

FLUSHING WEST

*CEQR Public Scoping Meeting
Tuesday, November 17th 2015*



- Welcome & Introductions
- Presentation
 - Flushing West Rezoning Proposal
 - Environmental Review / Draft Scope of Work
- Comments from Elected Officials, Interested/Involved Government Agencies, and/or Community Board Representatives.
- Comments from the General Public

Builds upon a long history of previous planning work in Downtown Flushing

Create a Comprehensive Neighborhood Plan to improve quality of life and diversity:

- **Includes an affordable housing component which will incorporate mandatory affordable housing and preservation strategies**
- **Includes an economic development component to support current business and workforce needs & future growth**
- **Identify critical city services & key capital projects that can contribute to achieving a more livable neighborhood**



East River

Flushing Bay

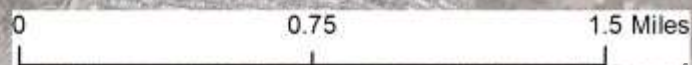
LA GUARDIA AIRPORT

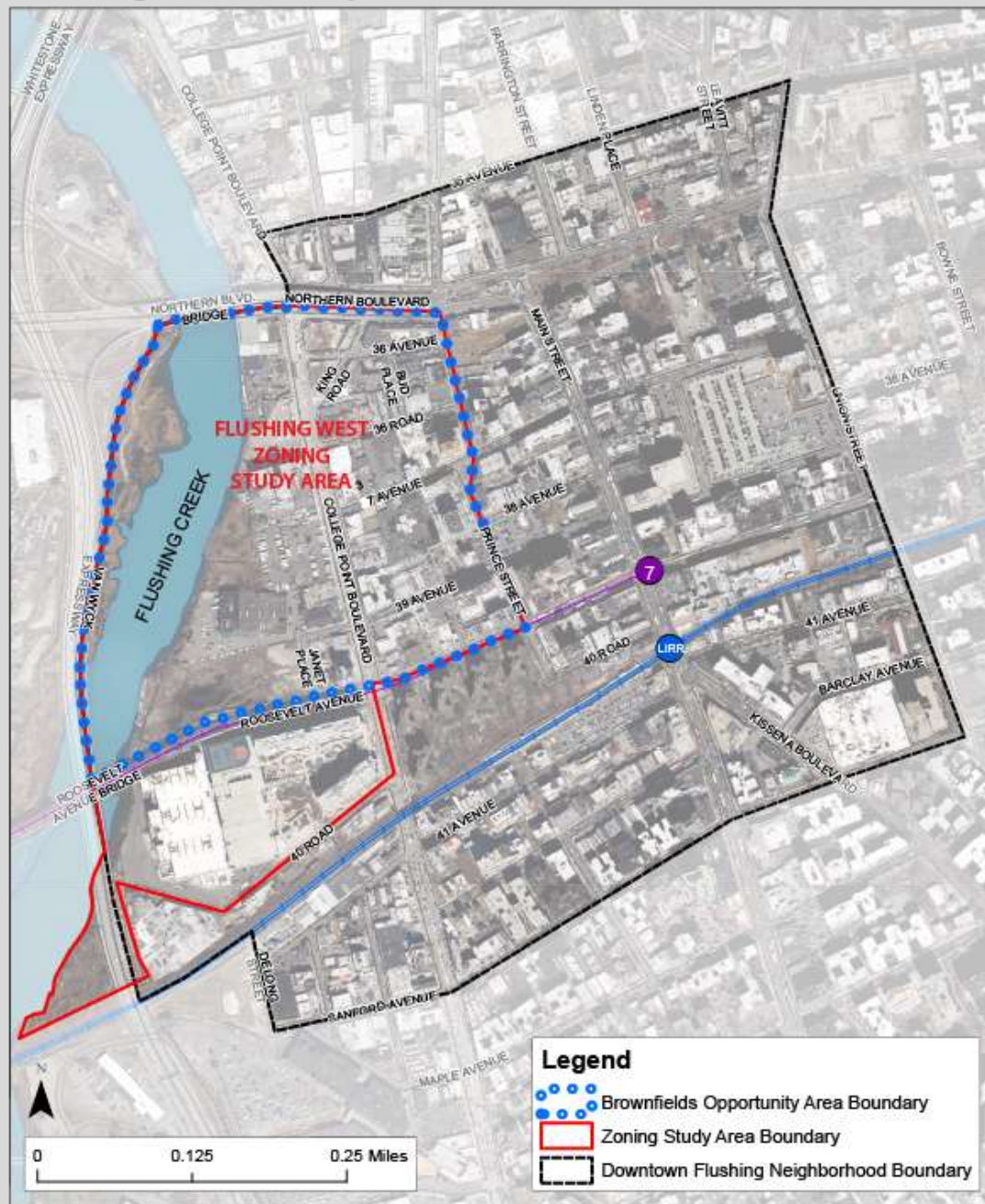
DOWNTOWN FLUSHING

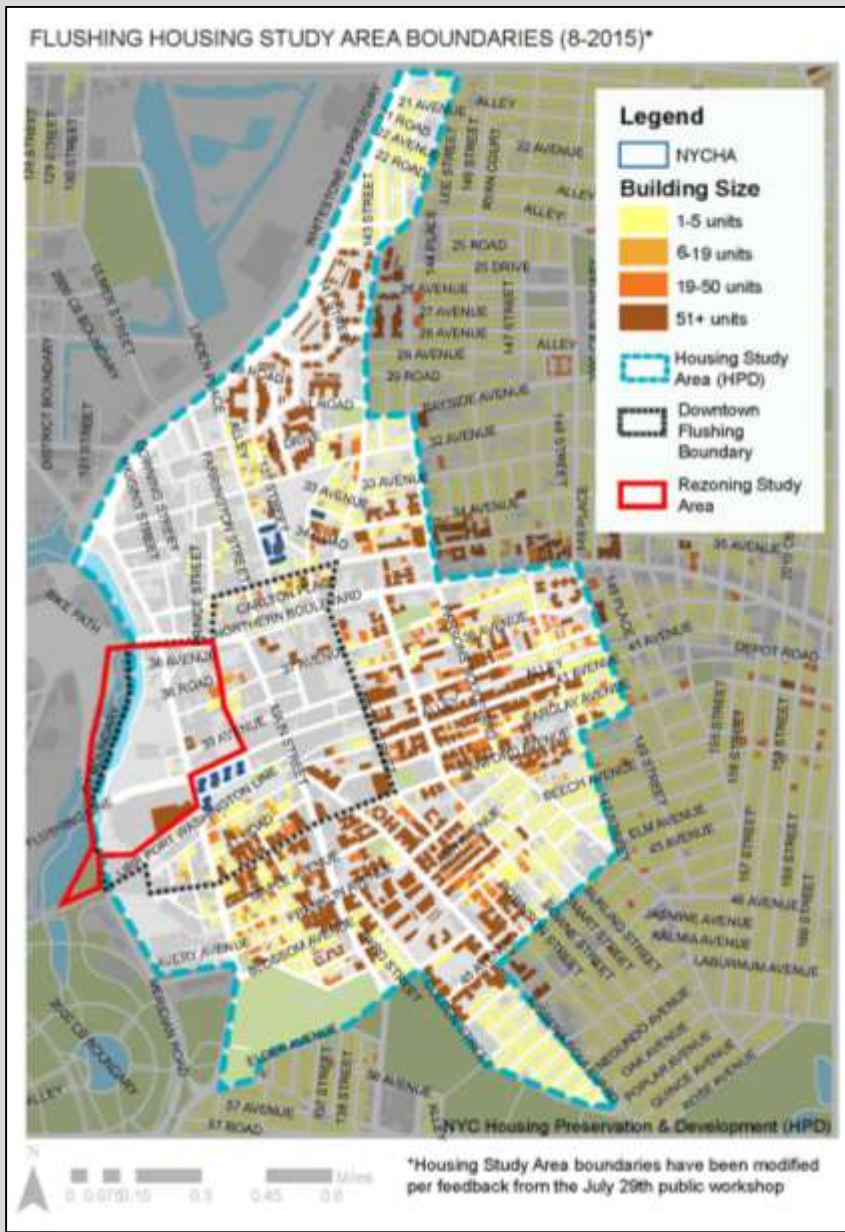
FLUSHING MEADOWS - CORONA PARK

Legend

- Brownfields Opportunity Area Boundary
- Zoning Study Area Boundary
- Downtown Flushing Neighborhood Boundary







- Zoning Study Area
- Neighborhood Area
- Housing Area



Image: NYC DCP

- Facilitate a **community-based planning process** to support policy changes that will shape a more livable neighborhood
- **Encourage new housing** with a required affordable component, and preserve existing affordable housing.
- **Encourage walkability** by extending the vibrant downtown area to the waterfront, and create opportunities for **new open space**
- Support the existing and growing immigrant and small business culture by **providing economic opportunities**
- Align investments in **infrastructure and services** to support current demands and future growth

FLUSHING BROWN FIELD OPORTUNITY AREA NOMINATION PROCESS

(2011 - Present)

DEVELOP FLUSHING WEST NEIGHBORHOOD PLAN

(Fall 2014- Spring 2016)

VISIONING

REPORT-BACK

SHARE DRAFT PLAN COMPONENTS

January 2016

FEEDBACK ON PROPOSED PLAN

PUBLIC REVIEW (ULURP)

COMMUNITY BOARD REVIEW

BOROUGH PRESIDENT REVIEW

CITY PLANNING COMMISSION

CITY COUNCIL

ENVIRONMENTAL REVIEW

PUBLIC SCOPING MEETING

PUBLIC COMMENT PERIOD ON DRAFT SCOPE OF WORK- 10 days

ENVIRONMENTAL ANALYSIS

DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)

PUBLIC COMMENT PERIOD ON DEIS

FINAL ENVIRONMENTAL IMPACT STATEMENT



We are here



Spring 2016



Fall 2016

NEIGHBORHOOD PLAN APPROVAL

HOUSING

- Preserve affordability of existing housing
- Ensure that new housing provides deep affordability levels
- Improve housing quality and prevent tenant harassment
- Integrate needed community resources into new housing development

COMMUNITY RESOURCES

- Improve outreach to immigrant communities and availability of language services
- Provide community services and facilities
- Support and services for existing immigrant small businesses
- Prevent displacement of existing small business by newer big-box chain stores

TRANSPORTATION

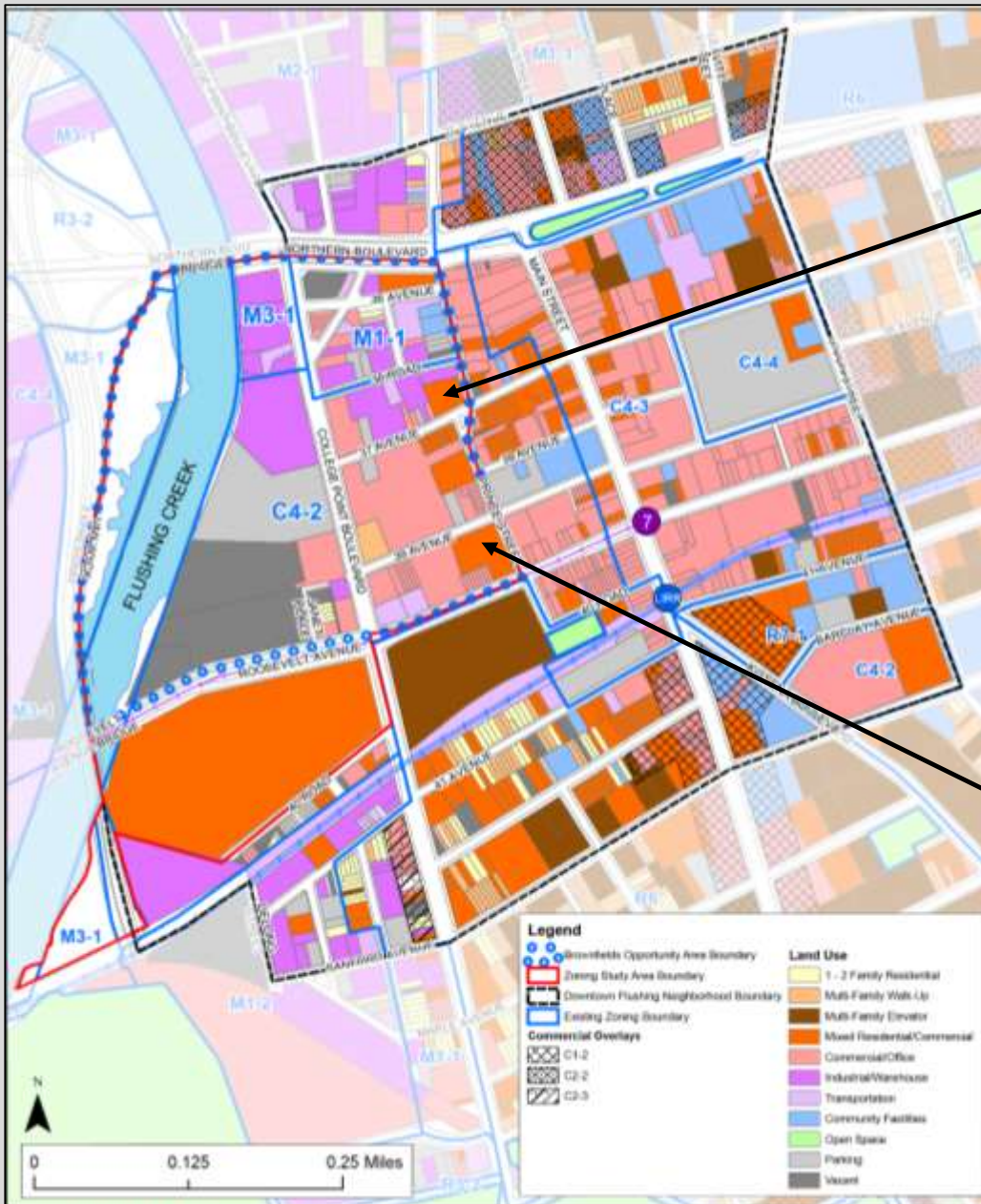
- Pedestrian safety improvements at key crossings
- Improve station accessibility for the 7 train
- Transit center needed to direct bus layovers away from downtown area
- Improve bus circulation to reduce traffic congestion
- Need separated bike lanes, connections, and racks

PARKS AND OPEN SPACE

- More passive and active open spaces needed for outdoor activities
- Provide safer and more enjoyable access to existing open spaces, particularly to Flushing Meadows-Corona Park
- Improve quality of existing open spaces

PUBLIC REALM

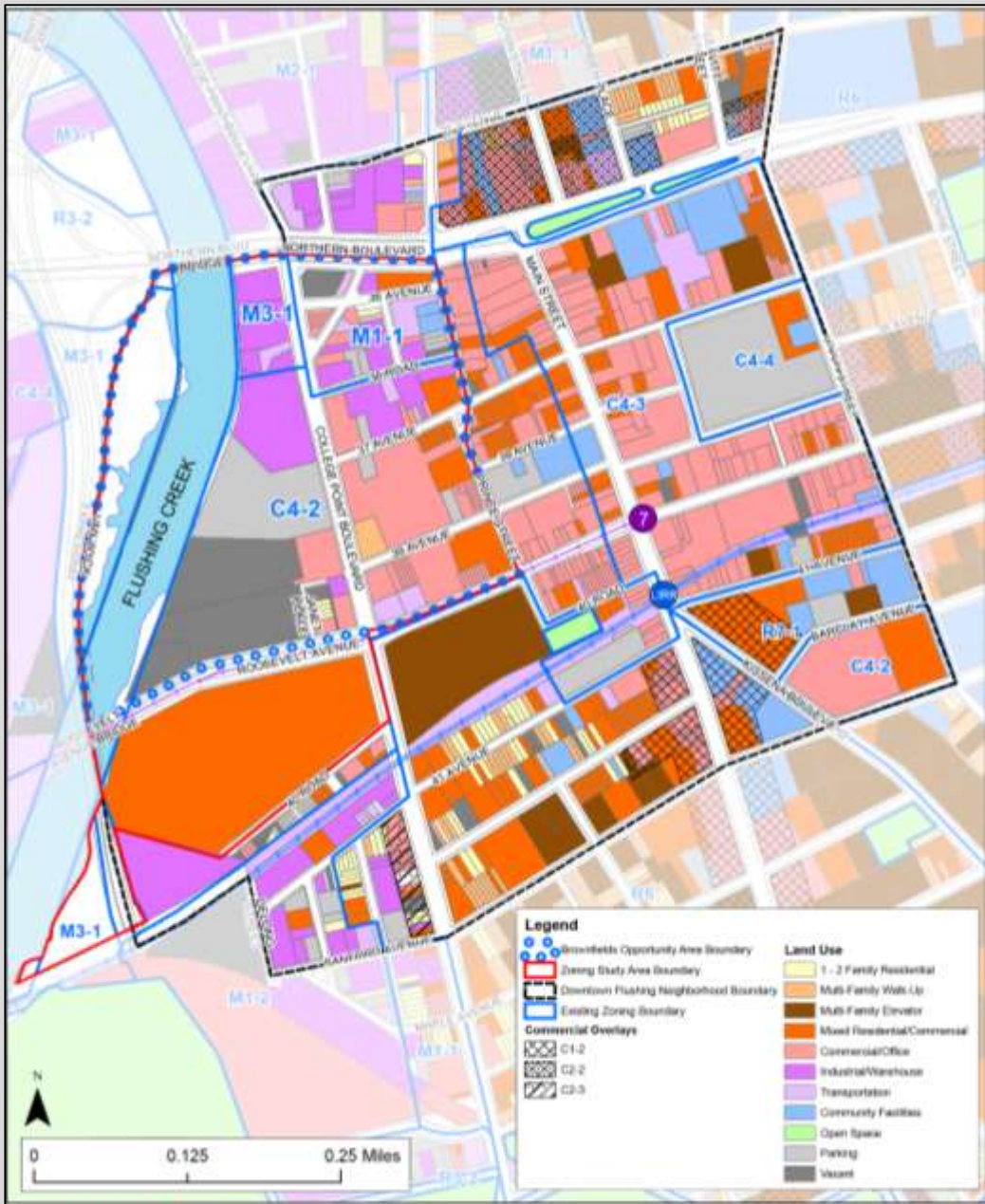
- Streetscape improvements to enhance and support walkability
- Encourage strong retail corridors
- Improve water quality and reduce smell
- Create a publically accessible recreation destination along the waterfront



Prince Plaza - 2012 (14-story building with 72 units; 2-story retail complex, 2-story community facility complex including senior care & day care; 126 parking spaces)



One Fulton Square - 2014 (9-story, 168-room Hyatt Hotel; 3-story retail complex, office, medical offices; 12-story condo complex; 300 parking spaces)



Commercial/Residential/Community Facility uses (C4-2)

- Residential uses allowed less density (2.43 floor area ratio)
- Community Facility uses allowed the most density (4.8 FAR)
- Commercial uses allowed 3.4 FAR

Light Manufacturing uses (M1-1)

- No residential uses allowed
- Commercial/light manufacturing (1.0 FAR)

Heavy Manufacturing uses (M3-1)

- No residential uses allowed
- Manufacturing uses such as concrete and asphalt plants allowed; limited commercial uses (2.0 FAR)

- C4-2 zoning regulations cover most of the Study Area and may produce towers set back from the street on low base portions
- Variable maximum FAR's for different uses currently favors select commercial development— such as hotels— over housing
- Current parking regulations also favors certain types of commercial development
- Strict building bulk, height, and street wall length rules on waterfront lots make new development here very complicated
- In the M1-1 and M3-1 districts, no residential uses are permitted

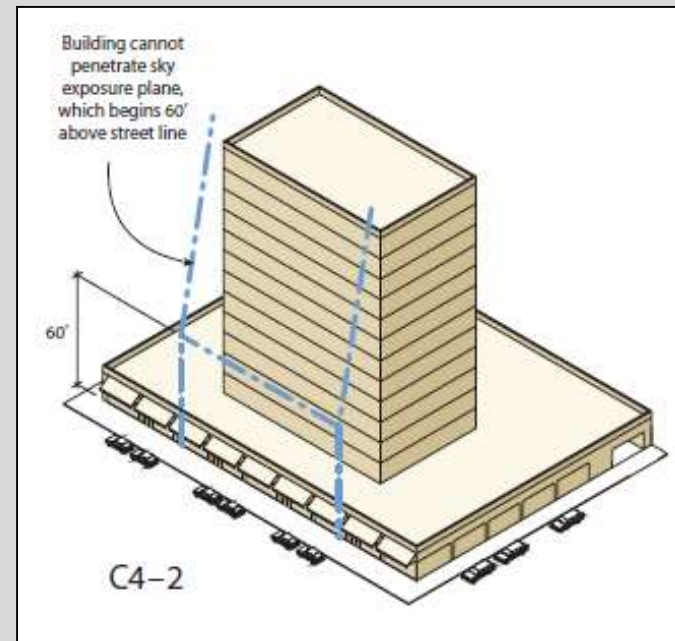


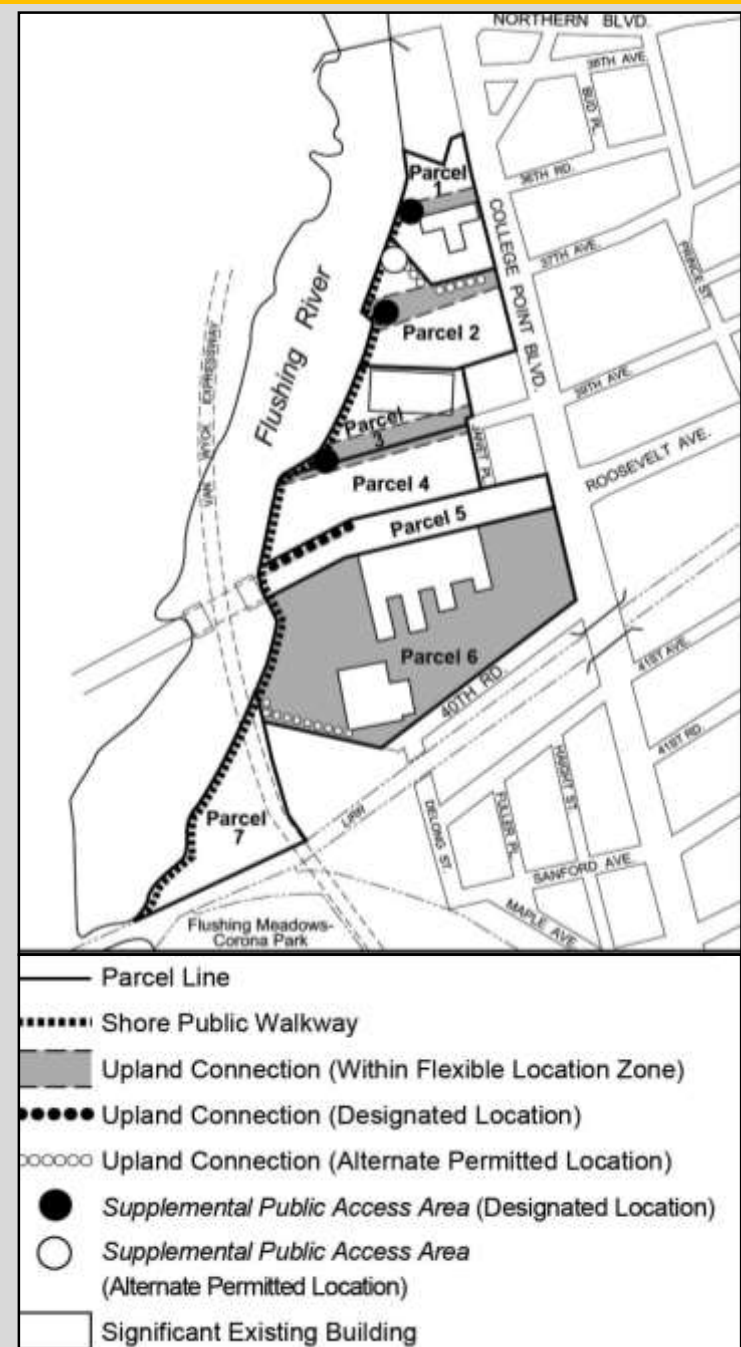
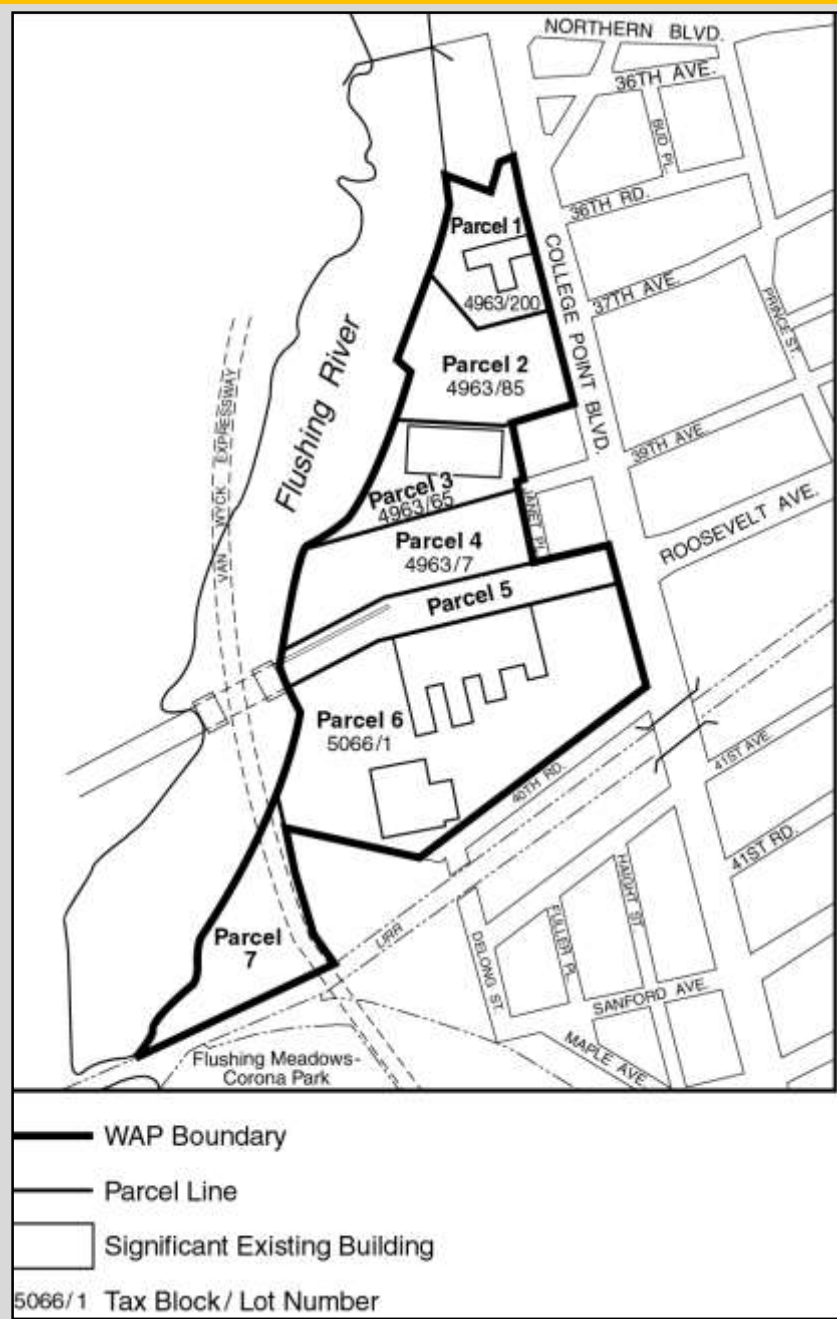
Image: NYC DCP Zoning Handbook

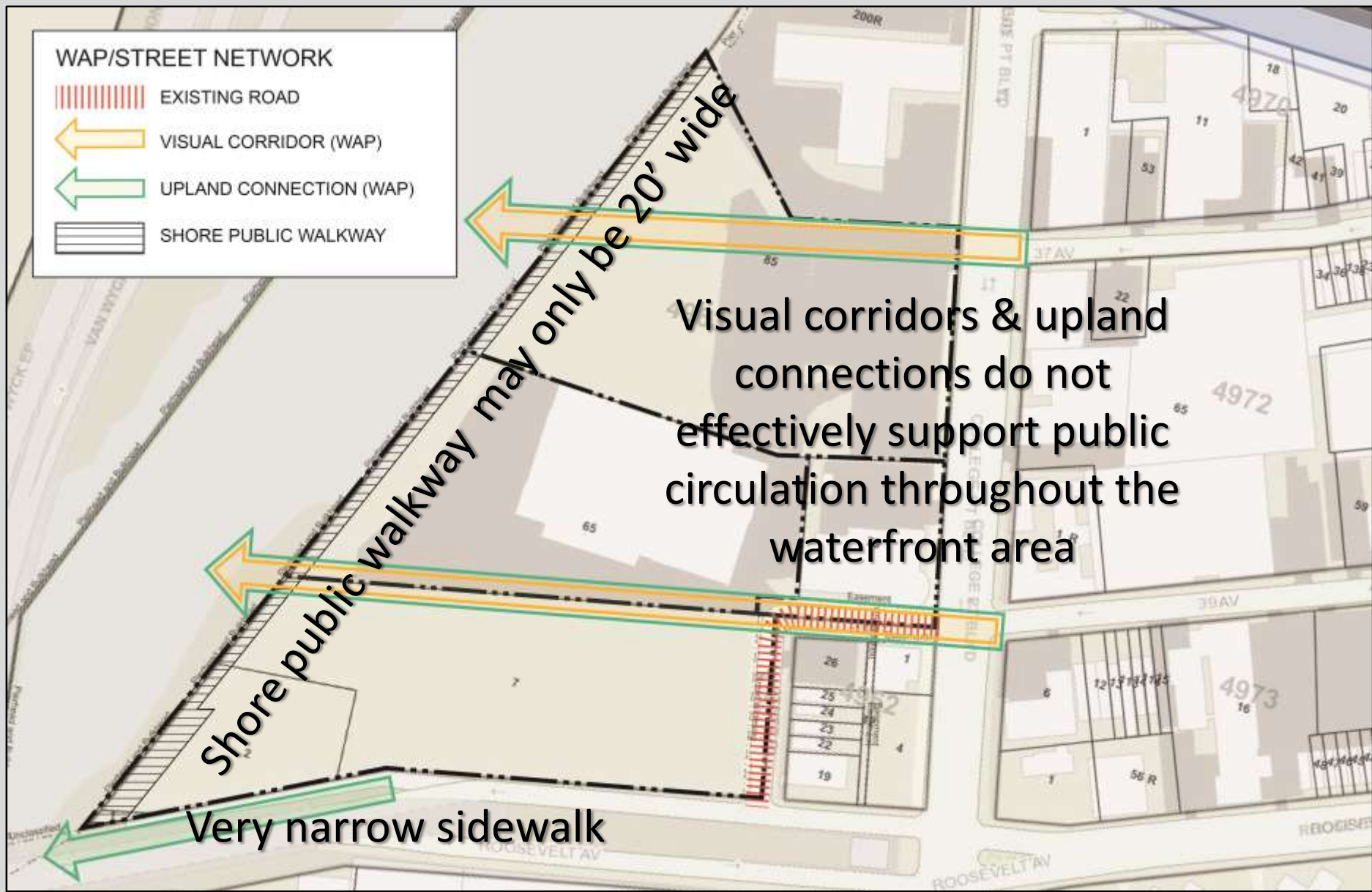


Image: NYC DCP

Parc Hotel

EXISTING WATERFRONT ACCESS PLAN (WAP)





**Graphic for illustrative purposes only*

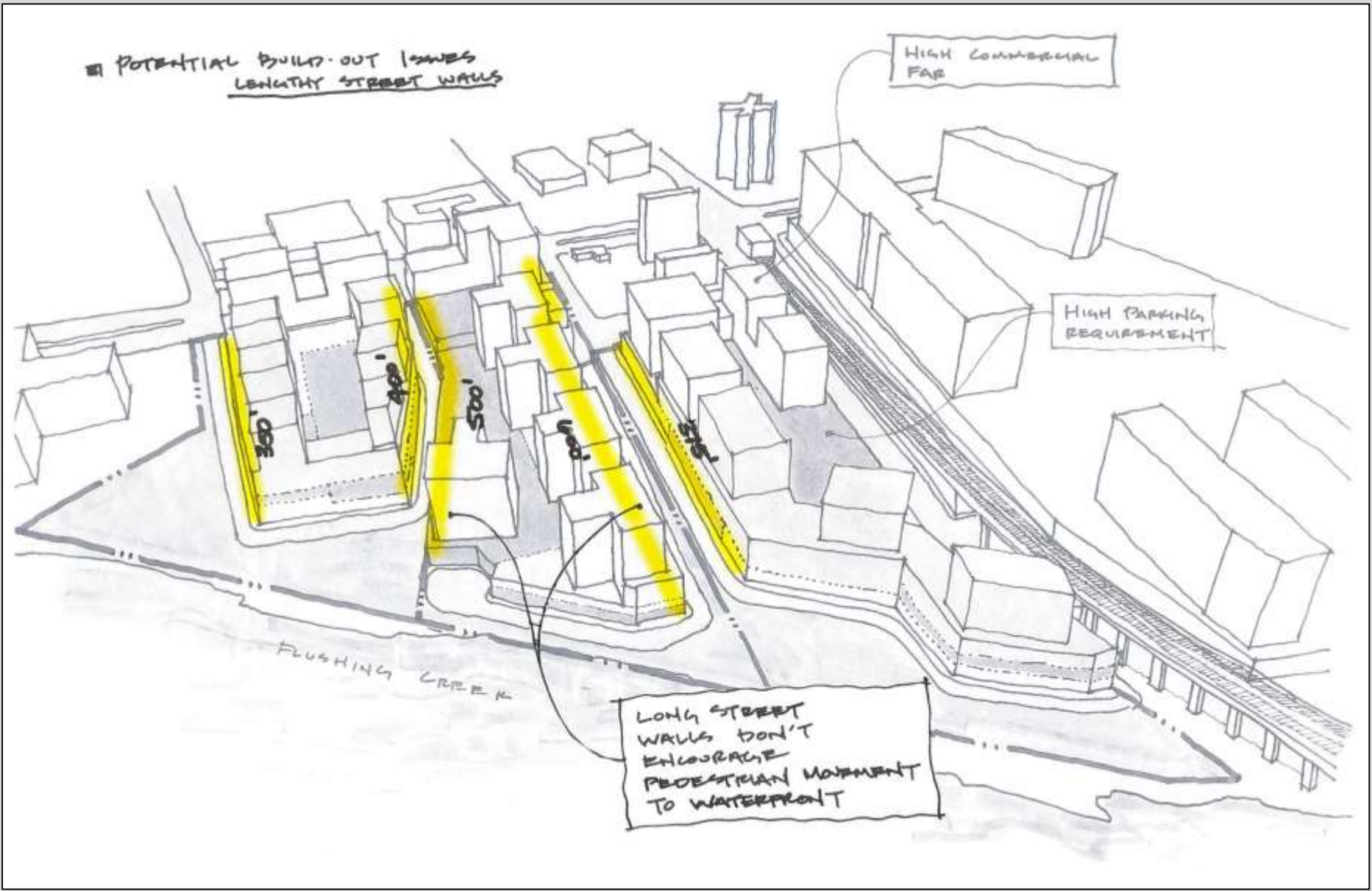
AIRPORT ZONING HEIGHT LIMITS & AREA TOPOGRAPHY

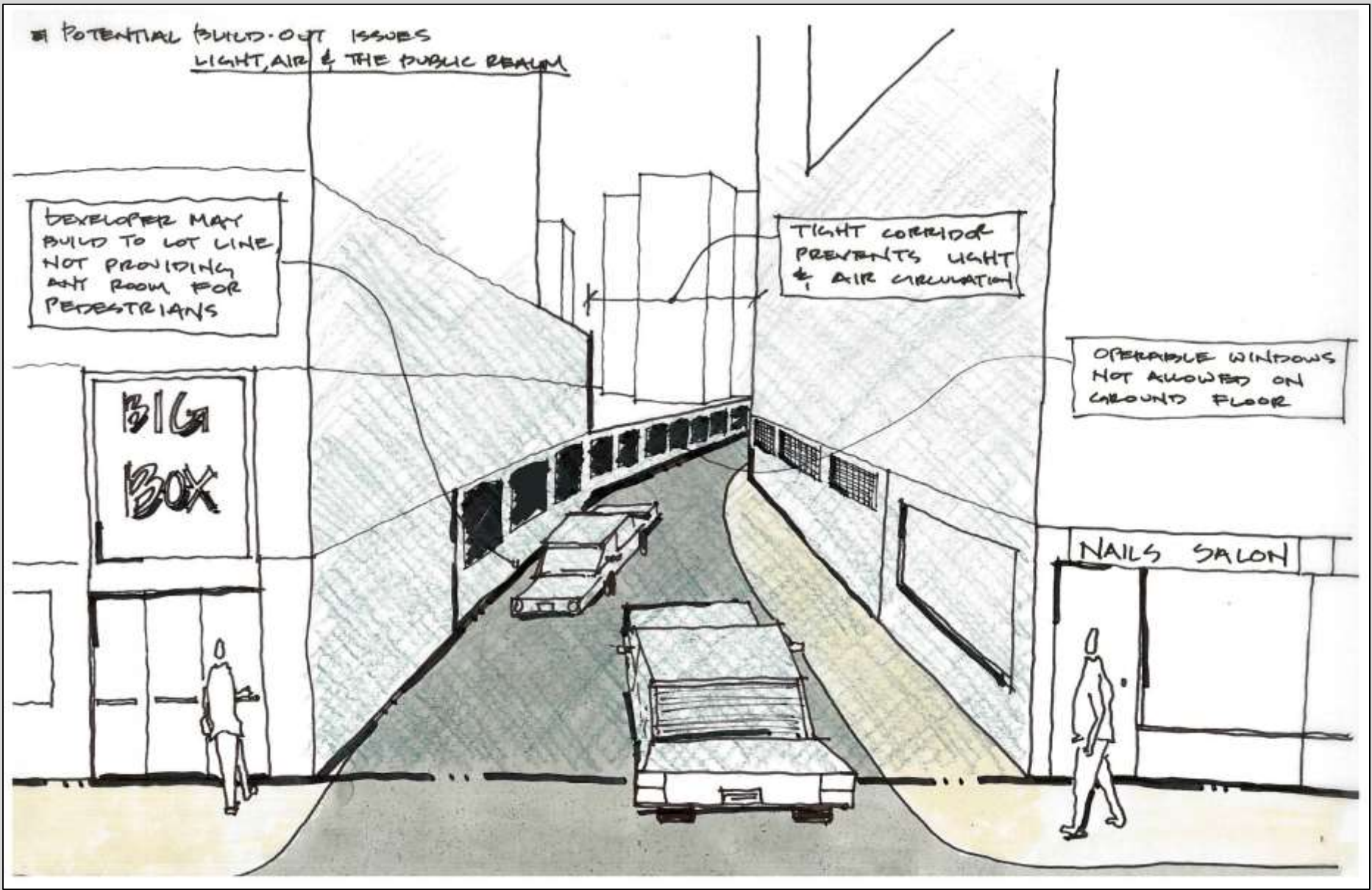


**Map for illustrative purposes only*

- Airport zoning limits the heights of buildings in the Study Area based upon guidance by the FAA
- Across the Study Area the limits range from 150'-170' above mean sea level
- These zoning height limits, combined with the area's varied topography (15'-45'), means that buildings can't go higher than ~13 stories within the Study Area without seeking a special permit from the BSA

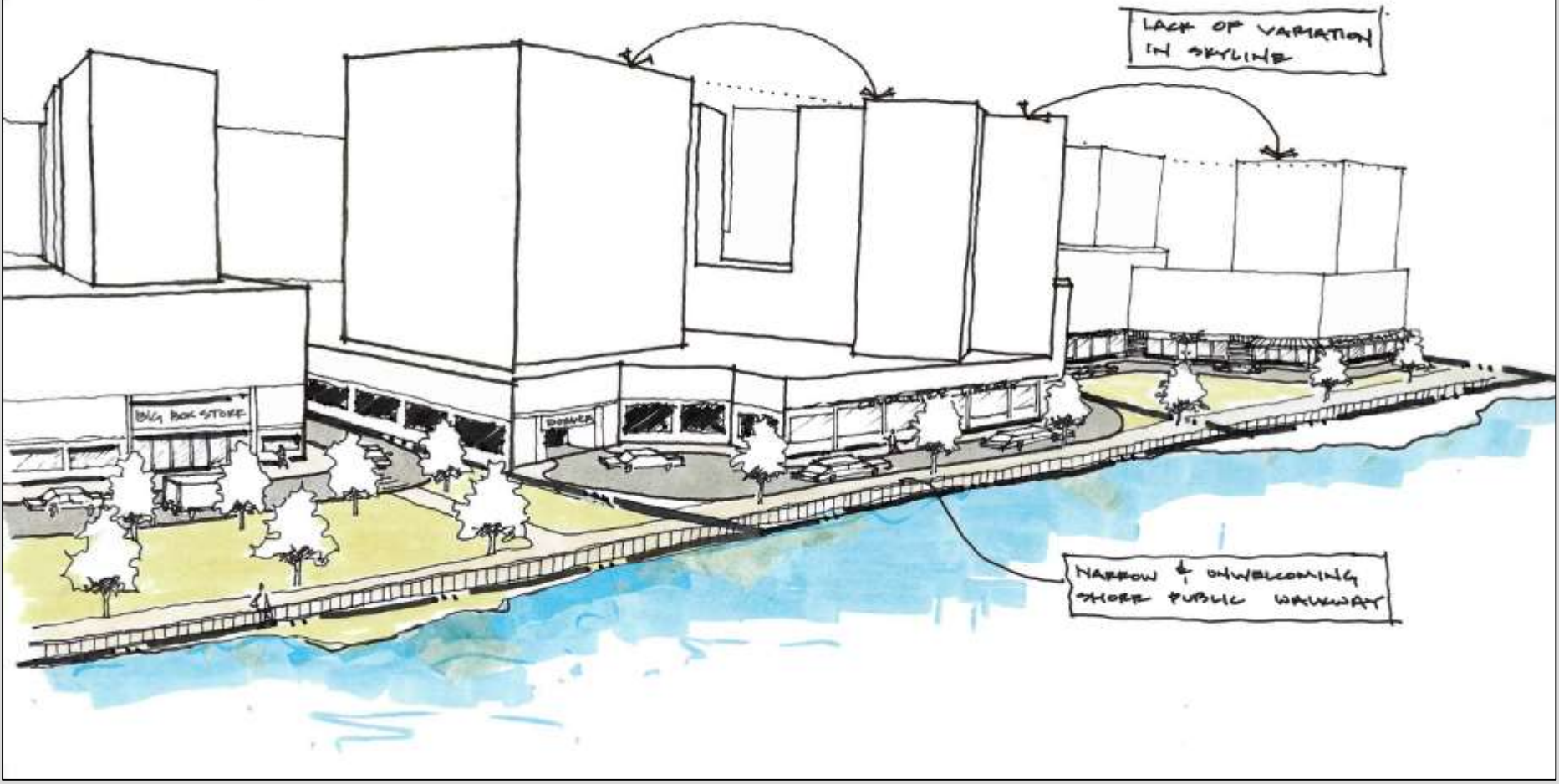
POTENTIAL DEVELOPMENT UNDER CURRENT ZONING



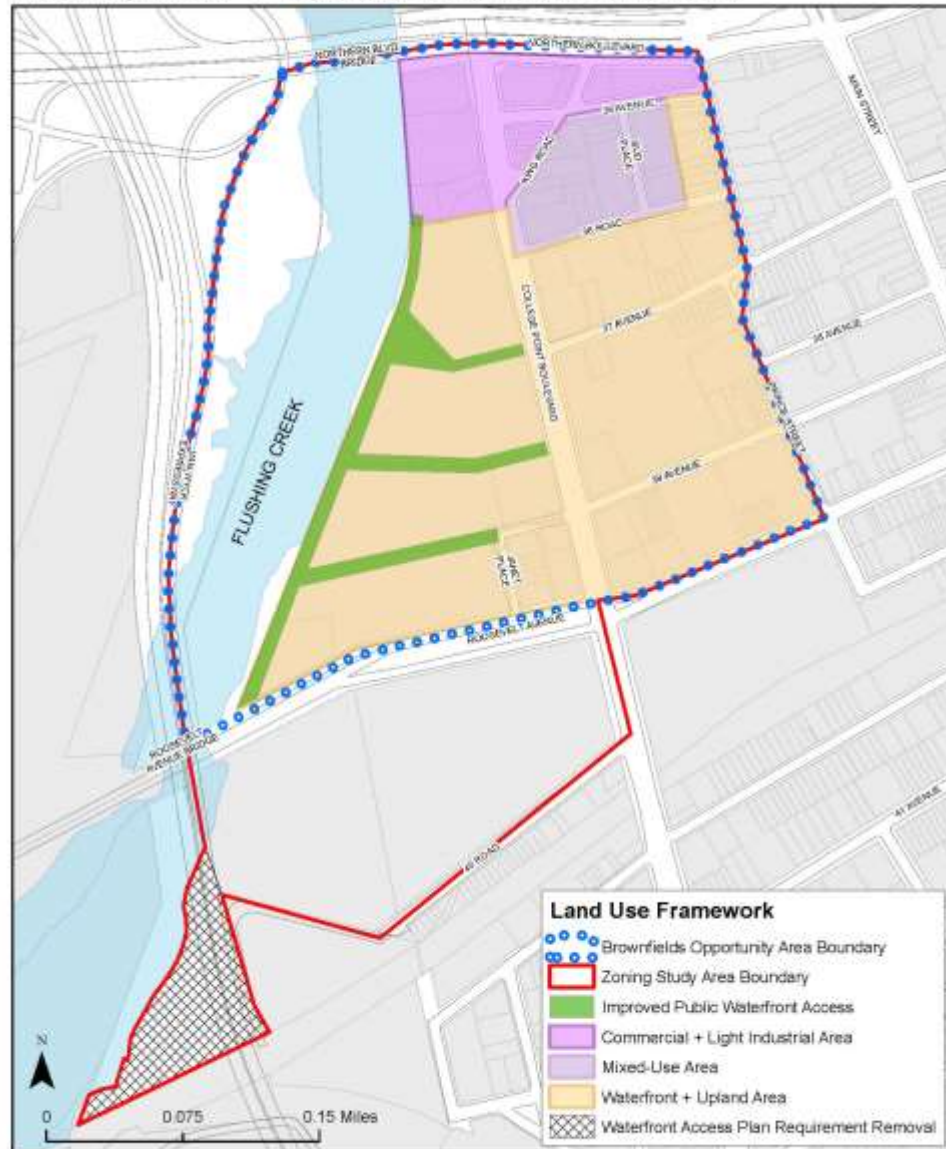


POTENTIAL DEVELOPMENT WITH CURRENT ZONING

■ POTENTIAL WATERFRONT BUILD-OUT ISSUES
WATERFRONT BUILD & PUBLIC ACCESS



Flushing West - Proposed Land Use Framework



GOALS & OBJECTIVES

- Encourage new housing with a required affordable component, and preserve existing affordable housing
- Improve waterfront public access & increase the amount of open space
- Extend the street and sidewalk network into the waterfront blocks

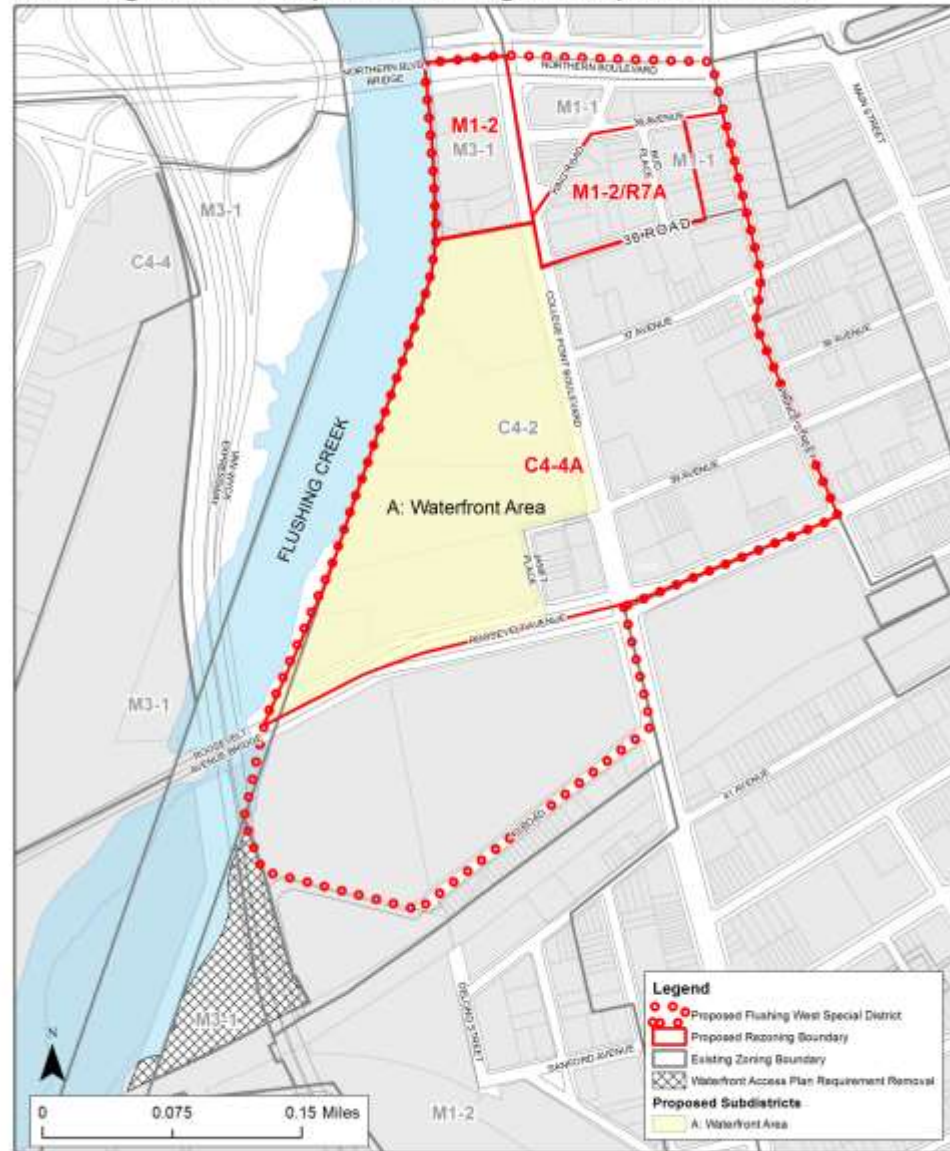
STRATEGIC AREAS

- Waterfront and Upland Area with Improved Public Waterfront Access
- Mixed-Use Area
- Commercial and Light Industrial Area

Mandatory Inclusionary Housing

- Mandatory Inclusionary Housing (MIH) will **require affordable housing** as a condition of new housing development within Flushing West
- Seeks to reach a **broader range of income levels** than previous programs, taking into consideration neighborhood conditions and affordability needs, and increases ratio of affordable to market-rate units
- **Two options proposed –**
 - Option 1: 25% of housing floor area at an average of 60% Area Median Income (AMI) (\$46,620 annually for a family of three) or**
 - Option 2: 30% of housing floor area at an average of 80% AMI (\$62,150 annually for a family of three)**
- On Sept. 21st DCP referred for public review the citywide zoning text that will establish the MIH program for use in current and future neighborhood study areas

Flushing West - Proposed Zoning and Special District



Draft Recommendations

- Recommended Zoning Changes
 - **C4-4A** from C4-2
 - **MX M1-2/R7A** from M1-1
 - **M1-2** from M3-1
- Map a Mandatory Inclusionary Housing Area (MIHA) across the **C4-4A** and **MX M1-2/R7A** Districts
- Create a Special District for Flushing West
 - Set the zoning bulk, use, and parking requirements to allow for buildings similar in form to those in the downtown area, but take airport flight path into account
 - Require new streets to be built as waterfront sites are developed that extend the road network from Downtown Flushing to the waterfront
 - Replace existing waterfront access rules to increase public paths to the waterfront and increase the amount of open space
 - Encourage new developments to provide community facility spaces to support the neighborhood
 - Encourage the development of an appropriately located and sized mixed-use bus transit center

Strategies and Draft Recommendations

- Strengthen opportunities to develop new housing, including new affordable housing
- Encourage active ground floor uses and mixed-use development to create vibrant streets.
- Encourage new developments to provide community facility spaces to support the neighborhood
- Rezone from C4-2 to **C4-4A**
 - Residential FAR (max) 4.0
 - Community Facility FAR (max) 4.0
 - Commercial FAR (max) 3.4
 - An additional 0.6 FAR of residential or CF would be allowed if 0.2 FAR of a certain CF uses are provided.
- Allow for the construction of buildings similar in form to those in the downtown area, but take airport flight path into account:
 - Maximum building heights typically ranging from 10-14 stories
 - Any additional height would require FAA and PANYNJ review and approvals
- Residential parking requirement
 - 50% for market rate units
 - No requirement for affordable units
- Com and CF parking requirements would follow those of a C4-4 district. Generally one per 1,000 sf of space.



Strategies and Draft Recommendations

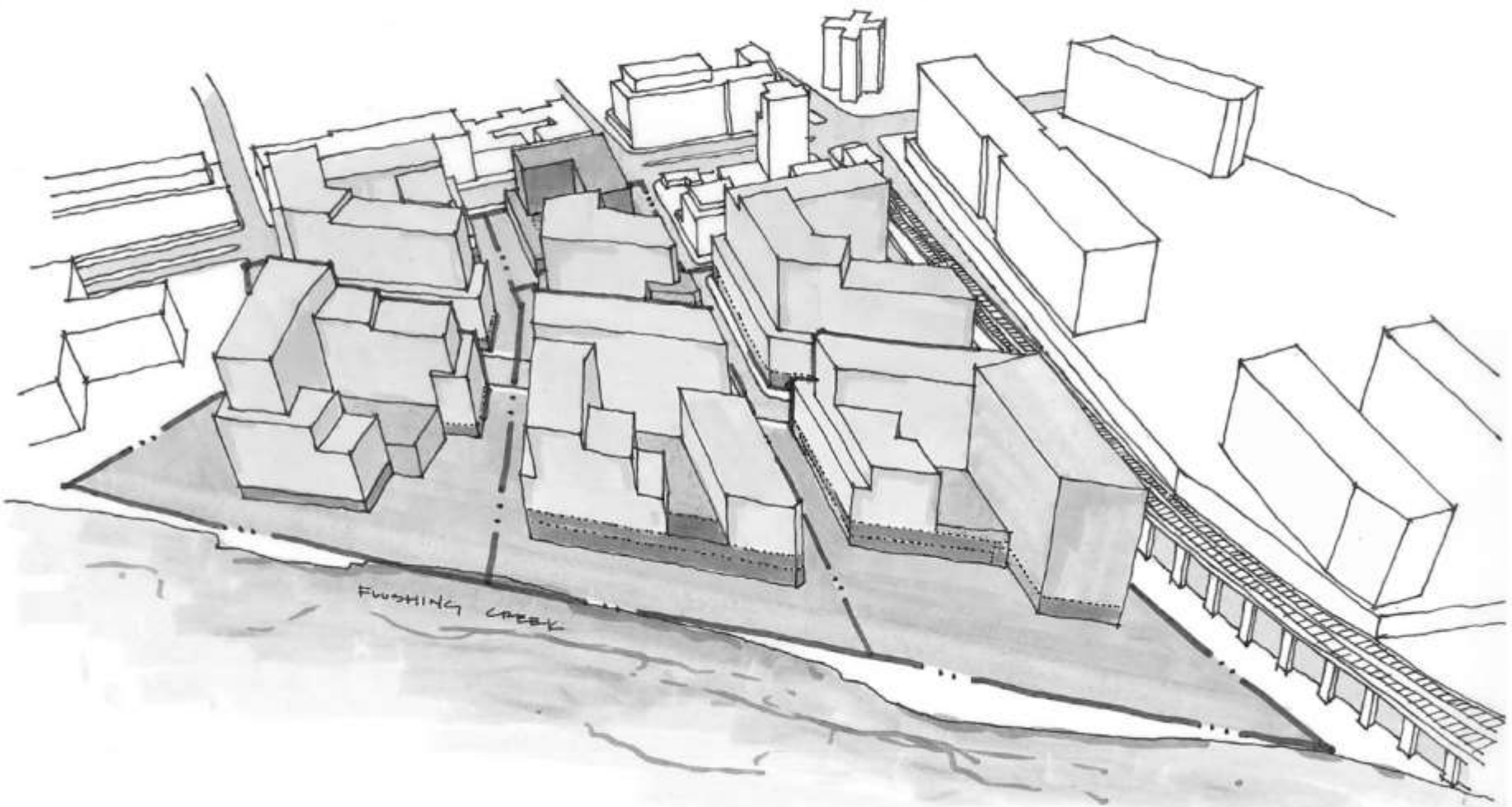


- Require additional the public access paths to the waterfront and increase the amount of required public open space and
- Require new streets to be built as waterfront sites are developed that extend the road network from Downtown Flushing to the waterfront
- Modify waterfront zoning requirements to allow for more practical building envelopes.
- Promote active ground floor uses and well-designed publicly accessible areas.
- Waterfront certification process would ensure that amenities divided between property owners are developed in a cohesive fashion
- An interim phase of development would be allowed to ensure adequate access to individual sites whose neighbors have yet to construct their required segments of the private street network.



POTENTIAL MASSINGS UNDER LAND USE FRAMEWORK

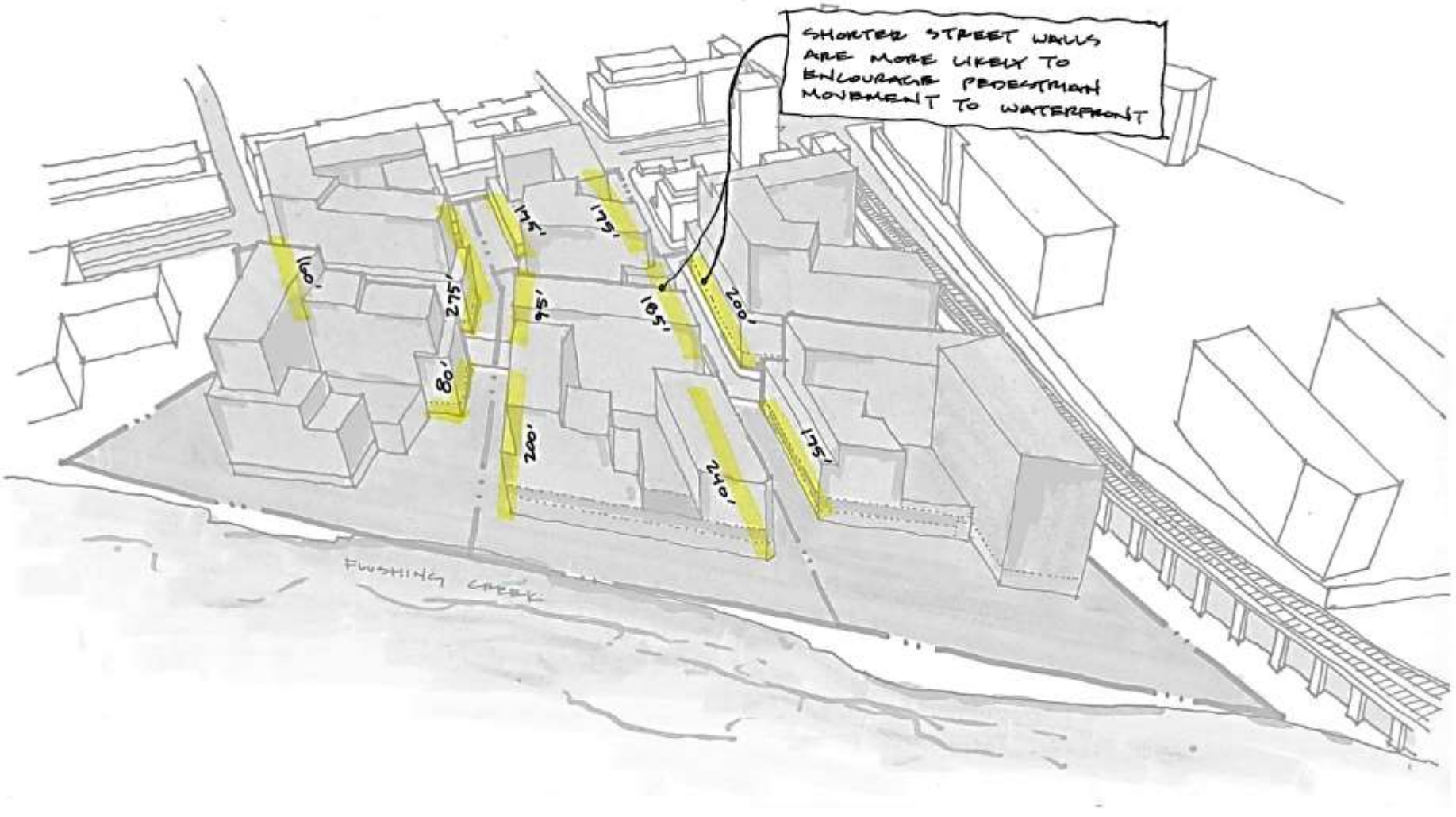
■ POTENTIAL WATERFRONT BUILD-OUT
UNDER PROPOSED SPECIAL DISTRICT



LAND USE FRAMEWORK ELEMENTS

POTENTIAL WATERFRONT BUILD-OUT
SHORTER STREET WALLS

SHORTER STREET WALLS
ARE MORE LIKELY TO
ENCOURAGE PEDESTRIAN
MOVEMENT TO WATERFRONT



LAND USE FRAMEWORK ELEMENTS



ILLUSTRATIVE VIEW LOOKING WEST FROM 39th AVE. TO FLUSHING CREEK

LAND USE FRAMEWORK ELEMENTS



ILLUSTRATIVE VIEW OF COLLEGE POINT BLVD & 37th AVE. LOOKING SOUTH

LAND USE FRAMEWORK ELEMENTS



ILLUSTRATIVE VIEW OF NEW WATERFRONT OPEN SPACE & WALKWAY LOOKING NORTH

LAND USE FRAMEWORK ELEMENTS



ILLUSTRATIVE VIEW OF WATERFRONT FROM #7 TRAIN LOOKING NORTHEAST



Strategies and Draft Recommendations

- Support existing and new light industrial and commercial uses and ensure they will be compatible with residential uses
- Create opportunities for the development of new housing, including affordable housing
- Encourage new developments to provide community facility spaces to support the neighborhood
- Rezone from M1-1 to **MX M1-2/R7A**
 - Residential FAR (max) 4.0
 - Community Facility FAR (max) 4.0
 - Commercial FAR (max) 3.4
 - Manufacturing FAR (max) 2.0
 - An additional 0.6 FAR of residential or CF would be allowed if 0.2 FAR of a certain CF uses are provided
- Allow for the construction of buildings similar in form to those in the downtown area, but take airport flight path into account:
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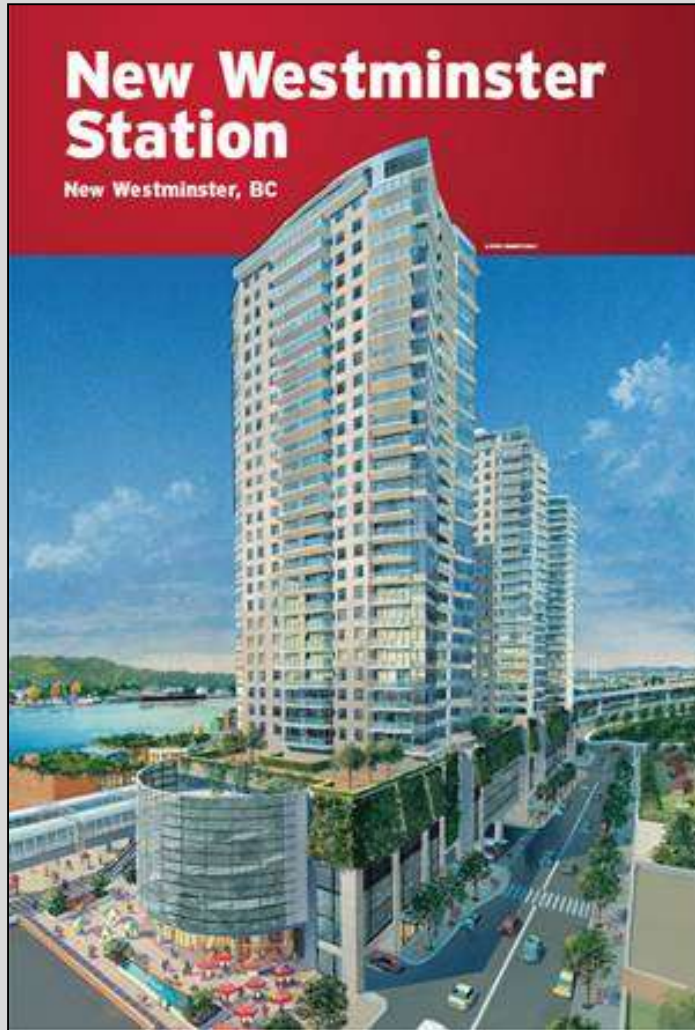


Strategies and Draft Recommendations

- Provide a transition in land uses between heavier manufacturing uses to the north and the mixed-use & more residential areas to the south
- Support existing and new light industrial and commercial uses in this area
- Rezone from M3-1 to **M1-2** along the waterfront. Retain existing M1-1 on upland blocks.
- M1-1
 - Commercial FAR (max) 1.0
 - Community Facility FAR (max) 2.4
 - Manufacturing FAR (max) 1.0
- M1-2
 - Commercial FAR (max) 2.0
 - Community Facility FAR (max) 2.4
 - Manufacturing FAR (max) 2.0
- Require all light industrial uses to be fully enclosed
- Com and CF parking requirements would follow those of a C4-4 district. Generally one per 1,000 sf of space

Strategies and Draft Recommendations

- Provide relief to bus congestion from curbside lay overs in the downtown
- Evaluate siting a mixed-use Bus Transit Center (BTC) at an appropriate location within the rezoning area
- Provide a zoning incentive that would encourage the development of a BTC and related mixed-use development
- Set zoning requirements to ensure appropriate size and other elements to ensure BTC will be compatible with vision for the area



ENVIRONMENTAL REVIEW

Environmental Review

Discretionary land use actions considered by the City Planning Commission (CPC) are subject to the City Environmental Quality Review (**CEQR**) process. Pursuant to state and local law, CEQR identifies any potential adverse environmental effects of proposed actions, assesses their significance, and proposes measures to eliminate or mitigate significant impacts.

When DCP proposes a zoning map or text amendment, DCP must disclose and analyze its potential environmental impacts which the CPC, as lead agency, must take into consideration when it votes to approve or disapprove the proposal.

Reasonable Worst-Case Development Scenario (RWCDs)

In order to assess the possible effects of the proposed actions, a reasonable worst case development scenario has been developed for both the current (**Future No-Action**) and proposed (**Future With-Action**) conditions for a ten-year period (analysis year 2025) to represent the foreseeable future for the area-wide rezoning. The incremental difference between the Future No-Action and Future With-Action conditions on identified **development sites** will serve as the basis for the impact analyses of the environmental review.

Development Site Criteria

Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the rezoning area. The first step in establishing the development scenario was to identify those sites where new development could be reasonably expected to occur.

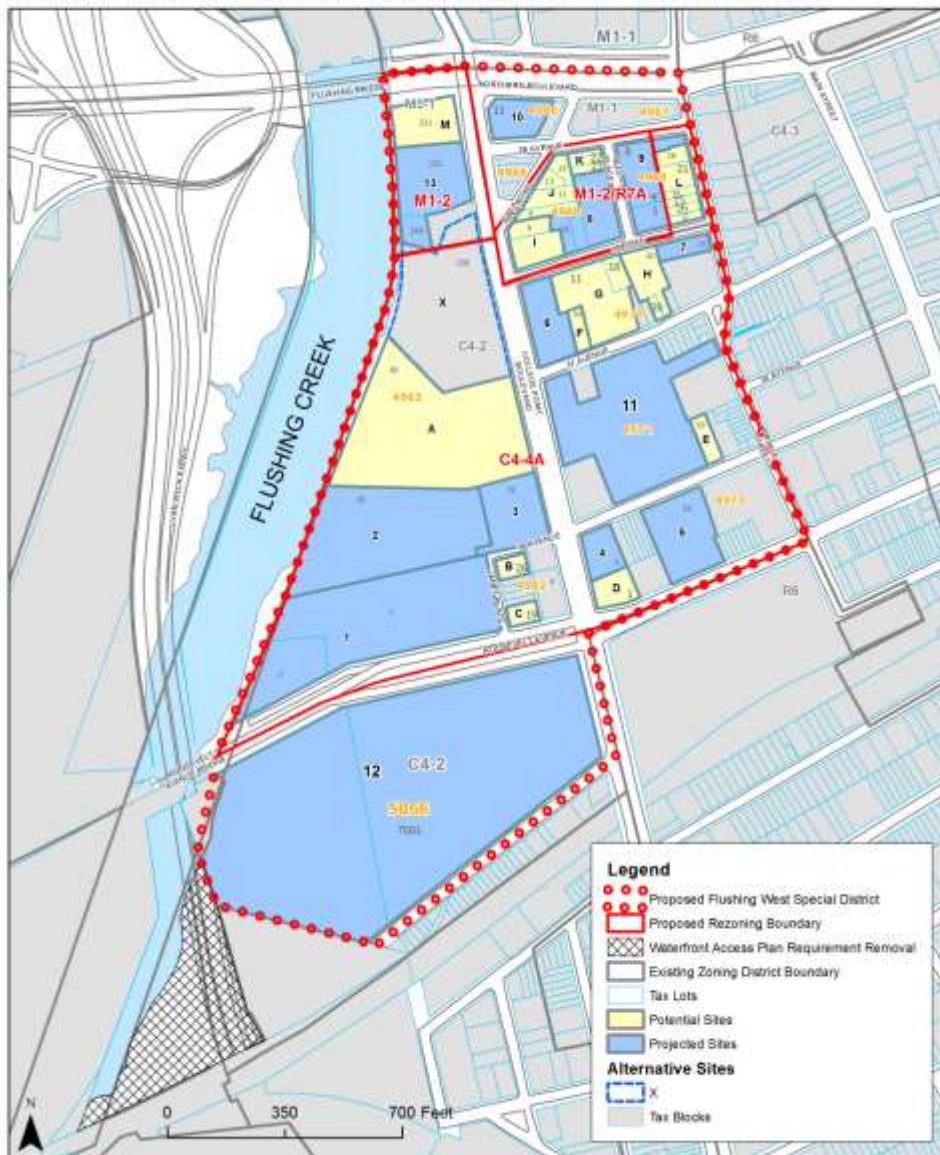
Projected Development Sites

Projected development sites are considered more likely to be developed within the analysis period and are assessed for both density-related and site-specific environmental impacts.

Potential Development Sites

Potential sites are considered less likely to be developed over the analysis period and are assessed for site-specific impacts in order to ensure a conservative analysis.

FLUSHING WEST STUDY - RWCDs SOFT SITE SELECTION



Development Scenario

- 2025 build year
- 13 projected sites
- 13 potential sites
- Potential Bus Transit Center analyzed as an alternative.
- Increment*
 - 938 dwelling units
 - 516 – 619 permanently affordable units*
 - 91,356 sf of CF space

* The number of affordable dwelling units would depend on which Mandatory Inclusionary Housing option is selected— either the 25% or 30% ratio.

EIS SCOPE OF WORK ANALYSIS AREAS

- Land Use, Zoning & Public Policy
- Socioeconomic Conditions
- Community Facilities
(Schools, Libraries, Child Care)
- Open Space
- Shadows
- Historic Resources
- Urban Design & Visual Resources
- Natural Resources
- Hazardous Materials
- Water and Sewer Infrastructure
- Solid Waste and Sanitation
- Energy
- Transportation
(Traffic, Transit, Pedestrians, Parking)
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Public Health
- Neighborhood Character
- Construction

Flushing West - Transportation Access

