

# FLUSHING WEST

*Community Meeting  
Wednesday, October 7<sup>th</sup> 2015*



- Overview of the Flushing West Neighborhood Plan
- Summary of Community Engagement
  - May 21, 2015
  - July 29, 2015
  - August 20, 2015
  - Sept 12, 2015
- Flushing West Planning Process & Land Use Framework
- Affordable Housing Process
- Break-out sessions on Affordable Housing & Land Use
- Comment on Open Space & Transportation Needs
- Questions

*Builds upon a long history of previous planning work in Downtown Flushing*

**Create a Comprehensive Neighborhood Plan to improve quality of life and diversity:**

- **Includes an affordable housing component which will incorporate mandatory affordable housing and preservation strategies**
- **Includes an economic development component to support current business and workforce needs & future growth**
- **Identify critical city services & key capital projects that can contribute to achieving a more livable neighborhood**



East River

LA GUARDIA AIRPORT

Flushing Bay

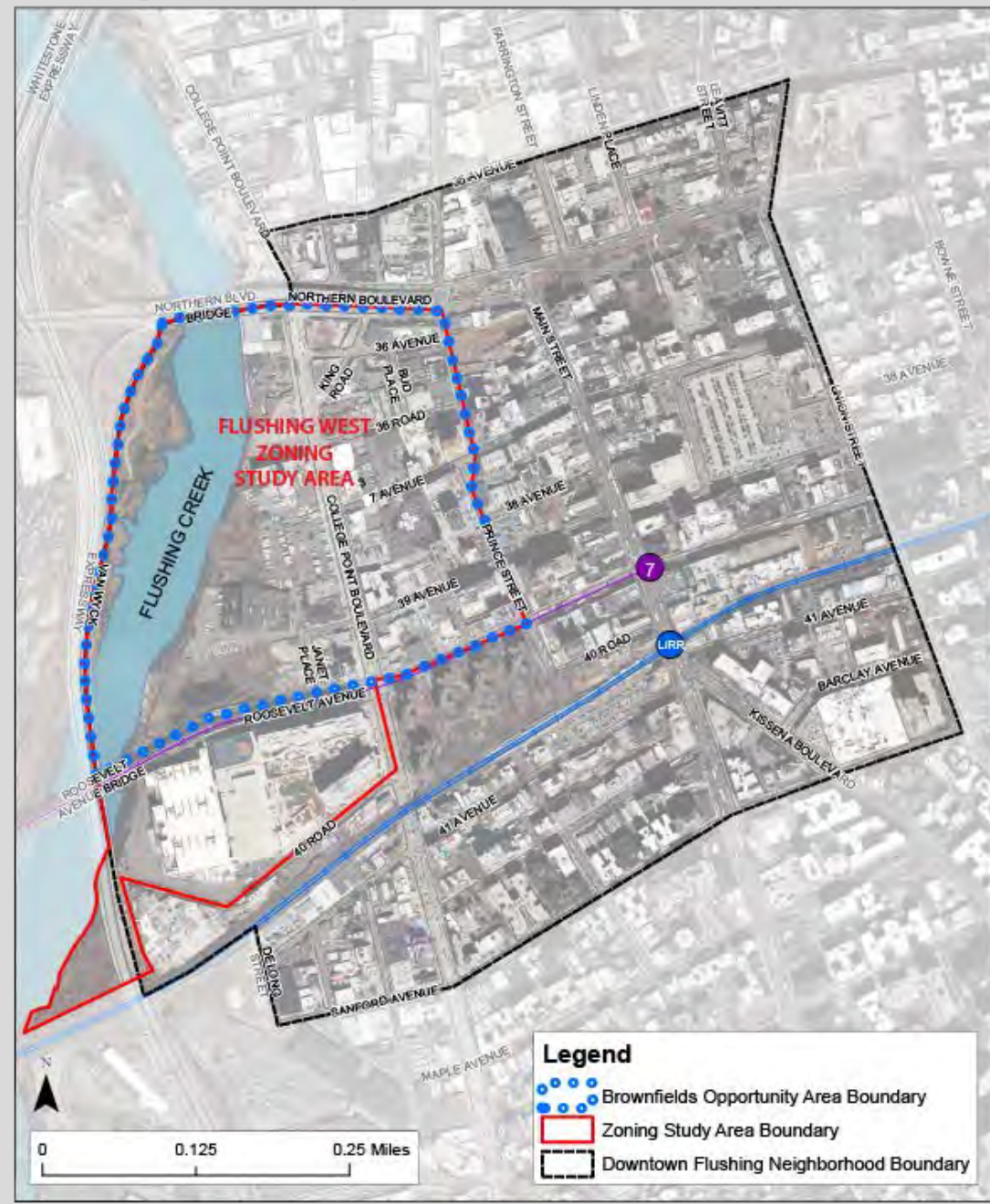
DOWNTOWN FLUSHING

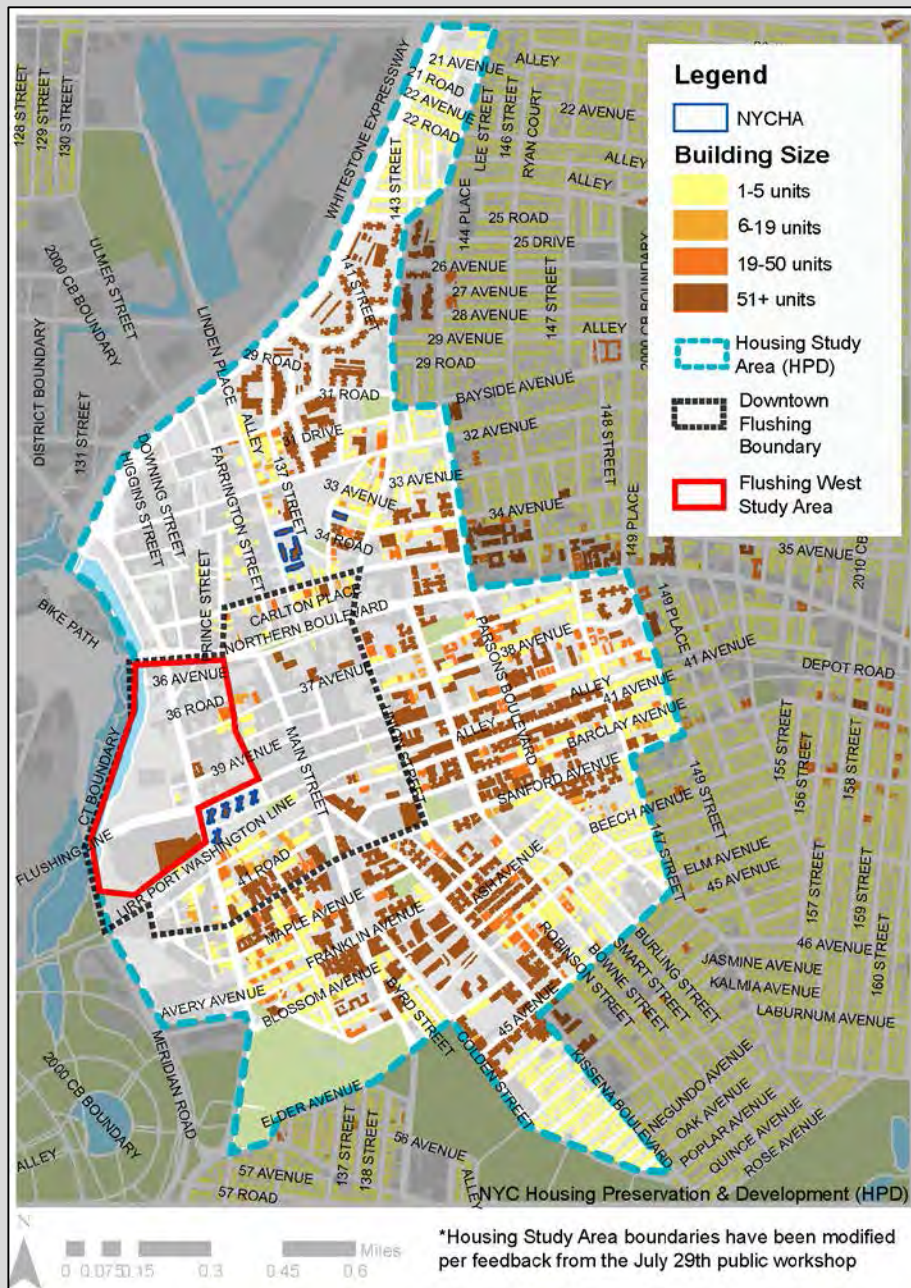
FLUSHING MEADOWS - CORONA PARK

**Legend**

- Brownfields Opportunity Area Boundary
- Zoning Study Area Boundary
- Downtown Flushing Neighborhood Boundary

0 0.75 1.5 Miles





- Zoning Study Area
- Neighborhood Area
- Housing Area



*Image: NYC DCP*

- Facilitate a **community-based planning process** to support policy changes that will shape a more livable neighborhood
- **Encourage new housing** with a required affordable component, and preserve existing affordable housing.
- **Encourage walkability** by extending the vibrant downtown area to the waterfront, and create opportunities for **new open space**
- Support the existing and growing immigrant and small business culture by **providing economic opportunities**
- Align investments in **infrastructure and services** to support current demands and future growth

## May-Sept 2015

## Oct -Dec 2015

## Jan-Dec 2016

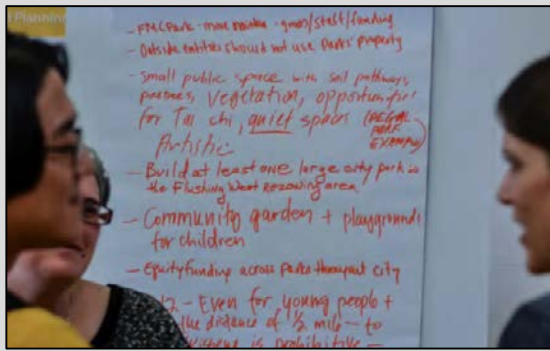
### *Community Engagement*

- **May 21<sup>st</sup> 1<sup>st</sup> Public Kick-Off: Study information**
- **July 29<sup>th</sup> Public Open House: Listen & Info Sharing**
- **Aug 20<sup>th</sup> Community Discussions: The Built Environment**
- **Sept 12<sup>th</sup> Community Discussions: Community Services**

- **Oct 7<sup>th</sup> Public Event- share preliminary draft land use plan & community discussion**
- **Public Scoping Meeting to explain analyses for preparing the Environmental Impact Statement**

- **Public Open Event: Share final draft land use framework & draft affordable housing strategy & draft city services and capital planning strategy**
- **Public Review Session/ULURP Final Neighborhood Plan**
- **CB7 Public Hearing**
- **BP Public Hearing**
- **City Planning Commission Public Hearing**
- **City Council Public Hearing**





# WHAT WE'VE HEARD FROM THE COMMUNITY











### EVENING AND LANDSCAPE (Public)

- 100-1? what is the zoning?
  - Can you build taller in 100-1?
  - will this prevent zoning change?
  - Lower 100-1s - 50'?
  - what can happen there?
  - What is the 100-1 area going to be?
- Along the waterfront
- climate resilience, less congested
  - active retail along waterfront
  - the waterfront 100-1s

barrier  
33  
wells +  
garage  
new park  
street

The most common affordable housing issues were:

## Need for Affordable Housing

“People sharing 1 bedrooms because \$1,300 (minimum) is not affordable”  
“We want to see more about basement apartments being legalized”

## “More affordable housing”

“\$450,000 for a 1 bedroom – too expensive to buy”  
“How will we serve our residents who are on a fixed income?”

## Low income housing

“What is ‘affordable’? Are these numbers (AMI) actually meaningful?”

Very low and low/moderate income housing that meets incomes of Flushing residents

## Senior Housing

“Need senior housing. Senior fixed income is less than \$10,000/year”

“Overcrowding and sharing. 3-5 seniors share a 1 bedroom at \$1,600/month”

## More Services Needed

“Tenant workshops on application process to apply for affordable housing or other rental assistance programs, especially for people on fixed income”

The most common transportation issues were:

## Congestion on Streets

“Rerouting of bus routes to alleviate traffic on Main Street”  
“Gridlock traffic in Downtown Flushing”      “Congestion discourages biking”  
“Too much congestion on Main Street”

## Bus Service

“Not enough bus connections”      “Need for a distinct central bus terminal”  
“Improve bus circulation in Downtown Flushing”  
“Select Bus Service to speed traffic on Main Street”      “Improve bus routes”

## Pedestrian Access

“Crossing a challenge on College Point Blvd. at 40<sup>th</sup> Road and Roosevelt Ave.”  
“More language access on signs”      “Wider sidewalks”      “Pedestrian Malls”

## Biking Opportunities

“Bike lanes on College Point Blvd.”      “Need separated bicycle lanes”  
“Bike routes on 41<sup>st</sup> Avenue”      “More bike lanes on Kissena Blvd.”  
“More bike connections, especially North/South”

## Rail Access

“Have more trains!”      “Widening of station stairs”  
“Fix elevator/escalators at Roosevelt Avenue subway station”      “Trains are overcrowded”

The most common parks and open space issues were:

## New Public Space

“Waterfront access down to the water and a natural shoreline with boating in other areas”

“More open space in Flushing!”      “Public plazas along Roosevelt Ave.”

“Active recreation should be included in the study area”

## Wayfinding to Flushing Meadows Corona Park

“Better welcoming at Avery/College Point Blvd”

“Need bike access on College Point Blvd. to FMCP”

“Hard to get to FMCP for seniors/kids”

## Active Recreation

“Parks amenities are important for families”

“Community garden plus playground for children”

“More recreational staffing”

## Existing Open Space

“Lack of open space – even small parks like Bland are important”

“Street trees”

“Capitalize on cultural landmarks”



The most common environmental issues were:

## Water Quality and Drainage

“Need to clean the river” “Dredging the creek/bay to improve air quality and reduce smell”

“Linear waterfront park can only come with a clean creek”

“Stop dumping CSOs into the creek”

“Low point and water pooling at the Main Street and 37<sup>th</sup> Ave. intersection”

## Flushing West Remediation Sites

“How will housing be built with all the environmental contamination in the study area?”

“Cleanup should be mandatory for sites with E designations before building!”

## Brownfield Process Information

“When will the current study of brownfields on the site be released?”

“What happens to contaminated soil?” “Who decides what a brownfield site is?”

The most common schools and community services issues were:

## Schools

“There needs to be another school; it is unclear as to where to put it”

“Need a school if adding more density”

## Language Access

“Immigrant seniors do not know how to access services; everything is only in English”

“Language access for mental health-stress resources”

## More Services

“Need mental health services”      “Too many people in Self-help senior center”

“Mental health services to address isolation, depression, and suicide among seniors and youth”

## Urgent Care

“Hospitals are distant and overcrowded”

“Increase in urgent care”

“Emergency Room in greater Flushing”

The most common small business issues were:

## Small Businesses

“Low-rent spaces for local small and medium-sized businesses”

“More support for women & minority owned businesses”

“ More workforce development opportunities”

“Non-profit spaces needed”

## Retail Stores

“More stores outside of Main Street”

“Retail improves walkability”

“From business perspective, more foot traffic is good, but sidewalk is overcrowded”

## Existing City Services

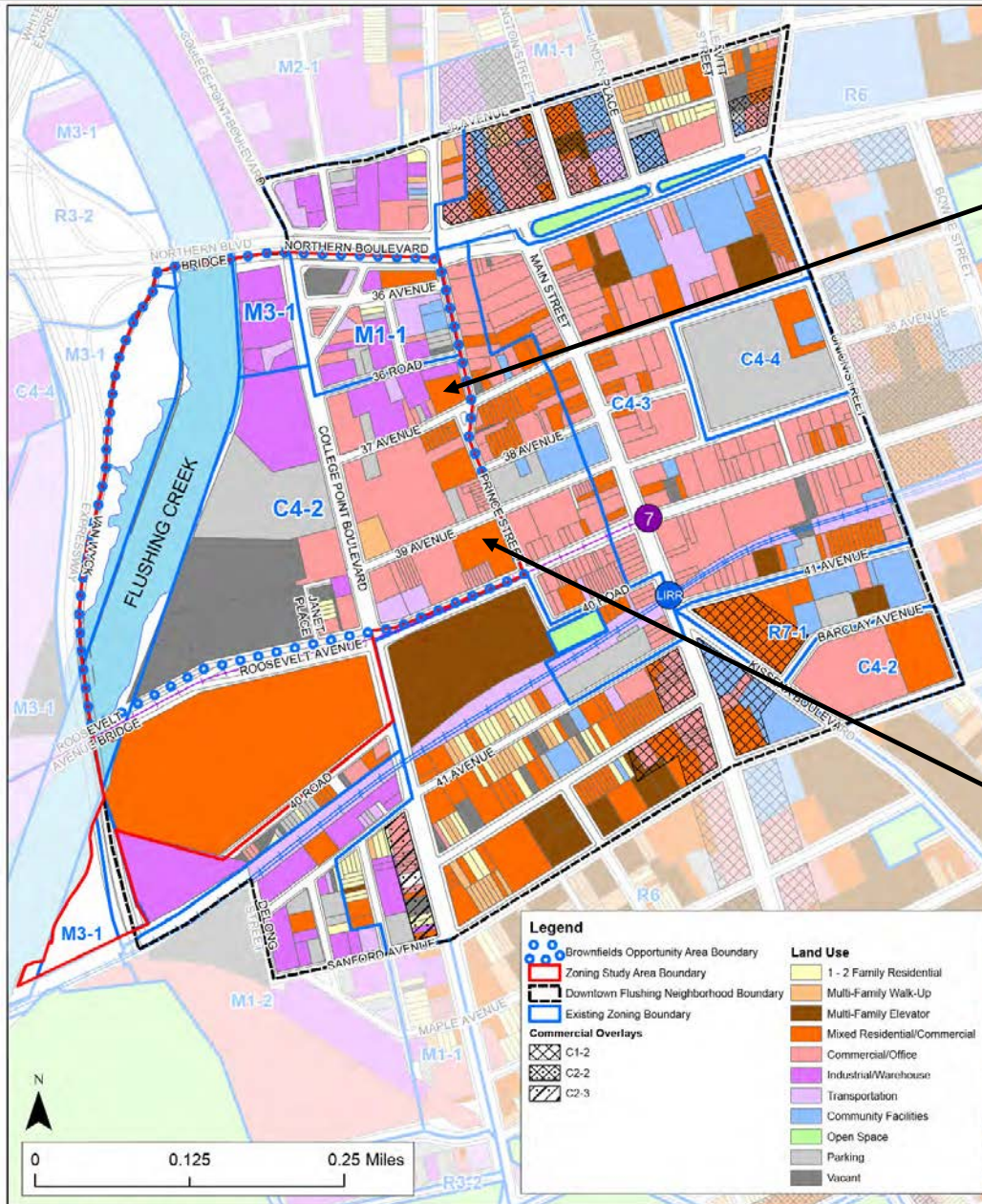
“Business owners don’t have information about city services that can help them.”

“How can more businesses take advantage of minority/women certifications?”

“Language access / ESL (customer service)”



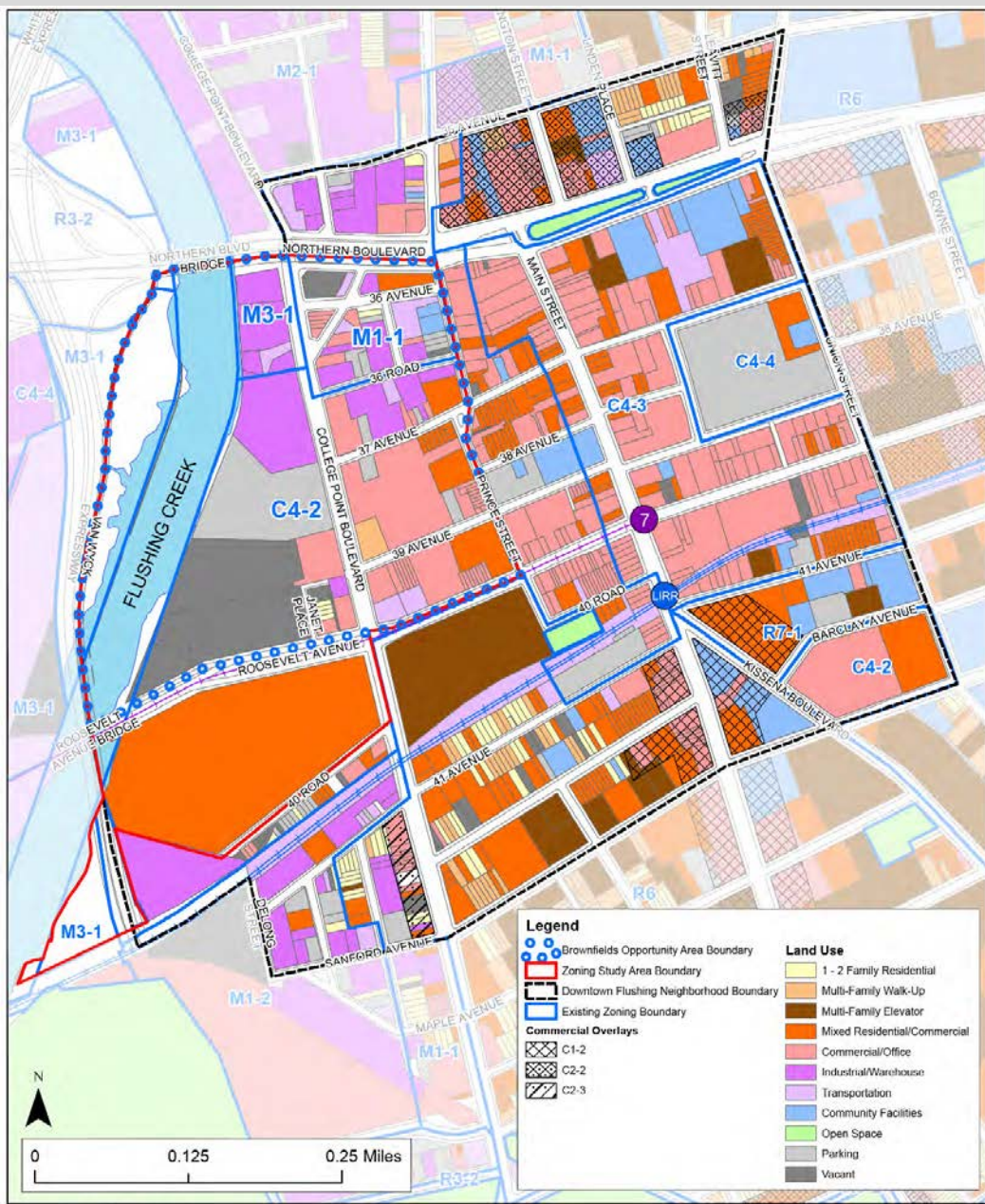
# CURRENT ZONING AND RECENT DEVELOPMENTS



**Prince Plaza - 2012** (14-story building with 72 units; 2-story retail complex, 2-story community facility complex including senior care & day care; 126 parking spaces)



**One Fulton Square - 2014** (9-story, 168-room Hyatt Hotel; 3-story retail complex, office, medical offices; 12-story condo complex; 300 parking spaces)



## Commercial/Residential/Community Facility uses (C4-2)

- Residential uses allowed less density (2.43 floor area ratio)
- Community Facility uses allowed the most density (4.8 FAR)
- Commercial uses allowed 3.4 FAR

## Light Manufacturing uses (M1-1)

- No residential uses allowed
- Commercial/light manufacturing (1.0 FAR)

## Heavy Manufacturing uses (M3-1)

- No residential uses allowed
- Manufacturing uses such as concrete and asphalt plants allowed; limited commercial uses (2.0 FAR)

- C4-2 zoning regulations cover most of the Study Area and may produce towers set back from the street on low base portions
- Variable maximum FAR's for different uses currently favors select commercial development— such as hotels— over housing
- Current parking regulations also favors certain types of commercial development
- Strict building bulk, height, and street wall length rules on waterfront lots make new development here very complicated
- In the M1-1 and M3-1 districts, no residential uses are permitted

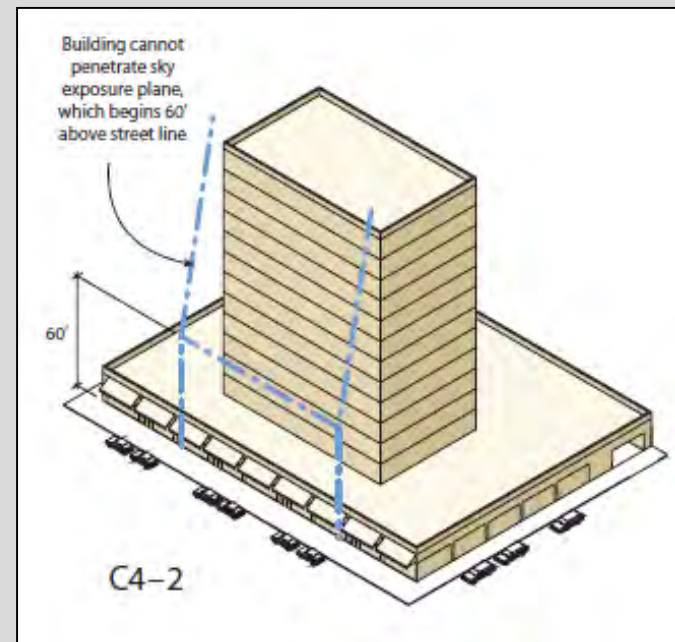


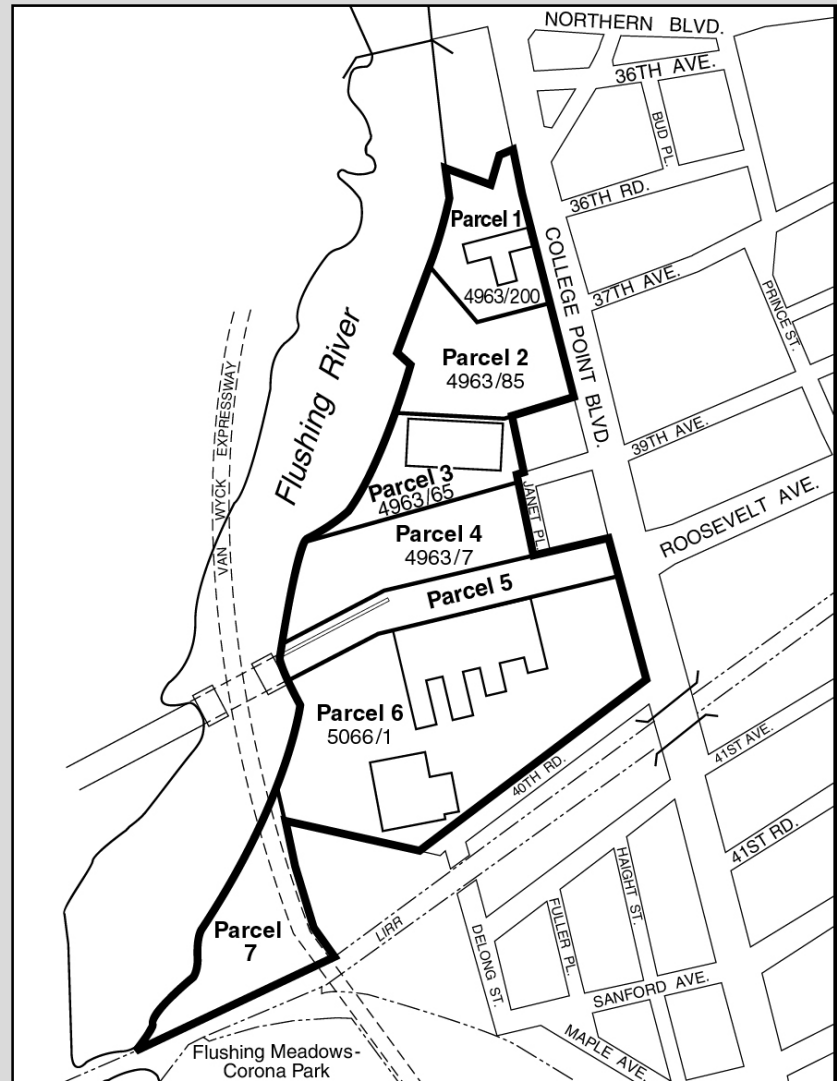
Image: NYC DCP Zoning Handbook



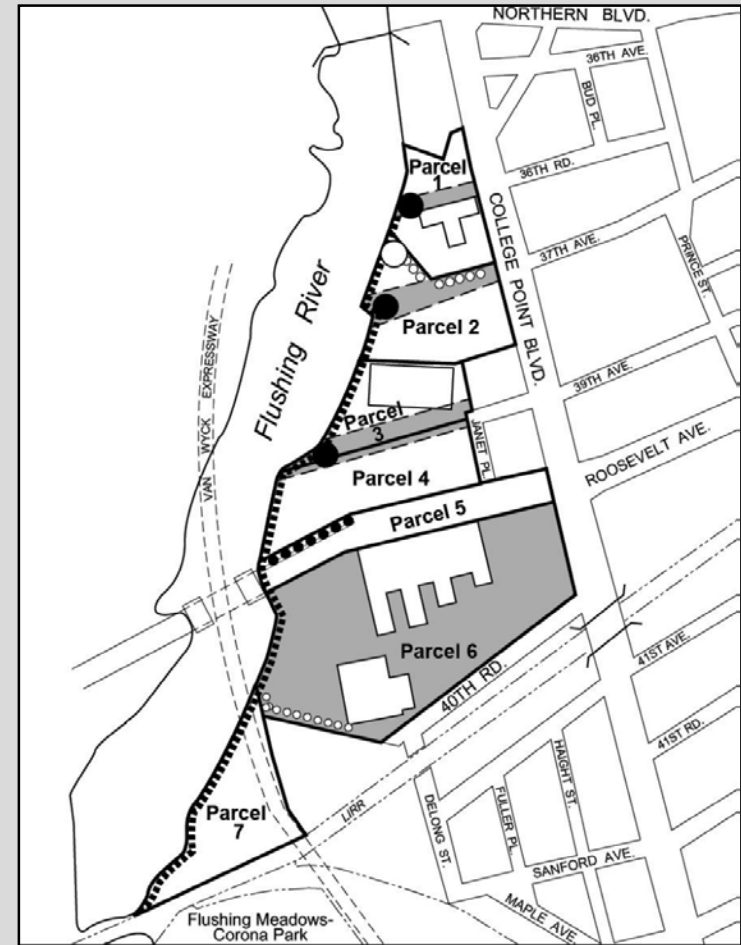
Image: NYC DCP

**Parc Hotel**

# EXISTING WATERFRONT ACCESS PLAN (WAP)

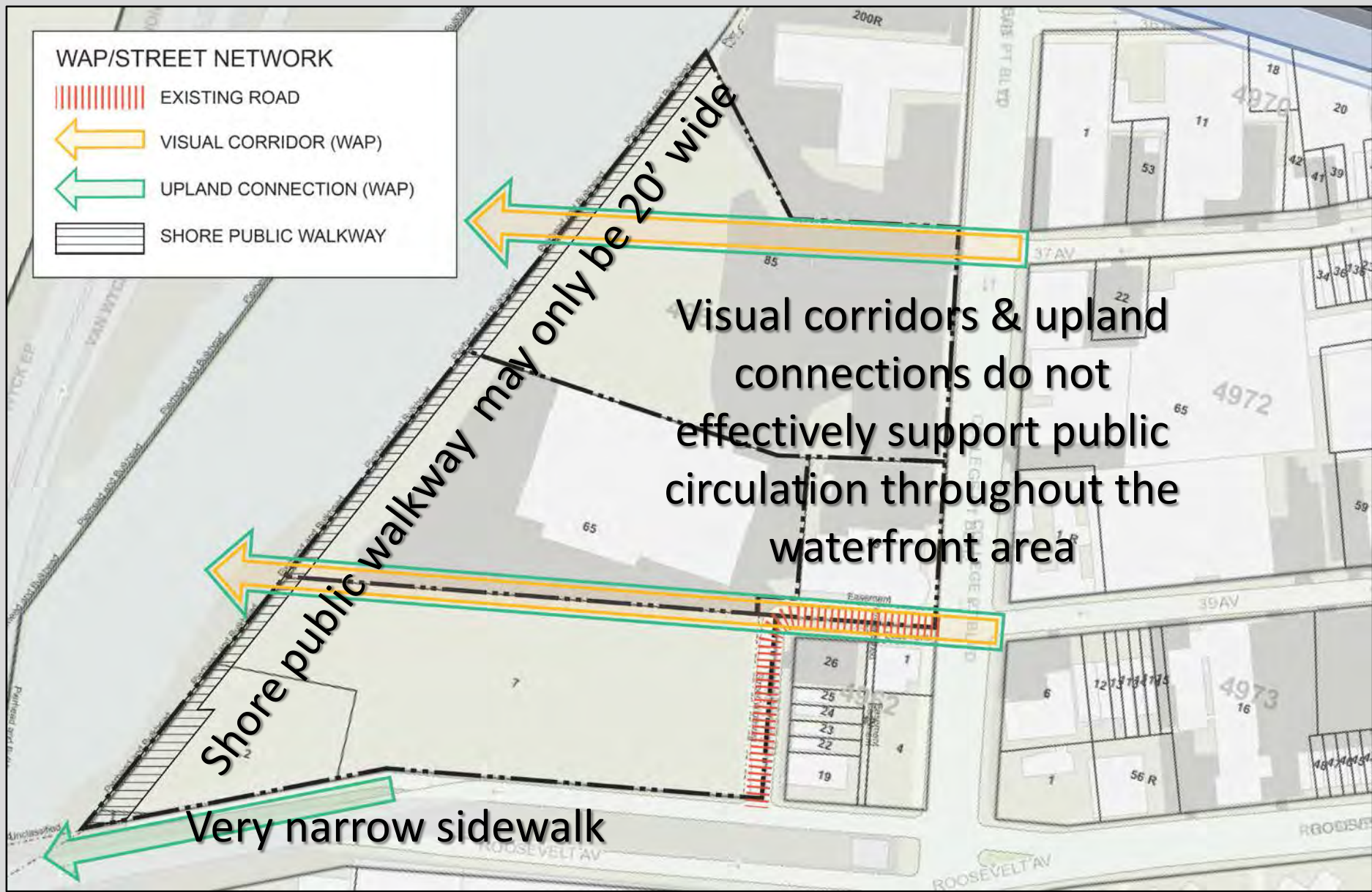


- WAP Boundary
- Parcel Line
- Significant Existing Building
- 5066/1 Tax Block/ Lot Number



- Parcel Line
- Shore Public Walkway
- Upland Connection (Within Flexible Location Zone)
- Upland Connection (Designated Location)
- Upland Connection (Alternate Permitted Location)
- Supplemental Public Access Area (Designated Location)
- Supplemental Public Access Area (Alternate Permitted Location)
- Significant Existing Building





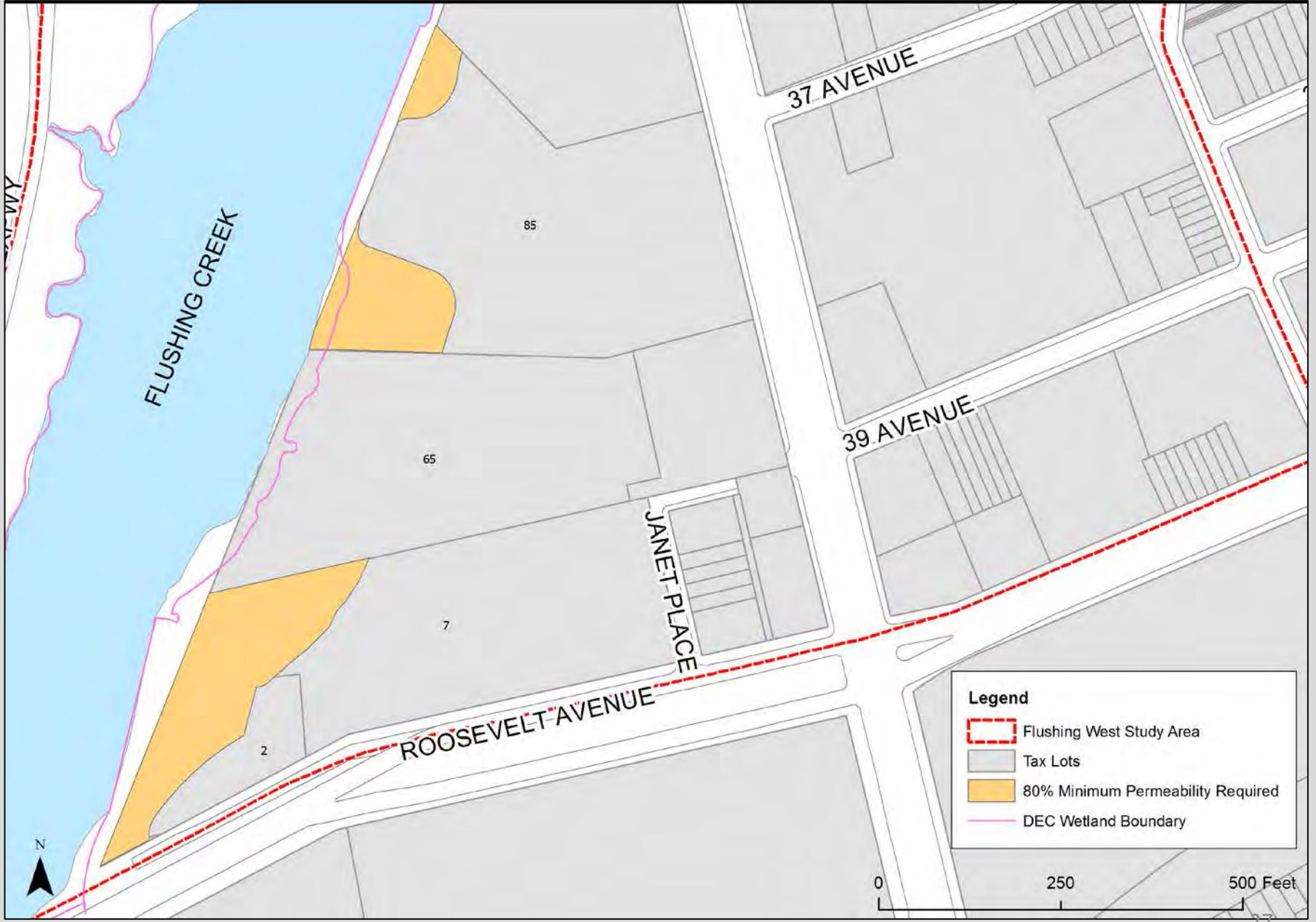
*\*Graphic for illustrative purposes only*

# AIRPORT ZONING HEIGHT LIMITS & AREA TOPOGRAPHY

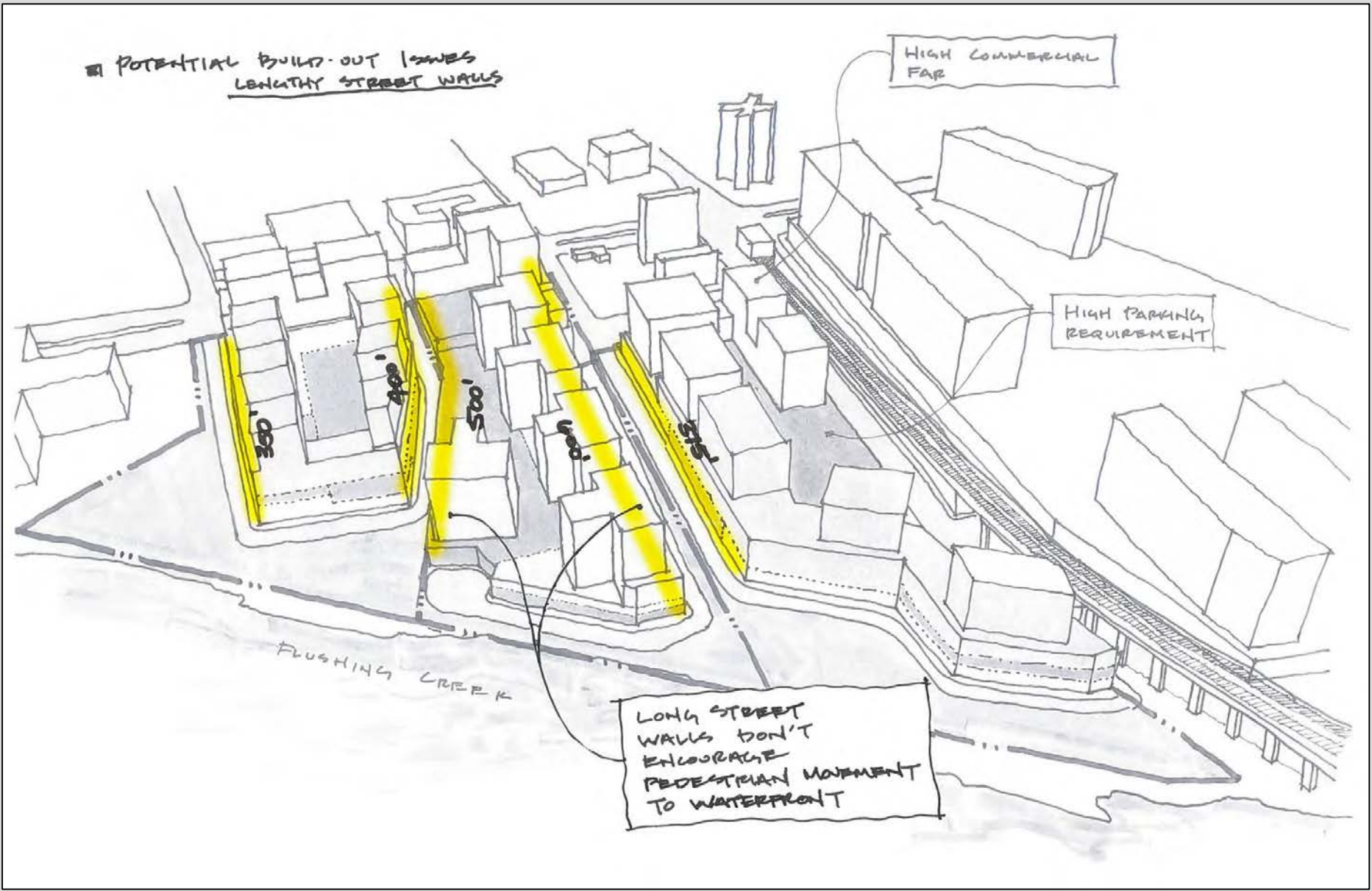


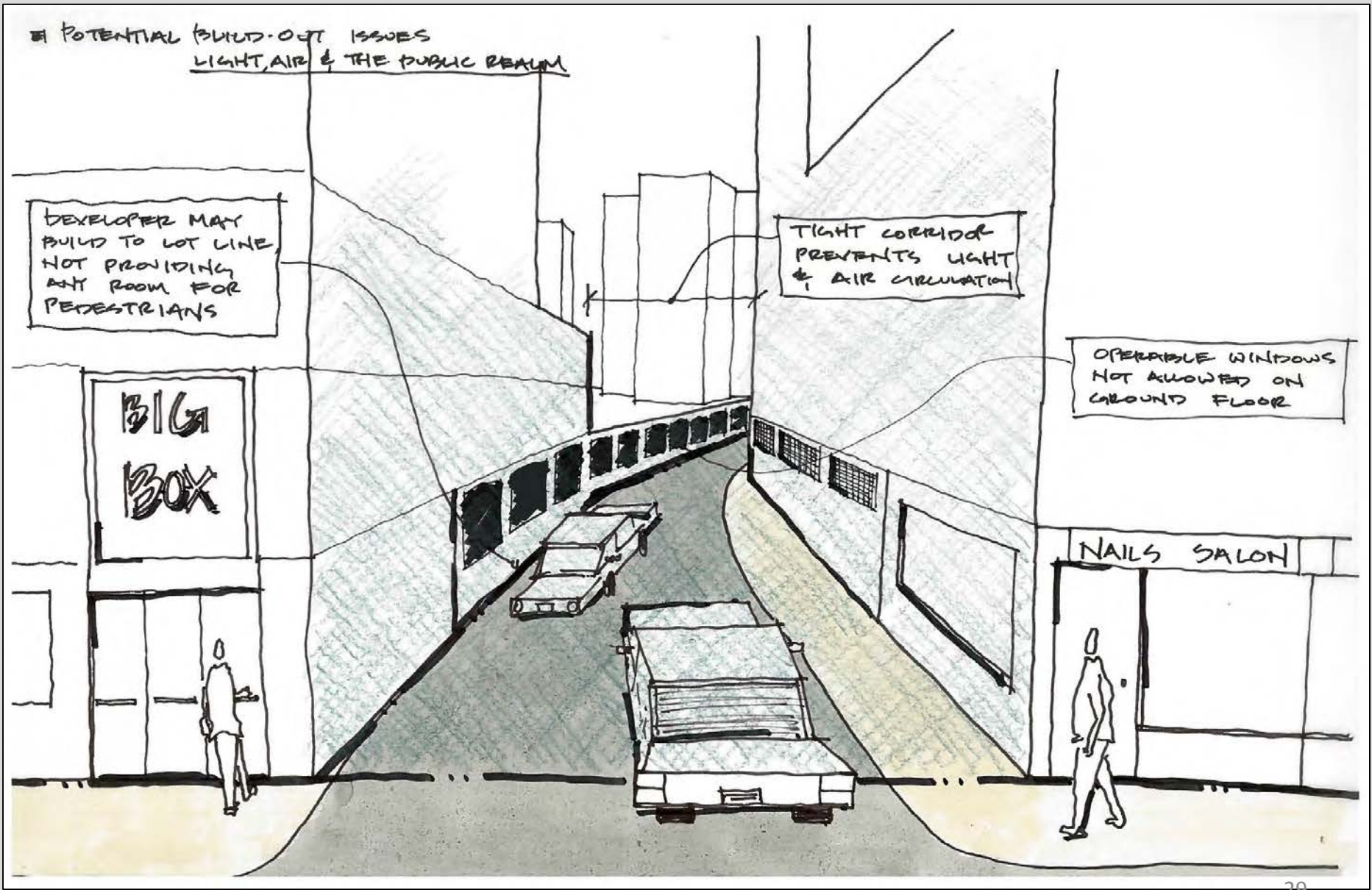
\*Map for illustrative purposes only

- Airport zoning limits the heights of buildings in the Study Area based upon guidance by the FAA
- Across the Study Area the limits range from 150'-170' above mean sea level
- These zoning height limits, combined with the area's varied topography (15'-45'), means that buildings can't go higher than ~13 stories within the Study Area without seeking a special permit from the BSA



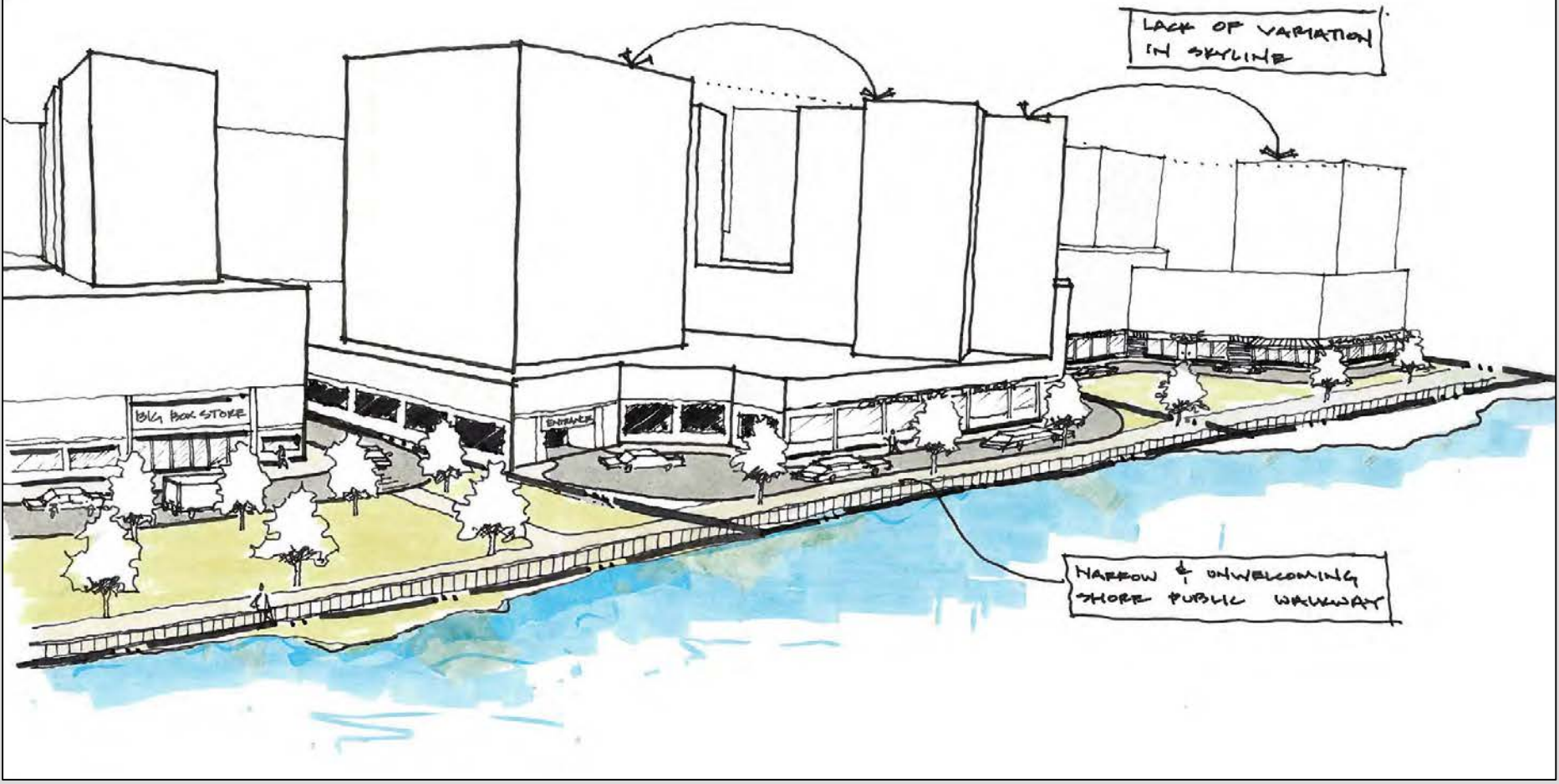
# POTENTIAL DEVELOPMENT UNDER CURRENT ZONING





# POTENTIAL DEVELOPMENT WITH CURRENT ZONING

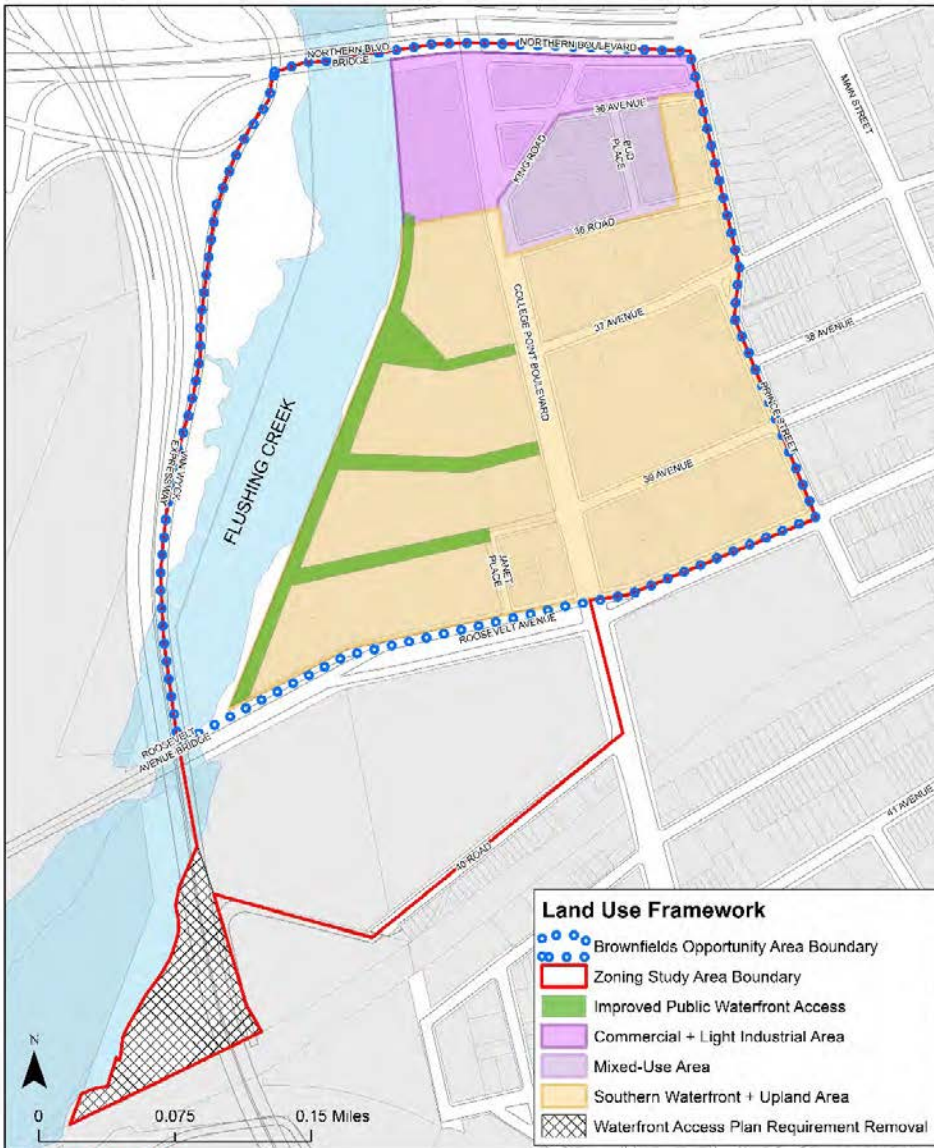
POTENTIAL WATERFRONT BUILD-OUT ISSUES  
WATERFRONT BUILD & PUBLIC ACCESS



LACK OF VARIATION  
IN SKYLINE

NARROW & UNWELCOMING  
MORE PUBLIC WALKWAY

## Flushing West - Proposed Land Use Framework



## GOALS & OBJECTIVES

- Encourage new housing with a required affordable component, and preserve existing affordable housing
- Improve waterfront public access & increase the amount of open space
- Extend the street and sidewalk network into the waterfront blocks

## STRATEGIC AREAS

- Southern Waterfront and Upland Area with Improved Public Waterfront Access
- Mixed-Use Area
- Commercial and Light Industrial Area

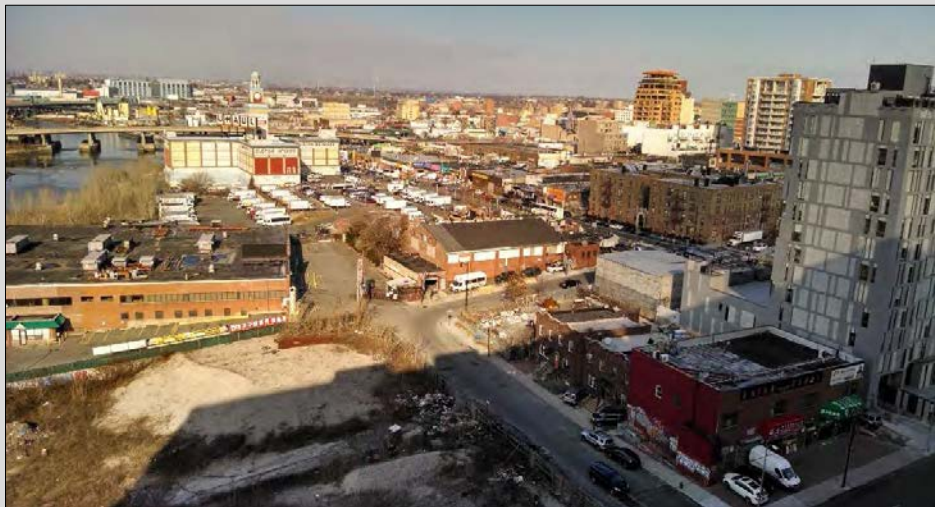
# Mandatory Inclusionary Housing

- Mandatory Inclusionary Housing (MIH) will **require affordable housing** as a condition of new housing development within Flushing West
- Seeks to reach a **broader range of income levels** than previous programs, taking into consideration neighborhood conditions and affordability needs, and increases ratio of affordable to market-rate units
- **Two options proposed –**
  - Option 1: 25% of housing floor area at an average of 60% Area Median Income (AMI) (\$46,620 annually for a family of three) or**
  - Option 2: 30% of housing floor area at an average of 80% AMI (\$62,150 annually for a family of three)**
- On Sept. 21<sup>st</sup> DCP referred for public review the citywide zoning text that will establish the MIH program for use in current and future neighborhood study areas



## STRATEGIES

- Connect Downtown Flushing and the waterfront with a walkable street network.
- Encourage active ground floor uses and mixed-use development to create vibrant streets.
- Strengthen opportunities to develop new housing, including new affordable housing
- Encourage new developments to provide community facility spaces to support the neighborhood
- Allow for the construction of buildings similar in form to those in the downtown area, but take airport flight path into account:
  - Maximum building heights typically ranging from 10-14 stories
  - Any additional height would require FAA review and approvals





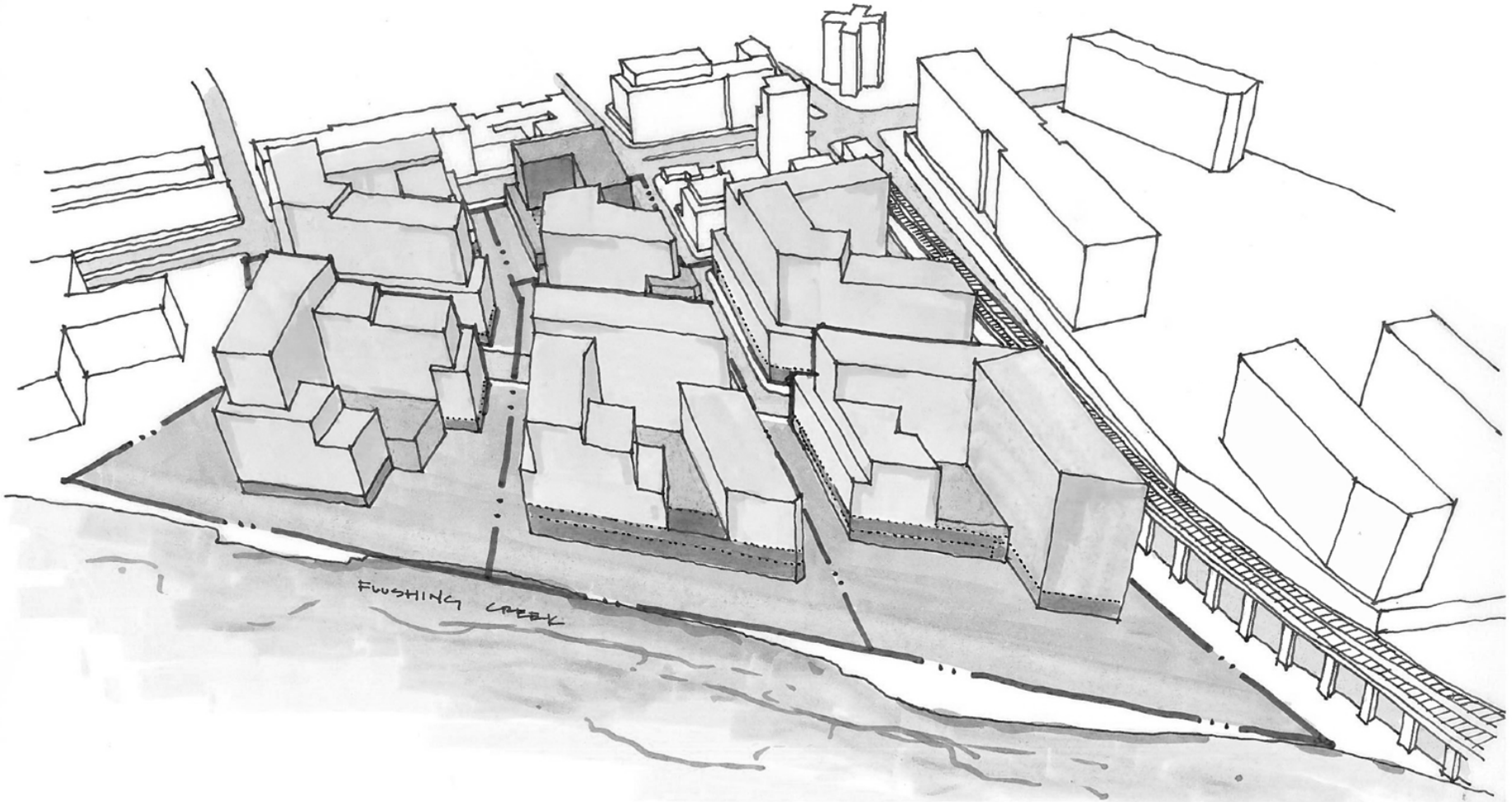
## STRATEGIES

- Increase public access paths to the waterfront
- Increase the amount of required public open space
- Require new streets to be built as waterfront sites are developed that extend the road network from Downtown Flushing to the waterfront
- Promote active ground floor uses and well-designed publicly accessible areas.
- Ensure that buildings will be on shorter waterfront blocks than allowed under current zoning



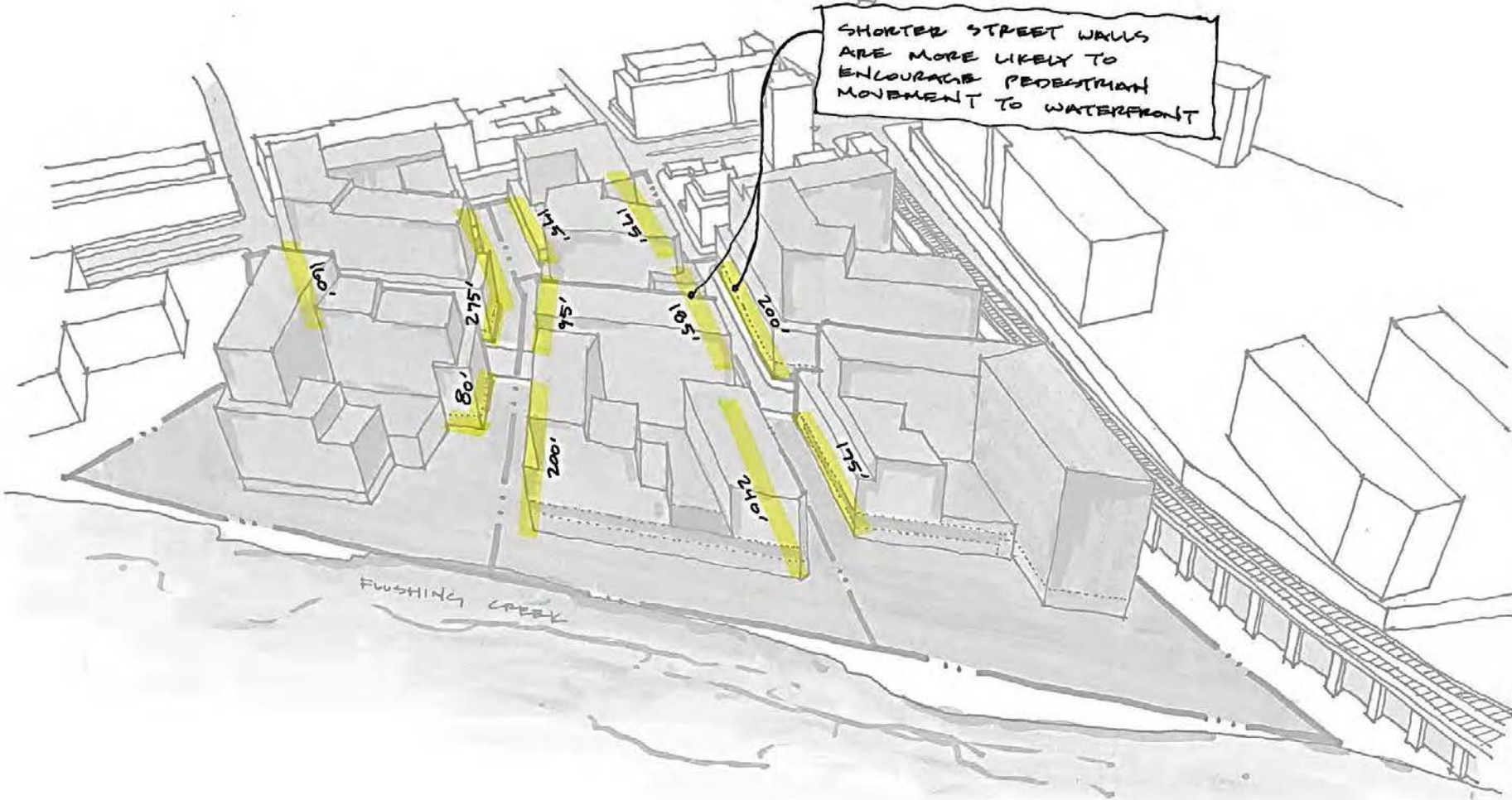
# POTENTIAL MASSINGS UNDER LAND USE FRAMEWORK

■ POTENTIAL WATERFRONT BUILD-OUT  
UNDER PROPOSED SPECIAL DISTRICT



# LAND USE FRAMEWORK ELEMENTS

POTENTIAL WATERFRONT BUILD-OUT  
SHORTER STREET WALLS



# LAND USE FRAMEWORK ELEMENTS



SCHEMATIC VIEW LOOKING WEST FROM 39<sup>th</sup> AVE. TO FLUSHING CREEK

# LAND USE FRAMEWORK ELEMENTS



SCHEMATIC VIEW OF COLLEGE POINT BLVD & 37<sup>th</sup> AVE. LOOKING SOUTH

# LAND USE FRAMEWORK ELEMENTS



SCHEMATIC VIEW OF NEW WATERFRONT OPEN SPACE & WALKWAY LOOKING NORTH

# LAND USE FRAMEWORK ELEMENTS



SCHEMATIC VIEW OF WATERFRONT FROM #7 TRAIN LOOKING NORTHEAST





## STRATEGIES

- Support existing and new light industrial and commercial uses and ensure they will be compatible with residential uses
- Create opportunities for the development of new housing, including affordable housing
- Encourage new developments to provide community facility spaces to support the neighborhood
- Allow for the construction of buildings similar in form to those in the downtown area, but take airport flight path into account:
  - Maximum building heights typically ranging from 10-14 stories
  - Any additional height would require FAA review and approvals





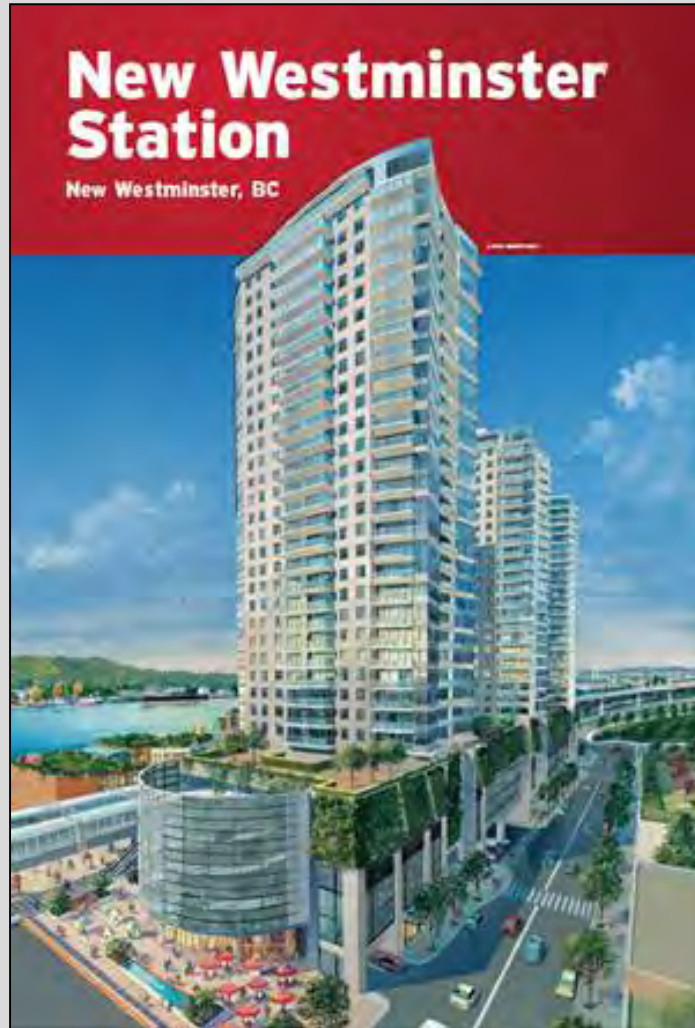
## STRATEGIES

- Provide a transition in land uses between heavier manufacturing uses to the north and the mixed-use & more residential areas to the south
- Support existing and new light industrial and commercial uses in this area
- Require all light industrial uses to be fully enclosed

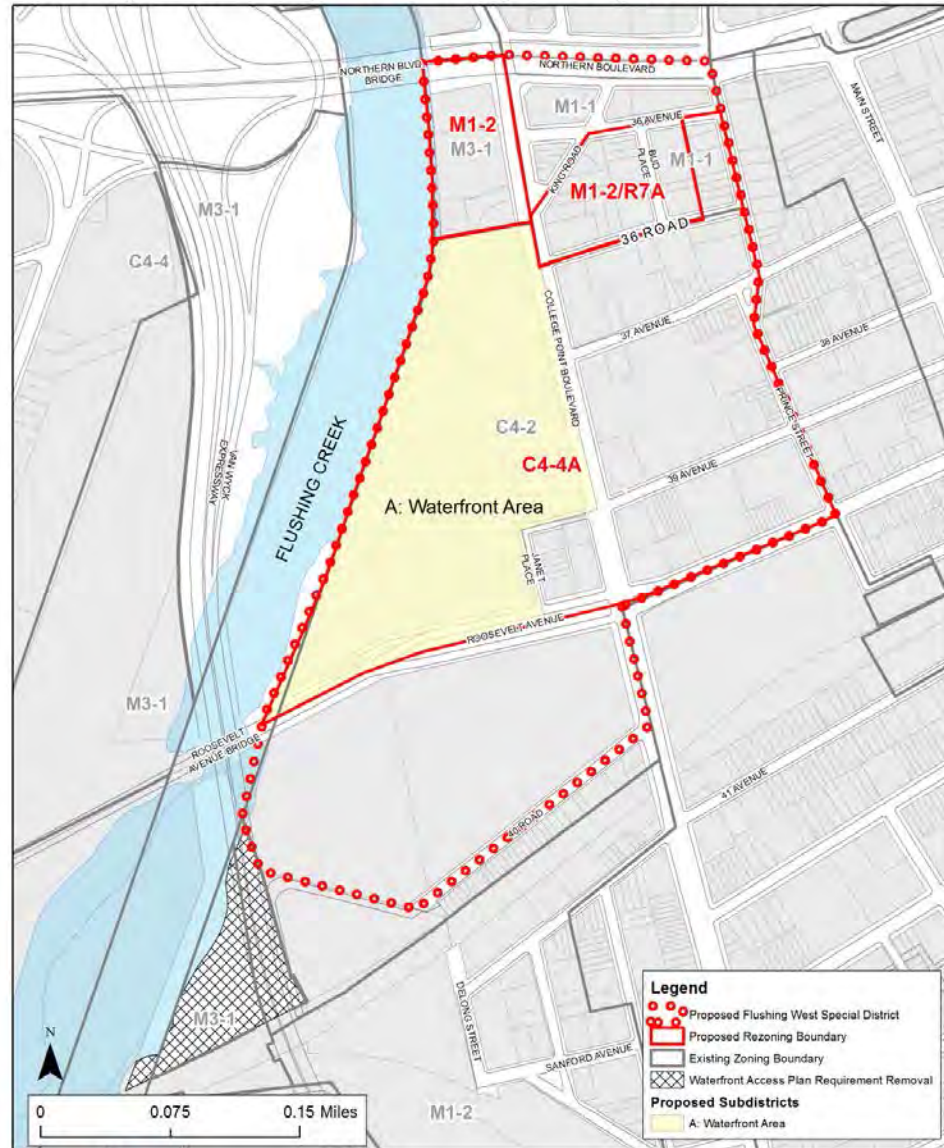


## STRATEGIES

- Provide relief to bus congestion from curbside lay overs in the downtown
- Evaluate siting a mixed-use Bus Transit Center (BTC) near northern and southern edges of the rezoning area
- Provide a zoning incentive that would encourage the development of a BTC and related mixed-use development
- Set zoning requirements to ensure appropriate size and other elements to ensure BTC will be compatible with vision for the area



## Flushing West - Proposed Zoning and Special District



## Create a Special District for Flushing West

- Set the zoning bulk, use, and parking requirements to allow for buildings similar in form to those in the downtown area, but take airport flight path into account
- Require new streets to be built as waterfront sites are developed that extend the road network from Downtown Flushing to the waterfront
- Replace existing waterfront access rules to increase public paths to the waterfront and increase the amount of open space
- Encourage new developments to provide community facility spaces to support the neighborhood
- Encourage the development of an appropriately located and sized mixed-use bus transit center

- **Fall 2015 – Winter 2015/2016**
  - Continue interagency coordination
  - Continue community engagement
  - Public scoping meeting
- **Winter 2015/2016**
  - Confirm and prioritize housing strategy
- **Spring 2016 – Fall 2016**
  - Uniform Land Use Review Process (ULURP) public meetings

# Housing New York

## A Five-Borough, Ten-Year Plan

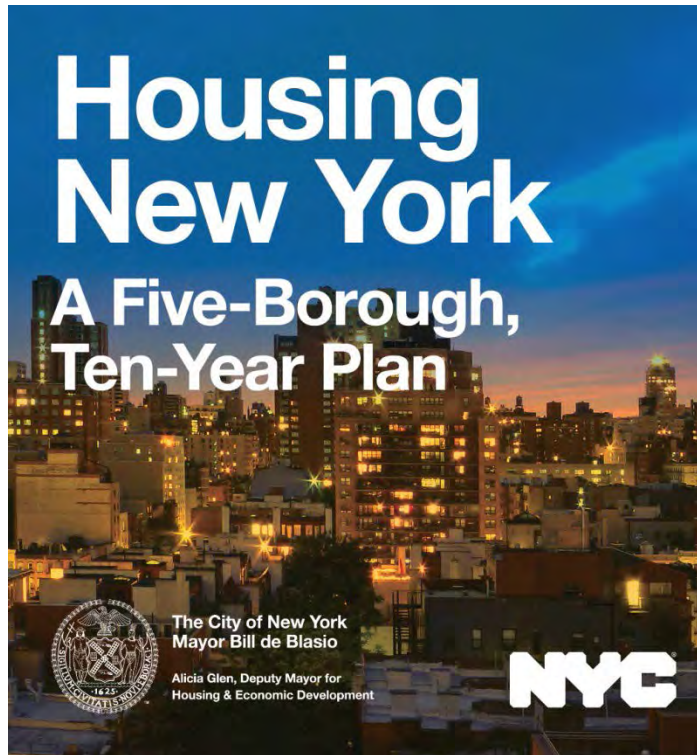


The City of New York  
Mayor Bill de Blasio

Alicia Glen, Deputy Mayor for  
Housing & Economic Development

**NYC**

# What is Housing New York?



## Key Components of the Plan

**Fostering** diverse, livable neighborhoods

**Preserving** the affordability and quality of the existing housing stock

**Building** new affordable housing for all New Yorkers

**Promoting** homeless, senior, supportive, and accessible housing

**Refining** City financing tools and expanding funding sources for affordable housing

# What is Affordable Housing?

Housing is considered “affordable” when a household spends no more than **1/3** of its income on rent and utilities.



If your annual salary is...

Your monthly rent should be approximately:

\$100,000

\$2,500

\$50,000



\$1,500

\$20,000

\$600

**\*\*Varies depending on income and household size.**



# What is Affordable Housing?

Area Median Income (AMI),  
determined each year by  
HUD for different regions.



100% AMI



New York Metro Area :

**\$77,700**

for a family of three  
(2015)

# What is Affordable Housing?

HPD uses this number as a point of reference and sets its own income requirements tailored to the needs of New Yorkers.



100% AMI

**\$23,350**

30% AMI

Retail  
Salesperson

**\$46,620**

60% AMI

Taxi  
Driver +  
Janitor

**\$62,150**

80% AMI

Caseworker  
+ Home  
Health Aide

**\$93,240**

120% AMI

Teacher +  
Firefighter

**\$128,205**

165% AMI

Construction  
Worker +  
Registered  
Nurse

**\$77,700**

for a family of three  
(2015)

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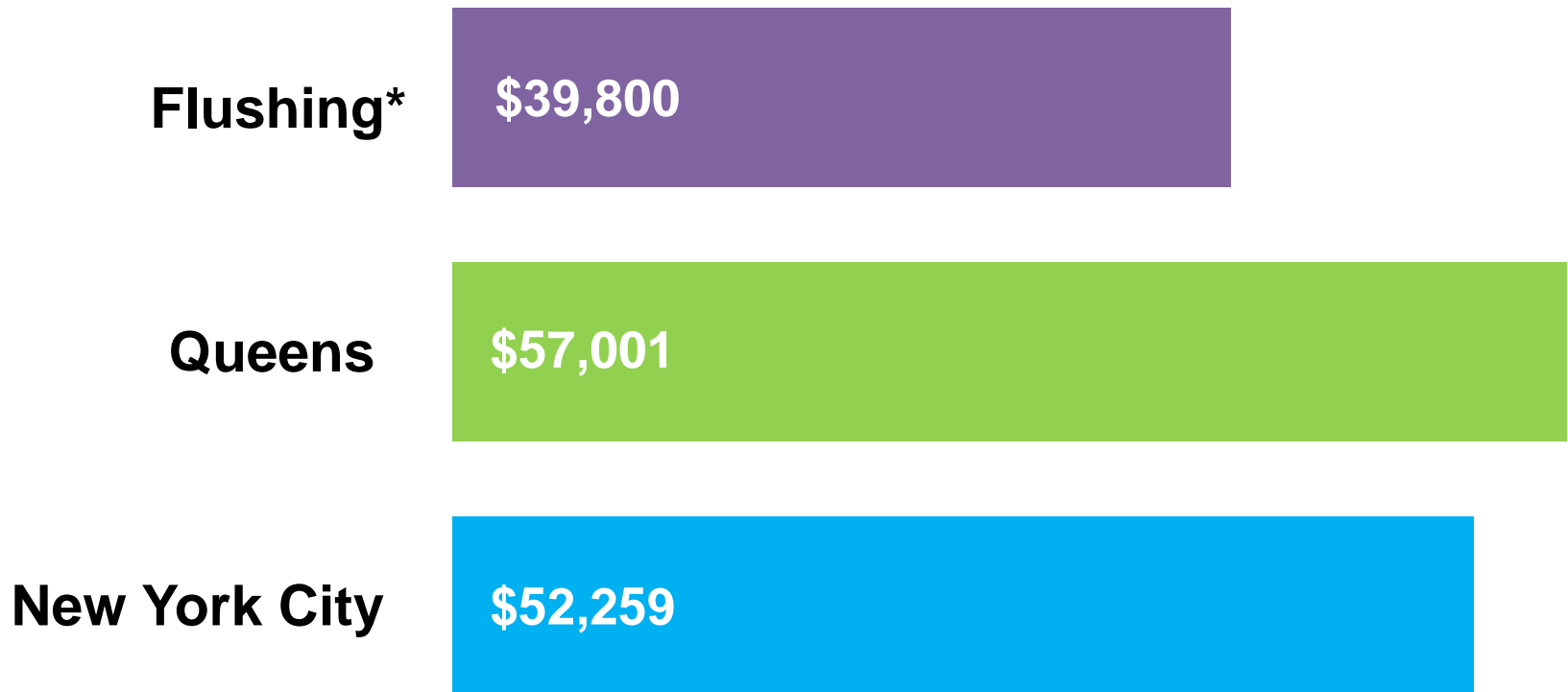
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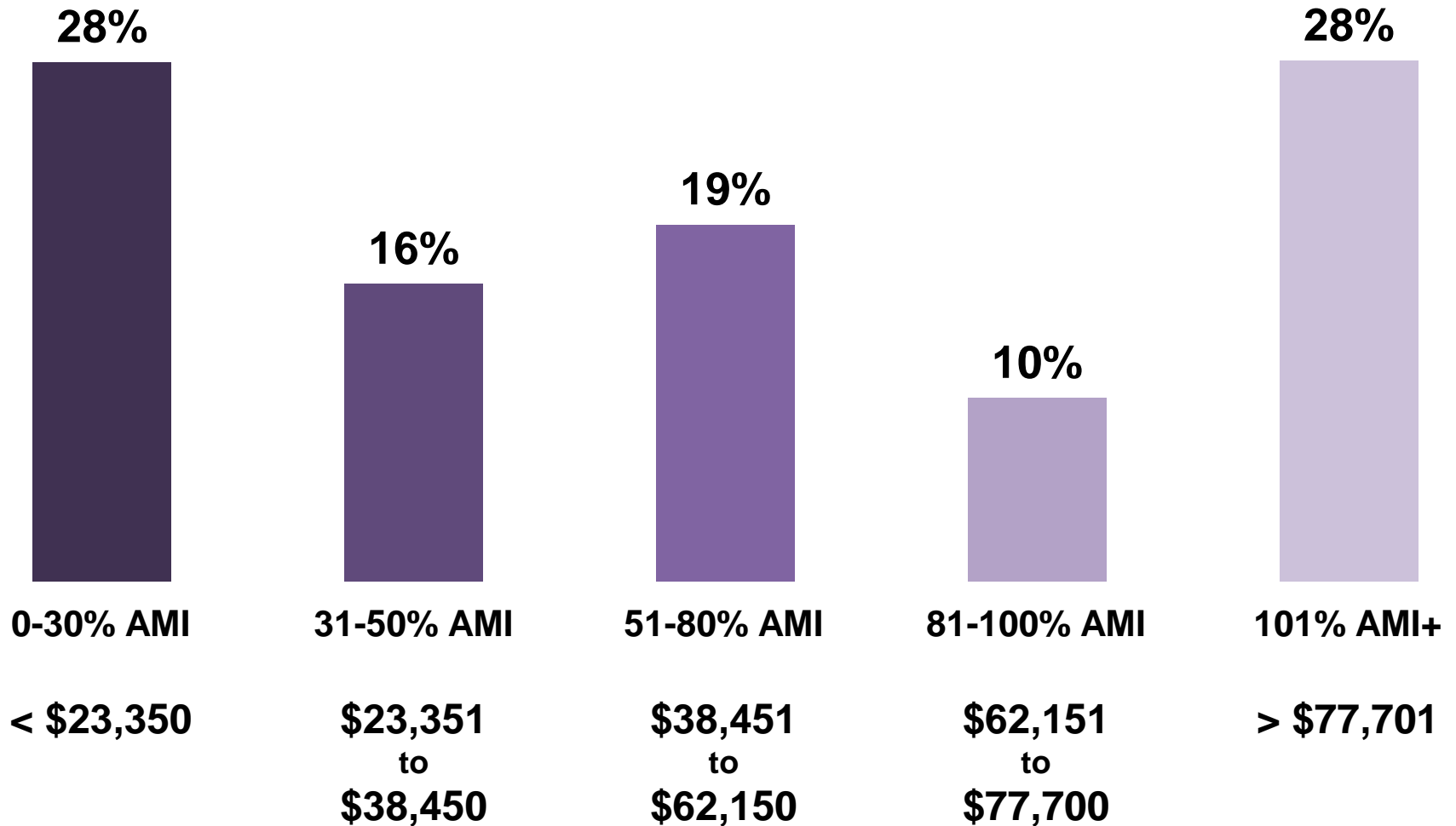
# FLUSHING

## Median Household Income



# FLUSHING

## Household Income by AMI Band



US Census ACS 5 Year Estimates 2007-11

\*based on Neighborhood Tabulation Area that approximates Flushing housing study area

# What is HPD's Neighborhood Planning Process?



**1. Organize**



**Desktop Research**

**2. Learn**



**Listen & Learn**

**Jul 29**

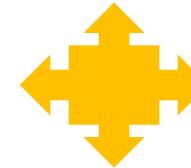
**3. Create**



**Vision, Goals &  
Guiding Principles**

**Aug 29 + Sep 12**

**3. Create**



**Brainstorm  
Strategies**

**Oct 7**

**4. Finalize**



**Confirm & Prioritize**

**Winter 2015 - Early 2016**

**5. Implement**



**Final Housing Plan**

**Late Fall 2016**

**What can HPD  
do to address  
housing issues  
in Flushing?**



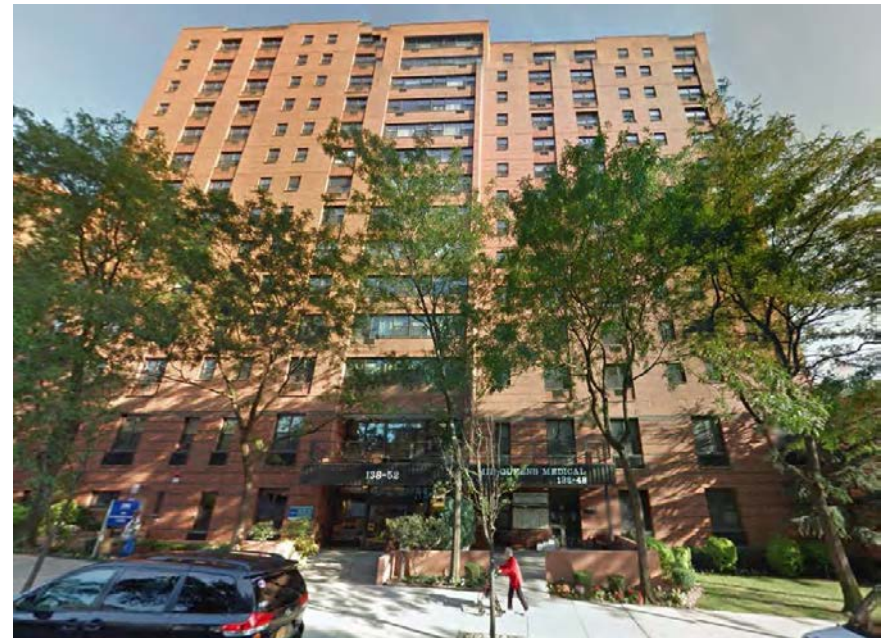
# **01 Preserve Existing Affordable Housing**

# 01 Preserving Existing Affordable Housing in Flushing

## Financing & Tax Incentives

- Help Flushing building owners rehabilitate their properties, in exchange for maintaining affordable rents.
- Expand marketing and target outreach to building owners in Flushing that are not currently government-assisted

Scheuer House – 138-52 Elder Ave (2007)



- 159 rental units
- HPD financed through Low Income Affordable Marketplace Program (LAMP)

# 01 Preserving Existing Affordable Housing in Flushing

## Improve Housing Quality & Protect Tenants

- HPD Code Enforcement identifies and remediates problems with the quality or safety of buildings
  - Proactive Preservation Initiative
- Free legal services for tenants facing harassment
- City's new Tenant Harassment Prevention Task Force



FY 2014	Queens CD07
Inspections Completed	4,235
Violations Issued	2,004
Violations Removed	1,732
Emergency Repairs Completed	\$47,256

# 01 Preserving Existing Affordable Housing in Flushing

## Community Partnerships

- Work with local Flushing organizations to improve how HPD's tools can better meet local needs
- Coordinate with local stakeholders and Code to identify preservation opportunities
- Work with Preservation Finance to maintain affordability in buildings with expiring benefits and regulatory agreements
- Partner with local groups to host Tenant Nights and Landlord Resource Fairs

## **02 Develop New Affordable Housing**

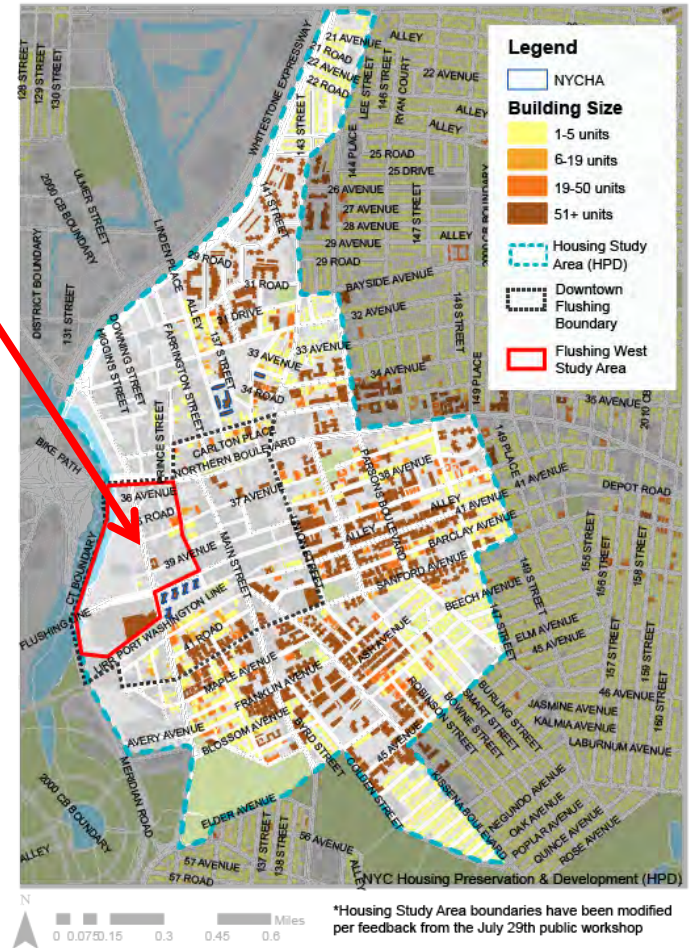
# 02 Develop New Affordable Housing in Flushing

*In the rezoning area:*

## 1. Implement Mandatory Inclusionary Housing (MIH)

- Developers will be required to provide permanently affordable housing as a condition of all new housing development.
  - **Option 1:** 25% of housing floor area affordable at average of 60% AMI (\$46,620 for a family of 3)
  - **Option 2:** 30% of housing floor area affordable at average of 80% AMI (\$62,150 for a family of 3)

FLUSHING HOUSING STUDY AREA BOUNDARIES (8-2015)\*



\*Housing Study Area boundaries have been modified per feedback from the July 29th public workshop

# 02 Develop New Affordable Housing in Flushing

## *In Flushing Housing Study Area:*

### **2. Offer subsidies for private site developers**

- Developers apply to the City for low-interest loans, tax credits, and other incentives in exchange for building affordable housing
  - Extremely Low and Low Income Affordability (ELLA)
  - Mix & Match Program
  - Mixed-Middle Income (M2) Program
  - Senior Housing Affordable Rental Apartments Program (SARA)
  - Supportive Housing Loan Program (SHLP)

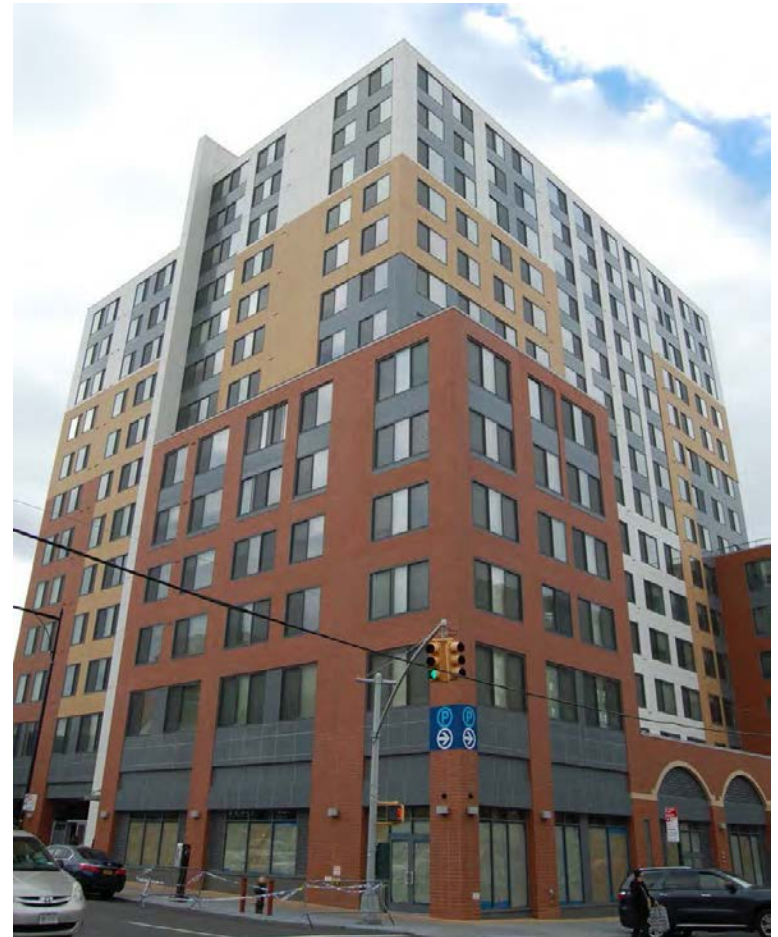
### **3. Identify Public Sites**

- The City awards land to private and non-profit developers via competitive processes (called RFPs), informed by community-visioning workshops.

# Example of Public Site New Construction

- Completed in 2014
- 142 units
- Affordable to households earning up to 60% AMI
- 8,820 square feet of ground-floor retail
- Developed by BRP with public and private financing

Macedonia Plaza – 136-50 37<sup>th</sup> Ave





# Example of Upcoming Public Site New Construction

- Development team selected in April 2015: AAFE, HANAC, Monadnock Development
- 231 units of affordable housing, including 66 senior housing units
  - 50% of units for households earning up to 57% AMI
  - Other 50% for households earning 80-100% AMI
- Approx. 28,000 SF of retail space and 9,000 SF of community facility space

One Flushing – 133-45 41st Avenue



# Housing New York

## A Five-Borough, Ten-Year Plan

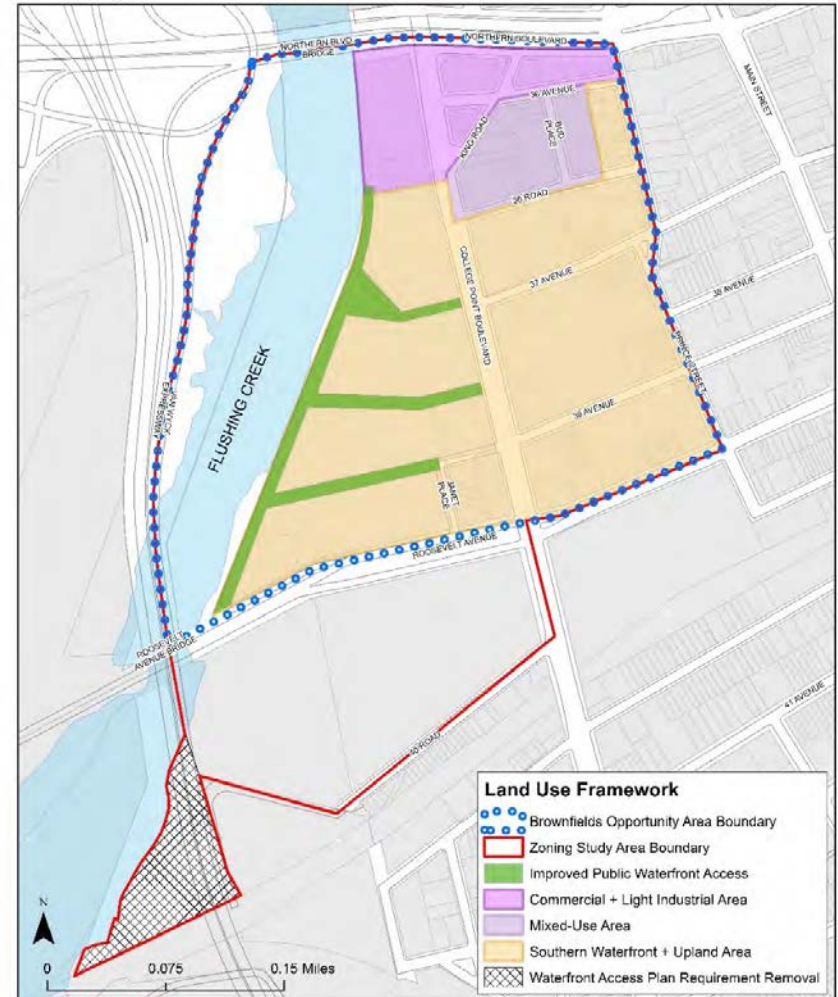


The City of New York  
Mayor Bill de Blasio

Alicia Glen, Deputy Mayor for  
Housing & Economic Development



### Flushing West - Proposed Land Use Framework



## Open Space

1 Bland Playground



2 Eastern Edge of Flushing Meadows Corona Park, at Meridian Road



3 Flushing Meadows Corona Park Aquatic Center



4 AI Oerter Recreation Center



5 Soccer Fields at AI Oerter Recreation Center



6 Soccer Fields in Flushing Meadows Corona Park (9 Total)



7 Maple Playground



11 Bowne Playground (Jointly Operated with DOE)



10 Lewis Latimer Historic House and Museum



9 Malls at Northern Boulevard



8 Margaret I. Carmon Green (Park)



## What Are Some Other Open Space Priorities?

Write in the space below!



## NYC Department of Transportation

### About NYC DOT

DOT's mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York and to maintain and enhance the transportation infrastructure crucial to the economic vitality and quality of life of our primary customers, City residents.

- Provide safe, efficient, and environmentally responsible movement of pedestrians, goods, and vehicular traffic on the streets, highways, bridges, and waterways of the City's transportation network;
- Improve traffic mobility and reduce congestion throughout the City;
- Rehabilitate and maintain the City's infrastructure, including bridges, tunnels, streets, sidewalks, and highways;
- Encourage the use of mass transit and sustainable modes of transportation; and
- Conduct traffic safety educational programs.

### Current Projects

#### 1. Flushing to Jamaica Select Bus Service

Select Bus Service uses techniques and technologies such as dedicated bus lanes, off-board fare collection and transit signal priority to improve transit connections.

#### 2. Roosevelt Avenue Bridge Rehabilitation, including bicycle and pedestrian access

The bridge is in need of repair of steel and concrete structural components. The city also plans to widen the sidewalks from 8 to 10 feet and establish bike lanes within them. The four-year project is expected to begin in the fall.

#### 3. Main Street Sidewalk Widening in select locations

Widening the sidewalks along Main Street between Kissena Boulevard/41st Avenue and Northern Boulevard.

### Vision Zero: Pedestrian Safety Action Plan

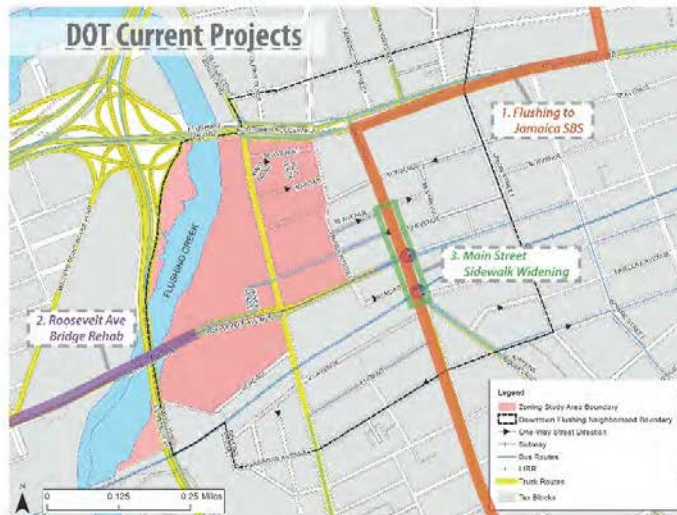
The **Downtown Flushing Mobility and Safety Improvement Project** (2016), which focused on the holistic improvement of pedestrian and vehicular circulation across the study area, resulted in a number of safety improvements, including:

- Bollard-protected curbs and sidewalk extensions at high-volume pedestrian corridors
- Banned turns and modified signal timing at multiple intersections

This project paved the way to establish an improved road network that aligns with goals outlined in the **Vision Zero: Pedestrian Safety Action Plan** for Queens (2013).

Vision Zero uses Downtown Flushing as a case study, due to the dense concentration of pedestrian KSI crashes. Between 2009 and 2013, there were 855 crashes in the area involving pedestrians, resulting in 80 severe injuries and 11 fatalities.

At the same time, more than 10% of area residents walk to work, about double the total Queens share. Car ownership is relatively low in Flushing making pedestrian safety an important priority.



## What Are Some Other Transportation Priorities?

Write in the space below!

# CONTACT US

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