



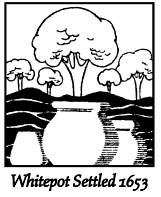
COMMUNITY BOARD 6, QUEENS

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HEATHER BEERS-DIMITRIADIS
CHAIR

DONOVAN RICHARDS
BOROUGH PRESIDENT

CB 6 MEETING MINUTES MAY 8, 2024

PRESENT

H. BEERS-DIMITRIADIS, CHAIR
M. LASTER, 3RD VICE CHAIR
J. DERESZEWSKI, PARLIAMENTARIAN

P. BEADLE, 1ST VICE CHAIR
S. BAIDA, SECRETARY OF ADMINISTRATION

E. ALFONSECA	B. GROSSBERG	M. SALTON
D. ARONOV	K. IMAS	G. SANDOVAL
R. ASHE	M. FERNANDEZ KONIGSBERG	D. SCHANTZ
A. AYON	R. MEHARRA	H. SCHONHAUT
K. BATRA	S. MUNAWAR	A. PRATAP SHAH
H. BIRNBAUM	J. POORAN	E. SHVARTSMAN
H. CHAIN	J. PRATT	J. SILVA
G. CHEN	P. RODRIGUEZ	M. TUCKER
K. CLARK	D. RACHNAEV	B. WINSTEAD
L. DAVIS	S. ROLNICK	E. WONG
T. GAVRIELOF		E. ZAKRY

ABSENT

M. ARCATI*	S. JAIN*
J. AVILA	M. LASHLEY-KABORE
S. CHRAIBI*	K. LY
L.T. CIACCIO*	P. MORGAN*
K. ENGEL*	N. PIENKOWSKA*

*EXCUSED ABSENCE

OTHERS IN ATTENDANCE

CHRISTINE NOLAN	COMMUNITY COORDINATOR
AMPARITO ROSERO	OFFICE OF QUEENS BOROUGH PRESIDENT DONOVAN RICHARDS
JORDAN GOLDES	OFFICE OF CONGRESS MEMBER GRACE MENG
ALEXA ARECCHI	OFFICE OF ASSEMBLY MEMBER ANDREW HEVESI

COMMUNITY BOARD 6 MINUTES

JUNE 8, 2024

This meeting was held in-person with a limited virtual option via WebEx for individuals with extraordinary circumstances. The following CB 6 Members joined the meeting via WebEx: Dr. Renee Mehrara, Shari Rolnick, Heidi Chain, and Diana Rachnaev. The meeting will be recorded and posted on YouTube. Community Board meetings are posted on YouTube.com for transparency to the public (www.tinyurl.com/cb6youtube).

Chair Heather Beers-Dimitriadis opened the meeting with the Pledge of Allegiance.

GOOD AND WELFARE

CB 6 MEMBERS

Jean Silva:

- Handed out a survey for Flushing Meadow Corona Park.
- Flushing Meadow Corona Park had twelve individual events for Earth Day.
- Sunday, May 12th at 10am Flushing Meadows Corona Park Birding Hawk Watch Meet at the Unisphere.
- Saturday, May 25th at 11am Canoeing on Willow Lake at Field 15

Mark Laster:

With little fanfare or publicity, DSNY released its most recent waste characterization study. Here are some of the highlights:

- New Yorkers discarded fewer pounds of refuse in the periods evaluated for the 2023 Waste Characterization Study (2023 Study) than in any of the previous study years (2005, 2013, 2017).
- Metal, glass, plastic (MGP) and paper recycling outcomes have declined from previous study years: capture rates have decreased, while contamination rates have increased.
- The NYC Department of Sanitation (DSNY) began the first ever borough-wide curbside organics collection program in Queens concurrently with the start of the 2023 Study. The organic material diversion findings in this Study reflect a program in its infancy and do not demonstrate the full impact of curbside organics collection. However, there are early signs of success, such as a low 4% contamination rate.
- As of now, all Community Composting sites, including the one in the Farmer's Market, will be closing on May 19. These sites provide education regarding the importance of recycling as well as supporting composting. The Save Our Compost coalition is still fighting to have the budget restored for community composting. If you are interested in joining this fight, email me @ fhgtinc@gmail.com.
- Also, even with the support of numerous Councilmembers and Community Boards, Big Reuse Composting Site at Queensbridge is still closing on June 30 to accommodate NYC Parks to create a parking lot when they work to build a new park there. If you would want to get involved in saving the only composting site in Queens, please email me at fhgtinc@gmail.com.
- The Forest Hills Green Team will be having weeding, planting and watering at the Yellowstone Boulevard site we have been beautifying between Austin and Burns Street on Thursday morning, May 16. Please email me at fhgtinc@gmail.com if you are interested in joining us.
- Central Queens Against Hate will be meeting tomorrow evening @ 7:30 PM to plan our next Breaking Bread, Building Bonds meal. If you would like the link to this virtual meeting, please email me at fhgtinc@gmail.com.

Heidi Chain:

- Thank the Community Board for attending the Health Safety Fair.
- 112th Precinct Council Meeting will take place on Wednesday, May 15th at 7:30pm at American Legion. If you want to sign up for the meeting, please email council112@yahoo.com.

PUBLIC FORUM

All requests for public comment must be submitted via email to QN06@CB.NYC.GOV by 3pm on the day of the meeting. Public comments submitted by Friday at 5pm will be included in the minutes. Chair Beer-Dimitriadis made an announcement that anyone who submitted a written public comment to be read by the Chair will not be read but will be included in May's minutes.

Jennifer Martin – Parkside Memorial Chapel

I am a funeral director of public relations, community relations for four funeral homes under one roof. Schwartz Brothers, Parkside Memorial Chapel, Sinai Chapel and Forest Park Funeral Home. We do free events that have nothing to do with funerals. I will tell you what we have for this and next month. I will be back again next month. Wednesday, May 29th at 6:30pm Nick Hirshon will speak about the history and landmarks of Queens Boulevard. It will be a video, visual presentation, not a walking tour. Tuesday, June 18th at 6:30pm Strategies To Get Organized and Declutter. Our presenter is Tina O'Keeffe from Stow and Behold. Free parking in the parking lot and always nosh. I am open to suggestions, if there is an event or speaker or anything if you would find interesting take one of these flyers and shoot me an email.

David Zucker

I am here to publicize and organize a meeting next year on Local Law 97 <https://www.nyc.gov/site/sustainablebuildings/l197/local-law-97.page> for the community. You must include elective representatives and someone from the city who organized Local 97 in the first place. Not the city clerks. This meeting should have representatives from the state and City Council person. For the city it is called local law intro 1197, I don't know if it passed. It is supposed to make some adjustments to the original law. This is a confusing law if you are not used to green stuff. I was a certified green commercial trade, member of the greens institute. It is a little easier for me. The opening page on the website begins with your billing. The first thing you see is a penalty, maybe it makes sense how, why, when doesn't explain. If you go on the website there is lots of information on borrowing. The real estate board is applying to change J51. I have spoken to some of the state representatives over the past year. What is it exactly? There is a lot of fear out there. A lot of people have a limited income, pensions, families with children going to college, they are really scared. I have been talking to them about this issue. One man is a president of a small co-op he said local law 97 is going to bankrupt him. He is going to Florida; most people are staying. People want clarification so they can plan and know what they are getting into.

Steve Strauss

My name is Steve Strauss, I live at 10 Holder Place. I came back to speak about Forest Hills Long Island Railroad Project. From a process standpoint, I would like to say I hope the Board will think about making a resolution for members of the community to look at so we can talk to you in an informative manner. I think the Manhattan Boards generally does that. I will do a little more research on that. The other thing related to that; I went to the Transportation Committee last month where this was discussed on zoom. Another process question, I think it would be good if it is required that the community board members list their full names on zoom. Because you are semi-official people in a semi-official function for the city. It would be a good idea when speaking about issues. I have been told that the resolution you will consider tonight talks about elevators. I support elevators, but what I really would like is you to focus on the platform's extension. Right now, they are proposing to extend the platform by three or four cars to the east. If they extend it to the west, they will have much lower impact because on the southside of the station it would front the tennis courts and the Forest Hills Gardens maintenance facility, so there would be no impact to the residential folks. It would also be a great debt with complaints about concerts. It would lessen people going through the community to get to the stadium from the subways and the Long Island Railroad. By extending the platform to the west, you get a new staircase to the western end of the platform so that people who come from Grand Central Penn Station and get off at the western end and wouldn't have to go through much of Forest Hills, unless they are on the way to a concert. I think this will be a great idea. At the last meeting when I raised it to the Long Island Railroad, MTA construction said we can't do this because the signal tower is there. I spoke to someone who knows about signals, it's no reason why the platform can

go around the tower signals. They can build some fencing so no one can climb up the signal tower. I'm sure they can do that. I believe there is enough space around it. I hope you would consider adding this issue to this, I don't know what the best direction will necessarily be for the platform on the north side, it would certainly be effective on the outgoing platform that extends east. It won't affect me either way. I live east of where the eastern extension is going to be. I still think it is a better thing to do. I do hope we get elevators; I think we should impress this on our elected officials.

Daniel Solow

I am here tonight to express my support for the City of Yes initiative. Like many renters today I am feeling the immense pressure of rising rents. Wages today cannot keep up with the high costs of living leading to a major rent burden. It is simply too expensive to lead a fulfilling life here in New York City anymore. My wife and I are currently looking for one-bedroom apartments and all we see on Zillow, StreetEasy or Apartment.com are units asking for well over \$3,000, for spaces 600-700 square feet. I was disappointed when I learned that Governor Kathy Hochul's statewide housing plan failed to materialize after organized resistance from single family homeowners in Eastern Queens and Long Island. By failing to deliver new housing, existing and future New Yorkers are being priced out of their communities every day. Many of us are hurting while the minority enjoys an increase in their home values. But I am hopeful. The City of Yes plan will revise some of the zoning text that was written back in the 1960s to reflect our existing needs in 2024. Land, particularly by subway stations, should have the maximum density allotted because that is where people need to be to commute to their work. City of Yes also has benefits for entrepreneurs who want to open businesses and revitalize our downtowns. Outdated zoning texts place artificial barriers to businesses opening, forcing owners to put off their dreams or seek other communities to invest in. I know we have all seen the "for lease" and "for rent" signs on Austin Street. So, in closing, I ask you tonight not to let fear dictate our housing policy and let the data speak for itself. We need housing and we need it now!

Jae Yong Eom

Hello, my name is Jae Eom, and I live at the Sans Souci at 110-50 71st Rd in Forest Hills. I want to write in support of the City of Yes zoning changes, especially the removal of building parking mandates. This removal will give more flexibility for new housing and mixed-use areas.

Michael Niamehr

I'd like to express my strong support for lifting parking mandates citywide as part of the City of Yes for Housing Opportunity Text Amendment. Parking mandates negatively affect our city's housing stock, livability, and climate; fully lifting them citywide is the best way forward for our city's future. Cities that have abolished parking mandates have seen a surge in the amount and affordability of new housing created. In New York, transportation is the leading cause of greenhouse gas emissions, and personal car usage accounts for more than half of that. Lifting parking mandates promotes greener transportation options, which helps reduce emissions. Parking lots also contribute to flash flood risk and the heat island effect, both of which have disproportionate impacts on communities of color; lifting mandates is a climate justice issue. I strongly support lifting parking mandates citywide as a critical step towards building more affordable housing, boosting livability, and fostering climate sustainability.

JB Reffer

To whom it may concern at Queens Community Board 6, I'm writing today to express my strong support for lifting parking mandates citywide as part of the City of Yes for Housing Opportunity Text Amendment. There are plenty of good missing-middle projects that are infeasible due to parking regs. Parking minimums are also slowly turning Metropolitan from a neighborhood street into a suburban store, it's already 1/3rd parking lots. Let's preserve the walkability and scale of our neighborhood by voting in favor of these changes.

Cheryl Yaeger

I understand there is a presentation tomorrow about zoning changes: <https://www.nyc.gov/site/planning/plans/city-of-yes/city-of-yes-housing-opportunity.page>, I am in support of this movement.

Jacqueline A. Jones

I cannot attend the CB6 meeting tonight, but here is my comment. The mayor's City of Yes proposal will destroy Forest Hills and other single-family and two-family neighborhoods in NYC! Please oppose it in any way that you can! Imagine living on a quiet block that suddenly has a bodega on your corner, open late, selling beer, encouraging people to hang out all night long. If I wanted that, I'd have moved to another neighborhood. Imagine a smelly nail salon or dry cleaner in the house next to yours. Forest Hills already has many multi-family dwellings, even on the south side of

Queens Blvd. Why destroy one of the nicest areas in the city? This is not a reaction out of racism. Forest Hills is ethnically diverse: students at PS 144 speak 64 different dialects! We have people from all over the world here. Black areas like Cambria Heights and St. Albans don't want their neighborhoods destroyed either. And if you think it won't happen in Forest Hills, remember blockbusting from the 50s? You are probably too young. All it takes is for a developer to get one house, turn the property into a 3-family unit with a dwelling in the back yard and a dwelling in the garage, and the neighbors will move, freeing up a land grab. I saw it happen when I was a child, and it can happen with ease here. Owning multiple adjacent properties will let them build an apartment building without even providing parking. Does this area have the infrastructure to support many more families? NO! There are almost no hospitals left; the subways are overcrowded and run slowly. Schools? Sanitation? This proposal provides for NO LAND USE evaluation, NO OVERSIGHT of these projects. There are plenty of apartment buildings here already, and many empty dwellings across the city. Why let developers have their way to build whatever they want, wherever they want?? Do developers OWN the city? NO! WE DO. I urge you to act on behalf of your constituents, not on behalf of the mayor who owes the developers for his election.

Chair Heather Beers-Dimitriadis closed the public forum. Chair Dimitriadis reminded the Board to use the microphone as we do our business and ask questions and make comments because then it can be on the recording. To the public this is the now the business portion of our meeting, at this point there won't be questions or comments from the public. We hope what we say is beneficial and ask that should you have questions to reach out to the office and send your questions and we will respond to you as quickly as we get the answers on anything that we are discussing tonight.

COUNCIL MEMBER ROBERT HOLDEN

Council Member Holden was on Community Board 5 for 30 years, where he served on seven committees. He welcomed the new board members and cautioned that seven committees may have been too many, but participation is important so pick what you like. He acknowledged that being on the Community Board can be frustrating at times and require long hours.

Council Member Holden said that he met with Heather and Christine in March and spoke about Yellowstone Boulevard by the 112th Precinct where the police cars are parked. It narrows to one lane. Now that they have barriers, it is better, but they don't give enough lane space. He will speak with Captain Cordano again because he also doesn't like it when there is a big police van at the bus stop. That is unacceptable because people need to get off the bus and want to be at the curb and they can't.

Council Member Holden spoke about the City of Yes, which he referred to as the City of No. Because it is not a one size fits all. As President of Juniper Park Civic for 25 years and little league coach, he was very much involved in the neighborhood. We down zoned, we worked hard. The civic associations back in the 90s and early 2000s, city planning said we don't have enough personnel to down zone your area. He said he would do it; they had 85 volunteers. They logged every house in Middle Village and Maspeth which was where we covered. We didn't want over development, we wanted to go into our backyards and feel the sun. Again, the reason why I am saying this is because it is not a one size fits all. Some neighborhoods may like this. The neighborhood I represented as a civic leader, we down zoned, we did all the extra work to not have and fought against basement apartments. There were many problems from the basement apartments, not to mention the flooding. It was a huge problem with too many people in a house, we had an overcrowded school district back then. We have a lot of flooding, what would this do to that problem. Global warming, rain, heavier rain, more flooding. What is the City of Yes doing about that, nothing; they are not addressing it. We must build the infrastructure first. You must build more sewers; you must expand the sewers. I represent parts of Rego Park, the Crescents and most of my district has one- or two-family homes. What do we get for this? Just more overcrowding, more problems. Let's mention parking because they are going to eliminate parking requirements that we fought for in the 90's. We can't park anywhere they want us out of our cars. I understand that but you have to give us transportation and they didn't do that. I have a bill before the City Council that requires DOT to identify the hydrants because people are blocking them almost every block in Ridgewood and Glendale. The local firehouse, the Myrtle Turtles, asked for a marker in the street, a stencil of a hydrant so that they can find the hydrant. The bill has a lot of support in the Council; DOT doesn't think we need it. When I was the Chair of Technology in the Council, I created an extension of 311. Now we can send photos, and more pull-down menus on the 311 app. Does anyone use the app? You should. It is much faster.

Look at the double parking that is happening in some of the neighborhoods. City of Yes will only exacerbate that. Not putting in parking requirements, some neighborhoods require that, some are low density so why would they just say we are going to do a one size fits all to all the neighborhoods?

Councilman Holden also spoke about E-bike legislation, which would require all e-bikes class one, two or three be licensed and something to identify them for accountability. I have met so many groups that people were hit by e-bikes. If you're a pedestrian in New York City, the answer is probably yes. It happened to me a number of times and when they hit people they keep going. How many e-bikes or scooters are observing traffic laws? How many are stopping at traffic lights? Stopping or going on a sidewalk, or delivering everywhere one-way streets, you need eyes in the back of your head if you're a pedestrian. All I am asking for is accountability. I would rather not do this bill in the City Council because DOT would have to manage it. I am doing it at the City Council, there are several state officials that have bills in the state, including Assembly Member Jenifer Rajkumar. We need to identify them; it could be a registration of \$10.00. It doesn't have to be a lot of money. I don't want to discourage people from using bicycles, but e-bikes go up to 25 miles per hour or 30 if you're souped up. That has 31 co-sponsors in the City Council, the majority of Council Members have signed on. Transportational Alternative doesn't like it. I asked them what is their solution? Build more protected bike lanes. Ok, let's do that, when we get to a corner what happens? If they go through a red light, what happens? If they hit a pedestrian what happens? I need a solution, if you don't like my bill tell me what we should do to try and reign this in. How do you get people to stop and observe traffic laws. You can't have a cop on every corner.

Last, Council Member Holden spoke about congestion pricing. He doesn't agree with it. I think that is a big tax on us it's penalizing us for where we live. How many people go to the hospital in Manhattan? If congestion pricing comes in, I retire, and I don't think I am going to use Manhattan hospitals. That is going to be a problem because those are the best hospitals. We deserve to travel for free, we pay a toll that should be enough, it's again another tax. We are not quite sure what the MTA is going to do with the money. They will say they are going to do this and that build elevators. They can't stop fare beaters right now.

We have some community events and left flyers. So many elected officials didn't come from Community Boards, I think more of them should because then they would understand the neighborhoods.

MINUTES

The minutes for the April 3, 2024, meeting were approved as written. Sabah Munawar made a motion to approve the minutes and it was seconded by Martha Tucker. All were in favor.

CHAIR'S REPORT

Chair Heather Beers-Dimitriadis gave an update on the hiring process. The hiring team has met four times this month and has screened all resume submissions and started to interview candidates with a few more to go. The goal is to have a final candidate for the June 18th meeting to vote on. Please note that our Community Board meeting will be June 18th.

Chair Dimitriadis thanked Board Members Heidi Chain, Brently Winstead, Gladys Sandoval, Shari Rolnick, Mark Laster, and John Dereszewski for their help at the two street fairs we had this month. Also thanked Christine Nolan and Barbara Vulich for helping to plan and prepare for the street fairs and helping at one of the street fairs.

Chair Beers-Dimitriadis reminded the Chairs about scheduling committee meetings for budget priorities, they need to be submitted by the end of June. If you require any assistance with this project please reach out to Mark Laster or me. Reminded the Chairs to get the meeting schedule as soon as possible, we don't do more than three committee meetings per week and only one per night as per our policy. The reason we only do three committee meetings per week is to ensure that our Board members don't have to attend more than one a week, due to everyone having other commitments and that no one gets burned out.

Chair Beers-Dimitriadis made an announcement that tomorrow night the Queens Bus Network Redesign event will be here at Queens Borough Hall in the Helen Marshall Center from 5-8:30pm, it is a drop in event. Narcan training hosted by the Community Board and Senator Joseph Addabbo at the Rego Park Library at 6pm.

The Chair also reported:

- Last night there was a Webex training and orientation for new Board members. A lot of good questions were asked.
- Following up on the Forest Hills Stadium Concerts, their first concert was last weekend. We had scheduled a meeting with them in advance to discuss how the concert went. A meeting was held this Tuesday, after the concert, to talk about the challenges they still have. One of the main concerns is to have proper sound abatement which has improved and is still working on it. The NYPD agrees with less complaints and have been different from last year. The Community Board will continue to work with the Forest Hills Stadium.
- Asked everyone who is on Facebook or Twitter to give us a follow and repost or amplify what we post if it's relevant to the groups and people you are connected with regarding our meetings so we can reach more people. In that way more people in the community will understand what the Board does.
- City of Yes Housing Opportunity has had a lot of conversations throughout the neighborhoods regarding it. Tonight, we will be getting an overview of this initiative, then on Monday, May 13th, the Land Use Committee will be getting a more detailed virtual presentation from city planning. Asked the Board to listen carefully, question wisely and deliberate thoroughly. The Chair encouraged all board members who are not on the committee to listen to the presentation in order to make their decision when voting at the Community Board meeting on the City of Yes. There is a lot of information in this presentation and we have to vote by June 18th meeting.

DISTRICT MANAGER'S REPORT

Christine Nolan spoke briefly about the upcoming committee meeting and the public hearing for City of Yes – Housing Opportunity. The committee briefing is scheduled for next Monday May 13th, it will be much more in depth and there will be plenty of time for questions. Also – there will be another committee meeting / public hearing on June 4th. CB6 will vote on this on June 18th. If anyone from the public wants to be notified of the public hearing information, please contact the office or sign up with Barbara.

Ms. Nolan also announced that the Forest Hills Memorial Day Parade is Sunday May 26th. CB6 will be marching. If there are members that would like to march, let us know. You can sign up tonight or call / email the office as soon as possible. Ceremony starts at 11:00am

Last, Ms. Nolan reminded everyone about the CB6 Logo Competition. The deadline is May 15. If you plan to submit a design, please do so. If not, please share with anyone that you think might be interested.

PRESENTATION BY DEPARTMENT OF CITY PLANNING – CITY OF YES FOR HOUSING OPPORTUNITY

Andrew Wasserman, Queens Borough Planner, with the Department of City Planning made a presentation. Chair Beers-Dimitriadis told everyone if anyone would like to receive a copy of the City of Yes For Housing Opportunity presentation to reach out to our office and we can email you a copy. For board members it will be included in the community updates on Friday.

Andrew spoke about the City of Yes Housing Opportunity, a citywide text amendment that will change zoning to allow for more equitable housing development. The changes being proposed will enable a little more

housing in every neighborhood. Removing barriers to housing growth will encourage incremental housing growth over a wide geography.

New York City faces severe housing shortages, vacancy rate for rental apartments is low only 1.4%. far below a vacancy rate that would provide New Yorkers with housing opportunities. Queens has the lowest vacancy rate of .88%, our housing demand is greater than our housing supply, which is causing very high housing costs. Causing 30% of New Yorkers monthly income going to rent. Not having enough homes is causing homelessness. In 2023 over 92,000 homeless New Yorkers slept in shelters which included 33,000 homeless children. New York City's housing was created in the first half of the 20th century. Since that time, housing production has fallen dramatically due to zoning that has become increasingly restricted since 1961. While housing production has decreased, the demand for housing has increased. A reason is households are smaller today than they used to be, meaning the same number of people living in the city require a greater number of homes.

The proposals in City of Yes for Housing Opportunity emerge from goals outlined in where we live NYC, the City's fair housing plan. It was created by HPD in collaboration with over 250 community organizations. It highlights how the city's housing shortage and affordability crisis have severely limited New Yorker's housing choices. Tight housing market, landlords can charge high rents and existing tenants are vulnerable to tenant harassment, poor housing quality, and displacement pressure as they compete with each other for limited units. A prospective homeowner drives up home prices and pushes that goal out of reach. When there are a few homes to choose from, renters pay more. Queens 52.8% of renters are considered rent burdened, which worsen the neighborhood-based legacies of segregation, discrimination, and concentrated poverty that has led to deeply unequal city we have today, when neighborhoods have unequal access to resources and opportunities. The average New York City household makes about \$70,000 a year. The average two-bedroom apartment in New York City is over \$2,700, which means that your average working family has to spend about half their income on rent for their family.

The housing shortage has direct human consequences which underscores our extended community engagement process. DCP has met with over 100 groups, including housing non-profits, tenants' rights groups, faith-based organizations, and affordable housing providers. Each of these groups was able to share a unique and valuable perspective on the lived experience resulting from the housing crisis. Some examples are:

- When New York City fails to produce housing, all New Yorkers feel the economic consequences.
- When people have to spend so much of their income on housing, they have less money to spend on everything else.

By allowing New York to build more housing creates good-quality jobs in construction and residential maintenance, adding an estimated \$58.2 billion to the City's economy and creating 260,000 jobs.

The Department of City Planning is responsible for the city's zoning. Zoning regulates what can be built on a particular site; how large the building can be and what uses it can have; whether residential or commercial. Zoning includes requirements for income-restricted affordable housing. Zoning does not fund new housing, or control what can be built. How much housing gets built depends on many factors. Tools the city uses to support good housing outcomes include:

- Subsidies or tax incentives to promote income-restricted affordable housing.
- Programs for affordable homeownership.
- Tenant protection that guarantees New Yorkers' rights.

Updating our zoning can respond to these issues by increasing the number of homes and types of homes available in every neighborhood. Each neighborhood adds more housing, New York City can add a lot more housing overall without any neighborhood experiencing dramatic changes or overtaxed infrastructure.

This text amendment is the largest pro-housing change DCP has ever undertaken and will be touching the zoning for every part of the city. This is a large proposal because it affects the entire city, not because it is proposing large changes in any neighborhood. Different proposals apply to districts of different densities.

- Low density areas in CB6: single and two family, smaller multiple family's apartment buildings
- Higher density districts in CB6: apartment buildings

Exclusionary zoning rules made it virtually impossible to build houses in many low-density neighborhoods, placing additional pressure on the high-density part of the city for more housing. This wasn't the case with small apartment buildings, two-three family homes are common in all NYC's lower density neighborhoods and were allowed in many places until recently 1990's and early 2000's when stricter zoning prevented them. City of Yes for Housing Opportunity reintroduced modest buildings that are more naturally affordable than other types of construction. These changes allow for the creation of more housing in low-density areas without changing the neighborhood character.

Town Center Zoning: Legalize housing above businesses in low-density areas. Creates more missing middle housing. Missing middle means that it's modest in scale and often affordable to middle-income residents a once common type of housing that's not often built anymore. The proposal aims to re-legalize mixed use apartments, or buildings with ground floor commercial corridors and a few stories of housing on top. It's a classic New York City building type that exists along many low-density commercial corridors. Overly complex zoning rules make it almost impossible to build new ones, this would include in CB6 area: Austin Street and Metropolitan Avenue. The proposal streamlines zoning rules, including restrictive limits on floor area and height, it makes it feasible to build 2-4 stories of housing above a commercial ground floor.

Transit-Oriented Development: Legalize 3-5 story apartment buildings on qualifying sites near public transit in low-density areas. Meaning ½ mile near a subway or rail station. It has to meet specific requirements:

- Lot must be over 5,000 square feet.
- Lot must be located on the short end of the block or a wide street, which zoning defines as being over 75 feet wide.

Community facilities like faith-based organizations or libraries can also use these rules throughout the city on sites that are present over 5,000 square feet. Transit oriented development rules would promote missing middle housing while promoting sustainability by adding housing in areas with good transit access.

Accessory Dwelling Units: allow backyard cottages, garage conversions and basement apartments giving homeowners extra cash and providing space for multi-generational families. A one or two family home would be allowed to add a small accessory dwelling unit or ADU. This housing option will provide important housing options for small households like a young person moving into their own place for the first time or an elderly resident who wants to age in place near family. They also serve different income levels than a large single-family home.

Successful ADU programs in other locations, including Austin, Seattle and Connecticut, show us that these units can give multi-generational families a little more space and help middle class homeowners with household expenses.

The proposals include rules to ensure that ADUs are safe. New basement ADUs will not be allowed in coastal flood plain and no ADUs will be allowed in special coastal risk districts, areas of our city with the most severe flood risk. Outside of these coastal areas, basement ADUs may be subject to additional regulations or review. The same rule changes that enable ADUs can also help homeowners who don't want to add an ADU but need more flexibility to adapt or renovate their homes to meet their needs.

Our research shows that many existing buildings are out of compliance, meaning they're not in line with today's rules. For example, R4-1 districts are two family districts allowing semi-detached buildings, these buildings are pre-1961 duplexes that couldn't be constructed today because they have more square footage that is currently allowed, and their rear yards are too small. These non-compliances can cause a headache for

homeowners if they need to borrow money from the bank or if they want to make simple changes to their home, like renovating an outdated kitchen.

City planning wants to fix these rules which will have dual benefits:

- Homeowners of existing buildings won't run into issues when they go to make an alteration to their building, because the zoning will better match what is actually on the ground.
- You will be able to build a two-family home in a two-family district or a multi-family home in a multi-family district, today the only thing that would be feasible is a single-family home.

Medium and High-Density Areas. Our focus is on creating more opportunities for housing, including affordable housing.

Universal Affordability Preference (UAP): allow apartment buildings to add at least 20% more housing as long as the extra space is occupied by permanently affordable or supportive housing. UAP is modeled after current rules that allow bigger buildings for affordable senior housing in some neighborhoods. UAP will also allow incremental housing growth in neighborhoods and encourage housing throughout the city rather than concentrating in a few neighborhoods. Though the UAP framework, all forms of affordable and supportive housing will be able to take advantage of the higher Floor-Area Ratios (FARs) already provided to affordable senior housing in these areas. There are a few districts that don't have senior housing preference today. It is generally in other parts of the city, in those areas we created new FARs to enable the growth of affordable and supportive housing in all neighborhoods. This proposal would also make sure zoning provides room to build extra affordable housing required through UAP. There would be limited height increase where it is necessary to make enough room for these affordable homes. What does affordability mean for UAP, it will have requirements of 60% Area Median Income (AMI). AMI is a measure of affordability established by the federal government. At 60% AMI which is about \$76,000 for a family of 3, UAP will serve lower income New Yorkers than the existing zoning tool Voluntary Inclusionary Housing. UAP will replace voluntary inclusionary housing program but Mandatory Inclusionary Housing which requires a percentage of new developments to be income-restricted affordable housing, would continue to exist and be mapped when there are significant increases in residential density. UAP, which we're discussing now would be for smaller increases than that one. UAP would serve New York workers at lower income levels through income averaging. Income averaging means that instead of only including homes at the required affordability level in this case 60% AMI. A building can include homes at a range of incomes that average to that level. For example, a building could meet UAP 60% AMI level by including a mix of homes at 30%, 60% and 90% AMI, thus averaging to the 60% AMI required. Though UAPs deeper affordability requirements and the introduction of income averaging it can help serve lower income New Yorkers who most need affordable housing. An example of how Universal Affordability Preference works: if a church located in R6 district wants to build affordable housing today, they'd get 3.0 FAR, regardless of whether they're developing market-rate or affordable housing. In this case that would allow them to build out 35 units. Under UAP, they get an extra 0.9 FAR which would allow them to build 10 or 12 more units as long as they are permanently affordable. Ten to twelve units might sound like a lot but it is functioning at a Citywide scale, if every project has a few more affordable units we can add a significant housing spread throughout the City so no single neighborhood experiences drastic changes.

City Wide Parking Proposal

This proposal would make parking optional for new housing everywhere. For example, many other major cities are far more car dependent than New York today. New York City requires housing to include off street parking even where it is not needed. These mandates mean less space for housing and increase construction costs, which results in less housing being built. Two parking spaces are necessary areas for maneuvering in and out of them is equivalent to about the size of a studio apartment. Building parking itself is expensive and is an obstacle to housing growth, especially affordable housing. Parking will still be allowed, there is no cap on it no limit on it. We anticipate developers will respond to market needs and continue to provide parking in areas where it's in demand. Removing parking mandates can reduce the cost of housing construction and

enable development of more homes in each new building. An example of how this can work. A developer can see this undersized lot that's in a great location near transit and wants to convert the lot into an apartment building a lot can accommodate 16 homes but the developer stops at just ten homes so they can waive out the parking requirements because as soon as they add the 11th apartment they would need to provide six parking spaces. By eliminating parking mandates, the developer can fully build out the lot to include those six additional apartments. Six additional apartments might not sound like a lot but when one hundred sites around the city are able to build a little more housing that incremental change can result in a lot more housing for New Yorkers.

There are smaller additional proposals that would provide more housing and a wider range of housing types. Conversions today outdated rules prevent underused non-residential buildings like offices from converting to housing. Many buildings that were constructed after 1961 or located outside the city's largest office centers can now be converted into housing. City of Yes Housing Opportunity would make it easier for underused, non-residential buildings, such as offices, to be converted into housing. To do this we would make a few changes to adaptive reuse regulations. We would expand these regulations Citywide to go beyond office districts. It would be a broader range of underused buildings like vacant schools or former religious buildings that can be converted into housing. The proposal would move the eligibility cutoff date from 1961 or 1977 to 1991, which would allow more recently constructed buildings to be converted into housing.

The proposal would enable conversion to all types of housing, including supportive and shared housing, and dorms. This would allow small and shared apartments by eliminating the "dwelling unit factor", a measure of the minimum average unit size, in areas with good transit access. This would provide more housing opportunities for New Yorkers who want to live alone but do not have the option today. Previous development often took place under tower-in-the-park style regulations called Height Factor. DCP has developed a more recent set of regulations for contextual buildings that have height limits and result in better designs some sites like NYCHA campuses, can't access those new rules.

The proposed changes would allow height limited infill on sites that would otherwise be forced to develop tall, skinny buildings or nothing at all.

The changes I presented are the most significant proposals in the City of Yes for Housing Opportunity. This text amendment aims to create a little more housing everywhere so that each neighborhood does its part to address our housing needs and few neighborhoods don't feel the intense pressure they are under today. It is not about more housing it is about more types of housing. Multi-family housing is currently not allowed because of exclusionary zoning. Homes of different sizes to meet different people's needs are far more affordable and supportive housing.

For more information you can go on City Planning YouTube or nyc.gov/YesHousingOpportunity. DCP put together for the community board a checklist to organize their thoughts, things you might be for or against, and takes notes.

The timeline:

- Referred out at the end of April.
- Currently in the 60-day review period

Chair Beers-Dimitriadis announced that the Land Use Committee will be getting a more detailed presentation on May 13th.

Some questions were asked and answered by Veronica Brown and Andrew Wasserman.

In regard to the construction of these smaller apartments. What mechanisms are going to be put in place to ensure that these are not just glorified SROs (Single Room Occupancy/dorm style)?

Thanks so much for this question. I am Veronica Brown who works in the housing division at the Department of City Planning on this text amendment. I want to clarify the difference between a couple different proposals. There were two proposals for missing middle housing which is to introduce modest apartment buildings to low density locations. That includes the Transit Oriented Development Proposal and the Town Center Proposal. These would be traditional

apartment buildings with full amenities i.e. kitchen, bathroom. Class A apartments that we are all familiar with. The separate proposal that Andrew spoke about is to enable small and shared apartments. Shared apartments would include private bedrooms and shared common facilities including kitchens or baths. We don't anticipate shared apartments are something that will be widespread. But there is a market demand especially for people who are marginally housed or young people who are living alone on the first time and are open to a more dorm style arrangement. There is a demand for this and would like to open up a pathway. To do this the Department of Housing Preservation and Development (HPD) has been working on developing some clearly articulated rules to develop shared housing. But again, that is a separate and smaller proposal than the missing middle proposals which are geared towards developing modest apartments for families working New Yorkers.

On Metropolitan Avenue there's a lot of historic businesses like Eddie's Sweet Shop and others. The changing of the infrastructure and incentivizing developers to build bigger would force those businesses out. Is there a process when you are going around to business districts, are you getting thoughts on whether it's appropriate for that specific district.

Yes, there has been extensive outreach to a variety of community groups and various clients including industry groups about local economy. The Town Center Proposal is geared towards commercial corridors to build a commercial ground floor then two to four stories of housing above it are actually allowing something that's not allowed today in commercial corridors and low-density areas you are already nominally allowed to build a mixed used building. This would make some simple changes to the zoning including the height limits, floor area limits that would make that type of building feasible. We don't anticipate that every business would choose to take up on this proposal. For some it's appropriate, especially in underused areas. There's a lot of commercial corridors that aren't a treasured community staple but are vacant or underutilized retail spaces that would benefit from being redeveloped. Which could breathe new life into those commercial corridors.

Chair Beers-Dimitriadis – when we talk about height limits those aren't small changes, sharing their homes. That may seem small in your perspective, I know people in this community that's something they do care about.

As a young parent in New York City, I definitely feel the housing cost. I want to ask you about parking minimums. I am worried about there is no cap on parking. If a developer wants to add parking because that will make it more expensive and attract a certain kind of person who will want parking. Why didn't you propose parking maximums which have been proposed by other cities. These cities are dependent on cars and have parking maximums. In New York City has a lot of rich people who take two apartments and make them a mansion. I can see them taking one of our buildings and make it parking to make it more expensive with less units.

We are not proposing parking maximums as part of this proposal because City Planning's research supports the market and is the best way to determine how much parking should be provided on any individual site. There are many factors on individual sites that determine how expensive parking is to provide. If you have to provide underground parking, structured parking, surface parking and the individual cost factors as well as market demand determine how much parking a developer will include. We think it's appropriate not to say any arbitrary limits on how much they must provide or here's how much parking you can provide. Instead, we leave it up to the developers and their team on a site-by-site basis.

In regard to your example about someone removing a building and replacing it with less units, is perhaps a consequence of our extremely tight housing market, with little opportunities for redevelopment the housing market becomes a zero sum game by which people provide housing they are having to remove some existing housing and replace it with some higher scale housing. By creating incremental housing opportunities everywhere, we think that it will alleviate some of the pressure to provide higher-end housing in those locations.

Have you looked into the turnover of existing housing?

There is a thorough environmental review that looks at that. That is an element in the environmental process and there is no significant impact in that category of the environmental review. The proposals creating change in the neighborhood having a larger building next to a smaller building. These proposals are tailored approaches which aim to create context sensitive opportunities for housing in an appropriate location. For example, the Transit-Oriented Development Proposal and the Missing Middle Housing Proposal, we are talking about three to five story buildings depending on the height limit of the underlying district. Three stories in a single-family district are not much taller than a single-family home is allowed to be today. Because there is a variety of criteria that these sites have to meet, they have to be in the transit-oriented development area within half a mile from a subway or rail station. They have to be over 5,000 square feet and have to be located on a wide street on the short end of the block. Few sites will qualify, maybe one

or two homeowners will choose to sell which would become down the line redeveloped into an apartment building. That is one contact sensitive location not a seismic change. We need to create opportunities for incremental housing growth. The response to the existing built conditions of our neighborhood, also provides the vitally needed housing opportunities that New York City needs to thrive.

I think you need to do more education, because people are confusing this with shelters, vouchers, etc. Because this is a positive thing, it's allowing multiuse and neighborhood growing, rather than having illegal units, etc.

What Zoning does is control what is permitted to be built. It does not fund new housing programs such as vouchers you mentioned. It works in complement with other housing policies with our colleagues at Department of Housing Preservation and Development. These always more outreach and education to be done that's why we look forward to working with the Board. If there is interest from other community organizations that want us to meet with them, please email HousingOpportunityPlanning@nyc.gov.

Have you looked into how much housing is going to be taken away? And there's a lag between when the people who live there will have to find some other place to live. And what about units that have historical things? They can buy up all these buildings and turn it into who knows what kind of building. It's a matter of streetscape. You can do it, but it shouldn't be done haphazardly.

Regarding turnover of existing housing, there is a very thorough environmental review process and there's no significant impact in that category of the environmental review, but I think more generally about creating a change in the neighborhood, having a larger building next to a smaller building, etc. These proposals are tailored approaches which aim to create context-sensitive opportunities for housing in appropriate locations. For example, Transit-Oriented Development Proposal and the Missing Middle Housing Proposal, we're talking about 3 to 5 story buildings, depending on the height limit of the underlying district 3 stories in a single family district is actually not much taller than a single family home is allowed to be today. And we don't anticipate, because there's a variety of criteria that these sites have to meet (they have to be in a Transit-Oriented Development Proposal area; within ½ mile from subway or rail station; they have to be over 5,000 sq. feet; and critically, they have to be on a wide street or on the short end of the block). Relatively few sites will qualify. Maybe one or two homeowners may choose to sell, and that will become, down the line, redeveloped into an apartment building. But that's one apartment building on a contact sensitive location, not a seismic change.

For the Transit-Oriented Development Proposal are you counting from rail as opposed to bus like SPS doesn't trigger the condition, correct? What about express bus does that trigger the condition? What does it mean short dimension of the block?

It can only happen if the houses are on a wide street over 75 ft. wide, in a Transit-Oriented Development Proposal area; that needs to be over 5,000 square feet wide and need to be on the short dimension of the block, ½ mile from the subway or rail. And the dimensions of the block are less than 230 feet long.

A lot of folks are enthusiastic about the opportunity for affordable housing, but are also wondering where does the other shoe drop? What are the unintended consequences we are not aware of? About parking issues once parking is gone? You mention coastal provisions, we have had flooding and even deaths in basement during flooding.

Stormwater tree trenches? What do you have? What are you doing about the infrastructure with basement and ADU flooding?

What are you doing about the infrastructure with basement and ADU flooding?

We did an environmental impact statement. The best way to mitigate infrastructure concerns is to create housing incrementally over wide geography. If we are creating a little bit of housing in every neighborhood one neighborhood is not experiencing a tremendous amount of growth that creates new infrastructure impacts. When a neighborhood is rezoned, we understand. That is why neighborhood plans take years of outreach work with our sister agencies in order to make sure those infrastructure impacts needs are in place. We have analyzed those needs and will continue throughout the environmental review and public review process to develop ways with our sister agencies how the impacts can be mitigated. No ADUs of any type will be allowed in special coastal risk districts. No subgrade ADUs will be allowed in the coastal flood plane which is consistent with other rules for subgrade residential space. City Hall's, Mayor's Office of Climate Environmental Justice and City Planning have convened an inter-agency working group that has been working for the past month to develop specific rules and regulations that would ensure ADUs and basement ADUs are safe for tenants. We're very aware and cognizant of the lives that were lost from flooding and basement apartments that many people are living today in unsafe conditions in those units; this is clearly unacceptable. Basement apartments must be safe. We are aware of the loss from basement apartments due to flooding and living in unsafe

conditions in those units. We are setting up clear rules with the Fire Department, Department of Buildings, Department of Environmental Protection that can ensure these apartments are safe. They are still being developed and haven't been released publicly yet.

Chair Dimitriadis interjected and said that the information on setting up clear rules and regulations with the Fire Department, Department of Buildings, Department of Environmental Protection on apartment safety would have been helpful to have now. We have to vote on something that is contingent on something just getting started and the Board will have to decide based on what is said now and not what comes later. We have areas in our district that flood that are not "flood zones", for example, during Ida we had flooding along Kessel and Selfridge Street, especially in the garage areas. According to this plan, that area would be safe for ADUs; we know it not to be. This is a concern of ours because we do not get just one of those storms, and not just in our districts. And some of these areas seem to be fine on its face, but we know them not to be.

Veronica Brown - Those rules that we're developing with the inter-agency working group are both for ADUs throughout the entire city as well as specific for places that are sensitive to storm water flooding and that it is becoming increasingly prevalent. We are working on this flooding issue and the Department of Environmental Protection agency to develop new waves to regulate this storm water flooding. It's a new issue for regulatory framework.

You are talking about a little more housing, what does that mean? Are you talking about a percentage increase based on the existing amount of housing or are you saying a specific number i.e. 1,000 new homes in this area of 500 for example.

Zoning isn't set for how many units could be built or we don't know how many units will be built. What the zoning change will accomplish is what is permitted to be built. How many units get built is determined by many factors i.e. the market. We are doing incremental changes that will allow for a little bit of housing growth in every neighborhood. We have an environmental review of how many units could be projected under reasonable conditions and assumptions. We can provide more detailed in a follow-up presentation.

What is your local assessment shown about local school seats with this growing housing capacity? Has there been consideration integrating that thought process into the housing proposals themselves? For example, if converting offices and other buildings to housing, making recommendations that those conversions include a school inside the building or making daycare services or other services inside the building. Overcrowding isn't unique to our district; we don't see too many new schools popping up. What is the overlap decision to school seats. How is that being integrated?

The environmental reviewed school seats showed an impact as a result of this proposal. It would be a significant change in this school's capacity. This is something that we will work on throughout the environmental review process. We will publish the final environmental review impact statement and will be working with the school construction authority to make mitigation measures for any impacts on schools.

Are we required to vote the whole City of Yes for Housing Opportunity up or down? Can we vote yes to some proposals and no to some? Can we also vote yes with conditions?

Yes you can vote yes with conditions and no with conditions. We provide a worksheet similar for what you used for the City of Yes Zoning for Economic Opportunity. It includes each of the proposal elements with space to provide yes or no check as well as comments for each proposal. If you need additional support about filling out the worksheet the Queen's office can support you with additional guidance.

What is the latest deadline that you will be accepting major alterations or amendments to the proposals? Is there a separate deadline for minor changes?

Chair Beers-Dimitriadis - Just like we voted on the City of Yes Economic Opportunity, we voted yes with these conditions. The committee would get together we will review each and every proposal separately. What happens after we vote on the City of Yes for Housing Opportunity; it goes to the borough president's office. It is possible that alterations are made to the proposal. This is what is happening now with the City of Yes Economic Opportunity. We spoke with our Council Members about some of the potential modifications that are happening.

Will the zoning districts that are in place remain the same?

Yes, a one family district will remain the same, detached semi-detached remains the same. You can't build commercials today and under this proposal.

What determines the size that the apartments are going to be built there and are there going to be Parks?

It is determined by FAR (floor area ratio) you take the size of a lot then you multiply it by floor area ratio. I think your question is referring to Transit-Oriented Development, you take the floor range 1 to 1.5 or 2 depending on the underlying zoning district, i.e. if a lot has 10,000 square feet it has one FAR it could have a 10,000 square foot building. The developer determines how many units can fit in the building based on the building and maintenance codes. There is also a measure called dwelling factor which determines how many units you can fit in a building. In the transit zone which is not here which is centrally located parts of New York City we are eliminating the dwelling unit factor. Because it is redundant with the building code, it doesn't set a minimum size on any one unit in the building. It establishes a minimum average size across the entire building which means you would have to provide a mix of small and large units to maximize your floor area.

We worked closely with the Parks Department and will continue to work with them throughout the environmental review process to mitigate measures to any impacts on parks in open space.

Is the Small and Shared Housing going to have one bathroom for a lot of units?

Shared housing is one model that will be developed in a limited situation. Today the Department of Housing and Preservation and Development would like to build shared housing for people who need it, people today are living in informal illegal shared housing unsafe and exploitative. By allowing legal shared housing HPD will develop clear rules including income restricted shared housing. We could create safer living arrangements and today it demonstrates a market demand for this kind of living.

CONSUMER AFFAIRS/ECONOMIC DEVELOPMENT/SMALL BUSINESS COMMITTEE REPORT

Co-Chair Gladys Sandoval reported that CB6 received the following applications:

NEW LIQUOR LICENSE APPLICATIONS

These are not brand new to us, but they must file as a new license – See below.

1. ART OF GRILL 97-13 QUEENS BLVD, RP

**This establishment was approved by CB6 in March 2024, but they amended their application to include sidewalk café*

2. SUSHI YA 97-11 QUEENS BLVD., RP

**This establishment was approved by CB6 in January 2024, but their initial application was a transfer application from the previous business. This is now a new application, not a transfer.*

RENEWAL LIQUOR LICENSE APPLICATIONS

1. AVELLINO RESTAURANT 97-01 – 97-03 64TH AVENUE, RP
2. PAINTING WITH A TWIST 97-14 METROPOLITAN AVENUE, FH
3. CONTINENTAL LUNCHEONETTE 104-03 METROPOLITAN AVENUE, FH
4. BLACK SEA FISH AND GRILL 95-36 QUEENS BLVD., RP

The 112th Precinct didn't have any issues/complaints with these establishments. A motion was made by Peter Beadle to accept the new and renewal liquor licenses and was seconded by Howard Birnbaum. A voice vote for the new and renewal liquor license applications was taken. All were in favor.

STREET CO-NAMING – DR. DANIEL MALAKOV

64 ROAD AND YELLOWSTON BOULEVARD, FOREST HILLS

Dr. Malakov was a trailblazer, as the first Bukharin orthodontist trained at an Ivy League institution in the United States. Dr. Malakov was renowned for his philanthropic endeavors in offering pro bono treatment to children of first responders and those unable to afford orthodontic care. He earned numerous accolades including the prestigious top orthodontist award from the US Academy of Orthodontics. He conducted groundbreaking research projects that contributed to the advancement of the orthodontic profession.

We received a letter of recommendation from the Beth Gavriel Bukharin Congregation Center. The letter states that one of his contributions was developing programs for youth which catered to teens who lost one or both parents. He also developed programs for the elderly on topics that dealt with graceful aging.

In 2010 the street renaming came before our Board, and they voted unanimously to approve. A letter was sent to the Council and it didn't appear to get a vote. The Bukharin community is asking again for this street to be co-named after Dr. Malakov. Because this has come before the Board and was approved, the Executive Committee approved and moved this forward to the Community Board members to be voted on. John Dereszewski made a motion to approve and was seconded by Herbert Schonhaut. A voice vote was taken, all were in favor.

TRANSPORTATION, PUBLIC TRANSIT, STREET SAFETY COMMITTEE REPORT FOREST HILLS LIRR ADA IMPROVEMENT PROJECT RESOLUTION

Chair Peter Beadle updated the Board on the renovation project of the LIRR and on its Resolution, thanked Salua Baida for helping draft some of this, and provided a recap for the resolution to be voted on at this meeting.

When MTA proposed that they were going to do a redesign of the LIRR train station in Forest Hills. MTA needed to extend the length of their platforms, which would also provide a need for accessibility upgrades. The ramps that go up to the platform aren't ADA compliant. It was discussed with the MTA that the LIRR train station needed elevators, which was the initial plan. Congresswoman Grace Meng allocated \$7 million dollars of federal funds were earmarked in order to fund those elevators. We thought that was the direction we were moving in. At the end of last year, the MTA had a change of mind and determined that the new ADA complaint ramps are sufficient. The MTA said we don't qualify for the elevators they have needs to put the elevators elsewhere. We have been working with Forest Hills Gardens and other community partners to emphasize their need for these elevators. Forest Hills/Rego Park areas have been studied by the DOT as an area with high number of elderly citizens and those with mobility challenges. We have built more buildings in the area creating more families to come into the area. Elevators are needed for the elderly, parents with strollers and people with mobility issues. We have been trying to get the elevators back in the redesign. The recent development is that MTA awarded a contract to a construction company called Design Build contract which contracted this company to plan out and design the final design for this renovation and build it. This contract is grouped with two other train stations out on Long Island. The theory behind this makes the entire process more efficient and streamlined also saving money.

The details in the Whereas clauses of this resolution is that one of the stations that it is paired with is the Babylon train station in Long Island which has two elevators and two escalators that allow ADA access to each of their platforms. Under the new contract both escalators and elevators will be rehabilitated and will get a new set of two more elevators. While we are being told you can't have elevators in this community. Part of our efforts to put more pressure on MTA and the LIRR we devised this resolution calling on our local elected officials to do everything that they can to put pressure on the MTA to find sources of funding and point out this situation. Babylon can have good ADA accessibility, and give us those two elevators, which can be provided by the same project. This shouldn't increase the cost of this project because the elevators is already funded and the Babylon train station already has two elevators which don't seem to need them. Just place the elevators at the Forest Hills LIRR train station.

RESOLUTION DEMANDING INCLUSION OF ELEVATORS IN THE RENOVATIONS AT THE FOREST HILLS LONG ISLAND RAILROAD STATION IN QUEENS COMMUNITY DISTRICT 6

WHEREAS,

Forest Hills LIRR Station at Station Square in Forest Hills ("the station") is a busy stop on the LIRR's Mainline linking Penn Station and Grand Central Terminal in Manhattan with Queens, Nassau and Suffolk counties;
The station is a key means of transportation for tens of thousands of commuters, visitors to the popular Austin Street Shopping District and many thousands of concert goers attending approximately 30 concerts a year at Forest Hills Stadium, located just steps away from the station;

The station services a community identified by the City of New York as having a large percentage of elderly residents. Per the NYC Neighborhood Health Atlas, statistically compared to all of NYC, the Forest Hills area includes heightened levels of persons ages 45-64, 65+ older, senior citizens living alone, Medicaid primary care visits, and a significantly greater number of emergency department visits and hospitalizations regarding falls, specifically.

It is anticipated that our population will continue to grow, and housing density will be increased as a consequence of planned zoning text amendments (e.g. "City of Yes").

Early in the planning and design process for the needed platform and ADA accessibility renovations, the community, including this Community Board clearly communicated to MTA-LIRR its need to have elevators installed at the station to provide access to the station's platforms for our many elderly and mobility impaired residents, as well as for families with children and strollers, along with other mobility needs;

MTA-LIRR agreed, and the initial scope of the project included elevators to both the east and westbound platforms; Congresswoman Grace Meng then successfully won approval for the allocation of \$7 million of federal funds specifically to support the installation of elevators as part of the project;

In late 2023, and without prior consultation with this Community Board, the MTA-LIRR changed the scope of the project to delete the proposed elevators and provide only ADA-compliant ramps at the station;

These ramps, in order to be ADA compliant, would extend over 200 feet in length, causing people who already have mobility issues to have to travel much greater distances than other passengers to reach their trains. Further, while the ramps will be designed with an automatic snow-melting system, the ramps will not be covered, leaving people using assistive devices and unable to carry umbrellas to be drenched in the increasingly heavy rains we have been experiencing.

Despite Community Board 6 and the Forest Hills Gardens Corporation reaching an agreement that elevators were a critical need at the station, and identifying appropriate locations for the elevators, MTA-LIRR adamantly refused to consider returning the installation of elevators to the scope of the project, claiming that resource allocation needs precluded the installation of elevators at the station.

MTA-LIRR thereafter awarded a contract (No. 6494) to Forte Construction for a design-build of the renovations at the station. These renovations will not include the elevators previously asked for, and agreed to.

The design-build contract awarded to Forte Construction includes construction of renovations at two other LIRR stations: Babylon and Hollis. Significantly, Babylon station is already fully ADA accessible and has two (2) elevators and two (2) escalators, all of which will be rehabilitated. As part of this contract Babylon station will also receive two (2) new elevators - for a total of four (4) elevators and two (2) escalators.

Adding two new elevators (for a total of 4) to the already ADA-accessible Babylon station belies the claim that limited resources preclude installation of elevators at Forest Hills.

THEREFORE, BE IT RESOLVED THAT

Queens Community Board 6 repeats its demand that the renovations to be conducted at the Forest Hills LIRR station under Contract No. 6494 include the installation of two (2) ADA accessible elevators at locations to be identified in consultation with the Community Board and the Forest Hills Gardens Corporation.

Queens Community Board 6 requests that the elected members of Congress and the New York State Assembly and Senate who represent the community utilize their offices to encourage the MTA-LIRR to install two (2) ADA accessible elevators at the station and, if possible and needed, identify additional funding sources to help pay for the installation of these elevators.

Chair Peter Beadle made a motion to accept the resolution with the changes in the Whereas clauses: the final there be resolved remain the same that Queens Community Board 6 repeats its demand that the renovations to be conducted in the Forest Hills Long Island Railroad train station under contract 6494 include the installation of two ADA accessible elevators at locations to be identified in consultation with the Community Board and the Forest Hills Gardens Corporation, Queens Community Board 6 requests that the elected members of Congress and the New York State Assembly and Senate who represent the community utilize their offices to encourage the MTA/LIRR to install two ADA accessible elevators at the station and if possible needed identify additional funding sources to help pay for the installation of these elevators. I therefore now move that we adopt this resolution and forward it to our elected members. Howard Birnbaum made a motion and was seconded by Mark Laster; all were in favor.

REPORTS FROM ELECTED OFFICIALS' REPRESENTATIVES

CONGRESS MEMBER GRACE MENG

Jordan Goldes welcomed all the new members and congratulated all the reappointed Board members and reported the following:

- Hosted a legal desk at our office that gives legal and financial assistance for small business owners, on May 15th the congress member will hold a legal desk at the Forest Hills Office
- May 19th from 9-1pm at Flushing Post Office passport event
- Awarded \$800,000 in federal funding to Life Camp a group for gun violence prevention intervention.
- Brought the Greek ambassador to the United States, to see the Greek community here in Queens.
- Submissions end for the annual art contest, winning entry displayed in the Capital for a year

ASSEMBLY MEMBER ANDREW HEVESI

Alexa Arecchi reported the following events:

- Saturday, May 18, 2024, from 11-2pm, It's My Park Day will be held at McDonald Park
- State budget secured \$350 million for an increase and expand child tax credit for families of low income.
- Memorial Day essay contest for elementary schools in the district, the winner will be read at the Memorial Day Parade

QUEENS BOROUGH PRESIDENT DONOVAN RICHARDS

Amparito Rosero announced that:

- First, on Tuesday May 14th at 6pm we will co-sponsor our first Paraguayan Independence Celebration. The event will take place in the Helen Marshall Cultural Center at Queens Borough Hall.
- On Wednesday May 22nd at 10am we will hold our Memorial Day Observance Ceremony. The event will be held at the Veterans memorial garden outside of Queens Borough Hall. The following Wednesday, on May 29th at 12pm we will host our Older Adult appreciation luncheon in the Helen Marshall Culture Center at Queens Borough Hall.
- Lastly, that next day, on Thursday May 30th, our office will host our Asian American Pacific Islander Heritage Month Celebration at Borough Hall. The event will start at 6:00pm.
- You can always RSVP to these events on our website at queensbp.org/rsvp.

The following reports were submitted for the minutes:

QUEENS DISTRICT ATTORNEY MELINDA KATZ

Javier W Figaroa announced that:

- DA Katz has secured an indictment in the shooting death of Detective Diller, with the defendant charged with first and second degree murder, first and second degree attempted murder, and multiple counts of criminal possession with a weapon.
- DA Katz has taken a strong stance against illegal cannabis, and we now have a flyer for folks to read about what we have done and who they can contact if they have tips. I will attach it in this email and bring it to the next CB meeting.

ASSEMBLY MEMBER CATALINA CRUZ

- May 2nd from 6:00 pm to 7:30 pm at Elmhurst Hospital, Mind Matters: Mental Health Awareness Q&A Session in collaboration with Elmhurst Hospital.

The meeting was adjourned at 9:15pm.