

COMMUNITY BOARD #7 PUBLIC HEARING & REGULAR MEETING  
MONDAY, MAY 13, 2013  
UNION PLAZA CARE CENTER  
33-23 UNION STREET  
FLUSHING, N.Y. 11354

PRESENT

Chuck Apelian	Kevin Kang	Vana Partridge
John Byas	Eugene Kelty	Kris Ram
Dilip Chauhan	Francis Keppel	Andrew Rocco
Tyler Cassell	Donald Kirchhofer	Kevin Shields
James Cervino	Phil Konigsberg	Marc Schiffman
Chin-Hsiang Chiang	Esther Lee	Warren Schreiber
Timothy Chuang	Frank Macchio	Lynda Spielman
Tim Cody	Rev. R. McEachern	Joshua Sussman
Nicholas Corrado	Barbara McHugh	Peter Sutich
Joseph Femenia	Nicholas Miglino	Joseph Sweeney
Arlene Fleishman	Selma Moses	Carlos Talisaysay
Rose Forkan	Kim Ohanian	John Tsavalos
Fred Fu	Millicent O'Meally	Paul Vallone
Pablo Hernandez	Terence Park	Arnold Wagner
		Linna Yu

ABSENT

Arthur Barragan	Valerie Kennedy	Jean Ren
Jeff Huang	Myungsuk Lee	Peter Tu

COMMUNITY BOARD #7 STAFF

Marilyn Bitterman, District Manager  
Marilyn McAndrews – Community Assistant  
Mary Zuliani – Community Service Aide

GUESTS

Angela D. Dendekker for Congressman Joseph Crowley  
Michael Stinson for Congressman Steve Israel

GUESTS

Don Capalbi for Congressman Grace Meng  
Colin No for Assemblyman Edward Braunstein  
Munir Avery for Assemblyman Michael Simanowitz  
Megan Kean for Assemblywoman Nily Rozic  
Young Kim for Assemblyman Ron Kim  
Victor C. Mimoni for Councilman Halloran  
Jeong-Ah Choi, Queens Borough President's Office

**Chairperson Eugene Kelty** called the meeting to order at 7:35 p.m. with the Pledge of Allegiance followed by a moment of silence for our armed forces here and abroad and to those who gave their lives for us. He then introduced the executive board and staff and outlined the procedure for the evening. He reminded everyone we are in a senior nursing home and asked that we be as quiet as possible

**A roll call attendance was taken with 43 members present, 5 members absent and 1 member excused.**

**Chairman Kelty** made several public service announcements, which will be kept on file at the board office. He also announced the passing of Fourth Vice-Chair Joseph Femenia's father. We were all sorry to hear of his loss. Chairman Kelty then continued to tonight's  
Agenda

**ITEM #5 - Willets Point Redevelopment – ULURP #C1392230-ZSQ** – Application to allow a 1.4 million square feet retail and entertainment development at Willets West and to allow temporary outdoor parking during construction on the 23 acre Willets Point project.

After many meetings and discussions on the Willets Point concept, **First Vice-Chair Chuck Apelian**, who is the Land Use and Committee Chair on this project, asked the representative from the Economic Development Corporation of the City of New York to give some background information to our board members. **David Quart** of EDC of NYC summarized that after many years of collaborative attempts with elected officials, the involved community boards and the City, a proposal was reached in 2008 for the redevelopment of 62 acres of Willets Point for a mixed use income neighborhood. The plan called for an environmental cleanup of the 23 acres, a mixed use project to include 55 residential units (35% affordable) 8 acres of open space, two and a half million square feet of office, retail, hotel and convention center. Since 2008, through competitive bidding requests for qualifications, the City of New York finally accepted a proposal and designated the Queens Development Group, a joint venture between the Related Companies and Sterling Equities, to develop the first 23 acres of the first phase of the project. The complete transformation of Willets Point will naturally take place over a period of years. He then gave the floor to **Ethan Goodman**, the representative for Joint

Venture, who proceeded to give a detailed review of the multiple steps and phases of the project. The project will end 100 years of contamination that started with use as an ash dump for 30 years, then heavy industrial pollution after the 1939 World's Fair and ending in petroleum contaminants on top. After completion of the cleanup, they will implement the first half of the Community Board #7 and City's approved 2008 plan. However, they've added another phase for an expansion which requires a special permit for a build-out that would now contain 875 affordable housing units, a 1000 seat school, open space, office space, local retail space and a destination entertainment retail center to create the economic conditions for development of the site to its fullest. The 23 acres they have already acquired is presently the toxic site where the auto body and salvage uses are. He emphasized the 23 acres are not the open public green spaces of Flushing Meadows Corona Park, even though it is considered parkland. The focus of this proposal is... 1) Willets Point which is the 62 acres east of Citifield, of which 95% of the 23 acres have already been acquired...and 2) Willets West currently a 30 acre parking lot with 4000 spaces used by the Mets for game dates and is west of Citifield. Willets West was originally swamp land and was included in the 1939 World's Fair plan as a parking facility and was never parkland. At Willets Point there are no sanitary sewers because the grade level of the properties are under the water table. The waste and liquid pollutants flows directly into the ground, continues into the Flushing River and then Flushing Bay. In addition to contamination, the conditions and buildings in the area are not safe with numerous fires erupting. The situation as it is now will not stop unless a comprehensive economic strategy with forethought is put into effect to bring the funds, expertise and knowledge together and generate a use that is economically viable in its place. After Willets Point is decontaminated and made habitable, the development of 126 St. will commence with new surface parking and other multiple uses i.e., retail, hotel and recreational. However, the creation of an economic destination is the essential part of this proposal and Willets West is the key to this entire project. Willets West, the one million square foot parking area, will become an entertainment and retail center with a public plaza and live gathering spaces. Also, Joint Venture will build 2500 housing units, of which 875 would be affordable housing, an office tower, hotel rooms, local retail shops and a 1000 seat school to serve the people that would be living there. The City of New York will build the Van Wyck access ramps which will be important to the project. Joint Venture will implement traffic measures at certain intersections and locations to ease traffic and will deposit monies into a traffic mitigation fund. This is the largest private investment in the history of Queens, a total of 3 billion dollars, and will generate over 19,000 jobs and hundreds of millions of dollars in tax revenue. You cannot afford to vote No on this project!

**Committee Chair Apelian** reminded everyone to please keep the decibel down since we are in a nursing home as guests and do not want to lose the privilege. Community board members will have the opportunity to ask question which will be answered by

representatives from JV or the Mayor's office. Thereafter, the public will also be able to ask questions.

Q. Where will all the handicapped be able to park when parking is moved temporarily from left field Lot G.

A. The 400 handicap spaces will remain or will be relocated nearby in close proximity. They will, however, make a concerted effort to keep the same handicapped parking spaces wherever possible.

**Committee Chair Apelian** suggested the board also be involved in the analysis of handicap relocations.

Q. What is the timeline of the different phases?

A. First we anticipate closing on the property the beginning of 2014. We will begin the remediation process immediately thereafter with completion in one or two years, by 2016. At that time we will be able to build the Uses, move over the parking and build Willets West with anticipated completion by 2018. After 2018 the City should begin the design and approval process for the Van Wyck ramps, begin construction by 2021 and complete it by 2024. With the ramps in place, the build-out of the 23 acres of Willets Point will commence and be completed by 2028, with some buildings coming on line before then.

**Committee Chair Apelian** mentioned the committee recommendation was to accelerate the completion of 1A and start 1B sooner.

Q. Why is only 23 acres to be cleaned instead of the total 61 acres? Also where are you parking the cars in the interim?

**Committee Chair Apelian** responded that the parking from Willets West will NOT be moved until the 23 acres in Willets Point are remediated and a parking surface completed. The reason all 61 acres cannot be cleaned is because the City doesn't own all of it, and of the 23 acres in question, it presently owns 95% as three owners have a delay option to sell their property to the City later. All things considered, the City decided to go forward with the plan and not wait. Our main concern is that after remediation, the land does not become contaminated again. We will have further discussions on this, as it is not something we take lightly.

Q. Since the proposed site is very close to the airport, do the proposed plans meet the FAA criteria?

A. Yes, along with rezoning, there are FAA height limits on the entire Willets Point and Willets West properties. All proposed buildings are within the limits of their respective area to the airport.

**Committee Chair Apelian** reiterated that their plans will require FAA and Port Authority approval, just like any other developer.

Q. What will happen after the completion of Willets West, and in moving forward economic conditions change and you cannot complete the Willets Point build-out?

A. We have a contractual obligation with the City to complete Willets Point build-out after cleaning it up. If we do not meet that obligation, we would be subjected to substantial penalties in the multiple millions of dollars. Secondly, after paying the penalties, a cleaned Willets Point would revert back to the City.

Q. What about the viability of the partners undertaking this project, their past business

ventures and who is the largest partner of the two?

- A. There is absolutely no question of their viability. They are 50/50 partners; are mutually responsible; each have been in business the past 40 years; both have billions of square feet under management and thousands of residential units.

**David Quart** from EDC added that part of the selection process is the vetting of the bidders to test their financial viability. Joint Venture was found to be very strong financially and capable enough to take on this project to its completion.

- Q. What about the need for another hospital?. There is a half million people in the area now and only three hospitals and the project will be adding more people.

- A. When we looked at the police and fire service, healthcare and hospitals, we found it would not trigger negative impacts on the three hospitals all at once. However, the schools in the area are already operating under extremely overcrowded conditions and the urgent need now is for another school.

**Committee Chair Apelian** said he liked the idea of another hospital and maybe it can be considered during Phase 2 down the road.

- Q. What part of the 95% did the City actually close?

- A. A large percent of the 95% is already owned, with possibly 5% still in contract.

- Q. Where is the money for the ramps coming from?

- A. The City is committed to do the ramps and will be included in their budget.

**Committee Chair Apelian** added it has been discussed in detail and will be ongoing. Considerations will include the timing, dollar amount, making sure the funds are available when time is right, whether the land is fully cleaned, environmental impacts, etc. It's all part of the process.

- Q. Can you please tell us the exact amount of the fine if housing is not put in?

- A. If JV does not meet the obligations of the housing contract (1B), the penalty will be 35 million dollars to the City. In addition the City can take the cleaned land back.

- Q. It was mentioned earlier about the City bidding and vetting process. How does it take place?

- A. In 2009 the City released a public request for qualifications to see who would be interested in the development and was followed in 2011 with a request for bids on on the proposal.

- Q. How many responses did the City receive?

- A. We received a total of four responses to the RP and selected Joint Venture.

Board Member, Joseph Sweeney, brought up the possible danger of soil vapors which can be released into the air during the clean-up.

- A. The clean-up will go through an organized formal process and adhere to all City and State regulations, but the real action plan will also be brought before Board 7. The release of vapors into the air outside poses no danger because it dissipates quickly. The big danger would be the accumulation of vapors in an enclosed area or building for instance. ( Remember, right now these vapors have already been coming up in buildings there today with nothing stopping it.) We will have a good sense of the soil vapors and gas vapor intrusions coming up from the liquids in groundwater. and plan on building sub surface vapor barriers in all enclosed buildings and also a

passive ventilation process

Q. How much will the clean-up cost?

A. We estimate, after testing some areas, somewhere around \$50 million more or less, but the risk is ours.

Q. What will be the process in selecting who is eligible for the affordable housing Units?

A. Once we set the income levels of the housing units, the process is out of our hands, and it will be up to Housing Preservation & Development to run its own system and lottery.

Q. Does the City have a plan in place to handle all the different contaminations that could be found in the groundwater?

A. The City has not signed off on any plan as yet, but there will be one. The remedial action plan we are going to set forth and share with Community Board 7 is not only to clean the 23 acres, but we will put systems in place so that all the surrounding properties around it are free of liquid contaminants in groundwater and petroleum plumes from petroleum spills. There are a number of methods we can use, such as hard barriers for plumes underground or the installation of perimeter groundwater monitoring wells.

Q. Who funds Joint Ventures?

A. They will seek financing from banks and lenders.

Q. Do they have the money yet?

A. The developers will put some money in and the rest will come from lenders, many of which they used in the past.

Q. Could you give us the names of some of the lenders you used in the past?

A. We have long standing relationships with many banks. Bank of America and Wells Fargo have been the most active, to name a few.

Q. The areas south and north of the stadium are currently parking areas. Will they remain as parking areas?

A. Yes, however, the parking garage south of the stadium will be rebuilt.

Q. Will there be an increase in police and fire protections?

A. With a development of this size, the police will periodically reevaluate their resources as they go forward and as the community grows. We will attend all the meetings with the police, fire and community groups to discuss these issues.

Q. What study was done to determine if housing was needed?

**Committee Chair Apelian** responded that it was a commitment we asked for, not Joint Venture, because there is already a lot of market rate housing and we wanted see some affordable rental and senior housing, at least 35%.

Q. You spoke about other services. What about the Number 7 train which is already packed every day?.

A. An analysis during commuter time indicated it can accommodate the additional riders without a problem.

Q. With respect to the two schools to be built, what grades will they occupy and will there be adjacent playgrounds?

- A. Only one school is planned now and will be for kindergarten through middle school (8th grade ).
- Q. East of this site are where most of the homeowners in this room live and most of our streets connect to this massive project. I need to know if I will be able to get out of my driveway and will my children be safe. Will the City finally commit to no through traffic of commercial vehicles on our avenue and local streets?
- A. I cannot speak for the City on the no through commercial traffic rules. However, we did review in great detail at committee the specific traffic improvements throughout Corona, Flushing and Willets Point with regard to restriping, dedicating turn lines, and reconfiguring intersections to make traffic flows faster.
- Q. The plans show you will have all the regular traffic south of Roosevelt Avenue, but for fans leaving a Met game from Roosevelt Avenue there is no access to the highway. How will you get the cars south of Roosevelt Avenue in a way that does not go up Roosevelt Avenue to College Point Blvd. and back to the highway?
- A. When Met games occur there will be traffic control agents who will override signals and redirect traffic to the highways..
- Q. Can we have a committee meeting with someone from the City present to address commercial traffic?
- A. EDC responded the plan not only looks at the intersections within the district, but the whole surrounding network.. In answer to his specific question, he would need to speak directly to the DOT Commissioner to address commercial traffic
- A. JV's responded they will come back to the board with the traffic study and additional feedback and recommendations on your concerns.
- Committee Chair Apelian** added we cannot completely eliminate commercial traffic, but there is a need for enforcement. There will always be the need for commercial traffic to transverse through residential areas, such as Union Street, Parsons Blvd. and 32<sup>nd</sup> Avenue, to name a few. Your point as far as overload and illegal use of side streets is a good one and we should concentrate working on minimizing the effects on residential streets.
- Q. Your reference to 32<sup>nd</sup> Avenue is a perfect example, which was a No Through Truck Street. When the street was repaved, the DOT did not put the signs back up.
- A. We've been through that battle because the DOT will not put up negative signs. We can discuss it further at the traffic mitigation meeting.
- Q. Is the City just giving you the Willets West parkland property?
- A. Willets West is considered mapped parkland. The development of Willets West was permitted under a 1961 program to develop for commercial purposes with no further alienation of parkland required. It is under a long term lease with the affiliates of Joint Venture, and the Mets entity already has private control of the property.
- Q. Does this development come under the control of EDC or NYC?
- A. EDC, as co-applicant will oversee it and the developer will abide by all the contractual agreements.
- Q. What happens to the 5% of the remaining property owners of Willets Point?
- A. We are continuing discussion with the 5% and are hopeful we can come to an Agreement with them.

the contract fails to those 5%?

- A. The remaining properties are NOT subject to eminent domain. However, if the contract fails on any of them, they can possibly use eminent domain or they can re-negotiate. It's a real open door like any other business contract.

### PUBLIC PARTICIPATION

**Ben Haber**, a concerned citizen living in the area for 85 years, feels it's a gross excess of Governmental authority for the benefit of the wealthy at the expense of the little people. The perpetrators are the Met owners who cannot make it financially as a baseball club, their related companies and Michael Bloomberg, who has confused the office of Mayor with that of a God. The 2008 Willets Point proposal was to clean the 62 acres to the east of Citifield to house retail shops, a convention center, a school and luxury and affordable Housing. There was no mention of the backroom deal to construct a 1.4 million square foot shopping mall. Approving the application for parking at Willets Point will really be accepting Wilpon's and Bloomberg's complete lack of transparency for a shopping mall at Citifield and ignoring the effect on the merchants of Northern Blvd., downtown Flushing and Roosevelt Avenue. **Jack Friedman**, Executive Director of Queens Chamber of Commerce, spoke in favor of the Willets Point proposal. He feels Queens is poised to benefit immensely from this project which will increase economic growth and prosperity to businesses, generating jobs, remediating a century of contamination. If this project does not move forward, Queens will miss out on thousands of jobs and a vibrant new neighborhood. **Joseph Ardizzone** states that anyone who votes yes to take his property denies him the right of an American citizen. **Yun Kyung Hee**, Queens Housing Coalition feels it's not just a plan for remediation, but after parkland and businesses are taken from the community, we will end up with an empty mall and empty promises to the community. **James Conway**, representing the Local 14 building trade, feels this responsible developer will create 12,000 living wage jobs, and will be a great tax revenue project which in turn can provide support for our seniors and security for Queens residents. **Yuan Jin** and **Ru Gao**, both of Asian Americans for Equality want to keep the park as a haven for the people and is strongly against having a mall. **Jerry Antonacci** and **Ralph Paterno**, both of Willets Point United, for years have fought against the development of this area by politicians, Wilpon, the Mets, the giving away of parkland property, and the constant lies and deception. The plan today is completely different than that of 2008. It's no longer beneficial to the people. **Donald McCaffrey**, of SEIU 32-B, states there is a need for good paying jobs and affordable housing and feels this project will boost the economy and the needs of the people. **Jessica Walker**, of Partnership for NYC, supports the project which will transform this contaminated wasteland to a vital asset. The \$3 billion private investment is the largest Queens has ever seen and will result in a windfall of tax revenue, jobs and commercial activity. It will also benefit adjoining communities. **Marco Neira**, president of a small business in Willets Point, wants to know what is to become of his business, his employees, his livelihood, his family. No one has addressed our situation. **Ted De Barbeiri**, Attorney at Urban Justice, represents 50 small businesses currently operating under Phase 1 at Willets Point.



There is no relocation plan on the table from the City or JV that is meaningful or enforceable. **Ivan Contreras**, Queens Housing Coalition, an alliance for affordable housing, was informed that Willets Point housing will not commence until 2025, which may mean never. What is guaranteed is the mall, a hotel and conference center. Committee Chair Apelian read an e-mail from **Riccardo Gotler**, Legislative Director of NY League of Conservation Voters, supporting Willets Point Redevelopment, which should have been cleaned up years ago, and will lead to opening up the waterfront as well as the site development. **Leandra Requena, Guillermo Sensa, Lolita Molina, Amparo Sanchez, Yvette Ramirez, Hilary Klein**, all from Make the Road New York, Corona voiced their opposition to the mall since there are already 7 malls in the area. They expressed instead the need for their park, decent living wages, schools, hospitals and affordable housing.

**Jessame Hannus** spoke about the congested traffic conditions in the area emanating from the major arteries, Junction Blvd., Queens Blvd, Roosevelt Avenue and Northern Blvd. The auto traffic through the park is already clogged making it dangerous for those to come by bike or on foot. It will be worse if the proposed mall is approved.

**Irene Presti** and **Jen Presti**, property owners and members of Willets Point United, both are in opposition to the current project and the developers, and feel it is not in the best interest or best use for Willets Point, it's citizens or community. It benefits the Mets, the developers and a group of very well connected individuals. The proposal has changed several times over since the original plan was approved by City Council in 2008. The changes over the past 5 years included retail shops, a school, a park, restaurants, a hotel and convention center, affordable housing, condominiums, a soccer field, more parking, a casino, a race track and now a mall. The City in 2008 guaranteed in writing the community board would be involved in the development selection. They violated that promise and chose developers that doubled the size of the project from 62 acres to 108.9 acres to add a 1.4 million square foot mall on parkland property. Prioritizing a mall in Phase 1, which is too large for the area, delayed the affordable housing to 2025 Phase 2, with an opening in the contract to nullify the housing project if need be. We've been lied to by EDC and the developers and urge you to vote your conscience. **Ed Westley**, of Community Board #3 said clearly Willets West is Corona and the surface parking area is parkland. That said, he is against the proposal. EDC took \$100 million from the community boards surrounding LaGuardia Airport and Kennedy Airport and reallocated it to Queens West. It's was a promisory note that should come back to our neighborhood, but it won't. The junk yards have to be cleaned because they are directly in Citifield's view. In 2008 the City said the remediation would cost \$400 million dollars. Yet tonight they said \$30 or \$35 million, but more than likely much more, which can mean the remediation contract may be capped at \$35 million. **Sunny Hahn**, although she believes in development, she is against the development of public parkland for other uses. Once we lose it, it's gone forever. **Elena Conte**, Sr. Organizer for the Pratt Center for Community Development, is against the project since there is little resemblance to the original plan. The new Willets Point project is an effort to advance a plan without review of the actual community needs or the environmental impact to the surrounding area.

She calls on the City to live up to its commitment of environmental remediation, to issue a new RFP with different terms and work with the community for a plan that will actually achieve the benefits of 2008 and improve on the areas it failed. **Chris Petrizzo**, a member of Willets Point United, read the developers E.I.S. draft admitting the project, without traffic mitigation measures, will severely impact traffic at the intersections, ramps, and highway mainlines or, worse yet, may not even be effective. Also, the proposed mitigation measures require review and approval of City and State DOT with possible rejection. In essence we are being asked to believe that traffic will be under control. **Alfredo Centola**, of Malba Gardens Civic Association, stated that at the last meeting on Willets Point the majority voted No and then an e-mail went out today at 12:30 this afternoon that the committee had to meet again today at 5:30 p.m. before the Public Hearing at 7 p.m. He then brought up the 850 seat school for kindergarten through 8<sup>th</sup> grade. What about the need for a high school? Every high school in the area is at 200% capacity. Flushing High has 5000 kids and Bayside High has 4,800. We need schools now, not after the developer gets what he wants. They are not even committed to the ramps.

**Chairperson Kelty** clarified a statement Mr. Centola made about a vote that was supposedly taken at the last committee meeting. The motion to approve was turned down, so the board members were advised another meeting would take place before the public hearing.

**Leonard Scarola**, a member of Willets Point United and transportation environmental engineer, encourages the rejection of the project as being too big for the area and is already surrounded by the nation's most congested expressways. As in the past the work will be given to people outside of our area and state. The promise of 25 percent is not believable.

**Committee Chair, Apelian** took the opportunity to further explain last week's committee meeting where the motion to approve was turned down. In committee when a motion is turned down, absent another motion, there is no recommendation for the community board. At that point the discussion was whether or not there would be any further information that would take place to go forward and the answer was yes. However, it was incumbent on NYC and JV to bring it to the table. By Friday we alerted the committee members of a possible meeting before the Public Hearing and tonight you've been given the outline of what was proposed. As a community board we can only make recommendations, that's our role. Because it's an open forum, everyone blames the board. However, you have a City Planning Commission and a Borough President and you have Council members. Ultimately it's the City Council who makes the laws...we don't! There is nothing discriminatory about what this board is doing as far as one class of people to another, as far as one ethnic group to another, or as far as what is going forward with this project. With regard to the parking lot, it is parkland but it's not green space, it's asphalt. The meeting held earlier this evening covered two document letters, one from Deputy Mayor Steel and one from Queens Development, outlining the commitments and how they would be honored. It discussed environmental remediation,

JV's meeting quarterly with us regarding ongoing safety, traffic, transit monitoring and remediation with a \$100,000 penalty if a meeting is missed which would go into the Willets Point Infrastructure Fund. Any monies left over after completion of the project, as ascertained by the Mayor's office, will remain within the community. The City committed to computerized traffic signals for the entire development area and for all of Community Board #7. Willets West will be built within the current Use group C4 zoning guidelines and the project will be built to Leeds standard. C4 does not allow for a casino. Any change in the future would require community board approval. Upon completion of the project, there will be sufficient parking space for the commuter parking that was displaced. We have a commitment for a 1000 seat school. Also going forward is affordable housing at 35% and job fairs for hiring 25% local employment and the use of local businesses and goods. They've agreed to meet monthly at our District Service Cabinet meetings with all our local agencies, businesses and civics. JV supports the City commitment to engage in every means of negotiations before considering the use of eminent domain at any time, as was proven in the purchase of 95% of the properties. There will be accountability at the quarterly meetings with bonafide representatives present from JV that can give answers to our questions on ongoing remediation, traffic, etc.

Discussion followed with **Lynda Spielman** asking if either letter mentioned that in the event the present developers sell or default on the contract, the assignors must pickup the obligation. **Committee Chair Apelian** said it is in the letters and will be signed by the principals.

**The motion was now on the floor and seconded by Selma Moses to approve the development of approximately a 23 acre parcel comprising Phase 1A to facilitate the Willets Point Development Project and Phase 1B to replace Phase 1A uses with a mixed use community as fully outlined in a letter from Queens Development Group, LLC (The JV) the designated joint-venture developer and EDC 's letter from Mr. Robert K. Steel with the following conditions added by Community Board #7.**

- 1) **Joint Venture agreed to alert CB#7 when all applications are made to NYS DEC.**
- 2) **Joint Venture agreed to include groundwater testing along with soil testing.**
- 3) **Traffic mitigation must be completed before the completion of Phase 1-A.**
- 4) **The City agreed to complete computerized signals in CB#7 by the completion of Phase 1A. This must be done in CB#3 as well, as traffic west of Willets West will also be impacted by this development.**
- 5) **The City must immediately accelerate funds into an escrow account for construction of the Van Wyck Ramps. We want assurance these funds are guaranteed and available so Phase 1B and ultimately Phase 2 can be built.**
- 6) **Ramps should be built sooner than the current projected date of 2021.**

**7) Road wear and tear rehabilitation must be implemented now for the remaining Phase 2 property owners.**

**The vote taken was (22) For (17) Against (1) Abstention/Conflict of Interest**

The meeting was adjourned at 12:00

Respectfully submitted,

Mary Zuliani  
Community Service Aide



