

Community Board 1, Queens – Board Meeting Minutes

April 20, 2021

Meeting opens with Chairperson, Marie Torniali at 6:30 p.m.

Chair, Marie Torniali - Before we go into business, I would like to welcome our new board members and I will read their names, we will hear from them later on. I apologize for the mispronunciation in advance. Welcome to Helene Abiola, Shoma Brahmanandam, Amr Kotb, Cristina Lastres, Diana, Limongi, Chelsea Lopez, Doreen Mohammed, Brian Romero, and Rosemary Yelton. Welcome all to CB1 and later on during the meeting, will ask you to say a few words. Thank you.

PUBLIC HEARING ITEM:

Board of Standards and Appeals:

2021-1 BZ Trinity Lutheran School Expansion 31-18 37th Street (*Presentation Attached*)
BSA Application seeking to waive setback and rear yard requirements for school expansion.

Presentation made by Christopher E. Wright, Capell Barnett Matalon & Schoenfeld and Jack Esterson, Think! Architecture & Design

Q&A with the Board Members/Comments by Residents:

Elizabeth Erion - I just wanted to let the Community Board know what the applicant says, as they mentioned in their presentation. Our concerns, as they mentioned, had to deal with the facade in the rear, rear wall of the building, the school, the shadows that would have been cast and also the outreach, and they responded very well with respect to the response. The Community Board got one letter from a resident. Her name is Barbara Lambrakis who talks about the effect on her home. So, perhaps she can let us know how this is affecting her home. Having seen the shadow study, we can go to the public speaking.

Gerald Caliendo – No, I echo what you just said. They were very responsive, and I am satisfied with their responses.

Dan Aliberti - The word “need” was mentioned quite a few times in the presentation, and I am wondering how is this renovation needed? How will this help the students that you have today, the current students? The other part of my question is I understand that when you do such a major renovation as this that there are Local Law 58 or ADA requirements to make the lower part of the building the means of egress accessible, how is that being addressed?

Jack Esterson - Unfortunately, our pastor client had spiritual duty tonight and could not be with us. He could certainly answer the first question better than I could, but I think as Chris had mentioned, the church will simply not be able to lease this building to a Charter School operator after the existing tenant leaves because it is just too small. Everyone has told us that so I cannot speak directly about the benefit to the students, only to say that there will be no school if, as far as I know Chris, you may know more, but in terms of the ADA we are bringing this building up to ADA standards completely. We are building an ADA compliant elevator, which will make all the floors ADA compliant. We are doing a complete interior renovation. All hallways door widths, everything bathrooms everything will be up to modern ADA standards. We are actually obliged when we do a renovation of this magnitude, we would not even be able to get a permit unless we complied with the ADA regulations. The answer is yes.

Dominic Stiller - I actually want to follow up that question about the term “Need” it resonated with me too Dan. I want to get into some numbers about your school population. I do not know how many students an average middle school or elementary school has. What is your student population now and how does it compare to other middle schools in the area in terms of student capacity?

Christopher Wright – We are not going to change the population of the school and I want to make that clear because that is an important thing with the BSA. When you do an application, one of their first questions is: are you increasing the population and we are not. There are about 300 students, about 50 staff? I have done middle schools before, that seems to be the rough number. We have talked to a Charter School consultant in case the current tenant leaves. They said not to have a bigger middle school, but to address a middle school with 300 kids and we have been told in certain terms that we have to go up to 36,000 square feet, from 28, otherwise, there is not a single Charter School that will look at our building. What is important is the population is not changing. It is approximately 300 kids, but just to give you a little bit more breakdown right now, there are currently 10 classrooms. This extension will push it to 15, so that means smaller classroom sizes. There is one multi-purpose room. This will give us two multi-purpose rooms which then can be used for classrooms and other uses, and so those are the most direct changes between what is offered now for students. There will also be some more bathrooms and some more storage areas, but the two most important changes that the classroom goes from 10 to 15 and this extra multi-purpose room. It is still a tight space, but, as Jack pointed out we are going to redo the whole building, it is an old, tired building and so it will be fully ADA, I am not sure if it is now. I do not really know. The idea is to provide a better service for the existing school population, and this seems to be the rough size of a middle school in New York based on our conversations.

Jack Esterson - There is a gym, there is no auditorium. I mean there is one really shabby science lab I am sorry to use words like that, but you would agree. There is virtually no library.

Dominic Stiller - Regarding all that interior work, interior plans, would be really of interest to see these projected amenities that you are mentioning. One comment that I would like to say is that west side setback is so minimal. I just feel that if I lived on that back alley there, it really would be hard to get on board. Was there no chance that you could still have classrooms on your west side in that corner and give you know an 8 to 10-foot setback on that side? Just for the immediate light at that area, I do not want to talk about the long term, shadows a block away, but just for that area, because you got backyards, not just buildings, so that you still have classrooms and consider a larger setback on that west, 4th floor.

Jack Esterson - We can do anything if we push, we actually used to have the addition right at the wall of the property line. If we push it back 3 feet, the codes change, and we are allowed windows. Pushing it back 10 feet will mean the classrooms will simply be really small and they will be below modern standards. Anything can be done. The answer is truthfully, yes, we can push it back 10 feet, but I would love to go back to the floor plan, but I do not think we can right now. I am not sure, but to demonstrate how tiny the classrooms would get, if we did that.

Christopher Wright - This is not a big building. It is a tight space. We took a hard look. No one wants to go to the BSA unless you have to. I go there all the time, but it is just a tight space and we understand there is an impact on the rear, and we have done our best to address it. But if we do not match the upper 4th floor, pretty close to the lower floors, there is a 7 foot setback in the front and a small one in the back, but if we do anything significant which is required by the zoning, we do not have the square footage and the classrooms and the lower floors do not match the classrooms on the upper floor which are already small. We understand your concern Dominic, but you know we are in a tight space here, that is the problem.

Brian Romero - Thank you for the presentation. You said that or I think you clarified that the school is not fully ADA compliant. I am wondering if you could talk more about that. Does this plan address any more of that?

Jack Esterson - Several years ago, there was excavation done in the front on 37th Street. It is a ramp that goes down a few feet from the street level and it delivers you to the cellar level. So that is ADA compliant. It is an ADA ramp and you can enter the school in the cellar. The first and second floors are not ADA accessible, because there is no elevator so about one third of the school is accessible right now. That is the broad view in the more detailed basis. Very little is ADA accessible. The bathrooms are very old. They were designed way before ADA the wheelchair turning radius. Doors are probably narrower than they need to be. You know just nothing meets ADA because it was built several decades before ADA existed as a regulation, but the big picture is really the elevators. By installing a new ADA elevator, all the floors will become accessible and we are remodeling, the interior, so that-and we are simply obliged by code to because we are doing such a major upgrade to bring everything up to ADA. The bathrooms, the doors, the corridor widths, the elevators, everything that has affected-will be brought up to modern standards. It is not because we feel like it, simply what we do, but we simply must, or else we will not get Building Department approval.

Christopher Wright - The BSA requires the resolution. Must be fully compliant with the building code and ADA. It is standard language in all BSA resolutions.

Jack Esterson - Did we answer your question?

Brian Romero - You did, and so, just as a clarifying question, the improvements will allow for smaller classroom sizes and for parts of the building to now be ADA compliant.

Barbara Lambrakis (Resident) - We object, this is not following the code and building another story so close to our community and to our home, close to our shared backyard would be very devastating. I am Barbara Lambrakis, a senior citizen, a passionate gardener, an animal rescuer, a driver and a widow. My garden may seem small if you pass by, but to me it is a paradise. It is where I grow vegetables to eat where I vacation where I spend a few hours each day during the Corona Crisis for Vitamin D in the sole company of cats and songs of beautiful birds. This garden may seem small to you, but it needs sunlight to survive. It gives me and my neighbors quality of life. It gives me company and a place to go. Another story on the building in back would be very devastating. It will block the precious sun, it will be dark and in the brutal New York winters, my home will also be much colder. My flowers will wither, and the birds will go. Please reconsider because this is a Charter School. There are so many other schools empty.

An unidentified neighbor spoke regarding the lack of snow cleanup by the school and the dangers it poses.

John Argyros (Resident) - I own, the first house, along that community driveway and am neighbors with Ms. Lambrakis and I echo everything she said. I think this variance or whatever they are trying to do to get a waiver on is going to really affect all the houses in the back. Right now, they have a monstrous 30-foot wall as it is by expanding it another 15 feet because they want to make this school bigger and better, it is a quality of life issue. Why should we suffer because they want to make a bigger, better school for 300 kids, I do not know, there is a lot of schools, is not there a lot of schools around? Did they own a property across the street that they sold, that some monstrous building went up? You know who benefits from this I mean I guess the church benefits right. You know we are going to suffer quality of life. What about the access they are going to need to access the community driveway to do all this construction? How is everybody going to park their car? What is the condition going to be like? Is it going to be safe? What can I tell you, I just think if they are going to build towards 37th Street, take advantage of the east I do not understand why they have to match the existing size? If the classroom is 7 feet less deep, I mean I do not think it is the end of the world or ten feet. I do not know, I just think we are going to lose value, that is for sure. Our property is going to be less desirable. There is no sunlight. Everybody wants sun and the snow is never going to melt. If we are going to have storms like we had just recently that is going to take a long time. I object and I do not see the big necessity to double up on the school-and you know, and it is the same amount of students. Thank you very much for your time.

Daniel Aliberti - Earlier in the presentation it was mentioned that you have 300 students and you are thinking about if the current tenant leaves you want to market it to another Charter School. Will the population increase because of that new Charter School? Is that one of the factors that you are looking at that not only the building is outdated and not attractive to a new tenant? Is part of that the fact that you can only handle 300 students and do you want to handle more with a new tenant.

Christopher Wright - No, the idea is to keep it exactly the same. We are not looking for more students, we are looking for better services for the students, but we are hopeful that the current 20-year tenant will stay. They said they were going to leave. We said we are going to go through the BSA and try to get the expansion. If we get the expansion, then I am hopeful they will stay. That is still a negotiation in progress. They are not looking to expand. If they decide to move on which is their right, then we are going to look to have the same size, student population. We do not want more students. We want to have more services for the existing population, so I just want to make that clear. The idea is to keep the current tenant. They may go, that is their right, but if not, we want to bring back a same size student, we are not looking for more classrooms to have more students, we are looking for more classrooms and more services for the existing students, including ADA.

Daniel Aliberti - If the current tenant said they wanted more students, what would you do?

Christopher Wright - They do not want more students. We have been talking to the current tenant on a regular basis for the last year trying to convince them to stay and say you know we will go through this BSA process, but the BSA is discretionary. You know we have to get the Board approval and the BSA approval. They do not want to expand. They have been there for 20 years; they are not looking for more students. The idea is for better services for the existing student population.

Peter Moses (Resident) - If that is going to cause that much issues to the neighbors, I feel hard-pressed to feel sorry for a Charter School and wanting to make a special place for those students. I did not hear an answer to the last gentleman's question, he asked if the tenant wanted to add more students? I am curious to know is the certificate of occupancy changing with the new building, would it be allowable under the rules to have a higher student population?

Christopher Wright – I believe, I have answered the question. They do not want one. They have not asked that question it has not come up.

Peter Moses – I did not ask about what they said if they did or did not want to do that.

Chair, Marie Torniali - I believe the question is about certificate of occupancy.

Christopher Wright – Jack can you tell them what the CFO says.

Jack Esterson - I cannot opine on this. I have not done that analysis and because it never came up as an issue in terms of population increase. I would be really surprised if that school legally could accommodate more than what it has now, the place is packed.

Peter Moses - Just to finish up my thoughts. If you guys cannot provide that information, it seems like maybe you are not ready to even be at this stage.

Richard Khuzami - I was going to say in terms of sustainability. Have you looked into things utilizing your roof? This is also for education for the students. You know PS 171, they recently put in solar panels on the roof. That was a great achievement, there is also a lot of schools that utilize community gardens in those facilities. I know that it was mentioned earlier that some of the neighbors love gardening. What if there was a garden created on that roof? Some of the neighbors could actually maybe even teach the young people things about gardening; establish some programs like that.

Jack Esterson - We have not gotten to that level of detail. I think it is a great idea-and you know we have not, had those discussions as architects. We promote sustainability on every project that we do, but it is always a matter of the degree to which we do it. A garden on the roof is really I think, and Chris help me here, but I think it is dependent on. If the tenant that the Church finds wants to utilize a garden on the roof, then we would design one if they did not want one. It would be more difficult simply because it would not be available to the kids and then the question is: who would it be available to?

Christopher Wright - We do not have an answer right now, because we have not gone to that detail, but we were listening to the Community Board. Comments include, about more size, and we will take that back to the client. We have ongoing discussions with the current tenant and since we are putting a new floor up, we would like an opportunity to do options like this and that is part of the discussion, which is not quite that detailed yet. It is something with everything we hear today, we are going to relay back to the Church and back to the tenant about options, and then we can rely on Jack's guidance, and so we do not have an exact answer.

Kathleen Warnock - Coming into this hearing, I was all for the kids to get more space, but I am very glad that the neighbors came out and spoke because now you do have to think about how quality of life is going to be affected. I think that, especially as the owner is a church that whatever plans are made, they must include whether they affect negatively or positively the lives of the people who live in the immediate neighborhood. I think that is a huge thing to take back and if the Church is willing to work with them to make sure that they do get to retain some of their activities and space, then I think that is something that we could get behind.

Susan Maleszka - I am also a neighbor. I would like to reiterate with our 36th Street neighbors, what this would do to our lives. I am a neighbor on 37th Street directly next to the school and I have grave concerns as to what the noise, the debris, the dust is going to cause all of us and how it is going to change our lives and I do not think that what you are doing was really thought about. The neighbors and perhaps people who are not being the nicest of neighbors, is the Church.

Suzie – I am a neighbor, also from 36th Street. I live right across the street from the school and also own a house like everybody is talking about. Looks like nobody cares about the people who live behind, because it is going to be black, you know the sun and the wintertime it is going to be horrible. We are having problems now with the snow, and probably it is going to be even worse and how it is going to be with the scaffolds, with the cars moving and how we are going to be moving in the back.

Stella Nicolaou – I agree to what Kathleen said earlier, about the quality of life of the neighbors and that is very important right now. That has to be taken into consideration because going forward, we are not never really going to have a new normal, so whatever little thing that they have there their garden, etc., to be able to get out to do their distancing and just have some quality of life. We have to be very careful not to take that away from anyone, because I do not think we are going to ever go back to super normal.

Chair, Marie Torniali - Hearing is closed. It will be voted on during the business section later on in the meeting. Thank you.

Chris Wright - We have heard your concerns and everything we have and will relay back to the client, the Church, and to the school. Thank you very much and thank you neighbors.

The NYC Department of City Planning:

Zoning for Accessibility Text Amendment (*Presentation Attached*)

Application submitted by the Department of City Planning (DCP) and the Metropolitan Transit Authority (MTA) to amend the Zoning Resolution to:

1. expand the applicability of existing zoning tools that help coordinate new developments near transit with the construction of improvements to transit station accessibility and capacity and
2. require developments near stations to provide station access easements and, in high-density districts, allow zoning incentives for developments for construction of station improvements.

Presentation made by Howard Levine, MTA – New York City Transit and Sarit Platkin, NYC Department of City Planning

Q&A with the Board Members/Comments by Residents:

Helen Ho - A lot of our elevated subway stations were recently renovated and only Astoria Boulevard after a lot of lobbying from the Community received an elevator. My subway stations are pretty much very newly renovated, and I was disappointed when the renovation happened, that there were no elevators installed. I would have rather have an old subway station with a working elevator than a shiny subway station with no elevator. There has been very poor planning by the MTA. I saw that the only timeline that you showed was for this approval process, but like how long after this approval process will it take to actually get us these ADA stations? The ADA was passed over 30 years ago. How much longer is this going to take? This is extremely frustrating.

Howard Levine - I can speak to that so generally very familiar with those projects. They were before my time at the MTA we have been working closely with our new chief accessibility officer.

Helen Ho - I don't think that is a very good excuse.

Howard Levine – I will continue to answer that question. We have been working closely with this proposal and the current Capital Plan. Our new Chief Accessibility Officer, Arroyo generally can say that accessibility has been kind of brought out of the shadows at the MTA. It is a top priority for us both within this proposal and our Capital Plan, as I mentioned generally in terms of specific timeline, those four stations that actually are on the bottom right of this slide are within our current Capital Plan. Queensborough Plaza has been prioritized for being awarded this year as part of our work, as well as part of the broader Capital Plan projects to be awarded this year. Our Capital Plan at large has been a little bit in flux, given our financial situation. The other projects will be awarded and completed within this current Capital Plan, which is generally within the next 5 years. We are hoping with this proposal that we are not going to be as limited by our capital funding, especially with the bonus proposals that the few stations, that Sarit mentioned, developers can help us build some of these improvements before we would otherwise be able to do ourselves. Additionally, with the easement requirements around these stations throughout our system, we would be able to more quickly and more easily build these improvements when we do have the capital funding to come back and do them and can generally prioritize more stations, get as a system-wide accessibility more quickly.

Daniel Aliberti - I have a question in light of the large scale of space that you are talking about here, for instance, from a staircase of an elevated station. In years past, train stations had entrances and exits from the station within adjacent buildings which made the entrance immune to the weather, rainstorms snowstorms, and things like that, because the entrance was inside of a building and the building owner maintained the sidewalk in front of the building. Will this zoning amendment spur that kind of development?

Sarit Platkin - Yes, that is exactly the objective here and you know that is what we showed in that image of the bridge where you see, I can go back to that image, but essentially the easement envelope would be constructed within the building itself and then would be connected to the station via a bridge. The easement could also be kind

of in other places within the building and connect to a station, that is underground, but we included this image that relates to most of the stations in Astoria

Howard Levine - Two examples of this within the Community Board. One would be the Northern entrance to Queensboro Plaza, which we actually showed in a previous slide and also one of the entrances and exits to Ditmars Boulevard as well.

Stella Nicolaou - I don't know if it is too early but does the budget permit right now for 24/7 maintenance on these elevators. I know there are certain parts of the City that already have some elevators. Even if something is new, things happen. Do they have people standing by, should somebody get stuck etc.? So, they do not have to wait for hours. I am wondering, does the budget permit from now, or is it too early to bring up the maintenance aspect?

Howard Levine - No, so we can certainly talk about the maintenance, but right now, as it is MTA has a full staff of elevator maintainers and servicers that you know are constantly doing preventative maintenance on our elevators. If there are circumstances in our system where elevators break down, we do our best to repair them as quickly as possible. If there is ever an entrapment where there are people in an elevator when it breaks down. We work together with emergency services to remedy that as quickly as possible, usually with Fire Department or others when necessary, and in general, with these elevators going forward. The majority of elevators we expect to be created by Zoning for Accessibility would be maintained by the MTA and there would be a small number of elevators created by private developers. That would also be maintained by that developer, as we currently do elsewhere in the system, but there is a much more thorough agreement. We have the developer sign with us with a number of liability standards, maintenance standards and other requirements that ensure that those elevators are kept well maintained and up to our standards.

Thomas Ryan. - Besides elevators and escalators, do things like hydraulic platforms, stair chairs and other forms of mechanical assistance? Do they also apply, and can these units be stand-alone where room allows it to not be part of a building complex?

Howard Levine – Generally we expect the majority of the accessibility features to be built out by this to be elevators, but the text does not preclude any specific feature. Later edition, similar to what you have mentioned as examples.

Thomas Ryan – I am using Northern Boulevard station, what used to be the R and the G, now they are the R/M. The city is building a high school there on the Queens Borough side, and I am wondering, could they be required to put in ADA compliance in those subway stations? It has not been built yet.

Howard Levine - I believe the building does cover city buildings, there is no exemption for city buildings, depending on the zoning they would probably be, would have the easement requirement and we are actually working right now with two buildings that are being developed by HPD on just a voluntary basis to have easements in their buildings that are adjacent to subway stations along the L line in Brooklyn. We don't expect the city to have any particular objection to this requirement around its buildings.

Thomas Ryan - Would it do it, though? This would be a perfect opportunity, the City building a high school on what used to be a car lot and it could easily be built.

Howard Levine - With the easement requirement? Developers have to come talk to us and if we do need an easement on that site, we entered this discussion, as was laid out in this slide, Sarit spoke to, but they are in general required to give us the easement. There is not necessarily an out revision, and we have a number of provisions that Sarit went over, that provide relief from that space that would be used by the easement. So, it is not a burden on the developer or the City in this case.

Thomas Ryan – I am referring to Woodside station 61st Street on the 7 line which is an elevated station. They have both an elevator and an escalator there which breaks down regularly. I follow up with people, and they say we cannot keep fixing, we do not have the parts anymore and we need to replace it. The station has LI Railroad there. It has an elevator on one corner, an escalator on another corner, but they habitually break down and remain broken down. They say the elevated escalator, it is so old they don't have parts. Just fix it to make it work again and with this encompass upgrading, older structures that really need to be upgraded.

Howard Levine – Tom, generally it is for new improvements, but if I don't see a reason why it would not help with a capital replacement or things like that or whether it replaced separately at a new escalator, elevator or the other one was beyond repair.

Mitch Waxman - I look forward to what are most likely going to, be some increasingly granular discussions about this topic. What I am going to say is the way that I am feeling upon receiving this presentation. I am angry that I have to wait for ADA compliance for big real estate to come into CB1 and demolish our neighborhood and develop it away. Why do we have to invite big real estate into our neighborhood in order to have you fall into compliance with your ADA federal requirements.

Howard Levine - Thanks for the comment Mitch. So generally, so you understand the frustration with our Capital Plan, we are continuing to make stations accessible independent of this proposal with Zoning for Accessibility. That said, we are looking for Zoning for Accessibility and other provisions to help us reach accessibility. Not so much within CB1, but in other parts of the City, particularly around elevated lines. There are some areas where they are working with developers, it looks to be extremely difficult, if not impossible, for us to get to ADA compliance with some of our stations, particularly because of those narrow gaps between buildings and our stations. This program helps us to work in those situations to get that easement space where we can build the elevator and can make a

station accessible where we have had these missed opportunities, where people are already building places that are adjacent to our stations. We don't expect this to create any new development or on any sites that were not already planning to develop. We are just trying to harness development that is already planned and seems to be going forward regardless of this proposal and use that to help us increase accessibility in our subway system.

Doreen Mohammed - What is the timeline and how are we going to guarantee that they are going to be elevators and actual public restrooms? Homeless and other types of crisis in New York City, people need access to bathrooms, instead of using space for parking for easements. Can we invest in actual restrooms that the Community members can use because, it is such a modern city and country?

Howard Levine - In terms of the parking, I am not quite sure what is being asked, but generally the parking requirements are granted some leniency when we are taking a space for an easement, and that makes it difficult for a developer to meet those parking requirements. That is generally why parking was mentioned in this discussion and what that is in terms of, separately with public bathrooms. That is not something that has been talked about. This proposal has been focused mostly on where we can make accessibility and general circulation improvements to stations, so I will say that it is not really addressed in this proposal. This proposal does not preclude anything from that, but it is not included in this proposal.

Doreen Mohammed – I am disappointed because, restrooms are a part of accessibility, especially for folks who are disabled, they need to build restrooms, and everyone should be able to use the restroom so since we are trying to actually be ADA compliant and actually respect the legislation for once. How are we going to factor that in, I would like to hear some more specifics about that?

Howard Levine - To be honest, I do not have specifics on that to share with you tonight. I will say there was a note on the first slide that I skipped over in the interest of time, but generally when we are talking about accessibility at large at the MTA, where we mentioned accessible station. There is a whole suite of things that are not included, but generally, this proposal is focused on vertical accessibility within our subway stations, which is one of the most complicated for us to attain.

Gerald Caliendo - My question is, as we all know, the majority of the properties in Astoria are on 25-foot-wide lots, especially along Broadway. The 46th Street station and Steinway Street, so my question is: has the MTA studied the sites along the stations that were highlighted in the presentation? I think there is only about 9 of them approximately and I believe the adjoining properties are like 25 foot wide, so it is almost virtually impossible. Unless someone knocks down three buildings to put an elevator within the building. So, has the MTA studied those train stations and the properties adjoining them to see the viability of this legislation, how it applies to this community? I mean we are only talking about 9 in this case and if it is even viable and if it is not viable, then what is the plan of the MTA, are they going to go forward and put an elevator on the sidewalk and go down?

Howard Levine - First generally, at all of our stations we are not going to use zoning for accessibility, and we are not going to necessarily wait for a building to open up and develop and use an easement. Development in New York City is just so unpredictable that there is no reason for us to do that. For example, the stations we mentioned, Broadway, Steinway, Northern Boulevard and Queensboro Plaza, we are going to be moving forward with those improvements under our current Capital Plan, regardless, if there is any change based on Zoning for Accessibility. Moving forward in terms of specific lots, I think Sarit was just going to bring up that last slide, which shows the analysis has been done at each of these stations and I will let Sarit speak to this a little bit more, but generally here the blue is showing where it is within 50 feet, and it is in the zoning district that would allow this. I do not believe this is accounting for lot size generally. We are doing this station by station. Look at things we are not making any determinations based on it, because zoning lots do change as you are mentioning someone could try and put up a bigger building on three smaller lots. As I said, development is so unpredictable that we don't want to. We are not precluding anything, but we are looking at maps at this level.

Sarit Platkin - As you can see, on this map, and we actually, in the presentation that we sent over earlier today, include maps for every single station in Community District 1 that is eligible for the easement, so you can see station by station maps like this. That shows you the sites next to the station that could be eligible based on distance from the station and site, but the applicable zoning district-and you know development is variable, as are the zoning losses, Howie said so, you know we do expect that this can change over time, but this is our initial best guess at the types of sites that could be eligible and again this is illustrative, but really through that process triggered by building plans being filed. We would kind of get into the details and better understand where it would be required or needed.

Howard Levine - I just see a question in the Chat that asks about zoning envelopes or station envelopes. The station envelope here is just the 50 feet around the perimeter of the station, so it includes all pieces of the platform, not just, for example, a subway entrance or exit.

Richard Khuzami - I think you should reconsider giving access from the buildings directly to these elevators, especially if it is a disabled facility or community facilities or senior housing or even with regular buildings. What is the point in somebody being on the second floor, having to take steps downstairs, if he is disabled, to get to an elevator to go back upstairs?

Howard Levine - I can speak to that, I got a little more information from our team and so generally I think that type of arrangement where a building could have an entrance to an easement, or a bonus improvement would be allowed under certain circumstances. Of course, the main criteria would be. It cannot lessen the overall experience for the general public who is not going into a particular building, but I think the easement at Queensboro Plaza or at Ditmars where there is the building, those business entrances onto the entrance to the station. You are right they don't have to go downstairs, to go up a set of stairs, even though it might be in the same building. I am thinking

more of those. I don't think we anticipate a lot of developers wanting a direct entrance onto that facility, but we are not I think at large, saying that that it is not necessarily allowed.

Richard Khuzami - I think that actually some of them might like it, might be a tool to make it a better quality of life, for the tenants or for their businesses. I want to know just how bureaucracy usually works. Is there a penalty or what will happen if you take over 60 days to make a decision? Is there any kind of thoughts towards any kind of penalty or any kind of something that can go to somebody that has to wait extra-long to get a decision made?

Howard Levine - Your comment was about the timing of this. So generally, with the easement as Sarit mentioned, on some of these decisions, it is going to be very quick. It is going to be a building that is, within the 50 feet of the station envelope. It is nowhere near the platform we would have to build. You know that bridge would not be such a simple direct bridge as it was laid out in the images. It would be a much longer, elevated bridge, that is more complicated, and it is just not feasible, and so, in those circumstances, we hope to have that 60-day limit. That is a maximum if we don't respond within 60 days, the developer moves forward, but generally we expect to respond with a much quicker timeline. We have similar kind of programs where the Department of Buildings, flags buildings that are near MTA facilities. We generally try and respond within 10 business days to those proposals. This is a little different than that, but in general MTA, we are trying to work more efficiently when people are coming to us and saying: do you need assistance with a station in whatever way it is? You know we can be very responsive to that and not hold up their process. I hope that answers that question a bit.

The Chair, Marie Torniali read a question from the Chat from Andy – Has the MTA considered working with existing businesses, or do you expect a private developer to take over existing businesses to build new buildings under the pretense of helping accessibility?

Howard Levine - When you say existing buildings, do you mean in a business right now or in a building right now, or what do you mean?

Andy - For example, you are using Broadway or even 30th Avenue, there are many mom and pop shops who are in the catchment area? They are corner stores, bodegas or even existing restaurants. Have you tried to work with the existing businesses to see if they would be willing to work with the MTA to grant easement and work together to make sure that business continues to exist in the area? And, if not, then I guess it is just going to be up to private developers to take over the building and build something new at that time.

Howard Levine - Generally, the easement requirement applies. When there is new development or an enlargement that impacts the first floor, and so businesses are impacted because, generally with the easement, we are going to use some part of the first floor that was previously occupied by a retail business. There is really no exit. There is no part of this requirement that would impact those businesses right now. There are voluntary parts of this easement, it depends if you do not meet all the criteria, but you are within 50 feet of a station. A building can approach the MTA/DCP about providing an easement, that is something that is going to be included in this proposal, but in terms of working with current businesses. It is not something that is necessarily a part of this proposal, because we are not really trying to create new development, we are just trying to harness development, as it is happening. We are not expecting this to change the development patterns in Astoria or elsewhere in the City. If that makes sense, because we do not necessarily in all cases, have to have these easements to move forward with accessibility, I think, if that were the case, we would start approaching business owners and talking more with buildings. If we needed some kind of easement, but that is generally not necessarily the case in Astoria.

Andy - I appreciate the endeavor, but it is clear whether intended or unintended consequences here, we will be losing a lot of these businesses, because some other developers are going to come in and say we are going to build a bunch of apartments and then we are also going to have an elevator.

Howard Levine - Andy I guess what I would say is we are trying to be kind of neutral on that process and we have structured this proposal, so it does not encourage more of that process to happen, but as we are seeing it happen as we are seeing missed opportunities across the City, because this is happening. We want to be able to use that development to help us increase accessibility in the transit system, but we are trying to be very deliberate about this proposal that it does not incentivize that development more than the process kind of is right now, if that makes sense.

Sarit Platkin - The zoning relief that would be provided for an easement really is just replacing in kind the floor area or height that could potentially be lost directly from the easement itself. It's not going above and beyond that to tip the scales in favor of development, and we did a lot of careful analysis of this to ensure that it is really just the minimum needed to restore the underlying permit, permitted floor area and design permissions.

Kathleen Warnock - There is a certain amount of I would say suspicion and cynicism about this project, because it is deplorable and awful that there is no accessible way to get to these train stations we are dependent upon developers to bring in the way to make them up so I think, overall, in your opinion, is there a way for the City to be responsible to for doing this for itself, and even if the developers come in and create these elevators? How long is it going to take? I have lived in Astoria for 27 years and I loved the redevelopment of the Broadway station with its beautiful stained glass, but that was strictly cosmetic and right now there is no way at most of the stations for people who have any kind of disability to get to public transportation on the subway.

Howard Levine – Kathleen, I do not have an estimate on how long it is going to take before the entire system is accessible if this proposal goes through. I think that would certainly speed up that timeline and that would help us get there much more quickly. As I mentioned, we are continuing to make more stations accessible in our latest Capital Plan. We committed over \$5 billion dollars to make 77 MTA stations accessible, including 4 in Community Board 1, and so we are going to kind of continue hammering away and making more stations accessible as quickly

as we can. But you know we are not just relying on that funding that we have that \$5 billion dollars, we are continuing to explore tools like Zoning for Accessibility. They can expand on zoning tools that already exist, make them more effective across the City and hopefully speed up that process.

Marie Torniali, Chair - I'm going to close this hearing item now. There will be no vote on this if I am understanding correctly, Elizabeth.

Elizabeth Erion - Yes, true, there will be no vote tonight, correct.

Chair, Marie Torniali - There seems to be more questions. Perhaps the Board Members would like to view the next Land Use meeting or bring forth more questions if they have. We are not voting tonight.

Howard Levine - I just wanted to ask a question. It was a member of the public who was here tonight who also was at the Committee who wanted to speak on this proposal. I don't know if you're allowed public speakers on this.

Marie Torniali, Chair - Well, you can make a comment.

Christine Serdjenian (Resident/Constituent) - I know many of you. I work on accessibility extensively in the Community. I am a parent to three young kids and I just wanted to say a little bit about this because I have been following it very closely. My role is really to push the MTA on accessibility, so I want you all to know that, as I'm speaking about this, I share many frustrations and my role is really pushing them. I think I have four points, and the first is that you know this is a practical, faster, innovative way to get this done. I completely support the plan. Four are supposed to be done by 2024 and this is just a way to not repeat what happened on the N/W line. I think we all agree. That was a huge miss and if we need space proactively allocated through these easements, it is just saving us space in our community for these elevators in the future. Hopefully then we won't have to delay anything when the MTA comes back and wants to do it. I think that is huge and then second, money is tight right, so New York State is always diverting money. Yes, these four are in the Capital Plan, but anything outside of the Capital Plan, if developers want this bonus to build, let's just get this done for our communities, accessibility and that is the third point. I think it is about our community. It is quality of life, the demographics of our community. We have so many people who are disabled, seniors, parents with young kids. Most of us use public transit. We have one of the biggest school districts. We have hospitals, we are having a big senior development on Broadway, for Up-Stand. Our most attended rally in six years was one here in Astoria. Parents came out like 60 something people. You know if this is approved, our residents are really involved in this process and we can hold people accountable. I am in great support of this plan and I just wanted to be able to say that.

Diana Limongi - I just I had a question because, as they were, presenting I was trying to picture where exactly you would have to build these elevators because you have to be able to go to the first floor to pay right to go through, put your MetroCard in or Omni or whatever, and then there has to be a second elevator inside right. The image in the blue that you showed it just seemed like where you make the payments, the stalls seem to me that it is very limited in space, like the elevators, would have to be in those four corners that feed into that space. As opposed to the elevator can't be at the end of the line because there is nowhere to enter there or am, I not thinking about that properly.

Howard Levine – No, I understand what you are saying Diana, that makes complete sense, and so one of the things that I think that would help answers is that there is two parts, one of the things we are exploring and I don't know if anyone has visited the new Court Square entrance to the E/M platform. That has a new elevator built by the developer, but it goes straight from the street to the platform and as part of the improvement they built out new turn styles. There was not the need to stop at a Mezzanine level and then take another elevator down to the platform. If that makes sense, there are some limitations to it, but generally it helps with one elevator. You can make at least one platform fully accessible more quickly, but generally with the easement. Some of those will just go to a Mezzanine and then the MTA would need to come back and build the elevators within the station that are not within a building footprint that are from the platform to the Mezzanine, and so that is what would happen so we would have the easement set aside and then the MTA would add the station in the Capital Plan, or it would already be in the Capital Plan to be made accessible and because of that easement, be that much easier, that much quicker to build out that elevator from the Street to the Mezzanine and as part of that same project we would be building the elevator from the Mezzanine to the Platform ourselves and it just takes care of those concerns around the underground infrastructure and all of that siding and the sidewalk widths and all those things that make these projects that much more complicated and time-consuming. If that helps answer the question and with the bonus actually developers at those few stations will actually be able to make those improvements within the station like a Mezzanine to Platform elevator that are completely within a station as well.

Chair, Marie Torniali - Thank you Howie and Sarit for taking all these questions. We are going to close this public hearing item and I believe the Committee is going to take this up at their next meeting.

ELECTED OFFICIALS/REPRESENTATIVES – Announcements:

Jessica Gonzalez-Rojas, Assembly Member:

- Happy Ramadan, Happy Nepali New Year, Happy Earth Day for those who celebrate.
- Community: Our neighbors who were affected by the fire on 89th Street need our help and support. On April 6, an 8-alarm fire destroyed a building on 34th Ave between 89-90 St that housed over 400 people in 133 units. We are working closely with the tenants, our local elected in the community, as well as various non-profits in the community to ensure that our neighbors' needs are met during this very difficult time. We are accepting donations in our office but encourage folks to donate to the Go Fund Me: https://www.gofundme.com/f/89staid?utm_campaign=p_cp+share-sheet&utm_medium=copy_link_all&utm_source=customer

- I worked with Assembly Members Aubry and Cruz and Queens Borough President Richards to call on the Mayor to open additional vaccine facilities. Queens Center Mall is now open; using Moderna as use of the J&J vaccine has been paused temporarily until we know more. The Paycheck Protection Program has resumed, and people will have until May 31st to secure a loan. More info: <https://www.sba.gov/funding-programs/loans/covid-19-relief-options/paycheck-protection-program>
- We passed the most progressive state budget in history- here are a few highlights:
 - Fully funded schools
 - 3 years phase to fully fund public schools
 - Excluded Workers Fund
 - \$2.1 billion for excluded workers who have received nothing in pandemic assistance
 - \$2.4 billion in COVID-19 Emergency Rental Assistance
 - \$1 billion to small businesses to supplement federal aid
 - \$35 million in restaurant return-to-work tax credits for eligible independently owned restaurants in New York City and Red and Orange Zone-designated areas
 - Overall, the new tax structure is estimated to generate \$3.5 billion in fiscal year 2021-2022 and \$4.3 billion in 2022-23
 - Increases the existing top tax rate from 8.82% to 9.65% for those with incomes between \$1 million (\$2 million for joint filers) and \$5 million, to 10.3% for those with incomes between \$5 million and \$25 million and to 10.9% for those with incomes over \$25 million
 - Increases the corporate tax rate from 6.5% to 7.25% for corporate franchise taxpayers with incomes over \$5 million
 - The business tax proposals are expected to generate \$1.1 billion annually, while maintaining a smaller rate for smaller businesses
- We held a virtual Town Hall on April 8th on Domestic and Intimate Partner Violence where information and resources were shared from diverse service providers
- We will hold an Upstander Training on Saturday, April 24th from 11am - 12 pm in Travers Park in Jackson Heights. https://www.instagram.com/p/CN5YFuLj6He/?utm_source=ig_web_copy_link

Deborah Tharrington, Office of Council Member Jimmy Van Bramer:

- COVID-19 cases in CB1 are still very much present, with rates of 5.05% in parts of the district. Remember to keep social distancing, wear your masks, get tested, and schedule your vaccination appointment as soon as you can.
- First off, I would like to welcome all of the newly appointed and reappointed members of CB1. Council Member Van Bramer wanted to welcome you to Community Board 1 and our office looks forward to working with all of you in serving this district.
- The CM joined Council Member Lander and advocates calling on the Speaking to hold a vote for paid sick leave expansions for gig workers. Gig workers have delivered food, kept our streets clean, ferried healthcare workers to and from work, keeping our city running and we need policies that create a city that works for all.
- In March the Council Member met with Queens Public Library President Dennis Walcott to discuss library projects throughout the district.
- Last week, the City Council just released its response to the Mayor's proposed Fiscal Year 2022 City budget. As always, the CM will be fighting for a more just and equitable budget which must include culture and libraries as priorities.

Dan Brown, Office of the Queens District Attorney:

- National Crime Victims' Rights Week, there is an event tomorrow night Wednesday, April 21st at 5:00 pm. It will be live on Zoom
 - The Theme is supporting victims, building trust and engaging communities.
 - Part of the speaker panel from the Queens DA's office is going to feature the Bureau Chief of our Special Victims Bureau, the Bureau Chief of our Hate Crimes Bureau, our Homicide Bureau, Human Trafficking, Bureau, Domestic Violence Bureau and our Rehabilitation Programs and Restorative Justice, Restorative Services Bureau.
 - You can register for free at: <https://queensda.org/> to attend and be a part of this event. There will be other guest speakers as well as poetry, performances and that is on the DA's National Crime Victims' Rights Week event tomorrow night
- I put my contact info in the chat

Maricela Cano, Director of Community Boards, Office of the Queens Borough President:

- Congratulations to all the new appointees and the reappointees. It was definitely a very long process, a very arduous process, but we got through it and I think the Borough President definitely wanted to diversify the boards and I think that is a reflection to what Queens is about and what Community Board was about. Congratulations to all the new appointees.
- Tomorrow, the Queens Borough President will be holding a Press Conference on the Steps of Borough Hall regarding the Derek Chauvin verdict. If you can join us, it is at 3 p.m., rain or shine. If it rains, we will have it at the Atrium, in Borough Hall
- Sunday, April 25th at 11 a.m. there will be a rally in front of Flushing Town Hall called Queens Rises Against Hate. If you would like to join us, I have put my contact information in the Chat. You can email me; we have a flyer. Congresswoman Grace Meng will be joining the Borough President as well. If you can join us, we would be happy to have you there
- Saturday, May 15th at 12 noon, the Queens Borough President is also hosting a Bicycle Jamboree. There will be a raffle for bicycle helmets, bicycle etching will be done, and safety lessons will be provided and,
- Last but not least, we are trying to coordinate with all the Community Boards, looking to stop by each Community Board. As part of this process, we get to meet all the District Managers, all the Chairs, more

information will be coming up shortly. We definitely would want the Borough President to meet all the new appointees in person. If permitted, if not, do a socially distance meet up with the Community Board, but more information is to come, and we will be in contact

Chair, Marie Torniali - We look forward to having you here, thank you.

Jessica Schabowski, Mayor's Office of Community Affairs Unit:

- The Mayor announced his opposition yesterday of NRG's Astoria Power Plant proposal. The Mayor is in favor of projects that explore options for long-term energy storage and renewable generation while maintaining the reliability of the grid.
- Per FDA & CDC guidance, New York City paused the Johnson & Johnson vaccine pending investigations into extremely rare cases of blood clots. Please note, NYC has no known cases. The Pfizer & Moderna vaccines are still being administered and the homebound vaccination program has resumed using Moderna. New Yorkers 50 and older (plus one escort) can walk in to get their COVID-19 vaccine. Please see here for all walk up locations, including 24/7 sites: <http://on.nyc.gov/WalkUpSites>. With the goal of making the vaccine more accessible to priority populations, the Mayor announced the launch of mobile vaccinations, with mobile vaccine vans and buses. The mobile vans and buses will travel to different neighborhoods throughout the five boroughs.
- The Mayor announced the launch of the City Cleanup Corps (CCC), a New Deal-inspired economic recovery program to directly create 10,000 jobs. Please see here for the job listings: nyc.gov/ccs

Ernest Brooks, Office of Congresswoman Carolyn Maloney:

- I'll read her statement on the Derek Chauvin verdict:
 - As I watched, the video of Derek Chauvin kneeling on George Floyd's neck for more than nine minutes, it was clear to me that the American public was witnessing a murder. Today's verdict affirms that we cannot sit by and allow any other Black Americans to be killed by the police due to the color of their skin. We need systemic, bold and comprehensive reform of our criminal justice and policing systems. The house passed the George Floyd Justice in Policing Act in March, and now the Senate must do the same, and even after this bill becomes law, we still have much more work to do. We need to invest in communities that have been over leased and in programs that aim to cut the school to prison pipeline. We need to look towards programs that dispatch mental health professionals when someone is in a mental health crisis rather than criminalizing this behavior, and we need to pursue the people-to-people work that can help our communities by addressing systemic racism and bias head-on, nothing will ever bring George Floyd back to his family. However, the tireless work of millions of Americans marching for peace along with today's verdict, is a step in the right direction.
- That's the main thing I wanted to add to tonight, but I also want to say that she is in Washington now and she is, working on the DC Statehood Bill, which is going to be very important, Family and Medical Leave Act

Zohran K. Mamdani, Assembly Member:

- NYS Budget
- Legislation: Clean Futures Act (A6761) stop any new fracked gas infrastructure from being built
- Visit to Rikers
- Ramadan food distribution — full calendar to be posted on Instagram, Facebook, Twitter (@ZohranKMamdani)
- Next public town hall on May 6th from 6 pm - 7:30 pm. To attend: bit.ly/AD36Budget

Najae Phillips, Office of Congresswoman Alexandria Ocasio-Cortez:

- Our office is collecting proposals for community projects to be included in this year's appropriations package. Each member is allowed to submit 10 requests, which will be posted on our website by the end of this month
- Last week Rep. Ocasio-Cortez's amendment passed the House Floor alongside H.R. 7 - Paycheck Fairness Act. The amendment would fund a bias training program for employers.
- On April 15th, the Congresswoman, along with U.S. Senators Kirsten Gillibrand, Rep. Bill Pascrell, and Rep. Marcy Kaptur, called on Congress to implement postal banking pilot programs in rural and urban communities.
- Last year, the Congresswoman and Senator Schumer worked together to pass FEMA funding for Funeral Assistance for the families of victims of the COVID-19 pandemic. Starting next week, those funds will be available.
- Our office is participating in the Congressional Art Competition.

Mary Jobaida, Office of Senator Jessica Ramos:

- Senator Ramos cares about Astoria and she is against the fossil fuel-based power plant. She has already passed a bill that created an enhanced public participation processes for all the major energy plants there is. The energy plant does not meet this new requirement. Senator Ramos is also introducing another bill, S-5939 known as the clean future act to ban permitting of any future partial power plant. This will apply to energy plant in Astoria, the generating company plant in Brooklyn and a plant in Newburgh, New York
- There is a new bill passed about the Excluded Workers Fund. We are still waiting for the process to know more about what the process for applications are, so we can get ready to help the constituents.
- Most of our team members are still working remotely. If anyone needs to reach out to our office, please call us at 718-205-3881. I will post this information in the Chat

Frank B. Perez, New York City Council-Council District 22:

- Council District 22 (formerly Office of Council Member Constantinides) remains operational. Staff continue to assist residents with constituent services and district concerns.
- Constituent Hours of Operation: Monday-Friday, 9:30 AM-4:30 PM. Telephone: (718) 274-4500, Email: District22@council.nyc.gov

Haris Khan, Office of the NYC Comptroller Scott Stringer:

- Our office has launched an Iftar on the Go project this Ramadan to combat food insecurity and released recommendations to ensure the City's food programming is culturally appropriate and reaches the most vulnerable amongst us. Here is the link to Iftar on the Go launch:
 - <https://comptroller.nyc.gov/newsroom/comptroller-stringer-muslim-community-leaders-and-hunger-relief-organizations-announce-five-borough-iftar-on-the-go-to-expand-access-to-free-halal-meals-during-ramadan/>
- Our office also sent a letter to U.S. DOT Secretary Pete Buttigieg on April 16, calling for the scaling back highway infrastructure, investing in annual operating grants to transit agencies, and dedicating a federal funding stream for integrating commuter lines into urban transportation networks. The letter also requested U.S. DOT to reevaluate the Port Authority's AirTrain proposal and strongly consider extending the N train to LaGuardia Airport given recent Federal Aviation Administration (FAA) rule changes. Here is the link to the U.S. DOT letter:
 - <https://comptroller.nyc.gov/newsroom/comptroller-stringer-urges-u-s-department-of-transportation-to-make-immediate-investments-in-new-york-city-transportation-infrastructure-to-jumpstart-economic-recovery/>
- Feel free to reach out to me if you have any questions or if there are any constituent issues we can assist with.

BUSINESS SESSION:

Adoption March 2021 Minutes

Motioned by Edward Babor; Seconded by Irak Dahir Cehonski

Chair, Marie Torniali – Stated it is Unanimous

Chair Report:

As many of you know, Councilman Constantinides' wife has passed away. I just want to give you the funeral arrangements, it is this week on Thursday from 4 p.m. to 9 p.m. at Farenga, and the funeral is on Friday, April 23rd at 11 a.m. at St. Joseph's Church on 30th Avenue.

I would like to ask our new board members when I call them to say one or two sentences about themselves.

New Members:

Helene Abiola – I have lived in Astoria for the past three years or so. I am a mom to an almost five-year-old who attends school in Astoria as well. I work in public health, actually, for the Health Department, a lot of work on COVID-19 pandemic. I am really excited to join the Community Board this year.

Shoma Brahmanandam - Thank you so much for having me on the board. This is such an honor. I am a Vascular Surgeon; I work at Mount Sinai Queens. I have been here for about five years; I am going on my sixth year now. I live in Astoria as well. I am very interested in the Health and Human Services Committee; I know that right now we are waiting for committee assignments.

Amr Kotb - I lived in Astoria about 10 years ago and spent 10 years trying to move back because I love this neighborhood. I finally moved back a little over a year ago, and hopefully back for good this time, which is why I applied to join the Board. I am very excited to be doing this. I work for the New York Public Library and looking forward to working with everybody.

Cristina Lastres – I have officially lived in Astoria for six years now, I actually live in the house that my great-grandparents bought in 1936 so I have strong roots in Astoria and I absolutely love it here. I am so happy to be on the Board. I work at Mastercard and I am excited to be working with all of you.

Diana Limongi - I was born here, and I have lived here my whole life, with the exception of three years that I was abroad. I am very happy to be living here and raising my kids here and I am very excited to be working with all of you. I work in advocacy and right now, I am focusing a lot on childcare. I do a lot of national and state advocacy for childcare.

Chelsea Lopez – I am a public defender and a lifelong Astoria native. I am really excited to be here and work with everyone.

Doreen Mohammed – I was born and raised in Queens. I am just trying to help the Community out and honored to be on the Board.

Brian Romero – I have lived in LIC now for about 13 years. I currently live in Ravenswood in the NYCHA complex but grew up in Astoria and lived there for a couple years. My background is in social work, I trained as a

Social Worker and as a Psychotherapist but went on to do policy work much like you, Diana. I currently serve as Chief of Staff to Assembly Member Gonzalez-Rojas. This is my CB hat. Congratulations to all my fellow CB new members.

Rosemary Yelton – I am a Master Level Social Worker in Long, Island City and I actually live in Astoria. I work with folks who are experiencing homelessness in our city, and that is a deep passion of mine, helping those folks up and helping our communities out as well and introducing new bridges to bridge those gaps and divides that can sometimes happen. I am also clinically trained as a Social Worker and therapist, but I do not do that professionally at this time.

Chair, Marie Torniali - You will be getting your committee assignments later in the week. Thank you for your patience. Welcome, we are so happy to have so many new energetic board members on CB1. Thank you.

District Manager Report:

Hello everyone and welcome it is wonderful to see so many new faces out there. I am going to use two four-letter words and they are not the four-letter words that you might be thinking of. I am going to use the word hero and the word love. Costa Constantinides has been a hero to our community for a very long time and right now he needs our love. He just lost his partner in life and he has been there to advocate for us, so I am just hoping that you will all say prayers for him. He has been a true champion of our community. He has improved our community in every way, shape and form possible from helping with Mount Sinai Hospital to all of the Parks in our district. Please keep him in your thoughts while he is going through this difficult time. Thank you all for becoming new board members and I look forward to working with you. Feel free to call the Board Office anytime, I am here for you.

Committee Reports:

RoseMarie Poveromo, Airport Committee –

LGA Redevelopment – 60% of a whole new LGA is now open

- Terminal B Arrivals and Departures Hall opened in June 2020 (most significant milestone to date)
- Phase One of Terminal B Western Concourse opened in August 2020
- Steel erection completed for Terminal C Arrivals and Departures Hall in July 2020 (expected to open in 11-12 months)

AirTrain LGA

- FAA issued Final Environmental Impact Statement in March 2021
 - After their independent, thorough analysis, FAA selected the Port Authority's proposed project as its preferred alternative
 - More than 80 percent of all comments submitted about the project were in support
- Port Authority announced a package of community benefits that would come with AirTrain LGA, including:
 - \$50 million investment in the Flushing Bay Promenade and other local parks
 - 3,000 union construction jobs, including a pathway to union membership for local residents
 - 80% local hiring requirement for long-term, permanent Operations and Maintenance jobs
 - Educational programming, including full-tuition college scholarships for local residents and STEM Summer Camp for 700 middle-school students over 4 years

Avninder Aujla, Consumer Affairs Committee - I am the former Chair of the Consumer Affairs Committee but subbing in for Eric Mouchette for the last several months. I echo Florence and Marie's sentiments regarding Costa. He has been a great leader to our community, and I can't imagine how devastating it is for him and his son and also welcome to the New Members. On April 16th you received an email which included the Consumer Affairs spreadsheet, Liquor License applications from the last month. Just so you know how it works, we review the applications. Usually a business will renew them once every two years for new applications for businesses in the district. We also ask the businesses to sign stipulations. These stipulations are generally every statement of the law, such as hours of operation having specific security if they are a large establishment or making sure they don't function as an Adult Establishment but say that they are not, and they are like a coffee shop. We also review all the applications with the 114th Precinct to make sure that there were not any major complaints against any specific businesses that are going to be renewing. We had a meeting last week actually on April 13th, where we invited one such business Café Baltazar, they are located on Broadway and 43rd Street. If I remember correctly, they had a fair amount of complaints over the last year or so. However, they have been functioning with the same ownership for about five years prior to that, and we, as a Committee, discussed all the relevant changes that needed to be made to make sure that this does not occur again. There was a large amount of 311 calls related to noise and also some 911 complaints, some of which were COVID related, for example, operating during hours that are not permissible. The code was not miscible, while these are very egregious issues that we discussed with the business. Our Committee voted 7 to 1 to still approve their application, based on the fact that this has occurred over the last year, and we understand how difficult it is for local businesses to survive currently and the owner did express willingness to make sure they comply going forward. In light of this, we hope that you have reviewed these applications and I ask for a Motion to approve these stipulations, and just so you know there is a fair, a relatively small amount of businesses who entered into the stipulations now. We have been doing this for about four years, so many of the businesses already have active stipulations. There is only a handful that we are asking for approval, and hopefully someone will make that Motion and there are no objections.

Motioned by Amin Mehedi; Seconded by Hannah Lupien

Chair, Marie Torniali – Seeing no objections, seeing none the Motion carries.

Antonella Di Saverio, Environmental Protection Committee - I echo, the previous comments on Costa and the new members. On April 13th, the power company Equinor, presented their proposed plan to run cable through our area, either down Luyster Creek or along the periphery of the waterway on the northwestern part of Astoria, along with a potential converter station to be housed in that area. The energy will be powered by wind and provide renewable energy to the grid. They will keep the board apprised as the project progresses. On May 4th, we will have Timothy Schoechle, who is a PhD Senior Research Fellow with the National Institute for Science Law and Public Policy. There is a big health concern regarding the placement of 5G cell structures on poles close to residential houses, along with the problem of decreasing property values. As a result, an alternative to this technology is broadband, which has been adopted in other areas as a safe and viable alternative. Tim will discuss the various reasons why this is safer and more reliable, and it is our responsibility to make sure that any technology that is exposed to our community is proven safe. There are many studies that show that 5G is not safe and actually detrimental. It would be great if anyone that is interested in this topic to make the meeting and have your voices heard. Again, it is on May 4th at 6:30 p.m.

Judy Trilivas, Health and Human Services Committee - My condolences to Costa and his family and welcome to all the new members. On March 23rd the Health and Human Services Committee had a meeting, we had a guest speaker, Mr. Chae No from the NYC Department of Health & Mental Hygiene. He went over a lot of interesting data on COVID-19. He also discussed all of the updated vaccine information as well as the schedule for school and restaurant openings. He answered several questions from the attendees regarding the vaccines or COVID-19 information, and he shared with us several links that Florence emailed out to all the Board Members.

Elizabeth Erion, Land Use and Zoning Committee - The first order of business is to have the vote on the BSA item that we had a public hearing on. The Committee had met with the applicants, received information that satisfied or responded their concerns, many of which were voiced tonight, and we voted on unanimously at the time recommendation to recommend approval of the application. If we could have a Motion on the floor to begin discussion and then a vote.

Chair, Marie Torniali - Can we have a Motion to approve.

Motioned by Richard Khuzami; Seconded by Gerry Caliendo

Richard Khuzami – I was always not completely comfortable with the fact that they did not address the rear of the building and the people living behind them, particularly directly. They did come back, and they did address it again and they did do the outreach. When do we have to have a vote to BSA?

Elizabeth Erion - I can respond to that BSA. It takes a very long time between the time that they receive the applications and they actually begin to have their hearings on it. They do an intensive amount of research and review on all of the issues related to the findings that they are required to make. The applicant is responsible for responding to those findings and proving that the application does not create a hardship. Is it a self-created hardship? It is not, there are five of them listed at this point.

Richard Khuzami - What I am saying is I think that we should give them a chance to do some outreach with the neighbors and come up with a way to mitigate these issues. I think we are all in favor of doing everything we can for education. I think that also we are all in favor and making sure that this facility is ADA compliant, but I also think that they need to do some outreach to the neighbors and figure out a way, somehow getting the neighbors involved with the school itself. Maybe there are things that can be done.

Elizabeth Erion - Richard, I want you to know that at this point you can make that as a suggestion. It is not an issue of the variance, it is very strict on how it is granted and it is those five findings, and it has nothing to do with things like the relationship between the neighbors in the Community and the actual physical building that the Board of Standards and Appeals would permit them to construct. It is a very legal situation that we are dealing with and not the social end of it. We can do something to make suggestions between the Church and the neighborhood, but not with the BSA mandating that they have that kind of relationship. Gerry, you might want to comment on this, since you know the legalities more.

Gerry Caliendo - The BSA looks at community facilities a little different than commercial residential facilities. They look at it based on the need, so it is going to be incumbent on the applicant to do a number of things. One is to substantiate the need of this community facility. Two, they are going to look at the streetscape and the impact on the neighborhood. It cannot be out of character with the neighborhood. Obviously, there is an impact and it was voiced by the Community. The question is, is it an overwhelming impact relative to the needs of this community facility which serves the overall community? Not just a few neighbors, a school or a synagogue or a church has a far-reaching impact and assistance to the neighborhood. So that is how the Board looks at it. They do not have to prove financial hardship because of the fact that they are a community facility, but they are going to look at impact.

Richard Khuzami - I think, though, that there is often a situation with the Community Board. Well, we do not have a legal obligation to say something, but we can bring something up and try and use our position of influence to try and see if we can make a situation better. Yes, this is not required by BSA, but I still think we need to somehow do what we can to incentivize these people, all the parties to get together to make this work. This is what we are doing.

Chair, Marie Torniali – Richard, I think we could do that separate and apart. The Church was not here. The pastor has not been here, I think he is the one to reach out to, they are the owner of the property.

Elizabeth Erion - Any other person who wants to make a comment? Any a Board Member who wants to make a comment on this?

Dan Aliberti - Are we going to be voting on this tonight?

Elizabeth Erion- Motion on the floor is to approve at this point.

Roll Call Vote by Amy Hau

Vote Results – Yes: 21; No: 17

Chair, Marie Torniali - Motion carries

Elizabeth Erion – I just want to let you know that the next meeting of the Land Use Committee will be the 5th of May, Wednesday, at which time we will be taking up another rezoning request. Broadway and 11th Street Rezoning was certified by the Commission just yesterday, Monday, that is the changes for Zoning. They are requesting a change in zoning from R5 to M14, which is an R7A, equivalent and for an eight-story mixed-use development with 217 dwelling units, commercial and manufacturing uses in the building. We also will be taking up and discussing again the Zoning for Accessibility to come to a recommendation for vote next month at the regular Board Meeting. I hope to see you there on the 5th.

Kathleen Warnock, Parks/Recreation/Cultural Committee - There are a couple of events happening this weekend. They are park cleanups, there is a cleanup in Queensbridge Park, Friday with Partnerships for Parks and the Astoria Park Alliance is doing a cleanup this Saturday morning. Also, word from the Museum of the Moving Image is that they are reopening on April 30th, compliant with current COVID and percentage things. We also want a big shout out to Mitch Waxman, who organized a cleanup at Luyster Creek on April 10th. Many of you saw photos that were posted on Facebook and also a shout out to the other people who were involved, Antonella and the Proud Astorian and other community volunteers.

Mitch Waxman, Transportation Committee – I have to say that I was just a part of it and Katie Ellman was a huge part of organizing this as well, and it was a great effort. It brought out the whole neighborhood. It felt so good to be together with people in the sun working on our community to make it better. Despite that, we did not have a Transportation Committee meeting last month, I have nothing new to report.

Old/New Business:

PUBLIC SESSION:

Chair, Marie Torniali - Are there any members of the public who would like to speak at this time?

Peter Moses (Constituent) - Were there any plans for an Ad Hoc Sanitation Committee that had been talked about at previous meetings or requested, and if not, will those kinds of functions be rolled into the Environmental Committee?

Chair, Marie Torniali – We are talking about a Sanitation component to a committee or a Sanitation Committee. We will indeed have some fashion of a sanitation focused group.

Peter Moses - That's great, I just hope it's not actually part of a committee, a stand-alone so that there's options for community members. That will be so awesome, thanks.

Jeremy Welsh (Constituent) - I'm a Long Island City resident. I want to comment in strong support of the 40-25 Crescent Street Rezoning preliminary proposal that was presented a couple meetings ago. I hope the Community Board can encourage the applicant to go bigger. The zone R73, perhaps to match the block across the street. I live two blocks from this location, and I think the proposed building would be a great addition to the neighborhood. As a renter I think we need more rental options in the Dutch Kills neighborhood, especially set back in the loud elevated train. I think the new apartment buildings will lessen demand for existing apartment units reducing rent. This proposal would also bring rent restricted units through MIH, adding affordability directly to a drawbridge area. This stretch of Crescent Street is not very appealing at the moment. There are multiple parking lots and an ugly gas station. I think this mixed-use building would better activate and beautify the street space. There are old, existing five-story residential buildings on this very block. Just one block away there is a large, ten story building. I think increased density would therefore fit in with the area's-built context. Additionally, this is a great area to add more housing density. Considering it is just a couple blocks from the Queens Plaza and Queensboro Plaza subway stops where there are seven different, subway lines. Adding in-field housing here would therefore help the environment by allowing more people to commute on mass transit. So overall, I think this proposed rezoning will bring substantial housing, affordability and environmental benefits and I hope the Community Board approves their future request and maybe even ask them to go a little bit bigger.

Christina Chujko - Thank you to Chair Torniali, District Manager Koulouris and the Board Members. I just want to bring attention to an illegal condition and community nuisance that exists in the rear yard of the El Kayam Coffee and Hookah lounge, located at 25-72 Steinway in Astoria. I reside and am the property owner of 25-75 38th Street. My rear yard is adjacent to the rear yard of the El Kayam. The issue with the EL Kayam has turned their open rear yard into an extension of their physical business by allowing customers to sit in the yard, smoke, drink and talk extremely loudly and very late into the night. In addition, they have a very large and loud factory grade exhaust fan that turns on in the afternoon and runs throughout the night, located on top of the building. No other commercial store on Steinway has an exhaust of this capacity and of this noise level. They have also erected a very crude, makeshift awning and covering consisting of blue tarps and lattice fencing to try and mask this illegal activity and nuisance. They have no consideration for their neighbors or for the Community. 38th Street is all residential, and most of my neighbors have babies and children. The noise can be heard from inside homes. I am sure this also violates the City's health building noise and consumer affairs codes. In addition, Watany Meat Market located 25-76 Steinway Street also has very loud and several refrigeration compressors in their backyard, which cause extreme

noise pollution. Throughout the day for the past seven years, my neighbors and I have had to endure loud late-night noise, often until 3 a.m., excessive hookah and cigarette smoke and a collection of tarps and awnings that are both an eyesore and safety hazard. It also has made it impossible to enjoy the use of our backyards most nights. The noise is so loud that it's difficult to sleep. I've included a couple of pictures that I'll be dropping off to the Board, as well as a coalition of signatures from the neighbors on the street. My neighbors and I have called 311.

Chair, Marie Torniali - We will follow up on that with DEP, to start there.

Jean Marie D'Alleva (Constituent/Board Member) - If anyone on the board or I received a letter in the mail from the New York City Buildings. I have never gotten it before because I have a three-family home, I have to have a gas inspection by a licensed plumber.

District Manager, Florence Koulouris - Yes, that is absolutely correct. Call the office tomorrow, I will give you the information. District 1, Astoria has to have it done by the end of June.

Mario D'Antoni (Constituent) - We'd like to bring up the Crescent Street Bike Lane again. The 2500, 2600 and 2700 blocks of Crescent Street ended up with a protected bike lane and these three blocks didn't warrant that. The flow of the bicycles is limited, and we wanted it to be a shared bike lane. It was originally told to us that it was going to be temporary and now it seems that it is permanent, and it seems that the homeowners don't have a say and the bicycle people are saying to how much they want it. But what about us? What about the seniors? What about the homeowners? What about our quality of life? If you come here and sit here for a week, it is a nightmare to live here on any of these three blocks, the traffic flow and the bicycle lane is not even utilized. It should be a shared lane on these three blocks heading down to the hospital. It should not be a dedicated lane. They took away parking, it's a residential street. I have photos of the all the blocks before it turned into this nightmare. Can you help us? I mean we don't know what to do anymore, and it's not fair. We have a say and we want to be heard.

Chair, Marie Torniali - Mitch, correct me if I am wrong. Is D.O.T going out there to look at those two particular blocks.

Mitch Waxman - I believe that is the last thing that they told us they were doing. They were going to be going to take a look at Crescent Street and seeing where they could make improvements.

Mario D'Antoni (Constituent) - Do you think they're going to put it back to the way it was because what they left us with is horrific. I mean it really is I'm not just saying it. I mean if you came out here, you would die, I mean it's just horrific. We as homeowners have no rights and no quality of life. It's not fair. It deserves to be a shared bike lane it's a very narrow street. It's just not right!

Chair, Marie Torniali - When we find out if DOT has made the determination on that, we will let you know.

Chair, Marie Torniali asked for a Motion to Adjourn

Motioned by Thomas Ryan; Seconded by Brian Romero

Chair, Marie Torniali - We have all you wonderful new board members and, of course the older members or the long-time members I should say, and we look forward to seeing you back here in May. In the meantime, we will get you out your committee assignments and if you have any questions, feel free to call the office or myself or by email. Thank you and good night.

Meeting Adjourned: 9:50 p.m.

ATTENDANCE FULL BOARD MEETING

Community Board Member	Yes	No	Abs.	Community Board Member	Yes	No	Abs.
Helene Abiola	✓			Jerry Kril	✓		
Rose Anne Alafogiannis		✓		Cristina Lastres	✓		
George Alexiou	✓			Diana Limongi	✓		
Daniel Aliberti	✓			Chelsea Lopez	✓		
Avninder Aujla	✓			Hannah Lupien	✓		
Edward Babor	✓			Jeffrey Martin	✓		
Louise Bordley	✓			Amin Mehedi	✓	✓	
Shoma Brahmanandam	✓			Antonio Meloni	✓		
Ann Bruno	✓			Doreen Mohammed	✓		
Gerald Caliendo	✓			Eric Mouchette	✓		E
Irak Dahir Cehonski	✓			Stella Nicolaou	✓	✓	
Jean Marie D'Alleva	✓			Mary O'Hara	✓		
Antonella Di Saverio	✓			Dino Panagoulis	✓		
Katie Ellman	✓			Juliet Payabyab	✓		
Elizabeth Erion	✓			RoseMarie Poveromo	✓	✓	
Mackenzi Farquer	✓			Yawne Robinson	✓		
Dean Feratovic	✓			Brian Romero	✓		
Shahenaz Hamde	✓			Thomas Ryan	✓		
Evie Hantzopoulos			E	Dominic Stiller	✓		
Amy Hau	✓			Andre Stith	✓	✓	
Helen Ho	✓			Marie Torniali	✓		
Vanessa Jones-Hall	✓			Rod Townsend	✓		
Richard Khuzami	✓			Judy Trilivas	✓		
Nancy Konipol			E	Kathleen Warnock	✓		
Amr Kotb	✓			Mitchell Waxman	✓		
				Rosemary Yelton	✓		
Number Board Members Present <u>43</u>							
Present <u>43</u>				Absent <u>5</u>		Excused <u>3</u>	



TRINITY LUTHERAN CHURCH - PROPOSED SCHOOL ADDITION

04 | 15 | 2020

THINK



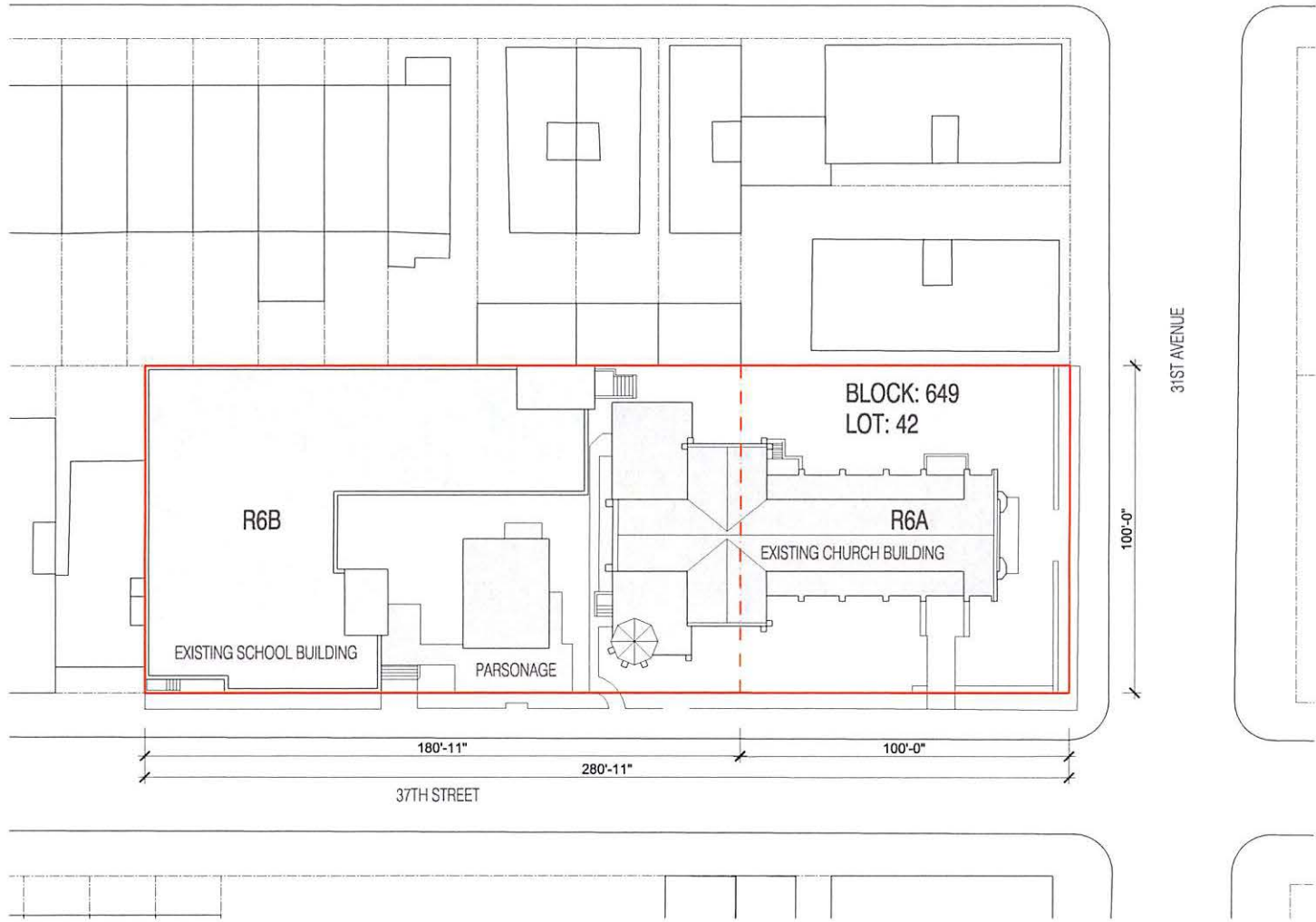
EXISTING SCHOOL AT 37 ST.

THANK



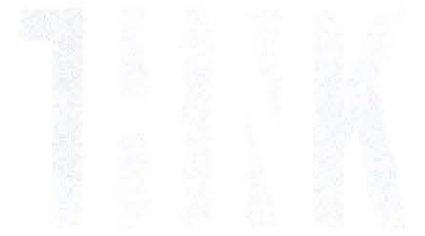
SITE - AERIAL VIEW FROM EAST

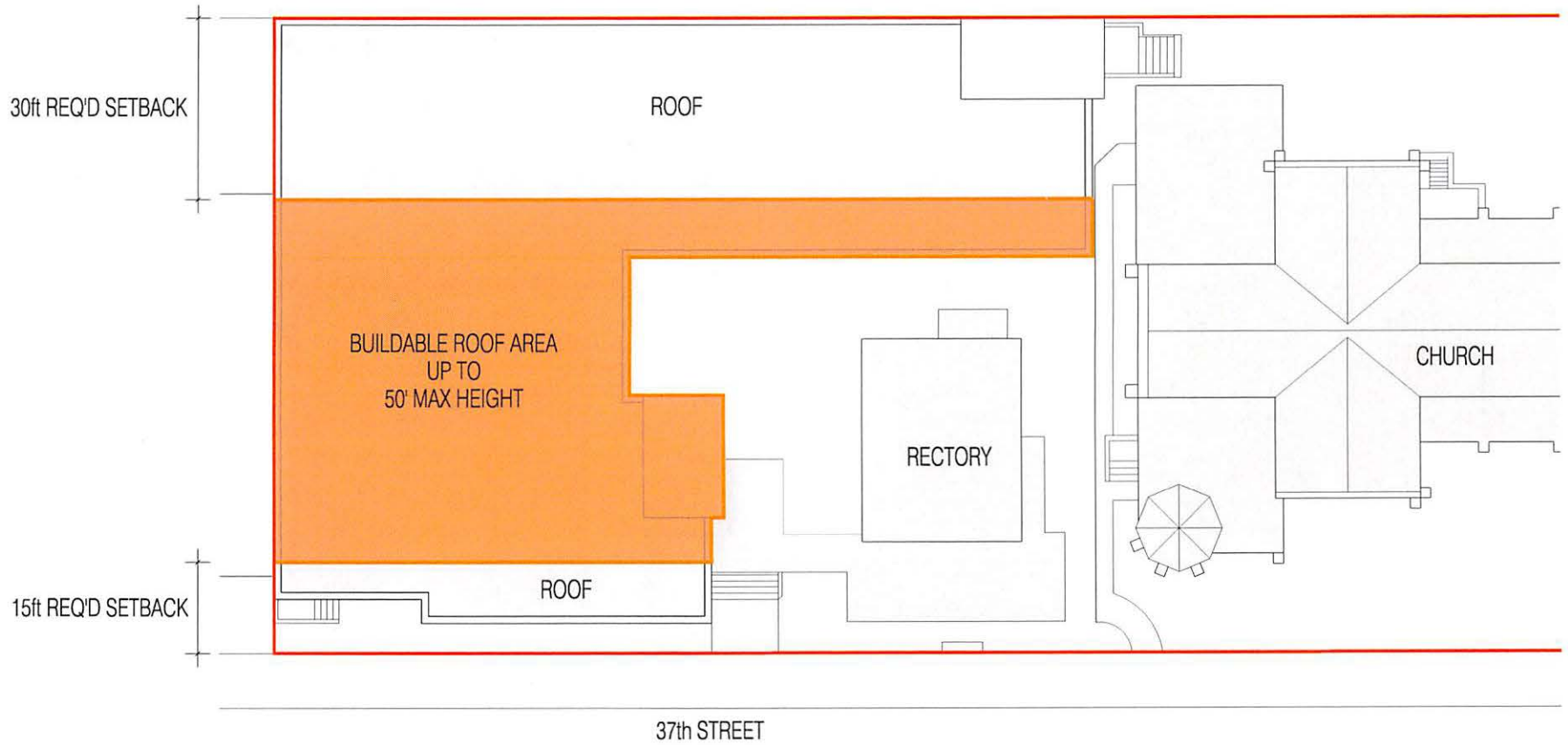
THINK



ZONING LOT PLAN

Scale: 1/32" = 1'-0"





ZONING SITE PLAN

Scale: 1/16" = 1'-0"



THINK

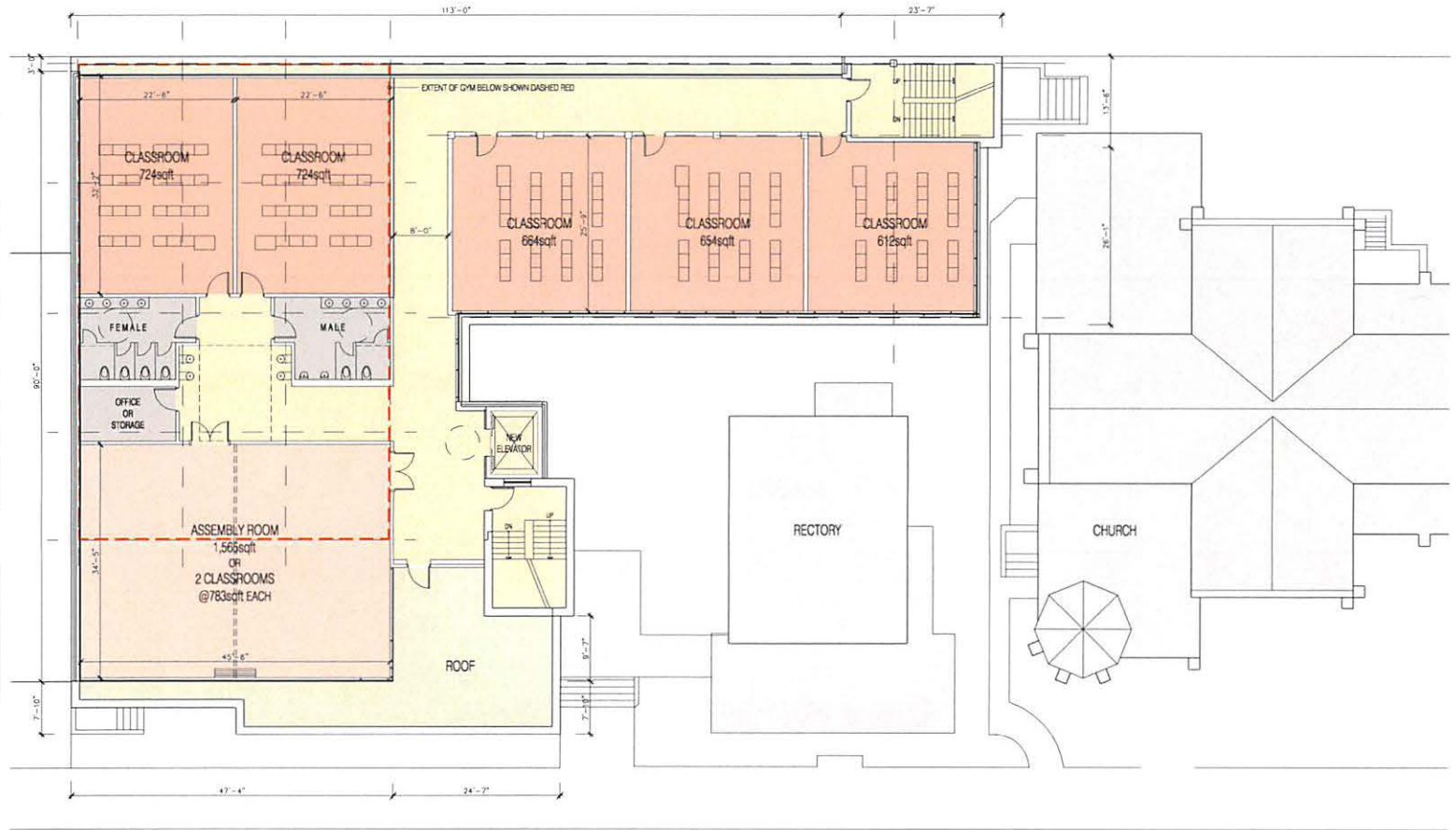
STATISTICS

TYPE	COUNT	AREA
ASSEMBLY	1	1,565sqft
CLASSROOM	5	3,357sqft
SUPPORT / STORAGE		493sqft
CIRCULATION		2,368sqft

3rd FLOOR ADDITION	7,783sqft
2nd FLOOR ADDITION	99sqft
1st FLOOR ADDITION	99sqft
CELLAR ADDITION	99sqft
GROSS ADDITION TOTAL	8,080sqft

CLASSROOMS

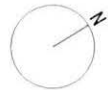
EXISTING	10
NEW	7
TOTAL	17



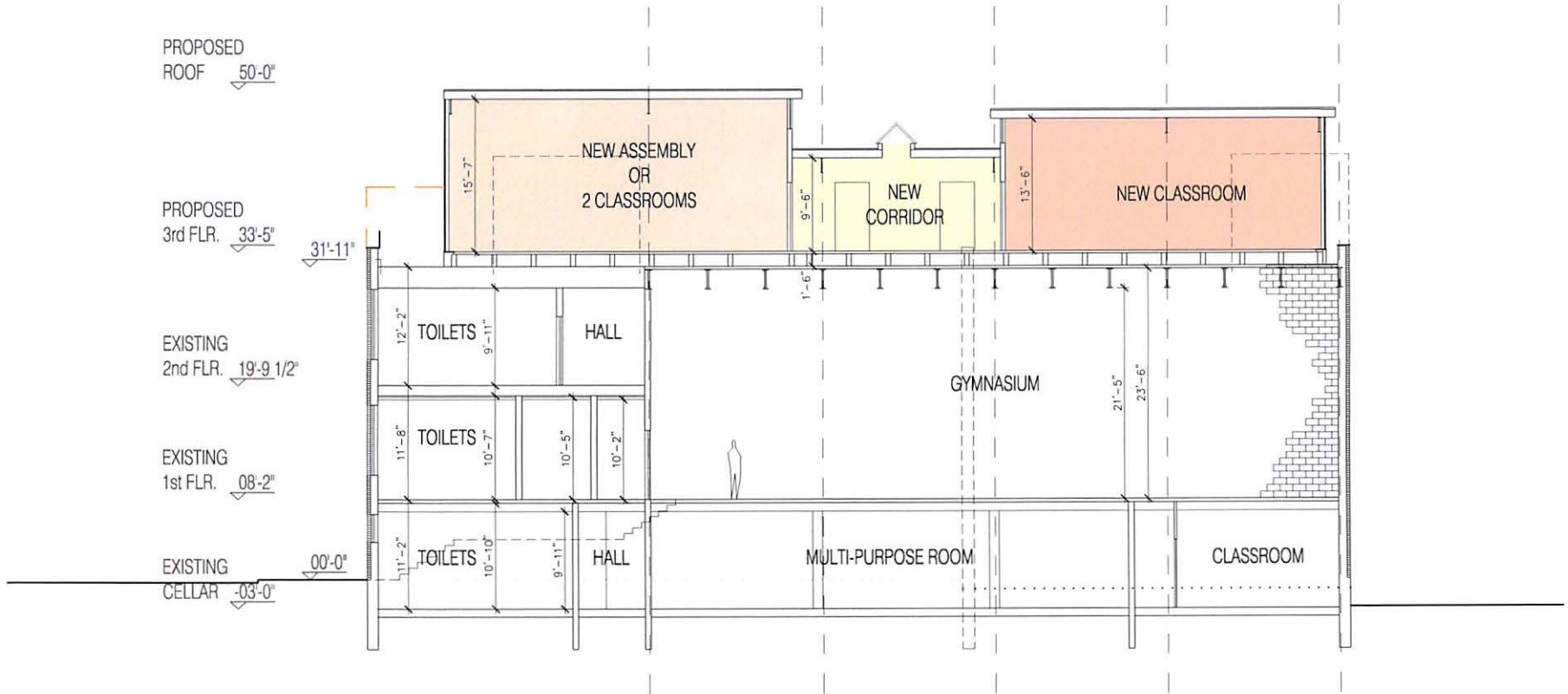
PROPOSED SCHOOL ADDITION

Third Floor Plan

Scale: 3/32" = 1'-0"



10/11/2014
 10/11/2014
 10/11/2014
 10/11/2014
 10/11/2014
 10/11/2014



PROPOSED SCHOOL ADDITION

Cross Section Looking Southwest

Scale: 3/32" = 1'-0"





PROPOSED SCHOOL ADDITION
Axonometric View



EXISTING SCHOOL

From 37th St.



PROPOSED SCHOOL ADDITION

8,080 SQ FT

THINK



EXISTING SCHOOL
View of Rear Wall From Northwest

THINK



EXISTING SCHOOL
View of Rear Wall From Southwest

THANK



PROPOSED SCHOOL ADDITION

From Southwest

THINK



VIEW OF EXISTING SCHOOL
From 36th St.

THINK



VIEW OF ALLEY WITH SCHOOL AT RIGHT

THINK



EXISTING REAR WALL OF SCHOOL
From Alley

THINK



EXISTING REAR WALL OF SCHOOL
From Alley

TEAM



EXISTING REAR WALL OF SCHOOL
From Alley

THINK

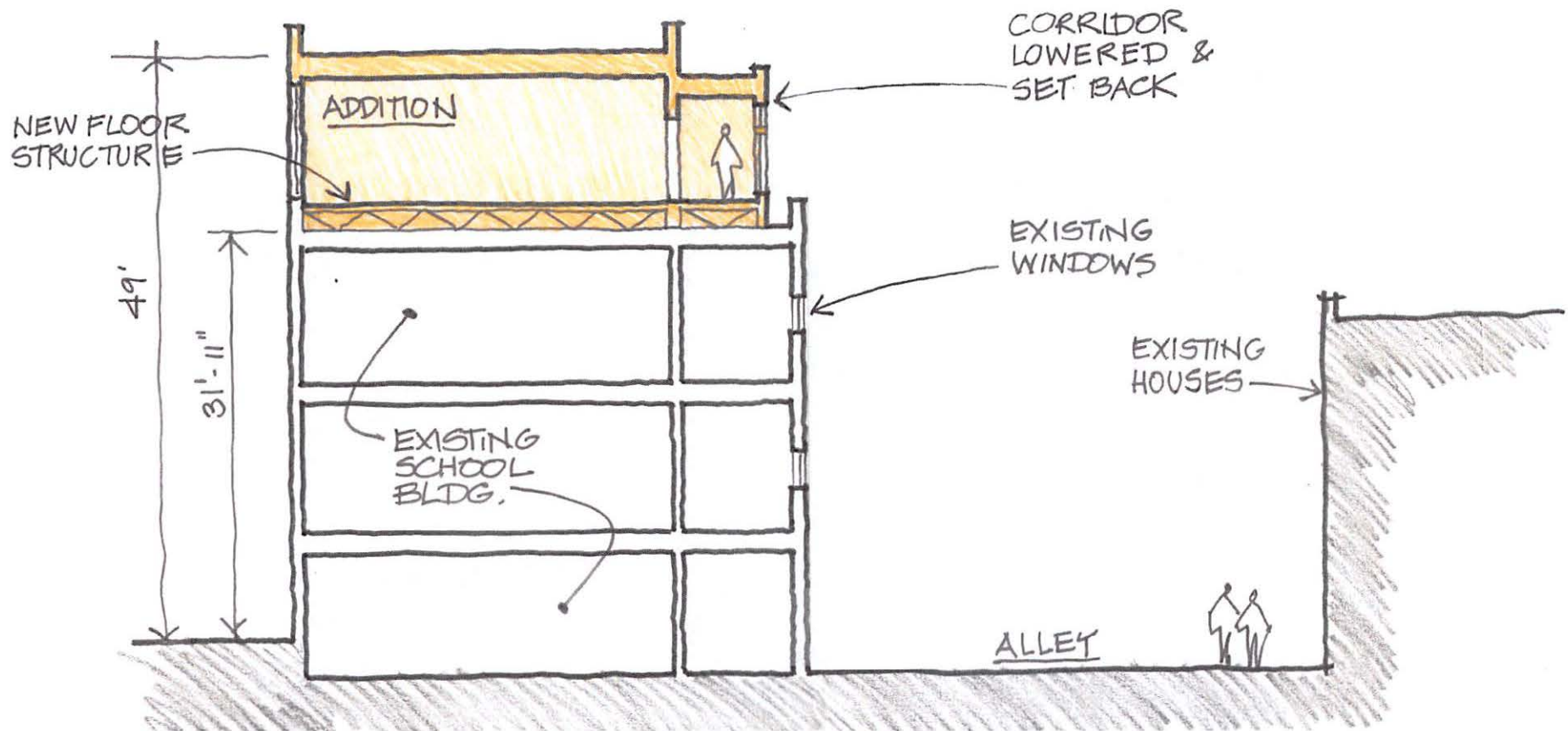


EXISTING SCHOOL
Rear Wall View From Alley



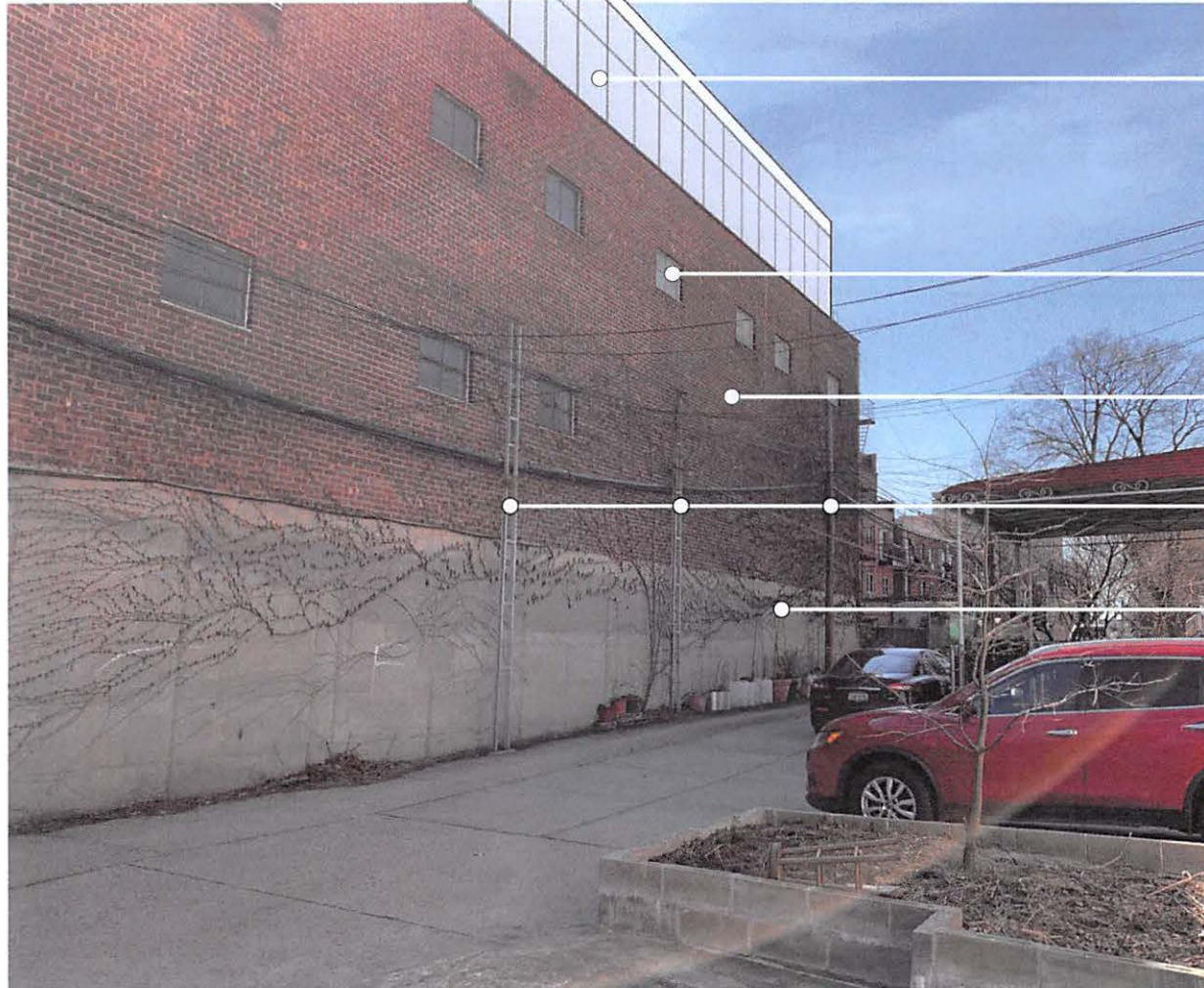
PROPOSED SCHOOL ADDITION
View From Alley

THINK



PROPOSED SCHOOL ADDITION - CROSS SECTION
At Rear Alley

THINK



New
Addition

Replace with
New Windows

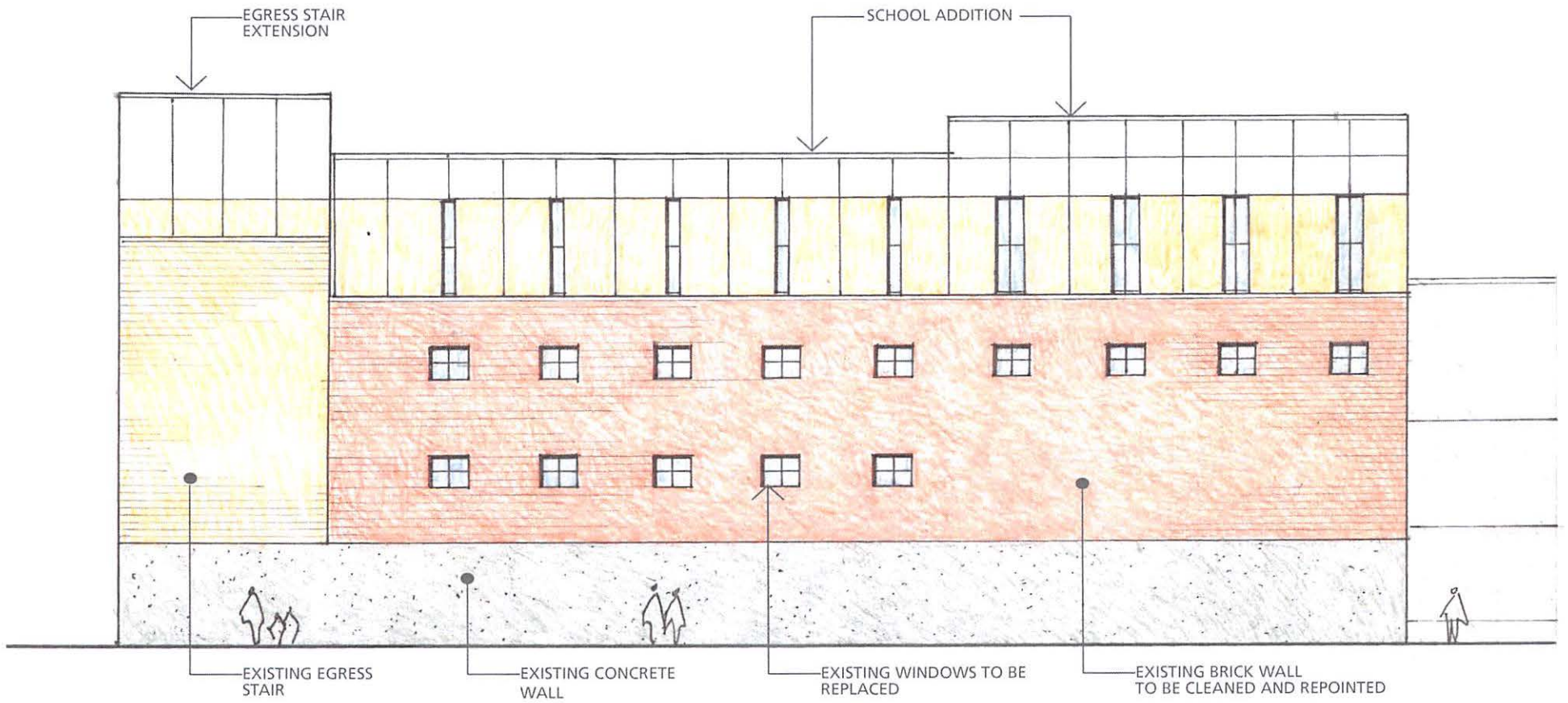
Clean & Repoint
Brick Wall

Existing Phone
Co. Poles

Maintain
Ivy at Wall

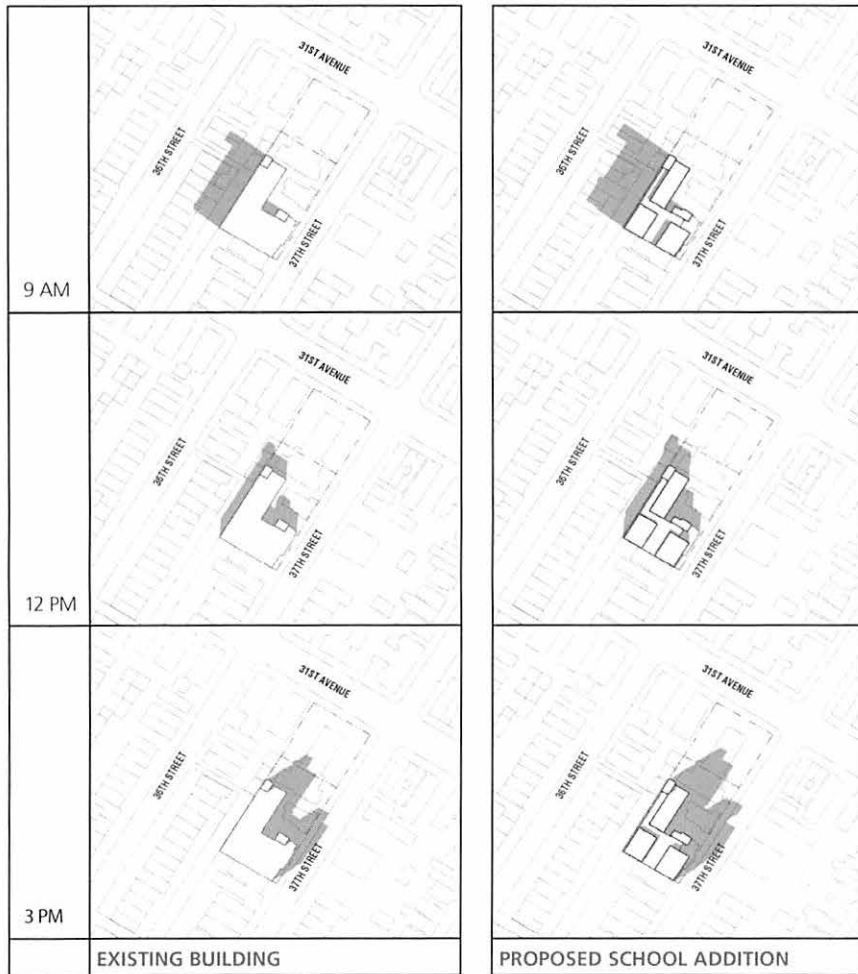
VIEW OF REAR WALL WITH PROPOSED SCHOOL ADDITION AND IMPROVEMENTS

THANK

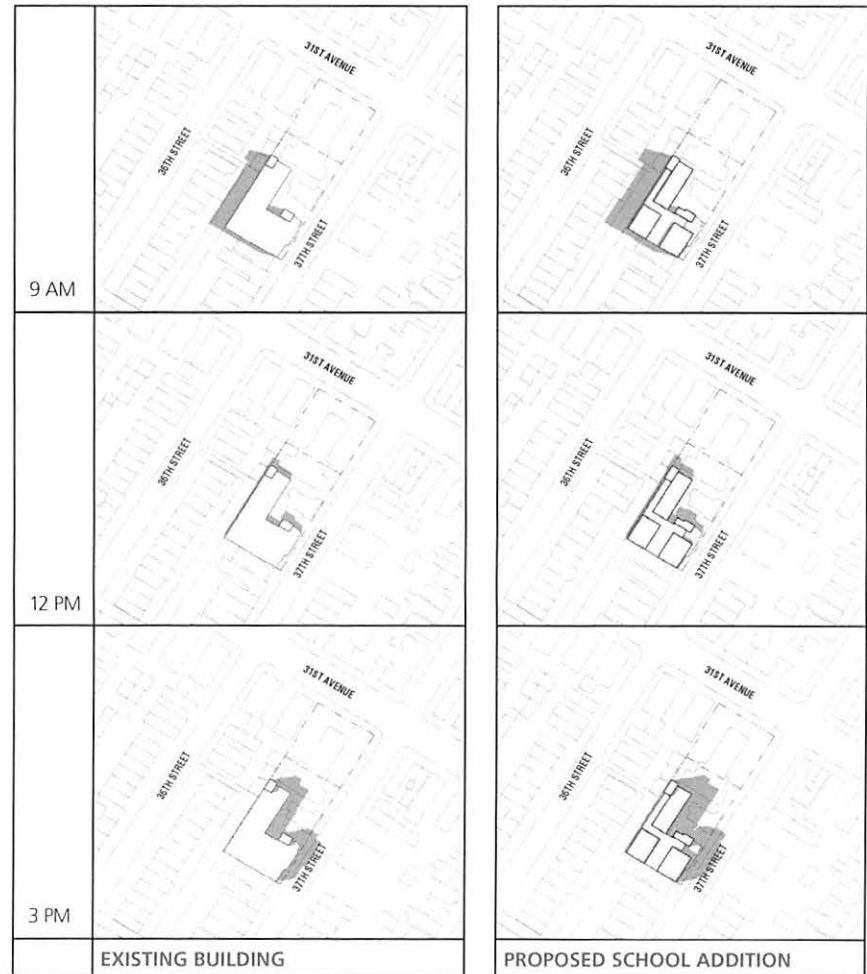


PROPOSED SCHOOL ADDITION - FACADE AT ALLEY

THINK

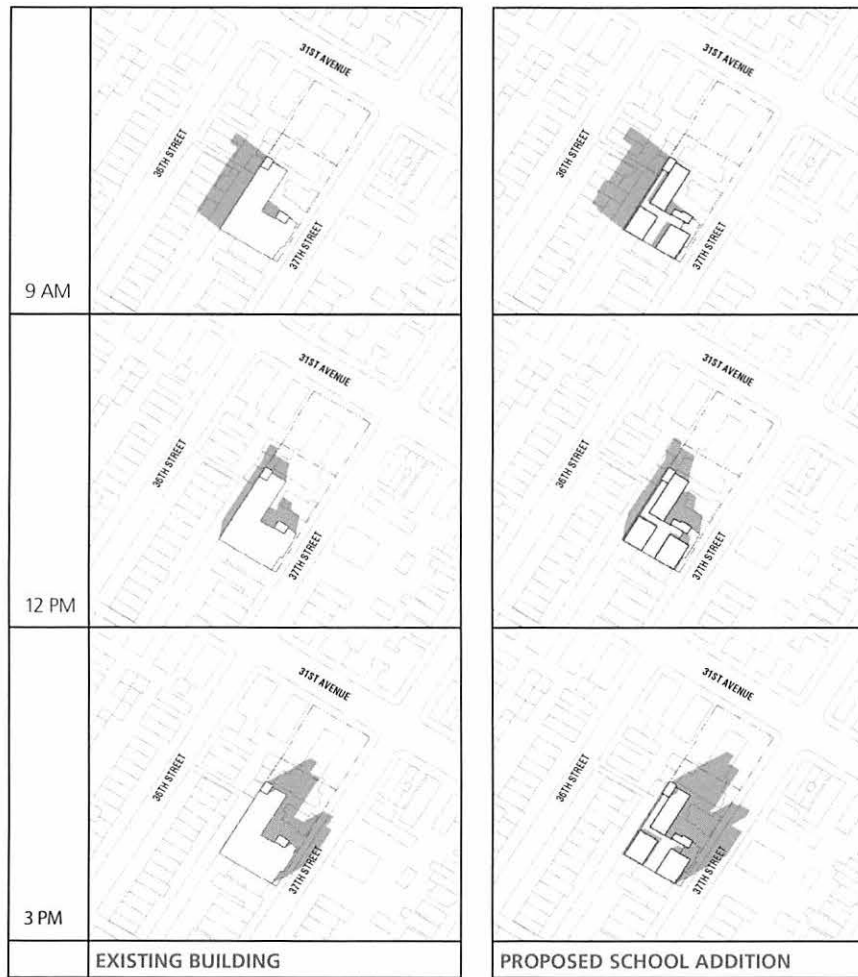


MARCH 21ST

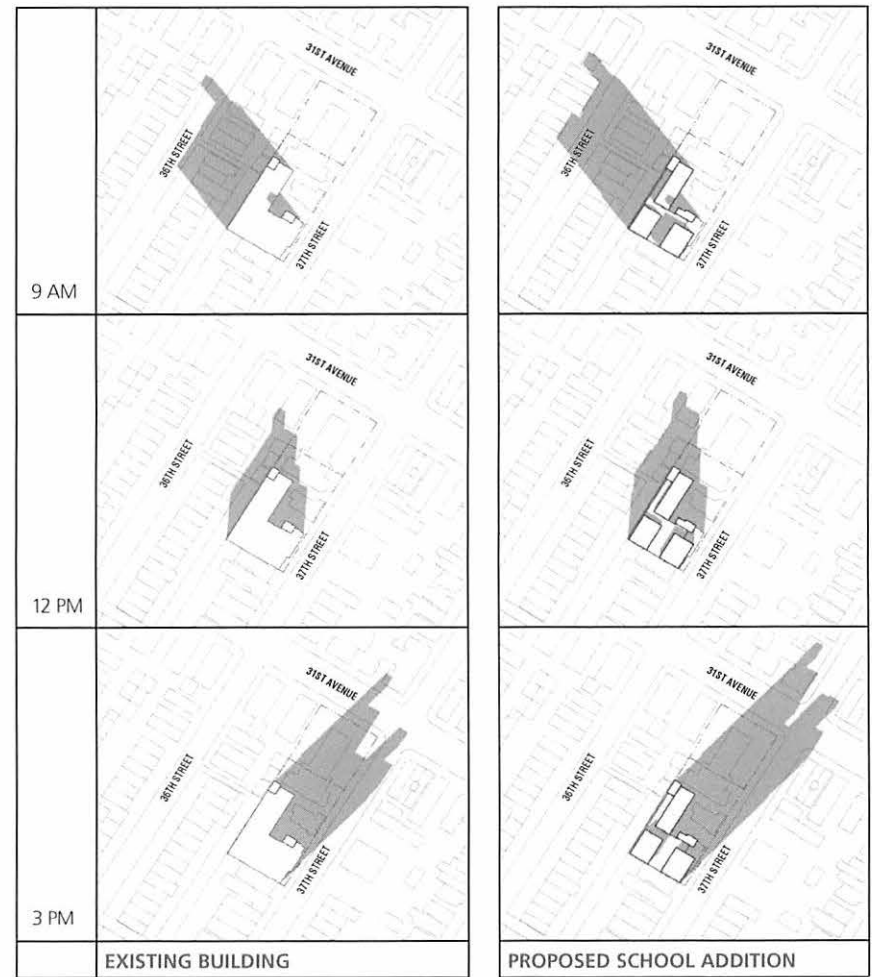


JUNE 21ST

SHADOW STUDY



SEPTEMBER 21ST



DECEMBER 21ST

SHADOW STUDY

ZONING FOR ACCESSIBILITY

APRIL 2021

New York City Department of City
Planning
Metropolitan Transportation
Authority, New York City Transit



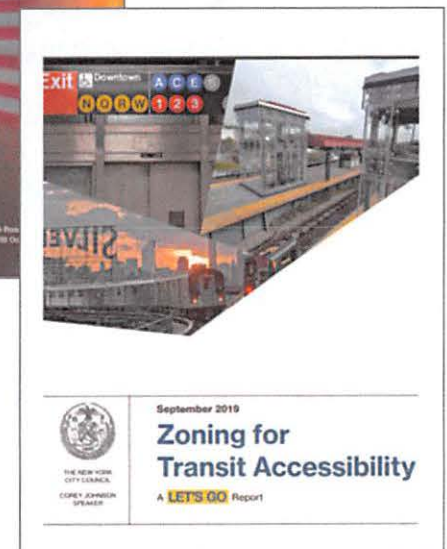
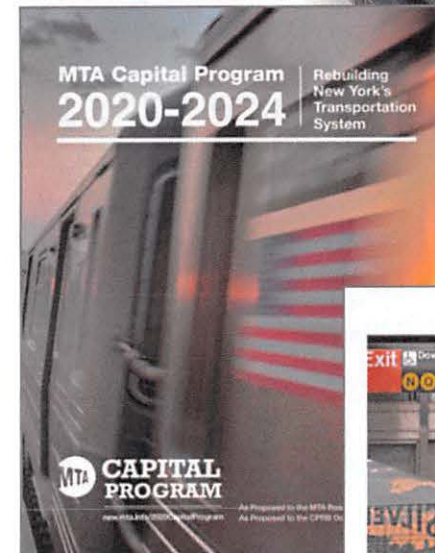
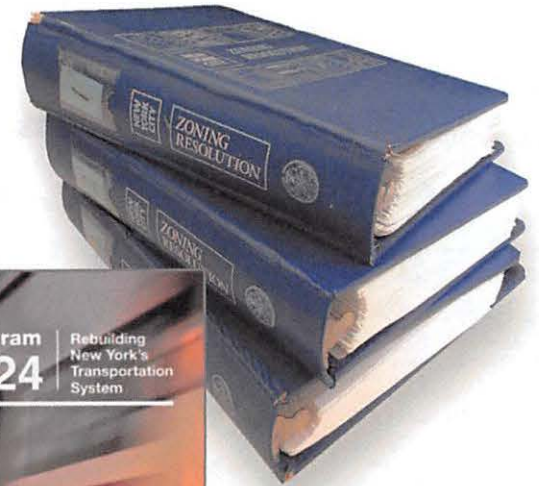
Elevate Transit: Zoning for Accessibility

A collaborative plan by MTA and City of New York

The Metropolitan Transportation Authority and the Department of City Planning are proposing a citywide **zoning text amendment** that will allow the MTA to work more efficiently with private developers to help achieve systemwide accessibility much more quickly.

The proposal includes

- A **system-wide transit easement requirement**; and
- An **expanded transit improvement bonus** in high density areas



Current Accessibility Status

Most stations were built before 1950. MTA has made progress through its capital programs, but there is still a long way to go:

- **Only 136** out of **493** subway or SIR stations are accessible
- **25** out of **39 LIRR and MNR** stations within city limits in the MTA system are accessible

ADA accessible stations:

Include many features to make stations readily accessible to, and usable by, individuals with disabilities. Zoning for Accessibility focuses on vertical accessibility.



Impacts of Limited Elevator Access



Many New Yorkers would benefit from more accessible transit stations

People with disabilities

Parents with young children

Seniors

People with temporary injuries

A subway ride that should take minutes can take hours

The MTA's 2020-2024 Capital Program makes historic investment in accessibility

2020-2024 MTA Capital Program

- More than \$5 billion dedicated to making 77 stations accessible.
- 43% of New York City Transit stations, serving over 60% of riders, will be fully accessible
- No subway rider will be more than 2 stations away from an accessible station

CB1 Subway Stations to be made ADA in MTA 20-24 Capital Plan

- Steinway St MR
- Broadway NW
- Queensboro Plaza NW/7 (15-19 Capital Plan)
- Northern Blvd MR

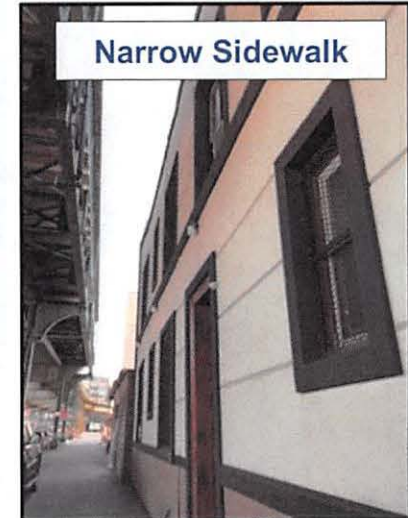


Elevators opened at the Astoria Blvd. NW Station in July 2020

Elevator Construction is challenging

Finding space in and around stations for elevator shafts can be particularly challenging:

- Narrow platforms
- Limited entry and exit passages
- Decades of highly complex utility infrastructure
- Narrow sidewalks
- Limited clearance between buildings and stations
- Most stations require more than one elevator to be accessible



Current Limitations of Easement Provisions

Easement Provisions

- A requirement that subjects station-adjacent sites in **very limited areas** in the city to provide a **transit easement** for future station access
- No general framework for facilitating transit easements outside of these limited areas
- MTA has missed opportunities to locate ADA access, particularly at complex stations





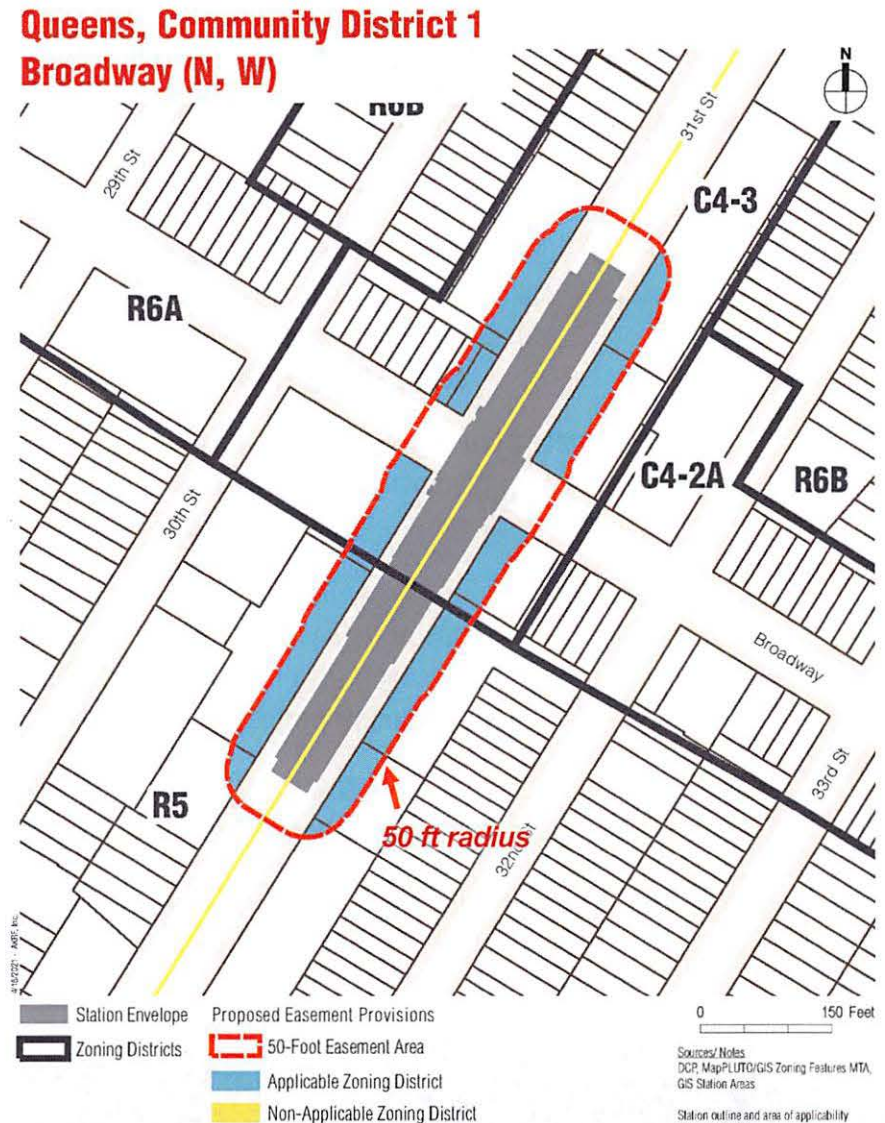
Zoning for Accessibility

A citywide zoning framework that creates more opportunities to increase accessibility in the transit system

System-wide Easement Requirement

Sites Subject to the Certification:

- **Project Type:** New development or enlargements (not conversions)
- **Location:** Within 50 feet of mass transit stations
- **Size:** Zoning lots of at least 5,000 sf
- **Applicable Zoning Districts:**
 - Residential districts permitting multifamily residential buildings
 - Medium and high-density commercial districts
 - All manufacturing districts



Illustrative example of applicability

Easement Applicability in CD 1



- Queens Community Board 1
- Central Business/Special Purpose District
- NYCT/SIR
- LIRR/MNR

MTA Station Accessibility

- Full ADA Access
- Partial ADA Access
- No ADA Access

Bonus Stations

- Proposed Easement Only Station
- Proposed Bonus and Easement Station

Easement/Bonus Areas

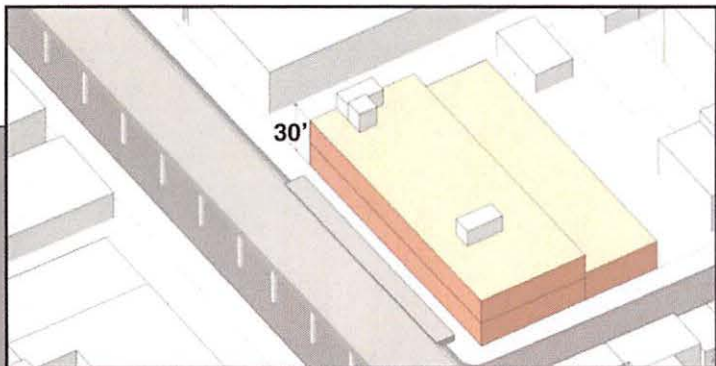
- 50' Area of Applicability
- 500' Area of Applicability (Bonus Only)
- 1500' Area of Applicability (Bonus Only)

CB1 Subway Stations to be made ADA in MTA 20-24 Capital Plan

- Steinway St MR
- Broadway NW
- Queensboro Plaza NW/7 (15-19 Capital Plan)
- Northern Blvd MR

Easement: Existing Conditions

3.5.21



AXONOMETRIC VIEW



Source: WSP

Easement: Implemented



Zoning Relief for Easements

To address potential issues and additional burdens imposed on development sites, the following set of relief would be provided:

- I. Floor Area and Open Space
- II. Height and Setback
- III. Parking
- IV. Use
- V. Streetscape



Floor Area and Open Space

Maintain developable floor space and flexibility for locating easements

- Exclude easement areas from **zoning floor area**
- Allow easements as **Permitted obstructions**
- **Increasing maximum lot coverage** in certain districts



Height and Setback

Offset burdens of easement areas on development potential

Maximum height

- Allow an increase in maximum heights by **10 feet**
- R7 and above: Allow an increase in maximum heights by **20 feet** (for above-grade easements).

Street wall

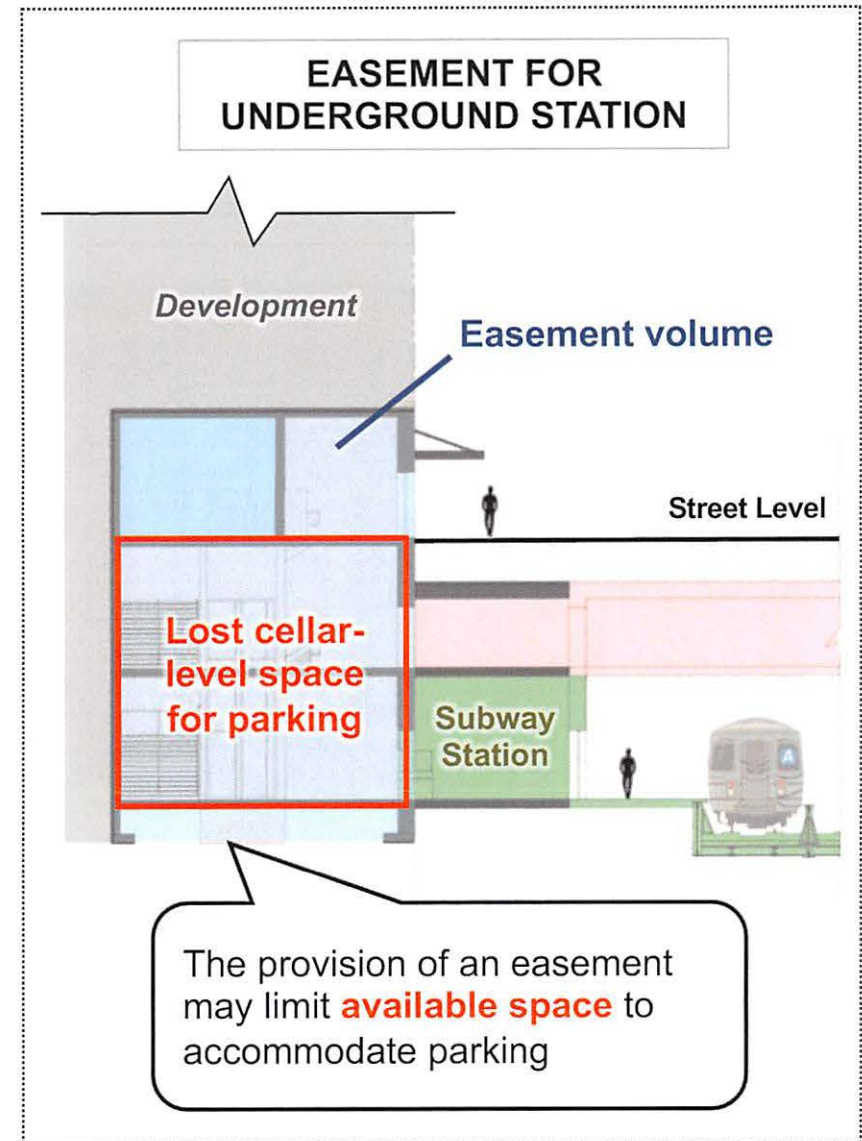
- Create better flow around easements by allowing additional street wall flexibility within **15 feet** of easement areas



Parking

Limit potential conflict with parking spaces

- **Deduct 15 parking spaces** from total number of required spaces
- **Waive Parking** requirements on **small sites**
 - **10,000 sf waiver** for applicable districts with higher parking requirements*
 - **15,000 sf waiver** for all other applicable districts with lower parking requirements



Use

Enhance sidewalk environment around easement areas

Commercial uses

- Promote compatible uses around easements by allowing local retail uses **within 30 feet of easement areas in residence districts**
- Facilitate the accommodation of commercial floor space by allowing greater flexibility to locate **commercial uses on the second floor**

SECOND-FLOOR COMMERCIAL USES

- Allow local retail use within 30 feet of above grade easement areas in **Residence Districts** and commercial uses in **C1, C2, and C3 Districts**



Streetscape

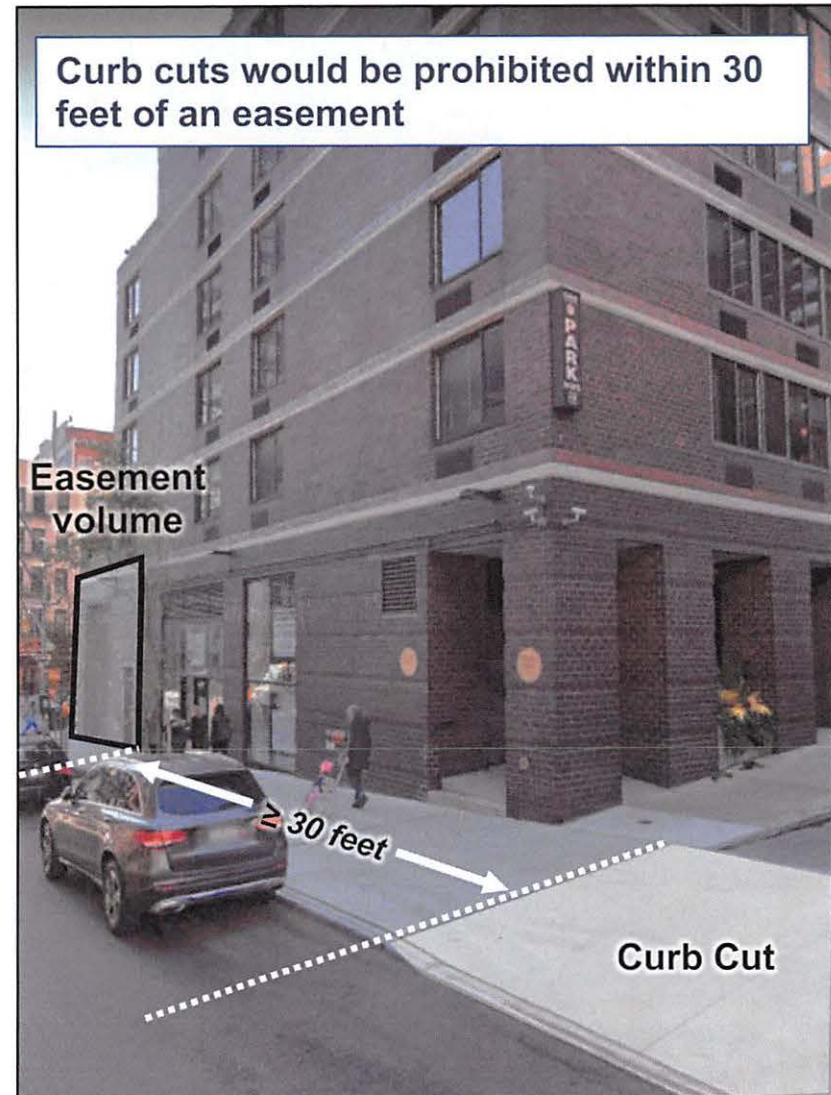
Align streetscape features with station entrances

Ground floor use and planting

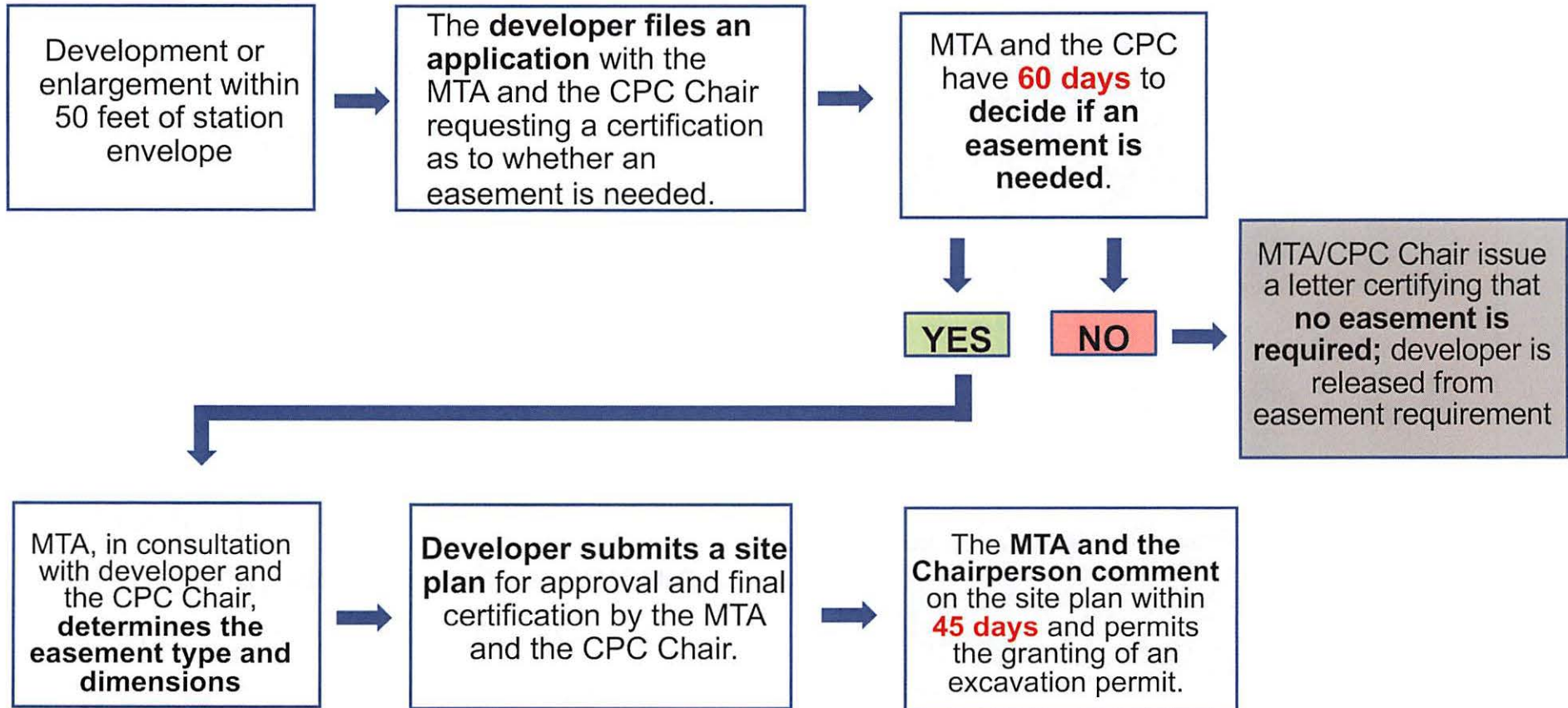
- Facilitate station entrance design by excluding easement areas from **ground floor use regulations** and **planting requirements**

Curb cut

- Ensure safety of transit riders entering and leaving station entrances by restricting curb cuts within **30 feet of an easement**



Easement Certification Process

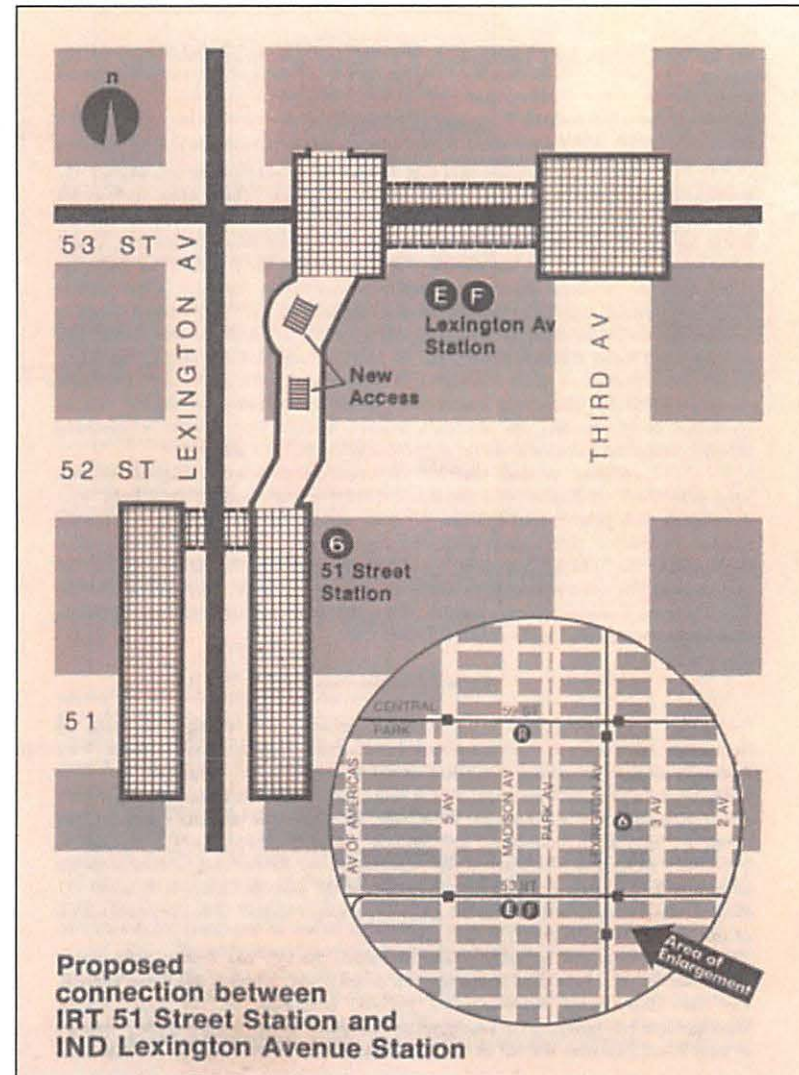


Existing Transit Bonus Mechanism

An incentive program that grants a floor area bonus of up to 20% for **significant station improvements** in high-density area.

Limitations

- **Only available in the highest density areas** in the city and typically only available to station-adjacent sites.
- **Procedural barriers** to participation

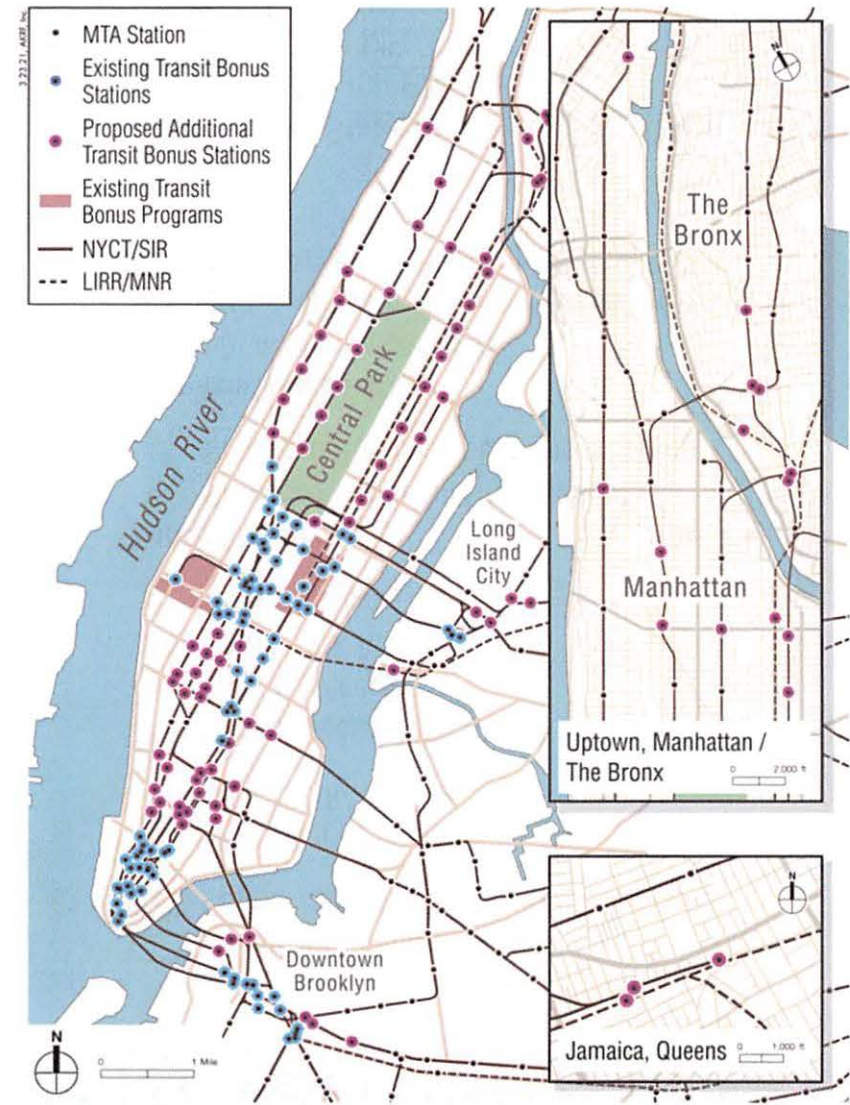


Expanded Transit Bonus Program

Station improvements would be incentivized through a **new transit bonus** that would

- provide a floor area increase of up to 20 percent for **significant station improvements**; and
- **expand coverage** of existing subway bonus.

The new transit bonus would be subject to a more simplified discretionary review and approval process.



Expanded Transit Bonus Program



- Queens Community Board 1
- Central Business/Special Purpose District
- NYCT/SIR
- LIRR/MNR

MTA Station Accessibility

- Full ADA Access
- Partial ADA Access
- No ADA Access

Bonus Stations

- Proposed Easement Only Station
- Proposed Bonus and Easement Station

Easement/Bonus Areas

- 50' Area of Applicability
- 500' Area of Applicability (Bonus Only)
- 1500' Area of Applicability (Bonus Only)

CB1 Subway Stations to be made ADA in MTA 20-24 Capital Plan

- Steinway St MR
- Broadway NW
- Queensboro Plaza NW/7 (15-19 Capital Plan)
- Northern Blvd MR

Floor Area Bonus and Improvements

Floor Area Bonus

- Granted in exchange for **construction of significant station improvements**
- Commensurate with **the degree to which such improvements** enhance customer access and station environment
- Occupied and used only when such improvements are **determined to be usable by the public** by MTA
- At non-accessible stations, vertical accessibility improvements, like elevators, are required first

Station improvements may include new connections, additions or reconfigurations of circulation space



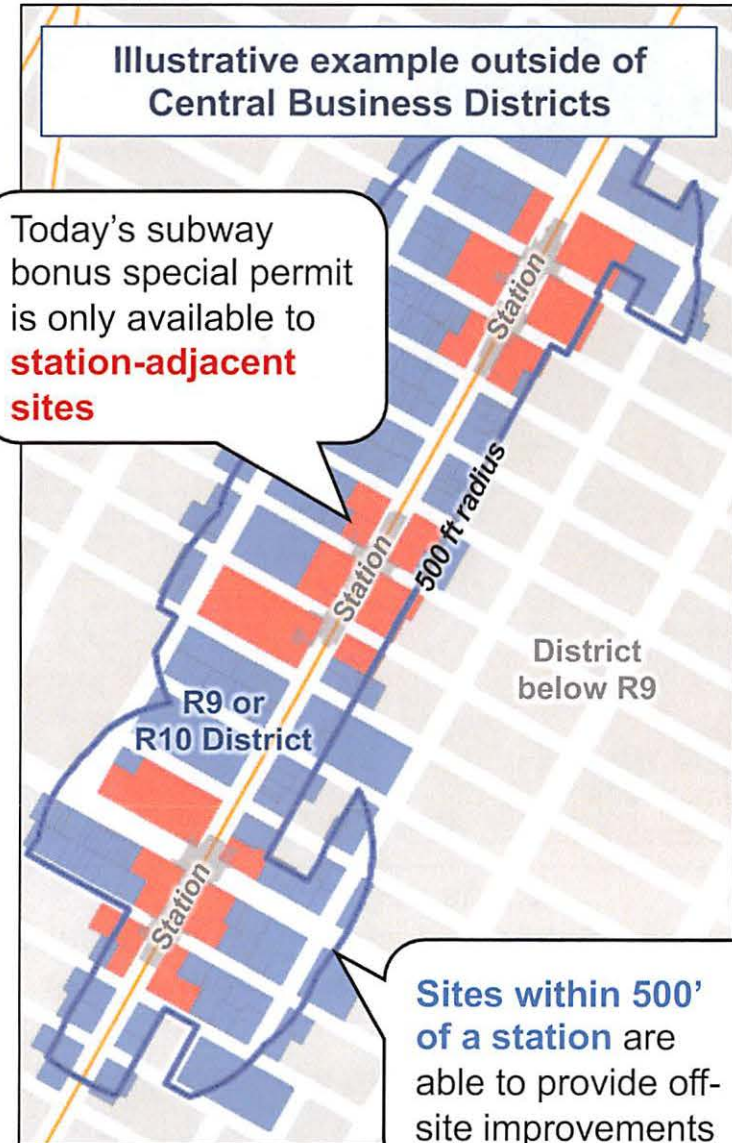
Expanded Coverage

Applicability

- Current subway bonus special permit only applies to **transit-adjacent sites** in **Commercial Districts of 10 FAR** and above.
- Expanded bonus would apply to sites in **R9 or R10 district**, their commercial equivalent, or **M1-6 district** and
 - within **500 feet of a station** or
 - within **1,500 feet of a station** in Central Business Districts

CENTRAL BUSINESS DISTRICTS

Midtown, Garment Center, Hudson Yards, Lower Manhattan, Long Island City and Downtown Brooklyn





System-wide Easement Requirement

- In most zoning districts, a requirement for developments on sites of at least 5,000 sf and within 50 feet of a mass transit station; zoning relief would apply
- Further zoning modifications subject to discretionary review and approvals

Expanded Transit Improvement Bonus Program

- A floor area bonus of up to 20% for developments in R9 and R10 density-level districts that provide major on- or off-site station improvements
- Further zoning modifications subject to additional discretionary review and approvals

Project timeline and next steps



The ZFA proposal entered public review on April 5th, 2021

The CB referral period ends **June 14th, 2021**

Public Review includes briefing:

- 59 Community Boards
- 5 Borough Presidents
- 5 Borough Boards
- CPC
- City Council

CD 1 Easement and Bonus Applicability



- Queens Community Board 1
- Central Business/Special Purpose District
- NYCT/SIR
- LIRR/MNR

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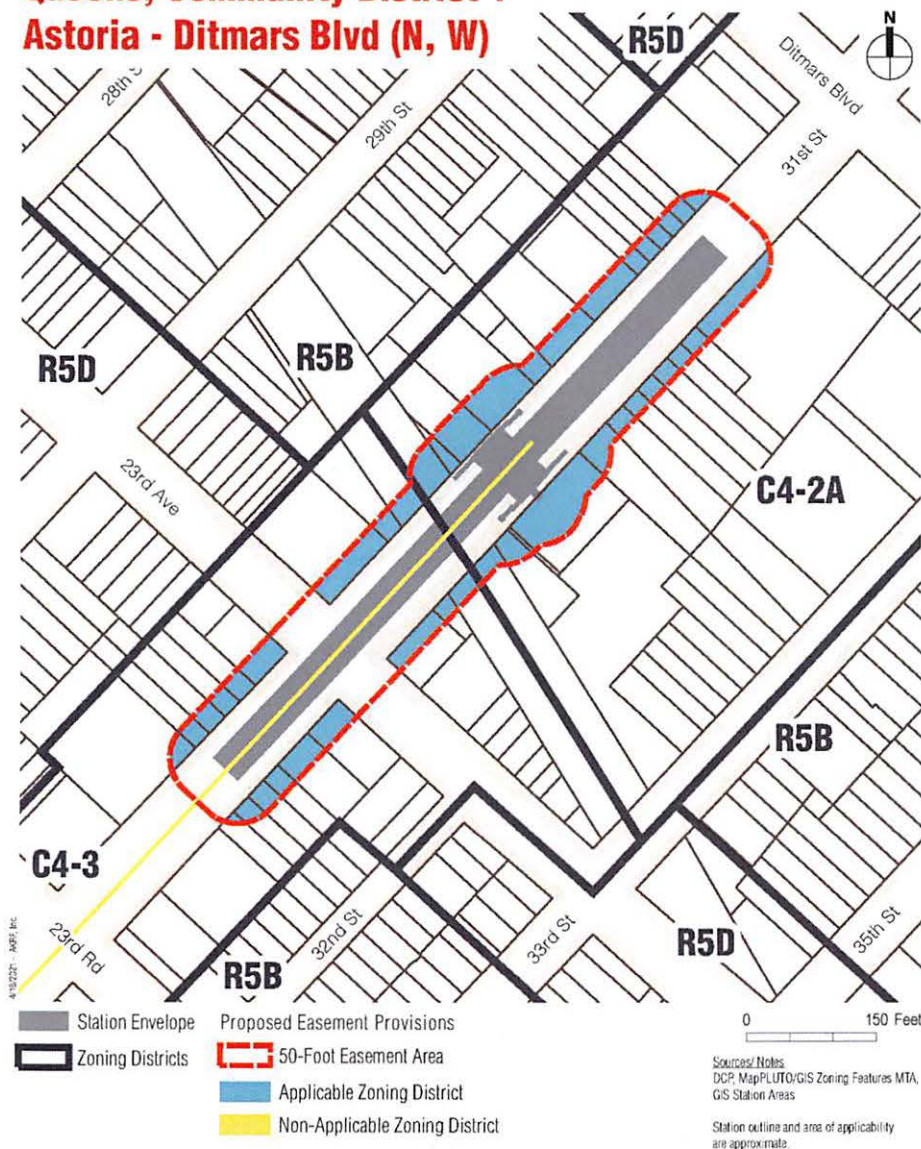


APPENDIX I

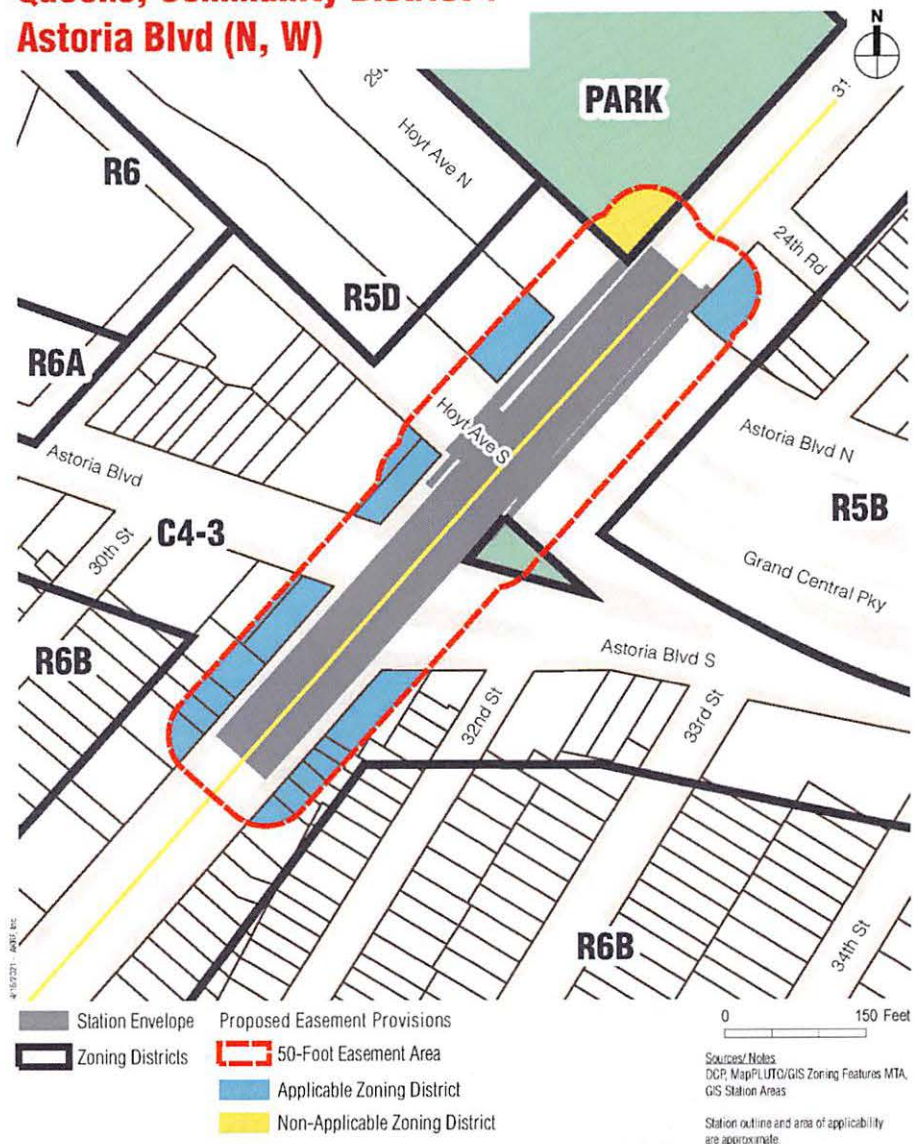
Station Level Easement Maps

Station Easement Maps: Astoria-Ditmars Blvd. & Astoria Blvd (N,W)

Queens, Community District 1 Astoria - Ditmars Blvd (N, W)



Queens, Community District 1 Astoria Blvd (N, W)

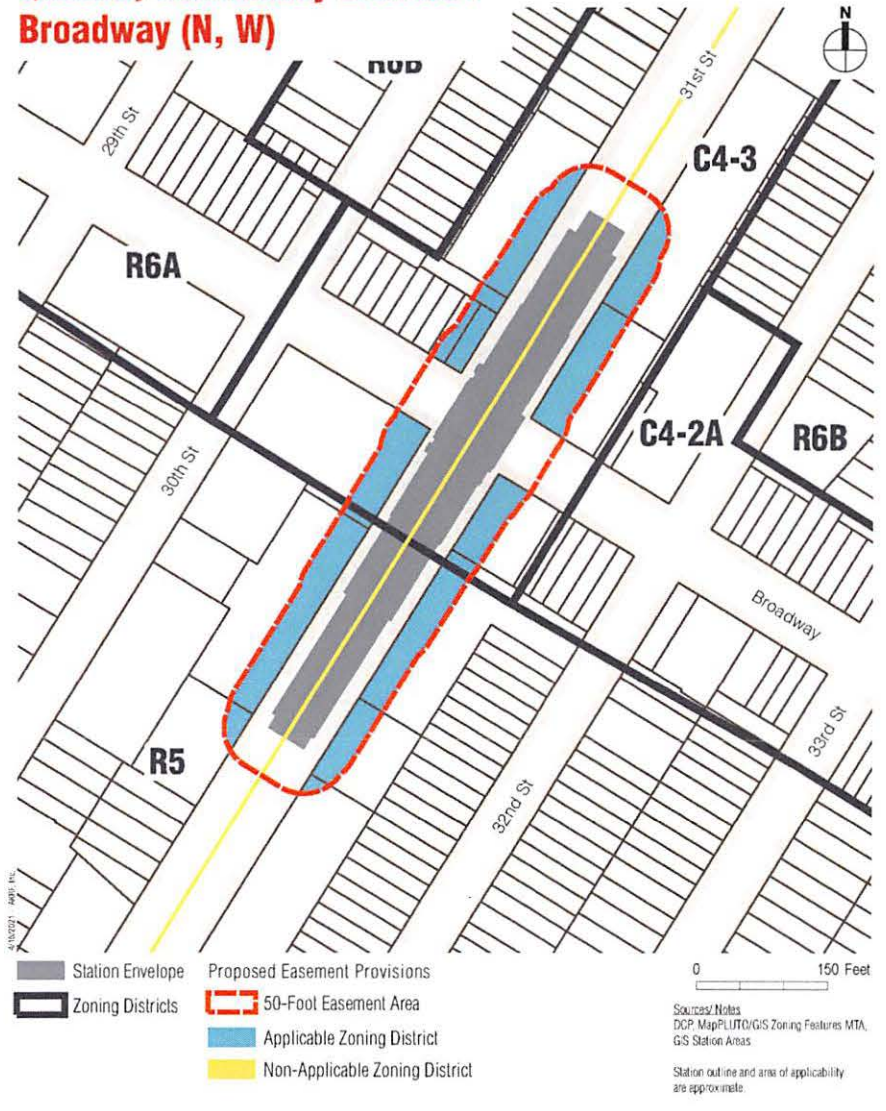


Station Easement Maps: 30 Av & Broadway (N,W)

Queens, Community District 1 30 Av (N, W)

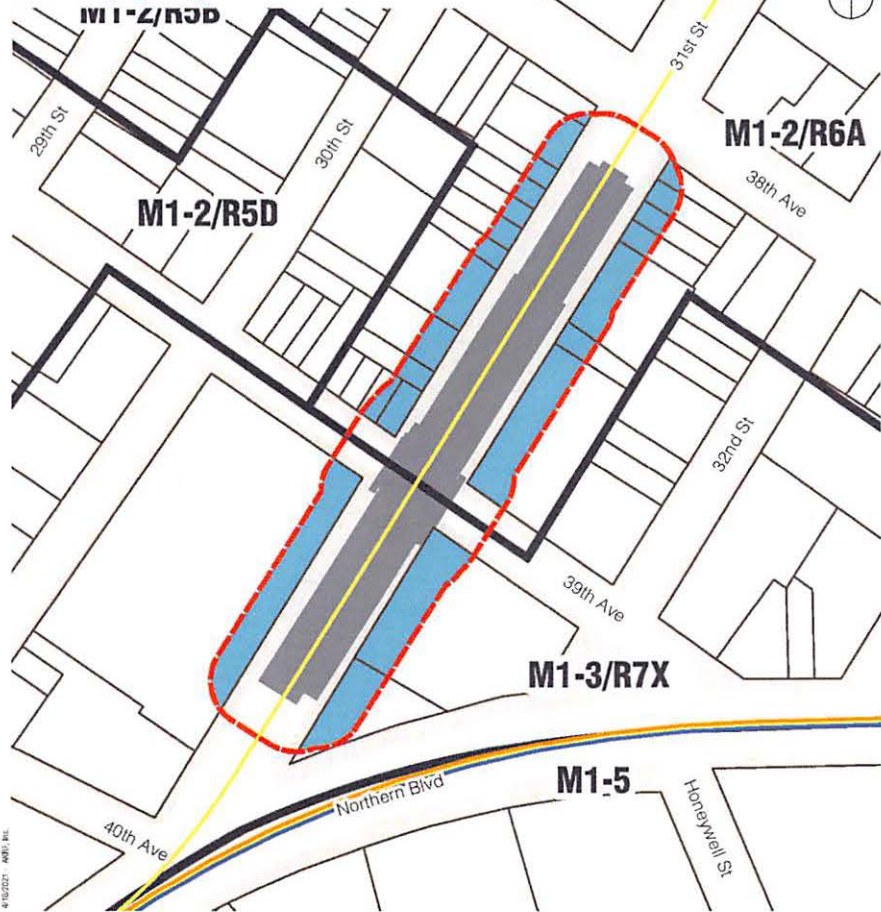


Queens, Community District 1 Broadway (N, W)

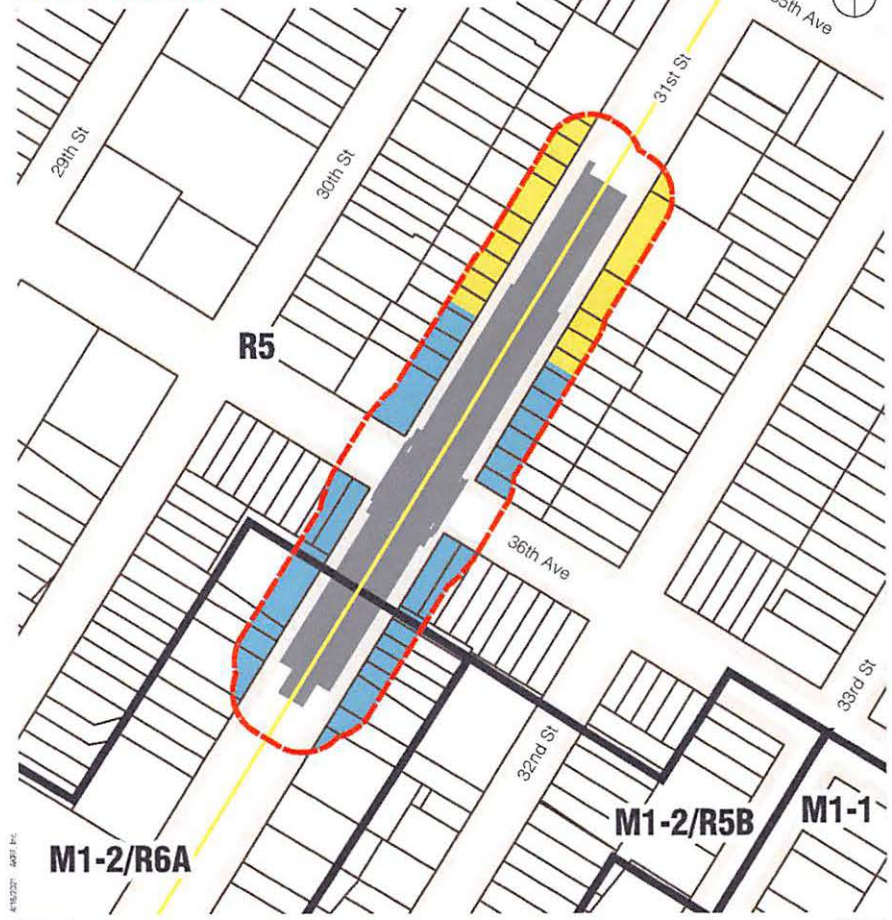


Station Easement Maps: 39 Av & 36 Av (N,W)

Queens, Community District 1 39 Av (N, W)



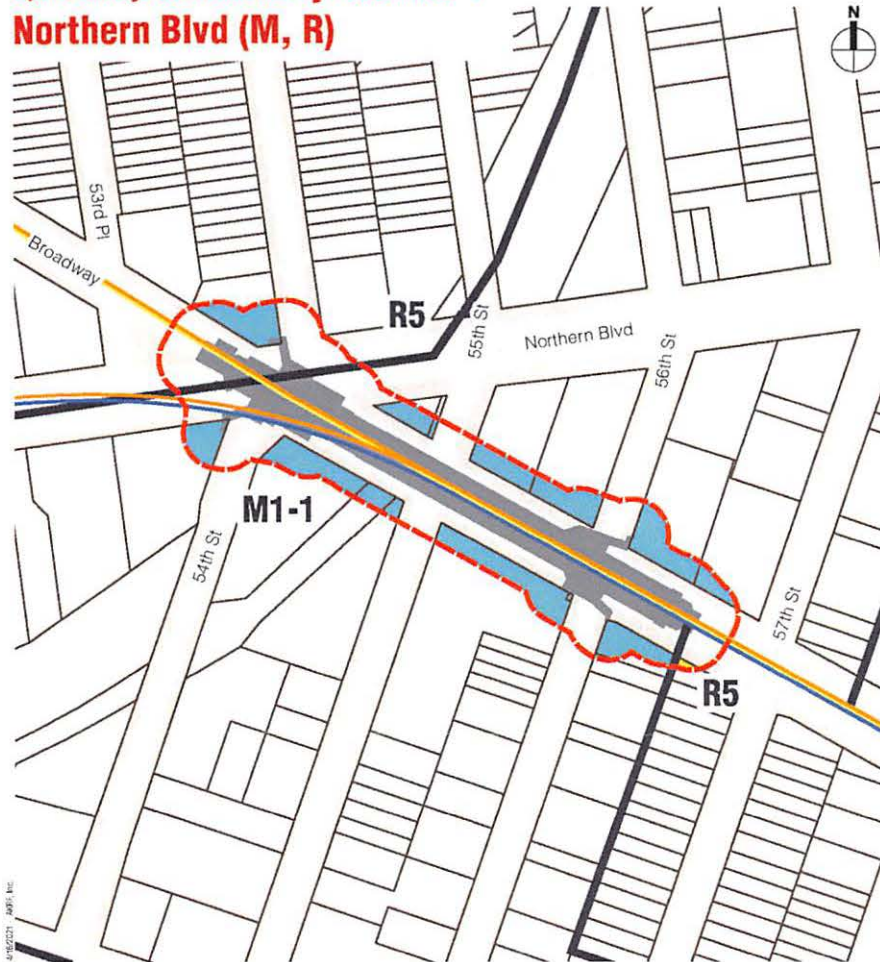
Queens, Community District 1 36 Av (N, W)



Station Easement Maps: Northern Blvd (M,R) & Queensboro Plaza (N, W, 7)



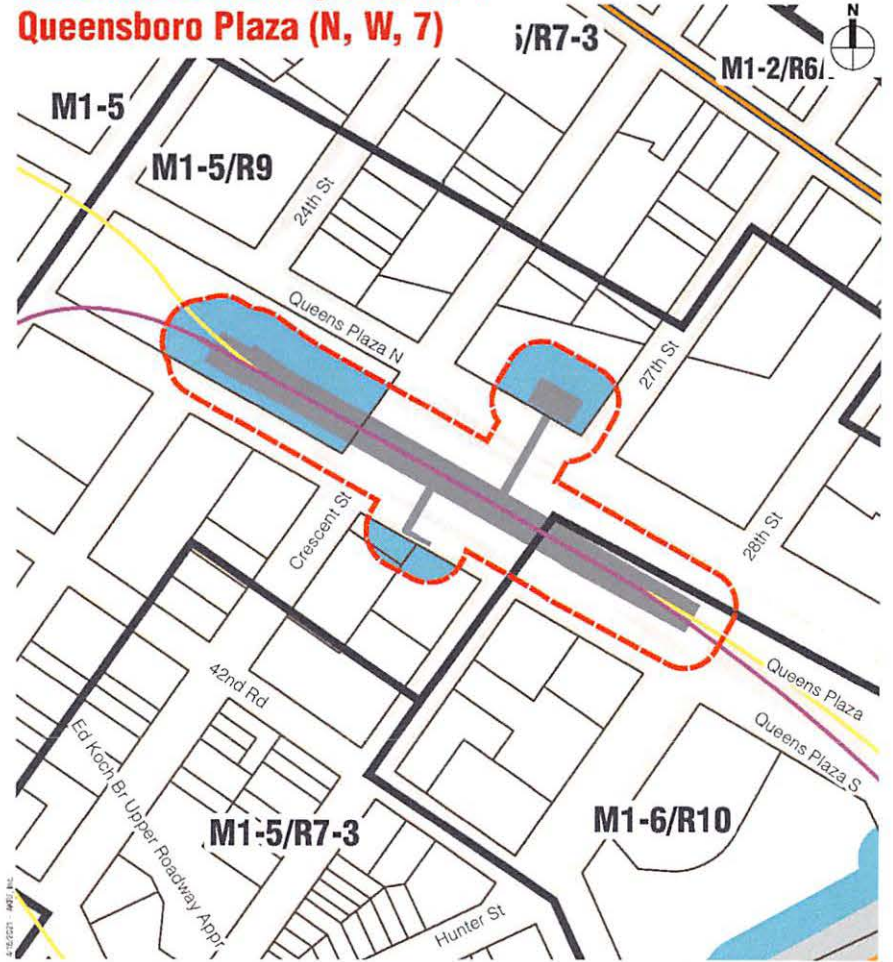
Queens, Community District 1 Northern Blvd (M, R)



Station Envelope
 Zoning Districts
 Proposed Easement Provisions
 50-Foot Easement Area
 Applicable Zoning District
 Non-Applicable Zoning District

Sources/Notes
 DCP, MapPLUTO/GIS Zoning Features VTA
 GIS Station Areas
 Station outline and area of applicability are approximate

Queens, Community District 1 Queensboro Plaza (N, W, 7)

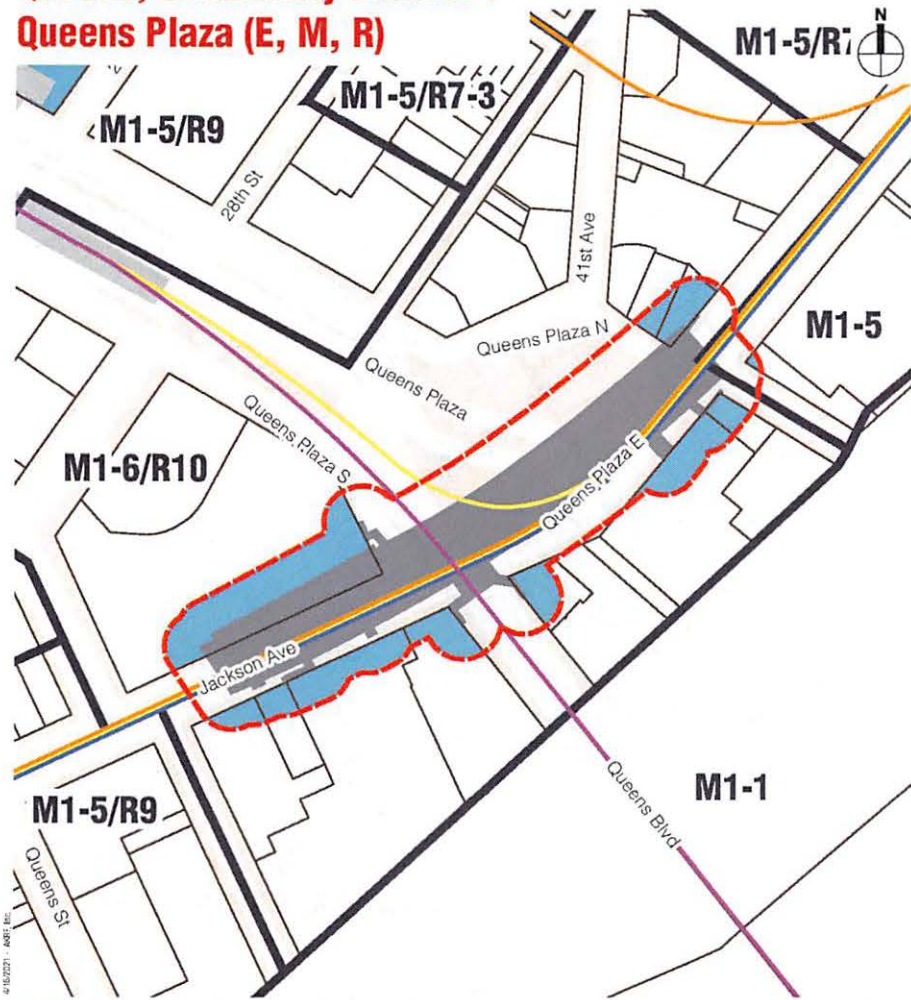


Station Envelope
 Zoning Districts
 Proposed Easement Provisions
 50-Foot Easement Area
 Applicable Zoning District
 Non-Applicable Zoning District

Sources/Notes
 DCP, MapPLUTO/GIS Zoning Features VTA
 GIS Station Areas
 Station outline and area of applicability are approximate

Station Easement Maps: Queens Plaza (E,M,R) & 35 St (M, R)

Queens, Community District 1 Queens Plaza (E, M, R)



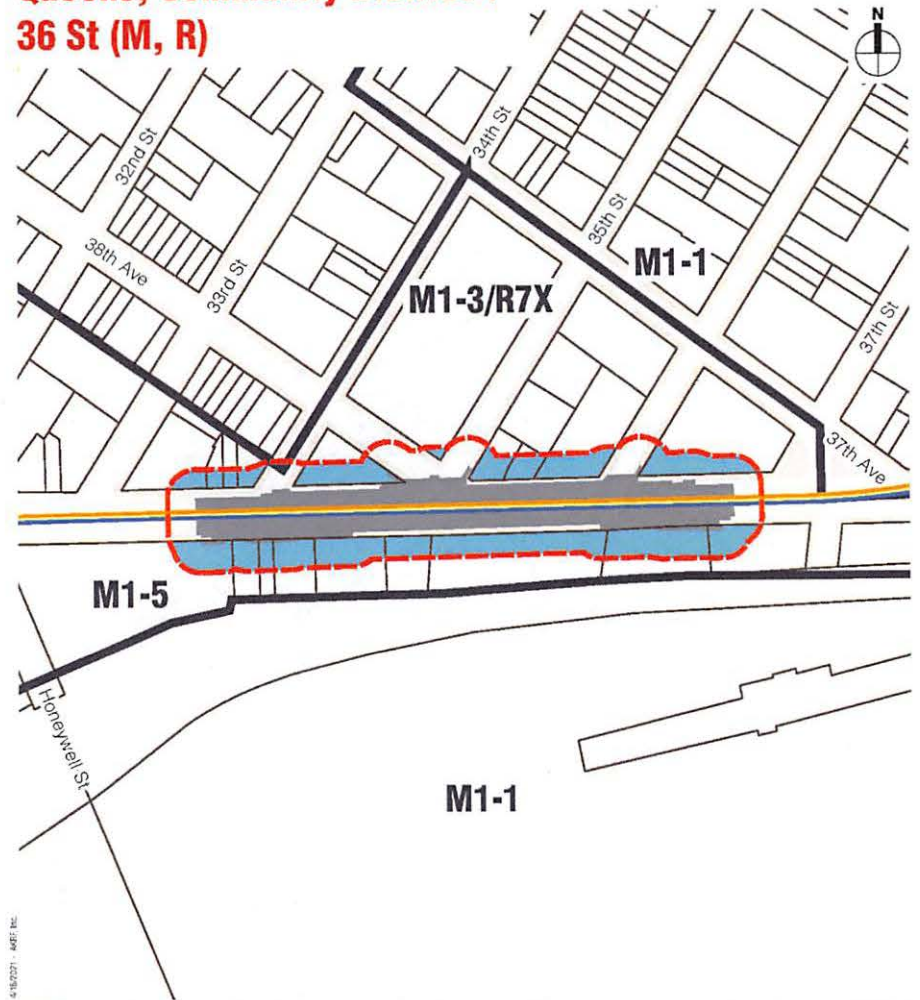
- Station Envelope
- Zoning Districts
- Proposed Easement Provisions**
- 50-Foot Easement Area
- Applicable Zoning District
- Non-Applicable Zoning District

0 200 Feet

Sources/Notes
DCP, MapPLUTO/GIS Zoning Features MTA,
GIS Station Areas

Station outline and area of applicability
are approximate.

Queens, Community District 1 36 St (M, R)



- Station Envelope
- Zoning Districts
- Proposed Easement Provisions**
- 50-Foot Easement Area
- Applicable Zoning District
- Non-Applicable Zoning District

0 250 Feet

Sources/Notes
DCP, MapPLUTO/GIS Zoning Features MTA,
GIS Station Areas

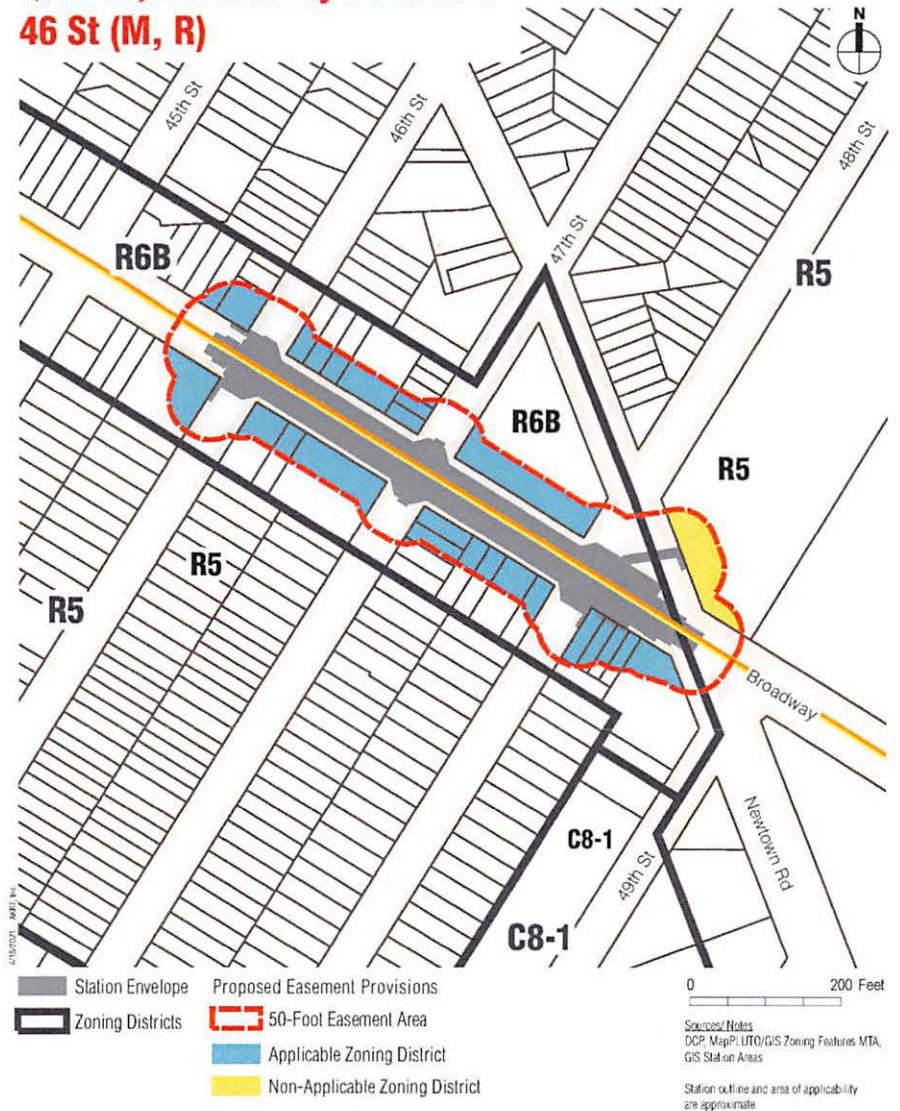
Station outline and area of applicability
are approximate.

Station Easement Maps: Steinway St (M,R) & 46 St (M, R)

Queens, Community District 1 Steinway St (M, R)

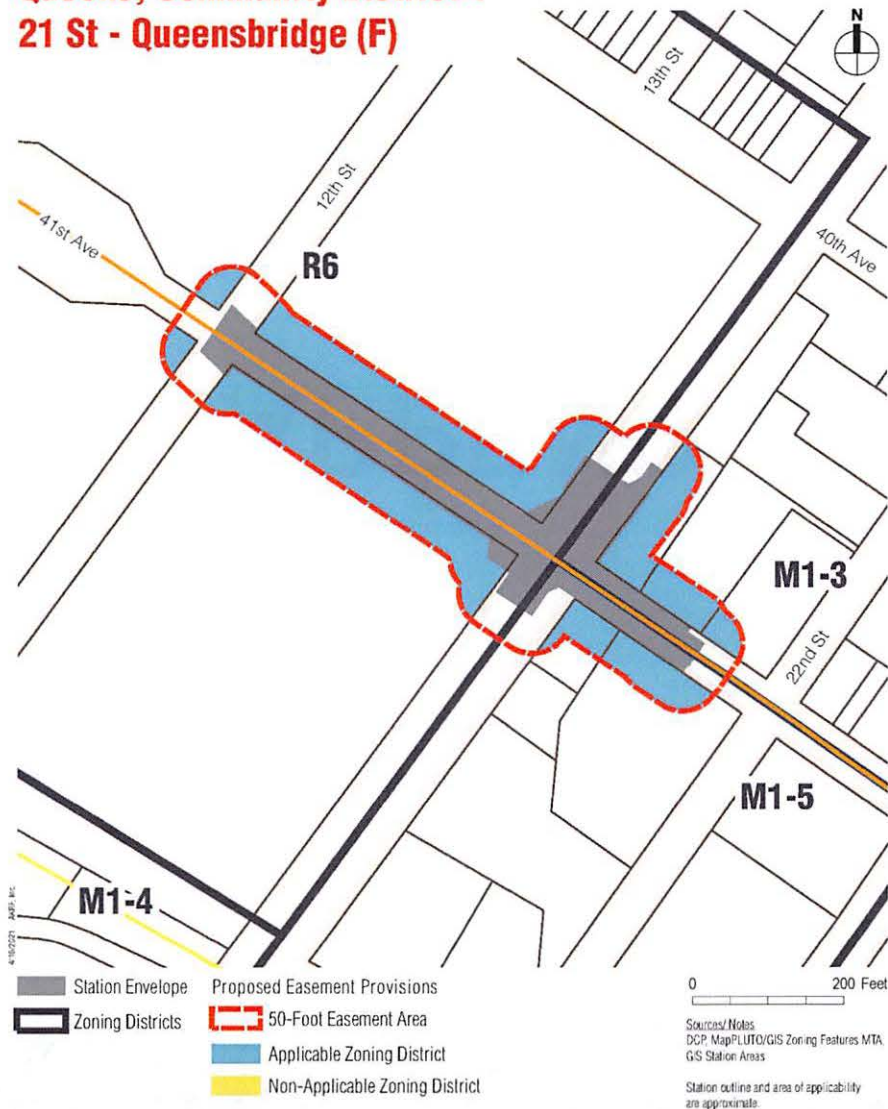


Queens, Community District 1 46 St (M, R)



Station Easement Maps: 21st St Queensbridge (F)

Queens, Community District 1 21 St - Queensbridge (F)





APPENDIX II

Elevator Maintenance

MTA Maintained elevators

- Elevators in easements
- Elevators built by a developer outside of their building

Privately Maintained Elevators

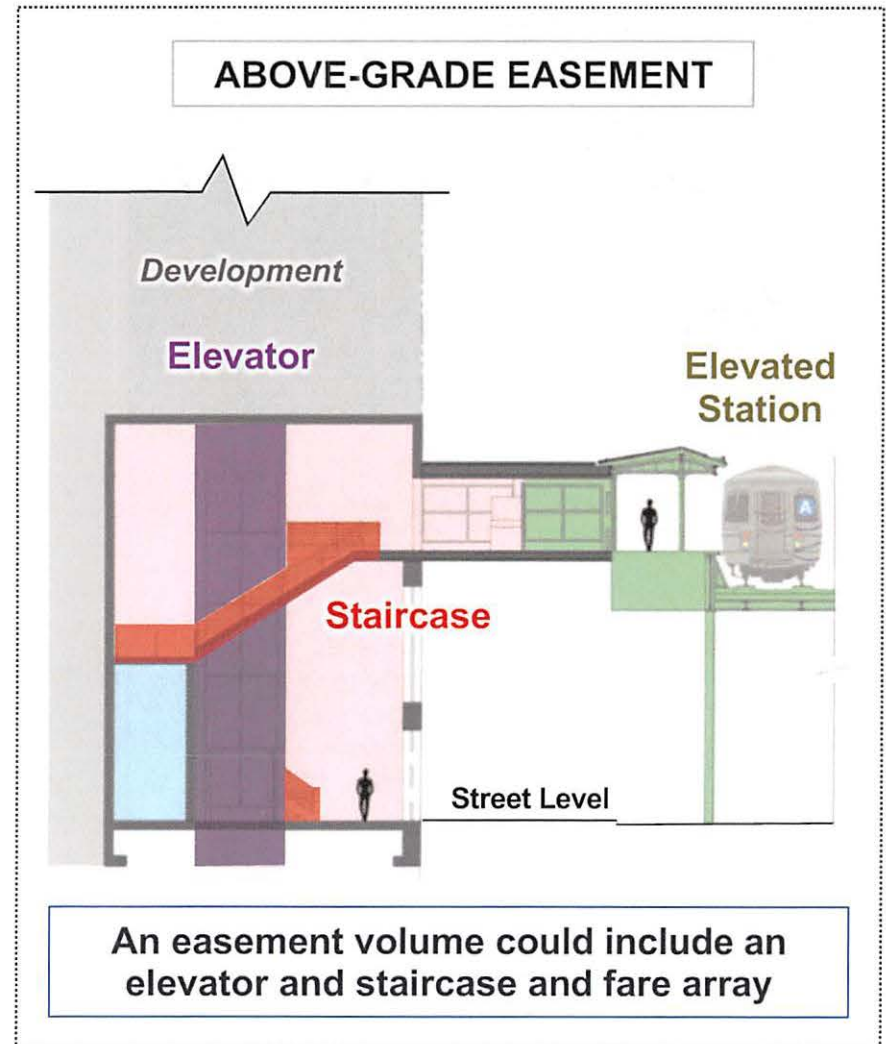
- Account for small number of elevators built through ZFA.
- **Binding legal agreements** will ensure elevators are properly maintained
 - Elevators must meet or exceed **reliability standards** of MTA elevators—currently 96.5%
 - Developers provide funding to replace elevator at the end of useful life
 - Developers must respond to any elevator outage within **two hours**
 - Elevators **monitored remotely** by the MTA



Transit Easements

The shape of an easement can vary:

- **Elevation** – an easement can take up multiple floors, whether it is serving an underground, at-grade or elevated station
- **Size** – size of an easement may differ, depending on the vertical circulation elements that are needed
- **Type** – easements may be used to accommodate other station needs, including substations

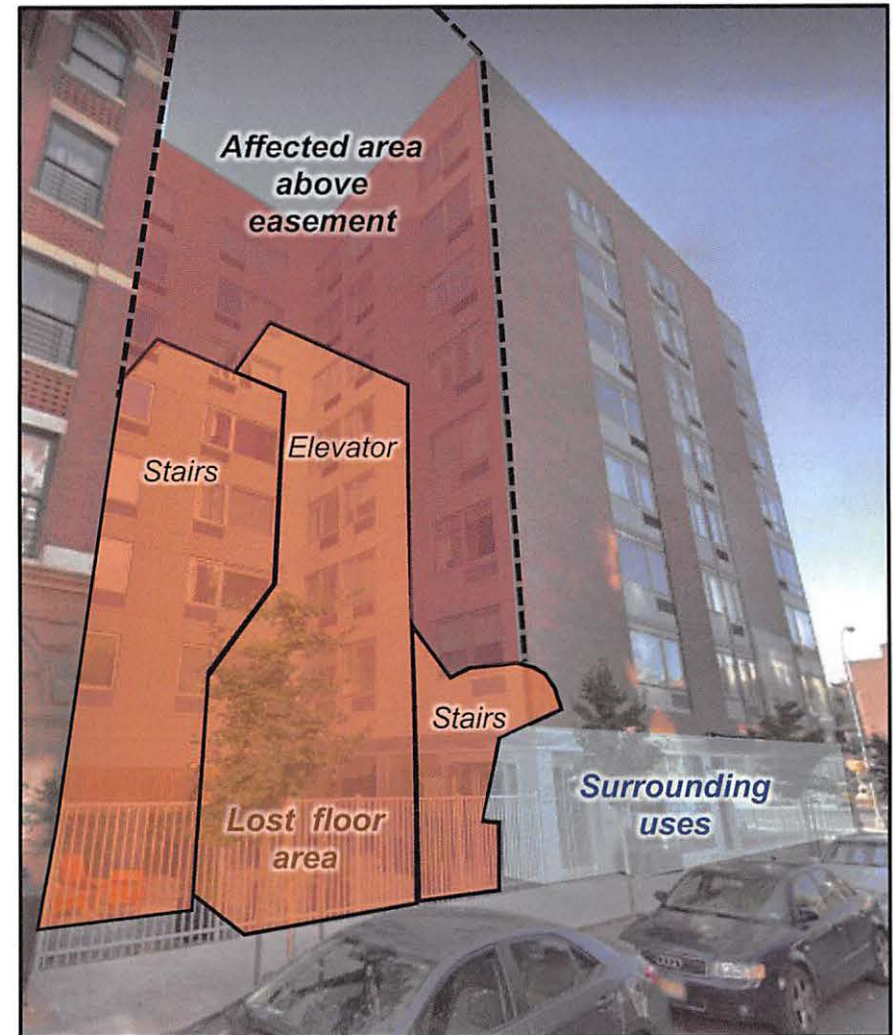


Potential Issues on Development Sites

Easement areas can affect overall development in a number of ways. They can

- take up **developable floor area**
- occupy a significant amount of space within the **building envelope**
- restrict **ground floor uses** and **parking**
- create compatibility issues with **surrounding uses**

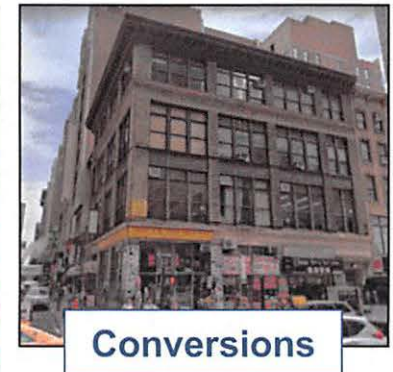
Such constraints can affect MTA's ability to acquire easement areas expeditiously



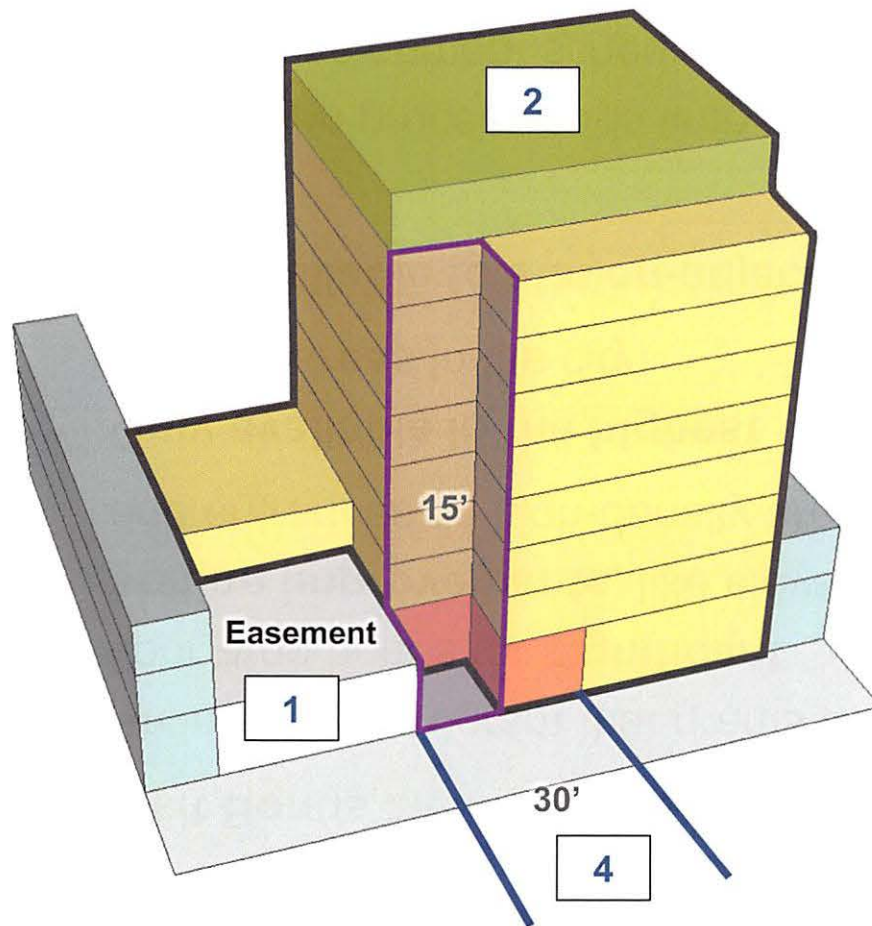
Optional Easements and Clear Paths Within 50' of Transit Stations

Where an easement volume is provided voluntarily on certain sites, or where alternative accommodations are provided, zoning relief would also apply:

- Developments and enlargements on **small sites** in applicable zoning districts would be given the same set of zoning relief
- **Conversions** in applicable zoning districts would be given a targeted subset of zoning relief
- Where **clear paths** are provided to address sidewalk conditions, street wall relief would apply



Summary of Zoning Relief for Easements

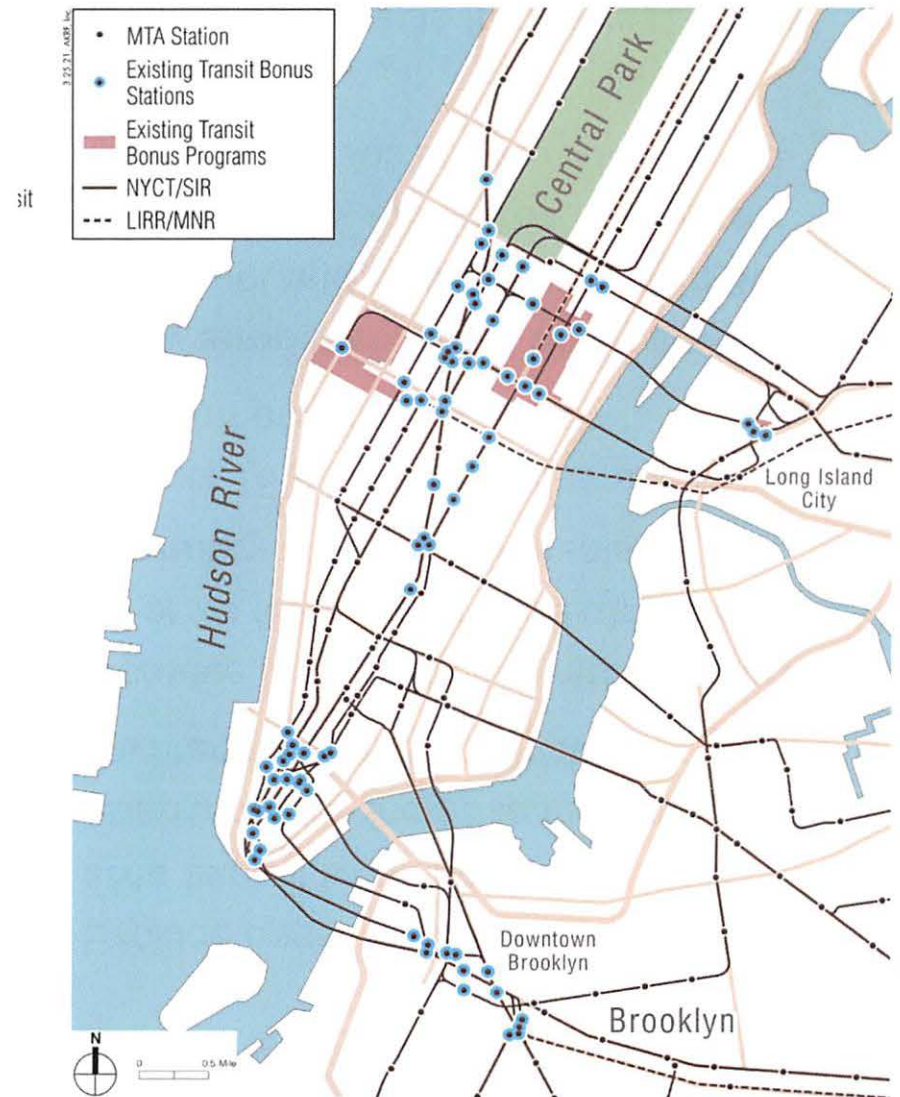


1. Exclude easements from **zoning floor area** and allow as **permitted obstructions**. Increase maximum lot coverage in certain districts
2. Increase **maximum permitted height** by 10 or 20 feet, and provide **street wall flexibility** around easements
3. Deduct 15 **parking spaces** and waive all requirements on small sites
4. Allow **temporary uses** within the easement and **retail uses within 30'** of the easement, and in **the rear yard** where such uses are provided on the second story
5. Exempt easements from **streetscape requirements** and restrict curb cuts within 30 feet of the easement

Current Limitations of Transit Bonus Mechanisms

Transit Bonus Mechanisms

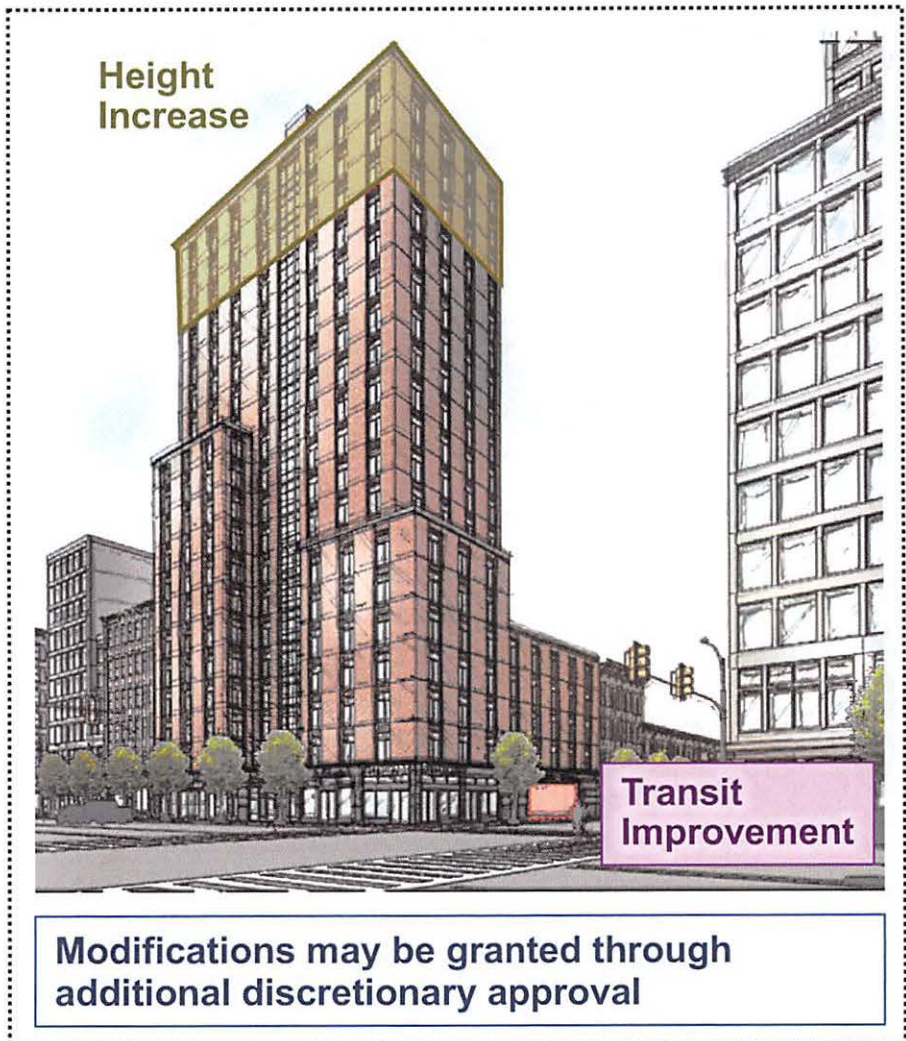
- An incentive program that grants a floor area bonus for **significant station improvements**, like elevators and entrances, in high-density areas.
- **Only available in the highest density areas** in the city
- **Only available to station-adjacent** sites.
- Application process adds time and risk to development schedule



Additional Discretionary Approvals

Modifications

- Pursuant to an Authorization, grant a **height increase of up to 25%** as well as other use, bulk, parking, loading, and streetscape relief to accommodate bonus floor area and transit improvements
- Pursuant to a Special Permit, **grant further height increases** subject to additional discretionary review and approval



Additional Relief to Address Unique Sites

Additional relief would be provided to address **unique site constraints** and provide **greater design flexibility** that for facilitating easements and overall transit access plans.

- Pursuant to an Authorization, allow additional bulk modifications, including a **height increase of up to 25%**, as well as other use, parking, loading, and streetscape relief
- Pursuant to a Special Permit, **grant further height increases** subject to additional discretionary review and approval

