

# Community Planning Guidelines

for Council District 22

Winter 2026



NEW YORK CITY COUNCIL  
PLANNING AND LAND USE DIVISION

OFFICE OF TIFFANY CABÁN  
CITY COUNCIL MEMBER, DISTRICT 22

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## Letter from Council Member Tiffany Cabán

Dear neighbor,

City Council District 22 — Astoria and parts of East Elmhurst, Jackson Heights, and Woodside— is a community defined by every one of our neighbors. We're a district full of small businesses and worker-owned shops, family restaurants and arts spaces, tenant organizers and mutual aid groups. We're home to immigrants from every corner of the world, and we take pride in our commitment to justice, community, and belonging.

Over the last decade, thousands of new neighbors and more than 9,000 new apartments have come to our district. And while we absolutely need more homes — especially deeply affordable ones — this surge in development has not come with the thoughtful, community-first planning our neighborhoods deserve.

We don't have the infrastructure, public amenities, or city investment to keep pace with that growth. Too often, development is happening site-by-site, driven by private interests instead of community need, with no guarantee that working-class and middle-class families can actually afford to stay here. I hear the frustration every day from longtime residents who feel like they're watching change happen to them, not with them.

That's why, in June of 2025, I kicked off a district-wide engagement process — open houses, workshops, surveys — so we could hear directly from you about what's working, what's not, and what needs to change. Nearly 1,000 neighbors participated, lending their lived experience and their brilliance and their visions for the future. That level of turnout shows just how hungry our community is for real, democratic planning — planning that puts people before profit.

This report builds community-driven guidelines for future development. It's a tool we can use to hold private developers and City agencies accountable to our shared values. And it strengthens our hand in demanding the infrastructure, affordable housing, open space, transit improvements, and services our neighborhoods have been denied for too long. When we identify our priorities together, we build real power. And together, we've made it clear: our district can grow, but it must grow in a way that protects what we love, invests in the public good, and ensures every resident can put down roots and thrive.

I'm excited to keep doing this work with you. This report is not the final word. It's the beginning of a collective vision we're going to organize around, fight for, and make a reality.

In service and solidarity,  
Council Member Tiffany Cabán

## Purpose of this Report

The Community Planning Guidelines for Council District 22 is a community visioning report that aims to ensure future development in the district truly reflects community priorities.

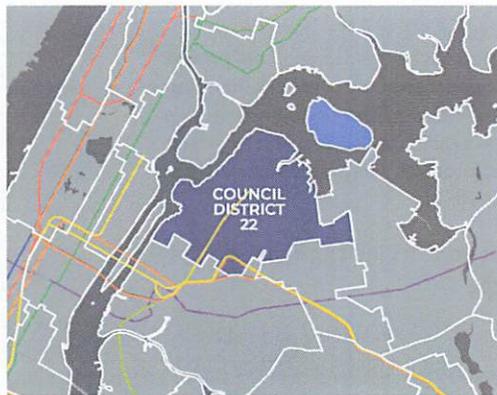
This report serves as a resource for the Office of Council Member Tiffany Cabán, community groups, city agencies, private developers, and other partners to make informed decisions about the district's built environment and neighborhood services. It discusses key topics including housing, land use and zoning, transportation, open space, resiliency, and community amenities. While it does not replace ongoing community engagement, this report is designed to strengthen those conversations and serve as a starting point for further discussion.

## The District

The district is located in northwest Queens and includes Rikers Island. It is bounded by the East River to the north and west, 36th Avenue in Long Island City to the south, and 92nd Street in East Elmhurst to the east.

The N and W subway lines bisect the district, running north-south along 31st Street, while the M and R subway lines pass through the southern part of the district. LaGuardia Airport lies just outside of the eastern district boundary.

Council District 22 (D22) is a uniquely positioned district that features vibrant residential neighborhoods, industrial zones, and waterfront areas while offering convenient access to major transportation hubs. Its location provides strong connections to neighboring Queens districts, major highways, and Manhattan.



# Affordable Housing Glossary

## What is "AMI"?

Area Median Income (AMI) is a measure calculated annually by the U.S Department of Housing and Urban Development (HUD), based on regional household incomes and adjusted upward in high-rent markets. The NYC Department of Housing Preservation and Development (HPD) uses AMI levels to set income qualifications and rents for affordable housing.

Family size	30% AMI	40%	50%	80%	100%	120%
1	\$34,020	\$45,360	\$56,700	\$90,720	\$113,400	\$136,080
2	\$38,880	\$51,840	\$64,800	\$103,680	\$129,600	\$155,520
3	\$43,740	\$58,320	\$72,900	\$116,640	\$145,800	\$174,960
4	\$48,600	\$64,800	\$81,000	\$129,600	\$162,000	\$194,400
5	\$52,500	\$70,000	\$87,500	\$140,000	\$175,000	\$210,000

## What is "MIH"?

Created in 2016, Mandatory Inclusionary Housing (MIH) is a zoning program that requires a certain percentage of newly constructed apartments to be affordable.

MIH is applied when a land use change occurs to allow for an increase in residential floor area by at least 30-40% (measured in floor area ratio). This usually happens when a site is rezoned to allow for larger developments.

There are four different MIH Options. In D22, MIH currently exists only in limited areas where private developers have led rezonings since 2016. D22 has not yet undergone a city-led neighborhood planning effort that would offer the opportunity to map MIH more broadly alongside community investments.

Unit size	30% AMI	40%	50%	80%	100%	120%
Studio	\$850	\$1,134	\$1,417	\$2,527	\$2,835	\$3,402
1-Bedroom	\$911	\$1,215	\$1,518	\$2,430	\$3,037	\$3,644
2-Bedroom	\$1,093	\$1,458	\$1,822	\$2,916	\$3,645	\$4,374
3-Bedroom	\$1,263	\$1,685	\$2,106	\$3,370	\$4,212	\$5,054

## What is "deeply affordable"?

In this report, "deeply affordable" describes units priced for households earning 50% of the AMI or less. For example, this would refer to a household income of \$72,900 or below for a three-person family.

Income Band	Percent of AMI
Extremely Low-Income	0-30%
Very Low-Income	31-50%
Low-Income	51-80%
Moderate-Income	81-120%
Middle-Income	121-165%

# Executive Summary

This community visioning report provides an overview of current conditions, population and development trends, and community viewpoints and priorities in D22. These insights inform the proposed Community Planning Guidelines, which aim to guide future development in alignment with community needs.

## Existing Conditions

This section provides a snapshot of the district's current demographics, housing stock, transportation assets, jobs, and businesses to help illustrate the current experiences of D22 residents. Furthermore, overall trends in land use, zoning, and housing production provide essential context for understanding how D22 has changed over recent decades.

### Population

- Compared to NYC, D22's population growth from 2010 - 2020 was driven by smaller households with higher incomes and education levels.
- The district has a higher concentration of working-age adults (20-44 years old) and fewer children and seniors compared with the city overall.
- Over a third of D22 residents were born outside the U.S., though the share of first-generation residents declined from 44% to 36% over the past decade.

### Housing

- Nearly 80% of D22 households are renters; rising rents with limited affordable housing options leave 45% of households rent-burdened (spending more than 30% of their gross income on rent).
- Median rents and home values in D22 are higher than citywide averages and rising faster.
- These trends highlight the need for greater investment in preserving and creating affordable housing, particularly for working- and middle- class families and recent immigrants.

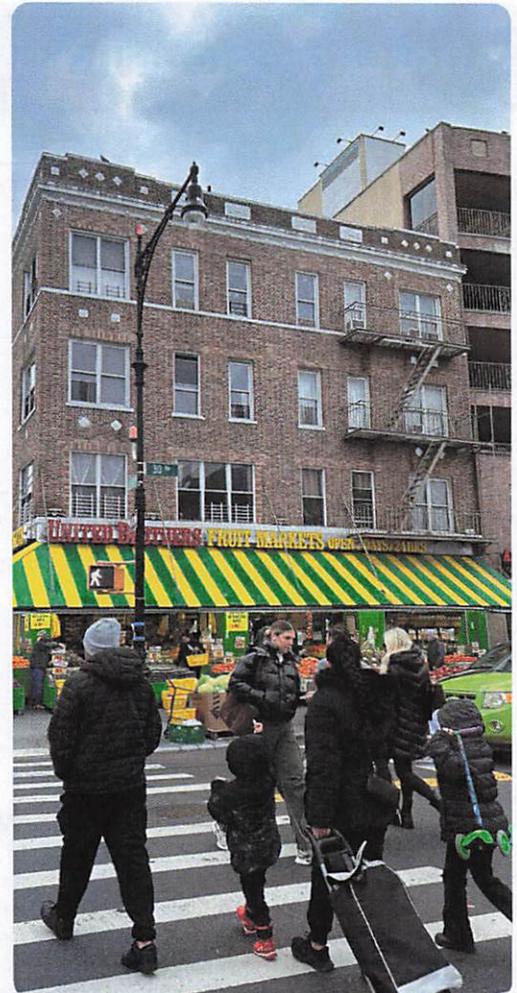


Figure X. Pedestrians crossing 30th Avenue, one of the district's key commercial corridors.

## Jobs + Transportation

- D22 contains roughly 49,600 jobs, concentrated in public administration, construction, and healthcare.
- A majority of residents (53%) commute to work by public transit, while 21% drive.
- About half of households (46%) own at least one car.
- Midtown Manhattan is the most common work destination for D22 residents, supported by strong subway access, including the N line, which provides the fastest direct connection to Midtown.

## Land Use, Zoning, + Development

### Land Use

- D22 is predominantly composed of 1-2 family homes and 3- and 4-story walk-up apartments, with higher-rise buildings concentrated in central Astoria and in the southwest part of the district.
- Key commercial corridors include Steinway Street, 31st Ave, Ditmars Boulevard, 23rd Avenue, 30th Avenue, and Broadway.
- Industrial and utility uses are concentrated in Ravenswood, along the BQE-freight rail corridor that leads to the Hell Gate Bridge, and within the Steinway Industrial Business Zone (IBZ) north of 20th Avenue.

### Zoning

- Aside from manufacturing districts, which do not permit new housing development, D22 is largely covered by residential zoning districts that allow low-density (up to 4 stories) and medium-density (8-14 stories), with commercial overlays enabling ground-floor retail on key corridors.
- The 2010 Astoria Rezoning shaped current development patterns by concentrating growth south of the Grand Central Parkway and producing limited affordable housing, while tightly restricting development in the northern half of the neighborhood.
- Areas not included in the 2010 Astoria Rezoning still rely on outdated 1961 zoning, such as the R5 zones in Ravenswood and east of Steinway Street, which limit buildings to 3 stories and have led property owners to seek private rezonings to allow for 8-11 story projects, resulting in a patchwork of uncoordinated development.

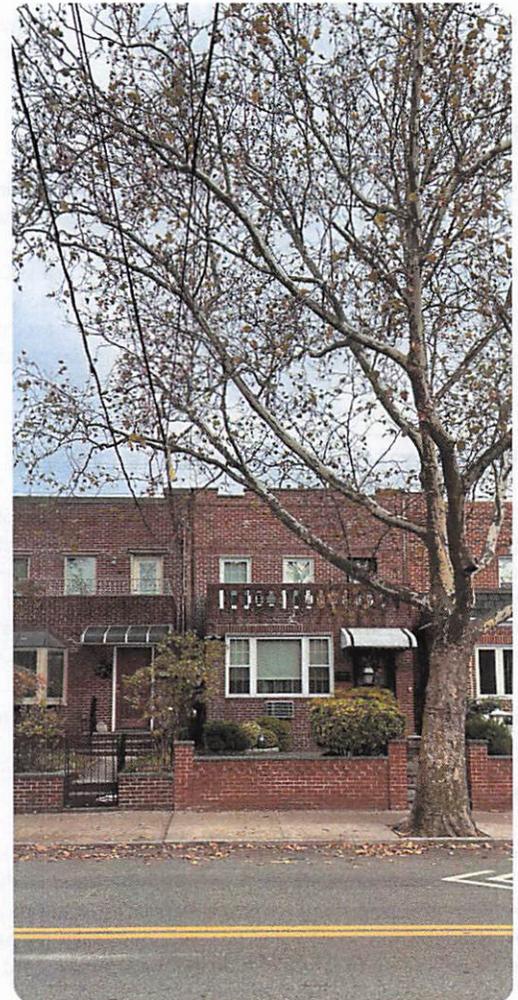


Figure X. 1- to 2-family homes are a common housing type throughout the district (See page x).

- The Ravenswood area in particular highlights the need for more proactive, robust community-driven planning to guide future growth and ensure public investments keep pace with development.

### Housing Development

- Since 2010, D22 has added over 9,000 new housing units, the vast majority of which are market-rate. Mandatory Inclusionary Housing (MIH), introduced in 2016, is mapped only in a few limited areas of the district.
- The NYC Department of Housing Preservation and Development (HPD) has directly subsidized only a small number of deeply affordable (priced for households earning 50% of AMI or below) housing units in D22 over the past decade.
- Only 2.4% of new units built since 2014 are deeply affordable, underscoring the need for stronger policies to create deeper affordability.

## Community Engagement

This section summarizes feedback gathered from a robust process led by the Council from May to September 2025 to inform a more proactive vision for the district. The community engagement methods included three open house events, targeted focus group discussions, and a community survey with over 780 responses. In total, over 950 community members and local stakeholders participated, providing insight into the key concerns, priorities, and challenges experienced by D22 residents.

Housing affordability and quality-of-life issues, including sanitation, safety, and noise were identified by the community as key concerns.

### Housing

- Respondents wish to continue living in Astoria and report a generally high satisfaction with current housing, yet face housing-related challenges.
- Renters report rising rents and difficulty making payments.
- Homeowners face challenges with utility bills, property taxes, and home maintenance.
- There is a need for more housing, particularly 2- to 3-bedroom rental units and affordable homeownership options.



Figure X. New mid- to high-rise residential development is concentrated in west Astoria, below Astoria Boulevard and above Broadway Avenue (see page x).



Figure X. A open house event that took place at Steinway Library on August 21, 2025.

## Economic Development + Small Businesses

- Many small businesses face high turnover, likely due to unaffordable commercial rents and difficulty accessing financing.
- Thriving businesses are concentrated along Ditmars Boulevard, 30th Ave, 31st Ave, and Broadway.
- Struggling businesses are found along Astoria Boulevard, Steinway Street, the intersection of 31st Ave and Ditmars Boulevard, and 34th Street near Ravenswood Houses.
- Respondents desire additional retail options throughout D22.

## Parks + Open Space

- Nearly half of respondents report that public spaces and parks are either inadequate or inaccessible.
- About 50% of park trips take 10 minutes or less, 25% take 15 minutes, and 25% take 30 minutes or more.
- Desired improvements for existing parks and open space include additional restrooms, farmers' markets, and more trees.

## Public Realm + Transportation

- Key concerns include pedestrian safety, unreliable subway service, and parking challenges.
- Opinions are divided between support for additional bike lanes and street safety measures and the disruption these changes can cause drivers.
- Dangerous or challenging areas include intersections on Astoria Boulevard, along 31st Avenue, 21st Street, and 31st Street, and on Vernon Boulevard near Socrates Sculpture Park.
- Respondents want more trash cans, additional street trees, and safer bike lanes.

## Resiliency

- Transportation disruptions, damaged roads, sewage backups, and flooding impact over 50% of respondents after extreme weather events.
- Residents support renewable energy programs, energy efficiency initiatives, and flood prevention infrastructure.



Figure X. A open house event that took place at Broadway Library on September 20, 2025.

# Guidelines for Community Planning

Based on community feedback and analysis of existing conditions, the following guidelines outline the housing and planning policy goals that Council Member Cabán will work with the community to prioritize.

For each topic, we identify an overall **Goal** followed by potential **Action(s)** to achieve it. Each potential action is best carried out by a specific actor illustrated by the following icons.

Some action items involve:

Council Member and community advocacy, 

City agency implementation, 

or private developers during project design and construction. 

These guidelines are intended as a starting point to support ongoing community planning in D22.

## GOAL 1

### Create More Deeply Affordable Housing

#### Action 1.1



#### Expand Mandatory Inclusionary Housing (MIH) areas in Council District 22.

- Apply MIH more broadly to require deeply affordable housing in new development.
- Support MIH Options 1 or 3 in areas with community support for added density, including portions of 21st St., 31st St., 30th Ave., Broadway, and Ravenswood.

#### Action 1.2



#### Maximize 100% deeply affordable housing on City-owned sites:

- Explore potential opportunities at NYC Department of Transportation (DOT) parking lots on 33rd St. (near the N/W subway station), 30th Ave and 38th St., and Steinway St., building on the example of IKOS Senior Living at Broadway and 31st St.
- Evaluate Queens Public Library sites at Astoria Boulevard and Steinway Street for mixed-use redevelopment with expanded state-of-the-art libraries and affordable housing above.

#### Action 1.3



#### Strengthen support for nonprofit and mission-driven developers.

- Expand outreach and assistance for nonprofit and mission-driven owners to build affordable housing in partnership with HPD.

## GOAL 2

### Prioritize Protection of Existing Affordable Housing + Tenants

#### Action 2.1

#### Expand tenant protections and preservation efforts.



- Continue and deepen partnerships with HPD, NYCHA Astoria Houses, nonprofits, and legal service providers to strengthen tenants' rights education, housing code enforcement, and preservation of rent-stabilized and public housing through HPD agreements and NYCHA-focused initiatives.

#### Action 2.2

#### Advance the Community Opportunity to Purchase Act (COPA) to preserve affordability.



- Pass and implement COPA to enable qualified community land trusts and nonprofit housing organizations to purchase and preserve distressed rent-stabilized and other at-risk buildings.

#### Action 2.3

#### Center tenants in community-led planning.



- Ensure tenants in existing affordable housing, including NYCHA residents, receive targeted outreach and meaningful inclusion in all future community planning processes.

## GOAL 3

### Support Comprehensive Community-Led Planning

#### Action 3.1

#### Pursue comprehensive planning in areas with community support to deliver new housing, deeper affordability, and the infrastructure needed for equitable growth, particularly in Ravenswood, Old Astoria, Halletts Point, and corridors along 21st Street, 31st Street, and Steinway Street.



- Ensure broad, inclusive engagement of all stakeholders, including residents of NYCHA Astoria Houses and Ravenswood Houses.

## GOAL 4 Improve the Safety and Sustainability of Streets + Public Realm

### Action 4.1 Improve street safety and public space.



- Partner with the Department of Transportation (DOT), Queens Community Board 1, and the community to advance street safety projects, street trees, plantings, public plazas, and sidewalk extensions, prioritizing high-injury corridors identified through DOT data and community input, including:
  - Astoria Boulevard between 31st Street and Steinway Street, particularly the dangerous intersection with 31st Street.
  - 31st Avenue between 31st Street and 21st Street.

## GOAL 5 Expand and Improve Parks and Open Space

### Action 5.1 Invest in existing parks.



- Advocate for capital and program investments to upgrade parks with restrooms, programming (such as farmers' markets), and improved green space to better serve D22 residents.

### Action 5.2 Expand access to new parks and open space.



- Pursue new parks through creative use of public land and targeted City acquisition, prioritizing area outside "Walk to Park" zones. **NYC Parks defines a "Walk to Park" area as one where residents live more than a 10-minute walk (approximately 1/4 mile) from an existing public park or open space.**

### Action 5.3



- Urge NYC Parks to prioritize Queens CB1 for Walk to Park acquisition pre-approval, enabling faster and more effective land purchases.

#### Strengthen community-focused open space design.

- Encourage developers to consult with the community when designing required public open spaces, such as waterfront access and to consider creative ways to provide additional public spaces, such as small plazas or widened sidewalks with plantings.

## GOAL 6 Expand Green Infrastructure and Flood Risk Management

### Action 6.1 Expand green infrastructure for stormwater management.



- Continue to advocate for increased investments in rain gardens, infiltration basins, and permeable pavement in vulnerable areas such as Ravenswood and Hallets Point, building on the Department of Environmental Protection's capital plan investments.

### Action 6.2 Raise sustainability standards for new development.



- Encourage developers to exceed Uniform Stormwater Rule requirements by incorporating additional street trees, rain gardens, permeable surfaces, and green roofs in the design and construction of new developments.

### Action 6.3 Advocate for clean, energy-efficient buildings.



- Require new developments to meet or exceed Local law 97 standards and eliminate fossil fuel use.

## GOAL 7 Support Vibrant and Diverse Storefront Businesses

### Action 7.1 Strengthen small business corridors.



- Partner with SBS and local stakeholders, including the Steinway Street BID, to stabilize small businesses and reduce retail vacancies, prioritizing high-vacancy corridors such as Astoria Boulevard west of 31st Street and Steinway Street south of the Grand Central Parkway.

### Action 7.2 Expand small business support tools.



- Advocate for SBS to expand financing, technical assistance, and commercial lease support.
- Support policies that limit excessive rent increases, improve lease transparency, and strengthen renewal protections.

### Action 7.3 Support small business-friendly retail design.



- Encourage developers to create retail spaces that accommodate small businesses with low upfront costs and to collaborate with community stakeholders to identify local tenants.

### Action 7.4 Support worker-owned businesses.



- Expand technical assistance, financing, and space opportunities for worker cooperatives and employee-owned businesses in partnership with SBS and nonprofit providers.

## GOAL 8 Support Good Jobs and Green Infrastructure in Industrial Areas

### Action 8.1



#### Support and retain industrial businesses in D22.

- Partner with the NYCEDC and NYCIDA to modernize incentive programs and support industrial businesses seeking to remain in D22, consistent with DCP's Industrial Plan.



### Action 8.2

#### Invest in infrastructure that supports industrial businesses.



- Improve roads to manage truck traffic and expand safe transit options for workers, including bike lanes and buses.

### Action 8.3



#### Sustain industrial businesses.



- Maintain funding and support for nonprofit industrial partners that provide targeted services and promote equitable growth.

### Action 8.4



#### Strengthen flood resilience in industrial areas.

- Upgrade sewer and stormwater systems and expand green infrastructure, such as permeable pavement, bioswales, and rain gardens, to reduce flood risk.

### Action 8.5



#### Advance clean energy transitions.

- Support conversion of fossil fuel facilities, such as the Astoria Generating Station, to renewable energy.

## GOAL 9 Pursue All Opportunities to Add Needed Community Services and Amenities

### Action 9.1



#### Expand community facilities in new development.

- Encourage inclusion of community facility space, such as recreation and community centers, child care, and primary healthcare clinics, in new public and private mixed-use developments.

### Action 9.2



#### Increase grocery access.

- Promote new grocery stores in mixed-use projects through the FRESH program.
- Support additional farmers' markets and explore City-owned grocery store pilots in D22.

### Action 9.3



#### Strengthen public healthcare capacity.

- Support expansion of public healthcare facilities, including Gotham Health Centers (operated by NYC Health + Hospitals), to meet D22's primary care needs.

### Action 9.4



#### Support arts and light industrial space.

- Consider zoning & financial incentives for art studios & light industrial or arts spaces in new developments, modeled on the Gowanus Mix policy.

# Existing Conditions



# Population

Note: Demographic information is sourced from Census 2010, 2020, and ACS 06-10 and 19-23 via Department of City Planning's Population Fact Finder.

## Population Growth

Between 2010 and 2020, D22's population grew by nearly 8,000 residents, or approximately 5%. While notable, this growth was modest compared to neighboring Long Island City, which experienced more rapid population increases during the same time period.<sup>1</sup> D22's growth rate also fell slightly below the citywide average. This could be because smaller, more affluent households are replacing larger working-class households, which have traditionally called Astoria home.<sup>2</sup>

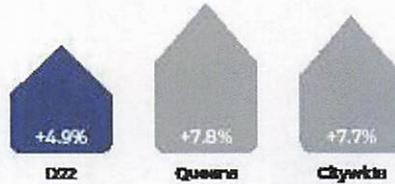


Figure X. Population growth of D22, compared to Queens, and New York City.

## Race + Ethnicity

Between 2010 and 2020, the racial and ethnic composition of D22 shifted slightly, with small decreases in the Hispanic and Black populations and increases in residents identifying as Multiracial/Other. These shifts are modest compared to other parts of Brooklyn and Queens, such as Central Brooklyn and Ridgewood, where demographic changes have been more pronounced.<sup>3</sup>

Compared to the city as a whole, D22 has a higher proportion of non-Hispanic white residents (50% vs. 31%). However, Census categories do not fully capture the district's diversity, particularly for Middle Eastern and North African populations, so some fluctuations in racial and ethnic makeup may not be fully reflected.



Figure X. Change in race and ethnicity of D22 residents between 2010 and 2020.

## First-Generation Residents

As part of Northwest Queens, one of the most diverse areas of the United States, D22 has a foreign-born population comprising more than one-third of its residents. These communities trace their roots across every continent and include:

- Greek residents
- Latino communities from Mexico, Colombia, Ecuador, and the Dominican Republic
- North African and Middle Eastern residents, including Egypt
- South Asian residents from India and Bangladesh

Figure X shows the top twelve countries of origin for D22 residents born outside the United States, expressed as a percentage of the district's total foreign-born population.

The share of first-generation residents in D22 decreased from 44% in 2010 to 36% in 2023, while the foreign-born population across Queens and the city as a whole remained stable during the same period (Figure X).<sup>4</sup>

## Age + Household Composition

Compared to the city overall, D22 has a higher concentration of residents aged 20-44, reflecting the district's growing popularity among young, working-age adults. This trend suggests an influx of single people and couples without children (Figure X). The district also has fewer children and seniors relative to the city overall.<sup>5</sup>

Households with one or more people under 18 years old declined from 21.7% in 2010 to 17.6% in 2023,

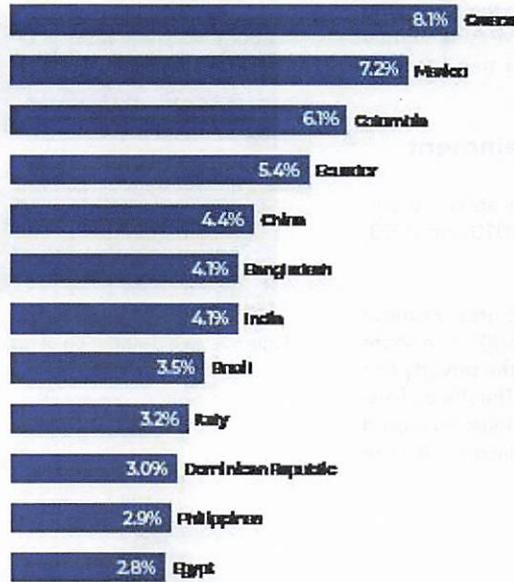


Figure X. Percentage of first-generation residents born in selected countries.

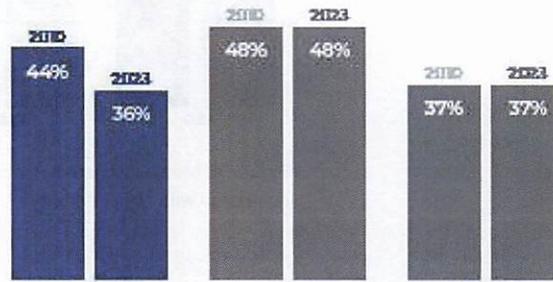


Figure X. Percentage of first-generation immigrant residents in D22, Queens, and New York City.

compared to 26.8% citywide. During the same time period, non-family households increased slightly from 47.9% to 51.7%, indicating a trend toward smaller household sizes.<sup>6</sup>

### Income + Educational Attainment

Median household income and educational attainment in D22 have risen between 2010 and 2023, outpacing citywide growth rates.

Median household income in D22 grew at more than twice the citywide rate (Figure X). The share of households with incomes below the poverty line decreased by 30%, reaching 10.6%. The share of residents with a bachelor's degree or higher increased by 43%, slightly above the citywide increase (Figure X).<sup>7</sup>

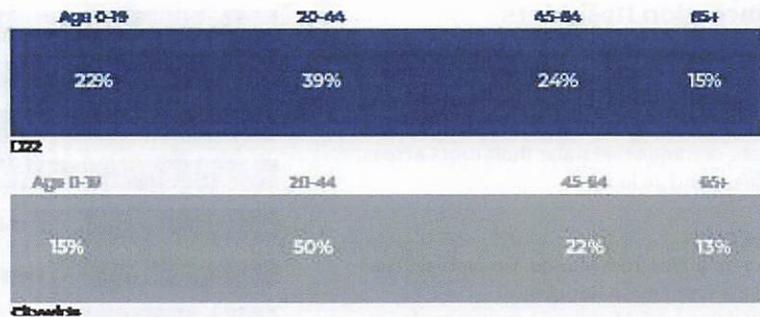


Figure X. Age distribution of residents in D22 compared with New York City

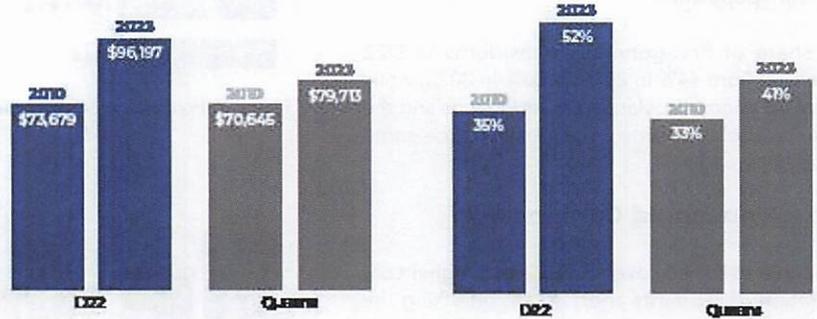


Figure X. Median household income in D22 compared with New York City

Figure X. Percentage of D22 residents with a bachelor's degree or higher compared with New York City

## Income by Geography

Income levels vary geographically within the district, reflecting differences in housing stock, land use patterns, and transit access. Higher-income census tracts are concentrated west of Steinway Street between Ditmars Boulevard and the Grand Central Parkway, and between Broadway and 31st Avenue.<sup>8</sup>

- North of the Grand Central Parkway is characterized by greater owner-occupied housing, smaller-scale residential buildings, and proximity to Astoria Park and the waterfront, contributing to higher market-rate housing prices.
- South of the Grand Central Parkway, housing also demands high household incomes, as most of the new market-rate housing production has been concentrated here since 2010 and is not subject to MIH affordability requirements.
- Moderate- and lower-income census tracts are more prevalent east of Steinway Street, where older housing stock, nearby industrial uses, and limited public transit contribute to lower housing costs.
- Waterfront areas are generally expensive, while NYCHA Astoria Houses along Astoria Boulevard remain affordable as public housing, alongside the industrial Ravenswood area in the southwest section of the district.

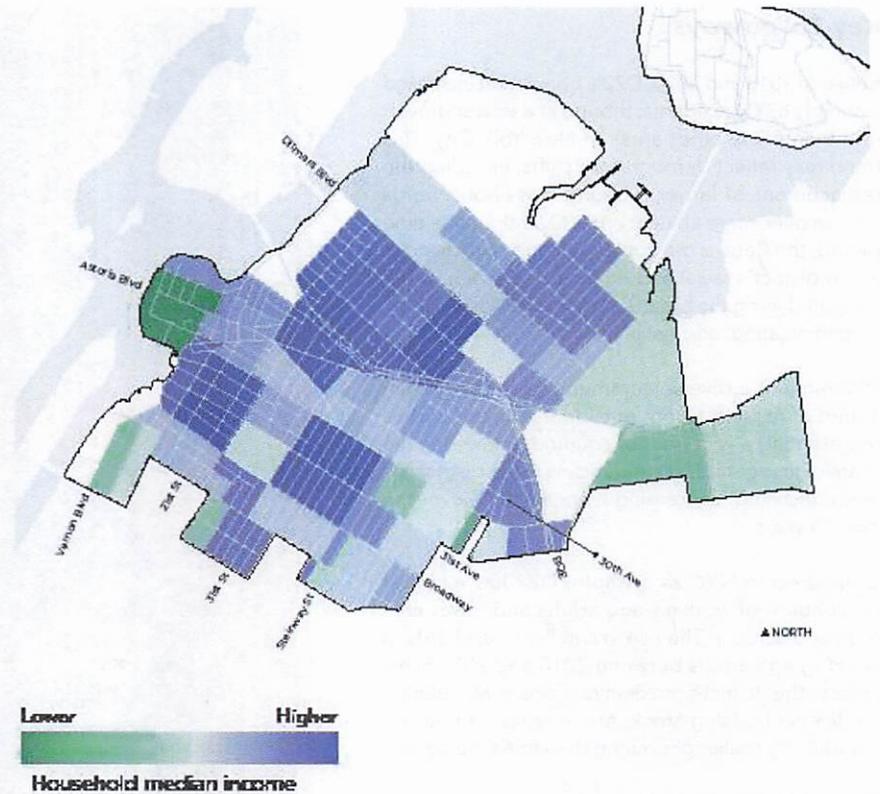


Figure X. Median household income across D22 by census tract.

"Lower income" reflects household incomes that are below NYC's median household income of \$79,713 and "higher income" reflects those that are higher than \$79,713.

## Key Takeaways

Between 2010 and 2020, D22's population increased by nearly 8,000 residents, though at a slower growth rate than many other areas of New York City. This trend may reflect demographic shifts, including the replacement of larger, working-class households with smaller, more affluent ones. Over the same time period, the Census did not show significant changes in the district's racial and ethnic composition when measured using the broad categories of White, Black, Hispanic/Latino, and Asian.

D22 remains a diverse community, with more than a third of residents born outside the United States, representing a wide range of countries. However, the share of first-generation Americans in the district has been declining, decreasing by nearly 23% over the past 15 years.

Compared to NYC as a whole, D22 has a higher percentage of working-age adults and fewer children and seniors. The rise in smaller households of working-age adults between 2010 and 2020 likely reflects the district's proximity to jobs in Manhattan, its diverse housing stock, and increasing housing affordability challenges during the same time period.

These demographic shifts are also evident in income and education level. D22's population is increasing in wealth and education at a faster pace than the city overall.

Overall, these trends underscore the need for additional efforts to create and preserve affordable housing, particularly homes that can support working and middle-class, as well as the long-standing immigrant communities of D22.

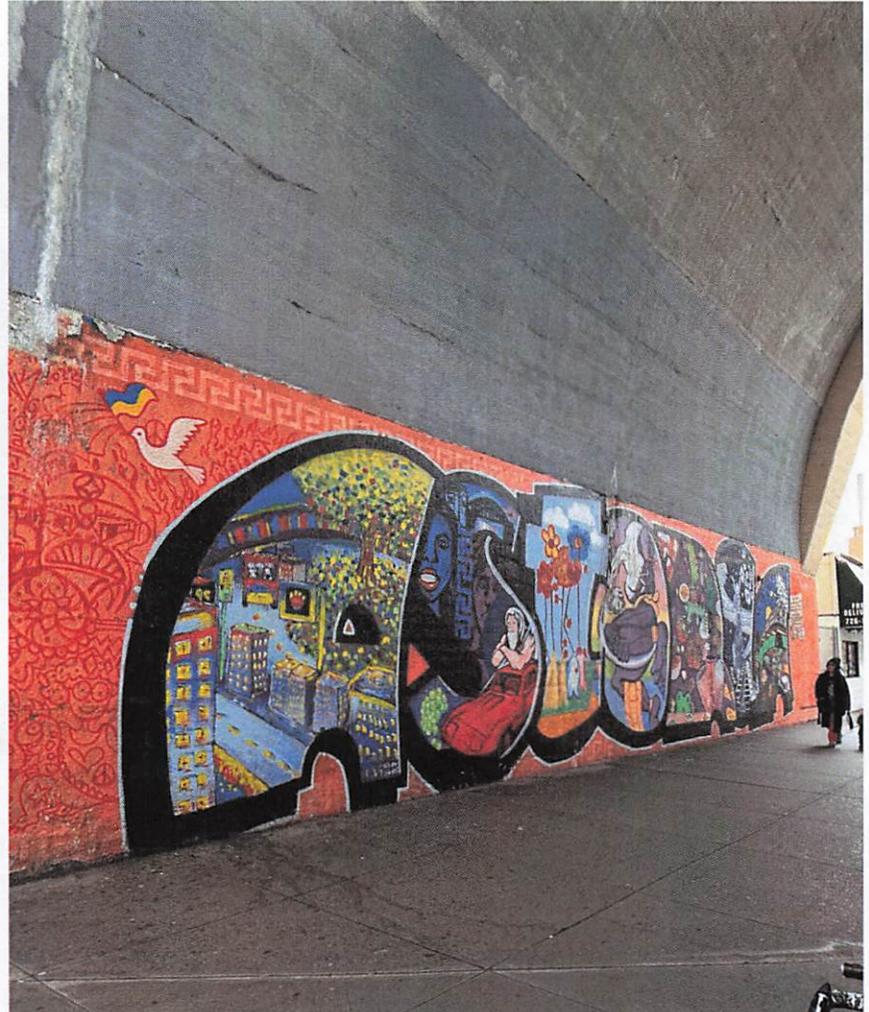


Figure X. Mural on 31st Avenue in Astoria.

# Housing

## Housing Stock

D22 has approximately 77,000 housing units<sup>9</sup> The district is primarily composed of smaller multi-family buildings: 68.9% of housing units are in buildings with 19 or fewer units, while 31.1% of units are in buildings with 20 or more units, reflecting the area's predominately low- and medium-density residential character.<sup>10</sup>

D22 has a higher percentage of housing units in two-family and small multi-family buildings compared with the city overall. There are a relatively high number of rental units located in small buildings with fewer than six units, meaning they are not subject to rent stabilization. The types of housing stock that are high-density vary widely from NYCHA Astoria Houses on the waterfront near Halletts Point and a Mitchell-Lama development nearby on 27th Avenue to newer market-rate rental apartment buildings located in zoning districts that allow for higher density south of the Grand Central Parkway.

Much of the housing stock is older, with an estimated 42% of homes built before 1940 (See Appendix, X).<sup>11</sup>

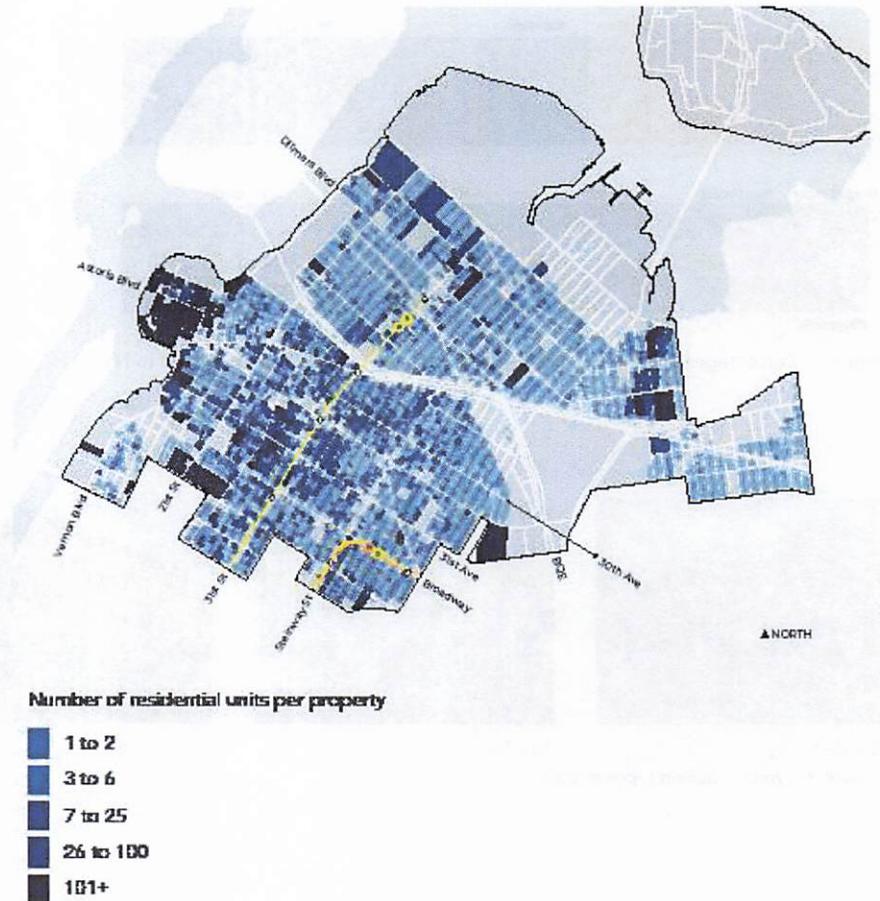


Figure X. Number of residential units per property in D22.

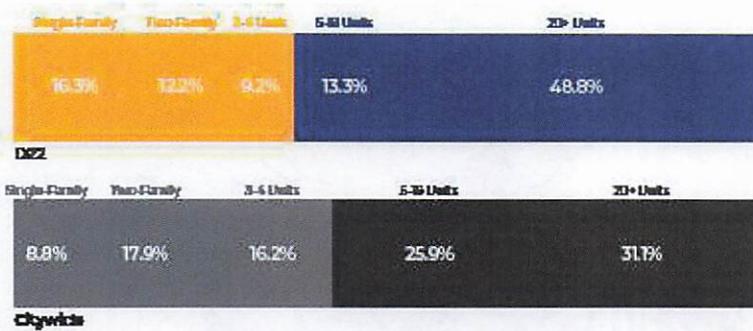
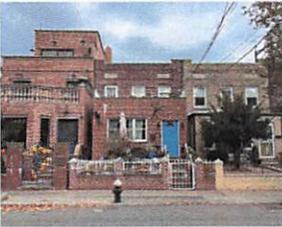


Figure X. Percentages of housing units in various building types in D22 compared to NYC.



Single-family



Two-family



3 to 4 units



5 to 19 units



20 + units

Figure X. Typical housing types in D22.

## Housing Tenure + Affordability

Nearly 80% of D22 households are renters, a higher percentage than the 70% of renters in NYC overall.<sup>12</sup> This high proportion of renter households highlights the importance of rental housing stability and affordability in the district.

Market rents have risen quickly in recent years - the median market-rate rental price for the neighborhood increased to a record high of \$3,000 a month in 2025, up 36% from \$2,200 in 2015.<sup>13</sup>

At the same time, home values are high and rising fast. According to StreetEasy, the median home value in Astoria increased 45% from \$596,000 in 2015 to over \$863,000 in 2025.<sup>14</sup>

Although the rates of rent burdened and extremely rent-burdened households are slightly lower than Queens and NYC overall, housing costs remain a significant challenge, with 45% of residents spending 30% or more of their income on rent and 22% of residents spending 50% or more of their income on rent (See Figure X).<sup>15</sup>

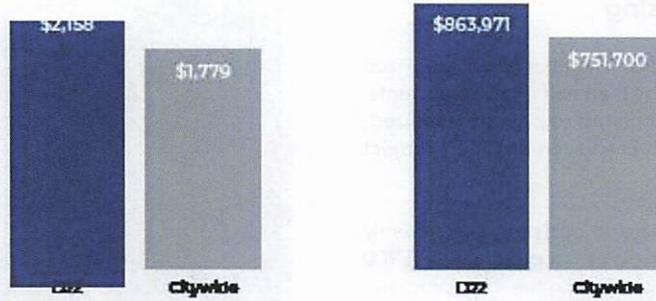


Figure X. Median rent of all units in D22 compared to New York City.

Figure X. Median home value of homes in D22 compared to New York City.

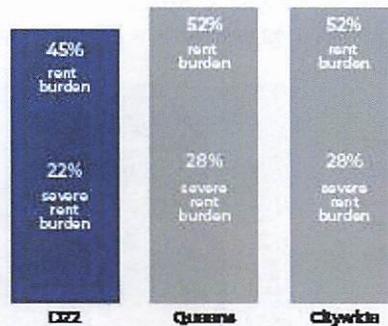


Figure X. Percentage of D22 households that are rent burdened or severely rent burdened, compared with trends in Queens and New York City.

## Regulated Housing

D22 is home to a significant number of rent-stabilized housing units. Just less than half of all apartments, about 28,000, are estimated to be rent-stabilized, according to ANHD's Displacement Alert Project (DAP).<sup>16</sup>

A range of federal, state, and local programs currently provide housing subsidies to approximately 3,900 rental units in D22 (not including the 421a program, see Appendix page 86). These include the 1,104 units in NYCHA Astoria Houses, the 497-unit Marine Terrace affordable complex regulated through a Section 8 voucher agreement, the 379 Mitchell-Lama units at Goodwill Terrace and Bridgeview III, and a variety of smaller subsidized developments.<sup>17</sup>

## Housing Stability

2024 data shows that evictions for nonpayment have increased since 2019 in the following zip codes: 11377 (east Astoria/Woodside), 11102 (west Astoria), 11106 (Ravenswood), and 11370, (East Elmhurst), which suggests that financial pressures may be impacting tenants' ability to pay rent each month.<sup>18</sup>

Holdover evictions (when tenants are asked to leave for reasons other than nonpayment), are highest in 11377 (east Astoria/Woodside), 11369 (East Elmhurst), 11101 (Long Island City), and 11103 (east Astoria). This pattern in holdover evictions highlights ongoing housing security challenges in the eastern section of the district.<sup>19</sup>



Figure X. Astoria Houses, a public housing development, located on the East River

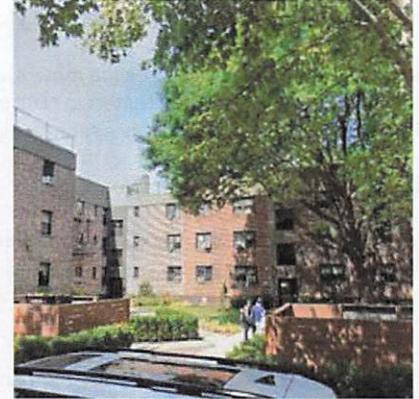


Figure X. Marine Terrace, regulated through Section 8 vouchers, located on the East River

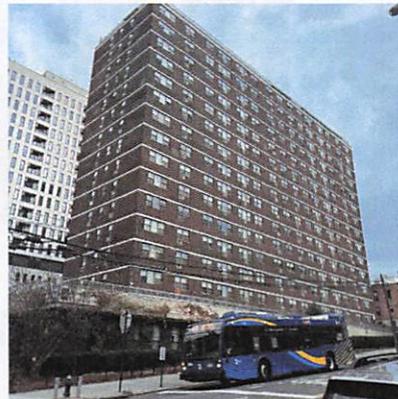


Figure X. Goodwill Terrace, a Mitchell-Lama residential building developed in the 1970s, adjacent to Astoria Houses.



Figure X. Bridgeview Terrace III, a Mitchell-Lama residential building developed in 1972, adjacent to Astoria Houses.

## Key Takeaways

Housing in D22 is generally older and less dense than in other parts of NYC, with many residential buildings dating back to before 1950.<sup>20</sup> (See Appendix, Page 80).

Nearly 80% of D22 households are renters<sup>21</sup>, and both median rents and median home values are higher in D22 than citywide and increasing faster.<sup>22</sup>

Nearly half of rental apartments in the district are rent-stabilized<sup>23</sup> but D22 has a relatively high number of apartments in small buildings that are not subject to rent stabilization.<sup>24</sup>

Excluding the 421a tax incentive program, a relatively low number of housing units in D22 – about 1,100 in the NYCHA Astoria Houses and an additional 2,800 through HPD and other HUD programs like Section 8 – are directly subsidized affordable housing.<sup>25</sup>

Almost half (45%) of D22 households are rent-burdened, 22% are extremely rent-burdened (spending more than 50% of their gross income on rent),<sup>26</sup> and there are a limited number of rent-stabilized units in the district, which indicates that housing costs remain a significant challenge for D22 households.

This highlights the importance of rental housing stability and affordability in the district, as well as increased opportunities for homeownership.

Housing Type	Units
Total units	77,339
Owned	(20.3%)
Rental	79.7%

Housing Type	Units
NYCHA Astoria Houses	1,104
Other Publicly Subsidized	2,781
Rent-Stabilized	28,434

Figure X. Overview of housing statistics for D22.

# Work + Transportation

## Access to Public Transit

D22 is served by the NW subway lines along 31st Street, the MR lines at Steinway Street and at 46th Street, twelve MTA bus lines, and one ferry landing at Hallet's Point. East Elmhurst and the northernmost sections of the district are not well-served by public transportation options.

## How Long it Takes for Residents to Get to Work

The mean travel time to work for D22 residents is forty minutes, which is the same mean for New York City residents overall.<sup>27</sup>

Public transit commute times vary significantly for residents depending on where they live within the district and if they are within walking distance of a subway station. For example, the New York City Department of City Planning's "Transit Travelshed" map<sup>28</sup> shows 15% to 25% more jobs accessible within a 60-minute transit ride for the areas near the N/W train compared to the eastern parts of the district that are further from transit.

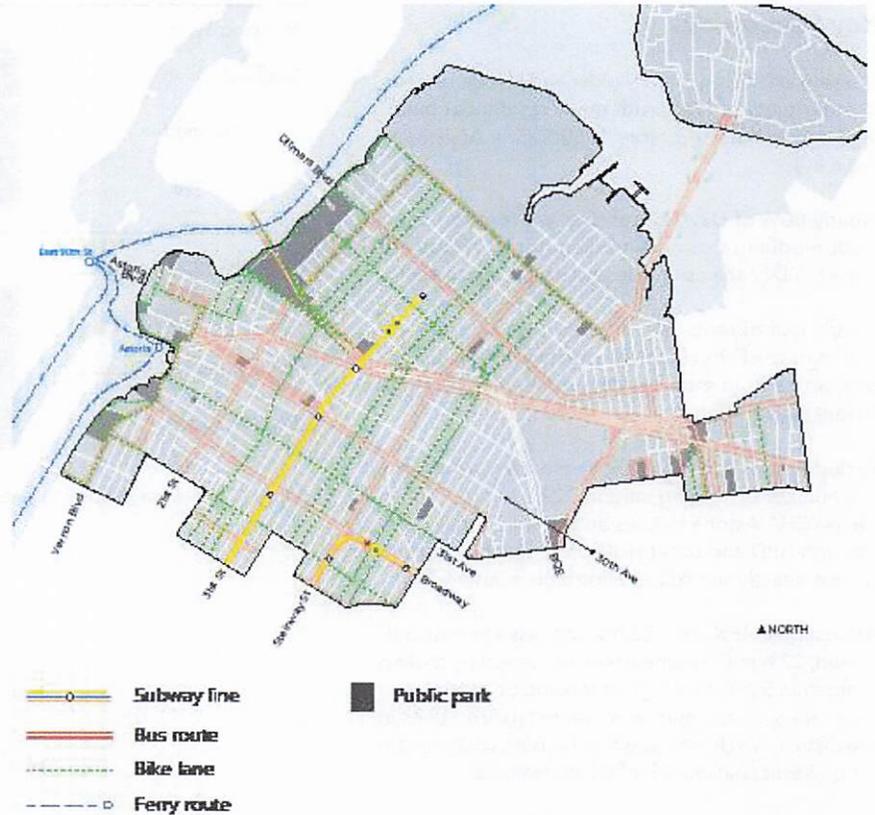


Figure X. Transportation network in D22.

## How Residents Get to Work

The most recent data show that a majority of D22 residents continue to rely on public transit (53%) as their primary means of commuting<sup>29</sup> (Appendix, Slide 61).

During the 2023 survey period, however, which overlapped with the COVID-19 pandemic, a much larger number (20%) of D22 residents reported working from home than at any time prior to the pandemic.<sup>30</sup> According to 2010 estimates, fewer than 3% of D22 residents worked from home and nearly 65% took public transit to work. It is unclear how these trends will shift as data moves beyond the 2020-2021 period of pandemic restrictions but it is safe to say that at least a portion of the pandemic increase in “work from home” is here to stay.

Compared to commuters citywide, D22 residents are less likely to drive and more likely to use public transit or work from home.<sup>31</sup>

As for car-ownership, a slight majority of D22 households do not have a car (54%), which is consistent with the citywide average. The share of households without a car in the district has remained constant over the past fifteen years, although the share of households with more than one car has decreased from approximately 12% to 9% (Appendix, Page 88).<sup>32</sup>

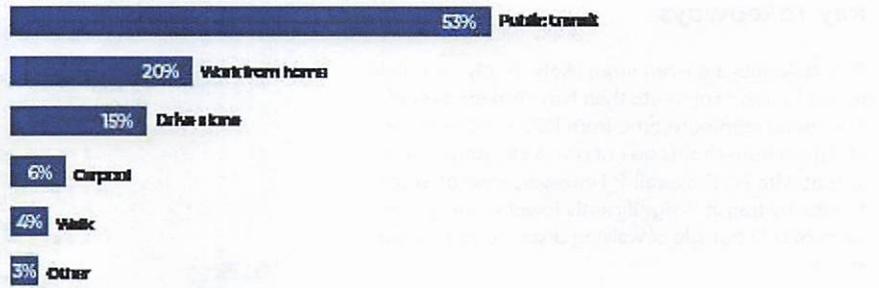


Figure X. How D22 residents commute to work.



Figure X. Workers and commuting: residents who work in the district, workers who commute in, and residents who commute out.

## Key Takeaways

D22 residents are even more likely to rely on public transit for their commute than New Yorkers overall.<sup>33</sup> The mean commute time from D22 is 40 minutes<sup>34</sup> and most households do not own a car, which is consistent with NYC overall.<sup>35</sup> However, ease of access to jobs by transit is significantly lower in the eastern parts of D22 outside of walking distance to a subway station.

D22 is an attractive place to live for young working-age adults who commute into Midtown, Manhattan or Long Island City, Queens.<sup>36</sup>

Nearly twice as many D22 residents leave the district for work as the number of commuters who enter the district for work. About 5,000 residents both live and work in D22.<sup>37</sup> The top employment sectors for jobs located in the district are public administration, construction, healthcare, and social assistance.<sup>38</sup>

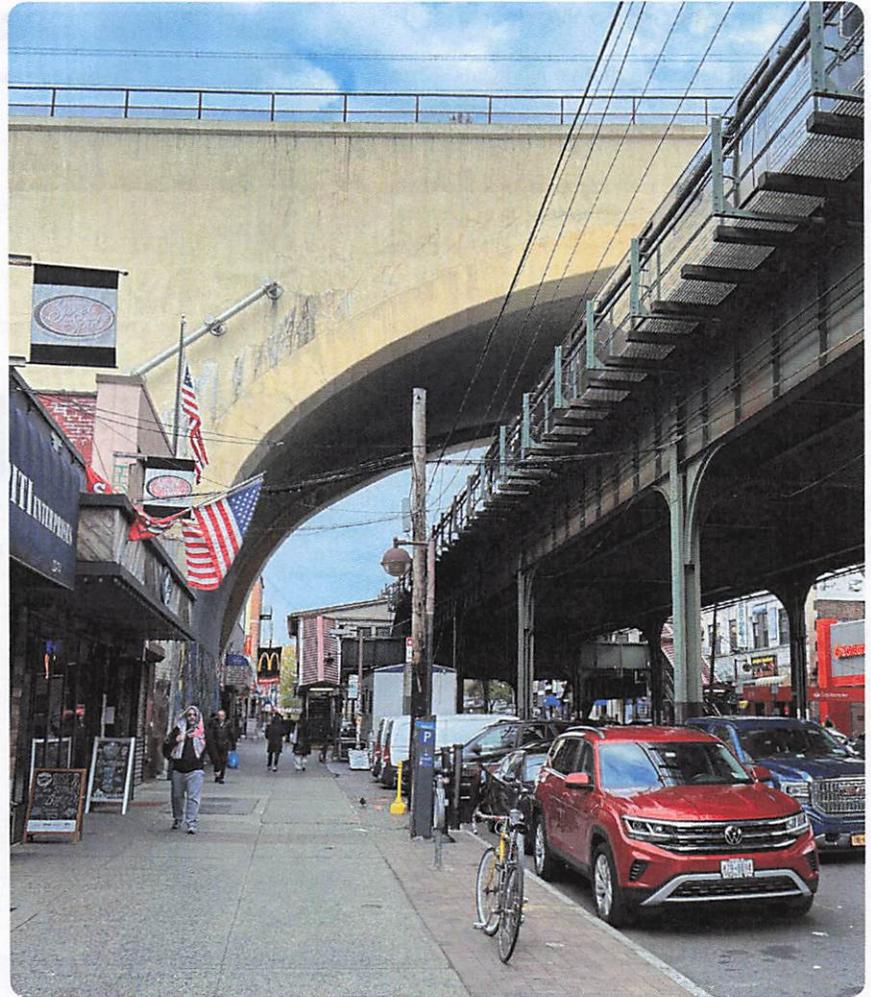


Figure X. Freight rail passes over the elevated subway that runs above 31st Street, a bustling commercial corridor used by pedestrians, vehicles, bikes, and mopeds.

# Flood Risk

## Overview

Areas in D22 vulnerable to coastal flooding from storm surges and sea level rise, including events like Hurricane Sandy in 2012, include Halletts Point, Ravenswood, and the Steinway Industrial Business Zone (IBZ).<sup>39</sup>

Areas vulnerable to stormwater flooding from heavy rain are scattered across low-lying parts of the district, including Ravenswood, 30th Avenue, the area near Hoyt Playground just north of the RFK Bridge approach, and portions of the Steinway IBZ between 19th and 20th Avenues.<sup>40</sup>

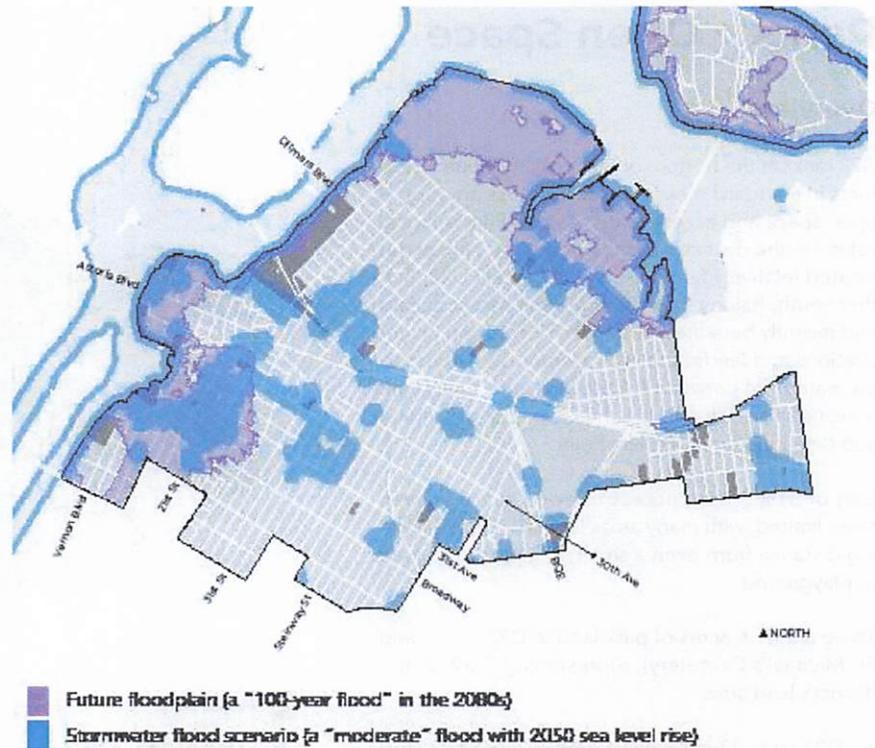


Figure X. Coastal and stormwater flooding hazards in D22.

# Parks + Open Space

## Overview

D22 ranks in the bottom quintile of City Council Districts in standard measures for both the amount of open space and access to it.<sup>41</sup> Astoria Park is highly valued in the district but is the only large park and is located relatively far from the eastern half D22. Farther south, Rainey Park provides waterfront access and recently benefited from over \$8.5 million in renovations and landscape improvements.<sup>42</sup> Access to the waterfront between Astoria Park and Rainey Park remains limited due to the incomplete planning and development at Halletts Point.

East of 31st Street, access to open space is even more limited, with many areas located outside walking distance from even a small neighborhood park or playground.

There are 61.6 acres of park land in D22 (excluding St. Michael's Cemetery), representing 2.3% of the district's land area.<sup>43</sup>

- D22 ranks 43rd out of New York City's 51 Council Districts for park access, with over 36% of residents not within walking distance to a park.<sup>44</sup>
- D22 ranks 39th out of 51 Council Districts for tree canopy coverage at 14.3%.<sup>45</sup>
- D22 ranks 39th out of 51 Council Districts for pedestrian plazas, with only 0.1% of residents within walking distance to a plaza (Source: Spatial Equity NYC).<sup>46</sup>

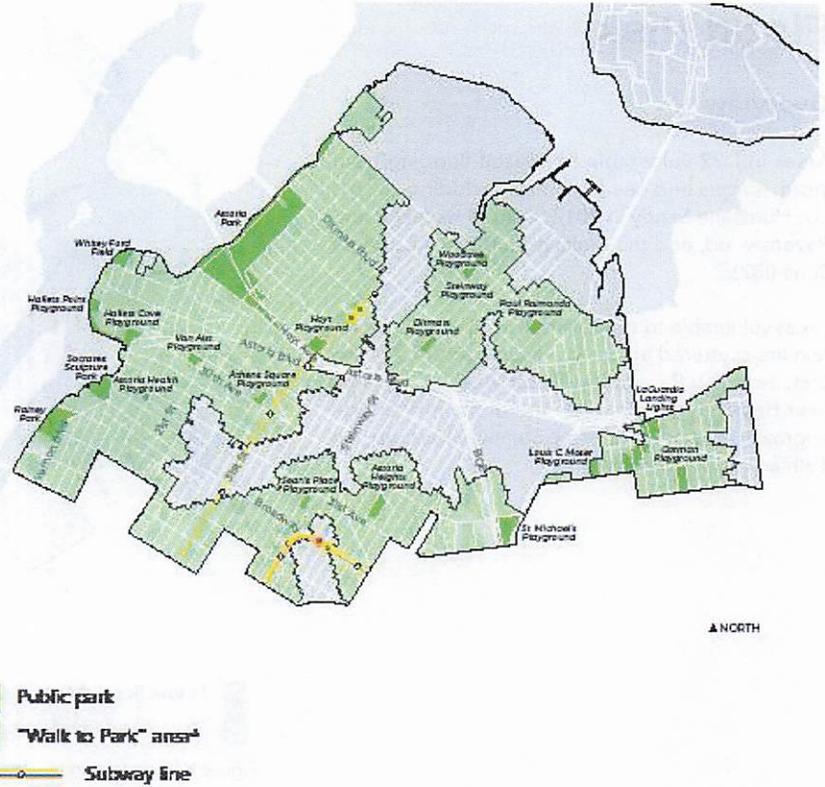


Figure X. All publicly-owned parks and open space in D22, including the "Walk to Park" area, as defined by NYC Parks and Recreation.

The Walk to Park initiative "focuses on increasing access to parks and open spaces, concentrating on areas of the city that are under-resourced and where residents are living farther than a walk to a park". NYC Parks calculates the number of New Yorkers within walking distance of a park, defined as a 1/4-mile or less for sites such as small playgrounds and sitting areas; or a 1/2-mile or less for larger parks that serve a wider region (NYC Parks).

# Land Use, Zoning, + Development

## Land Use

D22 is predominantly characterized by lower rise 1-2 family homes and walk-up (3-5 story) apartment buildings. There is a concentration of higher rise residential development in central Astoria and in the southwest portion of the district.<sup>47</sup>

Steinway and 31st Street are significant commercial corridors and the east-west streets of Ditmars Boulevard, 23rd Avenue, 30th Avenue, and Broadway are also home to many ground-floor storefronts. The area of "Old Astoria" near the East River along Astoria Boulevard retains a mixed-use character with commercial and light industrial uses alongside housing.

There are concentrations of industrial and utility uses in the neighborhood of Ravenswood, in the corridor between the BQE and the rail line that leads to the Hell Gate Bridge, and in the Steinway Industrial Business Zone (IBZ) north of 20th Ave to the northern waterfront.

The eastern portion of D22 has some unique uses such as the large bus depot across from La Guardia Airport and the historic Bulova Corporate Center office building near where the BQE meets the Grand Central Parkway.

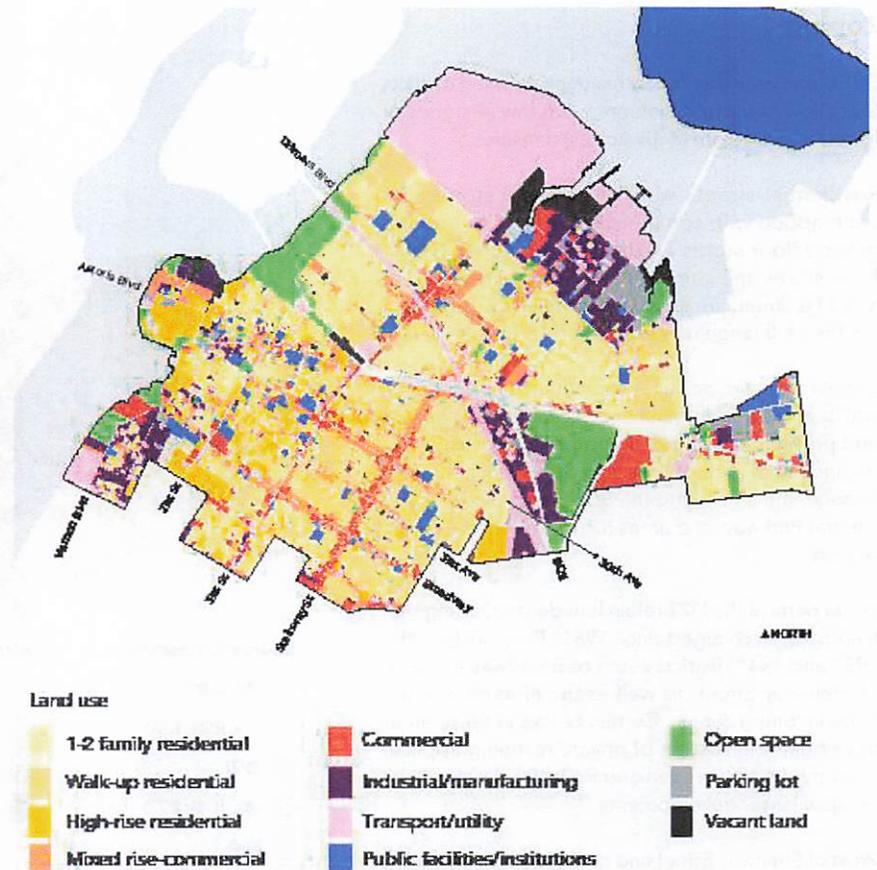


Figure X. Land use in D22, showing how land is designated for different purposes.

## Zoning

D22 is primarily covered by residential zoning districts that allow housing development at low (4 stories or fewer) and medium (8-14 stories) densities.<sup>48</sup>

Residential streets with commercial storefronts are mapped with commercial overlays, permitting ground floor stores and restaurants. Streets with large stores and some offices, like Steinway Street and 31st Street, are zoned for commercial use, allowing for a full range of retail and office buildings.

Certain areas are designated manufacturing districts, which allow commercial and industrial businesses and prohibit housing development. These include the industrial area of Steinway Street north of 20th Avenue, the area along the BQE south of the Grand Central Parkway, and areas just south of La Guardia Airport.

Some parts of the D22 retain low-density zoning that has not been changed since 1961. These include the "R5" and "R4" districts south of Broadway and east of Steinway Street, as well as the aforementioned manufacturing zones. Certain blocks in these areas have been the subject of private rezoning applications by developers seeking R6 or R7 designations to allow larger developments.<sup>49</sup>

West of Steinway Street and north of Broadway, most of the district was rezoned as part of the 2010 Astoria Neighborhood Rezoning (see Page 34).<sup>50</sup> The Halletts Point peninsula has also seen significant zoning changes since 2010 through three large private developer-led rezonings.<sup>51</sup>

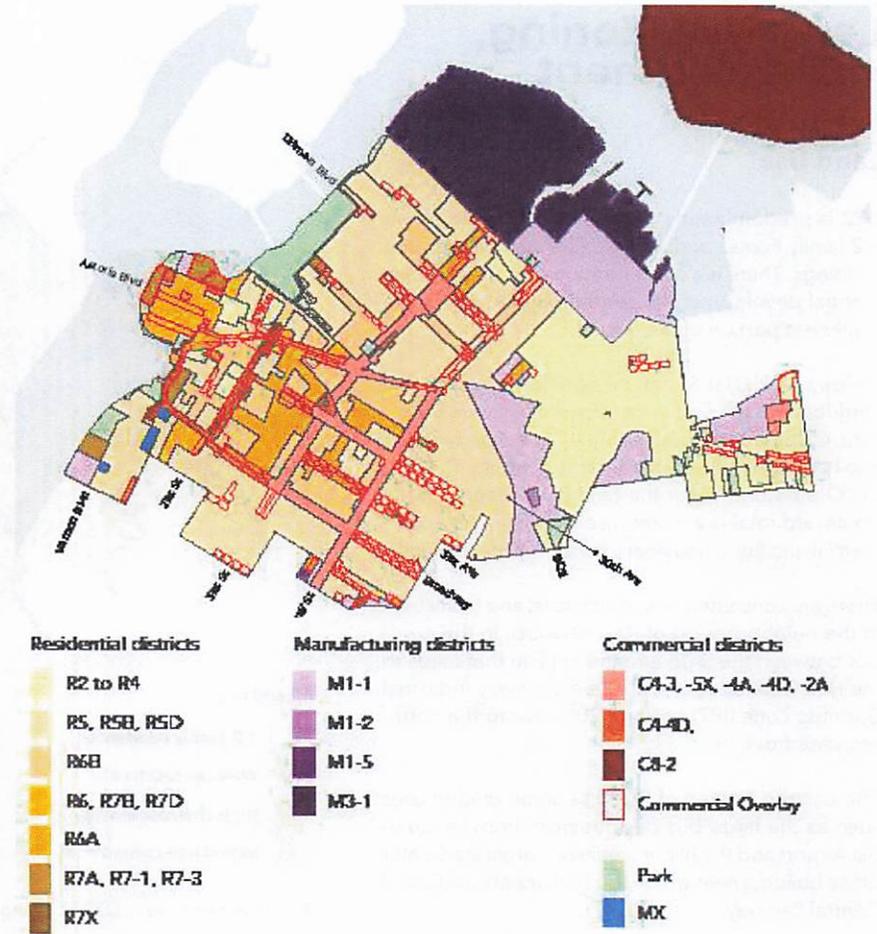


Figure X. Zoning districts in D22, which regulate land use, as well as the size, height, and use of buildings.

## How and When Has Zoning Changed in Council District 22?

Unlike many other cities, which undertake zoning updates on a predictable cycle of at least ten years, New York City does not have a set process or timeline for comprehensive planning updates. The last full revision of the city's zoning code was in 1961.

Since then, zoning has been updated either through private applications by property owners and developers, or through neighborhood rezonings or citywide text amendments (such as City of Yes), by the Department of City Planning.

Private applications are typically discrete, covering only the proposed development site and some adjoining properties.

Neighborhood rezonings led by the City are usually much larger in scale, such as the 2010 Astoria Rezoning (see next page for more detail).<sup>52</sup>

D22 has experienced a relatively high number of private applications since 2010, particularly in areas like Halletts Point and Ravenswood, which were not included in the 2010 rezoning.<sup>53</sup>

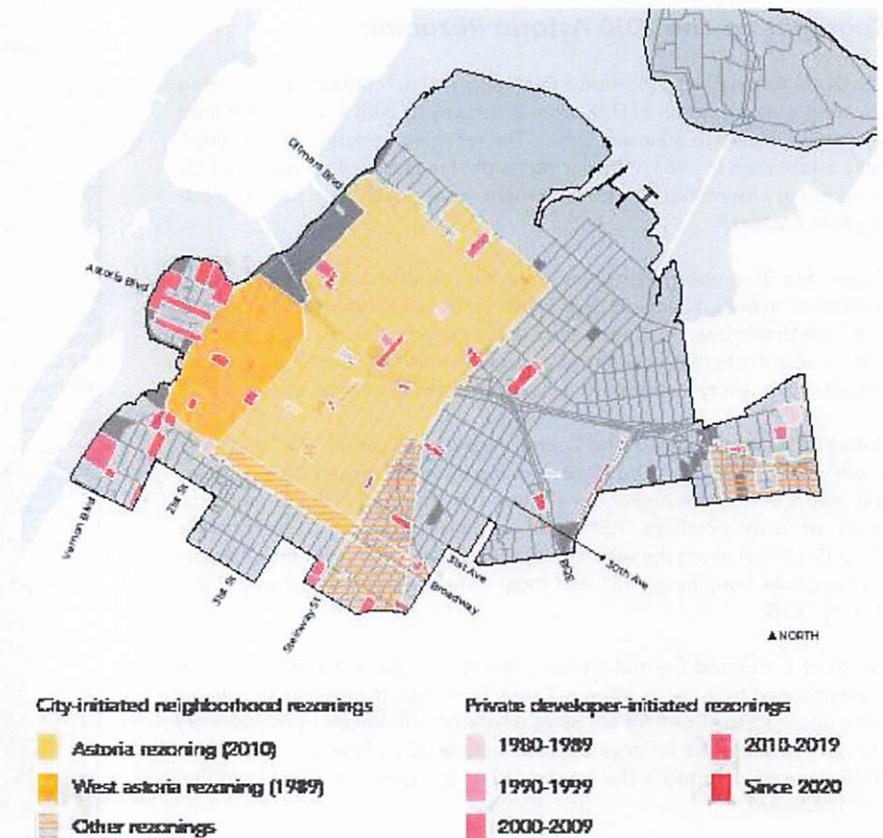


Figure X. Zoning changes, or "rezonings", in D22 initiated by the City and private-developers.

## Spotlight on The 2010 Astoria Rezoning

The 2010 Astoria Neighborhood Rezoning was a “contextual” rezoning covering a large portion of D22, from Broadway to 20th Avenue, and from Vernon Boulevard to Steinway Street. The rezoning updated districts originally established in 1961, introducing height limits and other bulk controls intended to ensure that new development more closely matches the existing built context.<sup>54</sup>

During the Bloomberg Administration, the Department of City Planning undertook many similar rezonings citywide. Broad-brush districts, such as “R6,” which had been mapped across entire neighborhoods, were replaced with new districts that concentrated higher density on wider avenues or streets near subway stations, while reducing density on side streets.

Before 2010, north of the Grand Central Parkway was zoned “R5,” and areas south were zoned “R6.” The 2010 rezoning replaced these with a complex patchwork of districts: higher density was concentrated in the former “R6” areas, while the northern “R5” areas were mapped more conservatively. Only 31st Street along the subway was zoned “R6,” with other major streets and avenues remaining “R5” and most areas mapped as the restrictive 3-story “R5B.”

South of the Grand Central Parkway, Vernon Boulevard and 21st Street were upzoned to “R7A” to allow 8-9 story buildings, the east-west avenues were upzoned to “R6A” for 6-7 story development. Voluntary Inclusionary Housing (an incentive for developers to include 20% of the building at 80% AMI) was only mapped in the limited “R7A” areas on 21st Street and Vernon Boulevard.

Mandatory Inclusionary Housing (MIH), which requires the inclusion of more deeply affordable residential units, did not exist until 2016 and was therefore not part of the 2010 rezoning. The 2010 rezoning established the development patterns Astoria has experienced ever since: new buildings concentrated south of the Grand Central Parkway, with limited affordable housing due to the lack of MIH, and very little new development of any kind north of the Grand Central Parkway.

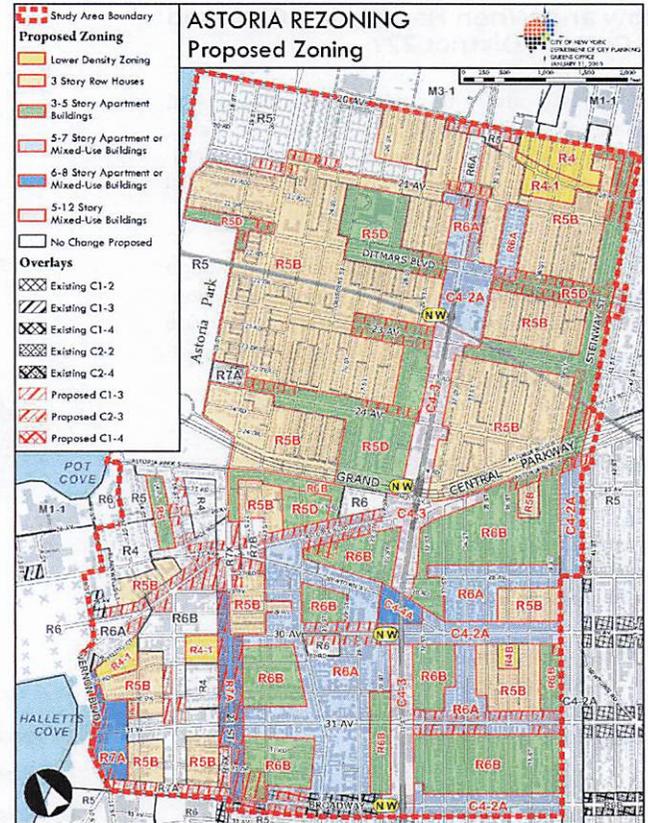


Figure X. New zoning as a result of the 2010 Astoria Rezoning.

### **Spotlight on Ravenswood: Piecemeal, Uncoordinated Planning**

The Ravenswood area, between 36th Avenue and Broadway, east of 14th Street, stands out within D22 and across New York City as an example of piecemeal, uncoordinated development without planning over recent decades.

Historically industrial, this area was mapped "R5" in 1961 to recognize the residential uses along 9th and 10th Streets. However, "R5", which only allows three-story development, was mapped over many blocks that were actually home to industrial businesses but was insufficient to encourage residential redevelopment of these large industrial parcels. Much of the area between Broadway, 36th Avenue, Vernon Boulevard, and 13th Street, is still home to industrial businesses even though current "R5" zoning is meant for housing, not industry. These industrial businesses are allowed to stay because they were operating before the 1961 zoning map was drawn.

Reflecting this mismatch between zoning and reality, five private rezonings to "R6A", "R7A", and "R7X" (allowing 8-14 story housing development with MIH), have been approved since 2016,<sup>55</sup> yet for reasons that are unclear, none of these developments have broken ground.

Development along the waterfront has also been scattered and ad-hoc. Despite being in a "R5" district, a Costco was permitted to open in 1996 on the parcel between Socrates Sculpture Park and Rainey Park,<sup>56</sup> deemed to be a continuation of a grandfathered warehousing use. A 2006 rezoning of the area south of Rainey Park permitted the "R7-1" development of the Vordonia Towers.<sup>57</sup> This building is located on a narrow, 150 foot-wide lot, sandwiched between industrial uses.

Ravenswood shows the consequences of a lack of proactive planning: an extreme combination of scattered, ad-hoc development with no clear vision or coordinated city investments to support growth and equity. This area in D22 presents an important opportunity for inclusive, community-led planning for the future of the neighborhood.



Figure X. The Ravenswood area along the East River waterfront in the south of D22.

## Recent Development Trends: Over 9,000 New Units Since 2010

D22 has experienced significant housing growth, but the vast majority of this new development has been market-rate, resulting in limited gains in affordability.<sup>58</sup> Since 2010, approximately 9,398 new housing units have been built in the district.<sup>59</sup> New construction is heavily concentrated in the higher density R6 and R7 zoning districts (7,146 units), particularly in areas south of the Grand Central Parkway and north of Broadway, while the areas zoned R4 and R5, which limits buildings to 3-4 stories, have seen minimal new development (807 units).<sup>60</sup>

While the overall housing supply has increased, affordability has not kept pace. The lack of Mandatory Inclusionary Housing or incentives to develop deeply affordable subsidized housing has constrained the production of truly affordable below-market-rate units.

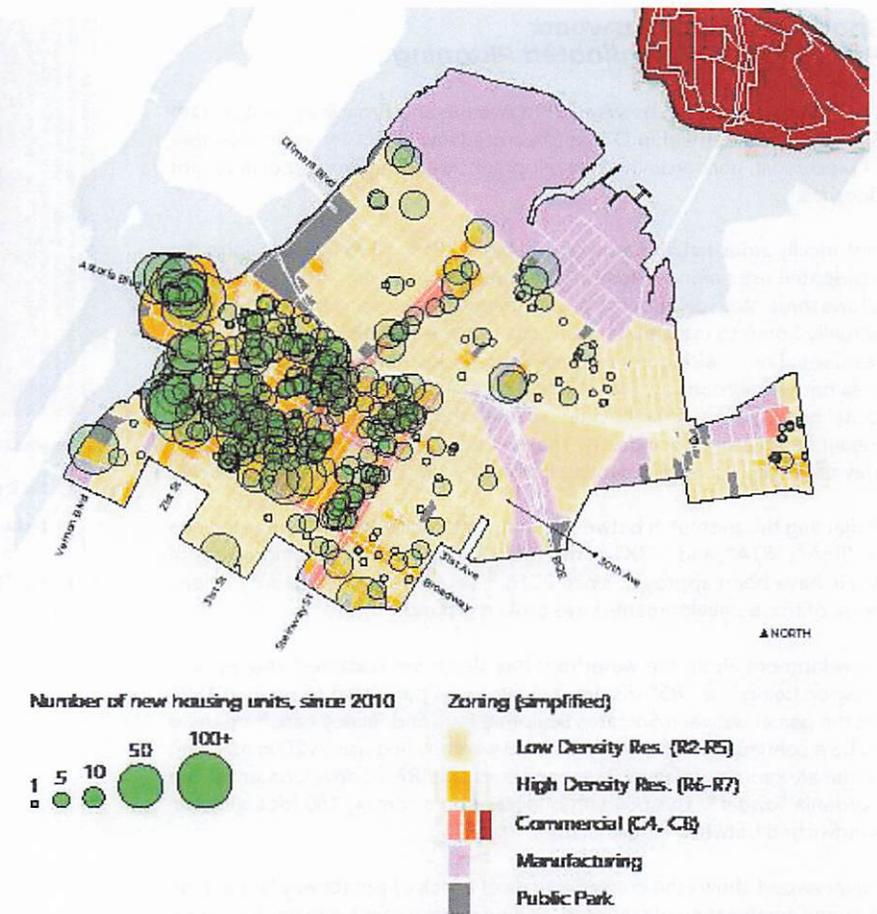


Figure X. New residential units constructed in D22 since 2010, overlaid on the district's simplified zoning.

## City-led Affordable Housing

## Production Since 2014

Since 2014, the City has produced 1,764 new affordable units and preserved an additional 744 affordable units in the Council District, targeting the area median income brackets below.<sup>61</sup>

More than half of these units are middle income (targeting 130% AMI) from the old 421a tax incentive program,<sup>62</sup> which often costs about the same as market-rate units.

The lack of new production of extremely low-income and very low-income units is stark, highlighting an opportunity to strengthen policies that create deeper affordability.

D22 has seen only a handful of HPD-financed 100% affordable new construction developments in the last decade. The largest 100% affordable new construction projects developed through HPD in D22 include Hallett's Point (162 units) and a Catholic Charities development at 23-11 31st Road (103 units).<sup>63</sup>

The largest HPD preservation projects since 2014 include the Goodwill Terrace Mitchell-Lama building in Halletts Point and the Marine Terrace complex in the northwest corner of the District, which was facilitated by Project-Based Section 8 vouchers.<sup>64</sup>

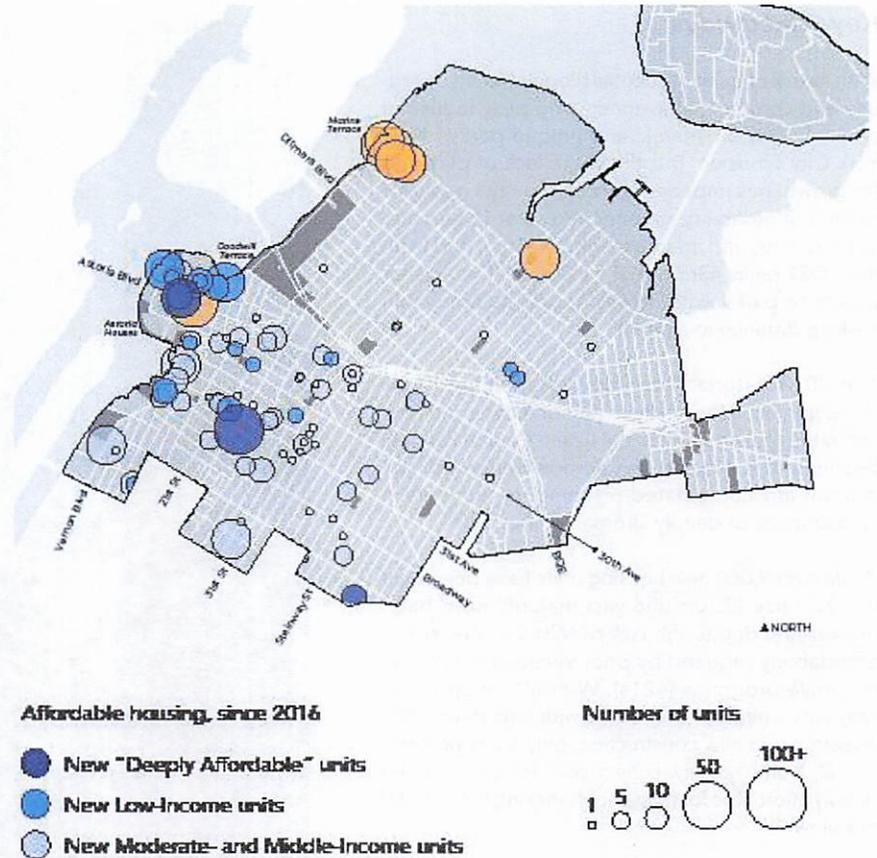


Figure X. Affordable housing units newly constructed or preserved in D22 since 2014.

## Key Takeaways

With its mix of quiet residential blocks, vibrant mixed-use and commercial avenues, and busy industrial areas, D22 is a dynamic and unique part of New York City's mosaic. But the City's lack of planning for growth has impeded the community's goals for greater affordability, greener and safer streets and open spaces, and adequate infrastructure and facilities. D22 ranks 43rd out of 51 Council Districts for access to parks, with 36% of residents not within walking distance to a park.<sup>65</sup>

The 2010 Astoria Rezoning tightly limited new development in the northern part of Astoria and concentrated growth south of the Grand Central Parkway between 31st Avenue and Vernon Boulevard, but without any coordinated planning investments in infrastructure or deeply affordable housing.<sup>66</sup>

While over 9,000 new housing units have been built in D22 since 2010,<sup>67</sup> the vast majority have been market-rate due to the lack of MIH and the lack of affordability required by prior versions of NYS tax incentive programs (421a). With MIH mapped in only very limited locations and with little direct HPD investment in new construction, only a tiny percentage (223 units) of new construction in D22 has been deeply affordable for households making 50% of AMI or below.<sup>68</sup>

Parts of D22, most prominently the Ravenswood area, have extremely outdated zoning that leads property owners to pursue private rezonings of single parcels or blocks,<sup>69</sup> creating a disorganized patchwork of development rather than well-planned neighborhoods.



Figure X. 21st Street, a wide corridor with dedicated bus lanes, was rezoned in 2010 to permit higher density development.

# Community Engagement Process



## Engagement Strategy

The engagement strategy for this report combined multiple methods to gather input from residents and stakeholders, including focus groups, a kick-off event, a community survey, and three open houses. In total, over 950 community members participated, helping shape the vision for the district's future.

### Focus Groups

Two focus groups were held in early May 2025 with a total of 20 stakeholders in attendance. These sessions provided an opportunity for a diverse set of stakeholders to discuss their experiences in the district, as well as what they hope to protect and what they hope will change as the district grows. Insights from these sessions helped identify key neighborhood concerns and develop the community survey and prepare the open house activities.

### Kick-Off Event

A kick-off event was held on June 2nd, 2025 at the P.S. 85 Annex, attended by 85 community members. The event introduced the goals of the community visioning process and provided an overview of D22 land use issues and existing conditions. Attendees participated in activities designed to familiarize them with common land use topics and to share their concerns.



Figure X. Timeline illustrating community engagement and report development.

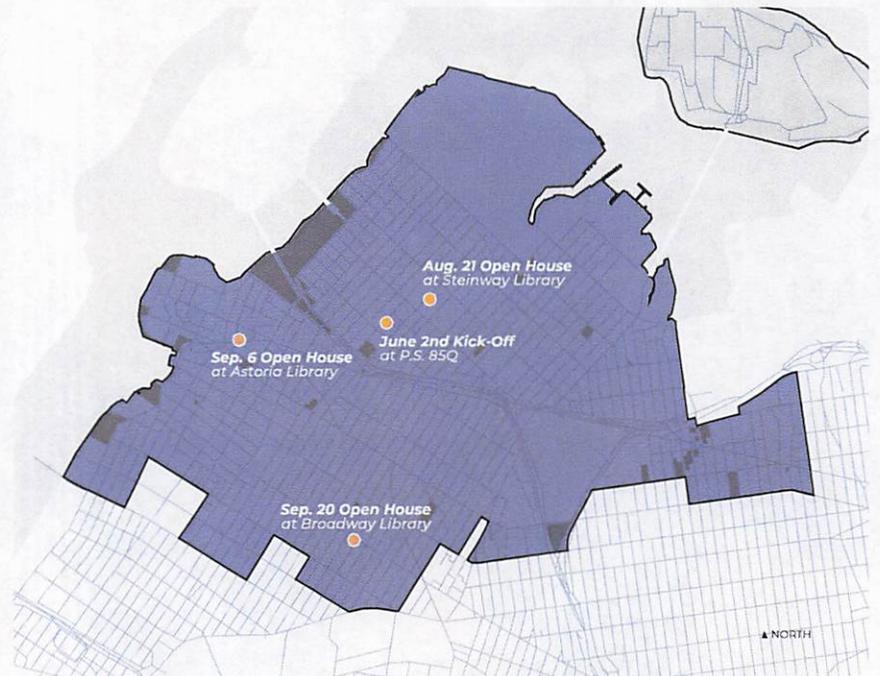


Figure X. Locations of the kick-off and three open house events, key components of the community engagement strategy.

## Community Survey

A community survey was open from June 2nd through September 30th, 2025, circulated digitally through Council Member Cabán's newsletter, posted online at [tiffanycaban.nyc](http://tiffanycaban.nyc), and distributed in hard copy. A total of 782 community members completed the survey, which asked about D22's overarching priorities and challenges related to key land use topics, including housing, transportation, parks and open spaces, community services and amenities, and resiliency. Survey results helped identify district-wide priorities and inform the open house activities.

## Open House Events

Three open house engagement events were held in Astoria during Summer 2025: at Steinway Library on August 21, at Astoria Library on September 6, and at Broadway Library on September 20. A total of 88 community members participated in the activities facilitated by Council staff, and shared feedback on a range of topics. Board activities invited input on Housing, Community Services + Amenities, Small Businesses + Economic Development, Parks + Open Space, and Sidewalks, Streets,+ Plazas.



Figure X. The open house board activities, designed and used to gather participant feedback on key topics.



Figure X. Council Member Tiffany Cabán introducing the kick-off event, alongside preliminary feedback gathered from participants.

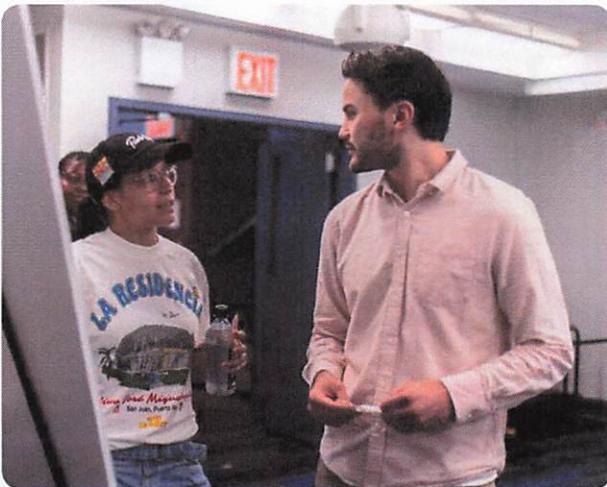


Figure X. Moments from the three open house events.

# Community Engagement Findings



## General Concerns

Housing affordability, and quality-of-life issues, including sanitation, safety, and noise are priority concerns for respondents, according to the survey results.

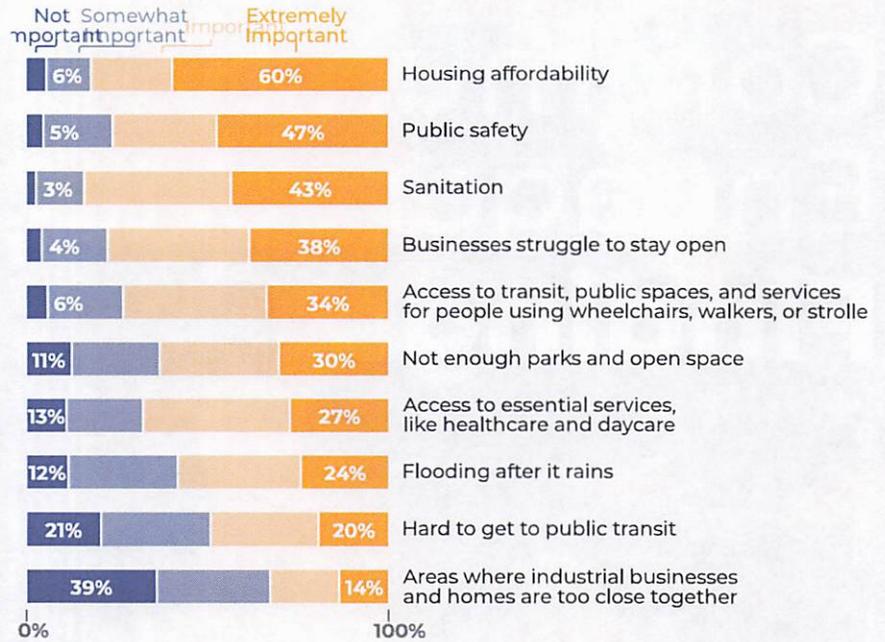


Figure X. The results of Question X from the Community Survey.

## Housing

Respondents wish to continue living in D22 and report a generally high satisfaction with current housing, yet face housing-related challenges, according to open house results.

Despite reporting a generally high satisfaction with current housing, renters report rising rents and difficulty paying payments, according to open house results. Meanwhile, homeowners face challenges with paying utility bills, property taxes, and home maintenance.

There is a need for more housing, particularly 2- to 3-bedroom rental units and affordable homeownership options, according to open house and community survey results.

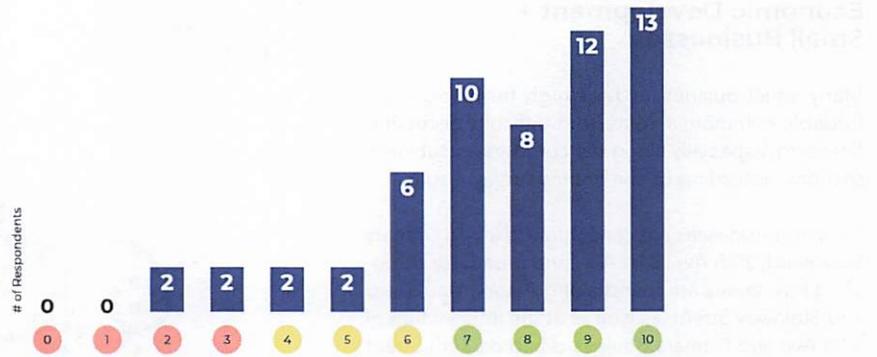


Figure X. The cumulative results of Question X asked at the open house events.

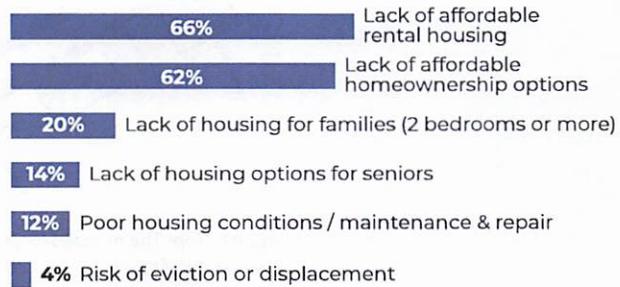


Figure X. The results of Question X from the Community Survey.

## Economic Development + Small Businesses

Many small businesses face high turnover, unaffordable commercial rents, and difficulty accessing financing, especially along key corridors and at intersections, according to community survey results.

Thriving businesses are concentrated along Ditmars Boulevard, 30th Ave, 31st Ave, and Broadway. Struggling businesses are found along Astoria Boulevard and Steinway Street, as well as at the intersection of 31st Ave and Ditmars Boulevard and on 34th Street near Ravenswood Houses according to open house results. Overall, respondents desire additional retail options in D22.

options in D22.

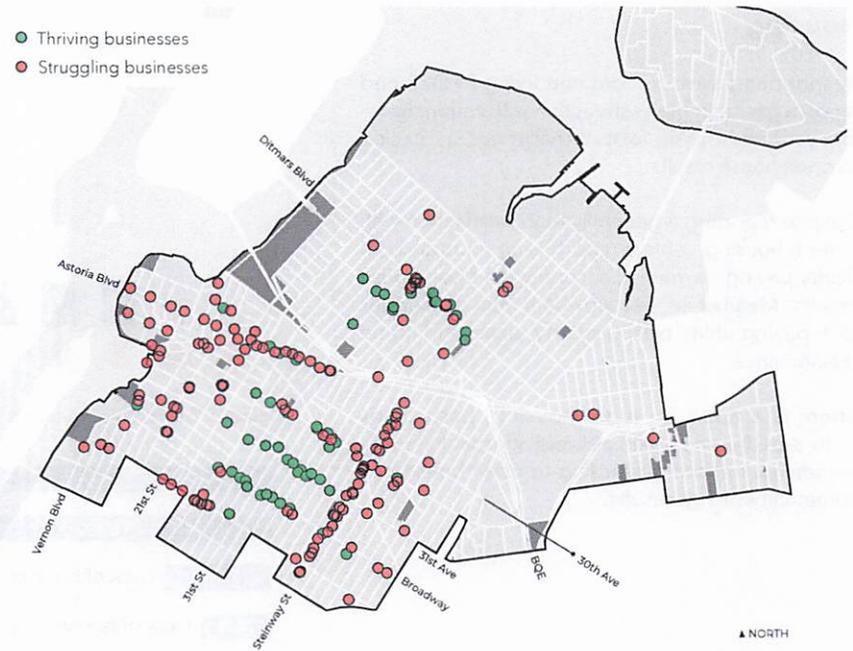


Figure X. Top: The mapped locations of thriving and struggling businesses according to the cumulative results of Question X asked at the open house events. Bottom: Small businesses thrive in D22, though some areas have vacant storefronts.



## Community Services + Amenities

Respondents often access performance and art spaces, recreation centers, and gyms outside of the neighborhoods, according to open house results (Figure X).

Additional grocery stores, restaurants, and farmers' markets are desired to improve food access, as well as additional community and recreational spaces, according to both community survey and open house results.

Satisfaction with public services, including schools, health services, and childcare facilities, is generally positive, according to community survey results.

Recreational and community spaces, schools, libraries and health centers are the most requested facilities, according to both community and open house results.

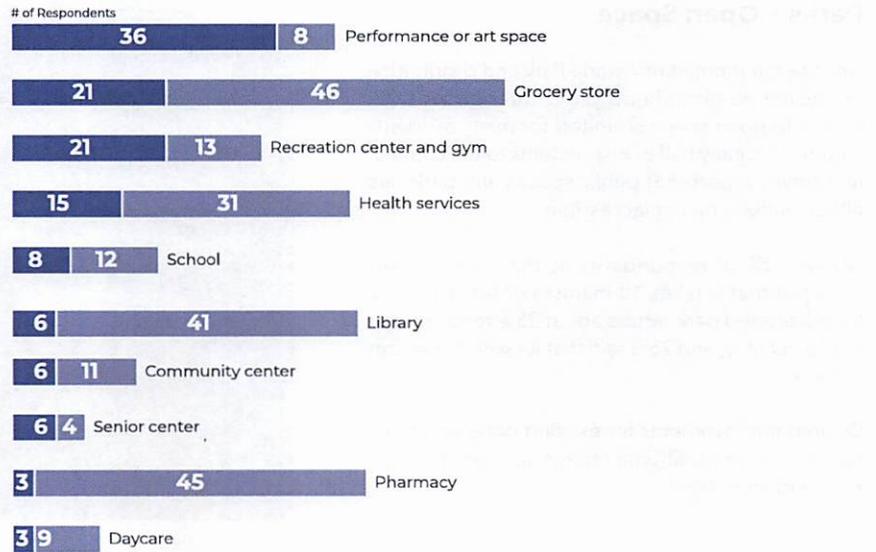


Figure X. Which amenities D22 residents have to leave their neighborhood to access, according to the cumulative results of Question X asked at the open house events.



Figure X. The satisfaction of D22 residents with public services in D22, according to the results of

## Parks + Open Space

Despite the prominent Astoria Park and distribution of smaller neighborhood parks throughout D22, access to open space is limited for many residents (Figure X). Nearly half of respondents to the community survey report that public spaces and parks are either inadequate or inaccessible.

About 50% of respondents at the open houses reported that it takes 10 minutes or less to get to their preferred park, where about 25% reported taking 15 minutes, and 25% said that it takes 30 minutes or more.

Desired improvements for existing parks and open space include additional restrooms, farmers' markets, and more trees.



Figure X. Title.



Figure X. Title.

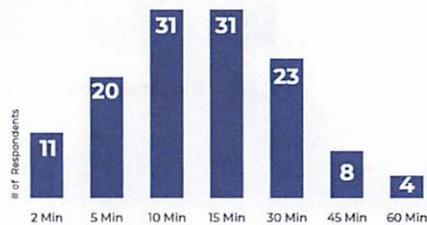


Figure X. Title.

## Streets, Sidewalks, + Plazas and Transportation

The key concerns for survey respondents are pedestrian safety, unreliable subways, and parking challenges. Opinions are divided between support for additional bike lanes and street safety measures and the disruption these changes can cause drivers.

Speaking to safety concerns, dangerous or difficult areas identified by open house participants include Astoria Boulevard, especially at the chaotic and complex intersection with 31st Avenue and the overpass across the BQE/Grand Central, along 31st Ave, 21st St, and 31st Street, on Vernon Boulevard near Socrates Sculpture Park.

Respondents want more trash cans, street trees, and safe bike lanes, according to open house results.

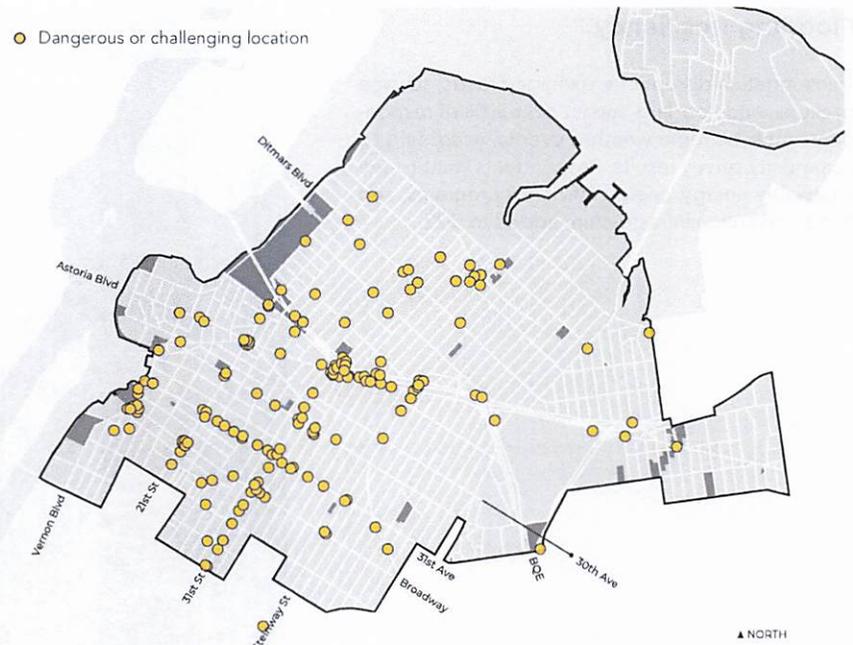
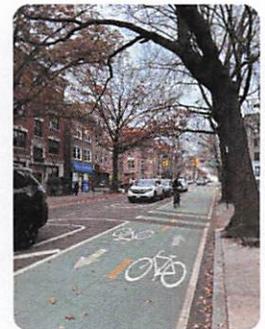


Figure X. Title



## Flooding Resiliency

Transportation disruptions, damaged roads, sewage backups, and flooding impact over 50% of respondents after extreme weather events, according to community survey results. Respondents want to see renewable energy, energy efficiency programs, and flood prevention infrastructure added to D22.

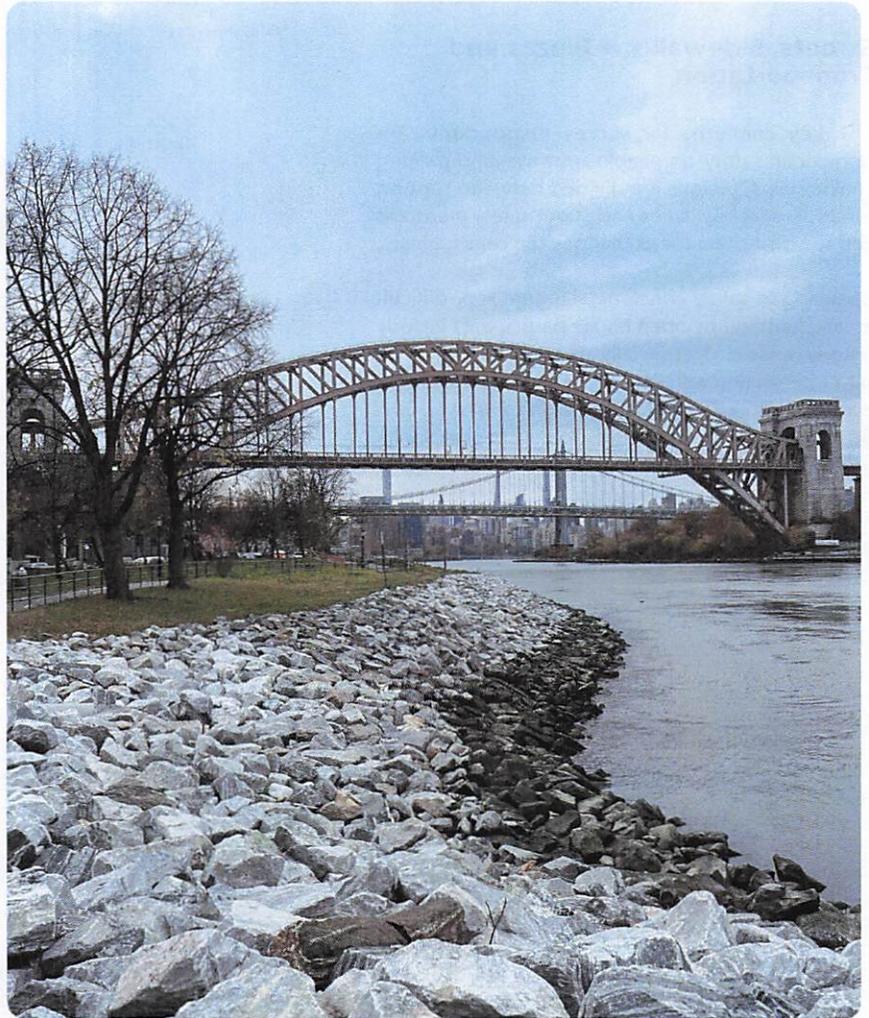
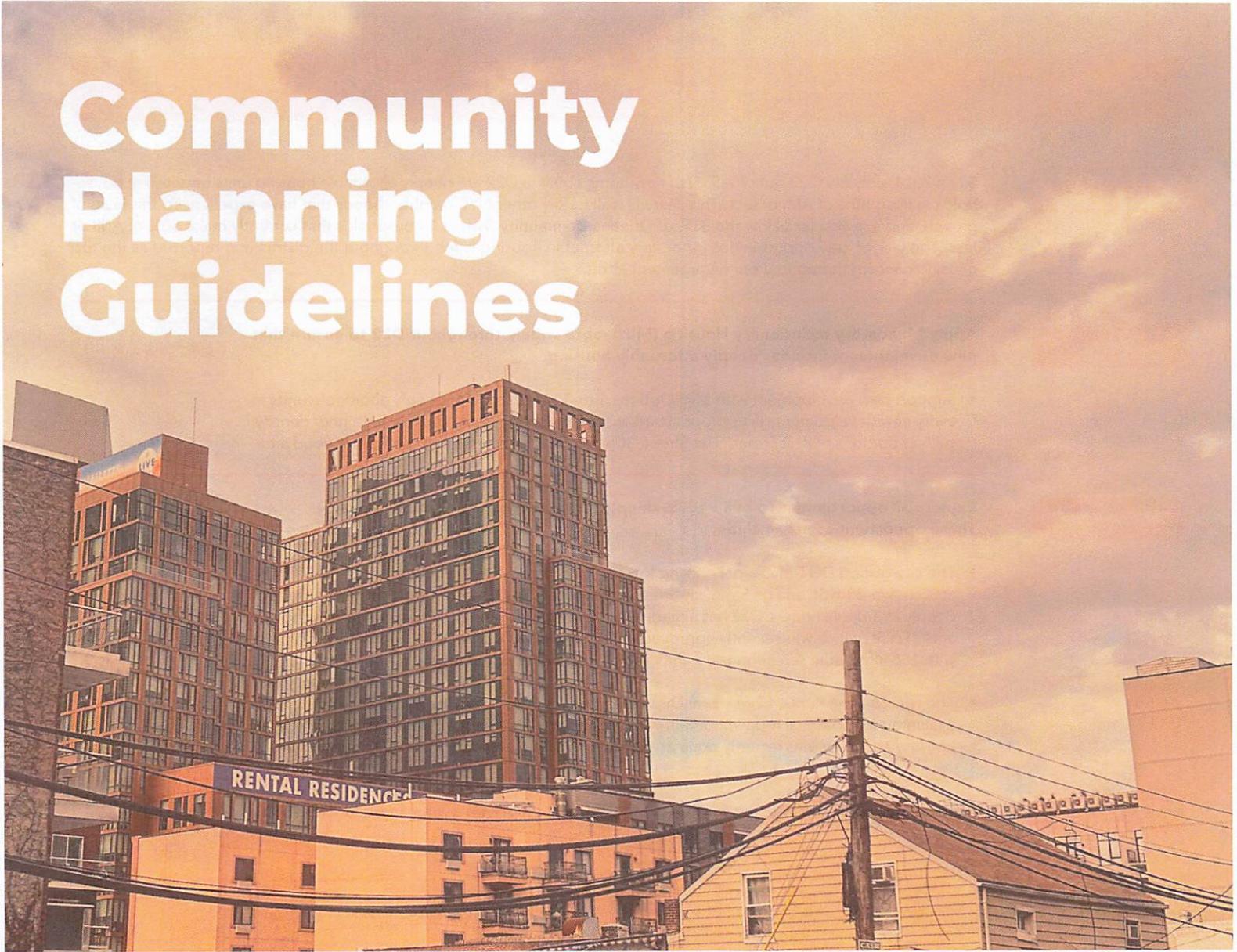


Figure X. Title

# Community Planning Guidelines



## GOAL 1 Create More Deeply Affordable Housing

### Background

Since 2014, only 3% (223 out of 7,533) of new homes built in D22 are deeply affordable housing units targeted at households making 50% of AMI or less. This share is well below other NYC neighborhoods that have experienced this level of growth, and it is also far below the 31% of Queens Community District 1 households that currently make 50% of AMI or less. The lack of new opportunities for deeply affordable housing is felt throughout the district and reported as the top housing concern throughout our engagement efforts.

### Action 1.1

**Apply Mandatory Inclusionary Housing (MIH) more widely throughout D22 to ensure that new development includes deeply affordable housing.**



- Support new development with MIH Options 1 or 3, which require deeply affordable units in every new development, in appropriate areas that have community support for higher density, such as portions of 21st Street, 31st Street, 30th Avenue, Broadway, and the Ravenswood area.

### Action 1.2

**Explore all opportunities to build 100% deeply affordable on City-owned property. These opportunities may include:**



- The city-owned DOT municipal parking lots on 33rd Street within one block of the N/W train, at 30th Ave/38th St, and on Steinway Street could potentially be redeveloped with hundreds of deeply affordable homes. D22 has already done this with the municipal parking lot at Broadway and 31st St, which was recently approved to be developed as the IKOS Senior Living project with 166 affordable senior housing units and a new community center.
- The two Queens Public Library branches at Astoria Boulevard and Steinway Street should be evaluated for potential redevelopment with expanded state-of-the-art libraries and affordable housing above, as was recently done at Inwood in Manhattan and Sunset Park in Brooklyn.

### Action 1.3

**Increase outreach and support for non-profit and mission driven owner to build with HPD.**



## GOAL 2 Continue to Prioritize Protection of Existing Affordable Housing and Tenants

### Background

With market-rate rents reaching new highs, it continues to be essential to prioritize preservation and protection of the thousands of existing affordable housing units in D22 – from the over 1,100 units at NYCHA Astoria Houses, to the thousands of rent-stabilized units in pre-war walkups.

### Action 2.1

Continue and expand work with HPD, non-profits, and legal service organizations on tenants' rights education, particularly housing code enforcement, and outreach to bring more rent-stabilized buildings into HPD preservation agreements.



### Action 2.2

Pass and implement the Community Opportunity to Purchase Act (COPA) to create an opportunity for qualified community land trusts and non-profit housing organizations to purchase, rehabilitate and preserve affordability for distressed rent-stabilized and other buildings when they are offered for sale.



### Action 2.3

In any community planning process going forward, ensure that tenants of existing affordable housing developments, including NYCHA, receive targeted outreach and are included in engagement.



## GOAL 3

### Support Comprehensive Neighborhood Planning

#### Background

D22 has experienced significant growth and new development – over 9,000 new homes since 2010 -- but without commensurate planning to ensure the infrastructure, street and park improvements, community facilities, and affordability needed to support well-balanced neighborhoods. And developers continue to bring forward site-by-site applications to add more. City-led neighborhood planning may offer the opportunity for the community to proactively shape the future rather than wait to react to developers, and to secure much-needed public investments alongside new growth.

#### Action 3.1

**Explore neighborhood planning in areas where zoning is out-of-date and there is community consensus to support a more comprehensive approach to plan for new housing, deeper affordability, and the infrastructure and resources necessary to support equitable and sustainable growth, particularly in Ravenswood, Old Astoria and Hallets Point, and the transit and commercial corridors along 21st Street, 31st Street, and Steinway Street.**

- Community engagement must be broad and inclusive of all stakeholders, including tenants at NYCHA Astoria Houses and Ravenswood Houses.



## GOAL 4 Improve Safety and Sustainability of Streets and the Public Realm

### Background

“Public Realm” is a term used by planners and urban designers to describe the public space in our city neighborhoods, including streets, sidewalks, parks, and plazas. In the D22 community survey, improvements to public safety and sanitation were rated as the top community priorities after housing affordability, and open house participants consistently identified certain corridors and intersections as needing safety improvements. However, community members have diverging views on whether protected bike lanes should continue to be added to neighborhood streets.

### Action 4.1

**Work with DOT, Queens Community Board 1, Queens Community Board 3, and community residents and businesses to improve safety and conditions for pedestrians, cyclists, and drivers through street improvement projects and additional street trees, plantings, public plazas and sidewalk extensions. Focus on particularly dangerous streets and intersections identified through public engagement and DOT crash data including:**



- Astoria Boulevard between 31st Street and Steinway, including the dangerous intersection with 31st Street
- 31st Avenue between 31st Street and 21st Street
- Intersection of Vernon Boulevard and Broadway
- Intersection of 21st Street and Astoria Boulevard

### Action 4.2

**Continue to reassess how buses serve the community.**



### Action 4.3

**Improve sanitation in the public realm by advocating to increase local DSNY resources and City support for non-profit maintenance partners.**



### Action 4.4

**Identify opportunities for local artists and arts organizations to participate in public art like the Welling Court Mural Project.**



## GOAL 5

### Expand and Improve Parks and Open Space

#### Background

D22 ranks in the bottom 20 percent of Council Districts in amount and access to open space. Nearly half of respondents to the community survey report that public spaces and parks are either inadequate or inaccessible. Many blocks of D22 are outside of walking distance to an existing park or playground.

#### Action 5.1

**Advocate for capital and programmatic investments to improve existing parks to meet the needs of Astoria residents by adding facilities like restrooms, programming such as farmers' markets, and improving green space.**



#### Action 5.2

**Explore all opportunities to create new parks and open spaces, both through creative uses of public property, and potential City acquisition of new property, especially in areas outside of "Walk to Park" areas. NYC Parks defines a "Walk to Park" area as one where residents live more than a 10-minute walk (approximately 1/4 mile) from an existing public park or open space.**



- The Department of Parks should prioritize Queens CB 1 for a Walk to Park acquisition approval application as was recently done for Queens CB 3. This is a new initiative to secure pre-approval for potential acquisitions in order to allow the NYC Parks Dept. greater ability to successfully negotiate with property owners to purchase land for new park sites in areas outside of walking distance to a park.

#### Action 5.3

**Encourage developers to consult with the community when designing required public**



## GOAL 6 Expand Green Infrastructure and Flood Risk Management

### Background

Significant areas of D22 are vulnerable to coastal storm surge and inland stormwater flooding (see map on page 28). Investing in green infrastructure to increase resiliency and protect these areas from flooding is an ongoing priority for D22.

### Action 6.1

Continue to advocate for increased investment in green infrastructure for stormwater management such as rain gardens, infiltration basins, and permeable pavement, in vulnerable areas such as Ravenswood and Halletts Point, building on the Department of Environmental Protection's upcoming budgeted investments over the Fiscal Year 2026-2028 Capital Plan.



### Action 6.2

Encourage developers in these areas to go above and beyond the new improved Uniform Stormwater Rule standards to include additional street trees, rain gardens, permeable pavements, and green roofs when designing and building.



### Action 6.3

Advocate that all new developments meet or exceed energy requirements established by Local Law 97 and eliminate any use of fossil fuels.



## GOAL 7

### Support Vibrant and Diverse Commercial Corridors

#### Background

D22's storefront small businesses are an important and highly valued part of the neighborhood fabric, with many survey respondents sharing their appreciation for the area's unique and diverse shops and restaurants. But many also shared concerns about high turnover and struggling storefronts, especially on certain corridors like Steinway and Astoria Boulevard, and business owners shared concerns about high rents and lack of access to financing and resources.

#### Action 7.1

**Work with the Department of Small Business Services (SBS) and local stakeholders such as the Steinway Street BID to improve small business stability and reduce retail vacancies. Focus on commercial corridors with high numbers of vacancies identified through public engagement and Live XYZ data:**

- Along Astoria Boulevard west of 31st Street
- Along Steinway Street south of Grand Central Parkway



#### Action 7.2

**Advocate for SBS to expand tools and programs for small businesses and financing and commercial lease assistance. Support policies that limit excessive rent increases, improve lease transparency, and strengthen renewal protections.**



#### Action 7.3

**Encourage developers to design retail space in new buildings to accommodate small businesses with minimal up-front costs and to work with community stakeholders and elected officials to identify potential community-based small business tenants.**



#### Action 7.4

**Support worker-owned businesses.**

- Expand technical assistance, financing, and space opportunities for worker cooperatives and employee-owned businesses in partnership with SBS and nonprofit providers.



## GOAL 8

## Support Good Jobs and Green Infrastructure in Industrial Areas

### Background

Jobs in the industrial sector, including manufacturing, construction, transportation, film studios, and the emerging green energy sector, offer opportunities for middle-class wages for workers that may lack a college degree and are especially important opportunities for recent immigrants. Supporting access to industrial jobs in the district is one way to support greater equity and economic opportunities. Our industrial areas, many of which are also on the waterfront and vulnerable to climate change, also need continued investment for resiliency. For decades, the Northwest Queens area has carried the burden of large fossil fuel power plants occupying parts of the waterfront and impacting air quality.

### Action 8.1

Support industrial businesses that want to stay in D22 by collaborating with agency partners Economic Development Corporation (EDC) and the Industrial Development Authority (IDA) to modernize and strengthen incentive programs, as recommended by the Department of City Planning's recently released Industrial Plan.



### Action 8.2

Invest in infrastructure that industrial businesses rely on, including road improvements to manage truck traffic efficiently, and safe transit options for workers (including bike lanes and buses).



### Action 8.3

Ensure continued Industrial Business Service Provider (IBSP) funding to provide targeted business services for industrial areas and support nonprofit industrial partners to promote equitable growth.



### Action 8.4

Upgrade sewer and stormwater infrastructure to reduce flood risk for businesses, and ensure that industrial areas are included in investments in green infrastructure, such as permeable pavement, bioswales, and rain gardens, to absorb stormwater and protect industrial sites.



### Action 8.5

Continue to support the conversion of fossil fuel infrastructure like the Astoria Generating Station to green renewable energy.

