



Community Board 7

Borough of Queens

Bay Terrace, College Point, Beechhurst, Flushing
Malba, Queensborough Hill, Whitestone and Willets Point

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Eugene T. Kelty Jr.

Chairperson

Marilyn McAndrews

Sharon Lee

Acting Queens Borough President

COMMUNITY BOARD #7 PUBLIC HEARING & REGULAR MEETING

MONDAY, FEBRUARY 10, 2020

UNION PLAZA CARE CENTER

33-23 UNION STREET, FLUSHING, NEW YORK

PRESENT

Charles Apelian

Kaily Cheng

Michael Cheng

Chin-Hsiang Chiang

John Choe

Kim Cody

Nicholas Corrado

Arlene Fleishman

Richard Forman

Fred Fu

Vincent Gianelli

Pablo Hernandez

Jeff Huang

Lawrence Hughes

Eugene Kelty

Phil Konigsberg

Esther Lee

Wensong Li

Frank Macchio

Rev. McEachern

Barbara McHugh

Selma Moses

Kim Ohanian

Millicent O'Meally

John Park

Terence Park

Kris Ram

Paul Rifino

Belal Salim

Warren Schreiber

Kevin Shields

Matthew Silverstein

Joshua Sussman

Joseph Sweeney

John Tsavalos

Peter Tu

Clarissa Wong

Maggie Wong

Dian Yu

Linna Yu

Lei Zhao

ABSENT

*James Cervino

*Wendy Louie

*Harpreet Singh Wahan

*Peter Sutich

*Sergio Nicolich

*Jie Zhu

COMMUNITY BOARD #7 STAFF

Marilyn McAndrews, District Manager

Mary O'Neill, Community Associate

Danielle Pennise, Community Associate

Mary Zuliani, Community Assistant

Anne Krzyzanowski, Community Service Aide

GUESTS

Elizabeth Bian-Queens Borough President's Office

John Young-Queens Department of City Planning

Elaine Fan-NYC Comptroller's Office

Michelle Hernandez-Congresswoman Alexandria Ocasio-Cortez's Office

Barbara Baruch-State Senator John Liu's Office

Kleanthis Plakas-Assemblyman Edward Braunstein's Office

David A. Lee-Assemblyman Ron Kim's Office

Destany Batista-Assemblyman Daniel Rosenthal's Office

Brian Lam-Assemblywoman Nily Rozic's Office

Joonyong Ahn-Councilman Peter Koo's Office

*Excused/Absent

Chairman Gene Kelty opened the public hearing at 7:10 P.M. with an introduction about Community Board 7. He introduced **Claire Shulman**, former Queens Borough President and current President and CEO of the Flushing Willets Point Corona L.D.C. Also attending, **Elizabeth Bian** from the Queens Borough President's Office. Gene Kelty led the attendees in reciting the **Pledge of Allegiance**. He requested everyone to remain standing for a moment of silence for our servicemen we have lost, our military forces that are overseas, and for them to come home safe to us.

Roll Call Attendance was taken by the Chairman with (41) Present (6) *Excused

*James Cervino (medical), *Wendy Louie (out of town), *Sergio Nicolich (family medical), *Peter Sutich (medical), *Harpreet Singh Wahan (education conflict), *Jie Zhu (work conflict).

The following announcements were read by Chairman Kelty:

- Condolences to Board Member **Peter Tu**, on the passing of his brother, James Tu.
- **Animal Adoption Event** hosted by Animal Care Centers of NYC will take place **Sunday, Feb. 23, 2020** from 12:00 P.M. – 4:00 P.M. at Petco in College Point, 133-11 20th Ave.
- **Community Tax Aide** announces **Free Tax Preparation** for Low Income Tax Payers. Contact 311 and ask for the nearest location. Visit www.communitytaxaidnyc.org.
- **Part-Time Admission Cashier**, Seasonal Position (April 2020-Oct. 2020) is available at the **Queens Botanical Garden**.
- **YMCA of Greater New York, Team Leaders Club**. Weekday Meetings every Wednesday from 6:30 P.M. to 8:00 P.M. at JHS 194. Contact kbrucas@ymcanyc.org for information.
- **Flushing YMCA, Beacon 194** presents **Tween Saturdays** (Grades 5th- 8th). **Free sports and recreational activities**, contact Beacon194@ymcanyc.org.

Anyone interested in the job vacancies can contact the office for more information.

Approval of January 13, 2020 Minutes

A motion was made to approve the Public Hearing Minutes of January 13, 2020 by **Linna Yu**. The motion was **seconded by Phil Konigsberg**. **A vote by show of hands was unanimously in Favor of approving the minutes**. The motion carried.

ITEM#5: Special Flushing Waterfront District, ULURP No. 200033-ZMQ and N200034-ZRQ- Text Amendment to establish a Special Flushing Waterfront District. **Committee Chair**, Joseph Sweeney. **Joseph Sweeney** briefed the public on his background and on what to anticipate during the hearing. He has been on the Community Board for 35 years and has attended 422 Committee Meetings. He is not salaried nor are the other Board Members. Born in Flushing, he has a lot of empathy for Flushing and understands the concerns of the civic organizations and people who live in Flushing.

The Committee met on three occasions for approximately 9 ½ hours. A lot of time and effort was put into this proposal. Mr. Sweeney requested from the developers to provide the people of Downtown Flushing a place where they can go to express their concerns. The developers, engineers and architects will be giving a condensed presentation but enough to provide everyone with a good visual presentation.

Mr. Sweeney asked for respect from the public and announced individuals who have signed in will be given 1-minute speaking time to express their opinion. A motion will be taken by the Board Members to approve or disapprove the Special Flushing Waterfront District. He also thanked the Committee Members for their time in attending the meetings and apologized to them to have to listen again to the presentation; since the rest of the Board Members have not heard the presentation.

Ross Moskowitz (Stroock & Stroock & Lavan LLP), primary representative for the applicant (FWRA LLC) introduced the project. Mr. Moskowitz and his colleague **Ashley Doukas** have been working with the ownership for some time and are happy to be here. It has been a long time for the owners, this community, the Board and stakeholders who have been working on this project. The owners hope that the community will see the many efforts. While some may not agree with everything about to be heard, the owners think it's essential. What the owners are about to deliver is really amazing for the community. It is a transformative project. All the owners have come together as a group to work together. The project has been looked at for almost 25 years. The Master Plan designed has a holistic look for the neighborhood and takes into account the comments made in 1998, 2004, 2008, 2011, and in 2016, when the old plan was rejected by the community. In 2020, the owners present to the Board a plan that demonstrates a commitment in making the community fit for this project and well worth it for Flushing.

The Agenda

- Overview of the Master Plan, this is a special district, very unique from that perspective.
- Text Amendment, Majority of the project.
- Overview of the Waterfront and its Enhancements.
- Overview of each project. There are 4 projects that will be discussed.
- Overview of the New Road Network and Infrastructure.
- Environment and Sewer System Clean up.

The owners have been so diligent on making sure this site gets cleaned up. Many questions have been asked by Board 7 and the community and we have experts to address them. The transportation network has been a key part of the community's comments going back to 1998. A brand new road network has been designed. It is a public thoroughfare that will be privately maintained, privately owned and part of the one billion dollar investment by the owners. The contaminated area will not only be cleaned up, but a waterfront along Flushing Creek will be expanded and this is exactly what has been asked for by the community. A pedestrian connection from Downtown Flushing to the waterfront will be constructed.

This is our 4th presentation done this year and the owners are encouraged by the **Land Use Committee** which **voted 15 to 1 in Favor** of this proposal on **January 29th** and hope to find the support of the Community Board tonight.

Absent this project, none of this would happen. This is why this team put together this plan. This plan piggybacks many of the ideas that have been discussed for years. To make it clear, the only part of this proposal which is subject to rezoning is located within a C4-2 district and M3-1 district. The C4-2 district comprises a majority of the Proposed Rezoning Area. The M3-1 district is located at the northern end portion of the Proposed Rezoning Area and this is where the residential housing will be and where the affordable housing is going to be replaced.

In 2004, in conjunction with the Downtown Flushing Development Framework, this community and Community Board 7 had these approved goals: Develop Muni Lot 1, Develop Willets Point and Develop the Flushing Waterfront.

In 2017, the Brownfield Opportunity Area (BOA) Report comes out and the **Environment Assessment Report (EAR)** tells us how to do this project, what is important to this community, and what needs to be done. **In 2019 the Special Flushing Waterfront District** is evolving.

In 2020, these are the proposed actions: A private, public accessible road network, this is what the zoning text is about and a defined waterfront access, amending the zoning map to allow this development to happen.

Zoning Map Amendment to:

- A. Establish the Special Flushing Waterfront District
- B. Change portions of the existing C4-2 to M1-2/R7-1
- C. Change M3-1 to M1-2/R71.

Of the existing C4-2 zoning, 75% of this project stays the same.

Zoning Text Amendment is to: Establish the Special Flushing Waterfront District text and Establish the M1-2/R7-1 and Create the Mandatory Inclusionary Housing at the northern end.

The property owners have been in this neighborhood for years, decades, they have built and produced good jobs, and good products. They can do this. Each project works well with each other. The owners came together with a vision to support Flushing.

These are the applicants:

F&T Group- Owns Site 1 and Site 4

Young Nian Group (YNG)- Owns Site 5

United Group NY- Owns Site 7

Property Owners within the Project Area

JJSK Management LLC- Owns Site 2

AREC 8, LLC (U-Haul)- Owns Site 3

College Point Blvd. Realty Corp.-Owns Site 6

ConEdison-Owns Site 8

This is what the site looks like today: Flushing Creek, Roosevelt Ave., College Point Blvd., Northern Blvd., U-Haul and empty land. There is no access to this area. There are no streets or sidewalks, no street network. Site (referenced I) and Site (referenced F) is what can be built as-of-right. This is all privately maintained and financed but will be publicly accessible.

The Master Plan

- The new waterfront access plan will have enhanced waterfront design and amenities including corridors and upland connections.

- If built today, the shore public walkway area would be 39,600 sq. ft. As proposed, it is an additional 36,365 sq. ft. This is almost 76,000 sq. ft. The shore public walkway linear ft. is an additional 300 ft.
- The public walkway along the shore will have double the width, under this text it can be done up to 40 feet and it gets to be extended further north. Accessible streets and sidewalks will be constructed to the waterfront.
- Affordable housing will be in the northern end since this is the only area to be rezoned.
- Public realms.
- C4-4 Parking Requirements. Why is this important? Community Board 7 asked for C4-4 parking requirements.

The current zoning is C4-2 and M3-1. As proposed, C4-2 remains the same. Just to the north, M1-2 and R7-1. The M District goes from M3 to M1. There is no increase in the Floor area in the majority of the project. The majority of this district is C4-2 which is Residential and will stay the same (Floor Area 2.43). Commercial (Floor Area 3.4) and Community Facility (Floor Area 4.8) will also stay the same. The change in the existing M3-1 to M1-2/R7-1 there will be no increase in 75% of the Floor area. To the north there is a rezoning which requires mandatory inclusionary housing. This is why there is an increase in Residential to 4.6(MIH). There is a slight increase in Commercial from 2.0 to 3.0 and Manufacturing from 2.0 to 3.0. Community Facility increases to 4.8. The community asked to put in a Community Facility in the plan. As -of-right density these are the projects. Site 1 to the south, towards the north is Site 2, and Site 3 and Site 4.

Site 1	780	780
Site 2	663	663
Site 3	837	837
Site 4	94	225 (25%-30% must be affordable housing)

Two Options for Affordable Housing

1. 25% of the Floor area must be affordable. **OR**
2. 90 units and 50% of the 90 units will be preferred to CB7 residents.

A question previously asked, why is there more inclusionary housing? The law says we do not have to do inclusionary housing. The owners are spending over a billion dollars on this project. The law says, if you are rezoning an area, then it is subject to mandatory inclusionary housing. The only area subject to mandatory inclusionary housing is the area just to the north.

In a **2011 survey**, when residents were asked, what are they looking for? Responses included open space, parks, a pedestrian path and jobs. Nine years later, the vision is included in this Master Plan. Over 3,000 jobs will be created under this plan.

If the Project Gets Approved, Community Benefits Include:

- Over \$1 billion in private investments. Privately funded road network accessible to the public which results in much more access to the community and waterfront. This is not a gated community. Pedestrians can enter from College Point Blvd.
- 3,000 jobs will be created.
- More than a billion in private investment.
- \$28 million in annual tax revenue.

An average of 558 construction workers per day for the entire construction period.

In 2016, Community Board 7 heard issues of Flushing West. Ross Moskowitz provided a summary of the issues. The Board opposed the state's process of the creek clean up, had environmental concerns lack of schools and was not in favor of the No. 7 train's overpopulation.

Since 2016, 3,000 seats have been funded in the school system of this district. The new No. 7 train cars are set up for more standing room which can deliver more people. Most importantly, \$75 million was allocated from the MTA to the Flushing Main Street station to address capacity at the station. Credit to the City, even though rezoning was halted after feedback from the community, a Master Plan was designed from stakeholders and organizations who have participated in the land use of this area. The presentation was turned over to design expert **James Gilday**.

Joseph Sweeney explained the **Flushing West Project in 2016** NEVER came to the Board for a vote. The application was pulled by the City/City Planning due to the insistence of the Board and support of Councilman Koo for further reevaluation.

James Gilday, Landscape Architect, LEED AP and Principal of Moss Gilday Group, LLC is responsible for the **Waterfront Master Plan** and provided some background information. Over the last 25 years, the firm has worked on several large scale development projects. Their role in determining the Master Plan is to evaluate the existing zoning, highlight the shortfalls and determine the advances needed for the new zoning. The main goal for the waterfront is to connect all 4 development sites from north to south, connecting Downtown Flushing to the waterfront via a road network. The diagram shows a long green strip along the Waterfront Creek which does not exist and is double the width of the current zoning. The 40 ft. width expansion is the designated area where the improvements will be. A fully connected pedestrian circulation path (12 foot wide) will run north to south connecting all 4 sites. The architects are working with engineers to come up with resiliency strategies to stabilize the shoreline which include riprap and new bulkheads. Part of the stabilization along the shoreline is to create new areas for environmental habitats, restoration of vegetation and new vegetation by removing paving and old bulkheads. Another main component for the waterfront is the increased open space in landscaping. Currently the current zoning is about 3 acres and would increase to 6.9 acres to include walkways and sidewalks throughout the site. Coordinated design amenities will landscape the walkways and include benches, bike racks, trash cans and campsite lighting. Part of this whole program is to use energy efficient lighting such as solar powered where possible and low level landscape lighting. The architects will work with local schools to develop signage about the history of Flushing along the path to the waterfront. The development of the waterfront will initiate schools to incorporate lesson plans about the ecology of Flushing, the vegetation, and habitat which can be illustrated along the edge of the walkway near the wetlands. The entire length is about 2,000 feet. In addition, kiosks will have directional signage along the path. All these benefits would not happen if the Special Flushing Waterfront District is not built.

Toh Tsun Lim, Principal Architect of PEI Architects, successor of founding partner **Didi Pei and Sandi Pei**. The firm has done work locally and internationally and is well established for about 25 years. Mr. Lim is happy to be part of this project. The firm is the architect for the **middle site, (site 2)** which is **owned by YNG**, bounded by United Group NY to the South and F&T Group to the North. As they were designing the site there were three things that were important to them. First, YNG is in the middle of the two other projects literally forming the heart of this new Southern District. Secondly, the site is situated along 39th Ave. which is the main pedestrian connection between Downtown Flushing and

the new proposed waterfront. Thus, this is the main pedestrian concourse between the two areas. Something unique to this site is that this is the only site with a road that terminates within our site. There is no pass through road. This is an opportunity to make the road something more than a road. Since inception, the architect and owner strove in their design to create a public space that will give this community identity by creating an open plaza space in the heart of this new district. To provide some orientation of this project, Flushing Creek would be along on the left side. The structure consists of two residential towers topped along a podium which has function rooms and retail will surround the perimeter along the ground floor. On the other side of the bisecting road is a hotel. The waterfront promenade is from Roosevelt Ave. to Northern Blvd. There is a 50 foot width pedestrian pathway that connects the other sites to our south and to the north overlooking the water. Retail is along the ground floor and has connection to retail on the upper levels and connection to the transverse roads. There is connection not only on the roads but throughout the building. There will be terraces along the function rooms, residential terraces and residential towers at the top. The view from the South, shows the United building which has been removed for clarity. This is the 39th Ave. corridor, the main pedestrian walkway to the pedestrian Plaza. A 135 foot opening was created along the street to avoid the typical canyon effect of buildings up against their maximum size lot lines. Thus, creating instead an open space, an open plaza to become a gathering point and relief from the pedestrian traffic in Flushing. The design created has advantages only. It feels much more expansive because the road is elevated up to the curb level so that the ground plane is one continuous line from one side of the Plaza to the next. Even though cars can still go across it, the curbs are now gone and are replaced by illuminated bollards. The same material is used for continuity. Retail is also along the western side and on the hotel side there is a hotel lobby, bar and cafe with all day dining. The experience is elevated not just at the pedestrian level but at all levels. There is a panel to the other side of the Plaza. There are two separate buildings similar in design unified by one road and a Plaza space. The towers are done in a different material separating the tower space. Further discussed was the ground floor plan and the waterfront level plan. A very large public concourse connects the east side of the site to the west side of the site. Since there are connections on either side of our site connecting Main Street down to the waterfront. Connection is also available through the east side of our building to the west side of the building by a major public concourse. Retail is along the western edge that connects along the waterfront parkway. The ground floor plan has a paved road with lit bollards. Inside the plaza are stairs that go down to the retail along the waterfront. We have roads that are publicly accessible and used for retail along both sides of our building. Janet Place is identified as the area for loading. This is the section of the building where flood mitigation is a concern. The 100 Year flood line is at an elevation of 13 ft. The public shoreway was built at an elevation of 14 ft. to create a dam against that flood line. In addition, the entire basement is waterproofed protecting against water ingress from all sides (south, north and underneath the building).

Toh Tsun Lim asked if there were any questions from the Board.

Q. **Selma Mosses** commented, Flushing Creek smells bad. "Did anyone address how to remove the odor?"

A. **Ross Moskowitz** responded, "We will have a full presentation on Flushing Creek and it's clean up. This will be addressed later in the presentation."

Q. **Selma Moses** commented, It appears that there will be a lot of people living at the Flushing Waterfront District. "Will there be schools?"

Chairman Gene Kelty responded to hold the questions for later; since there will be a discussion on the environment, schools and transportation.

Doug Hamilton, Design Director for Archilier Architecture. The firm has offices in New York City and in Shanghai. The architect is working with the **F&T Group (site 3)** within the Master Plan. The location south of U-Haul on 4 acres of land. About 1/4 of the site will be devoted to public open space. Today the site is used primarily for parking and material storage. The site is unsightly, inaccessible but they plan to change this. The design principles are all about creating connections to the waterfront. The building facing the water is curved to address the water and to optimize views of the Creek and the Bay. A dynamic skyline will be created for Downtown Flushing in concert with the other buildings in the Master Plan. They tried to create a wide variety of outdoor spaces that engage the waterfront. The design is a rendering of layering like a layered cake. Heading back toward Downtown Flushing the shore public walkway is at the lower edge next to the Creek. Adjacent is a dining terrace with food and beverage tenants. At the base of the building would be outdoor dining. There will be a function space balcony, a couple of residential terraces, and rooftop terraces for the hotel which is located on the lower wing to the South. The diagram shown displayed the program of the building: residential, office building and hotel. At the base of the building is street level retail and retail will be present along the waterfront as shown. There are 2 levels of underground parking available below. A view of the walkway from the waterfront. On the left, is the pedestrian access at 37th Ave. where there is a public stairway that comes down from the Ave. to the waterfront. There is an elevator as well that provides handicap access on this side. The reason we had to have an elevator is that the existing grade is too steep for handicap access to the water if you just simply sloped down the existing grades. Pedestrian access is at the north side from the waterfront. At the South side there is a food and beverage court. The ground floor plan shows the hotel on the western side of the site occupying most of the ground floor. The office building is in the lower right and there's another residential building in the upper right building. Entrances are going to be located at Janet Place so that traffic will come in and off of College Point Blvd. There are 2 residential lobbies, the office lobby and the hotel lobby. On the west side of Janet Place there is a dedicated drop off lane for the hotel and the western residential tower. On the eastside at Janet Place there's a motor court/public plaza that provides a shelter drop off for the office building and the eastern residential tower. The hotel will have active uses at its base including food and beverage operations. Street level retail will be provided for active streetscape throughout the project. Similar to the YNG site, the designers are also introducing masonry pavers into the center of Janet Place which helps to calm traffic and create a friendly or pedestrian environment. A view of College Point Blvd. was shown with the office building in the foreground with the liner of street retail all along College Point Blvd. A view from 38th Ave. was shown looking north on Janet Place. The hotel in the center and the hotel food and beverage at the base. Another view of Janet Place looking north with the hotel lobby in the center, residential lobby north of that and this is the breezeway through the building which creates a sense of connection to the waterfront even when you're on the street. This is a section through the western part of the site showing the western residential tower and the function rooms at the base of the hotel. Doug Hamilton spoke about resiliency in which the firm is locating their habitable space at least 2 feet above the flood plain which includes the entrances to the parking garage. The one level of parking located below the flood level is being treated as a waterproof bathtub. In conclusion, this is going to be a terrific project for Downtown Flushing it will create a wonderful waterfront experience with public access and as part of the larger Master Plan will be a public asset. Any questions from the board members?

No questions were asked from the Board Members.

Peter Poon, Principal of Peter Poon Architects introduced himself. He is a Chinese American and lived in New York City since 1980. Mr. Poon has been practicing in New York for about 40 years. This is his 31st year in his office and is proud to be designing the **United Group parcel, (site1)**. The parcel is directly adjacent to the No. 7 train so it has a great view. This will be the first building seen coming into Downtown Flushing. The owner has decided to dedicate a tremendous portion of his land and property towards the creation of a park and visual corridors. The owner dedicated 69,000 square feet for the creation of a beautiful playground. The owner has stepped back his building by 5 feet and has stepped back the building behind to widen Janet Place by 10 feet which contributed to a much more pleasurable experience for pedestrian walking alongside Roosevelt Ave. and Janet Place. The owners wish to construct a vineyard. The location is the extension of 39th Ave. In the middle of the two story podium, is an opening for retail is created and will begin at Janet Place and continue into the Plaza. The owner will dedicate the entire ground floor and second floor to Retail. Parking is elevated to the second floor. There will be 4 private buildings of varying heights. The one closest to the train will be 18 floors. To the left will be a hotel building (360 rooms) and behind apartment buildings (500 residential apartments). A wider Janet Place and 39th Ave. will have the experience of the waterfront even before the site of two story and five story office buildings. The buildings are like fingers into Flushing River and the set back of 5 ft. and 10 ft. can be seen along Roosevelt Ave. To stress this is all voluntary. This is a proposal to enhance the retail experience and park space.

Sean Dawson, RA, LEED AP-Senior Associate from **Hill West Architects LLP** introduced himself. The firm is a New York based residential architect firm with projects all over the city. He is very pleased to be able to speak today. The site is the **northernmost, (site 4) Owned by F&T Group** and is in the rezoning area. The site is currently zoned for heavy manufacturing but will be changed to lighter manufacturing with residential. It also has the extension of the shore public walkway on the northern end. A view of the project from College Point Blvd. This project is a little different from the others since it doesn't have the large retail commercial component. The project has retail on the ground level with residential above. The design features were discussed. A breakdown of scale was created so it's not a large massive block which allows us to create roof terraces, and a courtyard. A connection will connect College Point Blvd. to the shore public walkway which will be faced with retail. The most important feature of this project is the active resiliency that's built into it. The entire ground level and the shore public walkway will be raised to a height well above the flood plain. Retail frontage is on the waterfront promenade. There is connection going down towards the south, connection to the shore public walkway and connection to College Point Blvd. This project has the one connection to the shore public walkway at the southern end of the site. A few of the features of the waterfront: pedestrian path, waterfront overlook, various seating areas, and a large turn around area. An interesting feature of this site is the significant amount of open space of 42%. The resiliency is a flood plain at an elevation of 13 feet, design flood elevation of 14 feet and the ground floor will be elevated to 15 feet. The entire shore public walkway will also be raised out of the flood point. The cellar will be flood proof and sealed for parking.

Ross Moskowitz introduced Chris Vitolano who will discuss the infrastructure and how the Special Flushing Waterfront District project will facilitate the cleanup of the Creek and help reduce any impact on sewage.

Chris Vitolano, Principal of Langan Engineering & Environmental Services. The company has been established for about 50 years in the industry. Mr. Vitolano designed projects varying from small

to large, waterfront projects, civic projects and public projects in New York City. He clarified the terms Combined Sewer Overflow (CSO), detailing how it actually gets into the Creek in the 21st century. The majority of New York City has combined sewers and most of the northeastern United States. A schematic taken from the New York City literature was shown. It is when rainwater from buildings and from the streets combine into the same network combining storm water overflow and sewage. There are regulating chambers, devices that are all over New York City close to the waterfront which connect to an intercepting sewer that takes waste to a large treatment plant. When it is not raining outside, the way this works is straightforward. Sanitary sewage comes from a building or group of buildings and goes into the combined sewer. It then goes to a regulating chamber which connects to an intercepting sewer that takes waste to a treatment plant. No issues environmentally. The problem with combined sewers is when it rains it mixes with sewage and rainwater runoff. The dam gets overwhelmed and that mixture of combined sewage overflows into the water bodies. The city has been working on this for years. Solutions involve reducing the amount or velocity of the flow of storm water going into these combined sewers. This is something that the city's been doing for the last 20 years. The City is trying to implement regulations to reduce the rate. To reduce the amount of flow, a holding tank captures and then releases it into the sewer network which will then reduce the burden and reduce the amount of CSO's. A much more effective way is to prevent sewage water from getting in the first place. There is no storm water from this project going into the combined sewers. Moreover, sanitary sewage from the project will not go into the combined sewer. It is going directly into the trunk line that goes to the treatment plant.

The reason why an odor occurs at a Creek is from intertitle fluctuations or from different organisms. This project will build a new sanitary infrastructure. A new sanitary sewer will be privately funded. This will be designed and approved by DEP. The new sewer will connect directly into the interceptor in College Point Blvd. This will eventually go to Tallman Island treatment plant. This project also gets designed to service any other sites. One of the first things we looked at when starting an environmental assessment statement was to determine if there is ample capacity, from the 60,000,000 gallons which has been for years. The project will generate about 1,000,000 gallons capacity, without any engineering concerns. Important to note that the one million gallons is the number as-of-right. Lastly, it is going to be discharged to the Creek and that infrastructure also goes through a state jurisdiction. Department of Environmental Conservation ensures the discharge of anything to storm water and that techniques such as green roofs are employed. The storm water is separated from the sanitary infrastructure and is cleaned and directed right to the Creek.

The way this project will go forward if it's approved is that all sides have to go through a cleanup program through the city at a minimum. What this means is the city's office of environmental remediation will have direct oversight on these projects but some of the sites wouldn't even have this minimum requirement. The city is checking with the engineers and the engineers are checking with the city to get their approval on each step, design and implementation. Also, the additional level of oversight. All 4 sites will be cleaned up under oversight from NYC Office of Environmental Remediation (E-Designation Program) and the State DEC Brownfield Clean up Program. Once the project testing plans have been approved by the city and or state and clean up is complete construction work can begin. There is an engineer full time overseeing where all the different soils are going. The state program will allow public input.

Questions from the Floor

Q. **Selma Moses** asked, "Will the City or State pay for the clean-up of the Creek?"

A. **Chris Vitolano** responded, "No." "Any contamination on the property the developers will pay 100%. As of today, they don't have the ability to start cleaning up the Creek, dredging or doing something of that nature. It is a process where a couple of steps have to happen. Today the Creek is labeled not navigable by the U.S. Army Corps. New York City Planning has been working with the Army Corps. The process is being discussed to clean up the Creek; therefore, the developers can start to do construction on the shoreline which will help facilitate future dredging. For example, when engineers were designing metal which is on the edge of the waterfront to hold up the land from collapsing into the Creek."

Joseph Sweeney provided additional information. If the project is approved, it will be built within 3-4 years. This is a Brownfield program with oversight by the State during site cleanup. It is a very diligent program. Why is this cleaned up? Because there is soil vapor intrusion which is carcinogenic. Is there another particular question related to this?

Questions from the Floor

Q. **Lei Zhao** asked, "Is U-Haul obligated to build?"

A. **Joseph Sweeney** responded, "No." "However, if U-Haul renovates the property; immediately the Brownfield program goes into effect."

Q. **Joseph Sweeney** asked **Ross Moskowitz**, "What is the amount of water that will not be going into there?"

A. **Ross Moskowitz** responded, "400,000 gallons."

Q. **Pablo Hernandez** asked, "Can anything be done at this particular point?"

A. **Joseph Sweeney** responded, "No."

Q. **Linna Yu** asked, "Between Site 3 and Site 4 there is U-Haul, What about U-Haul?"

A. **Ross Moskowitz** further clarified the developers are here to represent the 4 projects not the U-Haul site. This is a Special District and there is a Master Plan. The plan requires to write text on what the district will look like including a design. The action presented is a text amendment and there are rules and regulations that Site1, Site 2, Site3 and Site 4 are subject to.

Q. **Lei Zhao** asked, "Did you speak with U-Haul to inquire if they would voluntarily build the walkway and do an environmental cleanup?"

A. **Ross Moskowitz**, "We have been speaking with U-Haul, but the specific question was not asked."

Q. **John Choe** asked, "Is the Con Edison site included in the Master Plan?"

A. **Ross Moskowitz** responded, "Yes."

Q. **John Choe** asked, "Would the developers need to clean up without the Special Flushing Waterfront District?"

A. **Ross Moskowitz**, “Yes, but there would be less oversight. There would be some remediation, but nothing like the extent and cost now proposed.”

Q. **Phil Konigsberg** asked, “Once it is released from the Federal Government, Will the City and State be required to clean up the water?”

A. **Joe Sweeney** responded, “Yes.”

Joseph Sweeney commented, The Department of City Planning and Borough President’s Office submitted a plan to the Army Corps. of Engineers and they are reviewing the plan. Once completed, it will go to Congress through Congresswoman Meng’s office. It will be attached to the Federal Water Bill which would declassify the creek and place the creek under state jurisdiction. At that point, the state and city could come in and dredge.

Q. **Arlene Fleishman commented**, the expansion of P.S. 24 was just completed and it is already at capacity.

A. **Joe Sweeney** responded, Flushing West did not get a vote for the 2016 Proposal. Information was requested from city agencies and they did respond. Mr. Sweeney requested a school for the Special Flushing Waterfront District. He went to the School Construction Authority and informed them there will be 1, 700 apartments built. The Director of External Services indicated they have two sites under construction in this area. They will build a school to accommodate students from District 25. I went back to the developers and said we are going to get a school built in the Special Flushing Waterfront District. This is going to be a 5 year project and DOE is aware of the situation. The Flushing No. 7 train allows four trains to come in at the same time increasing the efficiency. Mr. Sweeney made the recommendation for the R179 trains to replace the trains. The city allocated \$70 million for the Flushing Main Street Station and to expand the station to Prince Street. These are all the things that did not take place in 2016. As a result of the delay and the Board saying No, we are getting the things we wanted.

Traffic and Transportation Design Plan

Adnan Pasha, Traffic and Transportation Engineer from Langan Engineering, introduced himself. Adnan Pasha has 24 years of experience working on major network projects varying from small to large projects throughout the five boroughs in New York City. He has been involved from the beginning of the Master Plan working with the owners, design team and architects. He provided an overview of the design and strategy in developing the new roadway network and pedestrian connection path. The only connections available currently to the waterfront is the small segment at 39th Ave. and College Point Blvd. and a small segment at Janet Place and Roosevelt Ave. The design strategy focus is to create new connections providing excessive routes in and out of the development without overburdening College Point Blvd.

Proposed Roadwork Connection Network

- To start from the southside along Site 1, a transverse road from Roosevelt Ave. to 38th Ave.
- Janet Place will be extended for vehicles to go through Site 2 and Site 3 bisecting at 37th Ave.

- There will be an extension of 39th Ave. for east and west connections to a transverse road which will provide pedestrian connection to the waterfront.
- A second east and west connection will be at 38th Ave. for vehicles coming through College Point Blvd. to both Site 2 and Site 3.

The focus is to provide a much more efficient connection from College Point Blvd. and create additional road capacities through the development of the network.

The Framework of the New Roadwork Network

New roadwork connections coming into the district will be designed according to DOT standards and reviewed by DOT. Implementation of traffic controls to manage the circulation of vehicles and provide pedestrian safety.

New Proposed Improvements

From the south direction to the north, a transverse road will be one-way northbound with a stop control sign at the intersection of 39th Ave. Site 2 will be mostly a pedestrian zone for pedestrians to travel up to 38th Ave. 39th Ave. will be two way both eastbound and westbound. 37th Ave. will be one way westbound. New pedestrian crosswalks will be created throughout the development and near the waterfront. The road network will be controlled by four way stop signs and traffic lights. A new traffic light will be placed at the intersection of Janet Place and 39th Ave. and at 38th Ave. and College Point Blvd. The design and operation of traffic lights is approved by NYC Transportation Standards.

Protesters shouted, “Let Us Speak”, “People Over Profit” and “Shame On You.”

Chairman Kelty responded, “The public will speak when it is your time.” Police settled down the protesters in the rear of the hearing room and asked them for their cooperation.

Vehicle Access

A new alternate access route will be constructed using 37th Ave. and bypassing College Point Blvd. The route will lead to parking locations at Site 1 and at Janet Place. The vehicles that are exiting will use a transverse road heading towards 39th Ave. and at 39th Ave. vehicles can turn either left or right. At Site 2, traffic south on College Point Blvd. will use the new alternate route at Janet Place. Vehicles can exit at the new 38th Ave extension for vehicles northbound. Vehicles southbound will be able to enter from 29th Ave. at the signalized intersection and turn right. Vehicles heading west on Roosevelt Ave. will now be able to come down Janet Place and make a turn. Site 3, Provides direct access to parking, vehicles which are coming north will be able to go on to Roosevelt Ave. and continue all the way up north by a transverse road. Vehicles can exit at the 38th Ave. extension which will be a new signalized traffic intersection or vehicles can continue down towards Janet place to go on Roosevelt Ave. westbound or they will be able to make up time and use 39th Ave. again a signalized intersection to continue to the final destination.

C4-4 Parking Requirements will include 1,534 spaces. Based on some of the recommendations it will increase to 1,600 spaces.

Ross Moskowitz thanked the board members for volunteering their time and effort listening to the Master Plan.

Committee Chair, Joseph Sweeney expressed that he does not think this is the perfect plan. He made several recommendations to be included in the Traffic and Transportation Design Plan. First, let people on Roosevelt Ave. come across and go down the transverse road to alleviate the congestion instead of coming around. Second, when coming down Roosevelt Ave. have a designated lane that will go into the right lane. Lastly, to have NYPD Traffic Agents be stationed at Roosevelt Ave. and College Point Blvd.

PUBLIC PARTICIPATION

The public was given the opportunity to speak and voice their opinion on whether they approve or disapprove of the project. **Not in Favor:** David A. Lee, Spokesperson and Representative for Assemblyman Ron Kim, Brice Monmio, Representative for 32 BJ, Charlie Chein, Representative for the MinKwon Center for Community Action, Seonue Byon, Representative for the MinKwon Center for Community Action, Stella Choi, Representative for MinKwon Center for Community Action, Yuriko Zhang, Representative for MinKwon Center for Community Action, Isabella Lee, Representative for MinKwon Center for Community Action, Daniel Bruschi, Representative for the MinKwon Center for Community Action, Mel Gagarin, Representative for FED Up Coalition, Cody Hermann, Representative for FED Up Coalition, Bright D. Limm, Representative for FED Up Coalition, Mitchell (Last Name Not Given), William Spisak, Chhaya Community Development Corporation, Rebecca Pryor, Representative for Guardians of Flushing Bay & Riverkeeper, Winnie Sten, Flushing Resident, Jamie Ong, Resident, Jay Koo, and Kiranjit Sahota, Glen Oaks Resident.

In Favor: Brendan Leavy, Representative for the Queens Chamber of Commerce, Michael Neng Wang, FCBA, Wellington Won, Small Business Owner, Yi Kuang, Family Business Owner, Cheng Li, Flushing Resident, Betsy Mak, Small Business Owner, Todd Leong, Small Business Owner of Leaf Bar & Lounge, Michael Tang, Flushing Resident, Karen Imas, Member of the Waterfront Alliance, Charles Chang, Richard Sim, F&T Group, Chris Xu, Real Estate Developer, and John Liang, Property Owner of the YNG.

The motion on the floor this evening is to approve the Special Flushing Waterfront District with recommendations. (30) Approve (8) Disapprove (1) Abstention with Conflict

The meeting was adjourned at 11:30 P.M.

Respectfully submitted,

Danielle Pennise