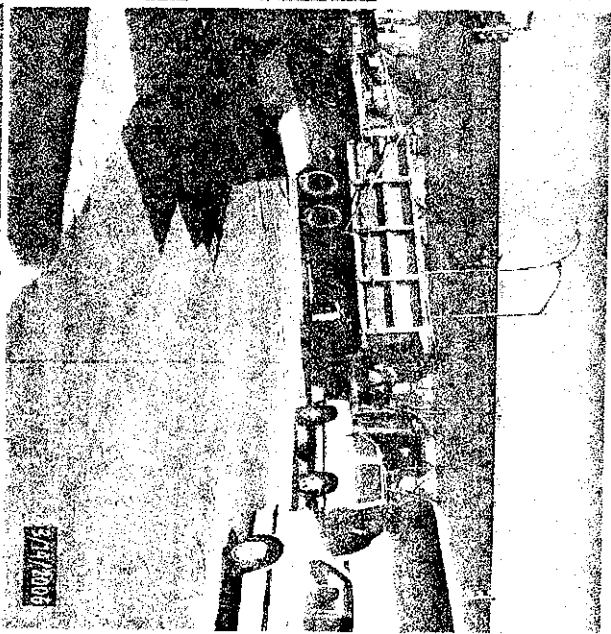
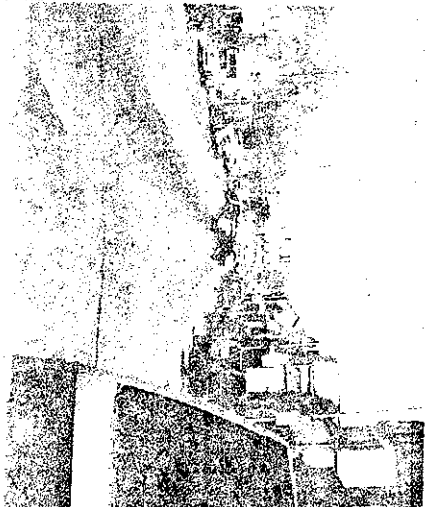
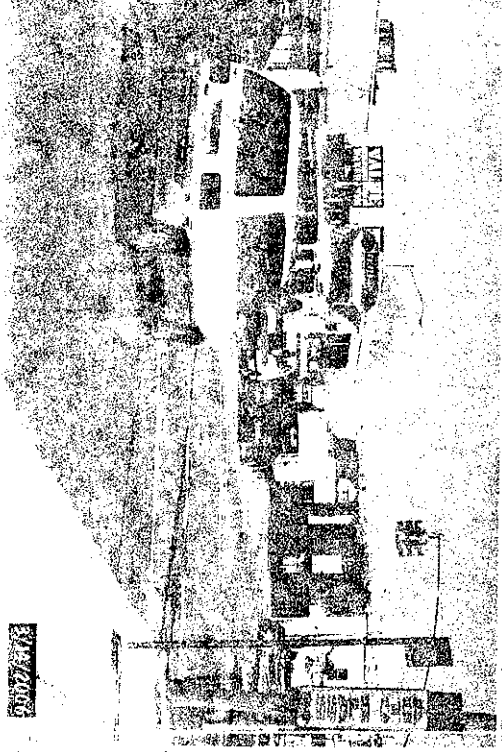
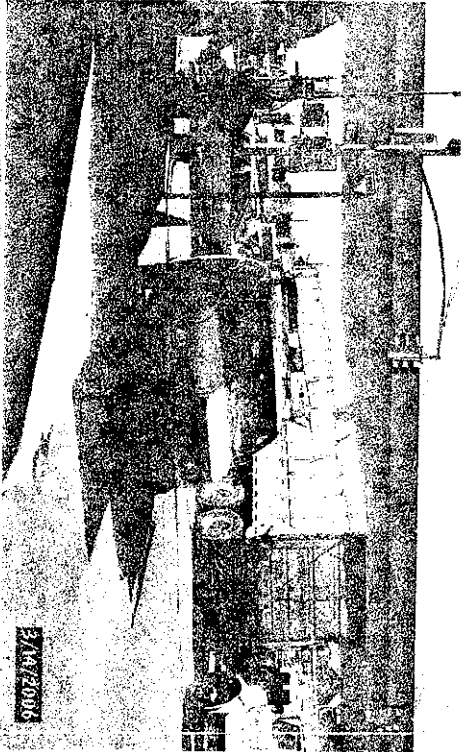


M1 Zone and businesses within zone across from R6A proposal area (Liberty Ave. east of Merrick Blvd.)

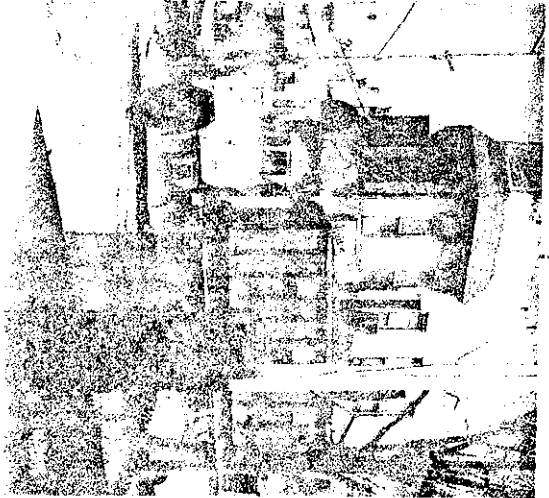




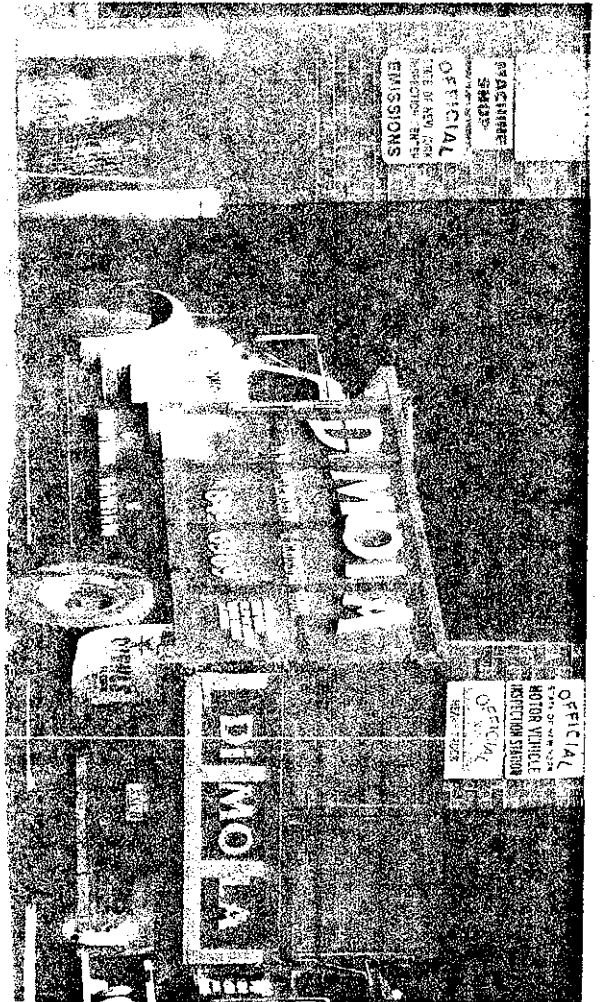
Liberty Ave at Van Wyck Expressway Intersection. Additional pictures show Liberty Ave East bound and includes westbound traffic just before entrance ramp of Van Wyck Expressway



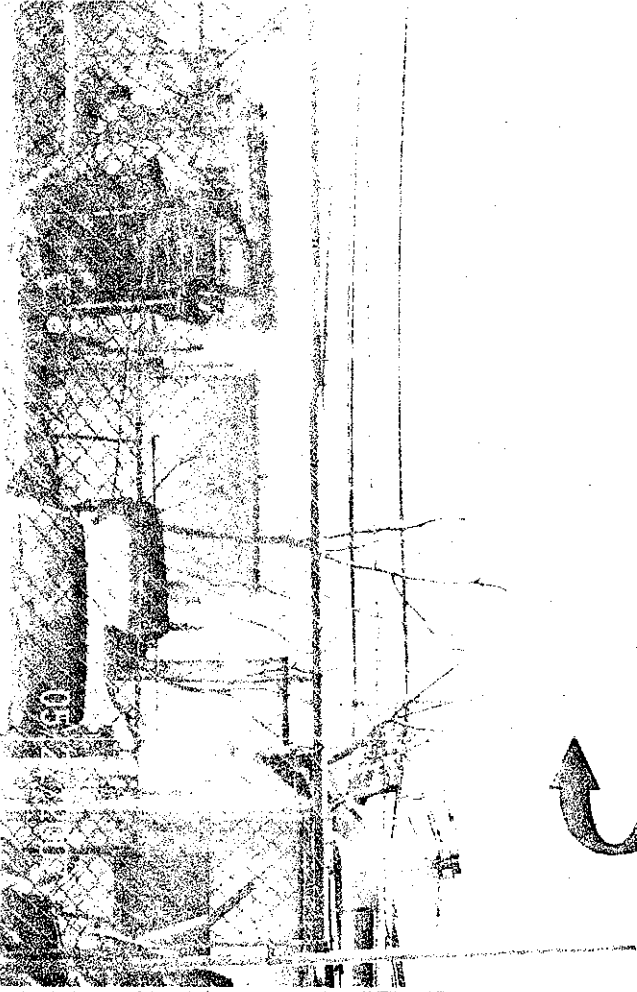
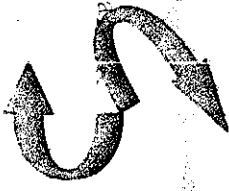
Private carrier truck using residential street to avoid traffic of Van Wyck Expressway service road I street over.



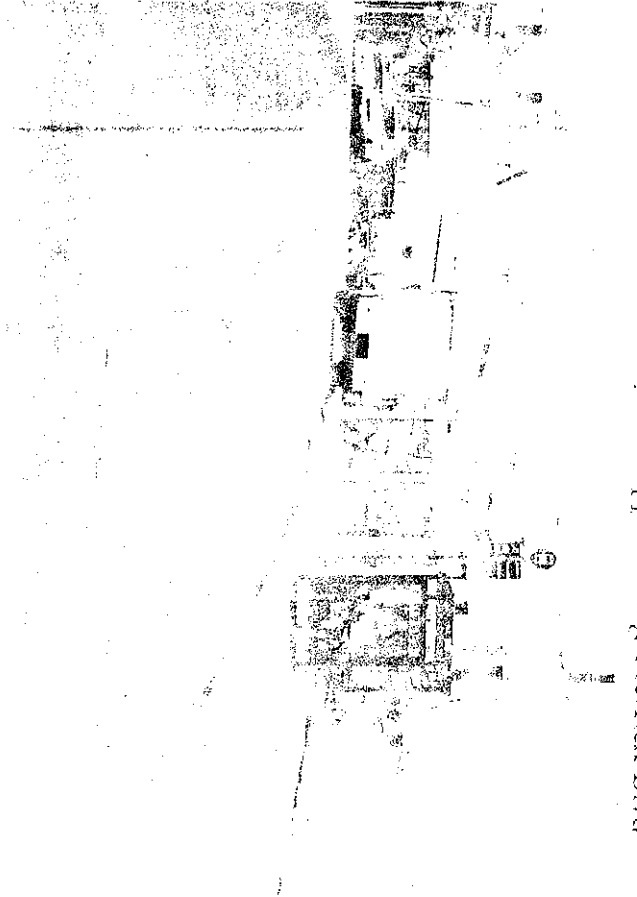
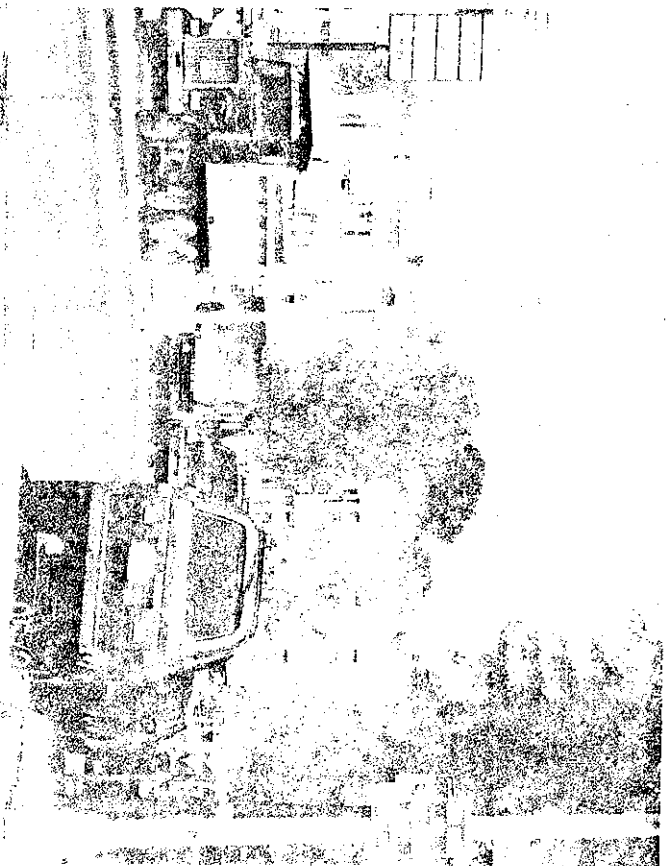


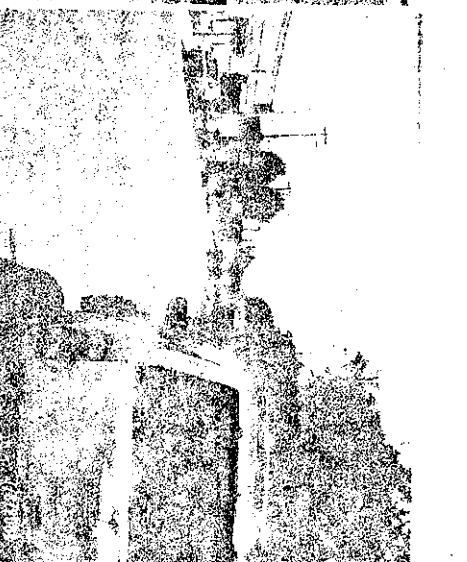
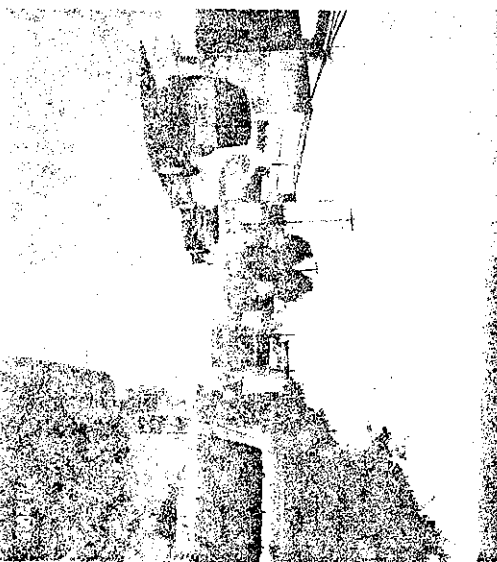
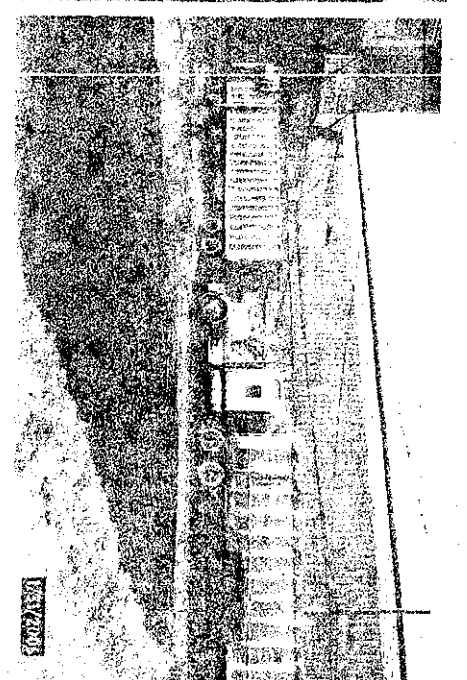
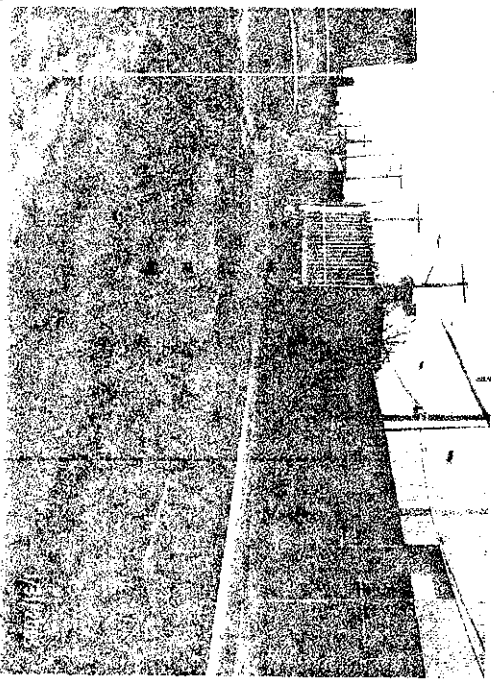
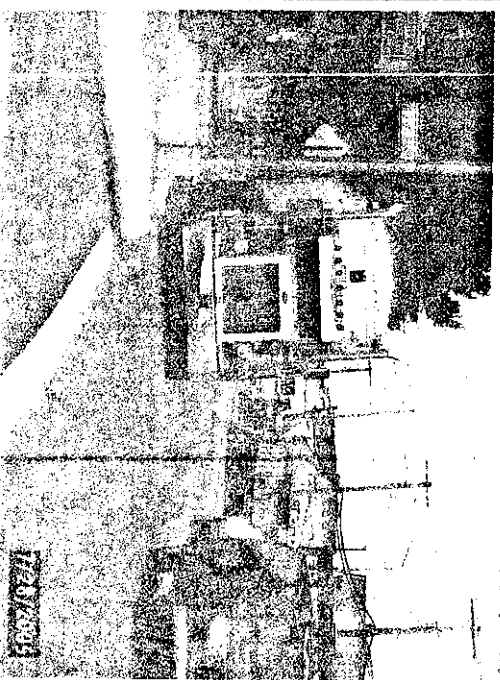
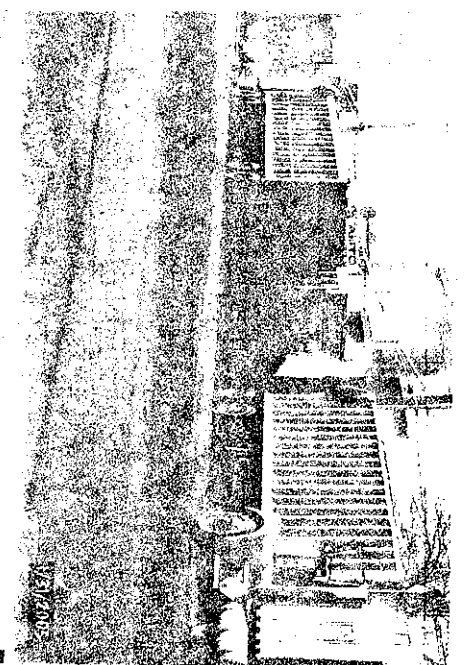
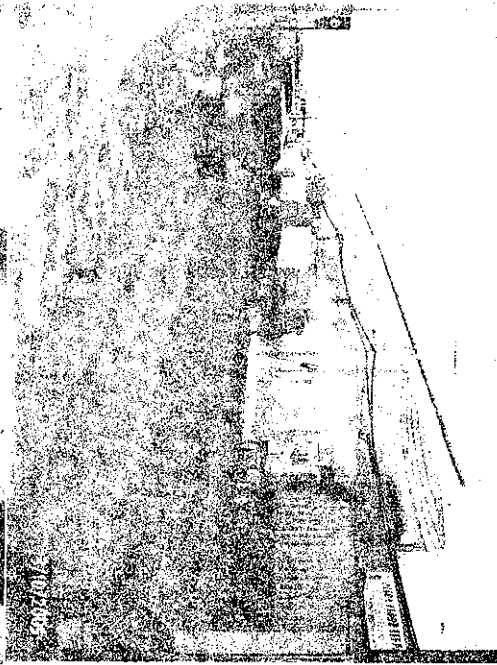
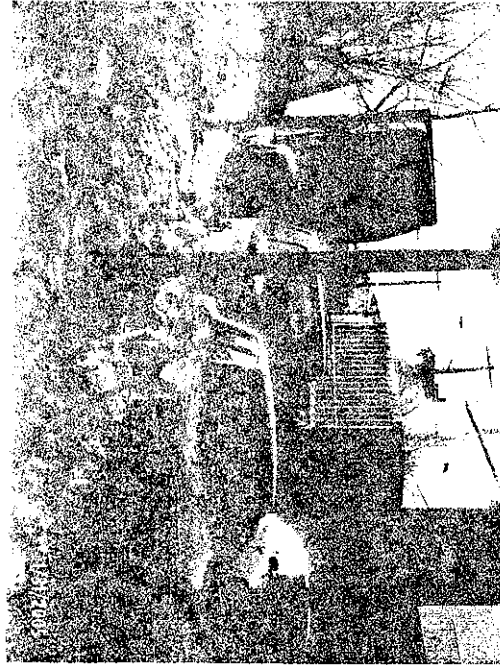


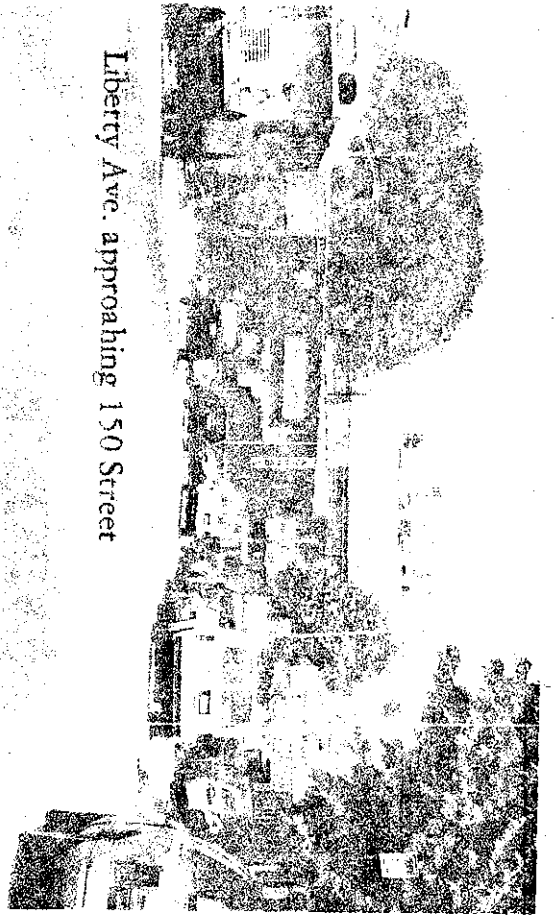
MJ Zone Liberty Ave. Truck Repair & Auto S



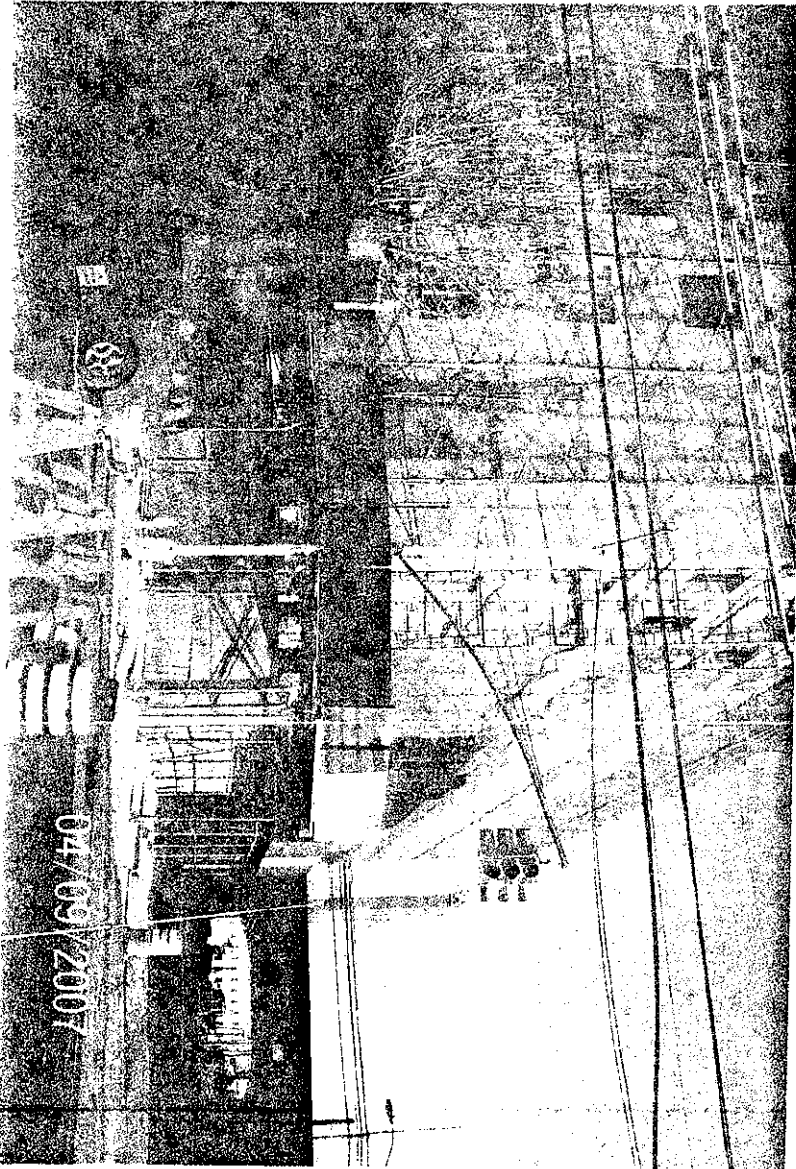
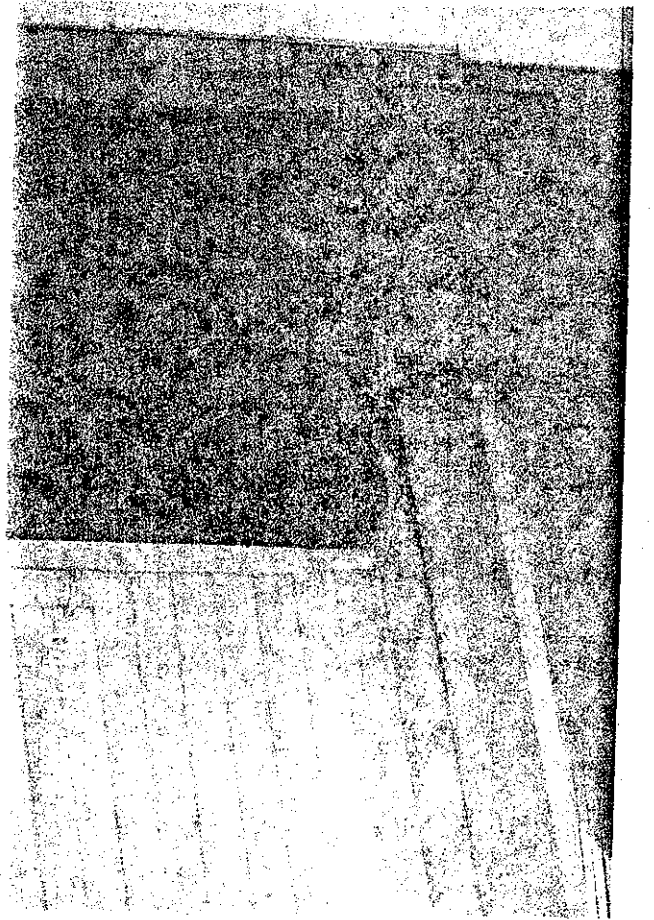
Eastward travel on Liberty Ave approaching Merrick Blvd







Liberty Ave. approaching 150 Street



New R6 development at 170 Street & 93 Ave.  
Do not believe this type of housing appropriate  
along Liberty Ave.

CITY PLANNING COMMISSION  
JULY 1, 2007 10:20 AM  
TESTIMONY OF JACQUELINE FORRESTAL AT THE PUBLIC HEARING OF THE CITY PLANNING COMMISSION  
WEDNESDAY, MAY 23, 2007 -- C 070314 ZMQ -- AGAINST

Good Morning. My name is Jackie Forrestal and I am the Corresponding Secretary for the Hillcrest Estates Civic Association. Since December, I have attended the meetings of the Ad Hoc Committee of Community Board 12. I have been moved by the dedication and concern shown by members of the communities south of Hillside Avenue to preserve their quality of life and that of their neighbors. A huge issue for us has been the fear of displacement of people from their homes.

I ask you to look at Chapter 6 of the Draft EIS that examines the problem of Shadows because it shows that there will be unavoidable shadowing of King Park and of Grace Church and other historic sites in downtown Jamaica. King Park is a major open space in the study area and I, therefore, ask you to say no to any zoning which will allow buildings taller than those that now exist. In Chapter 24-1, the DEIS shows that there has been no mitigation yet found for the shadows that will impact the eastern and western facades of Grace Church. This can not be allowed. Please review this matter to see whether some kind of mitigation can be made.

I also would like to see consideration for the landmarking of the buildings of Jamaica that are historic. Jamaica is one of the oldest settlements in Queens County. Can this be hastened?

Next I would like everyone to consider that people throughout the city have been asking for contextual rezoning to correct the mistaken zoning placed on their properties in 1961. As an example, the 1961 zoning placed R4 and R5 multifamily zoning on lovely one-family dwellings that had gardens, lawns and lovely old trees. As you are well aware, developers destroyed these lovely single-family homes and replaced them with out-of-character multifamily units. The mistakes of past zoning should not be compounded by upzoning.

In the DEIS for the Jamaica Plan, the Department of City Planning uses the 1961 zoning categories to create a reasonable worst case development scenario. Their impact study illustrates the problem of using what COULD BE BUILT on sites near Hillside Avenue. They do NOT use the current census and the current use of the properties that are being rezoned. Though this follows the SEQRA manual, it provides a totally distorted impression of the extent of change that is being proposed. The people of Jamaica, Hollis and St. Albans want and deserve FAIR ZONING, TOO!!

The Jamaica Plan is a zoning tool that has the intention of creating an improved outcome. It is not a comprehensive plan that will result in a known outcome. It's a rezoning in the HOPE that it will create a lovely vibrant downtown area. If the infrastructure -- lack of schools and parks, police, traffic, parking, transportation, etc. cannot withstand the growth outlined by the Department of

Testimony of Jacqueline Forrestal at the Public Hearing of the City Planning Commission  
Wednesday, May 23, 2007 -- C 070314 ZMQ - Against

City Planning, there will be more of a loss than any gain if such growth cannot be sustained.

Please review the Ad Hoc Committee's alternative proposal and incorporate it into your recommendations for the rezoning of Jamaica.

Lastly I want to say that no vision will come to fruition under this Department of Buildings. Until you have some control over the lack of enforcement of your Zoning Resolution, the quality of our lives here in Queens will continue to deteriorate. Thank you.

**Testimony of  
Kevin J. Forrestal  
President  
Hillcrest Estate Civic Association  
City Planning Commission  
The Jamaica Plan  
May 23, 2007**

Good Morning, Chairwoman Burden and members of the City Planning Commission. The City Planning Department came to Jamaica and found vital but sick and injured communities. They wanted to improve the conditions. Their treatment, however, was to apply the only tool at their disposal--zoning map changes. Along the way, some other issues came to the forefront, such as affordable housing and employment. Then they turned to their colleagues at the Housing Preservation Department. The HPD came on board with the package of incentives. A friend, what their well-meaning plan is is a proposal of, "This is the best we can do with what we have." Frankly, it is not good enough.

What is needed is a root-cause analysis of what illness does Jamaica have and a real comprehensive plan that addresses its ills. It will most likely require new laws and programs to resolve the diseases that plague these fine neighborhoods. The plan must allow for sufficient time to allow for the infrastructure to be put in place without placing an overwhelming burden on the communities both in a physical nature such torn up streets and a financial nature. We need to create the programs that allow for contextual development that incorporates integration of all levels of society. We need the schools to teach our children. We need neighborhoods without the insults of transfer stations. We need all the things that have already been said in this public process. We need a real Plan.

I suggest that this commission adopt the first rule of the Hippocratic Oath. **DO NO HARM.**

Thank you.



New York City

**Habitat**  
**for Humanity®**

**Testimony of Habitat for Humanity – New York City  
to Queens Borough President Helen Marshal  
Hearing on: The Proposed Rezoning of Jamaica, Queens**

*Mar 23rd*  
**April 26th, 2007**

**Testimony respectfully submitted by:**  
Jonathan Furlong  
Habitat for Humanity – New York City

## **Introduction**

Thank you for the opportunity to testify today. My name is Jonathan Furlong, and I am an Advocacy Associate at Habitat for Humanity—New York City.

As an affordable housing developer and advocate, Habitat for Humanity – New York City strongly supports the proposed rezoning in Jamaica Queens, as it will encourage the development of more affordable housing within the borough.

Habitat-NYC was founded in 1984 as an independent affiliate of Habitat for Humanity International, and we build affordable housing in all five boroughs. Our homes are built with the “sweat equity” of our family partner homeowners, who work side-by-side with volunteers. Each year, an average of 10,000 New Yorkers from faith institutions, corporations, schools and civic groups come to build with us and learn more about how to help solve New York’s affordable housing crisis.

In addition to building homes, Habitat–NYC is a leading advocate for affordable housing, with the goal of ensuring that every New Yorker has a decent, affordable home. We work to achieve this by creating a social movement to end the housing crisis plaguing New York City and by calling on elected officials to make affordable housing a priority. We were an instrumental voice in the fight for Inclusionary Zoning two years ago along the Brooklyn waterfront, and hope to do the same as part of the Jamaica plan.



## The Need for Affordable Housing in Queens

The need for more affordable housing in the Borough of Queens is tremendous.

Between 1990 and 2000, Queens experienced the largest population growth of any other borough, with its total population increasing 14.2 %. As the borough has grown, real incomes have fallen, while rents have skyrocketed. **In Queens, median household incomes have dropped over 6% from \$48,162 in 2002 to \$45,000 in 2005. Over the same period, the average rent rose over 7% from \$886 in 2002 to \$950 in 2005.** This trend has significantly increased the housing cost burden on Queens households, particularly for working family households such as teachers, firefighters and police officers—the back bone of our city.

Over the next 20 years, the Borough of Queens is expected to absorb the largest share of growth in the New York metropolitan region— making the housing shortage will ever more acute. The housing market in Queens is booming today: More than 16,000 new housing units were built between 1994 and 2003, and over 5,000 units received residential building permits in 2004 alone. In 2005, Queens had the highest number of housing starts in any borough, at 5,371. The communities of Ridgewood and Maspeth experienced a 500% increase in housing starts from 2003 to 2005, Astoria 300% and Flushing, Woodside and Jackson Heights 200%. Unfortunately, very little of this new development includes affordable units. The vast majority of new development in Queens is of market-rate and luxury housing.

## Jamaica Rezoning

**Habitat for Humanity—New York City Recommends:**

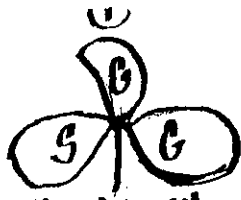
- **Map inclusionary zoning in all new residential zones of R7A or higher, on boulevards throughout the rezoning area (Hillside Avenue, Sutphin Boulevard, Jamaica Avenue, Merrick Boulevard, etc), as per the Affordable Housing Alternative proposed by the Department of City Planning.**

Habitat for Humanity, as a member organization of Queens for Affordable Housing supports inclusionary zoning, per the Affordable Housing Alternative, at the densities proposed, on boulevards and avenues throughout the area. This program offers developers a density bonus for including 20% affordable units for families earning up to 80% of area median income (\$56,720 for a family of 4). Additionally, we encourage the mapping of inclusionary zoning in the R7A zones, as well as the in zones of R7A and above.

Habitat for Humanity—New York City encourages the City of New York to revisit the definition of 'affordable'. Every year Habitat for Humanity—New York City receives thousands of inquiries from hard working families seeking homeownership opportunities. Habitat builds homes for families making between 45% and 80% of the Area Median Income. These families are headed by nurses, teachers, janitors, police officers, and secretaries. By broadening the definition of affordable to include affordable housing units further below 80% of A.M.I., the borough and the city will be addressing a pressing and persistent need.

I would like Thank the Borough President and the New York City Department of City Planning for the opportunity to testify today.

No Matter What You  
Become or Where You  
Go Your Deeds Come With You!



Gertrude S. Gonesh  
122-53 Mellis Street  
Springfld Ill. m.aj. 11413

For many days and months I have listened to many voices speaking for and against the Major Proposed Plans for certain Areas of Southeast Queens. Not once, have I heard anyone... Especially the Residents within the Proposed areas say, "No, we do not want it here!"

They, too want to Upgrade and Beautify the Stated Areas of the Proposal.

The Proposed Plans will bring many Surprised Changes to the Stated areas... Good, Bad or Indifference. What I would like for this Panel to Do is to Listen and Digest the concerns of the Presenters. As for the Presenter for the Plan, I am very concerned about the following....

For years, Developers, Contractors and those with Deep Pockets, came into this Community and Promised the Residents Utopia.... Instead we were taken advantaged of... Not one of the Promises were kept and the Promised Monies Disappeared into Thin Air!

The money disappeared, the Communities received nothing!

I am going to challenge each one of you to check the following projects that came into

\*2

Southeast Queens where I live. I want you to experience how this Community has been promised Everything and Received nothing for Each Project... E#

(A) Pathmark One million dollars that has now become \$800,000.00 then \$400,000.00 now even Less... No one knows where it is!?

(B) Port Authority funds for the Air Train No one knows where the Beautification Funds are for that Project either!

(C) Gouverneur Pataki and the prior Governor donated millions of dollars for the toxins within the water.... and the Hells....

Water is still contaminated... projects have yet to be completed and, again, the money cannot be found.... Why?

(D) The only gifts Communities such as mine and part of this Renewal Plan receives are Promises of Tomorrow and Funds Disappearing into Thin Air!

(E) Our Infra Structure is in Dire Needs of Rip Grading... Again Promises but no Action... Why?

(F) The Health Issues have yet to be addressed

(G) The additional Bodies being added to the Density have yet to be Explained and Addressed.... Remember the Infra Structure!!!

(H) The additional Traffic and Waste have not been full addressed either... Why?

- (i) The Enforcement from Different Agencies have not been addressed either
- (j) Going back to the Infra Structure... This Area of Southeast Queens is Land Filled Do you have people (e.g. Geologist) in place in case the Water Level Becomes a problem?

e.g. A Senior Building on Merrick Blvd. is now experiencing this problem.... the soil too presents another problem. and

- (k) Where and When the job plans be added to the Draft?

This Community of Southeast Queens is not against Progress... We have been Bitten once too many Times with Pseudo Promises that went by the Wayside..

Read Carefully what the Ad Hoc Committee has proposed and Requested..

All the Residents are asking for us to have each Area given the Same Share of the Potted Pie, so they could Enjoy the fruits of Their Labour!

Our Request is not out of the scoped Plans!

Listen and Digest the Ad Hoc Committee's Proposal!

Thank You  
Gertrude S. Bonish

**A&L MULTI-BLOCK ASSOCIATION**

**P.O. Box 350127**

**Jamaica, NY 11435-0127**

**Samalways@aol.com**

**Samuel Henderson, Sr.**

President

**Tamika Jefferies**

Secretary/Treasurer

**Phone: 718 291 4339**

**Fax: 718 291 4852**

**twc7182914339@earthlink.net**

**Executive Office: 108-30B Liverpool Street**

Jamaica, NY 11435

718 291-4339

**NYC PUBLIC HEARING 05/23/2007**

We the Residents and Associates of A&L Multi-Block Association can support the

**JAMAICA PLAN** , ONLY IF THE AD HOC COMMITTEE RECOMMENDATIONS

ARE ADOPTED, as that seems to be the only fair and equitable solution.

Samuel Henderson, Sr./President

January 18, 2006

From: P.S. 48Q Parents

RE: AUDITORIUM/GYMNASIUM

My name is Gilbert Hines, I am a Parent and Member of P.S. 48 S.L.T. I have also served in years past as an officer of the P.T.A. & Parent Association. Through out the years I have seen many changes in the Board of Education, some good, and some not so good, but I am resolved that we all strive to provide the best Educational setting possible for our children. P.S. 48 was built over 70 years ago, for that period of time it was built with a coal heating system, windows and doors that would not be tolerated today. It was built with a multi-purpose room. I don't know what they called that area then, but that's what we call it now. Because we are forced to use it for every occasion, for example; we use it as a Lunchroom, Auditorium, Gymnasium, Assembly, and a staging area for our Children during inclement weather, and all other activities that does not take place in the class room!! and at times extended class room space. Now as you can see with so many functions going on in such a small area there are serious implications such as sanitary and health conditions to only name a few. Now that being said, I would like to thank all of you, The Board of Education, Region 3, District 28 and Elected Officials on your collective and collaborate partnership to bring P.S. 48 Queens up to the standards of the 21<sup>st</sup> century here now in "2006".

**POINT OF VIEW:**

P.S. 48 was constructed at a time when technology as we know it today did not exist. Times and needs have changed. The population has changed. We are the corner stone for our Children and there Future. The need for a Auditorium/Gymnasium at P.S. 48Q has not changed since the early-mid 70's when it was on the Board of Education Fiscal Year planning budget to build such a structure, WHAT HAPPENED?

I have had conversations with members of P.S. 48 Community concerning this issue, including but not limited to business owners, the Churches and our Elected Officials and of course our Parents and Home Owners. The consensus is that this project is LONG, LONG over due and should be put on the front burner and turned up. The need is serious and will not go away.

Now in closing on behalf of P.S. 48Q Families and the community and myself with due respect we ask, no we demand that our request be handled with exceeding urgency!

Peace be unto you  
Respectfully yours  
Gilbert Hines  
P.S.48 SLT Member

P.S.  
Thank you for what has  
already been done and for what  
will be done.

JEA

**Jamaica Estates Association  
Written Presentation  
To The  
Dep't of City Planning  
Hearing**

**Wednesday  
May 23, 2007**



The Jamaica Estates Association is opposed to the Jamaica Redevelopment Plan as it relates to the re-zoning that is proposed for Hillside Avenue. Our concern is based on the plan to permit a canyon of 8 story buildings east of Midland Parkway and 12 story buildings west of Midland Parkway. We agree with DCP that this will change the character of Hillside Avenue and by extension our neighborhood but we disagree with DCP in its assessment of the magnitude of that change and its impact on the environment.

Our opposition is based on the Draft Environmental Impact Study for this project which is based on several assumptions that are fallacious.

Fallacious Assumption Number 1:

***The DEIS projects 2,186 new apartments along Hillside Avenue (less than 20% of Maximum).***

Is this really a "Reasonable Worst Case Scenario"?

We visited a recently rezoned neighborhood, 4<sup>th</sup> Avenue in Brooklyn. This is a street very similar to Hillside Avenue in that it is a 6 lane thoroughfare, has a subway line (RR), presently it is populated with low-rise, non-descript retail and automotive buildings, and it borders on diverse communities. We found that between President Street and 5<sup>th</sup> Street there are 7 new projects with many buildings 8-12 stories high. This is much denser development than the 20% assumed in the DEIS. In fact, we have seen real estate values rise dramatically on Hillside Avenue because of the intense interest of developers anticipating a building frenzy along this street. In our opinion, the DEIS projection is not based on reality and ignores the experience in similar neighborhoods.

Fallacious Assumption Number 2:

***The DEIS projects a population increase of only 3.8%.***

This conclusion is based on fallacious Assumption Number 1. If in fact population increases are calculated using a reasonable worst case scenario that assumes a more realistic build-out along Hillside Avenue, then over **38,000 new people** will move onto Hillside Avenue because of the proposed re-zoning.

Fallacious Assumption Number 3:

***The DEIS assumes that existing infrastructure is sufficient to meet the needs of a potential maximum build out under existing zoning rules.***

The DEIS only measures the environmental impact due to the difference in potential growth possible under the current zoning and the maximum growth possible under the proposed zoning. This assumes that existing infrastructure is sufficient for maximum build-out under present zoning regulations...an assumption that every citizen in Jamaica knows is simply not true. A reasonable worst case scenario should assess the infrastructure improvements that will be needed to address the difference in demand between what actually exists today and the maximum build-out possible under the proposed new rules. This would provide a much more accurate assessment of the environmental impact on Hillside Avenue and infrastructure shortfalls that need to be addressed.

These assumptions form the basis for DEIS conclusions that we find alarming:

- Public safety:
  - *“No Significant Adverse Impacts on Police or Fire Services”*
- Education:
  - **DOE 2005-2009 Five Year Capital Plan will “Ameliorate Any Projected Overcrowding”**
- Traffic and Pedestrian Congestion:
  - **DCP projects significant adverse impacts which they propose to mitigate by making “signal timing adjustments” and rush hour parking prohibitions**
- Mass Transit:
  - *“New Subway Demand would NOT result in Any Significant Line Haul Impact to Any Subway Line”*
- Water Supply:
  - *“The incremental demands...would not adversely impact the local water supply system or water pressure”*
- Noise:
  - *“As a result of additional traffic...would not be perceptible”*
- Sanitation Services:
  - *“The proposed actions would not adversely affect the delivery of these services, or place a significant burden on the City’s solid waste management system”*
- Parking:
  - *“The proposed actions would result in an overall shortfall of 2,082 off-street public parking spaces...No mitigation is available for this impact”*

We agree with Community Board 12 when they wrote:

*“One of our greatest concerns-it may be our greatest concern-is to ensure that adequate infrastructure exists in place to sustain the growth projected in the studied areas and the impact of this growth beyond the study area. Therefore, the assumptions in the DEIS under the Reasonable Worst Case Development Scenario must anticipate maximum growth potential”*

**Our community demands an Environmental Impact Statement that is based in reality and not biased assumptions. In our opinion rational city planning requires the city to commit the resources necessary to mitigate the impacts of this proposal before re-zoning is approved.**

The Jamaica Estates Association has submitted an alternative zoning proposal for the Hillside Avenue corridor which we feel strikes a balance between DCP’s desire to promote development with our commitment to maintain the special character of our neighborhood. We urge you to give our counter-proposal every consideration. Thank you.



# Hillside Avenue Rezoning

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Draft  
Environmental Impact Statement  
An Analysis by the  
-The Jamaica Estates Association-

## Draft Environmental Impact Statement

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Reasonable Worst Case Development  
Scenario

Reasonable Worst Case Development  
Scenario

---

Is it really reasonable?

Reasonable Worst Case Development  
Scenario

---

“Identify Sites Where New  
Development is Reasonably  
Expected to Occur.”

Draft Environmental Impact Statement  
Assumptions-Hillside Corridor

---

DCP Projects 2,186 New  
Apartments  
(Less than 20% Maximum  
Development)

Draft Environmental Impact Statement  
Assumptions-Hillside Corridor

---

DCP Projects an Increase in Area  
Population of only

3.8%

Draft Environmental Impact Statement  
Assumptions-Hillside Corridor

---

This *Assumption* is the Basis for  
the  
Development Impact Statement

Draft Environmental Impact Statement  
Assumptions-Hillside Corridor

---

Are They Reasonable?

## Draft Environmental Impact Statement Assumptions-Hillside Corridor

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- Based on the experience of other recently re-zoned neighborhoods in New York City,

**We Think NOT**

## 4<sup>th</sup> Avenue, Brooklyn

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- 6 Lane Street
- Subway Line (RR)
- Low Rise , Non-descript Retail and Automotive-related Buildings
- Borders on Diverse Communities
- Recently Re-zoned R8A



4<sup>th</sup> Avenue, Brooklyn

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Southeast View from Union Street



4<sup>th</sup> Avenue, Brooklyn

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President Street  
7 Story Building



4<sup>th</sup> Avenue, Brooklyn

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Carroll Street  
New Construction Site



4<sup>th</sup> Avenue, Brooklyn

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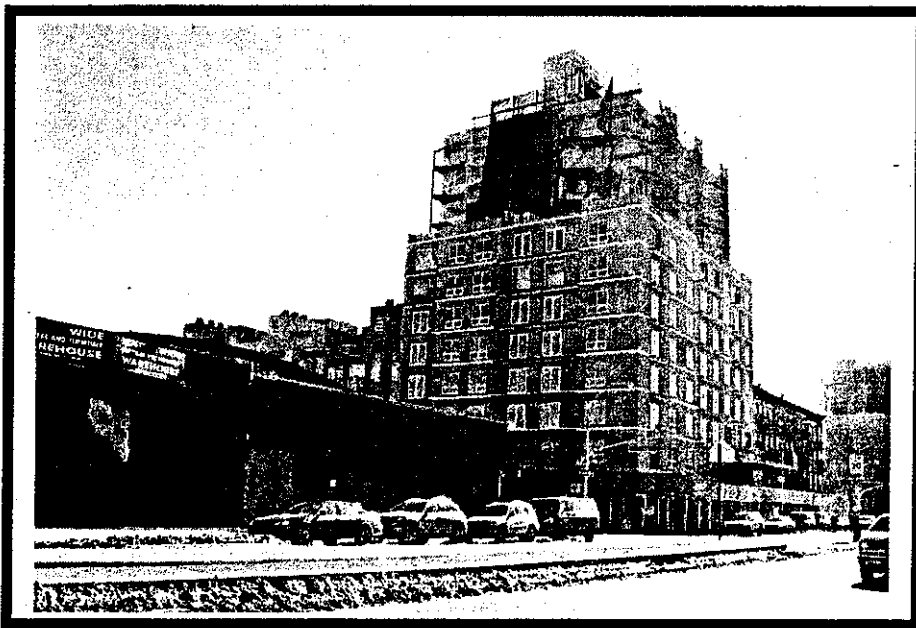
1<sup>st</sup> Street  
12 Story Building



4<sup>th</sup> Avenue, Brooklyn

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2<sup>nd</sup> Street  
12 Story Building



4<sup>th</sup> Avenue, Brooklyn

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View Up 2<sup>nd</sup> Street  
Series of 5 Story Buildings



4<sup>th</sup> Avenue, Brooklyn

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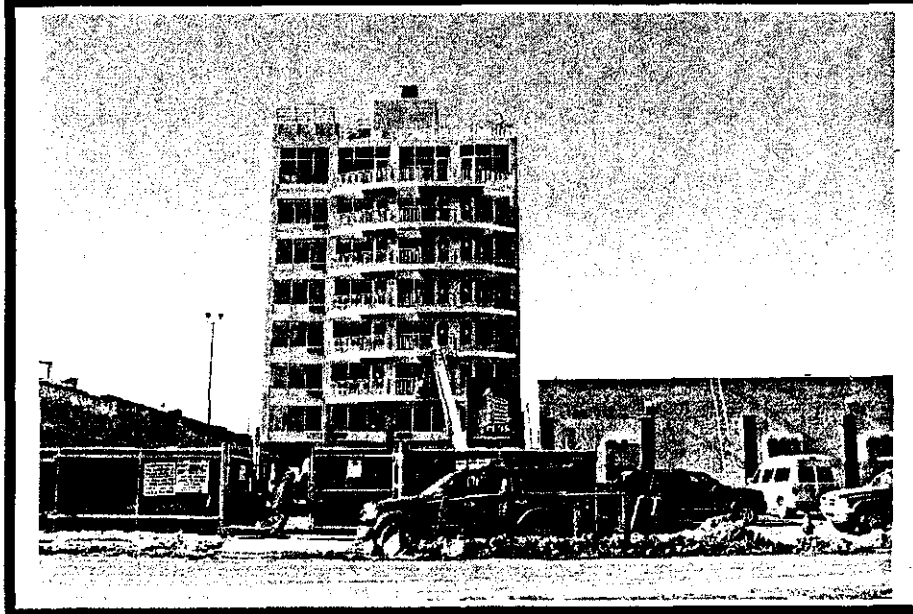
4<sup>th</sup> Street  
12 Story Building



4<sup>th</sup> Avenue, Brooklyn

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5<sup>th</sup> Street  
8 Story building





4<sup>th</sup> Avenue, Brooklyn

---

7 Blocks  
7 New Projects

Reasonable  
Worst Case Development Scenario

---

It is More Reasonable to Plan for a  
Maximum Build-Out

Maximum build out-Hillside Avenue  
West of Midland Pkwy (R7X)

---

- Each 12 story building will contain approximately 100 units
- Each Block can accommodate 2 Buildings
- There are 48 Blocks West of Midland which can be developed
- There are 3.3 people per unit

Maximum build out-Hillside Avenue  
West of Midland Pkwy (R7X)

---

48 Blocks x 2 Buildings/Block x  
100 units/ Bldg x 3.3 people/unit=

**31,680 people**

Maximum build out-Hillside Avenue  
East of Midland Pkwy (R7A)

---

- Each 8 story building will contain approximately 70 units
- Each Block can accommodate 2 Buildings
- There are 15 Blocks east of Midland which can be developed
- There are 3.3 people per unit

Maximum build out-Hillside Avenue  
East of Midland Pkwy (R7A)

---

15 Blocks x 2 Buildings/Block x  
70 units/Bldg x 3.3 people/unit=

**6,930 people**

## Maximum build out-Hillside Avenue Total Increase in Population

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31,680 West of Midland

+6,930 East of Midland

**38,610 New People**

## Draft Environmental Impact Statement Conclusions

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■ Public safety:

- *"No Significant Adverse Impacts on Police or Fire Services"*

■ Education:

- DOE 2005-2009 Five Year Capital Plan will  
*"Ameliorate Any Projected Overcrowding"*

## Draft Environmental Impact Statement Conclusions

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- Traffic and Pedestrian Congestion:
  - DCP projects significant adverse impacts which they propose to mitigate by making *“signal timing adjustments”* and *rush hour parking prohibitions*
- Mass Transit:
  - *“New Subway Demand would NOT result in Any Significant Line Haul Impact to Any Subway Line”*

## Draft Environmental Impact Statement Conclusions

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- Water Supply:
  - *“The incremental demands...would not adversely impact the local water supply system or water pressure”*
- Noise:
  - *“As a result of additional traffic...would not be perceptible”*

## Draft Environmental Impact Statement Conclusions

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### ■ Sanitation Services:

- *“The proposed actions would not adversely affect the delivery of these services, or place a significant burden on the City’s solid waste management system”*

## Draft Environmental Impact Statement Conclusions

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### ■ Parking:

- *“The proposed actions would result in an overall shortfall of 2,082 off-street public parking spaces...No mitigation is available for this impact”*

Draft Environmental Impact Statement  
Conclusions

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Garbage in, Garbage out.

CB 12 Report, February 21, 2007  
Committee for the Jamaica Plan

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*“One of our greatest concerns-it may be our greatest concern-is to ensure that adequate infrastructure exists in place to sustain the growth projected in the studied areas and the impact of this growth beyond the study area.”*

CB 12 Report, February 21, 2007  
Committee for the Jamaica Plan

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*“Therefore, the assumptions in the DEIS under the Reasonable Worst Case Development Scenario must anticipate maximum growth potential”*

DEIS

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- The DEIS only measures the environmental impact due to the difference in potential growth between the maximum growth possible under the current zoning and the maximum growth possible under the proposed zoning, therefore...



## DEIS

---

- It makes the assumption that the existing infrastructure is sufficient to meet the needs of a potential maximum build-out under existing zoning rules.
- Anyone who lives in Jamaica knows that this is simply not true.

## Conclusions

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- The Community demands an Environmental Impact Statement that is based in reality and not biased assumptions.
- The city must commit the resources necessary to mitigate the impacts of this proposal *before re-zoning is approved*.

# Thank You

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Edward Toriello  
On Behalf of  
The Jamaica Estates Association

## Proposed Hillside Avenue Special District

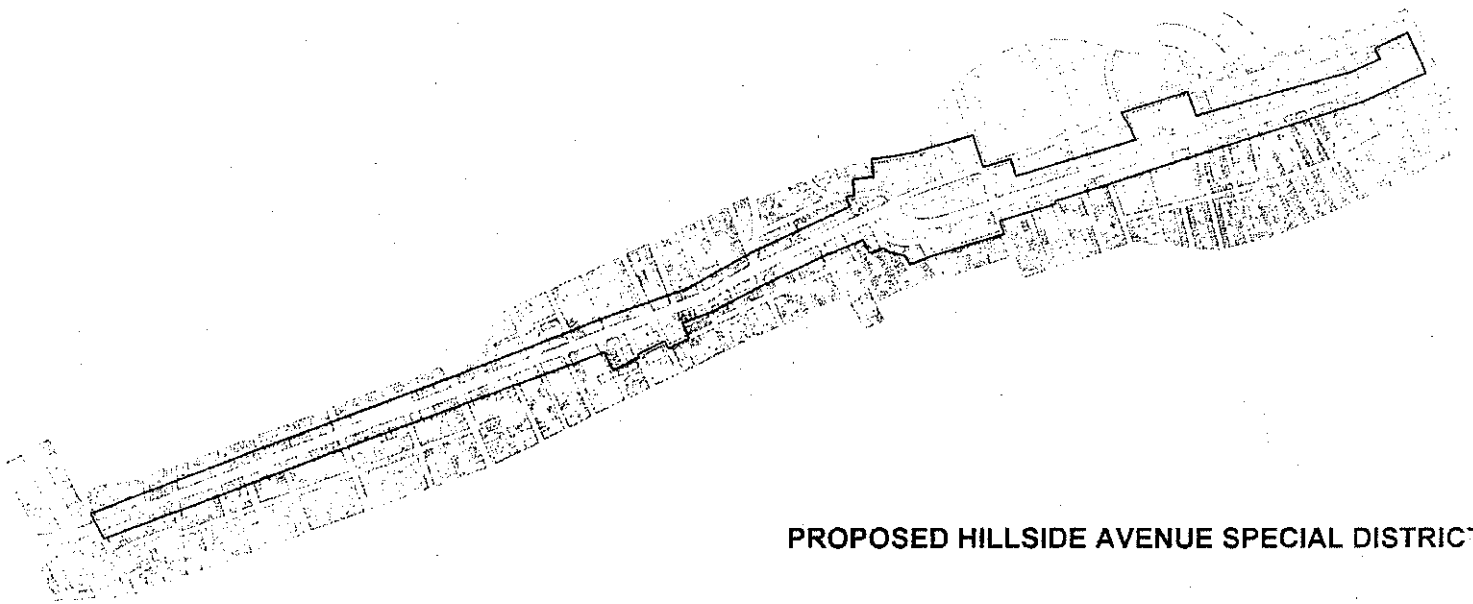
This Special District would extend from 139<sup>th</sup> Street to mid-block between 190<sup>th</sup> and 191<sup>st</sup> streets on or within close proximity of Hillside Avenue. Along most of the length of Hillside Avenue, the district would not exceed 100' in depth.

This district would enhance Hillside Avenue while creating alternative zoning texts to ensure that growth will be consistent and not overwhelm the adjacent communities and infrastructure north and south of Hillside Avenue.

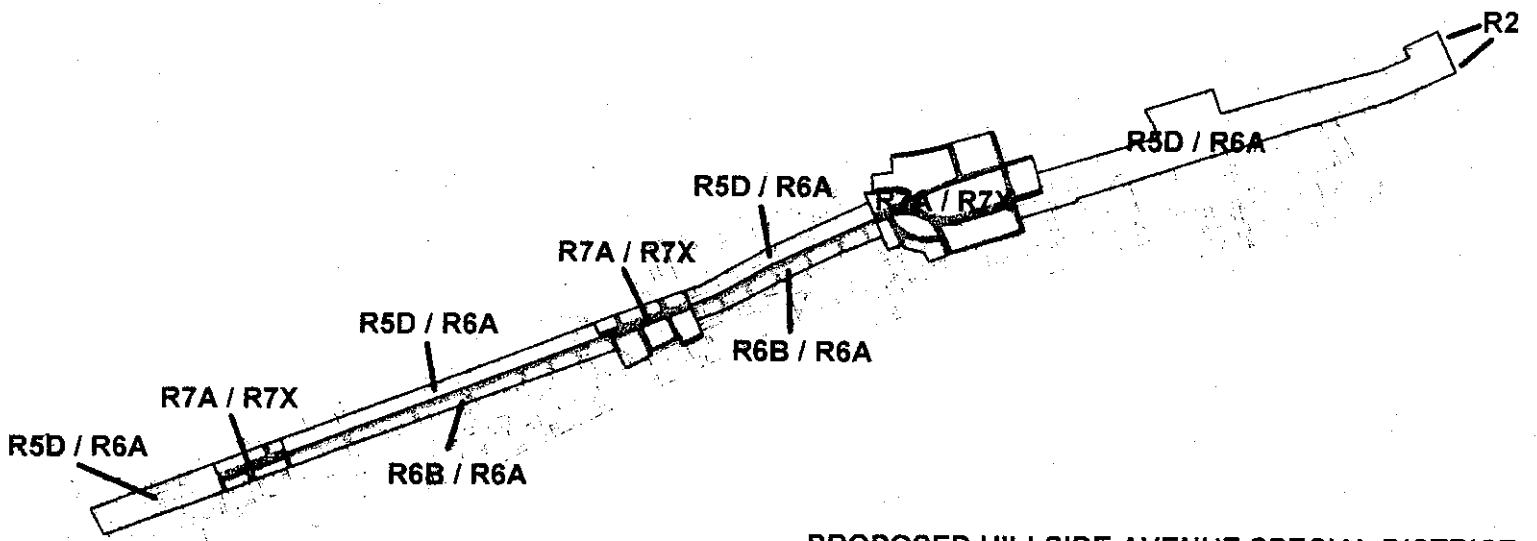
Key components to be included in the proposed Special District include:

- Mandatory On-Site Parking (no waivers) with a minimum of 85% for R5D (based on currently zoned R5 mandatory on-site parking – no net loss of parking) zones and 50% for R6B, R6A, R7A and R7X zones.
- Create Inclusionary Zoning text that mandates a 50/30/20 mix of units **on-site**; no moving of affordable units to other areas within the Community Board boundaries
- Connect Inclusionary Zoning / Affordable Housing bonuses to change in zoning rather than increased FAR to avoid as-of-right overbuilding, i.e. R5D or R6B base zone; R6A inclusionary zone (as shown on attached maps)
- Contextualize new higher construction on Hillside Avenue with lower-density adjacent side-streets, including a minimum 8' setback from the property line (within 100' of a corner); and a 35' maximum streetwall / perimeter wall height before the building can increase to full dimensions
- Hillside Avenue is bereft of trees and landscaping; mandate one tree per 25' along the entirety of Hillside Avenue, as per the R5D zone, including all zones and solely commercial projects (which would normally be exempt)

The attached maps show the proposed Hillside Avenue Special District and proposed zoning areas for Hillside Avenue. The first zone shown would be the as-of-right zone, while the second zone would be the inclusionary housing zone. Additionally, the half block west of 191<sup>st</sup> Street would be rezoned from the existing zoning of R3-2 to R2.



**PROPOSED HILLSIDE AVENUE SPECIAL DISTRICT**



**PROPOSED HILLSIDE AVENUE SPECIAL DISTRICT  
PROPOSED ZONING**

## TESTIMONY OF LARRY BERNSTEIN

Good morning, I am Larry Bernstein, vice president of Jonas Equities, the owner of property fronting on Archer Avenue between Sutphin Boulevard and 147<sup>th</sup> Place. As I previously stated at a Commission hearing regarding a proposed condemnation of our property, we are a family operation and have owned and managed our property for over 40 years. We have remained in Jamaica through thick and thin and would welcome being a part of Jamaica's revitalization. We wish to redevelop our property in an appropriate manner and to continue in business in Jamaica.

We strongly favor redevelopment of downtown Jamaica and applaud City Planning's efforts to re-zone the area and to improve pedestrian and traffic safety. However, we strenuously object to the City attempting to illegally minimize the value of our property the City wants to condemn, by rezoning our property in a far different and less valuable manner than our immediate neighbors directly across Archer Avenue and immediately to the east. I request that the City rezone our property in the same manner as our neighbors in the heart of downtown Jamaica.

The rezoning will substantially increase the value and use of neighboring properties being upzoned to C6-4 or C6-3 districts, while preventing any additional value to our property by rezoning it to a C6-2 district. Our property, which is improved with a functionally obsolete office building that was recently vacated by the City's Human Resources Administration will be rezoned to an FAR of 6 while its immediate neighbors will be rezoned to either an FAR of 10 or an FAR of 8. The vacant office building is no longer economically viable and the property must be redeveloped with a new building to realize a reasonable rate of return. The 6 FAR will further devalue our property in relation to our neighbors.

We support the overall goals and much of the specifics of the rezoning as they are good for both Jamaica and the City. However, we are concerned with the rezoning's effects on our property, which is located at a significant and highly visible site and which,

due to its location, should be a major contributor to the Jamaica redevelopment. A basic tenet of zoning, as practiced in New York City and specifically endorsed by Mayor Bloomberg in his recent Earth Day speech and Plan NYC Proposal, is to locate increased density in proximity to mass transit. While this zoning plan recognizes this principle for properties surrounding our site, it fails to recognize this principle regarding our property. Our property is diagonally across the Sutphin Boulevard / Archer Avenue intersection from the Long Island Railroad and Air Train Stations. Also adjacent to our property is a subway station and multiple bus routes. Yet with all these advantages of proximity to mass transit, the zoning plan neglects to accord our property the same floor area as properties on Archer Avenue many blocks further away from this mass transit nexus. At the very least, our property should be rezoned like its immediate neighbor to C6-3. However, an appropriate rezoning cannot make us whole since, as I have previously stated, the proposed condemnation of a substantial portion of our property will take away the ability to construct a new building with a sufficient floor plate.

I have been advised by counsel that by dividing the street widening/condemnation action and this rezoning action into two separate ULURP actions, the City may be illegally "segmenting" the two actions which should be considered for environmental purposes as a single integrated action. Indeed, representatives of the City have consistently stated that these two actions are "complimentary". Instead, these actions have been segmented avoiding a good hard look – as the ULURP process and environmental laws demand – of the negative impacts and inequities caused by the two integrated actions. They should be considered as the single development that the City freely admits they are. There is no doubt that the street widening / condemnation would not occur without the rezoning.

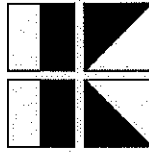
I urge the City to grant our modest request to rezone our property in a manner similar to our neighbors. I believe that I proposed a viable solution to our differences at your last hearing regarding the proposed condemnation of our property. I remain optimistic that, pursuant to your direction, we will meet with your staff and forge an

agreement to our mutual benefit. I, of course, wish to meet as soon as reasonably possible to reach that accord. Let me conclude by again stating that we do support the overall idea of improving downtown Jamaica. We just do not want to be negatively affected by multiple actions that together radically reduce the potential redevelopment of our property.

Thank you



40 Cutter Mill Road, Suite 310  
Great Neck, NY 11021  
Phone 516-487-1777 Fax 516-487-0555  
info@kamaliorganization.com  
www.kamaliorganization.com



**KAMALI  
ORGANIZATION**  
and affiliated companies

May 23, 2007

Ms. Amanda Burden  
City Planning Commission  
22 Reade Street  
New York, NY 10007

**RE: WRITTEN TESTIMONY IN SUPPORT OF HILLSIDE AVENUE REZONING**

Dear Ms. Burden,

I would like to take this opportunity to commend the Department of City Planning for their relentless effort in implementing a rezoning of this scale.

As a long-time real estate investor and developer in Queens, I have witnessed the transformation of its neighborhoods over the past couple of decades. While many communities have seen noticeable improvements during the latest real estate cycle, certain areas like Hillside Avenue in Jamaica have remained stagnant or even deteriorated.

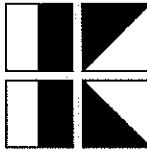
Hillside Avenue is in dire need of revitalization. The neighborhood is depressed, as evident by the endless number of vacant and boarded up storefronts. Businesses have no longevity since pedestrian traffic during the daytime is almost non-existent. Not only will the rezoning serve as an investment catalyst for revitalizing the neighborhood, but it will greatly improve the quality of life for both its businesses and residents.

Several years ago, the Department of City Planning took on the important initiative to update zoning throughout Queens in order to bring its neighborhoods into context. Its successful strategy has been to upzone major arteries like Hillside Avenue & Jamaica Avenue while downzoning interior residential neighborhoods. The intention is to increase density where there is access to public transportation and preserve lower density in the residential communities.

The Department of City Planning has already successfully rezoned other neighborhoods in Queens using a similar strategy which allow for increased commercial and residential development along major roadways. The benefits of the rezoning are clearly evident in these neighborhoods as they quickly transform into some of the most vibrant communities in Queens.

Furthermore, it is critical to this process that the rezoning be uniform along both Hillside Avenue and Jamaica Avenue. If the rezoning is not consistent along both corridors, it will be detrimental to the viability of Hillside Avenue. If Jamaica Avenue is rezoned and Hillside Avenue is not, the results will be disastrous in that even more shoppers will leave Hillside Avenue to either travel north to Union Turnpike or south to the newly revitalized Jamaica Avenue.

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**KAMALI  
ORGANIZATION**  
and affiliated companies

Once again, I would like to praise the Department of City Planning for proposing this comprehensive rezoning plan. I am confident that this rezoning will significantly improve the quality of life in the neighborhood and transform Hillside Avenue into a vibrant gateway serving all of Queens.

Sincerely,

Barry Kamali

Hafeez Khan  
171-24 103<sup>rd</sup> Road  
Jamaica, NY 11433  
May 22<sup>nd</sup>. 2007

RE: Jamaica Plan Project

Attn: Ms Amanda Burden (Commissioner of City Planning)

Dear Ms. Burden,

As a homeowner in South Jamaica, I am very concerned about the future plans for the South Jamaica area. As it is now, we are faced with serious problems pertaining to parking, infrastructure and public transportation just to mention a few of the most vital areas any community must deal with on a daily basis. To expand this area to accommodate apartment buildings would be a serious mistake and would definitely have an adverse effect in the future. A more comprehensive study is needed and some serious discussions must be held to address issues facing the present residents before such an undertaking should commence.

Please do not treat this as a touch and go issue. It is about people wanting to make this community home for a long time and hopefully you can understand my concerns.

Sincerely



Greater Jamaica  
Development Corporation

40 YEARS of  
COMMUNITY BUILDING  
1967-2007

90-04 161 Street  
Jamaica, NY 11432  
718 291 0282  
Fax 718 658-1405

www.gjdc.org

January 30, 2007

Honorable Michael R. Bloomberg  
Mayor  
The City of New York  
Office of the Mayor  
New York, New York 10007

Dear Mayor Bloomberg:

This is to commend the recommendations in the letter to you dated October 31, 2006 from Assemblyman William Scarborough regarding establishing a multi-agency enforcement task force to accompany the Jamaica re-zoning redevelopment plan; certification by the Department of City Planning is now scheduled for February, 2007.

For downtown Jamaica, we would welcome an escalation of enforcement practices, particularly from the Buildings Department, Consumer Affairs, NYPD's Parking Enforcement and Street Vendor units, DEP and Sanitation.

We concur with Assemblyman Scarborough's view that actions against violations – visible actions – that are concurrent with, and following, the re-zoning's ULURP process will reduce the community's concerns and skepticism about the effects of the re-zoning. An active task force could enhance the community's general support for the changes ahead. While local leaders see these changes as potentially positive, the local public at large may see them, he worries, as exacerbating problems and unaddressed conditions.

Successful continuation of Jamaica's revival and realization of this downtown's potentials require, in our view, a comprehensive approach to accommodating the development which the City's re-zoning and redevelopment plans will enable. Improved conditions supporting quality-of-life and environmental upgrades here can be measurably promoted with extra attention to enforcement issues. Much depends on public perceptions, we find. As Amanda Burden stressed recently, "how one feels" when working or visiting – and, of course living – in an urban environment can be the key determinant of economic viability.

Thank you for considering Assemblyman Scarborough's suggestions.

Yours truly,

David C. Kotheimer  
Chairman

c: Amanda Burden  
Chair, City Planning Commission  
Directors,  
Greater Jamaica Development Corporation

05/23/2007

Ladies and Gentlemen,  
Mrs. Deborah Carney, Deputy Director of Queens Department of City  
Planning MISS AMANDA BATES DEAR MEMBERS

Good Morning.

My name is Emmanuel Lambrakis, I am a physician and I practice on Hillside Avenue in the corner of 178 Street and Hillside Avenue for the last 28 years.

I have been the witness of the transformation of the Hillside Avenue all these time and I can attest that Hillside Avenue, the way it looks today is an embarrassing site for any major city but more so for the city of New York. Several segments of Hillside Avenue are in such a disarray that it is impossible to believe that this is a part of a major city in the United States.

I am in full support of the re-zoning and I have expressed my opinions in previous meetings, however this is the time I believe that we should put everything in prospective. The need for revitalizing Hillside Avenue is beyond doubt. I believe everybody in this room agrees that something has to be done. Usually, when something stays stagnant dies and dissipates. Hillside is not only stagnant for the last 20 to 25 years but is actually moving backwards. It is very simple for anybody to take a walk anytime of the day especially between the 165th Street to 185th Street to realize that this is a ghost town.

There are many opinions and a lot of concerns. I am familiar with those concerns, I've heard testimonies by all involved parties and all Community Boards and I am amazed for the fact that no one has really grasped the importance of this major endeavor undertaken by the City Planning and the City of New York.

Everybody is trying to propose and project his own interest, one is an environmentalist, the other one has an expensive house in Jamaica Estates and wants to protect it, etc. There is nothing wrong for any person or any group wanting to promote their own narrow interest. However in that effort, if someone ignores the impact of his or hers proposals to the entire community that protectionists attitude may actually become a boomerang achieving exactly the opposite.

From what I understand, there is no one in this room or from all the speakers that I have heard that opposes the re-zoning especially at the area that is closed to Van Wyck and definitely the Jamaica Avenue. Those on Jamaica Estates that they do opposed this plan, I would like them to allow me to just give them a different perspective and maybe they will open their eyes and use their imagination so they will realize that their opposition is achieving exactly the opposite of what they want to achieve.

The interest basically that they promote is that Hillside will become a ghetto, that is how one of the speakers put it in the previous meeting and of course that will decreased the value and the properties on the Jamaica Estates area. From the other Community Board 12, I heard that they would not go along with the plan unless there is some infrastructure changes committed by the City of New York. In both instances, however there is no logic in the proposals and although I am a full and wholeheartedly proponent of the re-zoning been there for the last 28 years I would invite them to compare what happened to the property values in the areas that have already been re-zoned. Case and point, look what happened in the property values at Long Island City, at Williamsburg, Middle Village, etc.

The fact that the opposition from the upper Hillside Avenue is so vigorous makes me to believe that the people or the Community Board involved in that opposition has probably never walked the Hillside Avenue. It is evident that the Jamaica Estates is a very beautiful area with very expensive houses, however the flow from the Jamaica Estates never goes towards Hillside Avenue. One would believe that since so many affluent people live in the Jamaica Estates area, all the commercial streets next to that affluent area, such as Hillside Avenue will be very vibrant and prosperous. Unfortunately, nothing of this happens. So, where are these affluent people spending their money? Definitely not in Hillside Avenue. Although they do not shop at Hillside Avenue, nor they walk on Hillside Avenue, they have expressed strong opposition on the re-zoning of Hillside Avenue.

I would like to invite them to think, first of all why do they think that if they allow Hillside Avenue to deteriorate, that deterioration will not spread in their own neighborhood. If Hillside Avenue at this point remains stagnant, while the Jamaica Avenue will be re-zoned, it is evident and it is obvious that all those so called undesirable elements that they now reside in the major area will have to move and by creating a small nitch of a depressed community very next to the revitalized area, where do you think that those undesirable elements will move? Definitely, they will not go to Long Island, they will not go to Flushing and definitely they will not go to the other side of the Van Wyck.

It is a very short sided view to oppose this revitalization and the best protection for the interest of these affluent neighbors is to create a shield of vibrant development, a shield that will invite capital and will invite from the city of NY infrastructure allocation and that is the best protection for the value and the security of their neighborhood.

If they believe that at this point the Hillside Avenue is at the state that they would like to have, I would like them to walk with us and if even one of them will tell me that he would like Hillside to stay the way it is especially between the 165th and

185th Streets, I would definitely take my hat off and go in their side. It is like a ghost town and again the amazing thing that this is very next to a very vibrant and very affluent neighborhood.

In order to protect this vibrant and affluent neighborhood is to create a development opportunity to invite people, invite people in to spend, improve and definitely not become the recipient of every undesirable element that will be displaced by the development of Jamaica Avenue and the area close to Van Wyck.

We heard in the previous meetings that we have the highest number of drug addiction clinics in the City of New York, the highest number of the homeless shelters and other insitutions addressing the unfortunate people with dire needs. Homeless shelters and clinics, of course have to remain in the major area but if you distribute them equally in a uniformly revitalized area the impact will be equally feld as opposed to concentrating them to the area that remains depressed because it was excluded from the re-zoning.

Every undesirable elements, such as shelters and clinics, etc will move in that area because the Real Estate will be depressed and the City will seek the most economical way of accommodating the needs of these people. For that alone, I would like to invite the people from that Community Board 8 to reconsider that opposition and actually create a haven and an actual progressive shield that will not only protect their neighborhood but rather give it much more value than it is now and if you take a projection in the next 15 years with the presumption that no re-zoning will occur in Hillside Avenue, you will see that property values will go down, their traffic will be 3 times as much because of the newly undesirable elements moving into the area and definbitely slowly but surely they will see the value of the properties deteriorating.

It is an absolute necessity and I am addressing this particular Community Board, it is an absolute necessity in order to protect and give a booster to the value of the properties that Hillside Avenue becomes a vibrant and revitalize area. By inviting commercial traffic, you really invite people that will spend money and when people spend money they improve the buildings and the appearance and when you improve the buildings you are creating needs and this is the point that I would like to come and addresse the concerns of the Community Board # 12. They claim they are all for the re-zoning according to them, however the City must first accommodate the infrastructure needs and then they will accept it.

This is a short sided view for the following reasons: Why the city will expend money in an area that does not need it. The most logical thing from am investment point of view is to create the need and then take care of the need. It is like telling someone who wants to give you \$ 60 that you cannot accept unless he gives you \$100.

The city and the city planning is giving you the \$60 and you do not take it, but you want all \$ 100. It is prudent to accept the re-zoning and create the need for infrastructure expenditure and then demand from the city infrastructure allocation.

When infrastructure changes will be there and they will give the perfect excuse and the perfect reason for the City council of NY and the Mayor to allocate the money for the infrastructure. If there is no need there will be no allocation. So create the need to have the allocation of the funds. This is the logic in business. You first create the need and then you take care of the need, when you deal with public funds. You do the re-zoning and then you give the reason to the people that are making the decisions so without any opposition or with very little opposition to allocate the money in that area.

In conclusion, I would like to tell you the following: I know that this project has been considered for quite a long time. The area of Hillside especially above the 165th Street has been declared as a study area for the last 5 or 10 years. That means that the City of NY has allocated immense resources to analyze, and study under immense pressures from individual or short sided interests, the re-zoning that eventually the City Planning came up with, it is balance although I believe it does not go far enough, and it could be more balance if the pressures that they accept from the different groups were not short sighted and self serving but rather open minded and looking towards the entire population rather than a small segmented population. I would like at this point to point out several things to rezoning, there is no doubt in my mind and the minds of most of the people that I spoke with that they own properties in Hillside Avenue, especially in the area that I am extremely familiar with, between 165th and 190th Streets it is no doubt that the need for revitalizing the Hillside Avenue is a paramount one. The point that I would like to make is that, dear City Planning, if you do something, do it right. Do not succumb to any pressure of short sided interest. Do something that is large, magnificent, that is full fledged and maximum impact. If you want to have this embarrassing comparison, between for example a middle village and the Hillside Avenue area, Queens Blvd versus Hillside Avenue you will have your answer obvious.

You can really create wealth, opportunity, upgrade standard of living and the most important is to involve all the citizens of this great City of NY. I would like highly to recommend the plan for full and complete approval and further more in order for the City Planning to accommodate the different needs, they have compromise several zoning changes. The 7X is a MUST. If you look in the area, there are already high risers so nobody can argue that we don't want high risers. The Camelot building on 169th Street is over 13 or 14 floors; across the street from Camelot there is a strip of high risers of 6 - 7 floors. With 7X and quality housing, actually the height of the buildings that will be erected will be



lower and definitely more appealing as there will be freedom for more designing entrepreneurship. I would like however to, propose that the 7-X which is proposed shall be combined with the C-4. We would like, and you will agree with me that it is very important if you create a residential development to the level of our 7-X in the area of Hillside, and your commercial development is of a lower level than the usually the City combines our 7-X. what you really doing is that you encouraging the newly move-in residents in the area to go shopping in a different area.

I believe that along with our 7-X and in the same zoning as it occurs in every other part of the City of NY. The 7-X should be combined with C-4 and not C2. Again, my reasoning is that if you combined 7-X with C-4 what you are really doing is that you are allowing the people to stay in the area for the shopping needs. If you, however you create the C-4 area on Jamaica Avenue and you have residential development in Hillside you are encouraging the residential development but you are keeping the commercial development depressed, so again you are driving the people to go shopping in a different area,. If you want to revitalize Hillside Avenue, we shall invite the people, create the opportunity to the residential development and at the same time give them the opportunity to fulfill all the shopping needs within Hillside Avenue. For that reason, I believe that the City Planning should be considered the 7X which is a must with a combination of C4. I would be surprised if anyone will have an objection as to this type of reasoning. If you believe that this is an opportunity for a bright future, it is. However, it can be an opportunity to invite a disaster as well.

I would like to borrow a line from presidential candidate 2 elections ago, who said if you are doing the same things and you expect different results you might be out of your mind. And in this instances doing the same thing is allowing the situation to keep deteriorating. I hope that this is not going to be your choice.

Thank you.

DISPOSITION OF CITY OWNED PROPERTY  
ON 168<sup>th</sup> STREET CO70318 PPQ

- The parking garage across from HOME DEPOT and all other aquired city property should have the following stipulations.
- Must have Inclusionary Zoning.
- The affordable units created must be affordable in perpetuity. This will prevent the crises of expiring affordable units that exist in many programs now.
- Require that developers, construction contractors, firms with building maintenance contracts, and retail and office tenants create **FIRST SOURCE HIRING SYSTEMS** intended to maximize employment opportunities for residents from the immediate neighborhoods. i.e. using Zip Codes.
- Require construction contractors pay **PREVAILING WAGES AND BENEFITS**.
- Require that all tenants abide by the prevailing wage and benefits for positions such as security guards, parking attendants, maintenance, restaurant and retail workers.
- Provide assistance to encourage local business and industries to expand or develop new business in Jamaica.

## **INCLUSIONARY ZONING**

- **INCLUSIONARY ZONING MUST BE A PART OF ANY CONSTRUCTION OF HOUSING IN THE JAMAICA PLAN.**
- **50-30-20 CONFIGURATION OF THE HOUSING UNITS**
- **INCLUSIONARY ZONING MUST BE DEVELOPED AT THE PRIMARY SITE. IT IS UNACCEPTABLE TO CREATE A GHETTO OF INCLUSIONARY ZONING.**
- **THE UNITS MUST BE MIXED AND IN THE SAME EDIFICE.**
- **WHETHER THE PROPERTY IS CITY OWNED OR PRIVATELY OWNED THE AFFORDABLE HOUSING UNITS SHOULD BE AFFORDABLE IN PERPETUITY. THIS WILL PREVENT THE CRISES OF EXPIRING AFFORDABLE UNITS THAT EXIST IN MANY PROGRAMS NOW.**
- **WE WOULD LIKE TO SEE THE MAPPING OF INCLUSIONARY ZONING IN THE R6A AND ABOVE AREAS.**
- **ANTI-HARASSMENT PROVISIONS IN THE REZONING AREAS SHOULD BE ENFORCED TO DISCOURAGE OWNERS AND DEVELOPERS FROM HARRASSING TENANTS OUT OF THEIR HOMES OR APARTMENTS IN AN EFFORT TO ASSEMBLE A SITE FOR DEVELOPMENT.**

Linda S. Mitchell, CB12 Board Member, Executive Committee  
88-81 195 Street, Hollis Park Gardens, NY 11423

May 23, 2007  
Disapprove

**Presentation before Department of City Planning, Amanda Burden, Commissioner**

- **The New York City Department of City Planning (DCP) is proposing zoning map amendments over approximately 778 acres of land (368 blocks);**

**Rezoning C 070314 ZMQ**

The Ad hoc Committee determined early on not to change the rezoning suggestions to Jamaica Center and we clearly informed all interested parties. We are mindful that the new zoning in SDJD will triple and quadruple densities.

The Ad hoc Committee is asking Department of City Planning to fine tune the zoning of neighborhoods and not paint with such a broad brush.

- 1) Our zoning changes reflect the current housing stock. The letter following the number makes the zone contextual which will limit the height and bulk of the houses.
- 2) The housing in the yellow areas are low density, one and two family dwellings, where we proposed different zoning designations.
- 3) The Manufacturing Strip east of Jamaica Center must not be doubled. It is currently used for the most noxious uses which are 75 to 100 feet from private homes and green space.
- 4) Affordable and low income housing must be on site as is the case with the proposed development for the former Family Court House, on Parsons Boulevard. (40/40/20)
- 5) The Ad hoc Committee is recommending on site 50/30/20 for developers on the corridors as an incentive to bulk out their buildings. We feel mixed development makes for a stronger society.
- 6) Affordable and low income housing must be granted incentives in the R6 designations.
- 7) "Boulevard construction" does not relieve over development in the inner low density neighborhoods, enforcement of building codes by the Buildings Department would do that.
- 8) "Boulevard construction" at the proposed densities would sandwich in the low density, one and two family neighborhoods.
- 9) The city must encourage home ownership and not just rental possibilities/initiatives for those who can't afford market rate co-ops and condos.
- 10) Infrastructure, schools, health services, parking mitigation, traffic must be addressed before development may occur.

Our recommendations more specifically are:

- The R4-1 north of 108 Avenue should be R3A
- The R4 east of Guy R. Brewer Boulevard, north of 109 Avenue, west of Merrick Boulevard and south of South Road (approximately 17 blocks) should be R4-1, R4A or R3A.
- Liberty Avenue north of R4-1 and just east of Merrick Boulevard should be R5B
- Merrick Boulevard should be R5D. If affordable and low income housing are placed on site then it may go to R6A.
- The R4 should be clipped between 171 And 173 Streets and attached to the R4-1 to its north and east.
- The large R4-1 area south of Liberty Avenue, east of Merrick Boulevard, north of 110 Ave. and west of the LIRR tracks should be changed to R3A or R4A.
- The R4 south of Henderson Avenue should be a R4B.
- The M1-2 should be left an M1-1 because of height and parking concerns. We also want to see the performance standards removed for the waste transfer stations. Note: Waste Transfer Stations can be multileveled so as to max out the proposed bulk.
- Of the proposed R4-1, between Hillside and Jamaica Avenues, in the old R3-2, should be R3A. In the proposed R4-1 because houses are detached they should be R3A or R4A.
- The area around King Park should be R6A. It is our major open space and should not be surrounded by buildings higher than already present.
- The R5's west of the Special District and east of Van Wyck Expressway should be R5A because most buildings are detached and one and two family.
- Jamaica Avenue east of 181 Street should be lowered to at least R5D on the south side.
- Hillside Avenue presents many opportunities for growth and at the same time protecting neighborhoods. The R7A may be between 164<sup>th</sup> to 167<sup>th</sup> Streets and from 172<sup>nd</sup> to 179<sup>th</sup> Streets on both sides. The north side of Sutphin Boulevard should be R7A to match the C4-4A on the south. Only if new construction offers affordable and low income housing on site may a building go to R7X.

For the remainder of the Hillside Avenue corridor, the areas currently zoned R3-2, R5, C8-1 should be R5D. Areas currently zoned R6 should be R6B. If affordable and low income housing were to be built those buildings offering affordable and low income housing on site could go to an R6A. However, CB12 does not want R6A on the south side from 178<sup>th</sup> Street to 191 Street. Private homes would be sandwiched in between Hillside and Jamaica Avenues. The current buildings on the south side are 1 and 2 stories high.

The entire Hillside Avenue and other major corridors must be included in the special district. Not only Jamaica Center needs to be beautified and have amenities.

DCP has argued that the purpose of "boulevard construction" is to relieve the stress on the inner residential blocks. We find what will relieve the inappropriate building in the inner residential blocks is enforcement by the Department of Buildings of buildings codes.

All of Hillside Avenue and other key corridors must be at least 50% mandatory parking, with no waivers for R6B, R6A, R7A and R7X zones. R5D is to have minimum of 85% parking.

- The houses on the north side at 191<sup>st</sup> Street should be R2 and the south side east of 190 Street should be R2.

From the outset the committee has been concerned about the threat of displacement of residents and businesses, added stress on infrastructure, current lack of seats in traditional school buildings and no space in school yards filled with portables for our children to exercise, traffic congestion and the dearth of parking spaces, and the problems associated with doubling the density of waste transfer stations only 75 feet from private homes. NOTE: The schools that were promised to the chair of economic development for SD#29 is one in Queens Village and for SD#28 one in Forest Hills.

CB12 must get agreements in writing as has been the case in other community boards.

Our questions submitted to the city agencies, after having read the Draft Environmental Impact Study (DEIS), have come back unsatisfactory with the exception of some answers submitted by the Department of Environmental Protection. Although years in the making, neither plans nor budget allocations have been made in preparation of this rezoning. City Planning is no longer charged, as it once was, with providing a plan and preparing a budget. The DEIS states no mitigation possible for parking, partial mitigation for displacement of residents, and mitigation of emissions concerns if all new development uses natural gas as an energy source.

The Ad hoc Committee recommends that CB12 adopt the Alternate Plan written by the Ad hoc Committee which addresses the 23 major areas of concern and proposes establishing a Task Force to implement the Alternate Plan. The Task Force should be comprised of mayoral representatives, city agencies, elected officials, community board members and community residents. The community board and residents should constitute 50% of the task force and at least two members of the community representatives shall be from the Ad hoc Committee.

The Ad hoc Committee recommended a vote of disapprove with conditions. In closing, we are encouraged by the certification of the St. Albans /Hollis re zoning that was posted on the DCP website, Monday, May 21: Neighborhoods that border our Jamaica neighborhoods. In that certification Ms. Burden is quoted as saying "With new contextual zoning tools, we will be able to guide future development so that it compliments the built fabric of St. Albans and Hollis." We want this same consideration for the neighborhoods that surround the Jamaica Plan. Please take your "finely grained zoning approach" and apply it to our Jamaica neighborhoods.

May 22 2007

To Whom it may concern,

I am against the appeal for the new rezoning in the area of the south side of Liberty Ave. The six story building that have been erected and more to come.

**The problems that will ensue are the following:**

- 1) Traffic congestion
- 2) Sanitation problems i.e. garbage under the trestle, over worked and not enough sewage lines in the street the, not enough catch basins to stop the water from backing up when it rains, garbage backing up in the streets because catch basins are "not cleaned out properly" on each street, community from Jamaica Ave, Douglas Ave, Liberty Ave, Hollis Ave, Merrick Rd.
- 3) Parking problems for people on adjacent streets
- 4) Trucks using the streets as a by pass short cut at high speed, not safe for children.
- 5) Trucks idling all night under trestle causing health problems to surrounding houses.
- 6) You have not addressed the density pressures and problems of the corridors of Merrick Rd and Liberty Ave.
- 7) The infrastructure of six story buildings are devaluing surrounding home owners and their property.

Thank you for your prompt attention to this matter

Patricia Murphy

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VIA FAX AND OVERNIGHT MAIL

May 17, 2007

Ms. Amanda Burden  
 Chair  
 City Planning Commission  
 22 Reade Street  
 New York, NY 10007-1216

Dear Ms. Burden


On behalf of the New York Building Congress, please accept this letter in lieu of testimony at the May 23 City Planning Commission public hearing on the proposed rezoning plan for Jamaica.

The Building Congress is the City's largest and most diverse coalition serving the design, construction and real estate industry, involving 1,500 members from 400 constituent organizations. Part of our mission is to evaluate major government initiatives and promote productive capital spending. Our members are keenly interested in well-planned development and related mass transit investments that improve New York's economic health and quality of life.

Recently, the Building Congress urged Borough President Helen M. Marshall to support this important initiative by the Department of City Planning, which will build on the area's existing strengths to help Jamaica realize its significant growth potential. The Building Congress continues to endorse the Jamaica Plan and believes it should be given favorable consideration as it makes its way through each stage of the public review process.

The Jamaica Plan presents a comprehensive rezoning strategy that capitalizes on Jamaica's pivotal location and transit infrastructure to maximize the opportunities for commercial, retail, cultural and residential development. The Plan epitomizes smart growth by positioning high-density zones where it makes the most sense -- at the transit hubs and major thoroughfares -- while gradually lowering density in zones farther from major transportation infrastructure. Updating Jamaica's zoning in this way has the dual benefits of furthering the City's broader strategy to invest in its regional economic centers and preserving the unique character of adjacent neighborhoods.

As an added benefit, the Jamaica Plan advances the Bloomberg Administration's PlaNYC 2030 strategies for addressing New York's projected growth rates and long-term future. In outlining the strategies for accommodating New York's growing housing needs, for example, PlaNYC acknowledges the City's fixed land supply and stresses the importance of using space more efficiently. Consistent with that objective, the Jamaica Plan makes



NEW YORK  
 BUILDING  
 CONGRESS



Ms. Amanda Burden

May 17, 2007

Page 2

efficient use of space by increasing housing densities, especially along corridors with good transportation access, which will add up to 3,660 new housing units by 2015. Of those units, approximately 784 will be affordable housing units provided through inclusionary zoning incentives. At the same time, the proposed rezoning has been designed to ensure that the scale of new housing development complements existing building patterns and the area's character.

From an economic development perspective, the rezoning will permit development that, by 2015, could create nearly 3 million square feet of commercial space in Downtown Jamaica and add up to 9,300 jobs. The rezoning also facilitates industrial development or expansion by increasing densities on 32 blocks zoned for light manufacturing and, coupled with an Urban Renewal Plan, enables the replacement of underutilized or derelict industrial properties with mixed-use development. Development of these sites maximizes the use of a scarce resource - land - and will help attract additional private investment to Downtown Jamaica.

The development envisioned by the Jamaica Plan will be supplemented, moreover, by two recent city applications for roadway improvements jointly filed with the Department of City Planning by the New York City Economic Development Corporation and the New York City Department of Transportation. Those two projects, the Atlantic Avenue Extension and the Station Plaza Enhancement, will improve vehicular movement and pedestrian safety and reduce traffic congestion on key streets providing access to the Long Island Rail Road and JFK AirTrain station.

The Building Congress applauds the Bloomberg Administration for its commitment to transit-oriented development and its continued collaboration with the community and City agencies to craft a plan that will revitalize and prepare Jamaica for future growth. The Jamaica Plan merits approval and we encourage the Planning Commission to approve it.

Sincerely,

  
Richard T. Anderson  
President

*Best regards.*



## **Partnership for New York City**

### **THE JAMAICA PLAN**

#### **TESTIMONY SUBMITTED TO THE NEW YORK CITY DEPARTMENT OF CITY PLANNING PUBLIC HEARING**

**WEDNESDAY, MAY 23, 2007**

**KATHRYN WYLDE  
PRESIDENT & CEO**

#### **PARTNERSHIP FOR NEW YORK CITY**

The Partnership for New York City represents the city's business leadership and its largest private sector employers. It is committed to working in partnership with government, labor and the non-profit sector to enhance the economy and create jobs.

We believe the plan before you today will usher in a new phase of economic growth for this area and solidify the significant public and private investment that has been made in the area over the past two decades.

Through its housing programs, the Partnership was a major participant in the redevelopment of South Jamaica during the 1980s and early 1990s. The Housing Partnership was responsible for construction of nearly 1,000 units of affordable housing in collaboration with the city, state and community organizations, which helped helping spur widespread economic revitalization in the area. We also supported a number of minority-owned development and contracting firms, including R.W. Hall and Kendrick Jobe, which have made a major contribution to minority participation in the city's affordable housing industry.

This Jamaica Plan is one of the largest rezoning efforts in the City's history. It will provide long-needed zoning updates to approximately 368 blocks in Downtown Jamaica and portions of the adjacent neighborhoods. The plan capitalizes on the area's excellent transportation infrastructure and proximity to the JFK AirTrain station and the Airport.

Finally, the plan would provide opportunities for 3,400 new units of housing to be provided over the next ten years in residential and mixed-use developments at higher densities in and near Jamaica's downtown. Few places in NYC could offer such a rich opportunity.

Increased residential density, particularly market rate housing development along Hillside Avenue, is the only way to insure a strong and vibrant future for Jamaica. There has never been the population density in the communities surrounding the central business district needed to attract and sustain high quality commercial and retail activity.

Hillside Avenue is a major wide corridor served by transportation that can accommodate additional buildings similar to those that already exist. The proposed zoning will not only match the scale of those buildings but also will facilitate new affordable housing as well as the preservation --in perpetuity-- of existing affordable apartments in Jamaica.

Under the plan, building height restrictions and affordable housing requirements would be in place to protect the integrity of the existing neighborhood, while providing new housing and commercial opportunities. The new businesses, residents and planned planting of street trees would contribute to an improved corridor for shopping and walking.

The timing of this plan and its approval is important. Mayor Bloomberg has launched a long-term plan and sustainability program for the city that will involve investment of billions of dollars in upgrading city infrastructure and improving neighborhoods. As a transportation hub that has been underutilized, downtown Jamaica is ideally positioned to benefit under this plan and to quickly see long-awaited development come to fruition. We urge the Borough President and the leadership of the neighborhoods to take advantage of this unique opportunity to establish the zoning and planning framework that will insure a prosperous future for this important area of our city.

**TESTIMONY OF THE REAL ESTATE BOARD OF NEW YORK INC. BEFORE THE NEW YORK CITY PLANNING COMMISSION IN SUPPORT OF THE PROPOSED JAMAICA PLAN**

May 23, 2007

The Real Estate Board of New York, Inc. is a broadly based trade association of more than 11,000 owners, developers, brokers and real estate professionals active throughout New York City. REBNY supports this plan because it values our existing low-rise residential neighborhoods while correcting the mismatch of the current zoning with the existing and planned infrastructure around the transit hubs.

New York City has added significant population over the last 10 years and is projected to add hundreds of thousands of more people in the coming decades. This is a testament to the popularity of New York City as a place to live and work and raise a family. The borough of Queens is projected grow by a total 15% between 2000 and 2030 to reach a new population peak in 2030. The issue is that our land area is not increasing. The best way to ensure adequate housing and jobs for existing and new residents is to make the most of the assets we already have. We simply can't afford to underutilize land and leave people without enough housing options.

Jamaica, unlike some other sections of Queens, has access to four subway lines, the Long Island Railroad and JFK AirTrain connection. It is a very good location for businesses to locate and for people to find homes. In this plan, 130 blocks will be rezoned to protect 1 and 2 family homes and 50 blocks will be rezoned to match the low-rise building character. The plan, very reasonably, concentrates the needed increases in density along wide streets and near the transportation access. This reflects planning principles that have been applied in many other neighborhoods.

Furthermore the plan envisions a vibrant mixed-use environment in Downtown Jamaica that expands the retail, entertainment and commercial character, requires public amenities to be included in new development and addresses pedestrian congestion. We support the proposed use and density changes that will facilitate new mixed used development in Downtown Jamaica especially around the AirTrain terminal. We also recommend an additional text change to the

high-density bulk regulations to allow a waiver of yard requirements and an increase in the height to allow full use of the FAR in this area.

The proposal estimates a net increase of around 3300 dwelling units over the next 10 years, about a 2.5% increase over the total housing units now in Boards 8 and 12. Under the Alternative Affordable Housing scenario, there would be slightly higher totals but nearly 800 affordable inclusionary units could be built or preserved. These affordable units would remain affordable permanently.

REBNY has been recommending for several years that major rezonings across the city provide a balanced approach that results in a substantial net increase in the amount of new housing for our growing population while addressing other planning concerns. We believe that this neighborhood works with the proposed densities but really could handle additional denser development. Given the overwhelming need for housing in our communities, the density and numbers of units proposed are really the minimum that should be considered for a large, transit-accessible area like Jamaica.

We believe that the Jamaica rezoning will contribute to the important goals of providing new housing and commercial space, increasing economic activity and making the most of our existing transportation centers and downtowns. The Jamaica rezoning coordinates with other investments being made in the area such as a new performing arts venue and upgrades to the environment around the AirTrain station. We urge you to support the Jamaica rezoning.

Thank you.

# **ALLEN HOUSING CORPORATION**

110-31 Merrick Boulevard • Jamaica, New York 11433  
Office: (718) 206-4600 • FAX: (718) 206-1205

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***The City Planning Commission  
Public Hearing  
Wednesday, May 23, 2007  
Testimony by Allen Housing and  
Related Organizations  
by  
Rev. Edwin Reed  
Chief Financial Officer***

Thank you for allowing me an opportunity to address you today about the proposed zoning revisions. I consider the plan thoughtful, insightful, progressive and innovative. It is a plan that focuses on providing a comprehensive strategy for affordable housing, compatible development of industrial and commercial sites to support neighborhoods as well as provide the foundation for improving the quality of life of residents including educational opportunities.

I would like to particularly address the re-zoning of Merrick Boulevard. As an institution that has participated in improving sections of the Boulevard through senior housing, the Allen Cathedral and the current mixed used development that consists of commercial tenants on the ground floor with three floors of affordable housing, these projects are the foundation of changing the aesthetic appeal of the area.

Southeast Queens is uniquely positioned as a haven for residential homes with green space. It has a character that the current zoning proposal seeks to maintain and it is my hope that future zoning will continue to augment this character. However, there is a need for additional housing for our youth and elderly. Furthermore, the Allen Housing and Related Organizations has encountered the problems associated with the deplorable commercial conditions. While housing values have increased, they will always be negatively impacted by our commercial corridor that does not reflect the quality of the housing stock.

The commercial corridors are currently characterized by inappropriate uses such as automotive painting and repair, bus parking, bus depot and other uses that do not support raising the standard for the quality of the community. The re-zoning will be an opportunity to work with the owners of these properties to re-vitalize these

properties to a better use for the neighborhood. As the only north to south major traffic corridor that runs from Jamaica to Long Island, the residents of Southeast Queens deserve quality areas for shopping. Economically, the development of the area will enhance the turnover of funds within the local community. Employment will also increase in the area with the approval of the proposed zoning.

The zoning proposal has already begun to have the desired impact. The community board under the leadership of Dr. Black and the dedicated committee chairs have reviewed the plans and made significant recommendations. The process has been positive and improvements have been made. The elected officials of southeast Queens have increased their efforts to improve the infrastructure and educational opportunities. The hard work and dedication of these officials will ensure that the commitment and funding necessary to solve existing conditions as well as avoid future problems will be received.

The position of the Allen Housing and Related Organizations is that the proposed zoning will be a significant improvement for the area. With the difficulty of developing viable projects, the proposed medium density zoning can be the difference between successful developments versus remaining with the status quo. There is a vision for the community that is in the hands of cooperative, committed and conscientious leadership that will provide a community that will be the choice for our children, grandchildren and great grandchildren. Our fore parents provided the foundation; it is up to us to handle the legacy appropriately. Let us work together to make the appropriate changes and demand the necessary services. More beneficial results achieved by going forward than from standing still.

# Regional Plan Association

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May 23, 2007

Amanda M. Burden  
Chair, City Planning Commission  
Director, Department of City Planning  
22 Reade Street  
New York, NY 10007-1216

RE: Jamaica Plan

Dear Commissioner Burden:

Regional Plan Association wants to give its unconditional support to the Jamaica Plan and recommends its approval with no modifications. This proposal strikes the right balance by (1) Encouraging higher-density commercial development in Downtown Jamaica, (2) Expanding opportunities for residential and mixed use development near transit and along major thoroughfares with a mix of scales appropriate to surrounding building patterns, (3) Shifting development away from and preserving lower density communities and (4) Reinforcing certain industrial areas for growth within the industrial core.

These four goals change the outdated and unduly restrictive zoning, and unlock the potential of the area for a 21<sup>st</sup> Century Jamaica. The contextual and detailed zoning districts proposed in this action reflect a site specific approach to zoning that contrasts to the "blanket zoning" that currently regulates most of the area. This "micro-zoning" approach insures that vibrant land uses are strengthened by defining its boundaries more clearly, and that currently intrusive and potential non-conforming uses are aligned to a growth oriented and balanced land use policy. Regional Plan Association believes that the Jamaica Plan will enable Jamaica to fulfill its potential as a leading business and residential district in the City.

Sincerely,



Robert D. Yaro  
President



**Presentation to Chair Amanda Burden and Commission**

Queens Public Library, Jamaica, NY

May 23, 2007

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So, we already have a parking nightmare.

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to the plan.)**

Eugenia Rudmann, 88-74 195 Street, Hollis Park Gardens, NY 11423

Testimony given to:

Chair Amanda Burden, Department of City Planning, and Commission

Queens Borough Public Library, Jamaica, NY

May 23, 2007

Good Morning Madam Chair and distinguished Commission,

This morning I am speaking on behalf of the countless residents who live in the impacted Jamaica Plan area, but who are not organized and have no civic voice. Many are immigrants, who are unaccustomed to partnering with government officials; some are elderly, most are employed and are not in a position to take off from their employment.

Your presence, in Jamaica, tells one that you care about community involvement and desire such participation. As the former co-chair of the CB12 Ad hoc Committee, I can also attest to the fact that your Queens staff sought community participation as far back as 2005, by encouraging the chair of CB12, Dr. Gloria Black, to set up an Ad hoc Committee to study with them the Scoping Document for the rezoning of Jamaica. We wish to thank you. The knowledge we have acquired will benefit committee members for years to come in their capacity as community and civic leaders.

The size of the area and the complexity of the zoning do not lend itself to a thorough discussion, today; therefore, we have prepared written testimony.

As was stated before, we have had an intense working relationship with your Queens staff for eighteen months. In the beginning, the relationship was one of their instructing us; that grew into mentoring and eventually we were encouraged to formulate our own plan, an alternate plan. We view this alternate plan as a response to DCP's encouragement of community participation. We acknowledged, immediately, that the rezoning suggested for the core 71 blocks was in collaboration with Greater Jamaica Development Corp and well thought out. Our only reservation about the core/downtown has been the inadequate infrastructure and strained services to support existing needs as well as the limited health and educational facilities. We would, also, encourage some landmark preservation of our historic and architecturally significant structures. It is wonderful to think of the colonial leaders, music and sports legends that have walked these very street. We realize that there will be significant financial resources, from the private and government sectors, poured into this area for development purposes. Our questions to the various city agencies relative to their planning for the rezoning of Jamaica was to encourage coordination of activities.

The Ad hoc Committee's greater concern has been corridors, peripheral neighborhoods of one and two family homes, to the core/downtown, and the manufacturing zones. As in most cases, the more one works on a concept, the better the mechanisms become in realizing desired outcomes. We feel we are witnessing such outcomes in more recently proposed and certified proposals. Conversations we have had with your Queens office

have encouraged us to believe that our approach to the one and two family neighborhoods, in the Jamaica Plan, is realistic and much of it within scope. It will require drawing tighter boundary lines around fewer blocks, as was done in the core, to establish zoning that allows for growth, but also preserves the fabric of existing, stable neighborhoods.

Our major corridors, whereas significant for commuters and moving supplies, are relatively narrow and extremely limited, especially when one considers north/south access. The point of the subway being taken to 178<sup>th</sup> Street was to accommodate the needs of eastern Queens' residents, but more so the ever growing Nassau and Suffolk population, who needed to commute to Manhattan. Years ago there were parking facilities all along Hillside Avenue to accommodate their cars. Now those facilities are gone and local neighborhood streets have to bear the consequences associated with commuters finding parking. This makes for a parking nightmare and a deterioration of privately owned home neighborhoods. We feel "special district" status is needed on all corridors in answer to future development needs.

Our manufacturing zones were designed for light industry and are very close to one and two family homes. The use of these M1 zones for waste transfer stations, that now accept putrescible waste, has been the source of consternation for residents and Greater Jamaica Development Corp for years. There is no question that this is a health hazard. We would like to see the "special district" extended to all the manufacturing areas as is being done to the manufacturing area adjacent to the core/downtown area. Our manufacturing areas must be made neighborhood friendly.

After all your efforts to involve community, there is much anger. It is borne out of frustration. As was stated, our conversations with DCP have been enlightening and promising. We had hoped to engage in meaningful negotiation as the process draws to conclusion. Our frustration is with our CB12 leadership and now the Borough President's Office who does not seem to realize that fostering growth in the core/downtown does not have to be at the expense of homeownership and a suburban life style.

We encourage you to look at our alternate plan. We stand ready to engage in meaningful discussion that will serve the needs of homeowners, residents, business entities and this great city.

Thank you.

Eugenia Rudmann, Chair, Jamaica Resident for the Alternate Plan.

## **CB12 Ad hoc Committee Final Report – April 11, 2007**

Good Evening Dr. Black, Board Members, District Manager Reddick, Honored Guests, Ladies and Gentlemen.

The Ad hoc Committee thought we should follow the actions before the board as stated in the agenda. Please keep in mind that you may vote in one of four ways: Approve, Approve with Conditions, Disapprove, Disapprove with Conditions.

### **1) Demapping of 148<sup>th</sup> Street C 070158 MMQ (Elimination, discontinuance and closing of a portion of 148<sup>th</sup> Street between 94<sup>th</sup> Avenue and 95<sup>th</sup> Avenue.)**

As is written in the Alternate Plan:

- Reconsider the demapping of 148<sup>th</sup> Street because it is deemed non-essential for circulation. An alternate scenario should be explored to connect 148<sup>th</sup> Street under the LIRR tracks, creating a new north-south connection within Downtown Jamaica. A new secondary road here would alleviate traffic burdens projected for Sutphin Blvd and 150th St. Projecting significant increases in motor traffic simultaneous with street closures will cause additional congestion along arterial routes.

Representatives of the Ad hoc Committee spoke with Paul Travis holder of the 199 year lease for the Rita Stark buildings, at a Land Use Meeting, and suggested the need for a convention center and location for a vocational school associated with the travel industry. Mr. Travis said that plans for the buildings have not been solidified. It was further suggested that since Mr. Travis has the ears of our elected officials and the LIRR that he assist CB12 in negotiating for a new tunnel.

**The Ad hoc Recommendation is to vote disapprove.**

### **2) Rezoning C 070314 ZMQ**

The Ad hoc Committee determined early on not to change the rezoning suggestions to Jamaica Center and we clearly informed all interested parties.

The Ad hoc Committee is asking Department of City Planning to fine tune the zoning of neighborhoods and not paint with such a broad brush. Our zoning changes reflect the current housing stock. The letter following the number makes the zone contextual which will limit the height and bulk of the houses.

- The R4-1 north of 108 Avenue should be R3A
- The R4 east of Guy R. Brewer Boulevard, north of 109 Avenue, west of Merrick Boulevard and south of South Road (approximately 17 blocks) should be R4-1, R4A or R3A.

- Liberty Avenue north of R4-1 and just east of Merrick Boulevard should be R5B
- Merrick Boulevard should be R5D.
- The R4 should be clipped between 171 And 173 Streets and attached to the R4-1 to its north and east.
- The large R4-1 area south of Liberty Avenue, east of Merrick Boulevard, north of 110 Ave. and west of the LIRR tracks should be changed to R3A or R4A.
- The R4 south of Henderson Avenue should be a R4B.
- The M1-2 should be left an M1-1 because of height and parking concerns. We also want to see the performance standards removed for the waste transfer stations. Note: Waste Transfer Stations can be multileveled.
- Of the proposed R4-1, between Hillside and Jamaica Avenues, in the old R3-2, should be R3A. In the proposed R4-1 because houses are detached they should be R3A or R4A.
- The area around King Park should be R6A. It is our major open space and should not be surrounded by buildings higher than already present.
- The R5's west of the Special District and east of Van Wyck Expressway should be R5A because most buildings are detached and one and two family.
- Jamaica Avenue east of 181 Street should be lowered to R5D.
- Hillside Avenue presents many opportunities for growth and at the same time protecting neighborhoods. The R7A may be between 164<sup>th</sup> to 167<sup>th</sup> Streets and from 172<sup>nd</sup> to 179<sup>th</sup> Streets on both sides. The north side of Sutphin Boulevard should be R7A to match the C4-4A on the south. Only if new construction offers affordable and low income housing on site may a building go to R7X.

For the remainder of the Hillside Avenue corridor, the areas currently zoned R3-2, R5, C8-1 should be R5D. Areas currently zoned R6 should be R6B. If affordable and low income housing were to be built those buildings offering affordable and low income housing on site could go to an R6A. However, CB12 does not want R6A on the south side from 178<sup>th</sup> Street to 191 Street. Private homes would be sandwiched in between Hillside and Jamaica Avenues.

The entire Hillside Avenue and other major corridors must be included in the special district. Not only Jamaica Center needs to be beautified and have amenities.

DCP has argued that the purpose of "boulevard construction" is to relieve the stress on the inner residential blocks. We find what will relieve the inappropriate building in the inner residential blocks is enforcement by the Department of Buildings of buildings codes.

All of Hillside Avenue and other key corridors must be at least 50% mandatory parking, with no waivers for R6B, R6A, R7A and R7X zones. R5D is to have minimum of 85% parking.

- The houses on the north side at 191<sup>st</sup> Street should be R2 and the south side east of 190 Street should be R2.

From the outset the committee has been concerned about the threat of displacement of residents and businesses, added stress on infrastructure, current lack of seats in traditional school buildings and no space in school yards filled with portables for our children to exercise, traffic congestion and the dearth of parking spaces, and the problems associated with doubling the density of waste transfer stations only 75 feet from private homes.

NOTE: The schools that were promised to the chair of economic development for SD#29 is one in Queens Village and for SD#28 one in Forest Hills.

CB12 must get agreements in writing as has been the case in other community boards.

Our questions submitted to the city agencies, after having read the Draft Environmental Impact Study (DEIS), have come back unsatisfactory with the exception of some answers submitted by the Department of Environmental Protection. Although years in the making, neither plans nor budget allocations have been made in preparation of this rezoning. City Planning is no longer charged, as it once was, with providing a plan and preparing a budget. The DEIS states no mitigation possible for parking, partial mitigation for displacement of residents, and mitigation of emissions concerns if all new development uses natural gas as an energy source.

The Ad hoc Committee recommends that CB12 adopt the Alternate Plan written by the Ad hoc Committee which addresses the 23 major areas of concern and proposes establishing a Task Force to implement the Alternate Plan. The Task Force should be comprised of mayoral representatives, city agencies, elected officials, community board members and community residents. The community board and residents should constitute 50% of the task force and at least two members of the community representatives shall be from the Ad hoc Committee.

**The Ad hoc Committee recommends a vote of disapprove with conditions.** [Two no votes with the support of the BP will force DCP back to the table.]

### **3) Text amendment N 070315 ZRQ**

Because of Ad hoc Committee dialogue with DCP, an Alternate or A Text that may address limited concerns will be certified to run concurrent with the Jamaica Plan and come before the City Council as sister proposals. The A Text is still being written by DCP, but thus far DCP has agreed to an affordable housing component, the removal of parking waivers in R7A and R7X zones, the special district will be expanded to major corridors, and the introduction of a transition zone so as to relieve one and two family homes from high rises being constructed on lot lines and rising immediately to ultimate height without set backs next to the private home. The A Text must be expanded to include other concerns.

**The Ad hoc Committee recommends a vote of approve with conditions.**

**4) Urban Renewal Plan C070316 HUQ Gateway, N070316 HGQ designation of Gateway, C070322 HDQ disposition of property.**

This three block area around the Air Train and all future City acquired property should be developed with the following stipulations.

- One half of the units (50%) to be affordable to low and moderate-low income families. For these sites, the City should require that:
  - At least 20% of the units should be affordable to low-income families earning up to 50% of area median income (\$35,450 for a family of 4).
  - 30% of the units should be affordable to families earning between 50% and 80% of area median income (up to \$56,720 for a family of 4).
  - The affordable housing units created must be affordable in perpetuity. This will prevent the crises of expiring affordable units that exist in many programs.
- Require that developers, construction contractors, firms with building maintenance contracts, and major retail and office tenants create **first source hiring systems** intended to maximize employment opportunities for disadvantages residents, and especially those from the immediately neighborhoods, i.e. using Zip codes.
- Require that construction contractors pay prevailing wages and benefits and require their tenants to abide by a wage and benefits floor government position such as security guards, parking attendants, and restaurants and retail workers.
- Provide assistance to encourage local business and industries to expand or develop new business in Jamaica.

**The Ad hoc Committee recommends a vote of approve with conditions.**

**5) Disposition of City owned property on 168 Street C070318 PPQ**

The Ad hoc Committee feels that the parking garage across from Home Depot and all other acquired City property should have the following stipulation.

- One half of the units (50%) to be affordable to low and moderate-low income families. For these sites, the City should require that:
  - At least 20% of the units should be affordable to low-income families earning up to 50% of area median income (\$35,450 for a family of 4).
  - 30% of the units should be affordable to families earning between 50% and 80% of area median income (up to \$56,720 for a family of 4).

- The affordable housing units created must be affordable in perpetuity. This will prevent the crises of expiring affordable units that exist in many programs.
- Require that developers, construction contractors, firms with building maintenance contracts, and major retail and office tenants create **first source hiring systems** intended to maximize employment opportunities for disadvantages residents, and especially those from the immediately neighborhoods, i.e. using Zip codes.
- Require that construction contractors pay prevailing wages and benefits and require their tenants to abide by a wage and benefits floor government position such as security guards, parking attendants, and restaurants and retail workers.
- Provide assistance to encourage local business and industries to expand or develop new business in Jamaica.

**The Ad hoc Committee recommends a vote of approve with conditions.**

The Ad hoc Committee wishes to bring to your attention some remarks made by Speaker Quinn in the Budget Summary. We feel they are germane to the Jamaica area.

**Making New York City Healthier**

*Primary care is preventive care:* To expand access to quality primary care, and ultimately save the City from costly emergency room visits that could have been prevented, the Council proposes creating ten state-of-the-art health care facilities. These clinics would offer quality care and expertise in community needs. Facilities would be built over the next five years and would serve neighborhoods with the most severe primary health care shortages. NOTE: CB12 should lobby for one of these facilities.

**Making housing more affordable to more New Yorkers**

*Help more New Yorkers become first-time homeowners:* Under current City programs, families making less than 80% of Area Median Income (for a family of four, currently \$56,720 a year) can receive help paying closing costs and down payments. The Renters to Owners Opportunity Fund (ROOF) would create a new program for families who make up to 130% of Area Median Income (\$92,170 a year for a family of four). NOTE: Our residents should be encouraged to become home owners.

- *Stop foreclosures before they happen:* To make potential homebuyers more financially literate, the Council would link New Yorkers to responsible lenders through counseling programs. During the recent housing boom, many families were targeted for high-risk sub-prime mortgages, leading to an 18% increase in foreclosures. Studies have shown that people who take part in pre-purchase homeownership counseling are 34% less likely to default on their mortgages. NOTE: 85% of the people of SE Queens have experienced some form of bankruptcy.
- *Rehab affordable housing:* A significant inventory of federally subsidized housing is in poor physical and financial condition. As a result, HUD may foreclose and sell to the highest bidder, causing a loss of affordable housing. To preserve these housing units, the Council is proposing spending City capital dollars toward revitalizing federally subsidized housing. NOTE: CB12 does not have to be the sole solution for city housing needs.



**Lastly, the Ad hoc Committee has been advised that the Alternate Plan is the foundation of a 197A Plan. We sincerely hope that will be followed up on.**

**Thank you for your attention.**

**Eugenia Rudmann, Co-chair for the Ad hoc Committee**

## **CB12 Ad hoc Committee Alternate Plan for the Jamaica Plan**

In the matter of application nos. #070314ZMQ, #070315ZRQ, #070316HUQ, #070317HGQ, #070322HDQ, #070318PPQ, and #C070158MMQ (The Jamaica Plan) submitted by the Department of City Planning pursuant to sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section Nos. 14d, 15a, 15b and 18c. Applications submitted for zoning map amendment, zoning text amendment, disposition of real properties, and urban renewal projects.

### **Recommendation**

After 17 months and 38 meetings of intense efforts in understanding, evaluating and debating the Jamaica Plan, with the Department of City Planning, the Ad Hoc committee respectfully recommends to the Borough President and Borough Board a vote of No to the Jamaica Plan.

### **Background**

It is an exciting time and a great opportunity to play a role in the future of our community, namely Downtown Jamaica and the surrounding neighborhoods. The goal of the Ad hoc Committee's participation has been to study the Scoping Document for the redevelopment of Downtown Jamaica and conduct meaningful dialogue with residents, business people and developers. We accept the six outcomes that Smart Growth America is meant to achieve: Neighborhood Livability; Better Access, Less Traffic; Thriving Cities, Suburbs and Towns; Shared Benefits; Lower Costs, Lower Taxes; Keeping Open Space Open.

There are many areas of our community that offend us: areas with too many stores and apartments that have been boarded up for years, and areas that are referred to in the Draft Environmental Impact Statement (DEIS) as "blighted" areas. We are also frustrated with the lack of services and infrastructure that have not kept pace with population growth. City agencies such as the Departments of Environmental Protection, Education, Buildings and Transportation are prime examples. We are extremely frustrated with the Department of Buildings that has not kept up and has shown an inability to enforce their own rules. We are deeply concerned about the pockets of crime that surrounding downtown areas suffer from a lack of resources in the surrounding communities. We fear the results of the diversion of our police department's resources to these higher crime areas. We would like to see satellite police stations implemented in the outlying neighborhoods.

However, the Mayor, through the Department of City Planning (DCP), has invited us to participate in a strategy for our future. We have been actively engaged by the DCP in their rezoning efforts since December 2, 2005. When DCP and Community Board 12 Chair Dr. Black agreed to set up an Ad hoc committee, the DCP explained to us that they would be taking our concerns to the appropriate agencies about providing enough classroom seats, reliance on portables, inadequate health services, insufficient water pressure, sewage backups,

flooding, eroding streets, parking and traffic problems, sanitation restrictions (only six large bags), clean air, open space, affordable housing which is inclusive, community centers, shopping centers, tree-lined streets, and decent paying job opportunities.

We are disappointed that City Planning Chair Amanda Burden's October 17, 2006 commitment that we would be participants in the discussions with city agencies only resulted in a meeting, March 22, with School Construction and the Department of Transportation. DOT looked to Irving Poy to answer most the questions asked of him and the School Construction representative told us that they were having problem identifying sites. Chairwoman Burden also advised us to use this time to develop a list of the problems in our communities that need to be addressed and remedied. DCP advised the Ad hoc Committee that now that the ULURP review process has commenced we can expect such discussions. Whereas we anticipated those discussions and looked forward to the City providing a schedule of these meetings that would take place to provide meaningful community input well before the Community Board was to complete its deliberations on the proposal, we were disappointed again. A letter received by the Ad hoc Committee, April 9 was in answer to questions submitted March 15<sup>th</sup> to city agencies. This was just two days before CB12 was to vote. Agency representatives appeared at several venues prior to the vote, but they did not address Ad hoc concerns. These were mainly opportunities for them to give a talk at us and not with us.

One of our greatest concerns--it may be our greatest concern--is to ensure that adequate infrastructure exists in place to sustain the growth projected in the studied areas and the impact of this growth beyond the study area. Given the nature of many of the infrastructure projects that this proposal will require and the inconvenience and interruption of services that its construction will cause, it is prudent to ensure that projects only be done once, i.e. chopping up streets to install storm sewers, etc. Therefore, the assumptions in the DEIS under Reasonable Worst Case Development Scenario (RWCDs) must anticipate **maximum growth potential**. In some cases, one could have an incremental plan to expand services as growth occurs, i.e. with schools, one could design a base school allowing for surrounding land that would accommodate an addition to the building. In other cases where streets must be dug up to provide for sanitary and storm sewers, the city must use the largest pipes necessary to accommodate the maximum development authorized under the proposal.

We anticipated and expected detailed proposed solutions addressing all of these matters in the DEIS. In the process of reviewing these plans, there must be a fiscal plan and commitment of the actual funds allocated in the City's Capital Commitment Plan by the City to fund the development of the essential infrastructure upgrades before, or by the time, they are needed. Enforcement of all codes and laws is paramount.

## **Specific Recommendations**

The Ad hoc Committee identified 23 areas of major concern to address at this time but makes clear the ability to offer additional items as the committee finds such a need. The areas of major concern are: (The numbers do not necessarily reflect a relative priority among the matters but offer a convenience for referral.)

1. Zoning Alternate Plan
2. Displacement of Residents
3. Affordable Housing
4. Low Income
5. Traffic and Parking
6. No Permit Parking Zone
7. Education
8. Health
9. Employment Opportunities
10. Special District of Downtown Jamaica
11. Major Corridors
12. Parks and Open Spaces
13. Storm Sewers
14. Water Delivery and Sanitary Sewers
15. Utilities
16. Transportation
17. Atlantic Avenue Extension (AAE)
18. Air Train
19. Waste Transfer Stations
20. Sanitation
21. The Manufacturing District
22. Landmarking and Cultural Institutions
23. Libraries

**1. Zoning Alternate Plan:** See map to accompany the following narrative. Note: The Ad hoc Zoning changes better reflect the existing residential buildings (homes). We are asking Department of City Planning to fine tune the zoning of neighborhoods and not paint with such a broad brush. We are still in discussion with DCP over the map. We believe there will be more than enough housing provided in Jamaica Center and the nodes on Hillside Avenue.

- The R4-1 north of 108 Avenue should be R3A
- The R4 east of Guy R. Brewer Boulevard, north of 109 Avenue, west of Merrick Boulevard and south of South Road (approximately 17 blocks) should be R4-1, R4A or R3A.
- Liberty Avenue north of R4-1 and just east of Merrick Boulevard should be R5B
- Merrick Boulevard should be R5D.

- The R4 should be clipped between 171 And 173 Streets and attached to the R4-1 to its north and east.
- The large R4-1 area south of Liberty Avenue, east of Merrick Boulevard, north of 110 Ave. and west of the LIRR tracks should be changed to R3A or R4A.
- The R4 south of Henderson Avenue should be a R4B.
- The M1-2 should be left an M1-1 because of bulk concerns. We also want to see the performance standards removed for the transfer stations.
- Of the proposed R4-1, between Hillside and Jamaica Avenues, in the old R3-2, should be R3A. In the proposed R4-1 because houses are detached they should be R3A or R4A.
- The area around King Park should be R6A. It is our major open space and should not be surrounded by the residential buildings higher than already present
- The R5's west of the Special District and east of Van Wyck Expressway should be R5A because most buildings are detached and one and two family.
- Jamaica Avenue east of 181 Street should be lowered to at least R5D.
- Hillside Avenue presents many opportunities for growth and at the same time protecting neighborhoods. The R7A may be between 164<sup>th</sup> to 167<sup>th</sup> Streets and from 172<sup>nd</sup> to 179<sup>th</sup> Streets on both sides. The north side of Sutphin Boulevard should be R7A to match the C4-4A on the south. Only if new construction offers Affordable and low income housing on site may a building go to R7X.

For the remainder of the Hillside Avenue corridor, the areas currently zoned R3-2, R5, C8-1 should be R5D. The south side of Hillside Avenue from 179<sup>th</sup> Street east should be lower than R5D. Areas currently zoned R6 should be R6B. If affordable and low income housing were to be built those buildings offering affordable and low income housing on site could go to an R6A.

The entire Hillside Avenue area must be included in the special district as well as the other major corridors.

All of Hillside Avenue and other key corridors must be at least 50% mandatory parking, with no waivers for R6B, R6A, R7A and R7X zones. R5D is to have minimum of 85% parking.

- The houses on the north side at 191<sup>st</sup> Street should be R2 and the south side east of 190 Street should be R2.

**2. Displacement of Residents:** According to the DEIS, there are over 11,000 rented units in the total study area, mostly in buildings less than five units, that are vulnerable to indirect residential displacement as a result of this rezoning. That amounts to potentially over 33,000 residents or 57% of all the rented units. This population at risk of displacement is mostly low-income residents living in small homes. Individuals and families who will be displaced by building (including those living in homeless shelters) must be accommodated within the community. These households should have priority for any new affordable units that are

developed. In addition, the Ad Hoc Committee proposes the creation of a **displacement mitigation tax credit** to benefit landlords who continue to have low-income tenants in their units. This would give an owner a property tax credit worth 50% of the difference between the affordable rent they are charging and the market-rate rent to help encourage owners to keep their units affordable for existing residents.

**3. Affordable Housing:** The provision of affordable housing is a priority to this community. We support:

- **Mandatory zoning to include affordable units in any area where residential density is being increased or changed to R6A or higher throughout the rezoning area, requiring that at least 20% of the units be affordable to families earning up to 80% of area median income (\$56,720 for a family of 4). We require mandatory zoning to include affordable units because we believe that a voluntary program works well in areas subject to a hot real estate market, which is not thus far the case in Jamaica, where a mandatory program is more adequate.**
- **A requirement that half the units in the Jamaica Gateway Urban Renewal Area (JGURA) or in all City-owned sites, including the parking garage on 168<sup>th</sup> Avenue and Jamaica Avenue be affordable to low and moderate-income families. For these sites, the City should require that:**
  - ❖ **At least 20% of the units should be affordable to low-income families earning up to 50% of area median income (\$35,450 for a family of 4).**
  - ❖ **30% of the units should be affordable to families earning between 50% and 80% of area median income (up to \$56,720 for a family of 4).**
  - ❖ **The affordable housing units created must be affordable in perpetuity. This will prevent the crisis of expiring affordable units that exists in many programs.**

**4. Low Income Units:** The creation of low-income units is especially appropriate in JGURA and in all City-owned sites

**5. Traffic and Parking:** To assume that public transportation will provide adequate transportation, thereby eliminating any reliance on the use of automobiles, would be folly. The public transportation system in New York City, particularly the subway system, is planned to take people to and from Manhattan. Transportation within the borough or to Nassau or Suffolk is woefully inadequate and frequently non-existent. Modern road design and parking need to be seriously considered and provided. Major intersections must have turn signals. Efforts must be placed on modernizing the flow of north-south surface traffic through the antiquated Long Island Rail Road (LIRR) tunnels and creative thinking used to deck over the Dunton LIRR Yard for community purposes. Parking permits for residents in front of their homes needs to be implemented. It

is not acceptable that no mitigation has been suggested for the potential shortfall of over 2,000 parking spaces due to this proposal.

Major capital investments in transportation infrastructure (roads, mass transit and alternative transit) are needed to develop Jamaica into a regional business district as well as preserve and improve the quality of life in the adjacent residential neighborhoods. Specific recommendations to mitigate the parking shortfall and traffic congestion in the area:

- The City should commit to develop at least one parking structure.
- Explore alternate mitigations to decrease automotive demand for parking, and reduce the influx of personal auto traffic such as:
  - ❖ Variable rate digital parking meters or MUNI meters (adjusted to demand based upon time of day).
  - ❖ Centralized public bicycle parking facilities directly adjacent to Sutphin-Archer Jamaica LIRR station and 179th Street Station of the F Train.
- Provide residential parking permits in commercial areas and adjacent residential areas.
- Reconsider the demapping of 148<sup>th</sup> Street because it is deemed non-essential for circulation. An alternate scenario should be explored to connect 148<sup>th</sup> Street under the LIRR tracks, creating a new north-south connection within Downtown Jamaica. A new secondary road here would alleviate traffic burdens projected for Sutphin Blvd and 150th St. Projecting significant increases in motor traffic simultaneous with street closures will cause additional congestion along arterial routes.
- Explore traffic calming measures along Parsons Blvd, either in the form of roadway curb restructuring or signaling a pedestrian-only crossing to reduce the risk of turning traffic related injuries. New York City Department of Motor Vehicles data shows that 3 of the worst 10 intersections for pedestrian injury and fatality in Queens are located along Parsons Blvd at Hillside, Jamaica and Archer Avenues.
- As an alternative to transit, explore the establishment and marking of clear bicycle routes in downtown Jamaica. Currently bicycle routes overlap with Bus routes along busy Archer Avenue. Buses and bicycles are not a good combination. A safer route for bicycles to navigate into downtown Jamaica is along 89th Ave and 95th Avenue excluding 95 Avenue from Sutphin Boulevard and Van Wyck Expressway.

**6. A No Permit Parking Zone** must be instituted and strictly enforced within the boundaries of 168 Street on east, Sutphin Boulevard on west, Hillside Avenue on north and Archer Avenue on south. We suggest the installation and enforcement of designated truck-loading and off-loading zones, 30 minutes between 7:30 AM and 11:30 AM. Truck bays must allow for trucks to conduct business without

interrupting/blocking vehicular or pedestrian traffic. Maintain and enforce existing regulations in all areas outside the No Permit Parking Zone. Install new regulations in the area south of Archer Avenue, at the LIRR Overpass to Liberty Avenue; Sutphin Boulevard to 158 Street, permitting Free Parking except for (ASP) Sanitation Alternate Side Parking from 8:00AM to 10:00AM, Tuesdays and Wednesdays. On street parking restrictions dedicated to Federal, State and City government employees must be limited to a 1 to 5 ratio or cap.

We request that revenue generated from all of the above be held in "locked box account" escrow to ensure continuous enforcement of the area. Existing allocations of resources must be maintained. The locked box account is for additional enforcement. There must be enforcement of current regulations where derelict vehicles occupy residential driveways (off street) or garage entrances.

**7. Education:** There must be sufficient seats to provide an elementary, middle and high school education to all children from the community in the community. Potential sites must be indicated. Most of our children receive their education in portable units. Portables must be removed. We request the following:

- To see a specific plan and timetable for where the new 9,000 permanent seats are going to be located.
- New seats developed and Transportable Classroom Units (portables) being removed. The calculation of Percent Utilization and Seats Available should not include the portables in their equations.
- Explore sites within the new JGURA for potential school development.

**8. Health:** Jamaica is currently an underserved community as it relates to Health Care. It lacks a sufficient number of primary and specialty-care providers. Queens, particularly Southern Queens, lacks the adequate and medically appropriate number of inpatient hospital beds. There must be provisions in the plan outlined in the FEIS to promote the development of primary and specialty care facilities in or near the development area. Hospitals currently providing services need to have the capacity – which they currently lack - to expand inpatient beds to provide care for the expanding population.

The incidence of several diseases is much higher in Jamaica than the New York City and National averages. Of particular concern are asthma, heart disease, and cancer. Urgent and emergency care must be provided. With the added development, it is even more critical that environmental contaminants be addressed, particularly air contamination and contamination in the ground including the water table. The areas designated as "Small e" must require environmental evaluations to the water table. An air monitoring station must be located in Southeast Queens.



**9. Employment Opportunities:** We disagree with the DEIS finding that the 174 displaced businesses (with its 1,124 jobs) “are not found to have substantial economic value to the City or region”, especially because those businesses are likely to employ local residents. We propose to amend the JGURA and any City-sponsored development process to include the following:

- Require that developers, construction contractors, firms with building maintenance contracts, and major retail and office tenants create first source hiring systems intended to maximize employment opportunities for disadvantaged residents, and especially those from the immediate neighborhoods, i.e. using Zip codes.
- Require that construction contractors pay prevailing wages and benefits, and require their tenants to abide by a wage and benefits floor governing positions such as security guards, parking attendants, and restaurant and retail workers.
- Provide assistance to encourage local business and industries to expand or develop new business in Jamaica.

**10. Special District of Downtown Jamaica:** We propose the following:

- To designate a representative from the Ad hoc Committee or Community Board to enter into negotiations with Great Jamaica Development Corporation to discuss and enhance our community and make certain that all engage in good business principles.
- Develop a program of community needs in proposed new spaces. The community requires a quality supermarket, restaurant, pedestrian plaza with quality shops, and a community center with a pool, dining, and conference space similar to Flushing Commons and Atlas Park. Include community needs in requirements within the JGURA and/or other City-owned sites to be disposed of through an RFP process.
- Children in shelters should have programs such as a Day at the Y, baseball tickets, or even free camp. The greater school population should have scholarships offered to them based on need and/or merit.

**11. Major Corridors:** Extend appropriate design provisions from the Special District to all major corridors leading to and from Downtown Jamaica, to ensure a consistent policy for beautification and symmetry in all neighborhoods surrounding the Air Train and downtown.

**12. Parks and Open Spaces:** We propose to resolve some of the environmental concerns because CB12 currently does not meet the criteria for open space. We specifically propose the following:

- Commit to achieving the goal of having a green space within 10 minute walk from every residence. This will help resolve some of the

environmental concerns as a result of this rezoning of not meeting the criteria for open space.

- Consider areas in the Special District marked as projected or potential development sites appropriate for open space. Seek out and identify potential open space sites. {Committee is concerned Pratt's wording would lead to eminent domain.
- Explore establishing a greenway in Jamaica along designated bike routes. This greenway should include the greening and landscaping of sidewalks along the bike lane in order to create innovative forms of open spaces and amenities for local residents.
- The calculation of required open space must exclude cemetery space. To include cemeteries in the equation, some areas must be redesigned / conditioned as passive recreational areas to be use by the public.

**13. Storm Sewers:** Sufficient storm sewers must be planned and installed, as stated previously, to accommodate the maximum growth. Also, the effects of global warming, level 4 or 5 hurricanes and a pattern of increased precipitation must be factored into the future needs.

**14. Water Delivery and Sanitary Sewers:** It is widely anecdotally reported that water pressure is inadequate. Again, plans must be clearly enumerated to handle maximum development that ensures adequate water pressure, particularly when needed for extinguishing fires. We recommend the following:

- Provide a **scope and timeline** for the following water supply projects:
  - ❖ The QED960 project by NYC DEP to install a new 48-inch water supply trunk main across the southern perimeter of the area, up to Francis Lewis Boulevard.
  - ❖ The proposed extension of this project further east to Douglaston and south through Queens Village, Hollis, St. Albans, Cambria Heights, and Laurelton.
  - ❖ The conceptual 10-year plan to run another trunk main through the Jamaica area from the north.
- Provide a **scope and timeline** for the new drainage plan being developed by NYC DEP (which would include a separate stormwater collection system), to reduce stormwater flooding and improve drainage in this area.

**15. Utilities:** Gas and electric services must be upgraded to meet the authorized possible development utilizing advanced technology. It is calculated that Jamaica will be the next area to suffer a blackout as did Astoria.

**16. Transportation:** Public transportation in the form of surface lines and subways is already overcrowded. A detailed plan is essential to address this

issue. Note that the use of Bus Rapid Transit is highly dubious given the rather narrow roads. Likewise, the current tunnel capacity for subways, given current technology, is at or near capacity for the number of trains during peak hours. The MTA must reevaluate bus routes to eliminate any need to transfer in Downtown Jamaica. The MTA must take measures to eliminate noise and air pollution while buses are idling in their depot facility.

**17. Atlantic Avenue Extension:** Narrow neighborhood streets will be impacted negatively by the AAE and this problem has not been mitigated in the AAE Proposal.

**18. Air Train:** Anticipated improvements to this service must be considered and discussed with the community. Long Island Railroad, similar to the future of the Air Train, must engage in consultation with the community concerning plans for possible additional rail line(s). The Metropolitan Transportation Authority (MTA) must consult with the community regarding their one-seat proposal from Manhattan to JFK. MTA has a pending draft study.

**19. Waste Transfer Stations:** The proximity of existing waste transfer stations to residential communities affects the quality of life of Jamaica residents by polluting the air, emitting undesirable odors, and worsening traffic and pedestrian activities. This type of uses should not locate near residential areas. The New York City Zoning Resolution consider waste transfer stations a use that should locate in low-performance manufacturing districts (M3), however, these transfer stations are located in Jamaica's M1 or high-performance manufacturing districts. Thus, we need to enforce prohibition of waste transfer stations in M1 districts.

**20. Sanitation:** Assuming maximum development, there will be a need to collect and remove solid waste. Determination of where DOS will store and dispatch the needed trucks and where the waste will be taken must be addressed in the plan, including determining whether all facilities have sufficient capacity. CB 12 must use the Load and Piece Policy which allows for trucks that are full to dump and return to the route.

**21. The Manufacturing District:** Our manufacturing areas must be beautified to become neighborhood and visitor friendly. Employee parking must be made available. Our manufacturing districts must not be used for citywide-all noxious uses such as transfer stations, etc. and performance standards must be eliminated.

**22. Landmarking and Cultural Institutions:** The strength of a community is seen through its history. Within Southeast Queens there is a scarcity of landmarked buildings although there are ample opportunities. Council District 24 has 5 individual landmarks and one interior landmark; Council District 27 has 6 individual landmarks; and District 28 has only one (1) individual landmark. At a minimum, the recommendations of the Central Queens Historical Society must

be adopted. All of these plus all cultural institutions need temporary protection until the landmarking process can be completed. Attached is a list of recommended sites.

**23. Libraries:** The Queens Borough Public Library has the largest circulation in the nation yet it already suffers from a lack of funding to keep its branches open. With the growth of the community, its programs will be even more taxed. The DEIS says that there will be four books per person but if the libraries are not open for people to access the libraries' services, then the availability of books matters not at all. Additionally, the Queens Library system provides many services other than books but without the funding to provide these services, they will be unable to meet a growing community's needs.

### **Conclusion**

The review of the DEIS brings us to the conclusion that as it, the Jamaica Plan fails to address many community concerns and priorities, thus we do not support it.

In conclusion, we feel that the new zoning fails to provide any plan for the areas outside of Jamaica Center and the plan for zoning in those surrounding neighborhoods has no plan other than to use the corridors for the expediency of the city in what is perceived to be a need in the future. The rezoning of the surrounding neighborhoods has not had community input or approval. We, therefore, are submitting an alternate plan that includes the Jamaica Center reforms advocated by Greater Jamaica Development Corporation that has been arrived at after much discussion with residents.

The Zoning Alternate Plan outlined above (paragraph #1), which we are submitting to DCP better reflects the character of our neighborhoods. We find that this proposed DCP action, in fact, causes a much more significant negative environmental impact and displacement of residents than the DEIS indicates. We are equally concerned that those who have been brought to Downtown Jamaica for shelter will be displaced and that they and their social services will be threatened by gentrification.

Our Alternate Plan enjoys community support and should be considered.

Finally, implementation of this alternate plan can only be possible through a well designed implementation plan that should include the community. We propose the following:

- Establish a Task Force to implement the Alternate Plan. The Task Force should be comprised of mayoral representatives, city agencies, elected officials, community board members and community residents. The community board and residents should constitute 50% of the task force

and at least two members of the community representatives shall be from the Ad hoc Committee.

- Provide funding to DOB to allow the creation of a Jamaica Plan Special Auditing Unit in order to provide enforcement of the regulations.

**Attachments:**

**Counter Proposal Map**

**State Senator Frank Padavan letter, October 18, 2005**

**State Assemblyperson William Scarborough letter, November 1, 2005**

**Councilperson David Weprin letter, January 24, 2007**

**Community Board 12 letter, November 10, 2005**

**Proposal For responsible Development in the JGURA, Pratt Center,  
February 14, 2007**

**List of Potential Landmark and Cultural Institutions**

Respectfully submitted: Eugenia Rudmann, Co chair Ad hoc Committee

December 15, 2006

Memorandum

To: Robert B. Tierney, Chair, Landmarks Preservation Commission  
From: Jeff Gottlieb, President, Central Queens Historical Association  
Re: Preservation of Downtown Jamaica Structures

The following buildings are considered worthy of preservation:

- I. Historic Structures District (160<sup>th</sup> Street to Union Hall Street, south of Jamaica Avenue)
  - A. Duane Reade (160-04 Jamaica Avenue). It was the Concord Cafeteria which was the 1922 Title Guaranty and Trust Company.
  - B. Conway Store (160-16 Jamaica Avenue). It was the National Title Company. Built in 1928, it stands on the same site as the original 12-story building erected in 1898. Prominent Romanesque arch on the second floor and balustrades above the 10<sup>th</sup> floor.
  - C. Jamaica Savings Bank (161-02 Jamaica Avenue). Beaux Arts Baroque beauty built in 1895. Now owned by Conway Stores.
  - D. Jamaica Council for Arts and Learning (161-04 Jamaica Avenue). The Italian Renaissance structure became the Jamaica Register, then the Jamaica Council on the Arts. It is landmarked.
  - E. Chase Manhattan Bank (161-10 Jamaica Avenue). This 1928 building started as the Bank of Manhattan. The classic structure has four pilasters flanking the restored bronze and glass doors.
- II. Historic Structures District (Parsons Boulevard, west side, between 89<sup>th</sup> Avenue and Jamaica Avenue).
  - A. Former New York City Family Court (89-14 Parsons Boulevard). Started in 1930 as the Jamaica Library and converted in 1964 to a family court facility. Classical structure is now closed.
  - B. All Nations Apostolic Tabernacle (155-15 90<sup>th</sup> Avenue). It was the First Baptist Church of Jamaica, first built in 1869 and then rebuilt in 1889 and 1922 before the sale to the Tabernacle in 1997. Prominent steeple.
  - C. Grace Episcopal Church Parish House (155-24 90<sup>th</sup> Avenue). Built in 1913. Adjacent to the landmark 1862 Gothic Revival church and graveyard. Prominent chimney and mansard roof.
- III. Historic Structures District (Parsons Boulevard, east side, between 88<sup>th</sup> Avenue and Jamaica Avenue).
  - A. Lyceum Building of the Presentation of the Blessed Virgin Mary Roman Catholic Church (88-19 Parsons Boulevard). Known as Monsignor O'Brien Parish Hall, it was built in 1910 as St. Mary's Lyceum. It was a

parish social center featuring a 1200 seat theatre. The building became, in the 1920s, the church's school.

- B. Presentation of the Blessed Virgin Mary Roman Catholic Church (88-19 Parsons Boulevard). Started as a wood German parish church in 1896 and reconstructed in 1927 as a Gothic style building.
- C. Jamaica YMCA Building (89-25 Parsons Boulevard). The Y was organized in a Union Hall Street real estate office in 1918. It moved over to a rental facility on this site and then had the building demolished and the present Y put up in 1927.

#### IV. Individual Buildings.

- A. Satellite Academy Jamaica Campus (162-02 Hillside Avenue). This was the second Jamaica High School site. It replaced the 1892 school in 1896. The Hillside Avenue school remained open after the new (present) Jamaica High School building opened in 1927 on Gothic Drive. Look for Dutch Gable roof section and odd pointed dormers.
- B. Magill Memorial Building of the First Presbyterian Church of Jamaica (89-60 164<sup>th</sup> Street). Built in 1923 and named after Pastor Andrew Magill (tenure from 1912 to 1946) in 1959. It is the oldest (1662) Presbyterian continuous congregation in the United States.
- C. Parsonage of the First Presbyterian Church of Jamaica (89-62 164<sup>th</sup> Street). Built in 1920 with clapboard siding.
- D. First Presbyterian Church of Jamaica (89-64 164<sup>th</sup> Street). Built in 1813 and moved to its present site in 1920.
- E. New York City Police Facility (150-14 Jamaica Avenue). The 1913 Jamaica Library structure made way for the erection of the 1931 Montgomery Ward Building. It was later the site of York College. Vertical Art Deco touches and Mayan Stucco design.
- F. Commercial Building (89-31 161<sup>st</sup> Street). Built in 1926 as the headquarters of the Jamaica Chamber of Commerce. Interesting 8<sup>th</sup> and 9<sup>th</sup> floor pilasters with a Greek pediment on the 10<sup>th</sup> floor.
- G. 103<sup>rd</sup> Precinct Station House (168-02 90<sup>th</sup> Avenue). This classical building went up in 1927. Note the flagstone edifice and Italianate windows.
- H. Salvation Army Building (90-23 161<sup>st</sup> Street). An early 1921 Jamaica Library was opened on this site. The new 1927 building was owned by the Home Title Insurance Company. Mansard roof and pedimented dormers add to its beauty. Designed by Ben Braunstein.
- I. North Fork Bank (146-21 Jamaica Avenue at Sutphin Boulevard). The original 1939 Jamaica Savings Bank has Art Deco eagles, speed stripes and an interior Earl Purdey mural picturing Jamaica Avenue in the 1840s.
- J. Jamaica Savings Bank (161-01 Jamaica Avenue). Prize winning glass and steel convex front adorns this 1964 building. It was a corner Woolworths.
- K. Former Dominican Commercial High School (161-02 89<sup>th</sup> Avenue). Built in 1936 and closed in 1998. It was constructed to resemble a medieval fortress with battlements and domed towers. Now a social services center.

- L. Firehouse Project (89-56 162<sup>nd</sup> Street). This social services center had been the 1925 ("Big House") firehouse. It was created as a result of the merger of five local fire companies. The three entrances have a modified Romanesque arch design.
- M. Row House Private Home Development ( 88-04 to 88-10 146<sup>th</sup> Street, built in 1912 and 88-03 to 88-11 146<sup>th</sup> Street, built in 1913). Designed by the prominent architect Electus B. Litchfield, the structures have dormer windows, prominent brick chimneys and elliptical fanlights.

*N. State Court House - SUTPHIN BOULEVARD*



## COMMUNITY GOALS

Queens Community Board 12's Ad Hoc Committee on the Jamaica Plan has spearheaded a planning process to understand the impacts of the proposed Jamaica plan and to provide recommendations for the development of the area that address community's concerns and aspirations.

Many of the community's priorities focus on the residential areas of the Jamaica Plan (e.g. preventing out-of-scale development, encouraging affordable housing where new residential development occurs, and addressing pressing traffic, transportation, and infrastructure concerns). However, several of the community's key priorities concern the development of downtown Jamaica, including:

- Living wage jobs for local residents
- Opportunities for local business development
- Quality retail services, especially a supermarket and a bank
- Providing mixed-income, affordable housing opportunities
- Providing schools and community centers
- Promoting sustainable development

## LEGAL FINDING: Urban Renewal Plan Can Reflect Community Goals

Attorneys at the Urban Justice Center conducted legal research on the possibility of codifying community goals that were not specific to land use into New York City development plans. Their research into General Municipal Law, Article 17, which governs Urban Renewal Areas, concluded that - unlike zoning-based provisions must include a "nexus" between a regulatory requirement and the anticipated land-use action - urban renewal plans may incorporate a wide range of non-land-use provisions with the goal of promoting urban renewal goals. It is within the purview of urban renewal plans to incorporate non-land use provisions, such as local hiring preferences, living/prevaling wages, affordable housing, green design, etc.

Moreover, in several recent RFPs for sites being disposed by the City, provision was made for the type of goals expressed by Community Board 12:

- EDC's Kingsbridge Armory RFP includes preference for developers who agree to provide living-wage jobs and have a local hiring plan.
- EDC/HPD's RFP for the Queens Borough Hall Parking Garage required that the housing built on site be 50% market-rate, 30% middle-income, 20% low-income.
- EDC/HPD's RFP for vacant City-owned land in Coney Island required the development of a 40,000 square foot community center.

## COMMUNITY PROVISION IN THE JGURA PLAN

The Pratt Center encourages exploration of an amendment to the urban renewal plan for the JGURA which would apply the following provisions to all sites in the urban renewal area (as well as the City-owned parking lot), where eminent domain or public disposition of land take place:

- Living wage &/or applicable prevailing wage provisions for all jobs
- Provisions for local hiring of Jamaica residents
- LEED standards for sustainable development
- Appropriate community facilities (child care, school, etc)
- Mixed-income, affordable housing: 50% of the units affordable to families at or below 80% AMI (\$56,720 for a family of 4), with at least 20% below 50% AMI (\$35,450 for a family of 4).

parish social center featuring a 1200 seat theatre. The building became, in the 1920s, the church's school.

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October 18, 2005

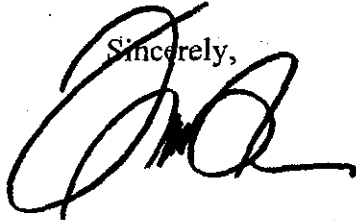
Pg. 2

Amanda Burden, A.I.C.P., Director

As someone who grew up (graduate of PS 95) and currently lives in this area, I have witnessed many negative changes over the past 60 years. Your idea will make matters even worse. Be assured that we will oppose this absurd concept vigorously.

I look forward to your earliest possible response.

Sincerely,

A handwritten signature in black ink, appearing to read 'Frank Padavan', written over the word 'Sincerely,'.

Frank Padavan  
State Senator

FP:pk

C: Michael R. Bloomberg, Mayor  
Holliswood Civic Association  
Hollis Park Garden Civic ✓  
Jamaica Estates Association  
Community Board 12  
John David Young, Director



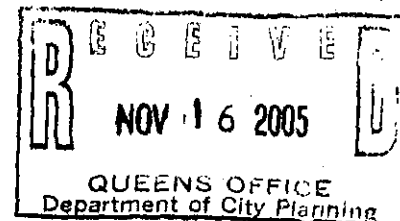
WILLIAM SCARBOROUGH  
Assemblyman 29<sup>th</sup> District

THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

CHAIRMAN  
Committee on Children and Families

COMMITTEES  
Banking  
Corporations, Authorities & Commissions  
Correction  
Energy

November 1, 2005



Ms. Deborah Carney, Deputy Director  
NYC Department of City Planning-Queens Office  
120-55 Queens Boulevard, Room #201  
Kew Gardens, NY 11424

Dear Ms. Carney,

I thank you for sending me a copy of the revised scoping plan for the downtown Jamaica area. The plan is quite wide-ranging, and it raises a number of questions that I hope can be resolved either in your response or at the subsequent meetings that are planned to discuss the proposal. I support the goal of expanding opportunities in Jamaica, but some possible consequences, I believe should be discussed and explored further.

There are a couple of generalized questions that I would like to ask you, and they refer to the specific issues that caught my attention in the revised draft of the scope of the work.

1) My first question has to do with the proposed acquisition of privately-owned property by the city to accomplish the goals of this initiative. (Refer to page 2, first paragraphs and other references in the October 4, 2005 document). Is the use of "eminent domain" contemplated? If so, have specific sites (commercial/residential) been identified for acquisition through this procedure? The Supreme Court ruling in *Kelo v. New Haven, Ct.* has heightened concerns in the general populace and in the Federal Government and the NYS Legislature, and I believe that any such procedure should be (i) used as a very last resort; and (ii) fully explained and justified, including revealing steps to be taken to seek acquisition by other means, and the reason that such acquisition is necessary to the success of the project. There should also be discussion of the specific use planned for the acquired property.

2) The plan envisions significant zoning changes throughout downtown Jamaica and contiguous areas, leading to commercial and residential uses not currently existing in the area being rezoned (example, high-rise apartments in certain areas and on some main thoroughfares). In a "macro" sense, how does DCP see these changes impacting, and changing the residential character of the community, and how will they impact property values in Jamaica and surrounding areas?

3) What infrastructure impacts do you anticipate on the target area? Traffic, parking, the sewer system, sanitation, schools and hospital would all appear to be impacted in a major way by the change. How does DCP see these impacts being mitigated? Are inter-agency discussions underway to meet these challenges? I raised a few of these issues at the October 26<sup>th</sup> meeting hosted by Community Board 12, and the response to many of my questions was that "these issues will be addressed in the Environmental Impact Statement (EIS)", due next Spring. However, DCP and other participants in this major undertaking have clearly made these proposed changes with expectation of certain outcomes, and you have anticipated certain impacts of these actions, both positive and negative. Your October 4<sup>th</sup> document refers to an Environmental Assessment Statement (EAS) that DCP did for the City Planning Commission, which revealed the "potential for significant adverse impacts". As an elected representative of a sizable portion of the target area, my responsibility is to assure that my constituents benefit from the positive results of the changes, and to seek to protect them from, or at least inform them of, the possible negative outcomes of these actions. In order to do so, I must be able to get candid assessments from DCP and other relevant parties as to what adverse impacts are anticipated or could potentially develop, and what plans are in place to counter these impacts. I also need to know how my constituents benefit, and what they need to do to maximize these benefits.

4) These changes are clearly expected to result in dynamic changes and growth in commercial and residential construction and opportunities in the Jamaica area in the coming years. What can I tell my constituents about mechanisms or structures that are being developed to ensure that they can benefit from the new construction, residential, and employment opportunities that will result from these changes? I am certain that these mechanisms must have been discussed in the review of anticipated outcomes of these changes, and I am hopeful that this information can be made available to me, so I can inform my residents who are impacted by the changes being undertaken.

5) Besides the above general concerns, I have some specific questions that I would like to bring to your attention. What are the specific boundary lines of the Jamaica Gateway Urban Renewal Area (JGURA)?

6) The residential area of Hillside Ave. from Van Wyck Expressway to about 191<sup>st</sup> Street is now zoned from R-3 to R-5. These are scheduled to be rezoned to R-7 and R-7A, allowing for high-rise apartments from 80 feet to 125 feet high. Specifically, why is the eastern portion of this section (169<sup>th</sup> Street to 191<sup>st</sup> Street) being considered for high-rise apartment buildings? The most eastern end of this zoning change encompasses Hollis Park Gardens, a stately community of large one-family homes which has proposed a down zoning plan. What is the rationale for this change?

7) Certain North-South thoroughfares extending outside of the downtown Jamaica business district-Sutphin Blvd., Guy R. Brewer Blvd., and Merrick Blvd., at present are largely zoned for detached residential housing, allowing up to three family structures. The proposed rezoning will allow high-rise apartments up to 70 feet tall. On Merrick Blvd. this rezoning extends down to Sayres Ave., where Merrick Blvd. abuts largely single-family homes on both sides of the thoroughfare. What is the reasoning for this up zoning on these thoroughfares, and what impacts are anticipated?

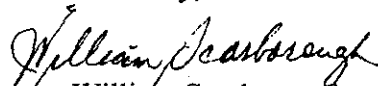
8) The South side of Liberty Ave., between Merrick Blvd. and 172<sup>nd</sup> Street, is currently zoned residential (R-4). The proposed change would rezone this area to R-6 (apartment buildings) and C-2-4, making this a general commercial district and allowing commercial structures up to at least four stories, and 60 feet high. What is the reason for this? Also given the rampant violations of the current zoning regulations on this strip, how can the residents abutting Liberty Ave. in this rezoned area be expected to view this change as anything other than rewarding past violators, infringing more heavily on their besieged residential district, and an invitation for even further encroachment of illegal uses to their residential streets just South of Liberty Ave. Will any coordinated enforcement efforts accompany these rezoning changes in vulnerable areas?

9) The rezoning creates a Special Downtown Jamaica District (SDJD) between 138<sup>th</sup> Place and 169<sup>th</sup> Street, South of Hillside Ave. and North of Liberty Ave. Among other things, the plan proposed to ban "certain" noxious uses in use groups 16, 17, and 18 from this district. This is a wonderful idea, but why doesn't DCP use this opportunity to ban the same noxious uses in adjoining residential districts that have suffered from these "neighbors from hell" for decades. The fiction that such intrusive uses can co-exist with residences by adhering to "performance standards" is a joke and an insult to the residents living near the waste transfer stations, junk yards, auto paint and welding shops. These residents know that there is no enforcement of performance standards. They have suffered long enough living in proximity to these out-of-zone intruders, and on their behalf I urge you to use this major zoning initiative to provide them some relief. Please extend the same statutes that are proposed to ban these incompatible uses from the SDJD business district to the neighboring residential areas that have suffered far too long with these hazardous nuisances. This should encompass both sides of Liberty Ave., and extend East to at least Dunkirk Ave.

In closing, let me reiterate that I do not seek to be a "nay-sayer" or just a critic. I support the efforts to maximize business opportunities in Jamaica, and I applaud many of the proposals in the plan that seek to create a favorable climate for achieving that goal, and also seek to protect and preserve the character of many residential areas of our community. Any initiative of this size and scope, however, is bound to have some far-reaching impacts. We must explore and confront as many of them as possible to provide the maximum possibility of an outcome deemed successful by as many people in the affected area as possible.

Thank you for your consideration, and I look forward to your earliest reply.

Sincerely,

  
William Scarborough  
Assemblyman, 29<sup>th</sup> AD



**DAVID I. WEPRIN**  
COUNCIL MEMBER, 23<sup>rd</sup> DISTRICT  
QUEENS

o DISTRICT OFFICE  
205-07 Hillside Avenue  
HOLLIS, NY 113423  
(718) 465-8202  
FAX (718) 776-2302

o CITY HALL OFFICE  
250 BROADWAY, ROOM 1875  
NEW YORK, NY 10007  
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THE CITY OF NEW YORK**

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INTERNATIONAL INTERGROUP RELATIONS**

**ECONOMIC DEVELOPMENT**

**IMMIGRATION**

**RULES, PRIVILEGES & ELECTIONS**

**SMALL BUSINESS**

January 24, 2007

Amanda Burden, Director  
Department of City Planning  
22 Reade Street  
New York, NY 10007

Dear Amanda:

Happy New Year. It was a pleasure meeting with you a few weeks back. I appreciated our dialogue on several issues facing my constituents and New Yorkers as a whole.

We discussed the Downtown Jamaica re-zoning and how it affects my district. On January 18<sup>th</sup>, representatives from my office met with Robert Holbrook and walked the 3 blocks (188<sup>th</sup> Street to 191<sup>st</sup> Street) along the Hillside Avenue corridor. It was acknowledged that these 3 blocks currently include only one 6 story building and another building set back from the streetscape, with an entrance on a block parallel to, but not on Hillside Ave. The other structures along this short corridor include several single family homes, a single story commercial strip of retail stores, and some other commercial facilities, none higher than 2 stories.

In light of that visit, I would again request that after certification is complete, that serious consideration be given to removing these 3 blocks from the overall study area. Going from the current R3-2 zoning to an R7A is clearly inappropriate and contradicts the idea of step-zoning as a tool to blend development.

If I can be of any help to you in expediting this request, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "David I. Weprin".

David I. Weprin  
Council Member, 23<sup>rd</sup> District  
Chair, Finance Committee



# Community Board 12

## The City of New York

### Borough of Queens

90-28 161st Street  
Jamaica, New York 11432-6187

(718) 658-3308  
Fax: (718) 739-6997

**Helen Marshall**  
BOROUGH PRESIDENT

**Karen Koslowitz**  
DEPUTY BOROUGH PRESIDENT  
COMMUNITY BOARDS QUEENS

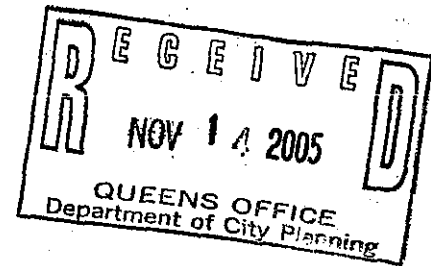
**Gloria R. Black, Ph.D**  
CHAIRPERSON

**Yvonne Reddick**  
DISTRICT MANAGER

FAX: (212) 770-3495

November 10, 2005

Mr. Robert Dobruskin, Director  
Environmental Assessment Review Division  
New York City Planning Commission  
22 Reade Street, Room 4  
New York, New York 10007



Dear Mr. Dobruskin:

Community Board 12 Ad Hoc Committee extends appreciation to all who are attempting to affect urban renewal for this community. The residents welcome the projected renaissance for our community; however, the plan seems to emphasize economic development by catering to the business interest.

Housing Preservation Development (HPD), Economic Development Corporation (EDC), Business Improvement District (BID), Department of Transportation (DOT), Greater Jamaica Development Corporation (GJDC), nor NYC Planning can plan the destiny for this community without real community involvement and certainly not solely for profit gain. We have problems with government procedures for urban renewal, specifically the factor of economic development and its impact on the residential communities.

We appeal to EDC to create opportunities and vehicles for employment of grassroots by negotiating with developers to set policies where construction work can be directed to minorities owned local construction companies. There should be sites in the community where the unemployed can pick up applications. Give our people substantial employment- fulltime work with appropriate salaries. We also believe the Bid should be extended to South Road.

Mr. Robert Dobruskin, Director  
November 10, 2005  
Page 2

Proposals in urban planning must be evidenced, updated, and must include plans to meet the needs of a strong middleclass population. We seek to negotiate with developers to establish community benefits that satisfy such needs.

The proposal refers to the transportation hub, but it does not realistically deal with an already congested area, which will only increase both traffic patterns, and a need for additional parking near the light rail station. The traffic conditions appear unsound and destructive to homeowners and small businesses. Further field observations should be made to ensure convenience and safety for riders. With the reality of a new Home Depot, the flow of traffic in that area already has a huge bottleneck.

There is an effort to increase the density of the target area without developing a plan to relieve the stresses that will occur as a result. One cannot develop high-rise residential buildings and increase vastly the commercial space, without developing adequate infrastructure improvements.

Though there is need to remove much of the current blight in the area, this plan does not deal with the needs of the residents of the area. In addition to the increase in density by increasing the F.A.R.'s, there are no real plans to provide construction for additional classroom space which will be required by developing higher rise residential structures, particularly between the Van Wyck Expressway and Parsons Blvd.

Along Hillside Ave., Jamaica Ave., Merrick Blvd, Guy R. Brewer Blvd, Sutphin Blvd, South Road, and Liberty there is already much traffic congestion, which will only be increased with the proposed, zoning changes. The new zoning changes not only increase the population density, but they also diminish the parking requirements per unit.

From the environmental aspect, the increased traffic will create pollution problems, which coupled with existing waste management facilities, waste transfer stations, and cement/masonry businesses will produce additional hazards. The heavier traffic loads generated by the changes created by the plan will only exacerbate the existing inadequacies of our streets. For example, Hillside Ave. was designed to handle a 5-ton maximum load.

In the wake of Eminent Domain it is important that those who are displaced must have first consideration for the developed sites both as it regards acquiring space and cost of acquisition of acquiring such space either, rental, lease, or purchase.

Mr. Robert Dobruskin  
November 10, 2005  
Page 3

Those residents and businesses, which will be displaced, will in most cases not be able to return. The residents and the small businesses with limited financial means, because of limited space and the increase cost of space, will be penalized. Housing Preservation Development (HPD) also creates increased density with its mixed use of its Urban Renewal Plan.

CB12 also notes that there is no mention of supplementing fire, police, sanitation services, and also sewer and water main improvements. In addition, this Board opposes any attempt to acquire any property by means of eminent domain by any New York City agency, to support private development.

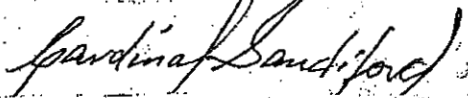
We applaud efforts to reduce poverty in NYC's very low-income communities, but, we are also concerned about our targeted communities of joblessness with poor and inadequate health facilities. At the same time, we are concerned about the stability of our middle class communities and the desire to maintain a suburban rather than urban appearance.

We look forward to future discussions on these matters.

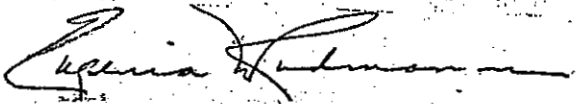
Sincerely,

 (PSB)

Gloria Black  
Chairperson  
Community Board 12, Q



Cardinal Sandiford  
Chairperson  
Ad Hoc Committee for Downtown Jamaica Redevelopment Plan



Eugenia Rudmann  
Co-chairperson  
Ad Hoc Committee for Downtown Jamaica Redevelopment Plan

cc: Hon. Helen Marshall, Boro President

John Young  
Deborah Carney  
Carlisle Towery



# **Pratt Center**

**for Community Development**

## PROPOSAL FOR RESPONSIBLE DEVELOPMENT IN THE JAMAICA GATEWAY URBAN RENEWAL AREA (JGURA):

**Build job standards, affordable housing, and community benefits into the Urban Renewal Plan**

February 12, 2007

Within the broader Jamaica Plan proposed by the City of New York, the proposed Jamaica Gateway Urban Renewal Area and a additional City-owned site in Downtown Jamaica represent an opportunity to achieve responsible development that meets the needs of the Jamaica community. The Jamaica Gateway Urban Renewal Plan (and the plans for disposition of the City-owned parking garage) can and should incorporate provisions for living-wage/prevaling-wage jobs, local hiring, green design, affordable housing, and community facilities that address the community's priorities for the Jamaica Plan.

### **BACKGROUND**

The Jamaica Plan, developed by the NYC Department of City Planning in conjunction with the City's Economic Development Corporation (EDC) and Department of Housing Preservation and Development (HPD), is one of the largest and comprehensive planning and rezoning efforts in New York City's history. The City's goals for the Jamaica Plan are to provide economic opportunities in the downtown, restrict overdevelopment in the low density residential neighborhoods, and encourage growth and affordable housing in appropriate areas. However, opportunities to address community economic development and affordable housing goals are limited, since most of the land is privately-owned.

To create more development opportunities, the Plan includes the designation of a the Jamaica Gateway Urban Renewal Area (JGURA) of three blocks around the Air Train Station in Downtown Jamaica, and proposals for the development of a currently parking site owned by the Department of Transportation on 168<sup>th</sup> Street and Jamaica Avenue. The JGURA plan projects a total of 2.1 million sq. ft. of commercial development, including a hotel, 30,000 sq. ft of public open space, and 206 new residential units. The City intends to acquire most of the sites within the JGURA area. The City-owned parking site (owned by the NYC Department of Transportation) covers an area of close to 45,000 Sq. Ft. and projects a total of 133,000 Sq. Ft. of commercial development, 2,000 sq. ft. of community facility and 135 new residential units. The JGURA sites and the parking site would most likely be developed through RFPs by EDC.

These sites present an opportunity to insure that development meets the community's goals for future growth in the downtown Jamaica by creating good jobs for local residents, providing mixed-income affordable housing, promoting sustainable development, and offering much-needed community facilities.

## COMMUNITY GOALS

Queens Community Board 12's Ad Hoc Committee on the Jamaica Plan has spearheaded a planning process to understand the impacts of the proposed Jamaica plan and to provide recommendations for the development of the area that address community's concerns and aspirations.

Many of the community's priorities focus on the residential areas of the Jamaica Plan (e.g. preventing out-of-scale development, encouraging affordable housing where new residential development occurs, and addressing pressing traffic, transportation, and infrastructure concerns). However, several of the community's key priorities concern the development of downtown Jamaica, including:

- Living wage jobs for local residents
- Opportunities for local business development
- Quality retail services, especially a supermarket and a bank
- Providing mixed-income, affordable housing opportunities
- Providing schools and community centers
- Promoting sustainable development

## LEGAL FINDING: Urban Renewal Plan Can Reflect Community Goals

Attorneys at the Urban Justice Center conducted legal research on the possibility of codifying community goals that were not specific to land use into New York City development plans. Their research into General Municipal Law, Article 17, which governs Urban Renewal Areas, concluded that - unlike zoning-based provisions must include a "nexus" between a regulatory requirement and the anticipated land-use action - urban renewal plans may incorporate a wide range of non-land-use provisions with the goal of promoting urban renewal goals. It is within the purview of urban renewal plans to incorporate non-land use provisions, such as local hiring preferences, living/prevaling wages, affordable housing, green design, etc.

Moreover, in several recent RFPs for sites being disposed by the City, provision was made for the type of goals expressed by Community Board 12:

- EDC's Kingsbridge Armory RFP includes preference for developers who agree to provide living-wage jobs and have a local hiring plan.
- EDC/HPD's RFP for the Queens Borough Hall Parking Garage required that the housing built on site be 50% market-rate, 30% middle-income, 20% low-income.
- EDC/HPD's RFP for vacant City-owned land in Coney Island required the development of a 40,000 square foot community center.

## COMMUNITY PROVISION IN THE JGURA PLAN

The Pratt Center encourages exploration of an amendment to the urban renewal plan for the JGURA which would apply the following provisions to all sites in the urban renewal area (as well as the City-owned parking lot), where eminent domain or public disposition of land take place:

- Living wage &/or applicable prevailing wage provisions for all jobs
- Provisions for local hiring of Jamaica residents
- LEED standards for sustainable development
- Appropriate community facilities (child care, school, etc)
- Mixed-income, affordable housing: 50% of the units affordable to families at or below 80% AMI (\$56,720 for a family of 4), with at least 20% below 50% AMI (\$35,450 for a family of 4).

	A	B	C	D	E	F
1	<b>CB 12 Ad</b>	<b>Hoc</b>	<b>List</b>	<b>of Participants</b>		
2	Last Name	First	Middle	Title		
3	<b>Committee</b>	<b>Members</b>				
4	Atwell	Sandra		CB 12 Resident		
5	Bolarinwa	Abiola		CB 12 Resident		
6	Barahona	Eduardo		CB 12 Resident, Centro Hispano		
7	Ervin	Crystal		CB 12 Resident		
8	Gonesh	Gertrude		CB 12 Resident		
9	Goettlieb	Jeffery		Central Queens Historical Assoc.		
10	Gregory	Helen	Cooper	CB 12 Resident		
11	Hernandez	Natividad		CB 12 Resident, Centro Hispano		
12	Manigault	William		CB 12 Resident		
13	Marion	Benjamin		CB 12 Resident		
14	Osborne	Irma		CB 12 Resident		
15	Rudmann	Eugenia		CB 12 Resident, Co-chair Ad hoc		
16	Thomas	Edith		CB 12 Resident		
17	Thorbes	Rev. C		CB 12 Resident		
18	Yacub-Parson	Anthony		CB 12 Resident	15	
19						
20	Dolan	Patricia		Queens Civic Congress, CB8 BM	1	
21						
22	Carney	Debbie		Queens Deputy Director DCP		
23	Holbrook	Rob		Jamaica Plan Project Manager	2	
24						
25	Farrell	Gloria		HPD	1	
26						
27	Narciso	Mercedes		Pratt Center Consultant	1	
28						
29	Forrestal	Jackie		CB 8 Resident		
30	Forrestal	Kevin	J	CB 8 Resident, 8 Board Member	2	
31						
32	DuBerry	Ruth		CB 12 Board Member		
33	Greenaway	Thomas		CB 12 Board Member		
34	Henderson	Samuel		CB 12 Board Member		
35	Heyliger	James		CB 12 Board Member		
36	Keller	Michele		CB 12 Board Member		
37	Kayode	Rev. D.		CB 12 Board Member		
38	Michell	Linda	S	CB 12 Board Member		
39	Riley	Kevin		CB 12 Board Member		
40	Sandiford	Cardinal		CB 12 Board Member, Co-chair Ad hoc		
41	Wilson-Greves	Cheryl		CB 12 Board Member	10	
42						
43	Diggs	Jeff		CM Comrie Representative		
44	Lucas	Audrey		CM White Representative		
45	Plasencia	Phil		SS Padavan Representative		
46	Poy	Irving		BP Marshall Representative		
47	Pringle	Monica	Lewis	SS Huntley Representative	5	36
48						
49	<b>Participated</b>	<b>last least</b>	<b>once.</b>			
50	Amabile	Gabriella		HPD		

	A	B	C	D	E	F
51	Avella	Tony		Council Member		
52	Ayala	Deborah		CB 8 Resident		
53	Black, Ph.D.	Gloria		CB12 Board Member, Chair		
54	Bowes	Tracey		CB12 Board Member		
55	Boyce	Jacqueline		CB12 Board Member		
56	Burden	Amanda		Commissioner of DCP		
57	Comrie	Leroy		Council Member		
58	Duncan	Barbara		CB12 Board Member		
59	Furlong	Jon		Queens Affordable Housing/Habitat		
60	Griffith	Michael		NYC Department of Transportation		
61	Iriarte	Fabiola		CB12 Resident, Centro Hispano		
62	Johnson	Michael		Assembly Scarborough Rep.		
63	Landers	Brad		Exec. Director Pratt Center		
64	McKnight	Thomas		EDC		
65	Miller	Rebecca		CB 12 Board Member		
66	Ou	Kendrick		School Construction Authority		
67	Polo	Michael		HPD		
68	Reddick	Yvonne		District Manager		
69	Schmitt	Gabriella		CB 8 Resident		
70	Sokolow	Arden		HPD		
71	Young	John		Queens Director DCP	22	58
72						
73	There were	others	from EDC	and HPD.		



May 18, 2007

Dear Phil,

Thank you again for meeting with us, May 17, 2007, re the Jamaica Plan. There were many points covered, but those that stand out in my mind are the following.

- 1) We welcome the development of the 71 blocks in the original special district (Jamaica core).
- 2) We acknowledge that it will increase our population by three to four fold.
- 3) We have concerns about what this will mean to the infrastructure, services and our health and education facilities.
- 4) We have concerns about traffic, parking and the reality that we have very restricted north/south thoroughfares.
- 5) Because we have been asked as community to partner with the city, our concession to the extreme increase in density at our community's core, namely the 71 out of 365 blocks, is all that we are willing to negotiate. Our one and two family neighborhoods must be more appropriately zoned to afford protection from uncharacteristic development and our corridors must reflect the suburban life style of our neighborhoods.
- 6) Long before DCP agreed that residents were going to be displaced, we were advocates for affordable and low income housing on sight.
- 7) Our neighborhoods must be allowed to retain their one and two family home ownership and not be given over to a more transient rental life style. Jamaica area residents deserve to be home owners.
- 8) We realize that neighborhoods all over Queens are being compromised by the building frenzy. That does not mean that we are willing to be so impacted. We have proven to be a vigilant community and for that the city should be grateful.
- 9) DCP asked us to attend at least 12 study sessions. We did. DCP asked us to be patient with them when they were developing their DEIS. We were. DCP suggested that if we did not like their plan, to come up with one of our own. We have. And, it has been acknowledged by them as outstanding.
- 10) We feel that the minimal display by DCP toward good faith dialog would be to agree to those changes that we suggested that are in scope.
- 11) Our health is being compromised by the fact that our community has to endure the putrescible waste of our own and other CB's, in semi enclosed waste transfer stations.
- 12) We have asked for a letter of understanding that would assure rezoning not in scope to be negotiated.
- 13) We are appalled that over 1,200 jobs held by our hard working residents are not considered essential to the city or region, as is stated in the DEIS.
- 14) We question the mentality of a representative form of government that tells us that the displacement of 5,400 people does not matter because no one group would be eliminated, as is sated in the DEIS.
- 15) Any task force formed to oversee carrying out the Jamaica Plan must have civic and community representation.

There are other points, but this gives you something in writing to work with.

Eugenia "Genie" Rudmann, Jamaica Residents for an Alternate Plan (former Ad hoc Committee)

# Jamaica rezoning plan gains critics

BY CRAIG GIAMMONA

Tuesday night's meeting on the Jamaica rezoning plan only seemed to increase the anxiety of local residents, many of whom are just beginning to understand the massive changes the project could bring to southeast Queens.

About 50 residents, many of them homeowners in the area to be rezoned, flooded into Amity Baptist Church on 108th Avenue in Jamaica to hear presentations from members of Community Board 12's land use committee on the plan.

For many, it seemed Tuesday was the first time they heard the plan's details. Community Board 12 now has 60 days to issue a recommendation on the plan, which was officially delivered to the board's office Tuesday.

The board's recommendation then goes to the Borough Board and on to the City Council. In all, the public review will take several months and it remains possible that some aspects of the plan will be changed.

In fact, some in southeast Queens expect some changes.

"Changes are going to have to be made to make this more palatable to the people who live here," said Cardinal Sandiford, a member of CB 12.

The ambitious rezoning plan, which is referred to as the largest the city has ever undertaken, calls for the rezoning of 368 blocks in an area bounded by the Van-Wyck Expressway to the west, 191st Street to the East, Hillside Avenue to the north and 108th Avenue to the south.

In that area, residential streets would be downzoned to preserve neighborhoods currently dotted with one and two-family homes. But that's the easy part.

The plan also calls for zoning that would allow major development to occur on the area's main thoroughfares - Hillside and Jamaica Avenues and Sutphin, Guy R. Brewer and Merrick boulevards.

Eugenia Rudmann, a member of CB 12's land use committee, said the plan would allow 12-story buildings to pop up next to one-story homes on Merrick and Hillside.

And it is exactly this scenario that has City Councilman James Gennaro (D-Fresh Meadows) and David Weprin (D-Hollis) concerned.

City officials also acknowledged Tuesday that buildings as tall as 25 stories could be built in the area surrounding the Air Train terminal in downtown Jamaica, if the plan is approved.

Deborah Carney, the deputy director of the city's Queens planning office, described the plan Tuesday as "very balanced." She pointed specifically to the down zoning that will occur on some less traveled residential streets. And while it is true that residents of southeast Queens have long clamored for down zoning, some have begun to ask if the rezoning plan's negatives outweigh the positives.

Redman pointed out Tuesday that while the plan will create 9,300 jobs, about 1,200 will be eliminated. Redman questioned if the employees losing their jobs will have the skills to get the new jobs. And while the plan will create a good deal of new housing, some housing will be eliminated.

**COURTHOUSE SQUARE REALTY CO., L.P.**  

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C/O VANGUARD INVESTORS LTD.

May 23, 2007

Hon. Amanda M. Burden  
Chair  
New York City Planning Commission  
22 Reade Street  
New York, New York 10007

Re: Downtown Jamaica Rezoning and Redevelopment Plan

Dear Chairperson Burden:

I am writing on behalf of the ownership of 89-00 Sutphin Boulevard in connection with the Public Hearing being held today on The Jamaica Plan. We strongly support the proposed rezoning and redevelopment plan, and believe that it will catalyze new development in the downtown and enhance our investment.

We would like to draw to your attention an anomaly that has an impact on a small number of properties on the west side of Sutphin Boulevard. Our property is in a key location, directly opposite the Supreme Court building, and for many years has housed both office and retail tenants that serve the court complex (including the adjacent Civil Court). The proposed rezoning effectively downzones our property, which is now in a C4-2 zone. As such, it has an allowable bulk of 62,630 square feet, including space for community facilities (of which we have several as long-time tenants). The building is not fully built out, and it now occupies only 45,953 square feet.

Under the proposed Plan, the area will be rezoned to a C4-4A zone, which will permit a structure of a maximum bulk of 52,192 square feet on the site. This is a decrease in possible size of 10,438 square feet. We have long considered adding an additional floor to our structure, in order to accommodate the heavy demand for high quality office space in the courthouse area. The rezoning will eliminate this possibility.

The properties on the east side of Sutphin between 89<sup>th</sup> Avenue and Hillside Avenue are uniquely situated in the downtown to address this demand. We respectfully submit that no public interest is served by down zoning our parcel. Instead, the result will be less office space available to the community immediately adjacent to the courthouses.

We very much appreciate the personal interest you have taken in the details of the Downtown Jamaica rezoning, and acknowledge the responsiveness to the community you and the staff of the Department of City Planning have shown during the approval process.

Page Two  
May 23, 2007  
New York City Planning Commission  
Hon. Amanda M. Burden

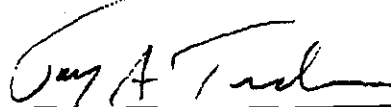
We believe that the result of your efforts will be a greatly enhanced downtown;  
and the creation of a vibrant, sustainable transit-oriented commercial center of which will  
be proud to be a part.

Very truly yours,

**COURTHOUSE SQUARE REALTY CO., L.P.**

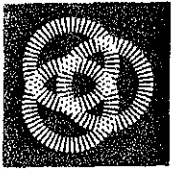
By: CSRC Management Corp.

By:



Joy A. Tomchin

cc: John Young  
Debbie Carney  
Derek Lee  
Carlisle Towery  
Jim Gennaro



Greater Jamaica  
Development Corporation

40 YEARS of  
COMMUNITY BUILDING  
1967-2007

90-04 161 Street  
Jamaica, NY 11432  
718 291-0282  
Fax 718 658-1405

www.gjdc.org

## Testimony

F. Carlisle Towery  
President, Greater Jamaica Development Corporation

to

City of New York  
City Planning Commission  
Amanda Burden, Chair

Public Hearing on the Jamaica Plan  
Queensboro Library, Jamaica

May 23, 2007

Thank you, Madam Chair and Commissioners, for this long-awaited and much-appreciated opportunity, for your leadership and your staff's special efforts at this important time for Jamaica. Your work is a huge step forward!

I am Carlisle Towery, President of Greater Jamaica Development Corporation. We are a not-for-profit organization devoted exclusively to downtown Jamaica -- addressing its problems and realizing its special potentials. Our work is high in public purpose. We celebrate, this year, our 40th year of effort in what is, we submit, an exemplary public-private partnership.

Our work is focused on a core area of the Jamaica Central Business District, bounded roughly by Hillside Avenue on the north, Liberty Avenue on the south, 170<sup>th</sup> Street on the east, Van Wyck Expressway on the west. We enthusiastically support the proposed Jamaica Plan with its Special District, and the related actions being considered -- the **re-zoning** of this area, (with text amendments we will outline, so as to enable key projects), the small **urban renewal district** around AirTrain/Jamaica Station, and the several proposed **infrastructure improvements** there, including de-mapping of a street section.

The Corporation commends the persistent and able efforts of the Department of City Planning and we salute the involvement of Community Board 12, which has been an active part of our visioning efforts since the year 2000 and with whom we regularly communicate. We salute our able and active elected officials. The results of this collaboration will be a hotel, office jobs, affordable housing, quality shopping, amenities, cultural activities -- a renewed downtown that is transit-oriented and a safe and hospitable, efficient place that better serves its neighborhoods and functions as a multi-purpose center for Queens and the region.

While we commend, welcome and appreciate the favorable zoning changes you propose for use and bulk, and strongly support the urban renewal designation and street-section demapping, we respectfully call to your attention **amendments to the zoning text required to enable development of four catalytic sites around AirTrain**. The first amendment is removal of rear-yard requirements for these sites, three of which abut the LIRR embankment. The second amendment is to increase the height limit on two of these sites from 250 to 290 feet. Without these amendments, our mutual development objectives will be significantly restrained there.

To retain the significant New Market Tax Credits, \$21 million, allocated for these sites, **we urgently request that these amendments be made as quickly as possible**. Without these amendments in place, these tax credits are in jeopardy and will expire by year end 2007. We urge that this work be prioritized and submitted to the City Council in September, a schedule that will prevent the loss of NMTCs and will minimize the risk of losing developer and investor confidence in Jamaica's plan.

Through the collective efforts of the community, business and government sectors, Jamaica has recovered from the doldrums of the 1970s – ten years or so of severe economic trauma during which the downtown lost its three department stores, two headquarter banks, regional newspaper, largest industry and hundreds of the dependent enterprises that were unhinged by the departure of these anchors. The challenge, over-simply, was how to overcome the powerful competitive forces of the shopping malls which progressively surrounded downtown Jamaica, siphoning off economic life and livelihoods in dramatic America fashion; downtowns across the country have not survived the affects of outlying malls.

But Jamaica weathered those effects! Coordinated plans for downtown Jamaica and South Jamaica were prepared and backed by consensus, led by an enlightened City government beginning with Mayor John Lindsay, which has partnered with business and community leaders. The principal tools to carry out the plans were

- **strategic public investments**  
including infrastructural improvements, and
- **urban renewal**, administered by the City.

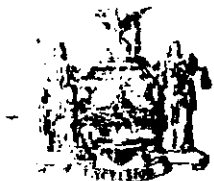
What did that urban renewal program mean for Jamaica? The answer is an emphatic MUCH. Sites for: York College, a public school, two federal anchors; two new courts; industrial job retention and reinvestment, a commercial/theatre complex, a multi-service center, a mental health center, 1,000 units of housing (mostly owner-occupied), NYPD Crime lab, performing arts center.

The City's role in the revitalization of this community and its downtown has indeed been productive and beneficial for Jamaica's citizens. The City's administration of its urban renewal program over the last 30 years here has been sensitive and benign.

We are now at another **pivotal phase** in Jamaica's improvement. Following the planning phase, then public investments, the potential of this area now depends on attracting **private** investment. For the Downtown's core area, the actions you consider today are all aimed at accommodating private sector investment in jobs creation, economic activity and opportunity, and housing -- key objectives of community development.

We have made known our strong support for Assemblyman William Scarborough's recommendation to the Mayor for an active multi-agency task force working concurrent and coterminous with the rezoning. His advice reflects concerns uppermost in the minds of many people in Southeast Queens. Attached is our letter to the Mayor commending the Assemblyman's proposal.

Thank you. We look forward to continuing our productive partnership and, particularly, to collaborating with you on the text amendments over the summer.



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

CHAIRMAN  
Committee on Children and Families

COMMITTEES  
Banking  
Corporations, Authorities and Commissions  
Correction  
Energy

WILLIAM SCARBOROUGH  
Assemblyman 29<sup>th</sup> District

Hon. Michael Bloomberg, Mayor  
City of New York  
City Hall  
New York, NY 10017

October 31, 2006

Dear Mayor Bloomberg,

I am writing you to solicit the assistance of your administration in assuring the success of a very important project being undertaken in my area, Jamaica Queens. You are, probably aware that the Department of City Planning has proposed a major rezoning and redevelopment Plan covering 368 blocks in Jamaica, one of the largest projects that DCP has ever proposed. Most of the stated goals of this redevelopment plan concern increased opportunities for economic and industrial development as well as, expansion of mixed use commercial/residential opportunities. Fifty-eight percent of the target area will experience increased density as a result of this plan.

I am in support of the basic goals of this plan. I believe that it will create opportunities for making maximum beneficial use of the Airtrain connection from JFK airport through Jamaica into Manhattan, and allow Jamaica to again become the major regional economic and transportation HUB that defined Jamaica half a century ago. The subsequent development and transportation connectivity will also enhance the viability of JFK airport, which will have major regional and citywide benefits.

My concern is this: There are large numbers of residents both within the study area and on its periphery who see no benefits for themselves in this plan. Many have expressed their view that the increased density and other impacts are only going to strain the infrastructure that they depend on, and benefit business interests at their expense. Even residents in areas proposed for down zoning and neighborhood stabilization are skeptical because they do not believe that there is the commitment on the part of relevant city enforcement agencies to actually enforce the laws in their communities. This skepticism is often well founded, based upon years of watching others build illegally, dump illegally, or operate illegal businesses in their neighborhoods with seeming impunity. In parts of our area, houses are illegally built without permits in areas that violate zoning laws. Heavy industry and noxious use facilities (waste transfer stations, automotive paint and welding shops, junkyards) operate out of zone yards away from residences. Adding to residents' frustration, under the proposed plan they see these same noxious uses specifically excluded from parts of the business district within two or three blocks from their homes, and wonder why their area is not included in that exclusion. Huge trucks take shortcuts through residential side streets, or park their vehicles near houses overnight or on weekends. This list is endless, and residents become frustrated from filing constant complaints that are seemingly ignored.

I am thus writing you to request your support and endorsement of a proposed Jamaica Enforcement Task Force. This would be a partnership between your administration, relevant city enforcement agencies and the Jamaica community impacted by the proposal. This task force would cover the geographical boundaries of the Redevelopment Area. It should have specific manpower assignments from the relevant agencies and a commitment to enforce laws and codes in this area in a

(over)



**determined and organized manner.** The taskforce could be designated for a specific time period (two or three years) and should include mayoral representatives, agency representatives, elected officials, community board representatives and community residents. It should be headquartered within the Development Area and have a mechanism from receiving community complaints and disseminating results.

Past experience leads us to the conclusion that your active support as the leader of city government is the only way of ensuring the full and active involvement of the various agencies (The task force must include NYPD, Buildings, Sanitation, Parking Enforcement, HPD, Consumer Affairs, Code Enforcement DOT, and DCP as a start. Other agencies are probably necessary as well). There are a few clear reasons for such a task force:

1. This task force taking visible action against the many illegal activities currently existing in the area will convince all parties that they will benefit from this huge undertaking as opposed to the belief that some are benefiting while others shoulder the burdens of these changes. This will cause all stakeholders to be more committed to the success of the project.
2. The success of these zoning changes are almost entirely dependant upon the commitment of enforcement agencies to monitor and enforce compliance with these changes. As previously stated parts of the planned development area have been subjected to blatant violations of existing laws over many years (you may recall that I brought one of these flagrant illegalities to your attention at the Town Hall you attended at L.S. 231, Springfield Gardens, on June 1, 2006. The site in question 169-16/18 Liberty Avenue, continues to blatantly violate the law). If a serious commitment to enforcement is not undertaken, those who are currently benefiting from their illegal activities in this area will simply look to continue and expand their activities in the new redevelopment area. Left unchecked these activities will undermine and threaten the success of this ambitious project.

I am optimistic that you will agree to support this initiative and direct city agencies to fully commit to this effort. I am sure that you know how beneficial this project will be to the city and region if its goals are successfully attained. It is my belief, and that of many others in Jamaica, that this taskforce is a necessary component to advance and assure the success of this enterprise. Thank you for your consideration and I await your reply.

Sincerely,



William Scarborough,  
Assemblyman 29th, A.D.

Cc: Deputy Mayor Dennis Walcott  
- Borough President Helen Marshall  
- Representative Gregory Meeks, 6<sup>th</sup> C.D.  
- Hon. Amanda Burden, Chair, New York City Planning Commission  
- Dr. Gloria Black, Chair, Community Board 12  
- State Senator Malcolm Smith  
- Assemblywoman Vivian Cook  
- Councilman Leroy Comrie  
- Councilman Thomas White Jr.  
- Philip Goldfeder, Queens Director Community Assistance Unit