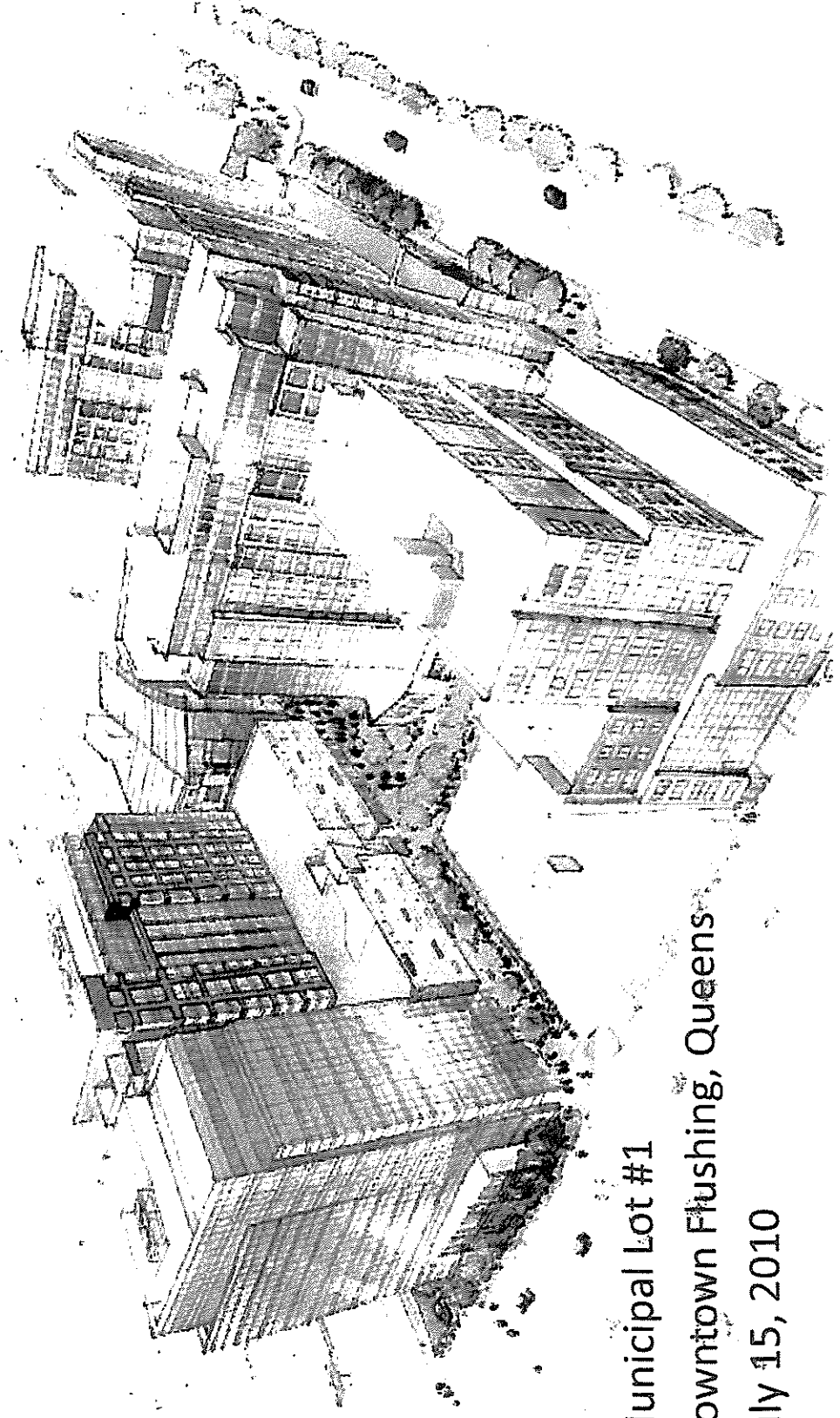


Flushing Commons & Macedonia Plaza

Presentation to The New York City Council
Subcommittee on Zoning and Franchises

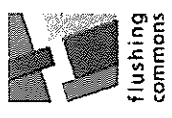


Municipal Lot #1

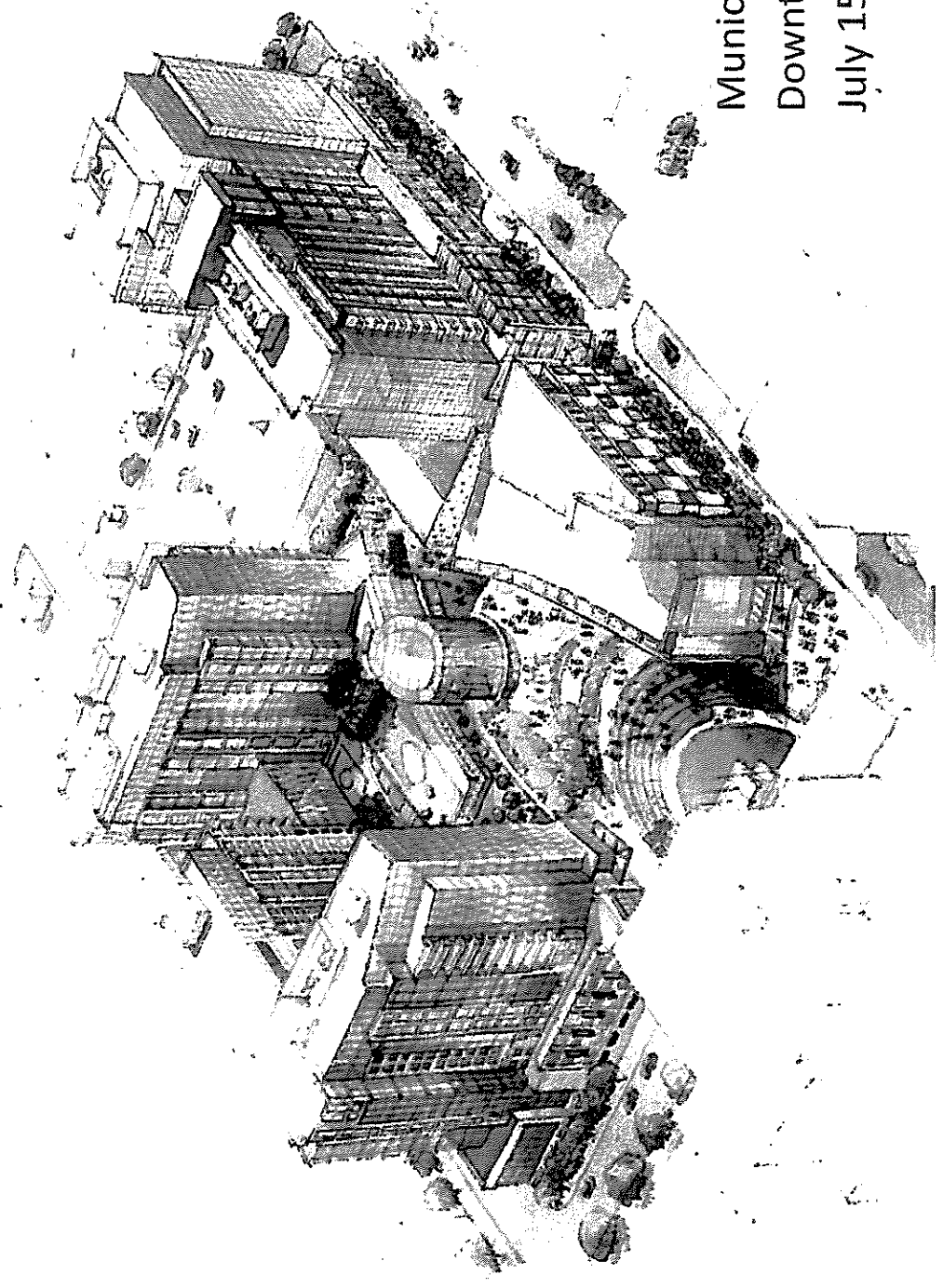
Downtown Flushing, Queens

July 15, 2010

Flushing Commons



Rockefeller Group Development Corporation
TDC Development and Construction Group



Municipal Lot #1
Downtown Flushing, Queens
July 15, 2010

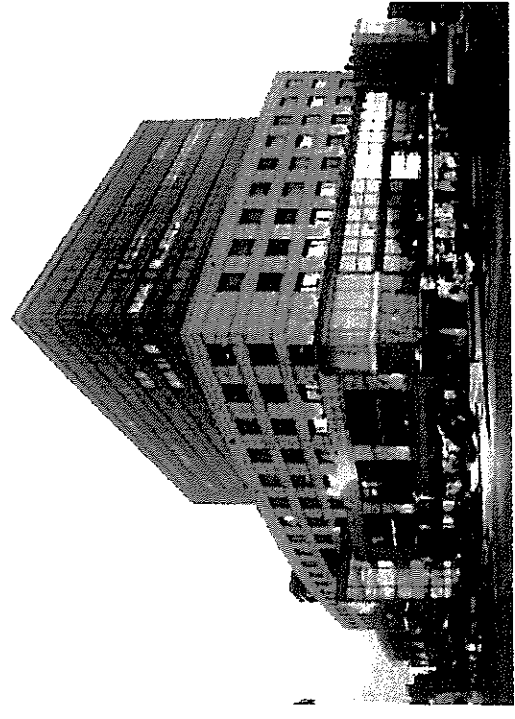
Development Team



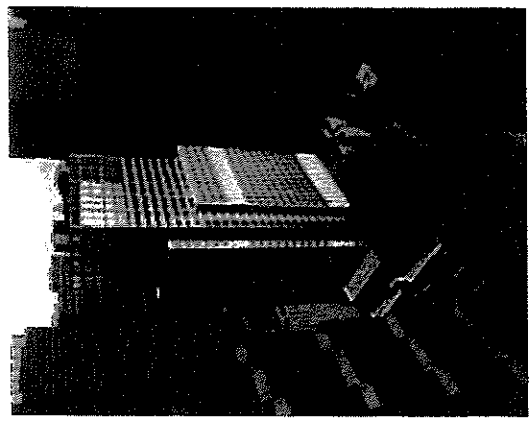
Developer

Flushing Commons, LLC

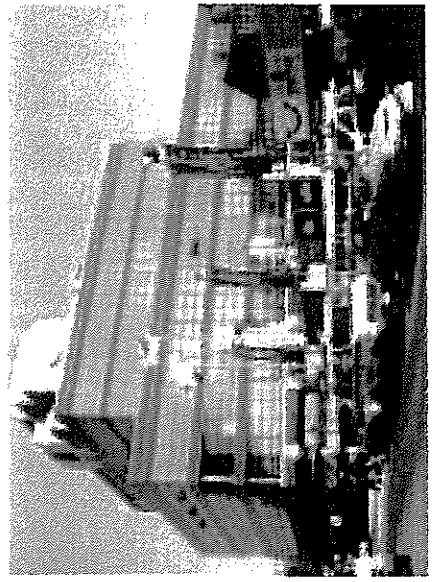
- Rockefeller Group Development Corporation
- TDC Development & Construction Group



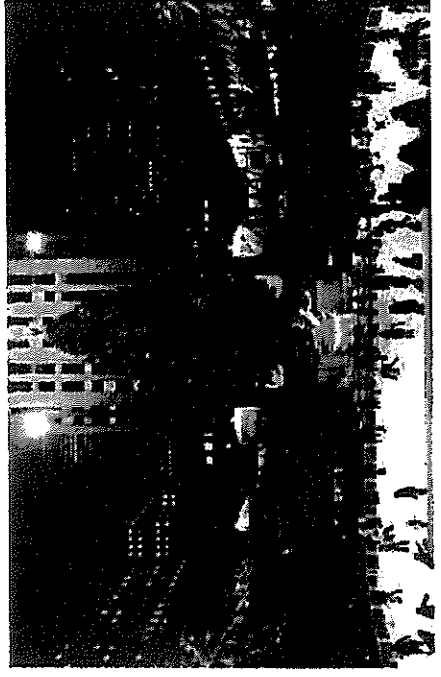
Queens Crossing
Flushing, New York



745 Seventh Avenue
New York, New York



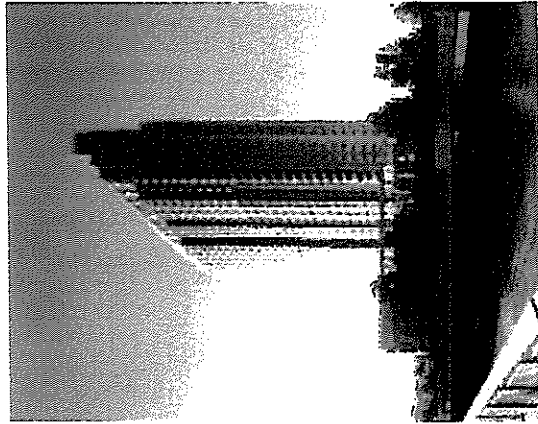
Prince Center
Flushing, New York



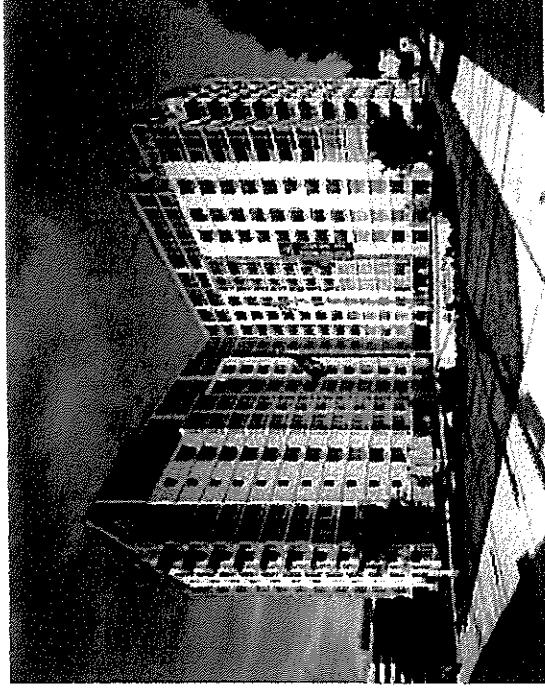
Rockefeller Center
New York, New York

Project Team

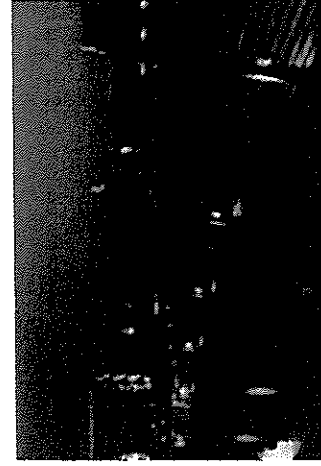
- Perkins Eastman, *Project Architect*
- Thomas Balsley Associates, *Landscape Architect*
- AKRF, *Environmental*
- AECOM, *Traffic and Transportation*
- Standard Parking, *Parking Operations*
- Walker Group, *Parking Design*
- Tishman Construction, *Construction Manager*



Avalon Riverview
Perkins Eastman



Avalon White Plains
Perkins Eastman

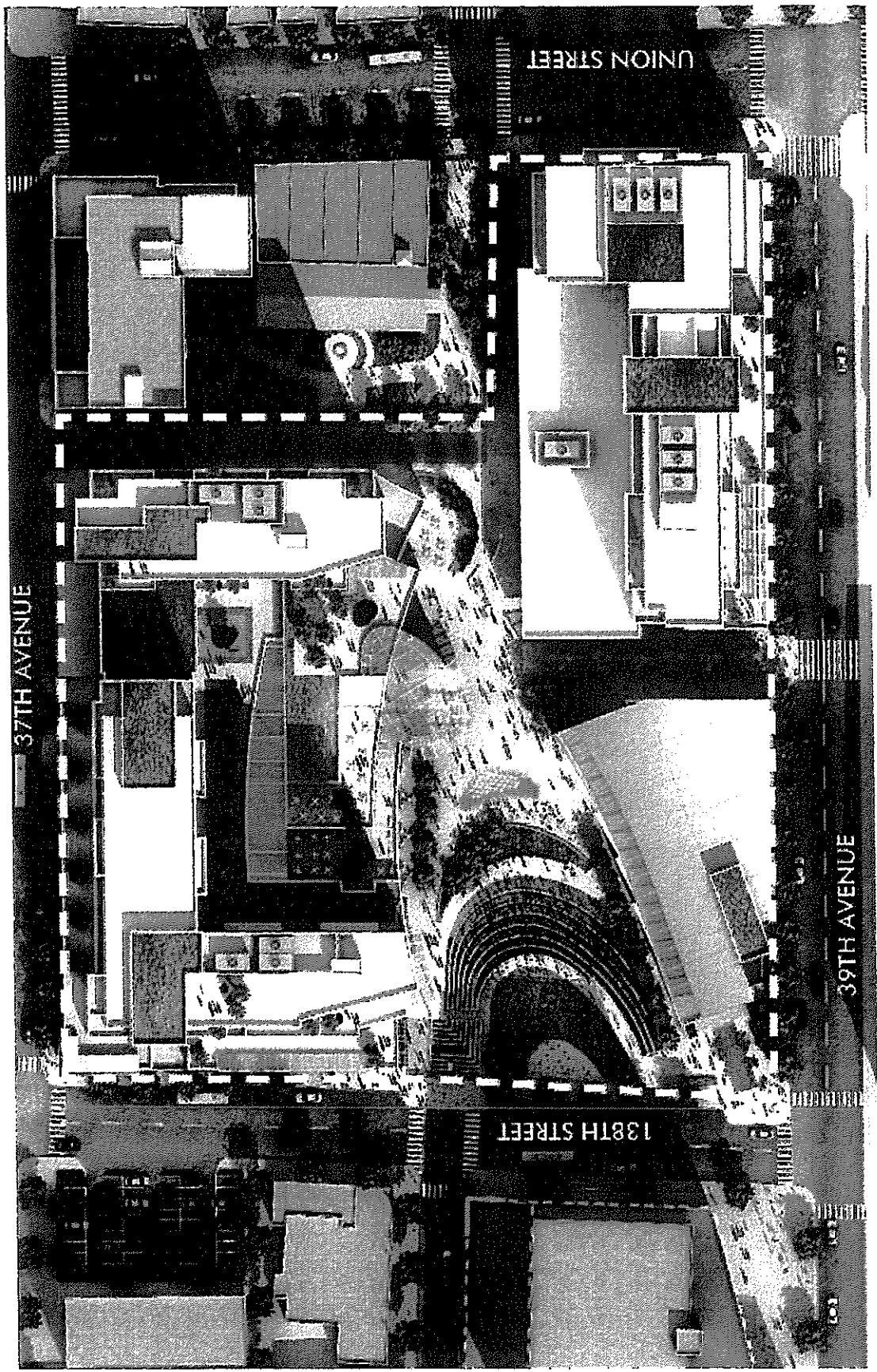


Gantry Plaza State Park
Thomas Balsley & Associates



Standard Parking

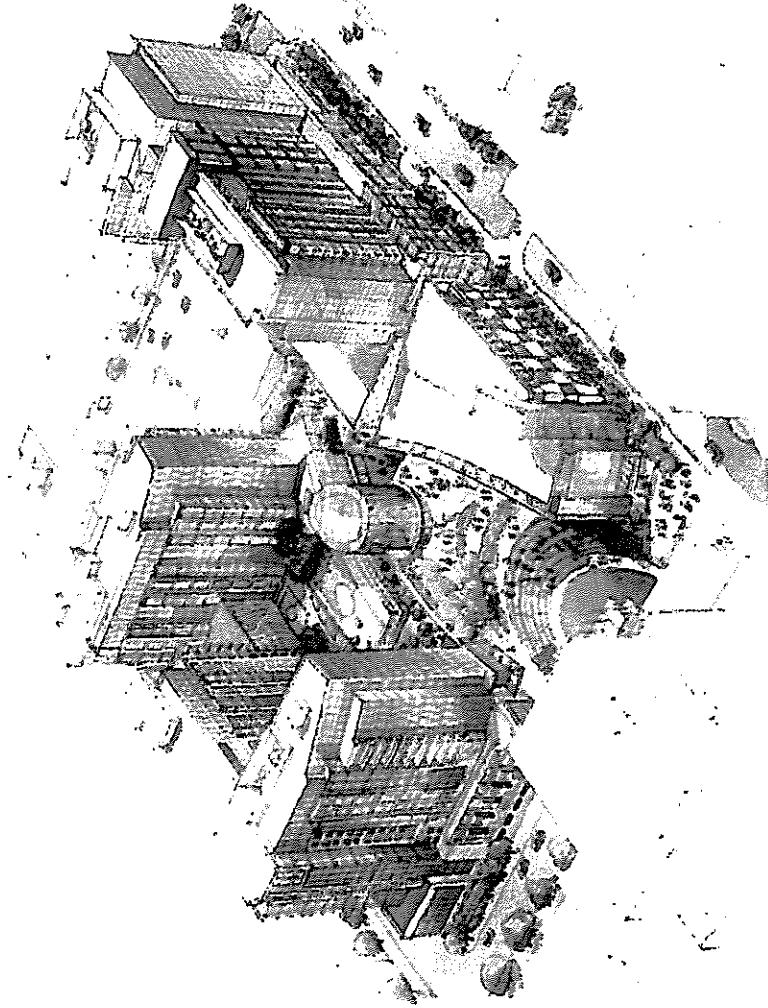
Site Plan



Project Description



Flushing Commons: an upscale, mixed-use complex with a total of 1.2 million square feet of residential, retail, cultural/community and office space and 1.5 acres of open space



- **Residential**

Approx. 620 condominiums with a mix of unit sizes

- **Retail**

Up to 275,000 SF of space including, national, regional and local retail shops and restaurants

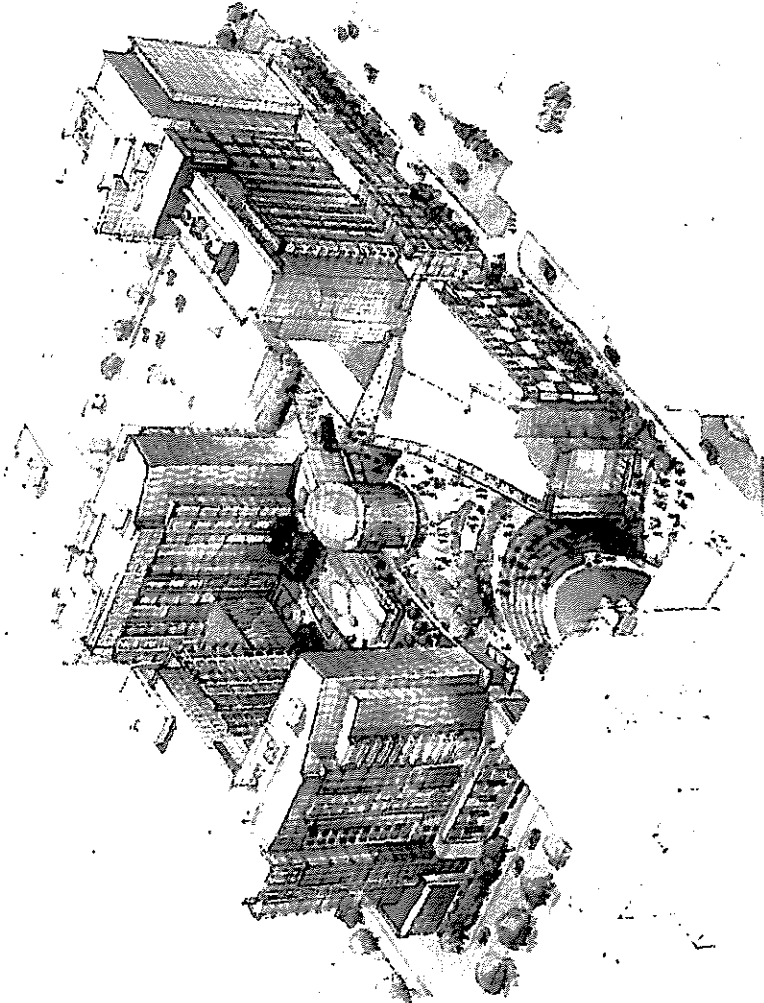
- **Commercial**

Up to 234,000 SF office and/or hotel space

Project Description

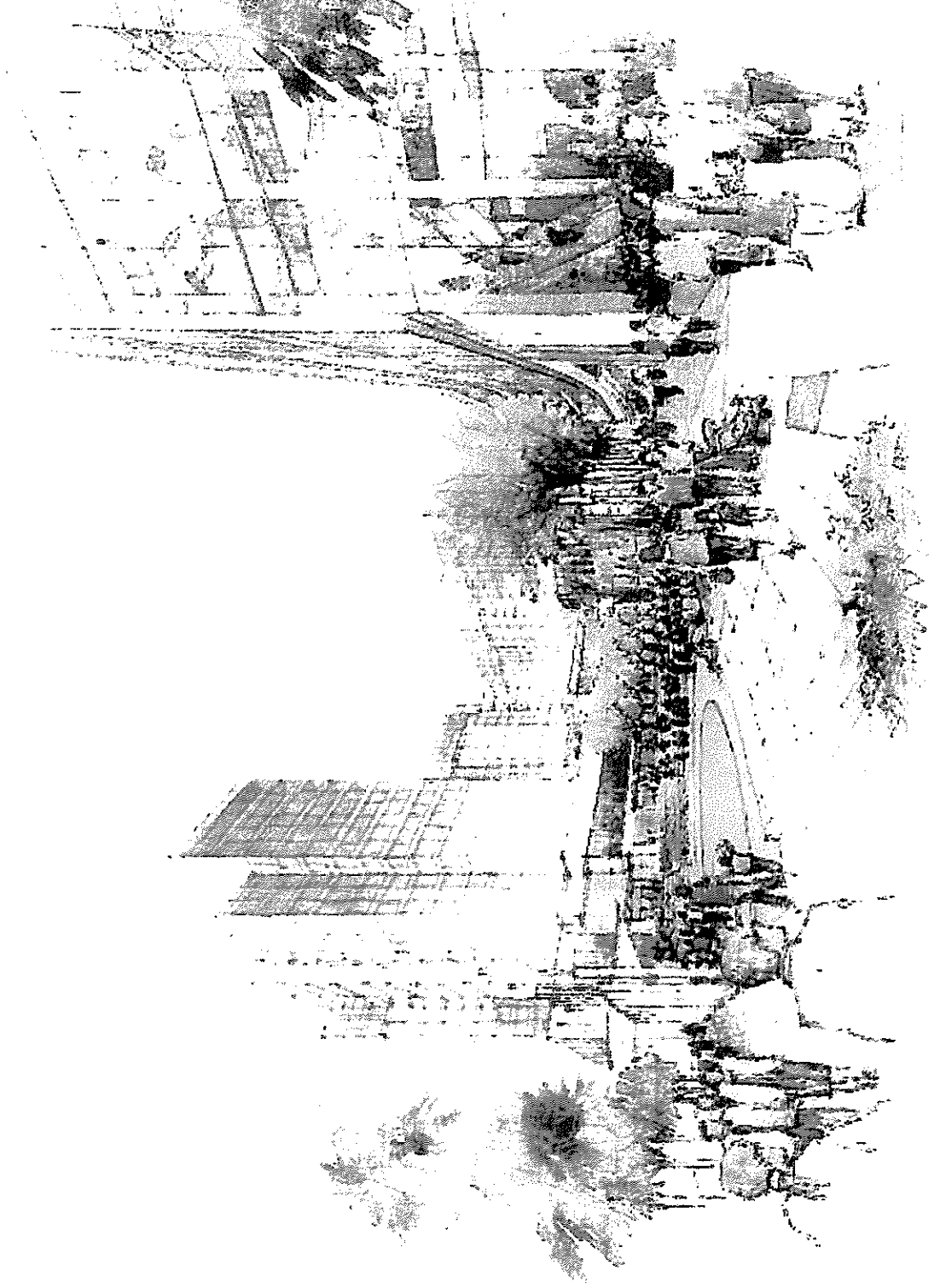


Flushing Commons: an upscale, mixed-use complex with a total of 1.2 million square feet of residential, retail, cultural/community and office space and 1.5 acres of open space

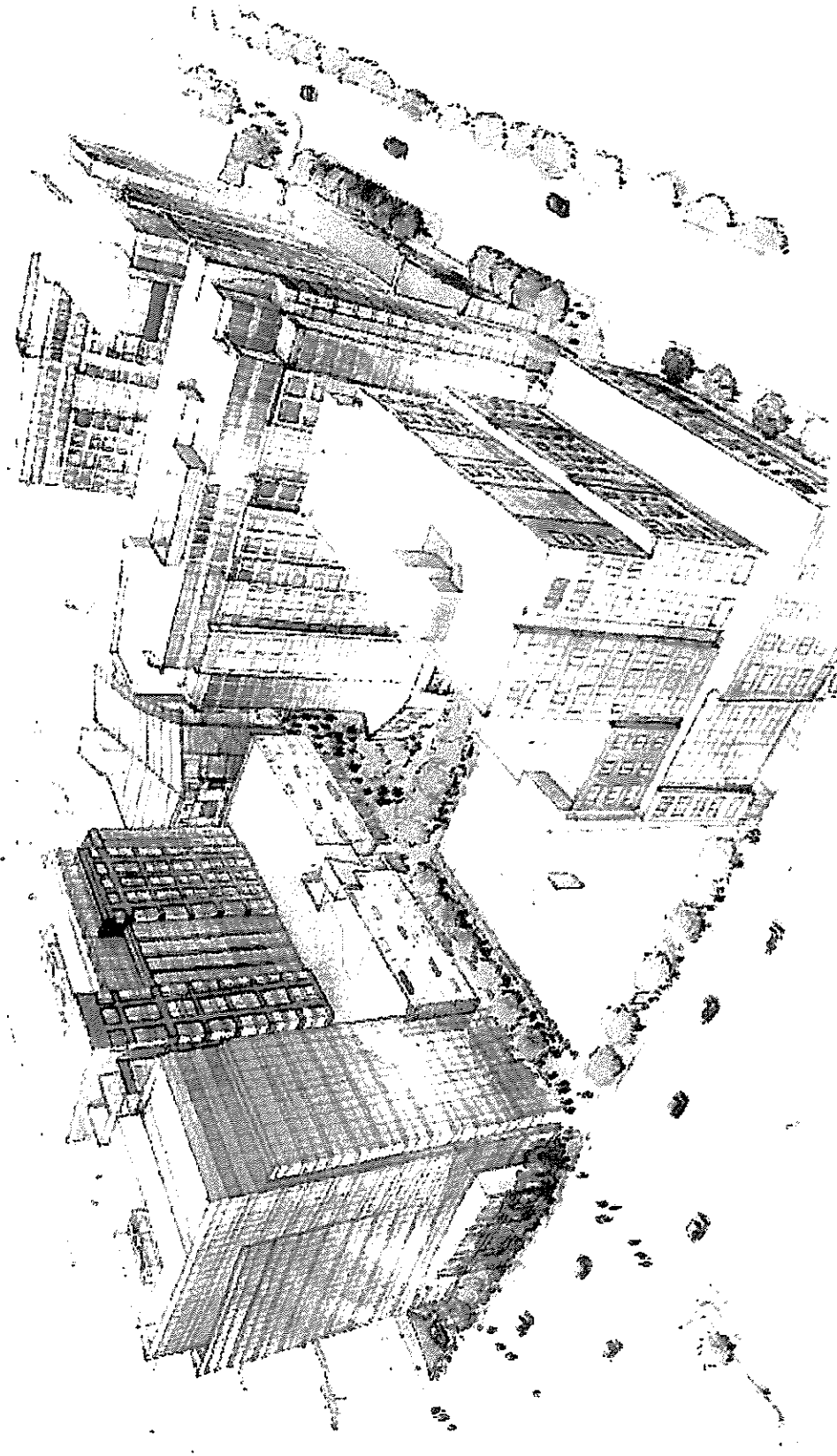
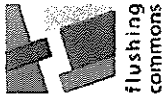


- **YMCA and Community**
98,000 SF of community facility including a 62,000 SF YMCA
- **Open Space**
Approx. 1.5 acres of public space
- **Parking**
1,600 spaces (500 more than existing)

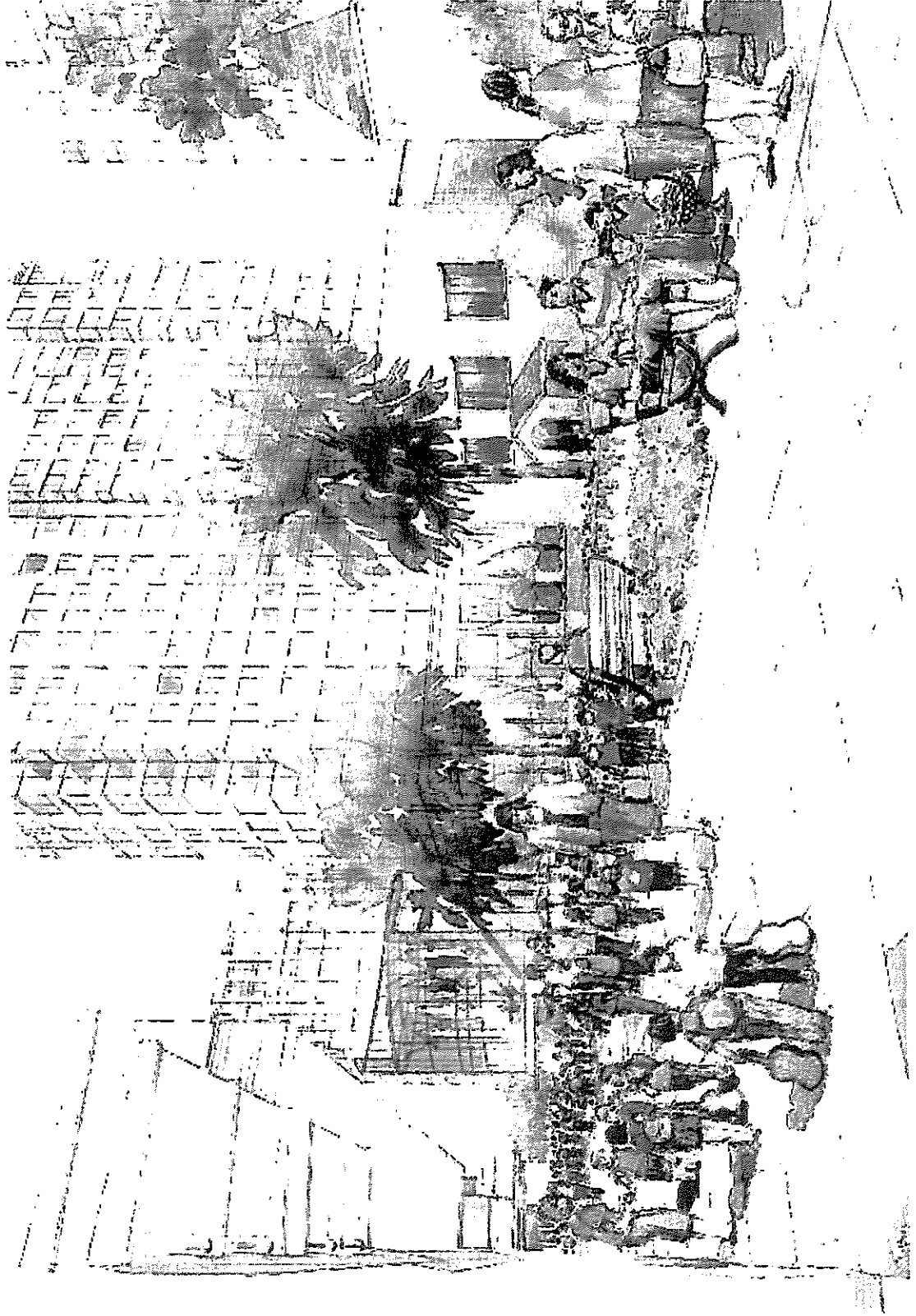
View from Southwest into The Green



Aerial View from Northeast

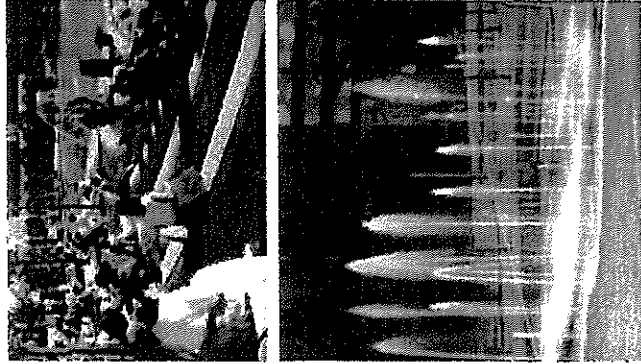


View of Heritage Mews from East



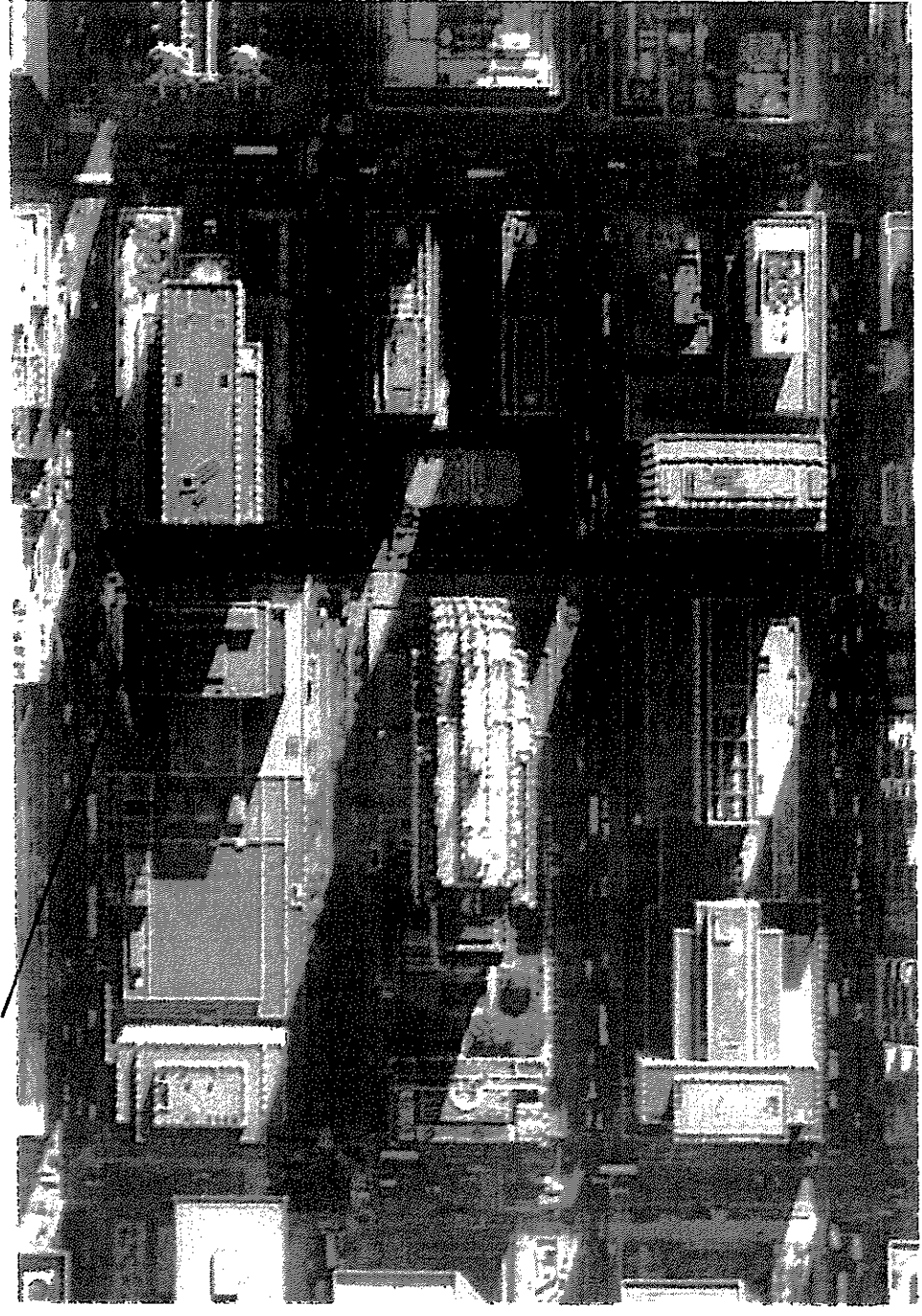
The Green at Flushing Commons

- Central landscaped public plaza and planted green opens onto 138th Street
- Outdoor venue for community-sponsored cultural events and performances
- Planted passageways connect to Lippmann Arcade and surrounding streets
- Outdoor cafes and seating areas
- Open to the public from 6:00 AM to midnight



Rockefeller Center Open Space

ROCKEFELLER CENTER:
APPROXIMATELY 62,000 SF

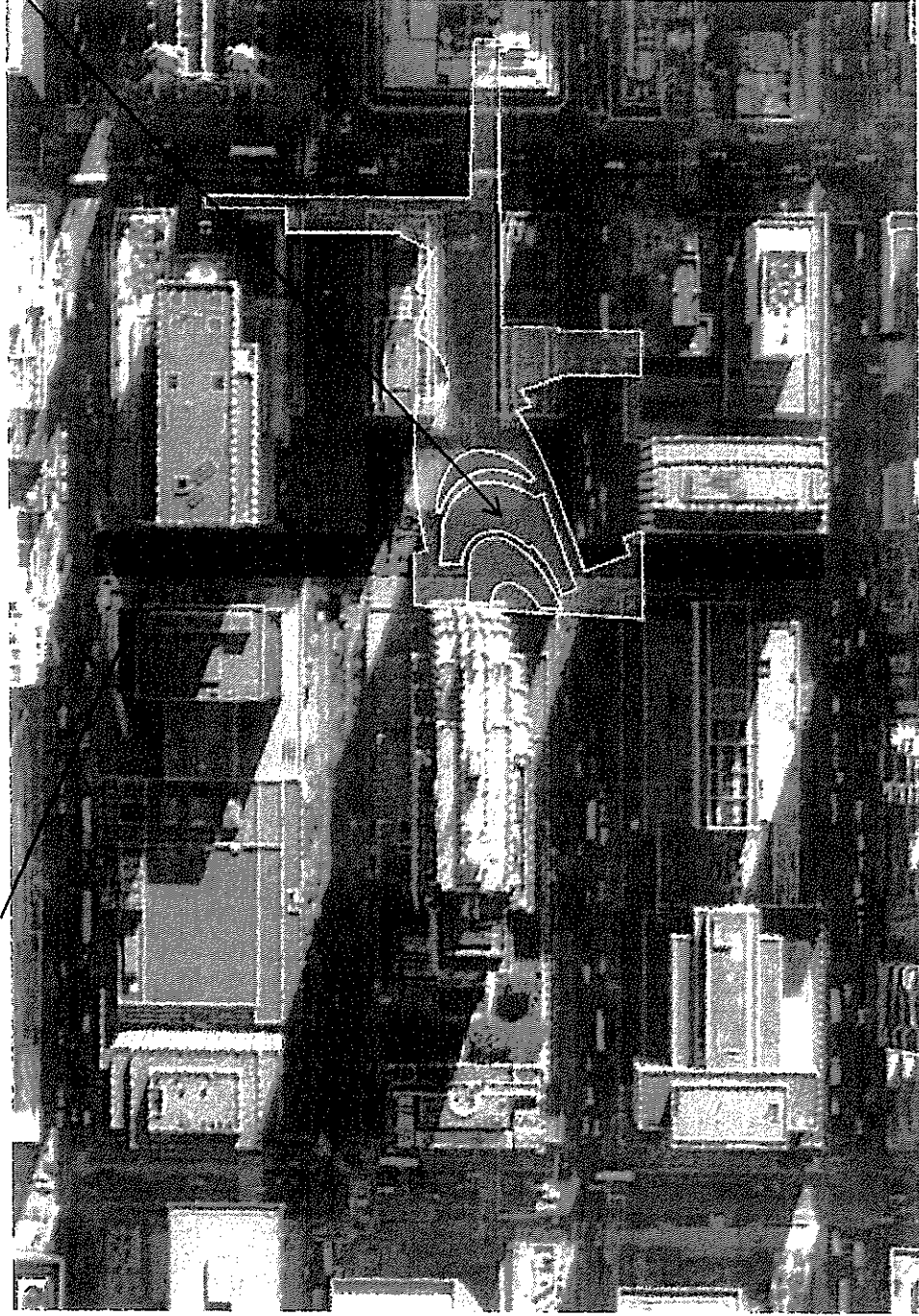


Flushing Commons Open Space Comparison to Rockefeller Center



ROCKEFELLER CENTER: APPROXIMATELY
62,000 SF

FLUSHING COMMONS:
APPROXIMATELY 68,000 SF



YMCA

- State-of-the-art 62,000 SF facility
- Core and shell built for YMCA by developer
- YMCA owns condo unit for free
- Full size gymnasium/ basketball court and indoor running track
- Two swimming pools – Competition pool and Family pool
- Youth Center w/free participation for kids in center and many Y activities



Construction – Key Facts

- Tishman Construction is Construction Manager
- Approximately 36-month construction period
- No street closings, No blasting
- Regular communication with community – Tishman liaison assigned
- Construction moves around site beginning at SE corner (39th and Union)
- Almost all activities occur on site – not in street
 - Staging for cranes and other equipment
 - Truck loading and unloading
 - Material storage
- Interim parking = 1,144 spaces, 43 more spaces than Municipal Lot 1
- Entire below-grade structure built at once
- Seek early TCO for portions of FC parking garage as completed
- Coordination as needed with Macedonia Plaza

Parking in Flushing

- A lot of History
- A lot of Emotion
- A lot of Myth

Flushing – Past and Present



- Flushing 2010 is different from Flushing 1954
- Main and Roosevelt is NYC's 3rd busiest pedestrian intersection
- More People
- More Traffic
- More Transit

Municipal Lot 1 – Present and Future

Present: 1,101 spaces

Future: 1,600 spaces

- 500 spaces more than current
- 900 spaces more than required by zoning
- 75 spaces more than required by RFP
- Flushing Commons' garage will no longer function as a Municipal Lot nor as a commuter lot
- All spaces available to public

How Big Should Flushing Commons' Garage Be?

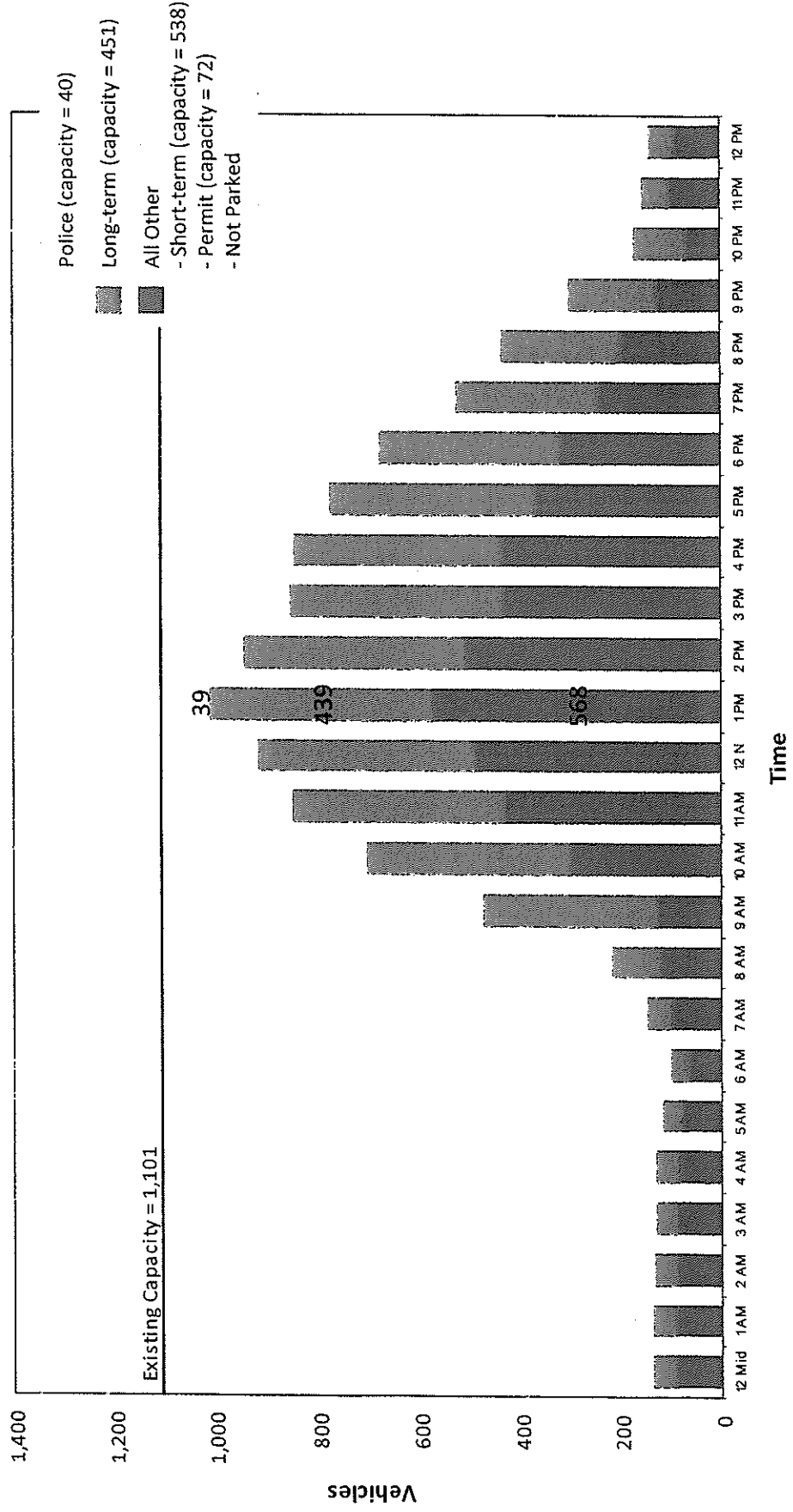
4 methods to determine garage size

- Zoning 700 spaces
- RFP 1,525 spaces
- EIS/CEQR 1,596 spaces
- Parking Expert/Operator 1,530 spaces

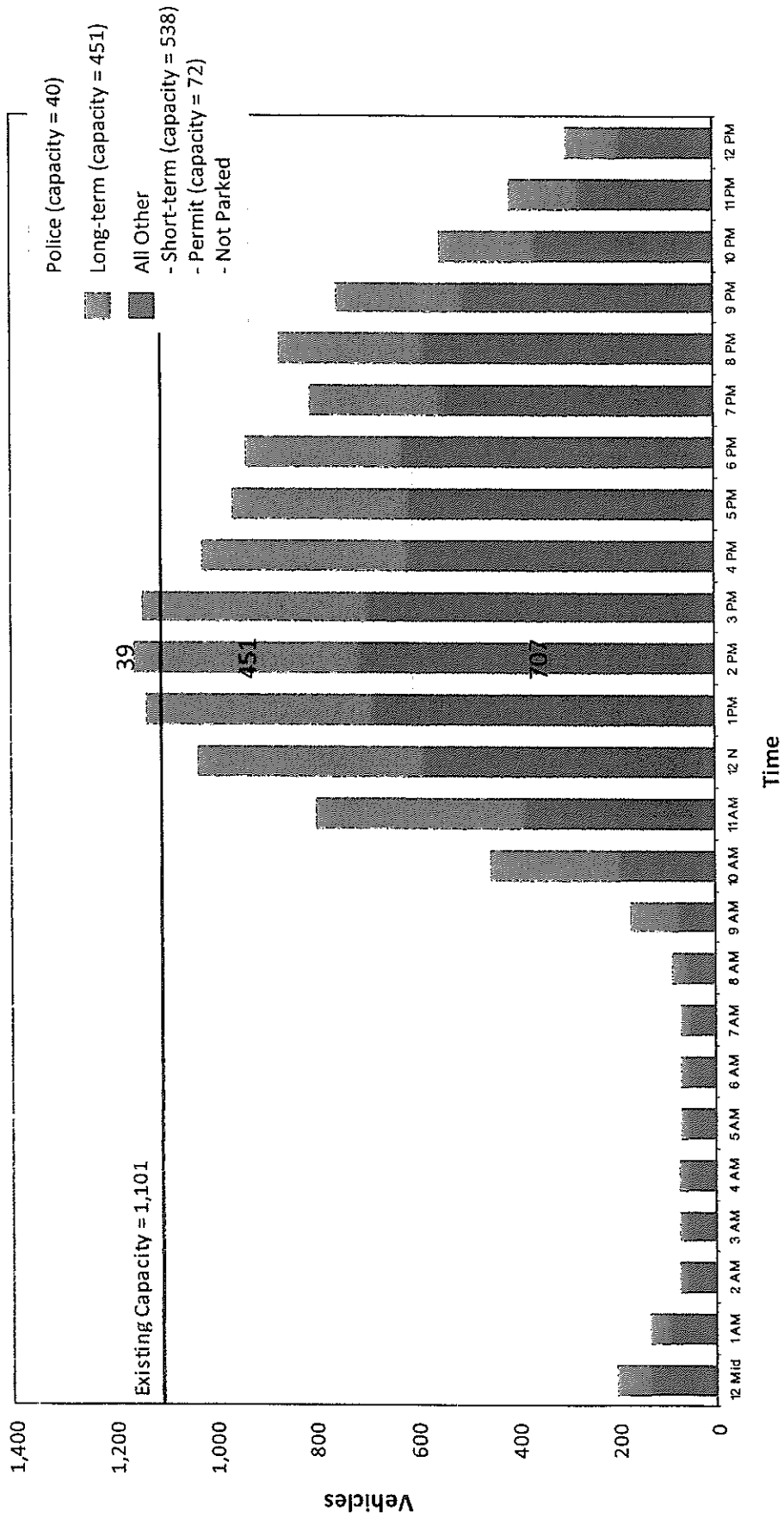
Flushing Commons Parking Studies

- Data Collection included:
 - Analysis of conditions at ML1 for 4-hour periods on 3 days (Monday, Tuesday and Saturday)
 - Cars tracked by license plate to record arrival and departure time
 - Driver surveys conducted on a weekday and Saturday
 - Surveys conducted in English, Chinese and Korean
 - Over 400 people surveyed each day
 - Camera recorded lot activity 24-7

Municipal Lot 1 Weekday



Municipal Lot 1 Saturday





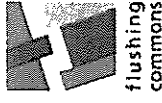
Current Short-term Parking Supply

- Short-term parking = shoppers = \$\$ spent in Flushing
- Current short-term parking = 538 spaces out of 1,101 spaces

Current	
Muni Lot 1/Flushing Commons	1,101
Long-term	- 451
NYPD	- 40
Permit Long-term	- 72
Actual Short-term Public Parking	538

- Less than 1/2 of Municipal Lot 1 is available for short-term parkers

Future Short-term Parking Supply



- Existing long-term parkers at Muni Lot 1 shift to CitiField
- EIS estimates future residential/office/hotel/community facility uses on project site to generate a peak daily demand of approximately 600 parking spaces
- Balance of 1,000 short-term spaces available for short-term parkers
- Doubling of short-term parking spaces will boost downtown business

	Current Short Term Spaces	Future (2013 projected)	Additional Short Term Spaces
Muni Lot 1/Flushing Commons	538	1,000*	+ 462
Muni Lot 2	87	275	+ 188
TOTAL	625	1,275	+ 650

* Flushing Commons trip generation

Flushing Commons Garage



- Garage will have significant excess capacity at all times on weekdays and most times on Sat
- Parking demand nears – *but does not reach* - capacity only during two-hour peak on Saturday from 2pm-4pm
- Standard Parking expert at handling weekend and holiday surges

How Much Will Parking Cost?



How much should parking cost?

- Not too expensive
- Not too cheap
- Below market

Parking rates will be priced:

- To encourage shoppers, eaters and visitors patronizing local businesses
- To support a clean, well-lighted place
- To discourage long-term parkers

Parking Validation Program

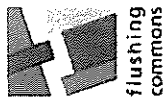
- Parking Validation Program for neighborhood merchants and businesses
- Extremely popular throughout the U.S. and in NYC
- Ideal for retail-oriented parking facilities – very successful in downtown Jamaica, Queens
- Highly flexible program run by Standard Parking lets merchants choose many options:
 - Ability to grant free or discounted parking, at their discretion and control, to select customers
 - Ability to select the time frame of the customer validation, minimizing the cost to the merchant
 - Ability to purchase parking passes in flexible quantities
 - Ability to promote their businesses with the competitive advantage of offering “free or discounted parking”

Interim Parking During Construction

- 1,144 new interim parking spaces – 43 more spaces than existing ML1
- Parking located at three off-site parking lots within 5-10 minute walking distance of ML1
 - Municipal Lot #2 (188 new spaces = 275 total)
 - Fulton / Max Lot (647 new spaces)
 - College Point Boulevard Lot (309 new spaces)



Flushing Parking Supply: 2007 to Project Completion



	2007	2010	Interim	Completion
Muni Lot 1 / Flushing Commons	1,101	1,101	---	1,600
Muni Lot 2	87	87	275	275
Queens Crossing	---	400	400	400
Sky View Parc	---	2,000	2,000	2,000
College Point Boulevard	---	---	309	---
Fulton Max	---	---	647	---
Total	1,188	3,588	3,631	4,275
<i>Increase over 2007</i>		+2,400	+2,443	+3,087

Parking Conclusions

- At Flushing Commons completion, parking in Downtown Flushing will grow by 3,087 spaces compared with 2007
- Parking during construction = 1,144 spaces, 43 more than ML1
- Parking at Flushing Commons is “*Right-Sized*” at 1,600 spaces
- Plus Muni Lot 2 expands by 188 new spaces = 1,800 spaces total
- Parking at Flushing Commons will double number of short-term spaces resulting in more customers for local businesses
- Garage will be clean, safe and secure
- Parking rates capped for 5 years
- Uncapped rates will be “*Right-Priced*” to attract customers
- “*Right-Priced*” parking will improve traffic conditions
- Parking validation program benefits Flushing area merchants and businesses

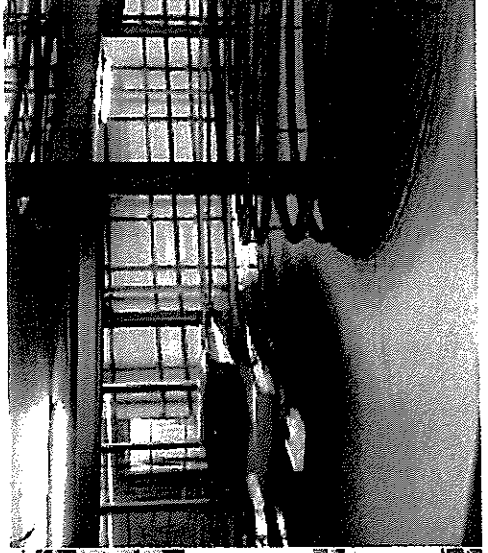
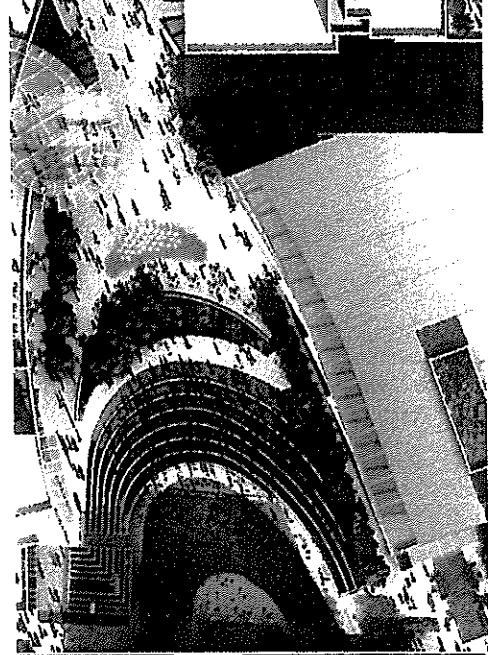
Transit Oriented Development



- Flushing Commons is a model of Smart-Growth /Transit Oriented Development that will reduce traffic and pollution and improve pedestrian conditions
 - Multi-modal mass transit hub
 - Right sized, right priced parking
 - Mixed Uses
 - Pedestrian friendly

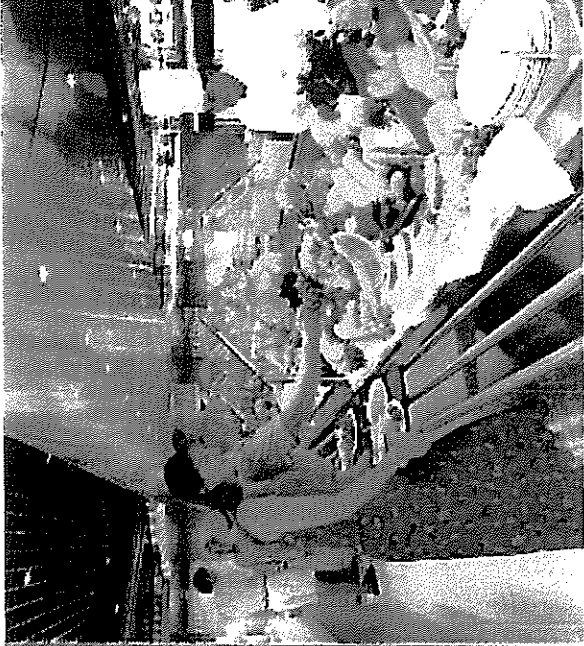
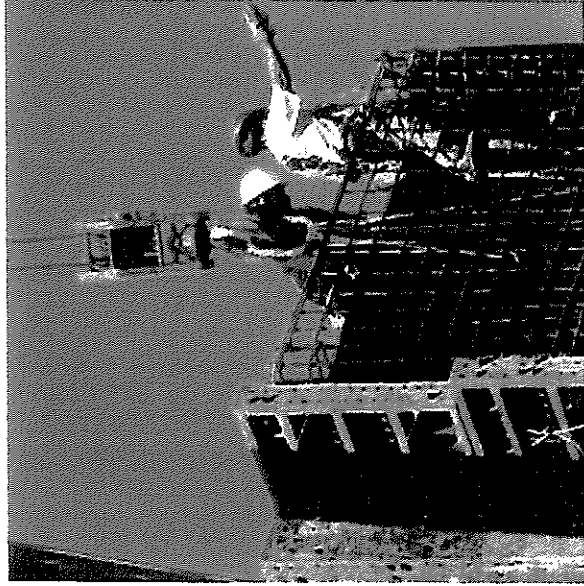
Project Amenities

- A grand open space - a new town square for Flushing
- Indoor and outdoor community space for cultural programs and events
- Lively retail storefronts line street frontages and open space
- A state of the art YMCA with youth center
- Garage sized to balance parking demand and supply - at below market rates
- During construction, parking preserved nearby to mitigate disruption
- Significant economic activity and job creation

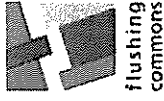


Jobs and Economic Impact

- Estimated 2,600 construction jobs over the construction period
- Estimated 1,900 full-time equivalent permanent jobs
- Estimated \$850 million in total economic output from construction
- Estimated \$700 million in total annual economic output from operations
- An estimated \$22 million in local expenditures annually by Flushing Commons households

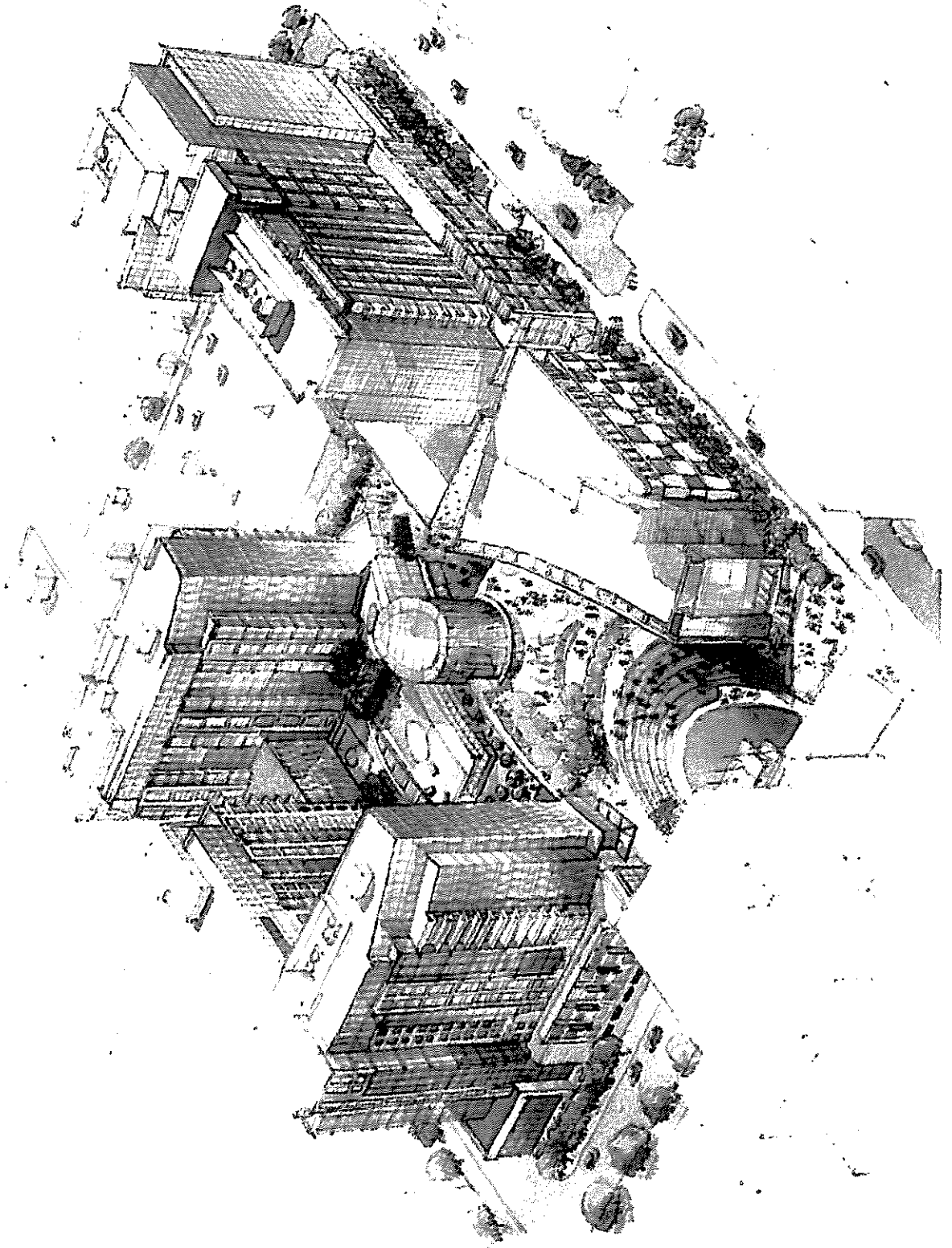


Summary

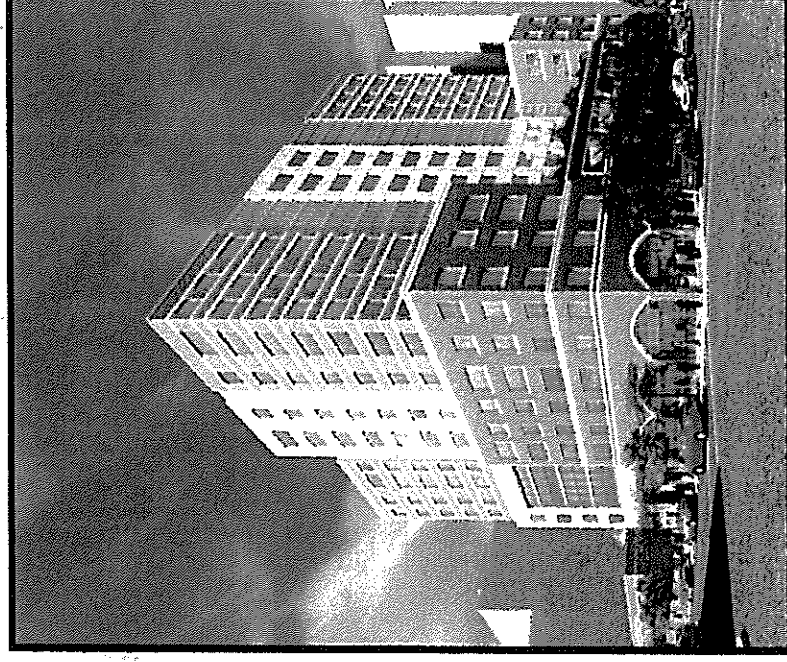


	Framework Goals	RFP Requirements	Flushing Commons
Open Space	Town Square for Flushing	Minimum one-acre	The 1.5 acre Green
Pedestrian Experience	Attract shoppers east of Main Street	Non-big-box, street level retail	Mix of stores and restaurants with frontages facing the Green and lining streets
Housing	Create a new residential community	Significant market-rate residential component	Up to 620 upscale condominiums
Parking	Maintain competitive parking on-site	825 public parking spaces + zoning requirement = 1,525 spaces total	1,600-space public parking garage at below market rates
High Quality	Raise the standard for Downtown Flushing	Provide high-quality mixed-use development	Elegant design, vibrant mix of uses, balanced scale

Community Space	Provide space for community or cultural use	62,000 SF state-of-the-art YMCA; 36,000SF other
Green Building	Green Building Techniques/Technologies	LEED certified, Silver goal



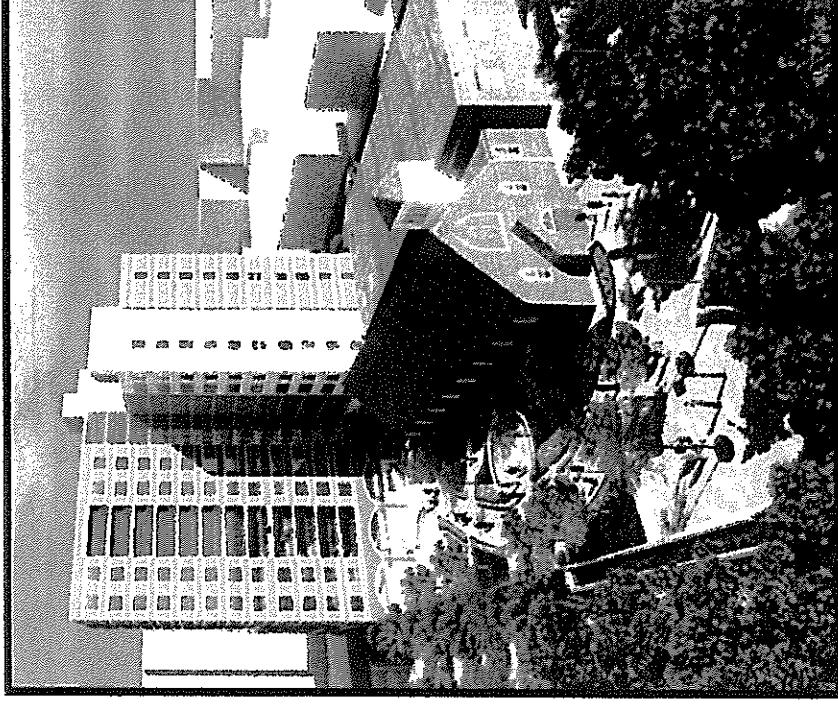
Macedonia Plaza



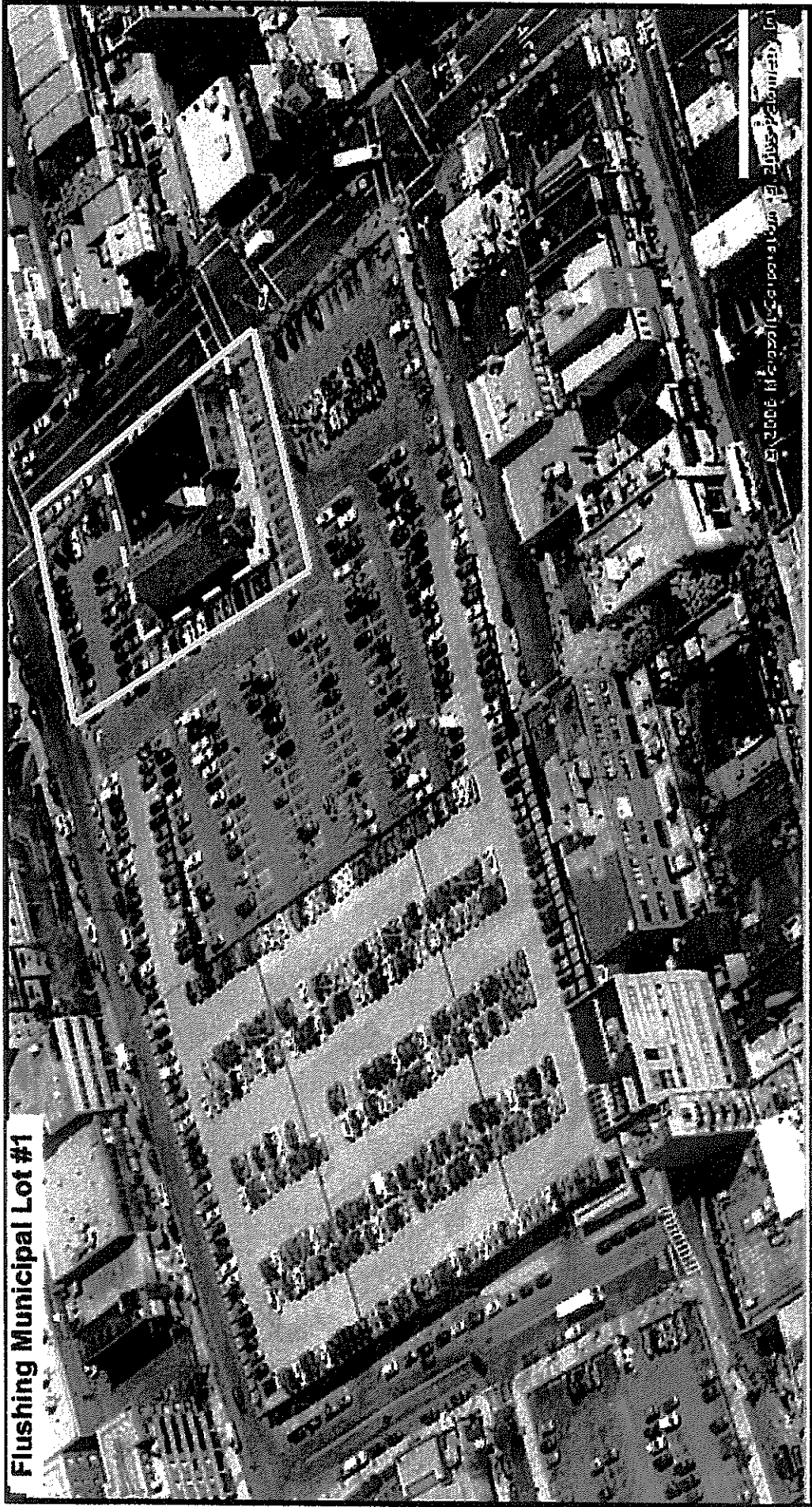
**Macedonia Community Development
Corp. and BRP Development
Corporation**

Macedonia AME History

- **Third oldest house of worship in Queens**
- **Established in 1811**
- **1930 - Church begins its first renovation**
- **1952 - Community Center Hall opens**
- **Macedonia AME remains a vital and vibrant part of the Flushing Community**

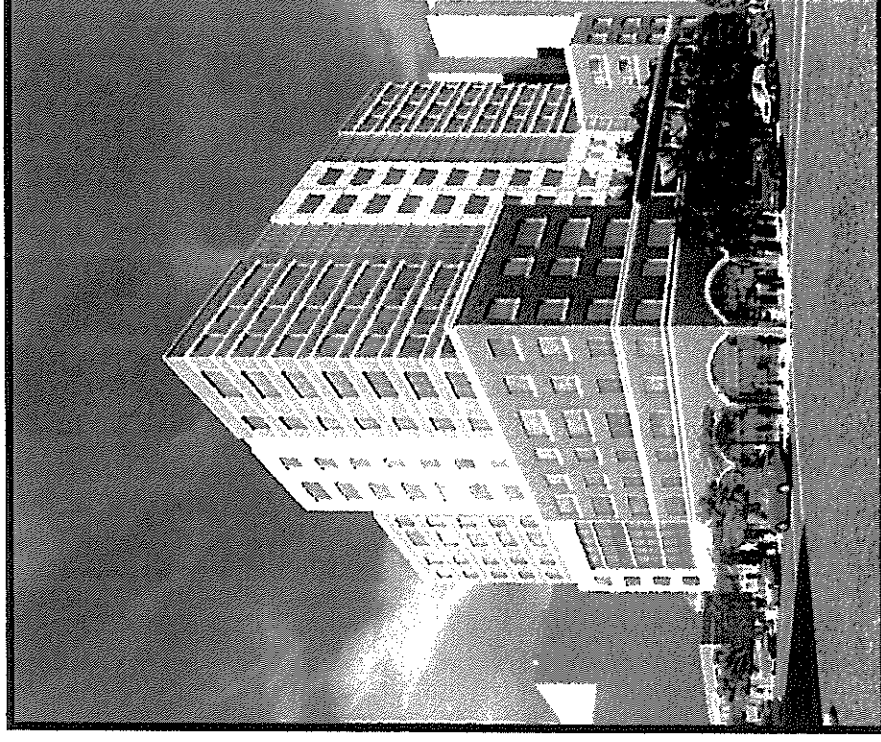


Project Site

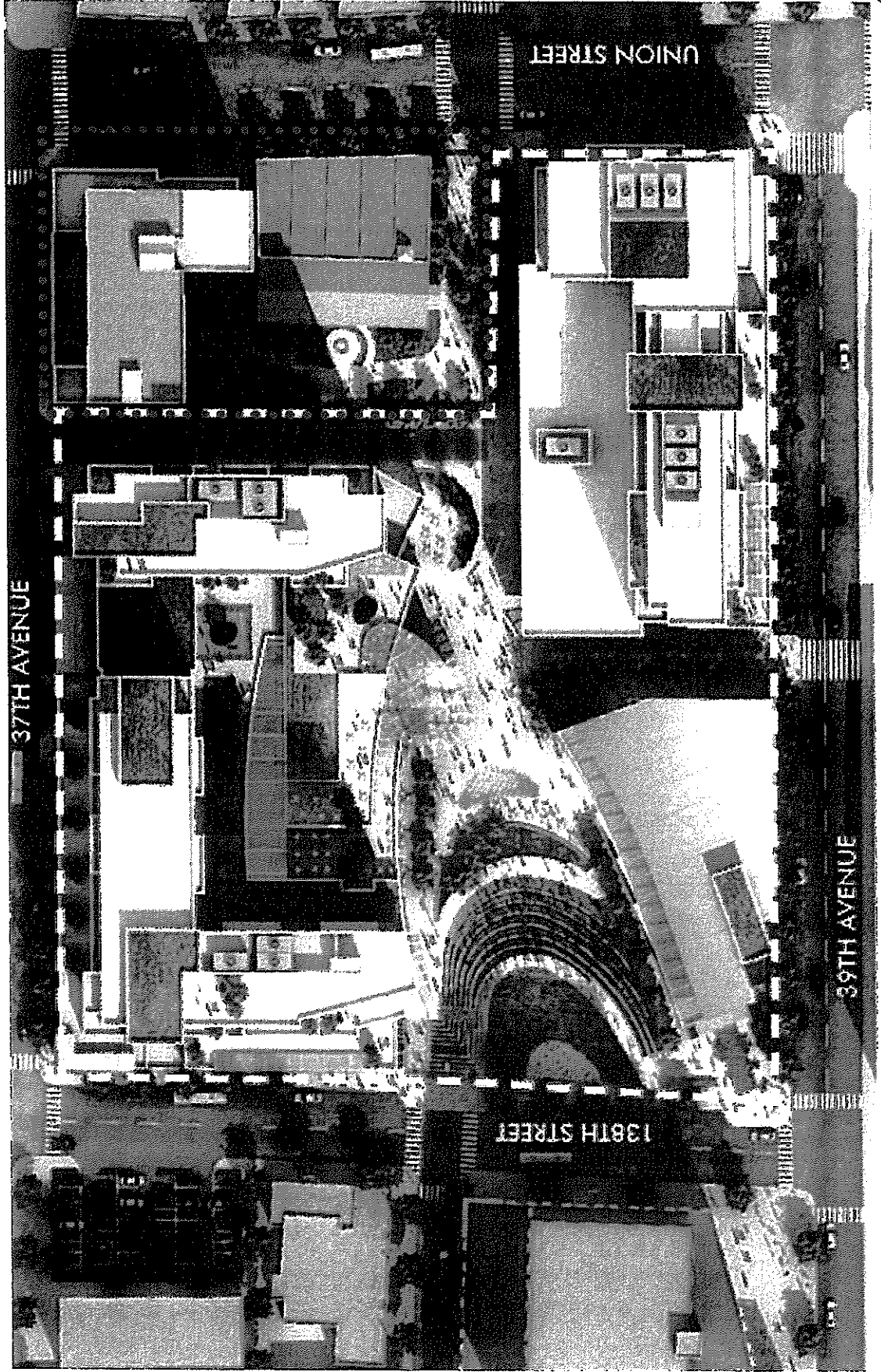


Project Description

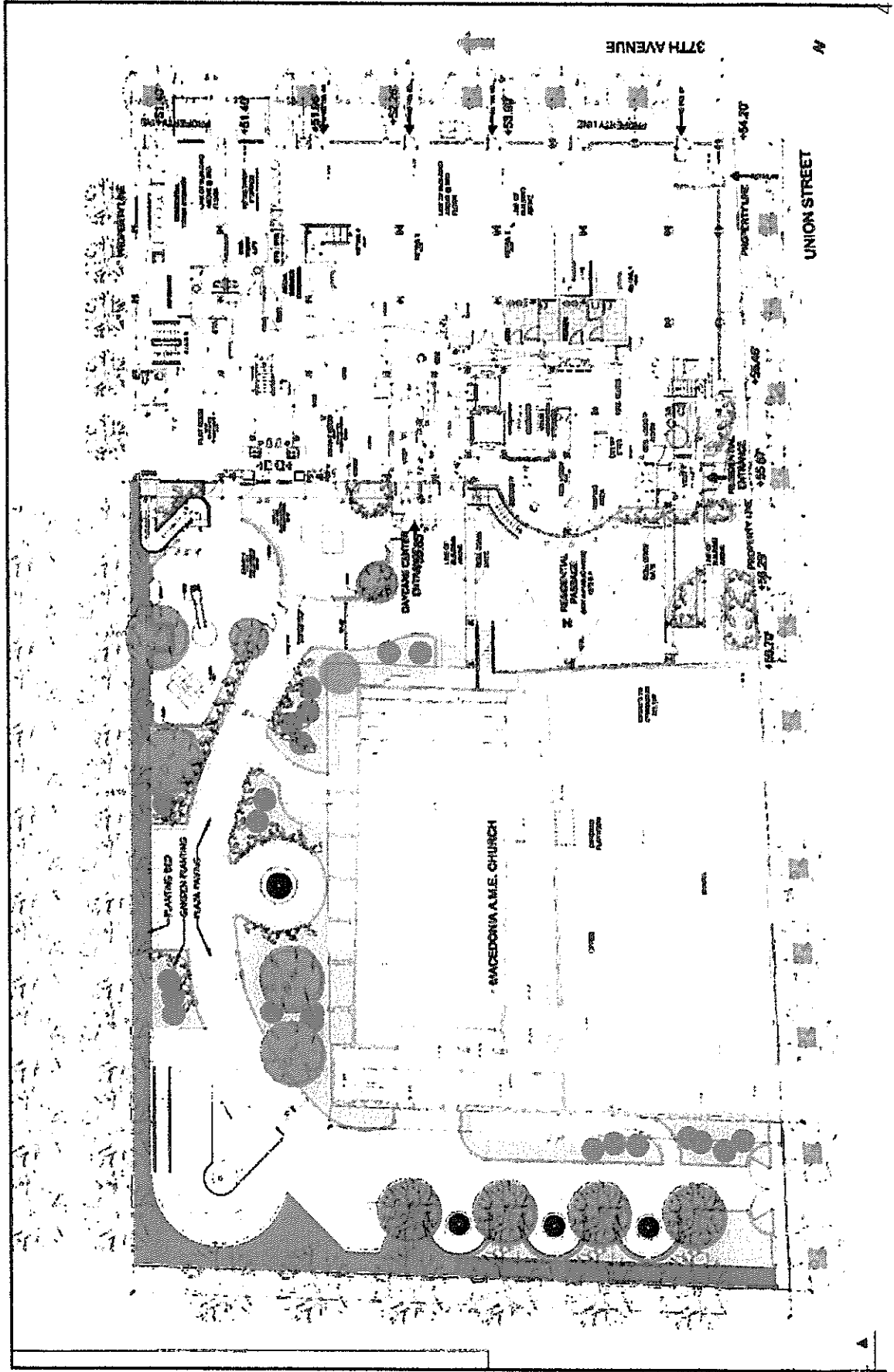
- **140 Affordable Rental Units**
- **Mix of studio, 1, 2, and 3-bedroom units**
- **7,200 sf of ground-floor local retail**
- **5,800 sf of community facility space**



Site Plan

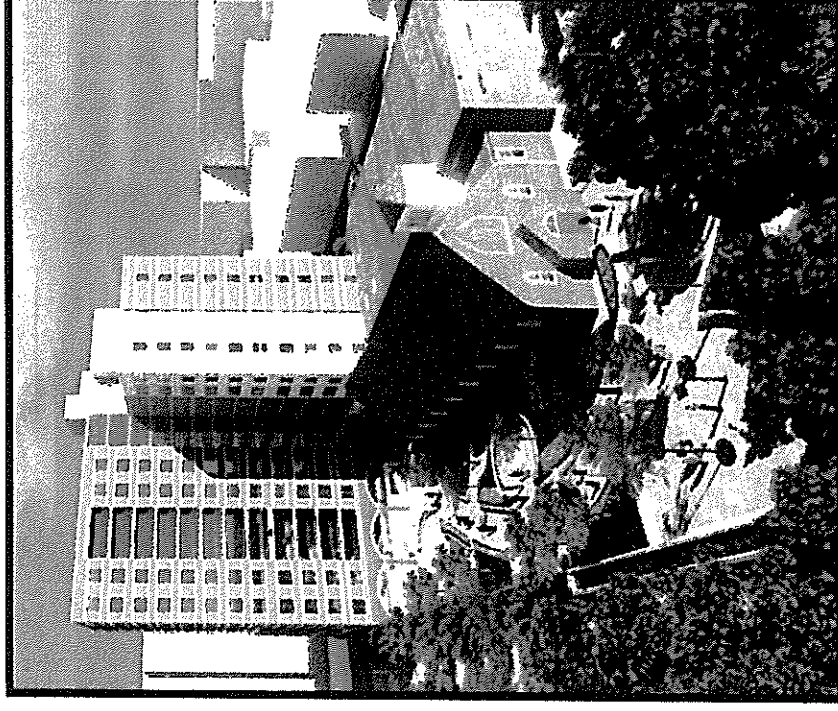


Site Plan



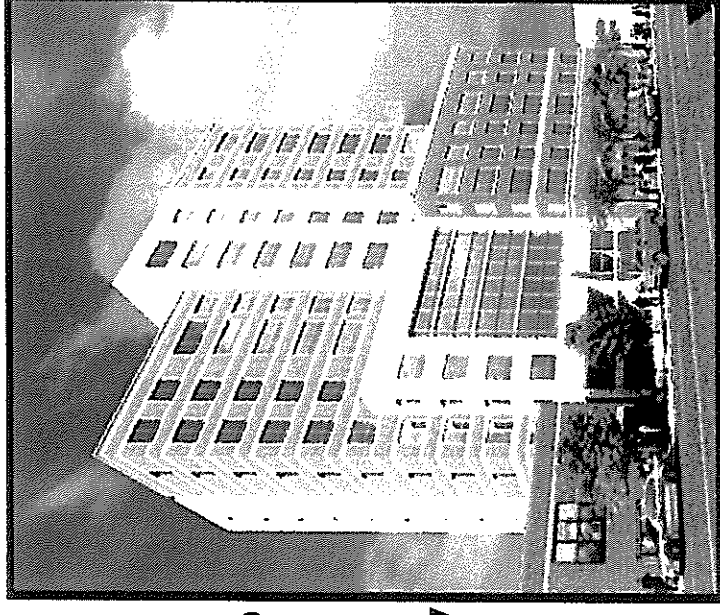
Target Population

- **Apartments will be affordable to families and individuals at up to 60% Area Median Income.**
- **A family of four at the 60% AMI level has an annual income of up to \$46,080.**
- **Rent for a typical 2-bedroom apartment will be approximately \$942 monthly.**

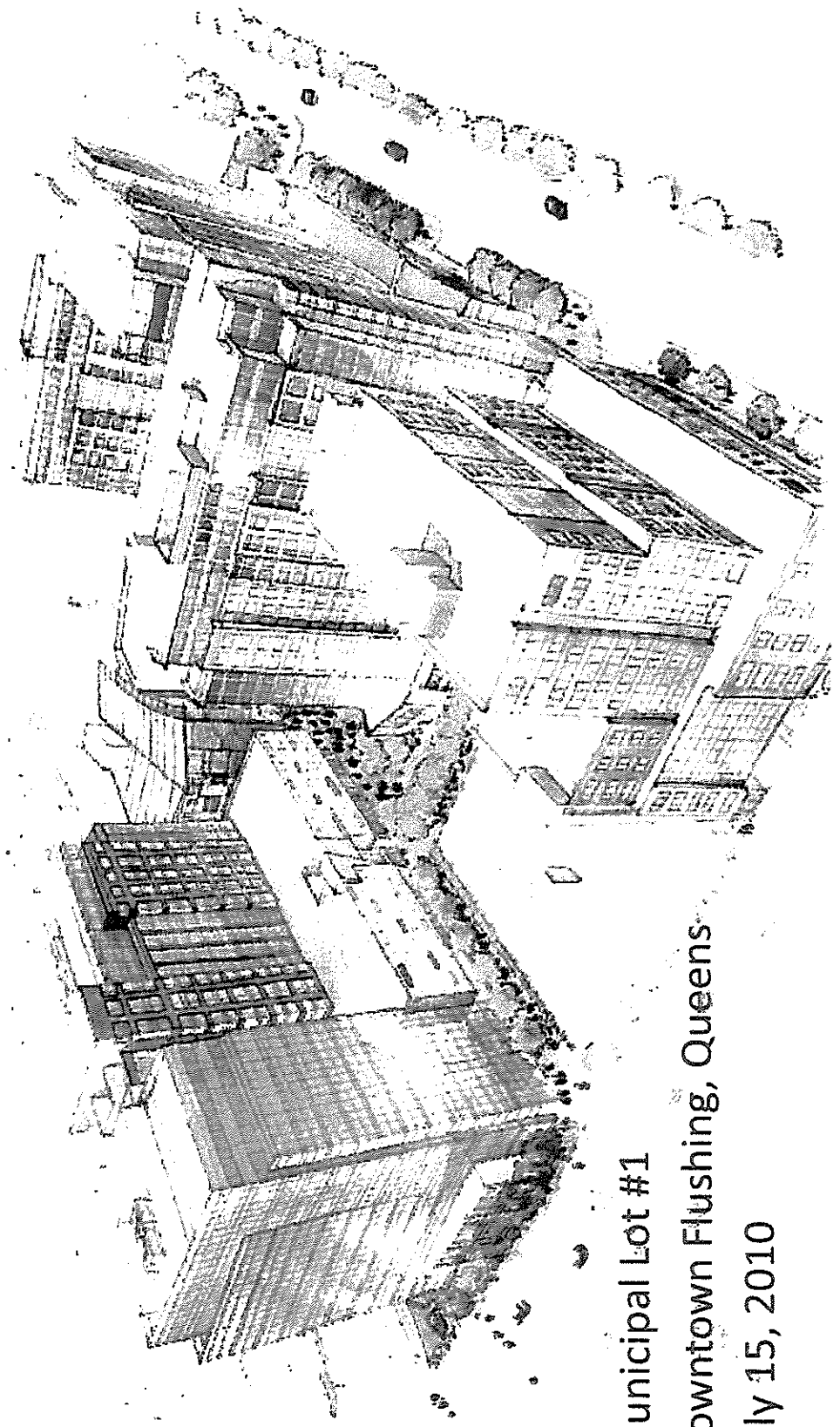


Marketing Rental Units

- **Units are awarded by lottery to income-eligible families.**
- **50% Community Board #7 preference**
- **7% preference for eligible disabled**
- **5% for municipal employees**
- **Lottery will be conducted 6 months prior to project completion date.**
- **Advertised locally and city-wide, on agency websites, newspapers and telephone hotline.**
The Community Board is notified.
- **The application process will be monitored and supervised by HPD and HDC.**

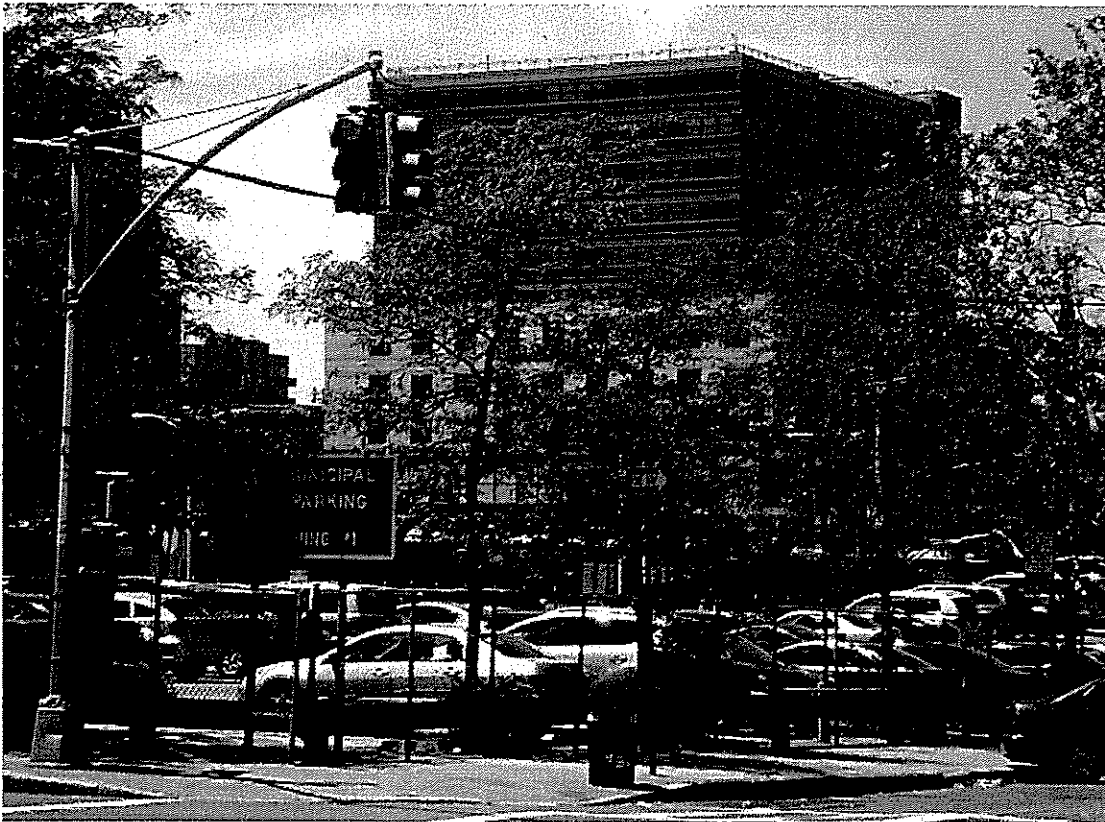


Flushing Commons & Macedonia Plaza



Municipal Lot #1
Downtown Flushing, Queens
July 15, 2010

FLUSHING COMMONS: AN ANALYSIS OF IMPACTS ON LOCAL BUSINESS



**Prepared by the
Hunter College Center for Community Planning & Development
for the
Flushing Coalition for Responsible Development**

By Brian Paul, Center Fellow, and Tom Angotti, Ph.D, Center Director

July 2010

Introduction

The purpose of this study is to establish reliable, up-to-date information regarding the number and type of businesses in Downtown Flushing and to evaluate the potential socio-economic impact of the Flushing Commons development proposal.

Flushing Commons, TDC Rockefeller's \$850 million dollar complex of luxury apartments, retail, and office space, is the current plan for development of the five acre Municipal Lot 1 site as supported by New York City's Economic Development Corporation (EDC). The Flushing Commons project was originally unveiled in 2005 after the City requested proposals for a mixed-use, market-rate development on the site as part of the EDC's "Development Framework for Downtown Flushing." After the announcement of the project, Flushing Council Member John Liu agreed to a "Memorandum of Understanding" with the Mayor's Office regarding the amount and type of retail at Flushing Commons and the allocation and price of parking. However, for reasons that are unclear, the project was put on hold in 2007 until suddenly reemerging this January when the EDC initiated the public review process.

This study demonstrates that EDC's determination of "no adverse impact" to the existing small businesses of Downtown Flushing in the Environmental Impact Statement (EIS) prepared by AKRF, Inc. a private firm, has no basis in fact, uses inaccurate data, and employs inappropriate methodology. If approved as currently proposed, the Flushing Commons development will likely have a serious negative impact on local businesses, undermining decades of hard work by local Flushing entrepreneurs to create a uniquely vibrant and diverse commercial district by displacing many small businesses through competition and rising rents.

Key Findings:

- Downtown Flushing is home to over 2,100 retail and service businesses, more than twice the number (970) that AKRF counted in the survey for the EIS
- Local businesses are the economic engine of Downtown Flushing. National chain stores currently comprise only 1.9% of businesses in Downtown Flushing.
- The EDC presents no evidence to support its argument that chain retail stores at Flushing Commons will only compete with other regional chain retail destinations and not have a negative impact on existing local businesses.
- It is more likely that the proposed retail at Flushing Commons will directly compete with over 450 locally owned retail shops. Most of these businesses are densely clustered within three blocks of the Flushing Commons site. These businesses are currently competing with only a small number of chain stores.

- EDC's quantitative economic analysis is based on a 3-mile "primary trade area" that has little relevance to the economic conditions of the Downtown Flushing core.

Downtown Flushing and the "Flushing Commons" Proposal

Downtown Flushing is a densely developed, highly diverse, mixed-use neighborhood located roughly eight miles east of Manhattan at the end of the # 7 Subway line. The neighborhood has become a center of Asian immigration to New York in recent decades and has grown to become the city's largest Chinatown. The Korean community is also large and growing. The 2000 Census estimates the population of the Downtown Flushing core at 30,521, comprised of 49% Asian, 31% white, and 7% black residents. In 2000, more than 25% of working-age residents found employment in the retail and restaurant sectors.¹

The neighborhood's business and residential community has grown rapidly since the last census, perhaps by as much as 15%. Floor space for small business is in such demand that storefronts are stacked three and four stories high on blocks like 41st Road and Union Street between 39th Avenue and Northern Boulevard.



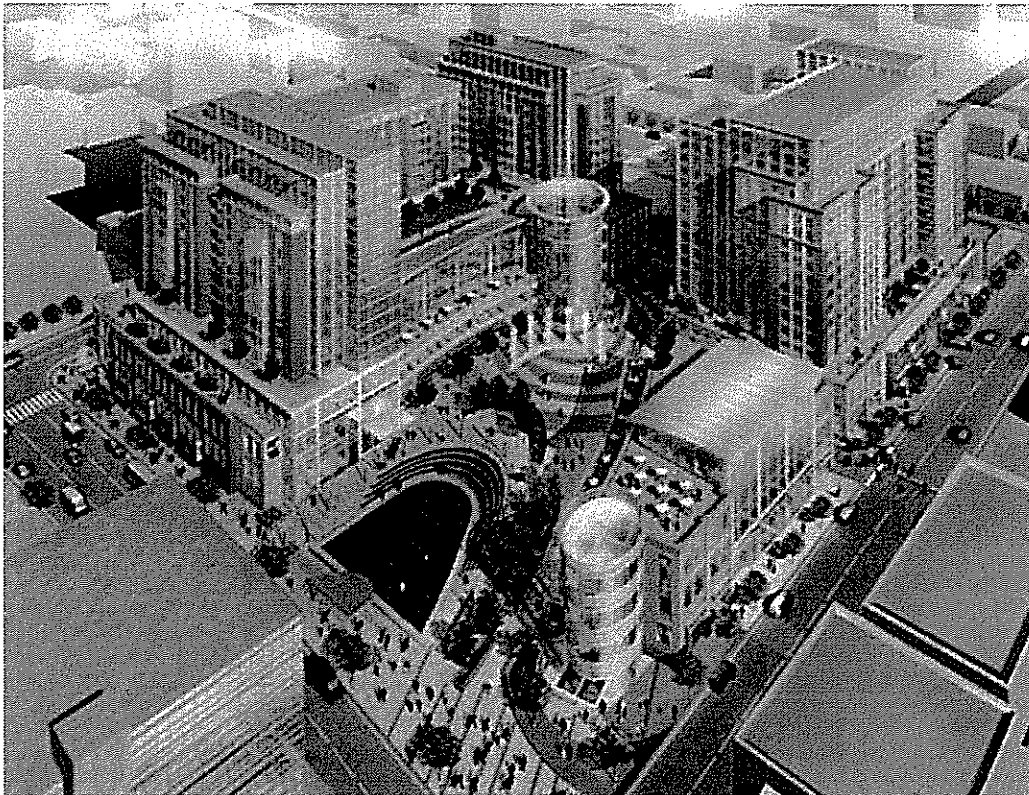
Storefronts Stacked Three and Four Stories High on Union Street in Downtown Flushing

The Hunter College CCPD survey, conducted in late June 2010, found less than 5% of Flushing's storefronts and business offices to be vacant. Over 2,100 businesses are currently located in Downtown Flushing, the vast majority of which are small, locally owned operations. National chain retail shops and restaurants currently compose only 1.9% of area businesses.

The proposed site for Flushing Commons, Municipal Lot 1, is currently owned by the City of New York under jurisdiction of the New York City Department of Transportation, and provides 1,101 public parking spaces. It is located in the center of Downtown Flushing just one block from the #7 Subway entrance. The site has served as a parking lot since it was acquired by the City in the 1950's through eminent domain for public housing that was never developed.

¹ 2000 Census "Long Form", "NYC Neighborhood Flushing," accessed at www.inforshare.org

In addition to 620 luxury apartments in towers up to 192 feet high (1-8), TDC Rockefeller's Flushing Commons plan calls for 300,000 square feet of retail, 234,000 square feet of office space, a 250 room hotel, and 62,000 square feet of space for a new YMCA (S-5)². The developer also plans to provide a one acre public plaza and 1,600 parking spaces in a below-grade lot (S-6).



Proposed Flushing Commons Design

(www.queenscourier.com/articles/2010/01/13/news/top_stories/doc4b4e4a4cff0a27580149269.txt)

The EDC is sponsoring Flushing Commons on the grounds that it will fulfill the objectives of the 2004 City-issued "Development Framework for Downtown Flushing," including "a new town-square style open space," "enhanced pedestrian environment with street-level retail," and "new residential development" (S-7). The EDC argues that Flushing

² References to the Flushing Commons EIS, prepared by the consulting firms AKRF, Inc, and AECOM for the Deputy Mayor's Office of Economic Development, are in parenthetical format to facilitate quick citation.

Commons will benefit the local community through “new employment and residential opportunities” and “community benefits” such as open space.

The EDC’s determination of “No Adverse Impact” to Flushing’s local businesses is based on inaccurate data and inappropriate methodology

The City Environmental Quality Review (CEQR) guidelines require a detailed evaluation of potential “indirect displacement of businesses and institutions” (S-7). To fulfill this requirement, the EDC performed an analysis of retail economics within a 3-mile radius of the Flushing Commons site and commissioned AKRF Inc. to undertake a field survey of Downtown Flushing businesses within one half mile of the site.³

In choosing a 3-mile study area, EDC followed the recommendations of the Urban Land Institute’s “Shopping Center Development Handbook” for determining a “primary trade area” (3-17). Major concentrations of chain retail and big box stores already exist within this area, most notably at the Rego Park Mall/Queens Place Mall/Queens Center Mall complex in Elmhurst and the big box strip malls of College Point (3-19). According to the EIS, retail sales within this 3-mile area were \$2.33 billion in 2006, amounting to a “capture rate” of 55% (3-21). This means that 55% of the money spent on retail by the residents of the 3-mile area was spent within the 3-mile area. As the EIS notes, this figure is low compared to other areas in greater New York, but this may be due to the inaccuracy of the EDC’s economic data on ethnic small businesses as evidenced by the AKRF survey.

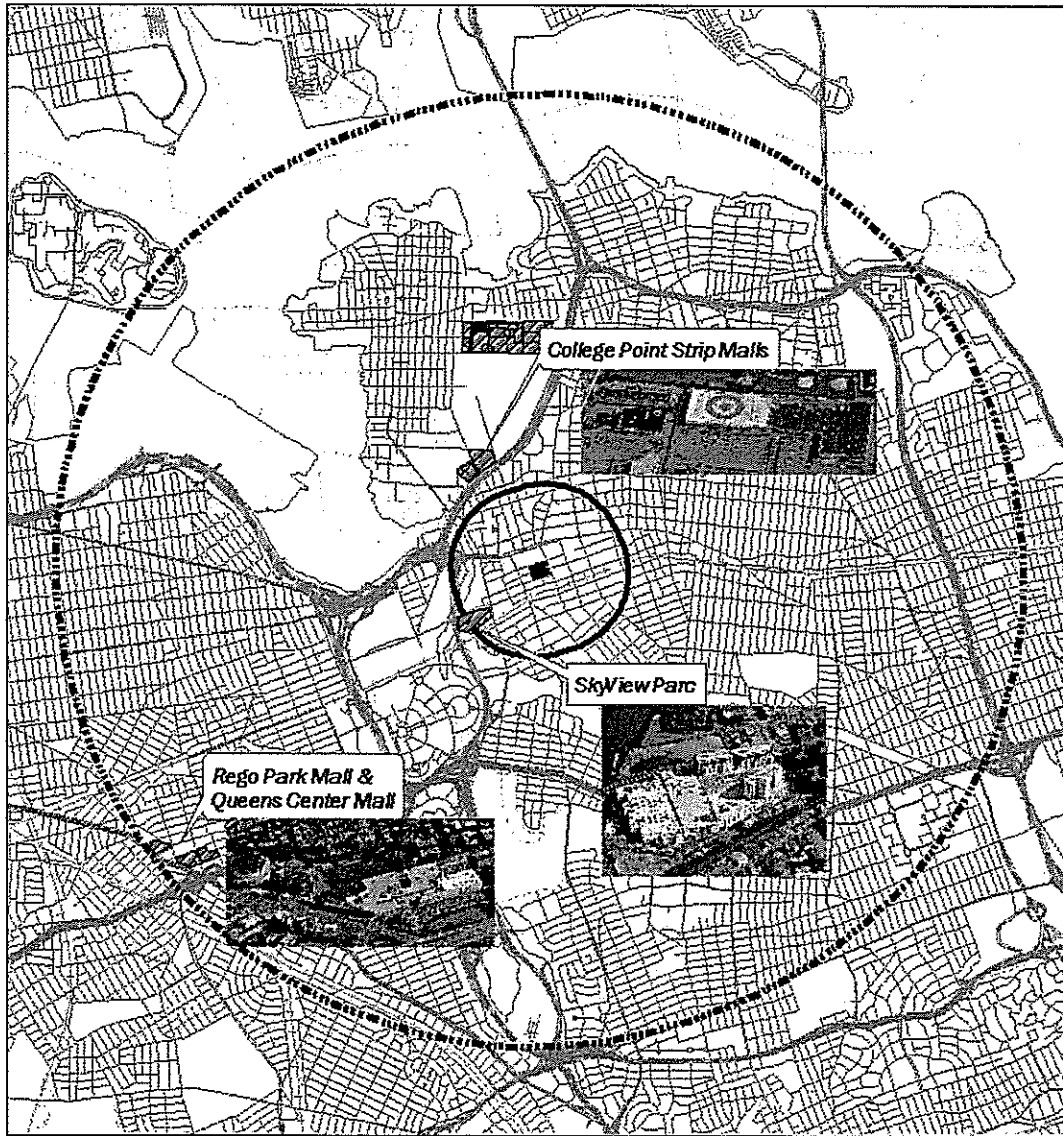
The EDC uses the 3-mile “capture rate” as the sole piece of quantitative evidence that Flushing Commons retail will not hurt existing local businesses in Flushing. The claim is that since Northeast Queens residents are currently spending 45% of retail dollars outside of the area, new chain retail at Flushing Commons will simply capture spending that is currently going to Nassau County or other regional shopping areas.





The EDC presents no evidence whatsoever to support the assumption that new chain retail in Downtown Flushing will compete only with existing chain retail centers in other parts of the city and region. The shopping centers at Rego Park and College Point already have all of the chain stores that will likely locate at Flushing Commons, in higher concentrations and with easier automobile access to the majority of Queens households who drive. If regional consumers are seeking chain retail or big box shopping, better choices than the proposed project already exist.

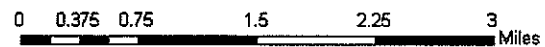
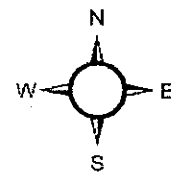
Therefore, new chain retail at Flushing Commons will compete primarily with existing small businesses within Downtown Flushing. The EDC correctly invalidates its own argument based on the “3 mile primary trade area” when it asserts in the EIS that “the

³ It is unclear when this survey was actually undertaken because the FEIS states it occurred “in March, April, and June 2005” on (3-6) and “March, April, and June 2006” on (3-28)

proposed project would draw a large portion of its repeat business from residents who live within the smaller, approximately 1/2 mile study area as a result of more convenient access" (3-17). Having acknowledged this point, it is inappropriate to then reach a conclusion of no negative impact.

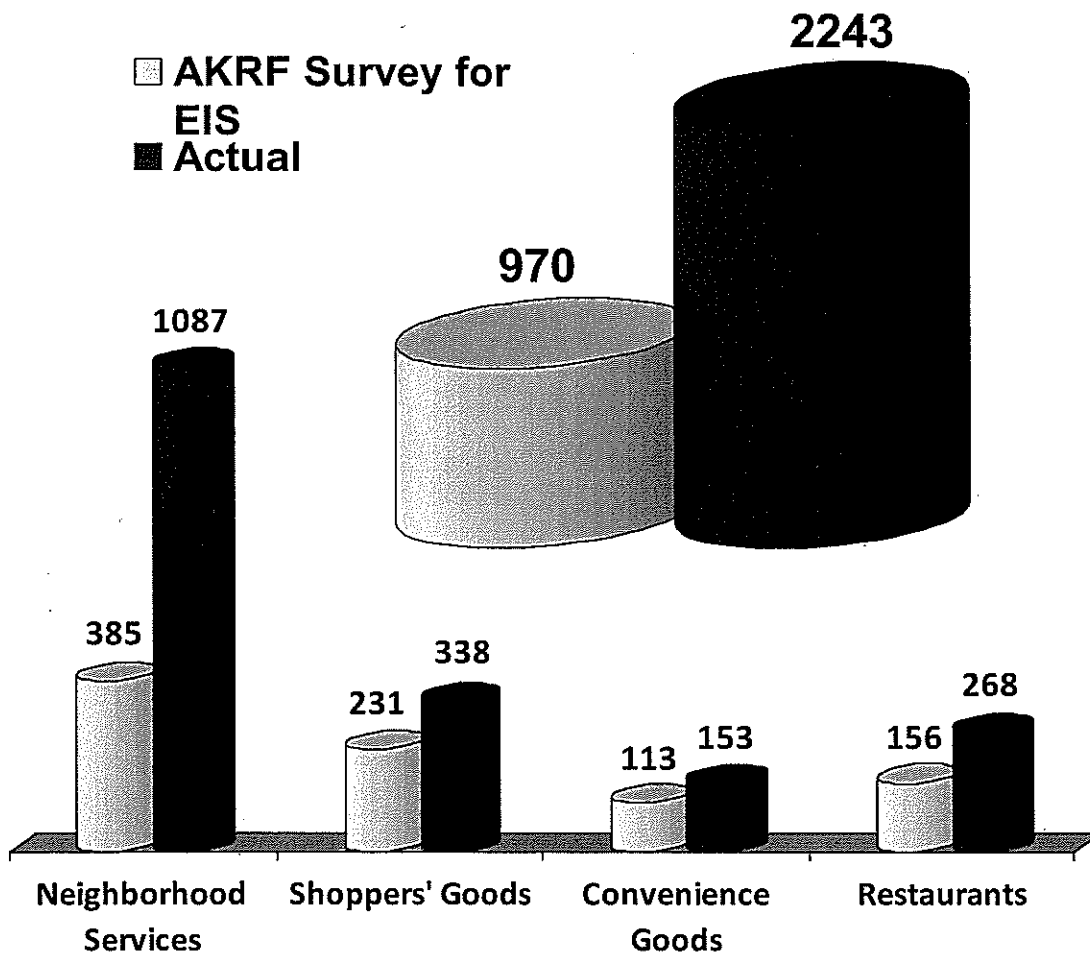


-  Existing Chain Retail Destinations
-  Flushing Commons Site
-  1/2 Mile Radius
-  3 Mile Radius



Regarding the smaller ½ mile “study area,” the only “study” that the EIS cites is the field survey conducted by AKRF Inc. that undercounted the area’s businesses by 57%. This survey is inaccurate and should not be used as the basis for any determinations about the economy of Downtown Flushing.

Number of Businesses in Downtown Flushing



AKRF counted 970 total “storefronts”: 385 “neighborhood services” businesses, 231 “shoppers’ goods⁴” stores, 113 “convenience goods⁵” stores, 156 restaurants, 14 “building materials/hardware” stores, “14 auto-related” stores, and 57 vacant storefronts (3-28). In contrast, the Hunter College CCPD survey counted 1087 “neighborhood services” businesses, 338 “shoppers’ goods” stores, 156 “convenience goods” stores, 268 restaurants, 64 “building materials/hardware” stores, 110 vacant storefronts, and 223 other businesses in addition to these categories for a total of 2243.

AKRF’s massive undercount of Flushing businesses is due to the firm’s failure to survey the entire ½ mile area in favor of focusing on only the 12 densest “retail corridors,” and the failure to count businesses that do not front directly on the street (3-28). Downtown Flushing has numerous towers of five to twelve stories in height that contain many neighborhood service businesses and numerous “mini-malls” that appear as only one store on the streetfront but actually contain dozens of individual small retailers inside.

The gross inaccuracy and faulty methodology of AKRF’s survey demonstrates that the EDC had no real knowledge about the density and socio-economic value of Flushing’s small business community when drafting the EIS.

Flushing Commons will add 266,500 square feet of retail and 33,500 square feet of restaurant space. According to the EIS, half of this retail space will be allotted to “destination retail” with “large shoppers’ goods stores,” while the other 50% will go to “convenience goods” stores. Annual sales at Flushing Commons are estimated at \$141.6 million: \$57.0 million in “shoppers’ goods”, \$68.8 million in “convenience goods,” and \$15.8 million from bars and restaurants (33-24).








These estimates do not seem to be based on any factual evidence as the developer has not provided a list of committed tenants or detail of the floorplans of the retail uses. Indeed, the EIS is vague about the future makeup of Flushing Commons retail, stating that “the project is expected to attract national brand-name retailers, including upscale men and women’s clothing retailers, an off-price department store, shoe stores, a kitchen supply store, a book store, a furniture store, and a home goods store” (3-27). All of these potential types of tenant would fall under the “shoppers’ goods” category, so it is difficult to understand why the EDC estimates that more than half of the sales will be in the “convenience goods” category.

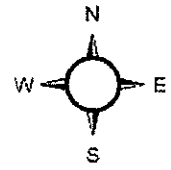
⁴ The EIS defines “shoppers’ goods” as “items such as furniture, clothing, electronics, and sports equipment—goods that people tend to make deliberate, planned trips to purchase.” (3-7)

⁵ The EIS defines “convenience goods” as “items such as groceries, personal care items, housekeeping products, prescription drugs, newspapers, and magazines—good that people tend to buy at the location most convenient to them” (3-7).

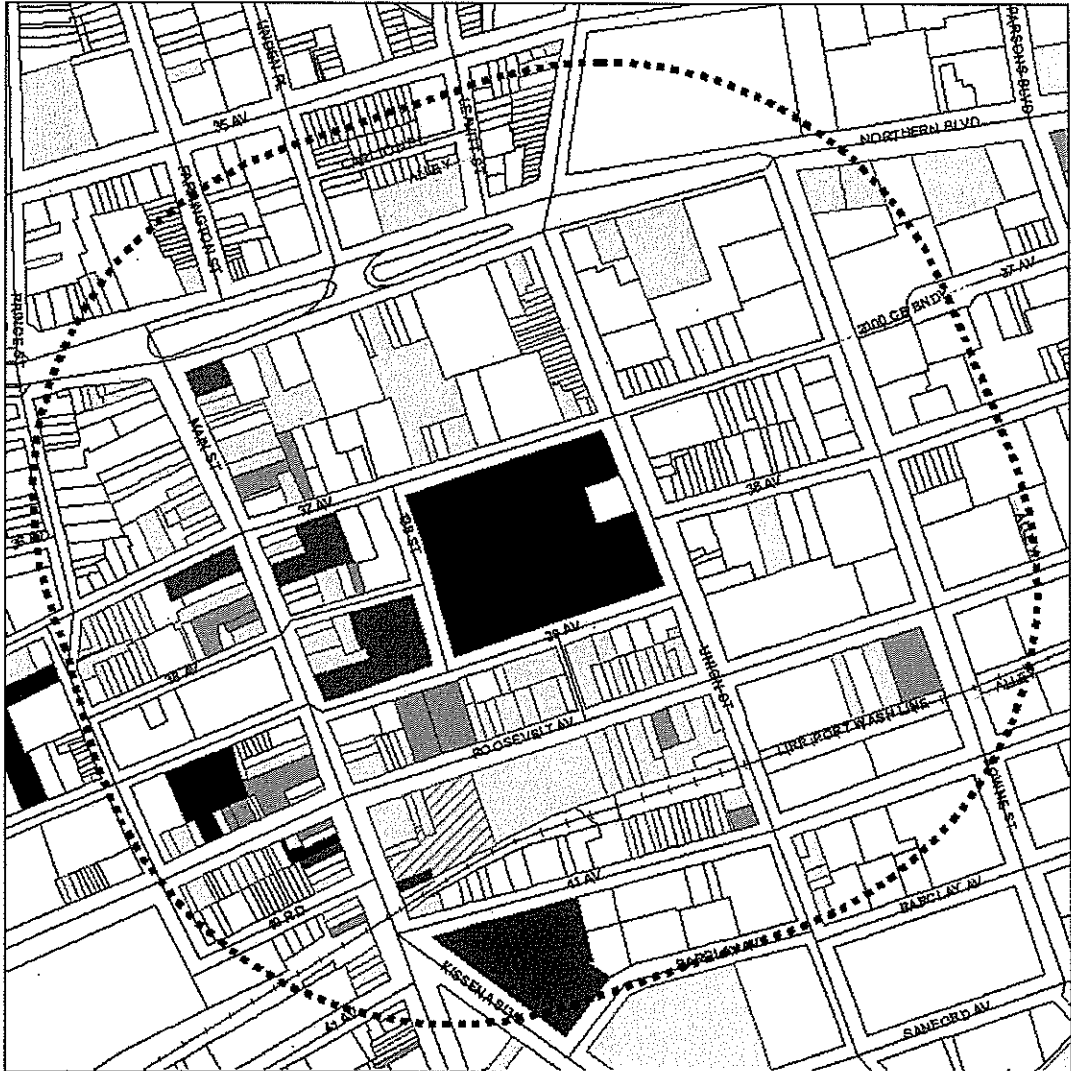
BUSINESS DENSITY IN DOWNTOWN FLUSHING



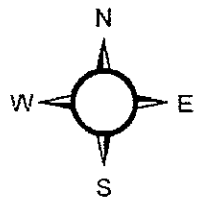
-  Retail Projects Currently in Development
-  Flushing Commons Site
-  1/2 Mile Radius
- Number of Businesses**
-  1-2
-  3-5
-  6-15
-  16-89



DIRECTLY COMPETING RETAIL BUSINESSES SURROUND THE FLUSHING COMMONS SITE



- 5 Minute Walking Distance
- Future "New World Mail"
- Flushing Commons Site
- Businesses in Direct Competition
With Proposed Flushing Commons Retail**
- 1-2
- 3-5
- 6-15
- 16-33



Nevertheless, if we use EDC's forecast for a mix of large shoppers' goods and convenience goods chain stores, it is likely that the retail at Flushing Commons will directly compete with over 450 existing neighborhood shops, most of which are concentrated within three blocks of the site. These include 146 clothing/shoes/accessories shops, 74 electronics/cell phone stores, 31 furniture stores, 46 general merchandise stores, 21 DVD/music stores, 68 pharmacies/cosmetics stores, 15 home goods stores, 38 convenience stores, and 38 food markets of various sizes.

In addition to the new competition from chain retailers, these businesses will also be hurt by the loss of abundant low-cost parking currently provided by Municipal Lot 1. The current proposal gives the developer complete control over parking rates after two years and high-cost parking will likely be a significant deterrent to the middle and working class customers of many Flushing merchants. If we conservatively estimate that each of these shops employs four people, then Flushing Commons has the potential to place over 1,800 local jobs at risk.

The EIS analysis also omits a major new retail complex already under construction. While the EIS attempts to account for the impact of the developing SkyView Parc complex on College Point Boulevard, no mention is made of the in-progress conversion of the old Caldor site into a three-story mall with national retailers⁶. This is yet another example of the inadequacy of EDC's analysis of the Downtown Flushing business community.

In the end, EDC's argument for "no adverse impact" is not based on any quantitative data or real analysis of the Flushing business community. It rests on an unsubstantiated assumption: the belief that national chain retail in Downtown Flushing will not compete with existing businesses because the "goods and services will not overlap with local shops" (3-32). This study shows that more than 450 businesses within a half mile of the Flushing Commons site sell goods and services that will directly overlap and compete with the proposed development.

Chain Retail and New York City's Small Business Crisis

If we step back from the immediate context of Downtown Flushing and examine city-wide conditions, it is clear that New York's small retail businesses have been under tremendous pressure from the expansion of chain stores and restaurants in recent years⁷.

⁶ Rhodes, Liz. "Caldor site project pushed back to October." Queens Chronicle 7/1/10.
http://www.zwire.com/site/news.cfm?newsid=20438683&BRD=2731&PAG=461&dept_id=574902&rfi=6

⁷ Pratt Center for Community Development. "Saving Independent Retail: Policy Measures to Keep Neighborhoods Thriving." August 2009.
http://prattcenter.net/sites/default/files/publications/PrattCenter_SavingIndependentRetail.pdf

Commercial evictions have reached an all-time high in the last eight years, with over 150,000 small businesses closing their doors since Mayor Michael Bloomberg took office.⁸ While small businesses have been closing at record rates, chain stores have continued to expand their numbers in New York⁹. The situation has grown so dire that Council Member Robert Jackson was able to secure the support of the majority of the City Council for the "Small Business Survival Act"¹⁰. The bill was blocked from coming to a vote by vigorous opposition from Mayor Bloomberg, the EDC, the real estate industry, and Council Speaker Christine Quinn¹¹.

Mayor Bloomberg and the EDC have actively encouraged the entry of chain retail into New York City neighborhoods through subsidized projects like the Gateway Center near Yankee Stadium in the Bronx and the proposed Flushing Commons. Chain stores already have an advantage over local businesses through their abundant access to financing and ability to absorb higher rent costs.

The EDC justifies chain retail developments like Flushing Commons on the grounds that these developments will compete only with suburban malls and capture their sales tax dollars for the city without harming existing small business. This misguided notion ignores the facts on the ground and the tangible benefits that locally owned retailers offer to the city's economy and neighborhoods. It ignores the most obvious reason that chain stores (also known as "category killers") want to enter New York's vibrant local retail market – to capture customers that already shop locally. (Sometimes they do this by using their financial resources to undersell local merchants in the short run. They also bid up local commercial rents, making it difficult for existing merchants to remain in the area.)

This is the "capture rate" that ought to be measured and analyzed in the environmental review because it is the one that will tell us how many businesses will be displaced. The Flushing Commons EIS ignores this capture rate entirely. Looking outside of the New York context, the experience of Washington DC's Chinatown offers a valuable case study of the consequences of introducing subsidized chain retail into a neighborhood of ethnic small businesses. Neighborhood rents doubled after the opening of a \$200 million dollar mixed-use, chain retail complex in 2006.

⁸ Null, Steve. "New York City Closes Shop." *New Geography* 8/7/09.

<http://www.newgeography.com/content/00940-new-york-city-closes-shop>

⁹ Center for an Urban Future. "Return of the Chains: This year's borough by borough analysis of New York City's largest retailers." August 2009.

http://www.nycfuture.org/images_pdfs/pdfs/ReturnoftheChains.pdf

¹⁰ Jonas, Jillian. "Small Business: Suffering in Good times and Bad." *Gotham Gazette* 3/30/2009.

<http://www.gothamgazette.com/article/fea/20090330/202/2873>

¹¹ Hedlund, Patrick. "Rent Control Bill Beaten Back at City Hall." *The Downtown Express* 22.32 (December 18-24 2009)

http://www.downtownexpress.com/de_347/retailrent.html

Only twenty Asian-American owned businesses remain in DC's "Chinatown"¹²

Locally owned businesses are crucial to the vitality of our economy because they keep a higher percentage of their revenues in the local economy by procuring their goods and services from the local area. Studies have shown that for every \$100 in consumer spending at a locally owned business, \$68 remains in the local economy, whereas for every \$100 in spending with a national chain business, only \$43 remains in the local economy.¹³



The synergistic benefits of the small business economy are clear to see in districts like Downtown Flushing where small business have served as the engine of vibrant neighborhood growth and have led to the emergence of a uniquely diverse urban center that is attracting residents and visitors from throughout the city and region.

In the closing paragraphs of Section 3 of the EIS, EDC describes Downtown Flushing as a "residential and commercial center" that draws "significant numbers of customers from the local population" as well as a "customer base from throughout the region" (3-31). The small business economy of Downtown Flushing is indeed quite successful at attracting both local and regional customers and the EDC should take note of their own observations and recognize that Flushing's diverse array of small businesses is the reason for the community's economic success.

¹² Orlina, Lauren. "Chinatown with No China." *Asian Fortune* 4/2/07.
http://news.newamericamedia.org/news/view_article.html?article_id=f50be068d704f65836d7a22062aa5691

¹³ Civic Economics. "The Andersonville Study of Retail Economics." October 2004.
<http://www.andersonvillestudy.com/AndersonvilleSummary.pdf>

New York City Economic Development Corporation
City Council Land Use Subcommittee on Zoning and Franchises
Flushing Commons Testimony
Seth W. Pinsky, President
Thursday, July 15, 2009

Thank you, Chairman Weprin, and members of the subcommittee, for inviting me here today. I am Seth Pinsky, President of the New York City Economic Development Corporation (NYCEDC). On behalf of NYCEDC, I am pleased to outline the plan for redeveloping Flushing Commons. Following my testimony, representatives from the private development team of Rockefeller Development Corporation and TDC Development Group will discuss the project specifics in greater detail. After that, I will be happy to answer any questions you may have.

The Flushing Commons project seeks to transform what is now a municipal parking lot, a portion of which is currently used by the City, into a new mixed-use development in downtown Flushing with 500 more parking spaces than now exist. The project has the potential to alter the landscape of this great neighborhood dramatically, create thousands of new jobs for the community, and attract hundreds of millions of dollars of investment from the private sector.

The plan stems directly from a multi-year community-based planning effort called the Downtown Flushing Framework, which was started in 2002. A task force comprised of officials from the local community board, local elected officials, and Flushing developers and business owners hosted dozens of meetings, including a two-day workshop at Flushing Town Hall attended by more than 700 community members, to identify opportunities in the neighborhood and articulate a vision for future development.

Among these opportunities, Municipal Lot 1 was identified as one of the most significant. In order to ensure that any development occurring on this site would result in a project that met the needs of the community to the maximum extent possible, as called for in the Framework, when the RFP for the site was issued by NYCEDC in February 2004, the RFP required that several important goals for Downtown Flushing be met, including: (1) creating a town square-style open space to be a center of community activity; (2) enhancing the pedestrian environment with street-level retail to attract shoppers east of Main Street; (3) addressing housing demand and helping to stabilize the retail market by establishing a new residential community downtown; (4) maintaining competitively priced parking on-site; and (5) raising the standard for private investment in Downtown Flushing by developing a project of high-quality, sustainable design, and construction.

In July 2005, after reviewing all of the responses to our RFP, NYCEDC selected the team of Rockefeller Development Corporation and TDC Development Corporation to manage the development of the Municipal Lot site. Among the reasons for selecting the team was its submission of a plan that met – and in many cases exceeded – the requirements outlined in our RFP. The plan today calls for the creation of a 1.5-acre “town square” of open space; hundreds of thousands of square feet of new community and retail space; 620 new residential units; 1,600 parking spaces (500 more than are currently on-site); and a state-of-the-art, 62,000-square-foot YMCA. The more than \$800 million investment by the private development team is expected to result in 2,600 new construction jobs, 1,900 permanent jobs, and approximately \$700 million in economic activity annually. Additionally, we estimate that the incremental returns to the

City from this project will equal more than \$175 million on a net present value basis over the next 30 years – results that are important in any environment, but particularly critical during a challenging economic time such as the one in which we now find ourselves.

In addition to the foregoing elements of the Flushing Commons project, it should also be noted that the development is occurring in coordination with an adjacent 140-unit affordable housing project that will be built by Macedonian Community Development Corporation. The corporation's leader, Rev. Richard McEachern, will be on hand to discuss aspects of this plan following this presentation.

Of course, on Flushing Commons, as with all of our development projects in the City, we are firmly committed to encouraging local hiring. We are, therefore, working with the developer to develop a local hiring strategy that will be implemented during and after construction. We look forward to providing more detail in the coming weeks.

Furthermore, in consultation with Council Member Peter Koo and a number of nearby businesses, the City is also developing a plan to minimize the impact of construction on surrounding businesses. The central element of this plan includes a set-aside by the City of \$2 million, which will be used both for outreach and other forms of mitigation. We plan to release more information on our construction mitigation efforts in the next several weeks, after which we intend to issue an RFP to contract for the agreed-upon services from a qualified, third-party provider.

All of the benefits I have outlined for you have already been recognized by the Community Board, the Borough President, and the City Planning Commission – all of which have approved the plan. As with these groups, I believe the Flushing Commons project represents a significant economic opportunity designed by the community – *for*

the community. This project – which means new jobs, new retail and open space, and significant new private investment in Downtown Flushing – has the ability to truly transform the neighborhood for the residents of Queens and beyond.

Thank you.

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PRESIDENT

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OFFICE OF THE
PRESIDENT OF THE BOROUGH OF QUEENS
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Borough President Helen Marshall's Testimony

City Council Zoning and Franchises Subcommittee Public Hearing

July 15, 2010

Flushing Commons and Macedonia Plaza

LU nos. 0137, 0138, 0139, 0140, 0141, 0142, 0143, 0144, 0145

GOOD MORNING. THANK YOU FOR THIS OPPORTUNITY TO TESTIFY ON THESE TWO VERY IMPORTANT PROJECTS - FLUSHING COMMONS AND MACEDONIA PLAZA.

I'D LIKE TO THANK THE MAYOR'S OFFICE, THE MULTIPLE CITY AGENCIES, COMMUNITY BOARD 7 AND ALL OF THE COMMUNITY RESIDENTS FOR THEIR COMMITMENT, DEDICATION, HARD WORK AND PERSEVERANCE THROUGH MANY HOURS OF MEETINGS TO GET THESE PROJECTS TO THIS POINT TODAY.

THE STARTING POINT OF THOSE MANY HOURS OF MEETINGS WAS A COMMUNITY BASED PLANNING EFFORT WITH THE PARTICIPATION OF THE LOCAL BUSINESS COMMUNITY, COMMUNITY BOARD 7, AREA RESIDENTS AND CIVIC ORGANIZATIONS, CITY AGENCIES, LOCAL ELECTED OFFICIALS AND OTHER STAKEHOLDERS TO STUDY HOW TO

STRENGTHEN AND KEEP DOWNTOWN FLUSHING VITAL. AMONG THE RECOMMENDATIONS OF *THE FLUSHING FRAMEWORK*, THE DOCUMENT ISSUED AT THE CONCLUSION OF THAT TWO YEAR STUDY, WAS THAT FLUSHING MUNICIPAL PARKING LOT #1 SHOULD BE REDEVELOPED WITH A MIX OF NEW USES, HOUSING, PUBLIC OPEN SPACE AND PUBLIC PARKING.

FLUSHING COMMONS AND MACEDONIA PLAZA, UNDER CONSIDERATION TODAY, WILL TRANSFORM THE APPROXIMATELY FIVE ACRE MUNICIPAL PARKING LOT #1 INTO A MIXED-USE DEVELOPMENT WITH OVER 600 UNITS OF MARKET RATE AND 140 UNITS OF AFFORDABLE HOUSING, NEW COMMERCIAL AND RETAIL SPACE, OVER 90,000 SF OF COMMUNITY SPACE INCLUDING A 62,000 SF STATE OF THE ART YMCA, 1600 PUBLIC PARKING SPACES, AND MORE THAN 1.5 ACRES OF CONTIGUOUS OPEN SPACE THAT WILL FUNCTION AS A TOWN SQUARE.

I AM HERE TO REITERATE MY SUPPORT FOR THESE PROJECTS BECAUSE I BELIEVE THEY WILL STRENGTHEN AND KEEP DOWNTOWN FLUSHING VITAL FULFILLING THE GOALS AND OBJECTIVES AS EXPRESSED IN *THE FLUSHING FRAMEWORK*.

THROUGH THE ULURP PROCESS, WE HAVE HEARD MUCH TESTIMONY IN SUPPORT BECAUSE THESE PROJECTS WILL BRING TO DOWNTOWN FLUSHING NEW GOODS AND SERVICES, BOTH AFFORDABLE AND MARKET RATE HOUSING, NEW OPEN SPACE, THOUSANDS OF MUCH NEEDED JOBS DURING AND AFTER

CONSTRUCTION, AND MILLIONS OF DOLLARS OF NEW REVENUE FOR QUEENS AND NEW YORK CITY.

HOWEVER, WE HAVE ALSO HEARD FROM MANY WITH CONCERNS ABOUT POTENTIAL IMPACTS TO DOWNTOWN FLUSHING, THE EXISTING BUSINESSES – PARTICULARLY THOSE CLOSEST TO THE PROJECT SITE - THAT MAY ARISE DURING AND AFTER CONSTRUCTION.

WHETHER WE SUPPORT THESE PROJECTS OR HAVE CONCERNS ABOUT THEM, WHAT IS UNDISPUTABLE IS THAT WE ALL HAVE THE BEST INTERESTS OF DOWNTOWN FLUSHING AND NEW YORK CITY AT HEART. I AM CONFIDENT THAT WORKING TOGETHER WE CAN OVERCOME OR MINIMIZE ANY INCONVENIENCES THAT MAY ARISE AS WE GO FORWARD.

THE ONLY WAY WE WILL SUCCEED IS TO CONTINUE WORKING ON KEEPING EVERYONE INFORMED ON A TIMELY AND REGULAR BASIS ABOUT PROGRESS OF THESE PROJECTS AND CONDITIONS AS THEY CHANGE IN DOWNTOWN FLUSHING.

A NUMBER OF CONDITIONS, THAT OUTLINE MECHANISMS OR PROVIDE A FORUM TO ADDRESS CONCERNS AND ISSUES THAT WERE RAISED, WERE INCLUDED IN MY RECOMMENDATION TO APPROVE THESE PROJECTS.

THE FOLLOWING ARE A SUMMARY OF THOSE CONDITIONS :

THE QUEENS BOROUGH PRESIDENT TOGETHER WITH COUNCILMEMBER PETER KOO WILL CO-CHAIR THE DOWNTOWN FLUSHING TRAFFIC TASK FORCE THAT WILL MEET BEFORE, DURING AND AFTER CONSTRUCTION. THE MEETINGS WILL BE A FORUM FOR THE RELEVANT AGENCIES TO GIVE UPDATES ON DOWNTOWN FLUSHING TRAFFIC RELATED ISSUES, TO WORK OUT SOLUTIONS TO ANY TRAFFIC ISSUES THAT MAY ARISE, SHARE CONSTRUCTION UPDATES AND TO RECEIVE INPUT FROM THE COMMUNITY ON TRAFFIC CONCERNS;

THE DEVELOPERS SHOULD MAKE AN ONGOING OUTREACH EFFORT TO INFORM AND PROMOTE OPPORTUNITIES AVAILABLE TO THE COMMUNITY AND LOCAL MWBE FIRMS TO PROVIDE GOODS AND SERVICES FOR THE PROJECT DURING CONSTRUCTION AND ALLOW LOCAL MWBE FIRMS TO PARTICIPATE IN THE COMMERCIAL ACTIVITY THAT WILL OCCUR AFTER CONSTRUCTION IS COMPLETED

SMALL BUSINESSES PARTICULARLY THOSE ALONG THE PERIMETER SURROUNDING THE PROPOSED PROJECTS ON 37TH & 39TH AVENUES, 138TH STREET AND ALONG THE UNION STREET BETWEEN ROOSEVELT AVENUE NORTH TO NORTHERN BOULEVARD WILL MOST BE DIRECTLY IMPACTED DURING CONSTRUCTION AND BY THE LOSS OF PUBLIC PARKING AT THE REMOVAL OF FLUSHING MUNICIPAL PARKING LOT #1. THE QUEENS BOROUGH PRESIDENT WILL WORK WITH

COUNCILMEMBER PETER KOO AND THE NYC SMALL BUSINESS ADMINISTRATION IN DEVELOPING THE BUSINESS INTERRUPTION PLAN FOR THE MOST EFFECTIVE USE OF THE \$2 MILLION BUSINESS ASSISTANCE FUND THAT WILL BE ESTABLISHED TO HELP SMALL BUSINESSES AFFECTED DURING CONSTRUCTION OF THE PROPOSED PROJECTS

THE AVAILABILITY OF AFFORDABLE PARKING SPACES IS OF UTMOST IMPORTANCE TO ATTRACT CUSTOMERS TO SMALL BUSINESSES IN THE AREA. THEREFORE, PARKING RATES FOR THE FLUSHING COMMONS SHOULD BE MAINTAINED BELOW-MARKET RATE CLOSE TO MUNICIPAL RATES BEYOND THE FIVE-YEAR CAP. PUBLIC PARKING MUST BE AFFORDABLE TO SUSTAIN AND SUPPORT THE EXISTING LOCAL SMALL BUSINESSES WHO HAVE INVESTED HEAVILY INTO THEIR TRUST OF THE FUTURE ECONOMIC HEALTH OF DOWNTOWN FLUSHING;

DOWNTOWN FLUSHING IS THE MOST HEAVILY USED MAJOR INTERMODAL TRANSIT HUB IN NEW YORK CITY OUTSIDE OF MANHATTAN. THE ROOSEVELT AVENUE AND MAIN STREET INTERSECTION IS THE THIRD BUSIEST INTERSECTION WITH THE HEAVIEST VOLUMES OF PEDESTRIAN TRAFFIC TOPPED ONLY BY TIMES SQUARE AND HERALD SQUARE IN MANHATTAN. TRAFFIC ENFORCEMENT AGENTS SHOULD BE POSTED YEAR ROUND AT THE ROOSEVELT AVENUE AND MAIN STREET INTERSECTION DURING THE PEAK RUSH HOURS MONDAY THROUGH FRIDAY AND DURING THE SATURDAY AND SUNDAY PEAK HOURS IDENTIFIED IN THE

ENVIRONMENTAL IMPACT STATEMENT TO KEEP TRAFFIC FLOWING IN AN ORDERLY MANNER. THE PRESENCE OF TRAFFIC ENFORCEMENT AGENTS AT THESE LOCATIONS SHOULD BE ON A PERMANENT BASIS LIKE THE OTHER TWO BUSIEST INTERSECTIONS IN THE CITY, NOT JUST FOR THE DURATION OF DOT'S PEDESTRIAN TRAFFIC IMPROVEMENT PILOT PROGRAM.

AS PART OF THE BUSINESS INTERRUPTION PLAN, THE CITY SHOULD EXPLORE VARIOUS MEANS TO HELP DOWNTOWN FLUSHING SMALL BUSINESSES INCLUDING AGGRESSIVE MARKETING STRATEGIES, TAX RELIEF PROGRAMS, AND CLOSER ALTERNATIVE PARKING SPACES OR PERHAPS JITNEY SHUTTLE SERVICE TO AND FROM THE IDENTIFIED INTERIM PARKING AREAS TO HELP THEM DURING THE CONSTRUCTION PERIOD.

RECENTLY, QUESTIONS HAVE BEEN RAISED ABOUT THE POSSIBILITY THAT HUMAN REMAINS, FROM BURIAL GROUNDS, MAY BE CONTAINED WITHIN THE PROJECT AREA. BEFORE THE PROJECT PROCEEDS THERE SHOULD BE REASONABLE MEASURES TAKEN TO ASSURE THAT THERE ARE NO HUMAN REMAINS LOCATED WITHIN THE PROJECT SITE.

DOWNTOWN FLUSHING IS A GROWING RESIDENTIAL COMMUNITY WITH THRIVING COMMERCIAL AND RETAIL ACTIVITY. THE RETAIL AND COMMERCIAL MIX THAT WILL BE BROUGHT INTO FLUSHING COMMONS SHOULD NOT BE DUPLICATIVE OF THE GOODS AND SERVICES READILY FOUND IN DOWNTOWN FLUSHING TODAY.

INSTEAD, NEW RETAIL AND COMMERCIAL USES, SUCH AS A NATIONAL BOOK CHAIN THAT WOULD COMPLEMENT THE EXISTING BUSINESSES IN DOWNTOWN FLUSHING SHOULD BE SOUGHT FOR FLUSHING COMMONS.

I AM COMMITTED AND LOOK FORWARD TO WORKING WITH EVERYONE TO MAKE SURE THAT DOWNTOWN FLUSHING CONTINUES TO BE SUCCESSFUL. WITH THE CONDITIONS IDENTIFIED ABOVE I AM SURE IT WILL SUCCEED. I URGE THE ZONING & FRANCHISES SUBCOMMITTEE TO RECOMMEND APPROVAL OF THE FLUSHING COMMONS AND MACEDONIA PLAZA PROJECTS.

STATEMENT OF THE MITCHELL LINDEN CIVIC ASSOCIATION REGARDING THE
PROPOSED FLUSHING COMMONS

July 15, 2010

The Mitchell-Linden Civic Association, an organization representing over 3500 families in the Mitchell-Linden community, opposes the development of Flushing Commons in downtown Flushing. This development will have a disastrous effect on the entire Flushing area. Many of us have been part of the Flushing community for more than 50 years. We know the community and we hope that our concerns will be seriously considered.

Our community has been inundated with the construction of luxury, multi use complexes that have stood empty for years. A new Police Academy is being built on 28th Avenue and College Point Boulevard; this is expected to draw at least 2000 members. The Caldor property at Roosevelt Avenue and Main Street, the hub of downtown Flushing, has been renovated by the owner, and will provide retail stores, a supermarket and restaurant, with only 350 parking spaces. The property is just one block west of the proposed Flushing Commons. The design for Flushing Commons as originally proposed has been altered and does not provide the necessary services for its residents, shoppers, and/or employees. Adjacent to the proposed Flushing Commons, the Macedonia Church will be constructing 140 affordable housing units with no provision for parking. In addition, three high rise luxury condos known as Sky View Parc Towers, just six blocks from the proposed site of Flushing Commons, are presently accepting applications for 450 condo units and anticipate the construction of an additional 600 units in three additional buildings. A 140 unit housing proposal is also planned for 35th Avenue and College Point Boulevard.

The traffic gridlock, that presently exists, has paralyzed the main arteries throughout the area and recommendations made to the DOT to ease congestion have fallen on deaf ears. Public transportation is poor and very limited, and there is nothing proposed to meet the demands for thousands of additional riders. Excessive overcrowding, congestion, over utilized schools, and the lack of parking will deter prospective buyers from seeking homes in our community, thereby diminishing the value of existing co-ops and private homes. Flushing Commons is a city unto itself, and does not belong in an already densely populated area in Flushing.

We invite you to join us to tour our community before you cast your vote on Flushing Commons. It is inconceivable, as well as unconscionable, that these projects are being proposed for the same geographic area without a *thorough and objective* consideration of the negative affect it will have on the availability of services and the quality of life to our community. We need your support to stop this massacre of Flushing by voting **NO** on Flushing Commons.

Respectfully submitted,

MITCHELL LINDEN CIVIC ASSOCIATION
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Talking Point Memo on Flushing Commons Development Considerations for City Council Members

- 1- Business Impact: Parking is the lifeblood of the entire small business community. The EIS provides no analysis whatsoever of the likely negative effect of the planned parking rate increases on area merchants.

Furthermore the EIS uses contradictory analyses when evaluating traffic impact and socioeconomic impact. When evaluating traffic impacts it says there will be only 30,000 sq ft of destination retail vs. 4 times as many sq ft when analyzing the effect on local merchants, the premise being that destination retail “doesn’t compete” with local merchants.(citations to the EIS available)

- 2- Parking: A study has been performed showing that the planned parking for the project will be fully utilized by the uses planned specifically for the development. Therefore, there will be no parking available for clients of local professionals (doctors, lawyers, accounting firms, etc) or local merchants (available upon request). The City has stripped back parking to 1,600 spaces despite an agreement between Deputy Mayor Doctoroff and then CM John Liu (copy available upon request).
- 3- Parking Affordability: The Queens Borough President, CB 7 and the Liu-Doctoroff agreement all call for caps on parking rates. The current proposal eliminates all caps on parking after two years of operation. If voted as proposed the developer will control virtually all the parking north of Roosevelt Ave., the heart of the retail, commercial district and over 60% of all the parking in Flushing.
- 4- Community Opposition: Queens Civic Congress and many other local civic groups oppose the project as currently proposed (list of organizations available upon request.) There is, in fact, widespread community opposition to the Flushing Commons plan.
- 5- Traffic: While the EIS projects that there will be gridlock in many intersections in Flushing, traffic that will likely spill over into surrounding communities-it, at the same time, seriously underestimates the real traffic that the project will generate; and the nightmare environmental impacts that will follow. That is because the EIS doesn’t properly consider the effect of the several new and projected developments, including the Willets Point megaproject (full report available upon request); and uses outdated models for its baseline assumptions.
- 6- Affordable housing: The developer is providing no affordable housing. The site will contain 140 units supported by another developer.

- 7- Bait and Switch: The RFP contained numerous community benefits and the developer was selected on that basis. Many of those conditions, some very material to our community have now disappeared (analysis available).
- 8- Contingency Planning: Several groups, including the Flushing BID have asked that the final agreement with the developer contain a reasonable performance timetable and the City's ability to repossess the property in the event of non-performance. Our community is deeply concerned about a project that is stalled for whatever reason at some point.
- 9- Size and Bulk: The project is far too dense and far too large for our community. It is both inappropriate and the source of much of the traffic and parking issues.

WHAT MAKES SENSE: Alternatives to Unsustainable Development

- 1- Eliminate the retail/commercial portion of the project, which is the source of the gridlock.
- 2- Add back the previously agreed components of the project including the amount of parking and the cap on parking rates in order to save the small business community
- 3- Since the project will involve the conveyance of land at a below-market price and include other subsidies, require that the developer include a living wage in any of his leases.
- 4- Require a timetable with remedies to repossess the project in the event of default by the developer.
- 5- Alternatively: Require that the project be rebid after a thorough independent analysis of its effects and the needs of the community

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Testimony at the City Council Hearings on the Flushing Commons FEIS

My name is Brian Ketcham. I am a traffic engineer. I am speaking in opposition on behalf of the Flushing Coalition for Responsible Development.

Flushing Commons is a big project—big even for downtown Flushing. At nearly 2 million square feet it will generate more than a thousand car and truck trips in the peak commuter hours, nearly double what is reported in the FEIS. The consequence is that traffic impacts will be more intense and more widespread. Flushing Commons will also need a lot more parking than is being provided to accommodate a project of this size.

The developer for Flushing Commons has chosen to low ball the number of trips by auto and, instead, assume a very high proportion of trips by mass transit. He borrows this assumption from projects in downtown Brooklyn, a location that has 14 subway lines within walking distance of most businesses and residences. Flushing has the Number 7 subway line. More about transit in a moment.

The developer reports his project will have severe traffic impacts at 22 intersections with little or no mitigation available for reducing impacts. He expects the Flushing community to simply live with the problems this project will create. Correcting for unrealistic assumptions results in a near doubling in peak period auto trips. The FEIS admits downtown Flushing will be gridlocked when Flushing Commons is completed even with under reported traffic numbers. But, traffic problems will be much worse than reported.

In addition to under reporting the number of trips generated, the developer has failed to account for other new projects, in particular, Willets Point and the College Point Police Academy. The Willets Point plan now assumes that just 16% of Willets Point traffic will divert to the proposed Van Wyck Expressway using new ramps. Flushing Commons assumes that half the traffic produced by Willets Point will use the Van Wyck ramps. The consequence of this error is that 1,900 auto trips are unaccounted for in either the Flushing Commons FEIS or the Willets Point FGEIS—both projects fail to account for hundreds of cars an hour that will travel through downtown Flushing.

Because Flushing Commons will generate double the hourly number of trips that is reported in the FEIS, they will be forced to provide more parking. We estimate the need for more than 1,900 off-street parking spaces for the Flushing Commons site. As reported in the FEIS, this assumes that 450 long term parkers and more than 100 short term parkers are moved to other facilities as far away as Citi Field. The developer is proposing 1,600 spaces, 300 short of what is needed. EDC originally promised 2,000

spaces. In order to reduce parking demand it would be necessary to reduce the size of the proposed project, for example, eliminate all retail space.

Transit is another problem. By assuming that more than half of project trips are by transit, Flushing Commons places a great burden on both the Number 7 line and the many bus routes currently serving the area and already over capacity. But this is not just a problem with Flushing Commons. More than 20 million square feet of new development is on the books for sites near Flushing—Willets Point, Sky View Parc, the College Point Police Academy and Flushing Commons—are just the big guys. There are also 90 other sites identified totaling nearly 10 million square feet of additional development.

If you believe the assumptions in the documentation for these projects—that is, more than half the trips by public transit—you will find they would generate 100,000 more daily subway trips and 70,000 more daily bus trips, more than doubling current demand in the downtown Flushing area.

Where is the analysis of the cumulative impact of all these new developments? Is this due diligence not the responsibility of the City Council? What is the reaction of the MTA to such a burden? Where is the money to come from to double the subway capacity serving downtown Flushing? And, can downtown Flushing accommodate twice as many buses? And, if you cannot significantly increase transit capacity—as seems likely—then a lot more people will be using their cars.

Like Willets Point, Flushing Commons has low balled auto ownership and use, failed to provide sufficient parking and has assumed the use of transit way beyond the potential to accommodate new travel. The assumptions used in the Flushing Commons FEIS are wrong. Correcting for these errors will add greatly to Flushing Commons' traffic volume in downtown Flushing and therefore significantly increase the severity of project impacts.

In the absence of answers to the concerns and questions that I have raised, the City Council lacks the necessary information on which to base any approval of the Flushing Commons Project—you must reject this application.

Brian T. Ketcham, P.E.
July 15, 2010

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A REALISTIC REASSESSMENT OF THE IMPACTS OF FLUSHING COMMONS ON PARKING

Flushing Commons is a multi-use \$850 million development in downtown Flushing that would occupy the existing 1,100 space Municipal Lot 1, which is on Union Street between 37th and 39th Avenues. The development would be a major retail and commercial center with 762 units of housing plus community space and 1,600 parking spaces. One key issue for businesses is the adequacy of parking on which Flushing shoppers and 2,100 businesses depend. The existing parking lot is generally at capacity during weekdays and Saturdays. The question that this report answers is “Are 1,600 parking spaces enough to handle total parking demand once Flushing Commons has been completed?”

An independent engineering analysis of the Final Environmental Impact Statement (FEIS) was undertaken. The analysis of underlying assumptions and estimated results in the FEIS uncovered many unrealistic and inappropriate bases that lead to a significant understatement of the widespread and severe impact that the Flushing Commons would have on traffic, transit and parking. This report corrects for some of these errors and provides a realistic profile of parking demand by hour of the day on weekdays. Detailed studies are included in appendices.

Key Findings

- The downtown Flushing economy is very dependent on available parking capacity because of the higher auto dependency of Queens’s residents and shoppers and the lack of bus and subway capacity.
- The FEIS is replete with many errors in the traffic and parking study that result in under reporting project generated vehicle trips.
- Flushing Commons will produce nearly double the hourly number of car and truck trips making traffic and parking impacts more severe and more widespread.
- There will be a shortfall of more than 300 parking spaces an hour during midday.
- The overflow drivers will add to the deficiency of 300 on-street motorists acknowledged in the FEIS that will be unable to find on-street parking.
- More than 1,900 total parking spaces are needed for Flushing Commons as proposed.
- If, as proposed, Flushing Commons cannot relocate 600 current parkers to places near Citi Fields, then 2,500 spaces would be required.
- The primary demand for parking is to service destination retail and commercial space.
- Downsizing the project and reducing retail and commercial space is the only effective way these added impacts can be mitigated.

Background

A Final Environmental Impact Statement (FEIS), prepared for the project sponsor, the NYC Economic Development Corporation (EDC), acknowledges that parking shortfalls will occur during peak shopping periods, forcing hundreds of drivers an hour to fend for themselves finding on-street spaces at the very times when there are none. The FEIS does not account for these circling motorists hunting for parking and resulting double parking that will worsen congestion

at and beyond the 22 intersections where the FEIS concedes that traffic delays will be very great. Originally, the project was to provide 2,000 parking spaces serving a smaller and less auto dependent retail component. This was the formal agreement by the Mayor's office with then Councilmember John Liu and the business community. Since then this commitment has been ignored and garage capacity was cut by 400 spaces, without explanation.

Just how much parking will the Flushing Commons need and what will really be left for current users, particularly for shoppers? This question is the number one concern of the more than 2,100 businesses in downtown Flushing that depend on the availability of parking in Municipal Lot 1.

The developers for Flushing Commons, The Rockefeller Development Corporation of Manhattan and TDC Development and Construction Corporation, are proposing to provide 1,600 below ground parking spaces, claiming their project will need no more than 620 spaces, leaving, they claim, about 980 spaces for the people currently parking at Municipal Lot 1. That projection in the Traffic and Parking Chapter of the FEIS assumes less than a third of the floor area is destination retail—the primary trip generator—than is reported in Chapter 3, Socioeconomic Conditions, a discrepancy so huge that it alone invalidates the parking demand analysis. It is but one of several unrealistic assumptions underlying the analysis in the FEIS which produces an optimistically low number of vehicle trips and therefore understates traffic impacts and impacts on parking. This technical analysis corrects the most critical assumptions that just do not match real world travel characteristics in Queens now and in the foreseeable future. These problems are described in more detail in Appendix A.

The FEIS borrows trip generation rates and mode types estimated (but never verified) for similar developments but in areas, such as downtown Brooklyn, with much higher transit use and with many more households within walking distance of most subways lines. In Queens, 94% of households own a car, and they make more trips for all purposes by auto.¹ The assumption that 30% of total residential trips will be by auto is unrealistically low. As a result, parking demand will be greater.

Since on-street parking is limited and generally fully occupied during business hours on weekdays, off-street parking is critical to nearby merchants. The spill-over of the proposed Flushing Commons parking facility will also exacerbate congestion caused by circulating and double parked cars.

The parking demand reported in the FEIS by hour of day for each component of the project reported by the developer is shown in Table 14-37, "Flushing Commons Weekday Parking Accumulation by Use". Table 14-37 presents the net effect of vehicles entering and leaving the parking facility and the resulting accumulation of parked vehicles and the overall project demand for parking spaces for conditions described in the FEIS. For convenient review, Table 14-37 is included in Appendix B.

The FEIS reports that all project parking demand will be accommodated by the Flushing Commons parking garage. It further assumes that all "known development within the study area...are assumed to provide as-of-right accessory parking sufficient to meet their own parking demand." Clearly, the developer cannot control this assertion. Moreover, the FEIS goes on to assume that off-street parking demand will grow by 12% to 14% and that demand for on-street

¹ The FEIS estimates that approximately 70% of Flushing Commons residents would own a car but that few would actually use their cars for travel for any purpose.

parking will grow by 10% by 2013, leaving on-street parking 7% over capacity for weekdays and weekends. The FEIS reports nothing about where the approximately 300 vehicles per hour that cannot find on-street parking will be relocated. The FEIS also observes that “Overall, parking shortfalls, accounting for on- and off-street supply, are expected to occur for both the weekday and Saturday midday peak periods,” all without the Flushing Commons project (see page 14-77 of the FEIS).

In addition to the significant under-estimate of traffic impacts (and therefore parking demand) there are other problems with the FEIS analysis. For example, a careful review of Table 14-37 shows no parking accumulation for local retail activity—none. This is presumably because the FEIS assumes 50% of shoppers enter and 50% leave the site during the same hour. The result, as reported in Table 14-37, is no parking accumulation assumed for local shopping vehicles and therefore no apparent demand on parking. However, as Table 14-37 shows, approximately 250 local shopping vehicles will enter and 250 will exit the Flushing Commons parking facility during the same midday hour (1 to 2 pm). They will, in fact, occupy a parking space during the time they are at the site (after perhaps circling for some time searching for a space during the time period reportedly when Municipal Lot 1 is fully occupied). Clearly, the assumption of rapid turnover and perfect utilization of spaces is unrealistic, as recognized in the CEQR Manual. Some parking spaces will be occupied for longer times and will contribute to parking demand. This error has been corrected in this report.

The FEIS also assumes that 56% of local shopping will occur from 11 am to 3 pm. While there is no supporting documentation for this assumption, local merchants report this is simply wrong. This report modifies local shopping temporal characteristics to match those reported by the Institute of Transportation Engineers.

These are just some examples of what is wrong with the FEIS parking analysis. These problems are fully discussed in Appendix A and were raised in critiques of the DEIS with the Department of City Planning. They were ignored. No changes in the parking analysis were made from draft to final EIS (see Chapter 26, Response to Comments on the DEIS for the developers rationale for their non-responses to public comments).

Analysis and Results

This analysis is based on minor adjustments of the trip generation rates and patterns. It assumes that 85% of new households (762 new dwelling units) will own an automobile and park locally (commanding 648 parking spaces over night). The analysis also assumes the split in local and destination retail is that reported in Table 3-15 of the FEIS, Chapter 3, Socioeconomic Conditions, 120,750 square feet of destination retail, and 145,750 square feet of local retail. Chapter 14, Traffic and Parking, of the FEIS (Table 14-13) reports a very different scenario—just 36,225 square feet for destination retail and 205,275 square feet for local retail. The consequence of this FEIS assumption is to under-report the number of trips generated and the amount of parking required. Destination retail produces far more auto trips than local retail per thousand square feet of retail space. By assuming that a tiny proportion of retail is destination retail, the FEIS artificially reports fewer auto trips than would occur with the assumptions presented in the FEIS’s Socioeconomic Conditions chapter. Other corrections described in Appendix A were also applied in adjusting traffic and parking impacts for the proposed Flushing Commons project.

Appendix B presents the resulting trip generation assumptions, the estimated number of trips by land use type by time of day by mode and the resulting 24-hour parking demand for the Flushing Commons project corrected as described above and in Appendix A.

Correcting for the errors of the Flushing Commons parking analysis in the FEIS shows that a total of more than 1,900 parking spaces will be required to meet off-street parking demand during the midday peak period for the project as proposed. A more reasonable accounting of parking demand is presented in Figure 1 which shows vehicle accumulation by time of day. Figure 1 reveals total project impact that is nearly double that reported in the FEIS. It also shows the number of vehicles that cannot be accommodated by the project's 1,600 parking spaces.

Figure 1 presents two sets of data. The lower part of the curve shows "project parking demand" in dark gray (revised for this analysis). The upper part (light plus medium gray) is the FEIS adjusted Build parking demand reported in Figure 14-25, page 14-79. The medium gray part of No Build parking demand is that portion that cannot be accommodated by project parking if limited to 1,600 spaces.

The analysis for Flushing Commons assumes that the existing 451 long term parkers will be relocated to municipal lots across from Citi Field (there is no discussion of how this would be carried out) and that 15% of short term parking will be relocated to Municipal Lot 2, a facility with just 89 spaces and currently over capacity for much of the day.

As many as 2,000 motorists an hour will be seeking to access or leave the facility during the weekday business period (approximately 10 am to 6 pm). By limiting parking to just 1,600 spaces, there will be a shortfall of 1,100 spaces for motorists seeking parking in the Flushing Commons parking facility that will be forced to find parking elsewhere. The project could turn away up to 316 motorists an hour during the midday period, 10 am to 6 pm.

These spillover effects would be worse were we to apply the CEQR Manual 95% occupancy limit. As reported in the FEIS, page 14-76, "The *CEQR Technical Manual* guideline stipulates 'parking lots and garages that are occupied at 95 to 100 percent of their capacity or that have fewer than 50 vacant spaces in a lot with more than approximately 1,000 spaces in the existing or No Build conditions may be considered to be at capacity and therefore unable to attract new parkers.'" Were we to apply this guideline, the allowable capacity would be limited to 1,550 spaces, adding to the displacement from Municipal Lot 1.

It is likely that many of the overflow motorists will "double park" on-site awaiting a parking space to free up (they do so now). Many others will circle the parking facility and may finally give up and not come back. Traffic will back up onto 37th and 39th Avenues where the only access/egress locations are proposed for the Flushing Commons parking facility, adding to the gridlocked conditions conservatively described in the FEIS for mitigated traffic impacts.

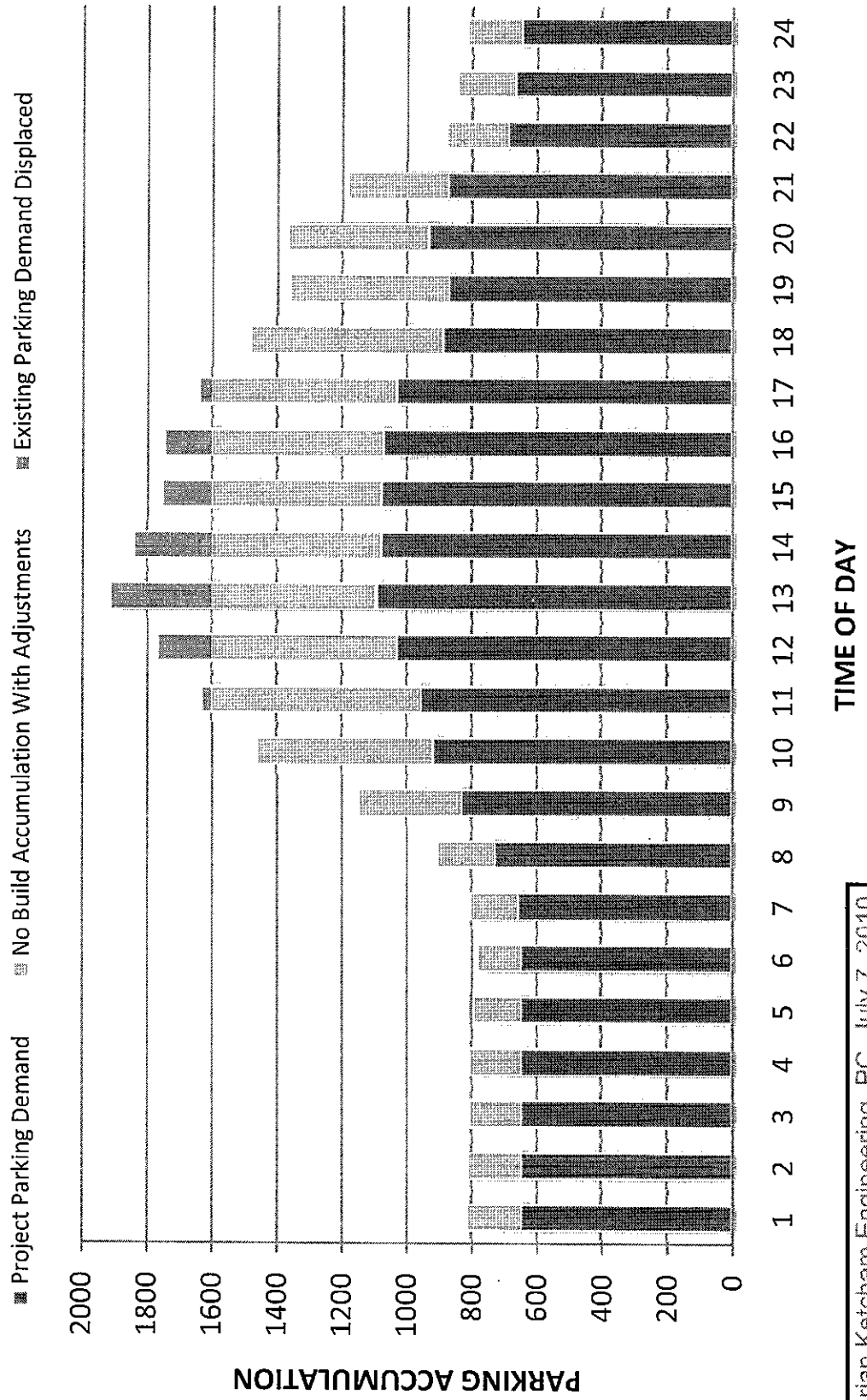
This analysis does not adjust for the spillover of on-street parkers circling downtown Flushing looking for parking or simply leaving the area, jeopardizing retail activity. Nor does it account for effects of relatively low cost parking at the Flushing Commons garage, at least during the first two years nor does it account for the diversion mentioned above of approximately 300 on-street parkers an hour who cannot find parking during midday on weekdays, further complicating the movement of vehicles in and around downtown Flushing, none of which is accounted for in the FEIS.

This report has evaluated the assumptions reported in the FEIS for the traffic and parking analyses for Flushing Commons. It finds the assumptions used in the FEIS to be seriously flawed, resulting in under-reporting of adverse traffic and parking impacts. Based on the modest changes made for these assumptions in Appendix A, more than 1,900 parking spaces would be needed to support the project and not severely impact nearby activities that depend on the parking capacity now provided by Municipal Lot 1. And, if Flushing Commons finds it impossible to enforce its ban on 600 parkers described earlier, parking for 2,500 vehicles would be required.

Addressing this shortage can be done in a number of ways: provide the 2,000 spaces originally agreed to; downsize the project to meet parking constraints (i.e., 1,600 spaces); change the mix of building types, reducing the space devoted to retail and commercial activities and provide affordable housing in its place. These last three changes will be the subject of a separate report.

Brian Ketcham Engineering, P.C.
Prepared for Flushing Coalition for Responsible Development
July 15, 2010

FIGURE 1. PARKING ACCUMULATION FLUSHING COMMONS 2013 No Build Demand Plus Project Impacts



APPENDICES

APPENDIX A

Revisions to the trip generation and temporal distributions of Flushing Commons traffic (Table 14-16), Flushing Commons FEIS

APPENDIX B

Table 14-37. Flushing Commons Weekday Parking Accumulation By Use, FEIS, page 14-83

Table 1. Corrected Assumptions for Estimating Trips for the Flushing Commons in Queens (Office Based/No Hotel)

Table 2. Estimate of Weekday Parking Accumulation by Land Use Type for a Modified Flushing Commons Project

Appendix A

Revisions to the trip generation and temporal distribution of Flushing Commons traffic (Table 14-16), Flushing Commons FEIS

The following describes the changes that have been made in the assumptions for trip generation, mode split, temporal characteristics and linked trips presented in Table 14-16 of the Flushing Commons FEIS. Assumptions made for Flushing Commons result in an under estimate of auto trips presenting a very optimistic picture minimizing project generated vehicular travel and the resulting impacts on traffic and parking. What is presented below and on the Tables 1 and 2 following is a more reasonable estimate of project generated auto trips, albeit, still not worst case traffic conditions. The very modest changes described below still result in a very significant increase in the number of auto, taxi and truck trips generated by the Flushing Commons project. The result is an equally significant impact on traffic and parking.

Destination Retail

Retail is a big trip generator. The FEIS assumes for the traffic analysis that just 15% of retail is “destination retail” (See Table 14-13, FEIS, page 14-33). However, the Socio-Economic analysis (Table 3-15, FEIS, page 3-25) reports that just 120,750 square feet of retail is assumed to be destination retail. The FEIS assumes that 15% of destination travel to the site is via the subway; we have reduced this to 10% and reassigned these trips to autos. Moreover, because the destination retail is located in a mall type environment, we have cut the linked auto trips from 25% to 20%. We have also modified the temporal characteristics of destination retail to conform to better documented data included in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (8th Edition, page 1498 for Shopping Centers) as more representative than what was assumed in the FEIS.

Local Retail

As explained above, the FEIS assumes that 120,750 square feet of the project will be destination retail. The FEIS also reports that 145,750 square feet will be “convenience goods” (assumed to be local retail and, yes, they have added 25,000 square feet of retail to the mix that is not included in the traffic/parking analysis). In addition, we have changed the temporal characteristics from the assumption in the FEIS that more than half the shopping trips occur during the midday period, to data reported by the Institute of Transportation Engineers for shopping centers of less than 100,000 square feet. Moreover, the FEIS assumes that 70% of local retail shopping will access the site via walking and that 25% of trips will be linked trips. We have cut walking trips to 60% and increased auto trips by 5% and taxi trips by 5%. We have also cut linked trips to 20% of total auto travel.

Office Use

Office use is also a big trip generator. The FEIS assumes that fully 35.5% of office workers will walk to the site with just 31.8% using autos and taxis. This appears very optimistic for the 1,000 or so workers that would be employed in the proposed office space, especially for walking trips. So, we have shifted 5% of walking trips to auto use (bringing the total to just 36.6% auto use, below the 39% observed in downtown Brooklyn, a location referenced often in the Flushing Commons FEIS as a data source).

Residential

According to the FEIS parking analysis, approximately 70% of new Flushing Commons residents will own a car. We have adjusted this number to 85% of all residences to better reflect the 94% of existing Queens households that currently own a car. The FEIS further assumes that just 29.5% of all trips (all purposes) will be by auto and that fully 26.2% of all trips will be by subway, on and off-peak and even on Saturdays. These assumptions do not match data for Queens collected by the New York Metropolitan Transportation Council. Moreover, because of limited capacity on the Number 7 subway line and the fact that all new development (about 20 million square feet, all land use types) will add about 10,000 more subway users by 2017 in the PM peak hour alone (and nearly 100,000 per day in and around downtown Flushing if you can believe the numbers in the EISs), making it far more difficult to utilize subways for all travel (much of this impact is due to low balling the amount of auto use), we have adjusted auto use upwards to 40% and cut subway use to 17% and walking to 20%. We have also adjusted average vehicle occupancy down to 1.65 persons per vehicle trip on weekdays to conform to assumptions reported in the Atlantic Yards FEIS referenced repeatedly as a source for many of the assumptions reported in the Flushing Commons FEIS traffic analysis.

Restaurants

The FEIS assumes that 90% of restaurant users will walk to the site and that 25% of these trips will be linked. It is assumed that the restaurant's occupying Flushing Commons will be destination restaurants located in a large facility (and not directly accessible off the street), so we have cut the walk in travel to 80% and cut the linked trips to 20% for a more reasonable impact assessment of the proposed restaurants. In doing so, we have doubled the percent of auto and taxi trips, to 16% and 4%, respectively.

Hotel

No changes have been made to the assumptions for a hotel. No hotel is assumed in this analysis revision.

Doctor's Office Employees

The FEIS assumes that fully 35.5% of employees (presumably including doctors) will walk to the site. Again, this appears to be excessive. We have cut walk trips to 25% and adjusted auto trips upwards by 8% and taxi trips upwards by 2.4%.

Doctor's Office Patients and Visitors

The FEIS assumed 29% of patients and visitors will walk to the site. Given the capacity limitations discussed above for the No. 7 subway line we have adjusted this number down to 24% and increased auto use by 5%.

YMCA

The FEIS assumes that 25% of visitors will utilize autos to access the site; no taxi trips are assumed and fully 49% will use the bus to access the site. We have assumed that 5% of trips will be made by taxi and have cut bus use to 44%.

Community Facility

The FEIS assumes that 56% of access to the site will be by walking, 23% *by subway*, 4.5% by bus and 16.5% by auto/taxi. This is in contrast to 25% walking, 1% *by subway*, 49% by bus and 25% by auto for the YMCA. Just how different are these two uses? The differences between the mode splits are extreme and raise questions about the validity of the assumptions for these two land uses. For example, 23% on the subway for the community facility vs. 1% for the YMCA. This needs to be explained. For this analysis we have not changed the assumptions made for the community facility.

Brian Ketcham Engineering, PC
July 7, 2010

Table 14-37
Flushing Commons Weekday Parking Accumulation By Use

Time period	Office Component		Dest Retail Component		Local Retail Component		Restaurant Component		Medical office Employees Component		Hotel Component		Med Office Patients Component		Residential Component		YMCA Component		Total Weekday Parking Accumulation		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
12:00 AM -- 1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	397	397
1:00 AM -- 2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	397	397
2:00 AM -- 3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	397	397
3:00 AM -- 4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	397	397
4:00 AM -- 5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	397	397
5:00 AM -- 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	397	397
6:00 AM -- 7:00 AM	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	394	407
7:00 AM -- 8:00 AM	86	1	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	372
8:00 AM -- 9:00 AM	110	5	203	14	9	5	41	41	0	1	37	2	35	0	0	0	0	0	0	15	58
9:00 AM -- 10:00 AM	60	17	246	40	36	9	40	40	0	3	2	2	0	0	0	0	0	0	0	12	41
10:00 AM -- 11:00 AM	26	19	253	40	35	14	54	54	0	3	2	3	0	0	0	0	0	0	0	14	12
11:00 AM -- 12:00 PM	24	30	247	40	45	9	96	96	0	8	2	9	0	0	0	0	0	0	0	10	11
12:00 PM -- 1:00 PM	70	76	241	48	39	18	252	252	0	14	7	16	2	2	35	0	0	0	0	6	10
1:00 PM -- 2:00 PM	17	47	211	36	40	14	250	250	0	8	10	14	0	0	35	0	0	0	0	7	6
2:00 PM -- 3:00 PM	30	20	221	47	42	19	142	142	0	3	4	13	0	0	35	0	0	0	0	6	5
3:00 PM -- 4:00 PM	17	20	218	50	50	18	90	90	0	5	6	12	0	0	35	0	0	0	0	4	5
4:00 PM -- 5:00 PM	18	54	182	50	55	14	89	89	0	4	7	9	0	0	35	0	0	0	0	3	5
5:00 PM -- 6:00 PM	7	127	62	42	48	8	127	127	0	8	4	13	6	33	8	0	0	0	0	2	7
6:00 PM -- 7:00 PM	7	59	10	39	44	3	92	92	0	9	6	16	0	0	8	0	0	0	0	0	0
7:00 PM -- 8:00 PM	4	14	0	28	29	2	40	40	0	7	3	20	0	0	8	0	0	0	0	0	0
8:00 PM -- 9:00 PM	0	0	0	21	22	1	15	15	0	4	2	22	0	0	8	0	0	0	0	0	0
9:00 PM -- 10:00 PM	0	0	0	10	11	0	0	0	0	0	9	13	0	0	8	0	0	0	0	0	0
10:00 PM -- 11:00 PM	0	0	0	0	0	0	0	0	0	0	6	7	0	0	8	0	0	0	0	0	0
11:00 PM -- 12:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	0	0	0	0	0

Notes:
 (A) Urban Space for Pedestrians by Regional Plan Association and Red Hook Stores EAS, August 2001.
 (B) ITE Trip Generation, 7th Edition.
 (C) Adapted from The Gardens EAS, April 1999.
 (D) Taken from No. 7 Train Extension Sunday temporal distribution.
 (E) Renaissance Plaza Hotel, Brooklyn, NY
 (F) Taken from No. 7 Train Extension Sunday temporal distribution and Parsons Brinckerhoff assumptions.
 (G) Flushing YMCA.
 (H) Adapted from First Avenue Properties Rezoning SEIS
 * Travel Demand Factors result in more inbound vehicles than outbound.

APPENDIX B

TABLE 1. CORRECTED ASSUMPTIONS FOR ESTIMATING TRIPS FOR THE FLUSHING COMMONS IN QUEENS (OFFICE BASED/NO HOTEL)
Project to be completed in approximately 2013

Project Component:	Area (gsf)	DEST. RETAIL	LOCAL RETAIL	OFFICE	RESTAURANT	DOC. OFFICE EMPLOYEES	DOC. OFFICE PATIENTS	YMCA	COMM. FAC.	RESIDENTIAL	HOTEL	PROJECT TOTALS
	Units	120,750	145,750	234,000	33,500	16,000	16,000	82,000	98,000	0	0	648,000
	Residents	0	0	0	0	0	0	0	0	762	0	762
	Employees	242	292	936	201	32	0	0	0	2,202	0	2,202
	Customers/weekday	15,966	30,626	4,317	6,665	219	737	5,498	4,565	0	152	1,854
										0	0	64,028
Trip Generation (person trips):	Weekday:	DEIS Rates	DEIS Rates	DEIS Rates	DEIS Rates	DEIS Rates	DEIS Rates	DEIS Rates	DEIS Rates	DEIS Rates	DEIS Rates	DEIS Rates
	Saturday:	129	205	18	173	10	33.6	44.7	34	8.075	5.82	5.82
Table 14-16, DEIS		150	205	0.9	170	2.5	8.3	17.78	34	9.575	8.61	8.61
		trips/1,000 gsf	trips/1,000 gsf	trips/1,000 gsf	trips/1,000 gsf	trips/1,000 gsf	trips/1,000 gsf	trips/1,000 gsf	trips/1,000 gsf	trips/1,000 gsf	trips/1,000 gsf	trips/room
Peak Hour Person Trips (%):	AM (8-9)	2.3%	3.1%	11.8%	1.0%	48.0%	20.0%	5.8%	7.2%	9.1%	6.6%	6.6%
	MD (12-1)	8.7%	11.3%	14.9%	13.7%	4.0%	9.0%	7.4%	7.1%	4.7%	8.3%	8.3%
	PM (5-6)	9.0%	9.9%	13.7%	7.7%	48.0%	5.0%	7.6%	8.3%	10.7%	7.7%	7.7%
	Saturday Midday	9.9%	11.0%	15.0%	11.7%	4.0%	40.5%	13.4%	14.1%	8.0%	7.5%	7.5%
Modal Split:	Auto	64.0%	20.0%	36.6%	16.0%	39.6%	30.0%	25.0%	16.0%	40.0%	70.0%	70.0%
	Taxi	3.0%	5.0%	0.2%	4.0%	2.6%	25.0%	5.0%	0.5%	5.0%	15.0%	15.0%
	Subway	10.0%	5.0%	10.6%	0.0%	10.8%	24.0%	1.0%	23.0%	17.0%	5.0%	5.0%
	Bus	18.0%	10.0%	22.0%	0.0%	22.0%	11.0%	44.0%	4.5%	18.0%	5.0%	5.0%
	Walk	5.0%	60.0%	30.5%	80.0%	25.2%	10.0%	25.0%	5.6%	20.0%	5.0%	5.0%
	Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Linked Trips (%)		20.0%	20.0%	0.0%	20.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%
Vehicle Occupancy:	Auto	2.05	2.05	1.37	2.3	1.37	1.65	1.5	1.5	1.65	1.6	1.6
	Taxi	2.05	2.05	1.37	2.3	1.37	1.4	1.4	1.5	1.4	1.4	1.4
In/Out Split:	AM (8-9)	61/39	50/50	96/4	20/80	95/5	58/42	66/34	94/6	20/80	41/59	41/59
	MD (12-1)	55/45	50/50	48/52	51/49	50/50	40/60	58/42	45/55	51/49	68/32	68/32
	PM (5-6)	47/53	50/50	5/95	65/35	15/85	20/80	34/66	42/58	65/35	59/41	59/41
	Saturday Midday	51/49	50/50	60/40	57/43	50/50	57/43	47/53	49/51	57/43	56/44	56/44
Truck Trip Gen.:	Weekdays	0.7	0.7	0.32	3.6	0.2	0.2	0.04	0.38	0.06	0.24	0.24
	Saturdays	0.04	0.04	0.02	3.6	0.01	0.01	0	0	0.02	0.08	0.08
		per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf
Peak Hour Truck Trips:	AM (8-9)	7.7%	7.7%	10.0%	6.0%	0.0%	7.7%	7.7%	7.2%	7.2%	12.0%	12.0%
	MD (12-1)	11.0%	11.0%	11.0%	6.0%	0.0%	11.0%	11.0%	7.1%	7.1%	9.0%	9.0%
	PM (5-6)	1.0%	1.0%	2.0%	1.0%	0.0%	1.0%	1.0%	8.3%	8.3%	0.0%	0.0%
	Saturday Midday	11.0%	11.0%	11.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	9.0%
Total Weekday Person Trips		15,577	29,879	4,212	5,796	160	538	3,665	3,332	6,153	0	65,979
Total Saturday Person Trips		18,113	29,879	211	5,695	40	133	1,458	3,332	7,296	0	62,824
Walk Trips Only	Daily	779	17,927	1,285	4,636	40	54	916	187	1,231	0	26,868
	Saturday	906	17,927	64	4,556	10	13	364	187	1,459	0	25,300
	AM (8-9)	18	556	152	46	19	11	53	13	112	0	967
	MD (12-1)	68	2,026	191	635	2	5	68	13	58	0	3,052
	PM (5-6)	70	1,775	176	357	19	3	70	15	132	0	2,601
	Saturday Midday	90	1,972	10	533	0	5	49	26	117	0	2,776
Total Weekday Generated Vehicle Trips	Auto Trips	4,863	2,915	1,125	403	46	98	611	355	1,492	0	11,553
	Taxi Trips (1)	456	1,458	12	202	6	192	262	22	440	0	3,027
	Truck Trips	85	102	75	121	3	3	3	37	46	0	437
	Totals	5,403	4,475	1,212	725	56	293	876	415	1,977	0	15,017
Total Saturday Generated Vehicle Trips	Auto Trips	5,655	2,915	56	386	12	24	243	355	1,769	0	11,070
	Taxi Trips (1)	530	1,458	1	198	2	47	104	22	521	0	2,861
	Truck Trips	5	6	5	121	0	0	0	0	15	0	152
	Totals	6,190	4,378	62	715	13	72	347	378	2,305	0	14,082
Total Peak Hour Vehicle Trips (20% linked trips)	AM (8-9)	98	108	134	5	25	58	51	27	176	0	655
	MD (12-1)	378	404	178	72	2	26	65	29	94	0	1,219
	PM (5-6)	383	346	156	37	25	14	66	31	207	0	1,235
	Saturday Midday	490	385	9	57	1	29	47	53	183	0	1,200
Total Weekday Generated Transit Trips	Subway Trips	1,558	1,494	446	0	17	129	37	766	1,046	0	4,727
	Bus Trips	3,260	2,988	46	0	9	15	642	150	1,313	0	8,273
Total Weekday Peak Hour Subway Trips	AM	36	46	53	0	8	26	2	55	95	0	266
	PM	140	148	61	0	8	6	3	64	112	0	479
Total Weekday Peak Hour Bus Trips	AM	75	93	5	0	4	3	37	11	120	0	337
	PM	293	296	6	0	4	1	49	12	141	0	790

(1) Assumes 2 trips per entrance.

Estimated from assumptions reported in Table 14-16, Flushing Commons DEIS, 2010
Brian Ketcham Engineering, P.C. (June 22, 2010)

APPENDIX B

TABLE 2. ESTIMATE OF WEEKDAY PARKING ACCUMULATION BY LAND USE TYPE FOR A MODIFIED FLUSHING COMMONS PROJECT WITH REVISED TEMPORAL CHARACTERISTICS AND CORRECTED TOTAL AUTO TRIP GENERATION

HOURS	Office Component		Dest Retail Comp.		Local Retail Comp.		Restaurant Comp.		Medical Office Employee Comp.		Medical Office Patients Comp.		Residential Comp.		YMCA Component		Total Weekday Parking Accum.		
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
12 am-1 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	648
1 am-2 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	648
2 am-3 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	648
3 am-4 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	648
4 am-5 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	648
5 am-6 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	648
6 am-7 am	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	657	7
7 am-8 am	99	1	113	0	0	17	15	3	0	0	0	0	0	0	0	0	10	143	72
8 am-9 am	127	6	234	67	43	24	47	6	3	19	1	18	11	8	3	28	108	325	222
9 am-10 am	69	20	283	193	97	119	82	8	5	0	0	18	9	8	5	22	76	467	27
10 am-11 am	30	22	291	182	146	156	106	8	8	0	0	18	8	7	6	30	45	452	21
11 am-12 pm	28	35	284	209	143	222	127	21	5	24	0	18	5	6	5	33	33	452	22
12 pm-1 pm	81	88	277	231	192	260	168	25	37	18	42	1	17	3	3	35	33	454	26
1 pm-2 pm	20	54	243	212	199	273	128	28	21	26	37	0	17	4	3	4	33	453	27
2 pm-3 pm	35	23	254	192	214	251	125	114	39	8	10	34	0	0	0	31	32	453	24
3 pm-4 pm	20	23	251	187	216	222	131	124	47	13	16	17	2	3	4	48	32	470	25
4 pm-5 pm	21	62	210	199	221	200	134	134	47	10	18	24	0	0	3	74	32	512	25
5 pm-6 pm	8	145	71	207	231	175	141	146	42	31	21	0	1	4	0	104	56	560	16
6 pm-7 pm	8	68	12	190	187	178	99	121	20	24	16	42	0	0	0	98	43	615	26
7 pm-8 pm	5	16	0	204	170	212	71	15	18	8	52	0	0	0	0	80	43	652	16
8 pm-9 pm	0	0	0	114	187	139	52	60	7	10	5	58	0	0	0	37	20	669	10
9 pm-10 pm	0	0	0	44	182	0	28	31	4	0	24	34	0	0	0	11	32	648	0
10 pm-11 pm	0	0	0	0	0	0	0	4	0	16	18	0	0	0	0	24	24	648	0
11 pm-12 am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19	648	0
TOTALS	563	563	2432	2432	1,458	1,458	202	202	23	23	49	49	746	746	306	306	5779	5779	5779

The Flushing Coalition for Responsible Development

Preserving Jobs & Preventing Gridlock for the Residents & Merchants of Flushing

The Flushing Commons proposal is opposed by a substantial portion of the Flushing residential and business community. It is likely to do permanent damage to a thriving but fragile neighborhood of small businesses and is deeply flawed in process and execution, demonstrating a troubling disregard by the City's Economic Development Corporation (EDC) for factual analysis and community participation.

Flawed Environmental Impact Statements (EIS)

- 1- The original draft EIS assumed a one-way pairing of Main/Union Streets, an extensive plan which included major redirection of traffic to reduce congestion in Downtown Flushing. This plan has since been abandoned, replaced by an interim plan limiting some turns at some intersections, likely resulting in substantially more gridlock. No analysis of the impact of the new plan's traffic patterns was performed for the final EIS.
- 2- The final EIS contains significant inconsistencies in describing the use of the retail portion of the project. The Traffic section assumes 36,000 sq. ft. of "destination retail" vs. 120,000 sq. ft. in the Socioeconomic section. You simply cannot have a credible impact analysis that is self-contradictory. By using two different numbers, the final EIS substantially underestimates traffic generation on the one hand and the effect on small businesses in the community on the other.
- 3- An independent traffic analysis by Brian Ketcham, the engineer hired by the Flushing Coalition, shows that the final EIS substantially underestimates the likely gridlock in Downtown Flushing and substantially underestimates the parking required for the project and the community. (*Report available*)
 - a. In particular, the developer's traffic analysis severely underreports the spillover Willets Point traffic, and has no analysis of the soon to be opened retail mall at Main and Roosevelt.
 - b. The EIS traffic analysis does not account for the approximately 90 projects planned or under construction in the area, or for the impact that these projects will have, not only on local roads and arterials, but also on the severely challenged mass transit infrastructure.
- 4- An independent report prepared by the Center for Community Planning and Development at Hunter College determined that there are 2,132 small businesses in the affected area vs. the 970 reported in the final EIS. The final EIS counted only storefronts and ignored mall-type locations and offices – a further indication of the shoddy and slipshod kind of review that was conducted by the developer. (*Report available*)

Negative Small Business Impacts

- 1- The final EIS does not analyze the effects of the very large increase in parking rates or gridlock on the local business community or residents.
- 2- The developer will have near monopolistic control of parking north of Roosevelt Ave. and probably control close to 60% of all the parking in Downtown Flushing. By selling vouchers he can impose a "tax" on local businesses or by refusing, he can selectively drive businesses to extinction
- 3- As provided in the letter agreement between then Council Member John Liu and then Deputy Mayor Doctoroff, there was to be a permanent cap on parking rates (subject to inflation). The current proposal provides no cap on rates whatsoever after two years of operation. Both the Community Board and Borough President have stipulated that parking rates should be limited.

The Flushing Coalition for Responsible Development

Preserving Jobs & Preventing Gridlock for the Residents & Merchants of Flushing

- 4- Mr. Ketcham's study has shown that over 2,200 spaces are needed if the project proceeds as proposed vs. 1,600 provided in the current plan.
- 5- There has been no analysis of the kind of potentially devastating impact during construction that the three-year closure of Muni Lot 1 will have on area small businesses. The requirements of the 2,132 businesses that will be affected during construction have not been analyzed. But clearly, the \$2 million that have been set aside – less than \$1 per business per day – is not nearly adequate for their needs.

Community Impact Issues

- 1- Almost unanimously, area civic associations have expressed their opposition to the project as proposed. These include the Queens Civic Congress, Mitchell Linden Civic Association, Auburndale Improvement Association, Broadway Flushing Homeowners Association, Kissena Park Civic Association, North East Flushing Civic Association, Sheng Rainbow Plaza Condominium, The Towers Condominium and many others. The issues of most concern are gridlock and the extremely dense and high development. (*Their position paper, REDO, is available*)
- 2- The proposed project has provided no affordable housing. While there are expected to be 140 units of affordable housing on the site, they will be provided by a different developer.
- 3- While the developer will receive substantial tax and purchase price benefits and displace many small businesses, there is no provision in the project for a living wage for workers. Displacing family businesses with substandard wages is both grossly unfair and bad public policy.
- 4- By including over 500,000 square feet of retail and commercial space the project will severely overtax our infrastructure, subways, streets and even our sidewalks. Our subway station is already the busiest in the system outside of Manhattan and is "gridlocked" during rush hours. The corner of Roosevelt Ave. and Main St. is the third busiest pedestrian thoroughfare in the City (after Times Sq. and Herald Sq.) and merely walking on the street is a challenge especially for the elderly. The original, now abandoned, traffic plan had provided for sidewalk widening.
- 5- Probable human remains on the site.
- 6- Effects on neighborhood churches which will lose free parking on Sundays

Process Issues

- 1- EDC ignored the conditions agreed to and endorsed by then Council Member John Liu and signed by Deputy Mayor Daniel Doctoroff within three weeks of CM Liu becoming Comptroller. This action suggests an untenable precedent for agreements between Council Members and the City. Furthermore, this clearly did not give enough time for the new Member to become fully informed, understand the issues, or receive community input.
- 2- Although the RFP required expanded parking, capped parking rates, and a movie theater, the developer has proposed a project without the amenities and commitments required. Awarding the right to develop the parcel in conflict with the RFP has never been examined by independent experts or, as far as we know, by anyone. If the amenities and commitments being removed are essential for the community and/or based on

The Flushing Coalition for Responsible Development

Preserving Jobs & Preventing Gridlock for the Residents & Merchants of Flushing

representations in response to the EDC RFP, the developer's unsubstantiated claim that these are uneconomic needs to be further examined.

- 3- Failure to require the developer to adhere to the terms of the original RFP after selection has resulted in a biased and faulty bidding process.
- 4- The lack of a timetable in the EDC agreements with the developer makes the community vulnerable to delays or an outright default that could leave the lot abandoned and unavailable even for needed parking. We believe that the City should have repossession remedies or escrow money to insure timely completion of the project according to agreed plans.

What needs to be done

Given the many issues raised, the substantial community opposition, the likelihood of permanent damage to a thriving but fragile neighborhood the best solution at this point is to send the project back to the drawing board for a full and fair review with appropriate analysis and community representation, preserving the best of the project and changing the damaging parts.

Absent this remedy, a serious and significant overhaul of the current proposal is needed – one that will reduce the project's density by replacing much of the commercial and retail space with affordable housing. This will serve to mitigate the calamitous impact on traffic and parking, while at the same time providing the community with a much needed housing resource.

POSITION PAPER

Summary

REDO is a coalition of organizations and individuals – business, civic and community-oriented – that are deeply concerned with the proposed development being offered by TDC/Rockefeller for Municipal Parking Lot #1.

The current project – dubbed “Flushing Commons” – would redevelop what is currently a public parking field with 1,101 parking spaces for four towers 14, 16, 16 and 17 storeys in height and one 6-storey building with a total of 620 market-rate condominiums, office and retail/restaurant space and almost 100,000 square feet of community facility space.

Community benefits and amenities that are being proffered by the developers include a replacement of 1,596 parking spaces; 68,000 square feet (approximately 1.5 acres) of total open space, including pedestrian alleys; and 62,000 square feet of the community facility space would be used for a relocated YMCA from their existing facility at Northern Boulevard and Bowne Street.

Flushing Commons, in total, would include almost 1.9 million square feet of new development.

Additionally, the adjacent Macedonia Church lot and a portion of the Municipal Parking Lot to the north have been proposed to be developed with a 14-storey tower incorporating 142 affordable housing units. A small public open space has also been proposed for a portion of the parcel. While officially this project is separate from the “Flushing Commons” proposal, in reality it is being developed completely in concert with the rest of Municipal Parking Lot #1.

While **REDO** supports the general principle of building a planned central square with surrounding development for downtown Flushing, we are skeptical of the “Flushing Commons/Macedonia Plaza” proposal. We believe that this project should not proceed as currently proposed as it will without question negatively impact downtown Flushing and beyond. Historically, there has been a long and flawed history of potential or proposed development at Municipal Parking Lot #1 (see below).

History/Background

Municipal Parking Lot #1 was first conceptualized as a super-block in the 1940s, originally as part of a plan by William Zeckendorf and his real estate development and management company, Webb & Knapp, to demolish most of the blocks from Prince Street on the west to Bowne Street on the east, and from Northern Boulevard on the north to 41st Avenue on the south in order to create a complex with a hospital, hotel and America’s largest mall.

REDO

The Coalition to Reconsider and Evaluate Development Opportunities at Municipal Parking Lot 1 in Downtown Flushing

Coalition Members

Auburndale Improvement Association

Broadway-Flushing Homeowners Assoc.

Kissena Park Civic Association

North East Flushing Civic Association

O.P.E.N. Flushing

Save Our Flushing Community

Sheng Rainbow Plaza Condominium

Station Road Civic Association

The Towers Condominium

Union Street Merchants Association

*And numerous individual residents, tenants,
businesses and property owners
in downtown and greater Flushing, NY*

POSITION PAPER

The logo for REDO, consisting of the word "REDO" in a bold, sans-serif font, enclosed within a rectangular border.

This plan was defeated by then-Borough President McClellan. In 1954, however, the present municipal lot was created by demolishing several blocks of single and two-family houses mostly owned and inhabited by long-time African-American residents. Ostensibly, this site was to be used for the Bland Houses public housing complex; ultimately, the Bland Houses were relocated towards College Point Boulevard. Municipal Parking Lot #1 was only surface parking at its inception with a second-story deck built in the early 1960s.

Since the 1970s, several major redevelopment proposals for the municipal lot have surfaced, most notably the William Zeckendorf, Jr. proposal – known as “Flushing Center” – from the late-1980s. The proposed project was to have two 16-storey towers and rowhouses for a total of less than 400 condominium units; a multiplex theater; a six-story commercial building; a mall with 70 stores; and 1,000 public parking spaces. That proposal was vehemently opposed by many residents and businesses of Flushing - as well as Community Board 7, which asked for the elimination of at least one of the towers – ultimately helped to defeat the project.

In the wake of the defeat of “Flushing Center” former Councilmember Julia Harrison helped to form the Coalition for a Planned Flushing, Inc. This group, formed from more than 30 civic, business and other community associations in Flushing, spent half a decade analyzing downtown Flushing and its positives and negatives. The result was published as a report in 1993 – Flushing Town Square – and was the first serious attempt to tame the increasingly chaotic development of downtown Flushing through a community-based planning initiative.

The plan for Flushing Town Square, centered on Municipal Parking Lot #1, included 2.5 acres of public space (almost half of the existing lot) in the center of the site; a below grade parking garage (directly beneath the public space) for 750 cars; and approximately 600,000 square feet in total of residential, commercial and community facility usage, spread out among six small blocks. The development could be phased as the market permitted and would top out at between five and seven storeys in height. Importantly, the “town square” would be connected to a revitalized Flushing waterfront park and new residential development; the cultural and commercial strip along Northern Boulevard; and historic Weeping Beech Park by “green corridors.”

This blueprint for the future of downtown Flushing – supported by the overwhelming majority of business and residential interests in the area as well as the surrounding neighborhoods – was never implemented, although the plan was vetted by both the Dinkins and Giuliani administrations. Instead, significant recent residential and commercial development, partially spurred by zoning changes put in place during the past fifteen years have overstressed already antiquated infrastructure, including parking, traffic, sidewalks, trash, sewers, open space and increased pollution with no potential solution or mitigation implemented as of the present day.

The Current Proposal – Flushing Commons

Flushing Commons, as proposed by TDC/Rockefeller, was one of over a dozen proposals that competed to win the right to develop Municipal Parking Lot #1. In 2005, TDC/Rockefeller was chosen to develop the site. However, in order for their project to be developed as per their plan significant changes, including changing the zoning; numerous variances; and actual mayoral overrides are necessary and were included in the Flushing Commons proposal.

POSITION PAPER

REDO

Consequently, a letter of agreement between then-Deputy Mayor Daniel Doctoroff and then-Councilmember John Liu which detailed community benefits and restrictions on the proposed development was signed. This letter included, among other things, retail space, including national retailers, a bookstore, multi-screen cinema and cafes and restaurants; a business-class hotel; a “town square” park; a minimum number of parking spaces required; maximum rates for parking capped in perpetuity; an interim parking plan during years of construction; participation in the Business Improvement District; a Community/Youth Center with significant amenities to be provided by the developer; a Business Interruption Program to mitigate construction for businesses and merchants around the municipal parking lot; and a local outreach/hiring strategy to tie in local businesses and residents for job opportunities.

As of the start of the Uniform Land Use Review Procedure (ULURP), Flushing Commons/Macedonia Plaza, as presented by both the developer and NYCEDC, has altered their offering substantially from the project that was proposed and agreed upon by all parties when TDC/Rockefeller was chosen. A breakdown of the critical issues pertaining to the project is listed below.

Critical Issues

Parking

Public parking at the municipal parking lots in New York City – at a set rate that changes only through mayoral agency (or agencies) and legislative approval – is a cherished right, not a privilege. It is also public land, owned in-kind by the taxpayers of New York City and should be treated with great sensitivity and public participation and input, even prior to the beginning of the official public process.

There are two major components to parking in downtown Flushing: the number of municipal parking spaces; and the price of those spaces. The current Municipal Parking Lot #1 contains 1,101 parking spaces. Under the current proposal, 1,596 parking spaces will be supplied by TDC/Rockefeller for the combined Flushing Commons/Macedonia Plaza project.

Municipal Parking Lot #1, with a combination of 1,101 short-term and long-term parking spaces, is used heavily by merchants, business patrons, visitors and daily commuters. Consequently, while there are other small municipal parking lots and street parking available throughout downtown Flushing, Municipal Parking Lot #1 is the largest – by far – and most central parking lot in downtown Flushing.

TDC/Rockefeller has stated that they are supplying 1,596 parking spaces which “are more than the RFP (Request for Proposal) from the EDC required, and significantly more than what the zoning requires.” This statement is, at best, misleading.

The RFP called for a minimum of 825 parking spaces plus those required by zoning – in this case, TDC/Rockefeller describe this number as 700 – for a total of 1,525 parking spaces. 71 additional parking spaces were included by TDC/Rockefeller, partially to offset a request for a mayoral override for no parking spaces required for the Macedonia Plaza proposed housing complex.

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The number of spaces needed with a change of zoning to C4-4 (an R7 equivalent) as requested by TDC/Rockefeller would require 310 parking spaces for the residential portion (50% of residential units, not including Macedonia Plaza) and 510 parking spaces or 1 space/1000 square feet for the commercial portion for a total of 820 parking spaces, not 700.

In the winning proposal put forth originally by TDC/Rockefeller, 2,000 parking spaces were guaranteed, which is part of the reason that their project design was chosen. Additionally, the signed letter of agreement between former Councilmember Liu and then-Deputy Mayor Doctoroff implicitly stated that the number of parking spaces required would include the replacement of the existing spaces (1,101) plus those required under zoning, for a total of 2,000. So, the total number promised by TDC/Rockefeller was 2,000; the minimum number of spaces required under the letter of agreement would be a total of 2,000; and, the current number of parking spaces offered is 1,596. Simply put, this deficit of on-site parking is unacceptable to REDO.

Part of the proposed parking plan calls for additional increases in parking spaces – both temporary and permanent – on property that is already owned by TDC/Rockefeller as well as the publicly-owned Municipal Lot #2. While additional parking spaces anywhere in downtown Flushing are welcome, it doesn't change the fact that the potentially massive increase in due to the proposed development at Municipal Lot #1 necessitates more parking spaces specifically at that location. Additionally, while the numbers of parking spaces at Municipal Lot #2 are expected to triple under the current proposal, the lot will have car stackers in order to achieve this and, like Municipal Lot #1, will also become privatized with valet parking only (see below). Also the methodology that TDC/Rockefeller has used to compute the number of parking spaces needed and provided in downtown Flushing is questionable, as it takes into account new developments like Skyview Parc which already have parking spaces allocated for its own tenants and customers, not necessarily for other patrons and residents of downtown Flushing or the proposed Flushing Commons/Macedonia Plaza project.

Finally, the amount of spaces that would be allocated for public parking is unclear. While the developer stated that approximately 350 spaces – approximately 50% of units – would be needed for long-term parking for the residents of the condominium towers because many buyers would not own cars, it is believed that a much higher ratio of units would request and need long-term parking. This is based upon a statement made by a well-known traffic engineer who said recently that “90% of families within a three-mile radius of downtown Flushing had at least one car.” Additionally, the business owners of the retail stores and commercial offices would most likely need several hundred parking spaces as well. Based on these numbers, the current amount of parking spaces provided is woefully inadequate for the businesses proposed for Flushing Commons as well as the surrounding downtown Flushing business community.

Parking Rates

Parking rates must honor the 2006 agreement; otherwise, they're not “right-priced.”

Another controversial aspect of the TDC/Rockefeller parking proposal what is being called “below-market rates” and “right price” parking prices. The current public parking rates at all of the municipal lots in Flushing are \$1.00 for 1 hour (short-term up to 3 hours) and \$4.00 dollars for 12 hours (long-term up to 12 hours).

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In 2006, the signed letter of agreement between former Councilmember Liu and then-Deputy Mayor Doctoroff stipulated that the parking spaces at Municipal Lots #1 and #2 would be \$2.00 for the first hour; \$3.00 for 2 hours; \$4.00 for 3 hours; and \$5 for 4 hours for the first three years. Afterwards, \$1.00 would be added for each hour for the next two years. Finally, the prices would be allowed to increase by 3% or the rate of inflation *in perpetuity*.

TDC/Rockefeller's proposal includes a modified cap, with higher rates to begin with, and a removal of the cap after five years to allow for market-rate parking. As most of the private parking lots in downtown Flushing charge significantly higher rates than the current rates at the Municipal Parking Lots, REDO is certain that this will ultimately cost businesses more – if they sign up for a proposed parking validation program – or drive potential customers to other neighborhoods such as College Point, which has free parking at the “Big Box” stores and municipal rates at the retail stores along College Point Boulevard. This will ultimately hurt the business community in downtown Flushing.

Traffic

According to TDC/Rockefeller's own consultants, traffic will increase 20% to 35% specifically due to the Flushing Commons/Macedonia Plaza over and above increases due to additional proposed development in downtown Flushing by 2013. This is unacceptable.

The 50 developments under construction or planned by 2013 will significantly increase traffic congestion in downtown Flushing from the existing tangle of cars, buses and pedestrians. However, if completed, the proposed Flushing Commons/Macedonia Plaza development will add an additional 20% to 35% on top of that. And, by TDC/Rockefeller's own admission, for the most part, this is traffic that cannot be mitigated.

As part of the original agreement, the Department of Transportation (DOT) was to create a new traffic plan for downtown Flushing as part of an overall strategy to deal specifically with development on Municipal Lot #1. By creating a series of one-way streets, including Main and Union, traffic would circulate in a different fashion and allow for better flow. Unfortunately, this plan was essentially abandoned by the city on January 22nd, 2010 – three days before certification of the Flushing Commons/Macedonia Plaza proposal. While a more limited traffic mitigation pilot program has been proposed by the DOT, REDO believes it may actually create more traffic problems throughout the downtown Flushing area and beyond. This includes the No Turns at Roosevelt Avenue and Main Street; No Left Turns to be implemented at Union Street and Northern Boulevard and Northern Boulevard and Main Street; and the reversal of traffic flow on Prince Street. Additionally, REDO maintains that widening sidewalks, while making sense in order to create more safety for pedestrians, can only work with an overall one-way street scheme.

Open Space / Pedestrian Passages

The Open Space component proposed by TDC/Rockefeller is insufficient for the critical mass of buildings, people and traffic that will be generated by the proposed Flushing Commons/Macedonia Plaza development.

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REDO

Open space in the Flushing Commons/Macedonia Plaza project is limited to approximately 1.5 acres, including passageways, alleys and other walkways. The main portion of the open space – approximately one acre – is located at the southwest corner of the current municipal lot, across the street from the rear portion of the present Queens Crossing building, also constructed and owned by TDC/Rockefeller. Additionally, a small area of open space will surround three sides of the current Macedonia A.M.E. church building. While the RFP only called for one acre of open space to be included in the Flushing Commons portion of the project, the original concept of open space as defined under the previous *Coalition for a Planned Flushing* master plan was for 2.5 acres directly in the center of the parcel to create a meaningful, defined and true public square that could be used as a multi-purpose space independent of the development that would surround it.

The manner in which the one acre space is sited in the TDC/Rockefeller plan essentially creates a “front lawn” for the retail stores that are to surround the space rather than a multi-purpose open space. Also, the space is situated close to the corner of 138th Street and 39th Avenue. The pedestrian, car and bus traffic – existing plus the additional amount added by Flushing Commons/Macedonia Plaza – will overwhelm any other use for the site besides a noisy outdoor seating area. The additional open spaces are little more than narrow linear connectors, passageways and alleys between 14 to 17-storey buildings that will overwhelm the scale of the public areas of the proposed development (see below).

Finally, because of the way the pedestrian circulation and open space was designed, with a focus on the southwest portion of the current Municipal Lot #1 and a lack of integration to the proposed Macedonia Plaza section, the businesses on Union Street will be negatively impacted. REDO strongly suggests that the project be reconfigured – both in terms of the massing of the buildings and open space – to create a more centrally located and larger park or plaza component with adequately designed connector pathways and corridors.

Architectural Design

While Flushing Commons/Macedonia Plaza is unified architecturally, it's not particularly attractive considering it aspires to be the focal point of downtown Flushing.

While tastes in architecture and design tend to be an opinion based on the eye of the beholder, TDC/Rockefeller has a responsibility to design something special for what should be the centerpiece of downtown Flushing. Unfortunately, like their previous development at *Queens Crossing* on Main Street, the architectural renderings are based on the programming of the buildings, rather than striking what should be a careful balance between facades, design, form and function. REDO believes that better architecture and site planning will attract better tenants, and more patrons, customers and visitors to downtown Flushing.

Zoning/Land Use

The zoning changes being asked for by TDC/Rockefeller will sacrifice any supposed positive benefits, due to the increased density and footprint that would occur at Municipal Lot #1.

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The current zoning, C4-3 (with an R6 equivalent), is a fairly dense commercial zone. It is mapped throughout Queens to allow for large-scale commercial and residential development, with a 2.43 floor area ratio (FAR) for residential use and one parking space for every 400 square feet of commercial space. The proposed zoning, C4-4 (with an R7 equivalent), is an even higher density zone. It is only mapped in a few other small areas of Queens and allows for residential development at a 3.44 FAR and one parking space for every 1,000 square feet of commercial space.

Under the current C4-3 zoning, if Flushing Commons/Macedonia Plaza were to be built at its proposed density, TDC/Rockefeller would be required to incorporate 1,750 parking spaces by zoning regulations. However, that residential density would not be allowed as-of-right under C4-3 zoning; the project would be approximately 30% smaller, with a corresponding fewer numbers of parking spaces. REDO strongly believes that, were the Flushing Commons/Macedonia Plaza project built under current zoning, many of the issues that are bedeviling this proposal would be mitigated due to the fact the footprint would be smaller and, by definition, have less of an impact of downtown Flushing. This, in turn would lower the density and height of the project to more manageable levels (see below).

Density / Height

The proposed project is simply too tall and too dense for the Municipal Parking Lot #1 site.

The biggest problem with Flushing Commons/Macedonia Plaza is that it is too tall and too dense for its site and for the surrounding community. While there have been numerous new projects in downtown Flushing over the past decade, none even come close to the scale and density of this project, with the exception of Skyview Parc on College Point Boulevard. However, that project is configured quite differently, with sufficient parking and not in the heart of downtown Flushing.

The five towers proposed for Municipal Lot #1 are just below the mandated maximum height as defined by the FAA. While TDC/Rockefeller has stated that they need the density that they have proposed to “make the numbers work,” REDO argues that this is not necessarily the case. If the proposal had more public open space, somewhat lower buildings and less retail/commercial space, not only would it be a better project overall but it would not stress the infrastructure of downtown Flushing (see below).

Infrastructure

The infrastructure of downtown Flushing is inadequate now; Flushing Commons/Macedonia Plaza will exacerbate the problems, and no realistic solutions are forthcoming from TDC/Rockefeller or the City of New York.

Planning – real planning – takes into consideration current conditions and describes what is needed in order to make a place more livable if more development or density is to occur in a particular location. Unfortunately, in the case of the proposed development on Municipal Parking Lot #1, very little is being done to increase and improve the current infrastructure let alone put in additional infrastructure for future growth. REDO is not opposed to development at Municipal Lot #1; in theory, we welcome it. However, the overall infrastructure must be improved in downtown Flushing before this occurs.

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Overall infrastructure improvement includes: long-range traffic mitigation and adequate affordable parking; increased capacity on the #7 subway line and bus lines (not to mention the long-promised but never delivered bus depot); increased meaningful open space; sewer and water capacity that will not increase environmental damage to Flushing River or Flushing Bay; additional public school seats for an ever increasing population; and maintain, at a minimum the existing level of services for public safety. Without those assurances, the kind of project being proposed by TDC/Rockefeller will have, by default, a negative effect on downtown Flushing and the surrounding neighborhoods.

Business Disruption/Construction Mitigation Fund

The compensation fund set up to help businesses in downtown Flushing is wholly inadequate for the amount of long-term inconvenience and disruption that will occur if Flushing Commons/Macedonia Plaza is built.

It is estimated by TDC/Rockefeller that the redevelopment of Municipal Lot #1 will take approximately three years. During that time, the existing parking will be relocated to scattered sites on the west side of Main Street to College Point Boulevard. Additionally, parking and traffic circulation will be severely restricted on the streets surrounding the current municipal lot. The amount of money allocated to help the estimated 400 or so immediately affected businesses - \$2 million - if divided equally would come out to \$5,000 compensation per business for a three year period, or a measly \$140 per month. By cutting off the lifeblood of these businesses - their patrons and customers, who will undoubtedly shop elsewhere where parking and the ability to get there will be easier - this development will put them out of business before it is ever completed. **REDO** cannot support a compensation program that will essentially drive the business community of downtown Flushing out of business.

Flushing YMCA

While a new YMCA complex might benefit Flushing, a public school at the current YMCA site must be included as part of any agreement.

The proposed YMCA complex at Flushing Commons would include 62,000 square feet of space for recreational activities and increase the number of children serviced from the current 4,000 to over 14,000. While this is a laudable goal, **REDO** contends that there are serious issues arising from relocation from the current facility on Northern Boulevard. That facility, constructed in 1926 with a public fundraising drive, has served the greater Flushing area for over eighty years. As part of the agreement between former Councilmember Liu and then-Deputy Mayor Doctoroff, the YMCA was to receive from the developer a shell; soft build; partially-completed basketball courts, pools and other recreational facilities; \$5 million in programming monies; and \$0 rent in perpetuity. As of the present, the YMCA will only move to the proposed space once its existing building is sold. This could lead the current YMCA building to be demolished by a developer for a high-rise building. **REDO** suggests that, as part of any deal, the current YMCA building is either sold or leased for long-term use to the Department of Education for A) recreational and pool facilities for Flushing High School or its successors and/or B) a new Kindergarten through 5th grade elementary school. Based on the increased residential units recently constructed, under construction or planned by 2013, it is critical that new educational inventory be added to downtown Flushing.

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Cinema/Bookstore at Flushing Commons

A 4 to 6-screen cinema is critical to making Flushing Commons a bonafide destination; and bringing back a real bookstore to downtown Flushing won't hurt, either.

As part of the RFP process and reflected in the agreement between former Councilmember Liu and then-Deputy Mayor Doctoroff, a multi-screen cinema and large-scale bookstore were proposed for Flushing Commons. In the current proposal, TDC/Rockefeller has stated that they have gone to a national multiplex chain and, for economic and development purposes are unable to fit the multiplex into the proposed development. As for a bookstore, they believe that their proposed retail spaces are not conducive to one.

When Queens Crossing was being proposed by TDC/Rockefeller, part of the allure of the project was a proposed Barnes & Noble bookstore, which never materialized. Downtown Flushing, the third largest retail area in New York City, is the only major commercial district without a movie theater or bookstore. **REDO** insists that A) TDC/Rockefeller meet with smaller chains, such as the Angelika or City Cinema groups, to build a 500 to 700 person capacity 4 to 6-screen theater that would show first-run films, including art films as well as mainstream cinema, from all international backgrounds as well as the United States; and B) brings a major retail bookstore back to Flushing, as the developers promised from their last development but has remained unfulfilled.

Public Property/Eminent Domain

Municipal Parking Lot #1 is public property. We own it and we want the best deal that we can get.

Back in the 1940s, New York City used eminent domain to take several blocks of private property from the African-American community based in Flushing for hundreds of years in order to create the Municipal Lot, including the cemetery of Macedonia A.M.E. Church. Municipal Lot #1 was created for public use by taking that property from private owners. Now, the Bloomberg administration is taking away this public use to give it to a private developer. **REDO** demands that if our public property is given to a private developer, we get the best deal possible. In **REDO**'s opinion, the current proposal under ULURP for Flushing Commons/Macedonia Plaza is not the best deal that we can get.

Lack of Due Process/Public Input/Transparency/Written Notification

The present Flushing Commons/Macedonia Plaza proposal was created in a vacuum.

When TDC/Rockefeller was chosen as the developer for Municipal Lot #1, their winning proposal included many community benefits which were codified in a binding agreement between then-Councilmember Liu and then-Deputy Mayor Daniel Doctoroff. The current proposal that is going through the ULURP process is altered dramatically from what was promised. Unfortunately, the community benefits package, as well as some of the commercial components that were part of the winning design, has been radically scaled back.

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The logo for REDO is the word "REDO" in a bold, sans-serif font, enclosed within a rectangular border.

While there may have been input from certain New York City agencies over the years, all of the changes in question were done during a three-year period with zero input or consultation from Flushing residents, businesses, civic organizations or members of Community Board 7. The result is a proposal that is, in the opinion of REDO, disrespectful to the original vision of Flushing Commons/Macedonia Plaza that was agreed upon in 2006 by all previously mentioned parties and former Councilmember Liu. Additionally, at the beginning of the certification process, no surrounding property owners were notified of the project as required by statute. REDO is certain that this is not a positive way to start a public process.

To summarize – REDO supports the follow additions, subtractions or other changes to the Flushing Commons/Macedonia Plaza project if it is to move forward:

Parking – As per the agreement between former Councilmember Liu and Deputy Mayor Doctoroff; or, a scaling back of the project to keep the existing number of parking spaces as proposed by TDC/Rockefeller.

Parking Rates – As per the agreement between former Councilmember Liu and Deputy Mayor Doctoroff.

Traffic – A rethinking of the current proposal by the Department of Transportation to reinstate the former proposed one-way street traffic plan.

Open Space – More meaningful public open space and better pedestrian connections.

Architectural Design – Better design and a change of scale.

Zoning/Land Use – Keep the current C4-3 zoning regulations in place.

Density / Height – Lowering of density/height will create a more human scale and relieve infrastructure overload.

Infrastructure – Before creating millions of square feet of new development, repair and upgrade existing inadequate infrastructure in downtown Flushing.

Business Disruption/Construction Mitigation Fund - \$2 million is not nearly enough funding to help compensate affected businesses.

Flushing YMCA – Should the YMCA move to the proposed Flushing Commons site, the existing building must be purchased or long-term leased by the Department of Education for use A) by Flushing High School and/or B) to create a new public elementary school.

Cinema/Bookstore at Flushing Commons – Both a movie theater and bookstore was included in the original proposal that was submitted. Both must be incorporated into any development plan for Municipal Lot #1.

Public Property/Eminent Domain – Municipal Lot #1 was created by taking private property. We want to guarantee that if it becomes private property again, the public gets the best deal possible.

Lack of Due Process/Public Input/Transparency/Written Notification – This project was designed with zero input from the community for over three years. This is unacceptable behavior by both the developer and the Bloomberg administration.

POSITION PAPER



The opinions, positions and beliefs listed above are meant to provoke thought and encourage opposition pertaining to the current proposed Flushing Commons/Macedonia Plaza project as it has been presented to the public as of March 22nd, 2010. We urge all elected and appointed officials that are involved in the decision-making process of this project to reject Flushing Commons/Macedonia Plaza in its current form. We are interested in the best development possible for the center of downtown Flushing – which is currently public land – and feel that what has been offered must be improved upon as stated in this position paper. Otherwise, the residents, businesses and representative civic organizations that live, work, shop and recreate in Flushing will not get the best deal possible for what is the most important piece of property in downtown Flushing, and which, if not properly developed, will have long-range adverse effects for downtown Flushing and the surrounding neighborhoods.

Signed on March 22nd, 2010,

The Coalition to Reconsider and Evaluate Development Opportunities (REDO)
at Municipal Parking Lot #1 in Downtown Flushing

Auburndale Improvement Association

Broadway-Flushing Homeowners Association

Kissena Park Civic Association

North East Flushing Civic Association

O.P.E.N. Flushing

Save Our Flushing Community

Sheng Rainbow Plaza Condominium

Station Road Civic Association

The Towers Condominium

Union Street Merchants Association

*And numerous individual residents, tenants, businesses and property owners
in downtown and greater Flushing, NY*



**MASON TENDERS' DISTRICT COUNCIL
OF GREATER NEW YORK
POLITICAL ACTION COMMITTEE**

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**Testimony of
Michael J. McGuire
at the Subcommittee on Zoning & Franchises
Meeting re: Flushing Commons**

Good morning Chairman Weprin and distinguished committee members. My name Michael McGuire and I am the Political Director of the Mason Tenders' District Council of Greater New York and Long Island Political Action Committee. The Mason Tenders' District Council is comprised of more than 15,000 members in six local unions of the Eastern Region of the Laborers' International Union of North America. These locals represent men and women working throughout the five boroughs and Long Island as building construction laborers, mason tenders, plasterer's helpers, office and professional personnel, demolition workers, recycling plant employees, high school teachers and asbestos and hazardous material abatement laborers.

In difficult economic times, projects like Flushing Commons are much needed to stimulate the economy and put people back to work. The effects of such development are exponential, from construction jobs to permanent jobs to subsidiary economic benefits. There are currently more than 500 stalled construction projects across the five boroughs. Each of these not only puts countless building tradesmen and women out of work, but also depresses business at lumber yards and concrete producers, at trash haulers and hardware suppliers, at corner delis and at mom-and-pop diners.

When these projects don't get built, there are no jobs for supers, or doormen, or porters. No janitorial supplies are sold. No oil is sold to heat the building, no electricity is purchased to light the building. No furniture is purchased, or rugs, or appliances. No moving companies are employed...the effects of stalled projects are exponential, and almost incalculable in their detriment to New York City's local economy.

The Flushing Commons project, however, is not stalled. It has popular support of local elected officials and will do great things to stimulate the local economy. This project, with its \$850 million of private investment, will create 2,600 union construction jobs and 1,900 post-construction jobs.

Flushing Commons has the backing of not just the local Councilmember, the Honorable Peter Koo, but also the strong support of Queens Community Board 7 as well as the Flushing Chamber of Commerce and Queens Borough President Helen Marshall. One of the reasons Flushing Commons enjoys such popular support is the benefits it will bring to the community, including the donation of vast new home for the Flushing YMCA (more than 62,000 square feet!), other community space, 1,600 parking spaces with below market rates, and an acre-and-a-half of open space that will become Flushing's own town square, *The Green at Flushing Commons*.

A further benefit to the community is the fact that the Building and Construction Trades Council of Greater New York, along with several of its constituent local unions, are already working with Councilman Koo to provide employment opportunities for the unemployed or under-employed in the community. As you know, joining a building trades union means not just a job, but a career in the construction industry, with good wages, health benefits, and a pension. Further, building trades union members avail themselves of the unions' hiring halls, guaranteeing future employment, as well as free, ongoing training to ensure that

the workers skills are always up-to-date. These benefits make such workers eminently employable, creating real and true employment opportunities.

On behalf of the 15,000 members of the Laborers' International Union of North America in the Mason Tender's District Council, I urge you to approve the Flushing Commons project with all due haste. Thank you.

District Council 9
Testimony on Flushing Commons Project
July 15, 2010

Chairman Weprin and Members of the Subcommittee:
Thank you for the opportunity to speak here today.

My name is Jack Kittle and I speak on behalf of District Council 9 of the International Union of Painters and Allied Trades and the 10,000 working men and women of our union.

In the economic environment that we find ourselves in today, it is rare that a project involving \$850 million of private investment would present itself. With unemployment in the construction industry somewhere around 30%, we do not have the luxury of passing on such an opportunity.

This is a project with significant community benefit and a considerable affordable housing component. It is responsible development that respects the surrounding area and creates green space and recreational opportunities

District Council 9 supports this project without reservation. While we understand and respect the position of those who are opposed – we simply are not in a situation where we can turn down work opportunities. We support this project because it will create an estimated 2,600 UNION construction jobs.

Thank you for your time and consideration



Community Board 7

Borough of Queens

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

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Helen Marshall
Borough President

Eugene T. Kelty, Jr.
Chairperson

Deputy Borough President/Community Boards

Marilyn Bitterman
JULY 15, 2010 *District Manager*

TESTIMONY BEFORE THE CITY COUNCIL ON FLUSHING COMMON & MACEDONIA PLAZA

GOOD MORNING MEMBERS OF THE CITY COUNCIL, MY NAME IS GENE KELTY AND I AM THE CHAIRPERSON OF COMMUNITY BOARD # 7 IN QUEENS. I COME BEFORE YOU TO TESTIFY REGARDING 2 PROJECTS THAT CAME BEFORE OUR BOARD FOR REVIEW AND RECOMMENDATION.

THE FIRST PROJECT IS FLUSHING COMMONS, OR AS IT USED TO BE KNOWN AS MUNICIPAL PARKING LOT # 1. THIS SITE IS A HIGH QUALITY MIX USE HOUSING AND COMMERCIAL DEVELOPMENT. THIS BOARD HAS BEEN DISCUSSING THIS PROJECT FOR MANY YEARS. TO REINFORCE OUR CONCERNS REGARDING THIS SITE, THE CO CHAIR OF THE ZONING COMMITTEE, MR. CHUCK APELIA ON DECEMBER 13, 2003 PROPOSED A RESOLUTION TO BE SENT TO THE CITY REGARDING THEIR RFP ON THE SITE AND HOW IT WOULD BE A TREMENDOUS FINANCIAL REVENUE TO THE CITY, BUT SOME OF THE REVENUE MUST BE REINVESTED BACK INTO DOWNTOWN FLUSHING FOR PROJECTS AND PROGRAMS TO ENHANCE THE AREA.

THIS PROJECT HAD MANY, MANY, MANY, COMMITTEE MEETINGS REGARDING ITS COMPONENTS. HOUSING ISSUES, PARKING ISSUES, TRAFFIC CIRCULATION, WHICH IS A MAJOR CONCERN TO THE BOARD, THE INVESTMENT OF THE PURCHASE PRICE AND HOW SOME OF IT WOULD BE RE-INVESTED BACK INTO THE AREA, THE YOUTH CENTER Y M C A, SIGNAGE, POLICE CO EXISTENCE WITH THIS PROJECT; CURRENTLY COMMUNITY BOARD # 7 HAS ONE OF THE LARGEST POLICE STATION OR AS IT USED TO BE KNOWN AS A SUPER PRECINCT IT IS LOCATED DIRECTLY OPPOSITE THIS PROJECT. IN THE PAST, PART OF THE PARKING LOT WAS USED FOR

STORAGE OF VEHICLES INVOLVED IN A CRIME OR FOR EVIDENCE. THESE VEHICLES SAT IN THE PARKING LOT FOR MONTHS AND SOME TIMES OVER A YEAR BEFORE THEY WERE REMOVED.

FURTHERMORE, THEY HAVE PARKING IN THE LOT AND ON THE STREET. ALL THIS HAD TO BE DISCUSSED SO AS TO NOT INTERRUPT THE OPERATIONS OF OUR LOCAL PRECINCT AS WELL AS TO HOW THEY WILL NOW FIT INTO THE NEW SITE. THE LAST COMPONENT OF OUR DISCUSSIONS WAS THE DEVELOPMENT OF MACEDONIA PLAZA.

AS YOU CAN SEE, THESE WERE NOT EASY TOPICS. MANY LONG HOURS OF COMMITTEE MEETINGS AS WELL AS ACCOMMODATING PEOPLE'S SCHEDULES, WERE INVOLVED IN PUTTING THE BOARDS RECOMMENDATION TOGETHER. THIS PROJECT WAS CERTIFIED ON JAN. 25, 2010 AND FROM THAT POINT ON, THE MEETINGS STARTED SOMETIMES LATE INTO THE NIGHT, AND EVEN 1 MEETING PER WEEK. THAT'S HOW IMPORTANT IT WAS TO THIS BOARD TO GIVE IT THE ATTENTION IT DESERVES AND NEEDED. THIS COMMITTEE EVEN HAD SEVERAL MEETING ON THE MACEDONIA PLAZA. IT WAS BROKEN UP INTO HOUSING, PARKING, TRAFFIC AND INTERFACING WITH THE FLUSHING COMMONS PROJECT. THE CHAIR OF THE COMMITTEE, MR. CHUCK APELIAN AND THE COMMITTEE MEMBERS DESERVE MANY THANKS AND APPRECIATION FOR A VERY LONG AND COMPLICATED PROJECT.

TO KEEP IT BRIEF, ATTACHED TO MY TESTIMONY ARE THE LETTERS AND COMMITTEE REPORT THAT WERE FORWARDED TO CITY PLANNING REGARDING OUR RECOMMENDATIONS. THE BOARD WAS HAPPY WITH BOTH PROJECTS AND ON APRIL 5, 2010 IT VOTED:

35 FOR APPROVAL 2 OPPOSED AND 1 ABSTENTION FOR CONFLICT.

MY BIGGEST CONCERN WITH ANY VOTE THAT THE COMMUNITY BOARD TAKES, IS OUR RECOMMENDATIONS WE ATTACH TO THE PROJECT. I AM CONFIDENT HOWEVER TO A GREAT DEAL BECAUSE THIS BOARD HAS AND ALWAYS WILL HAVE A GREAT WORKING RELATIONSHIP WITH OUR BOROUGH PRESIDENT, HON. HELEN MARSHALL OUR COUNCIL PERSON, HON PETER KOO AS WELL AS ALL OUR OTHER ELECTED OFFICIALS, I WOULD LIKE TO JUST HI- LITE SOME KEY POINTS OF OUR RECOMMENDATIONS:

1. THE BUSINESS INTERRUPTION PLAN MUST BE WATCHED CAREFULLY. THE OBJECT IS TO DEVELOP AND ENCOURAGE BUSINESS NOT PUT OTHER LOCATIONS OUT OF BUSINESS.
2. THE TRAFFIC PLAN AS IT IS NOW. A COMMITMENT WAS MADE THAT IF THE CURRENT PLAN THAT DEPARTMENT OF TRANSPORTATION IS USING DOES NOT WORK, THEN THE ORIGINALLY 1 WAY PLAN BE IMPLEMENTED AT THE BEGINNING OF THE NEW YEAR—JAN. 1, 2011.
3. THE DOCTOROFF / LIU LETTER BE ENFORCED ESPECIALLY REGARDING THE PARKING RATES.

4. THE CITY REINVEST SOME OF THE MONETARY GAINS THAT IT MADE OFF OF THIS DEAL BACK INTO THE DOWNTOWN FLUSHING FOR PROGRAMS AND PROJECTS TO ENHANCE THE AREA.
5. CONCERN FOR THE LACK OF PARKING FOR THE MACEDONIA PLAZA. WHERE THE BOARD WAS 100 % IN FAVOR OF THE AFFORDABLE HOUSING, THE BOARD FELT THAT THE LACK OF NO PARKING WILL IMPACT THE AREA.

I THANK YOU FOR THIS OPPORTUNITY TO COMMENT AND IF THERE ARE ANY QUESTION, I BE MORE THAN GLAD TO RESPOND TO THEM.

THANK YOU



Community Board 7

Borough of Queens

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

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Helen Marshall
Borough President

Karen Koslowitz
Director of Community Boards

Mr. John Young

Director

QUEENS CITY PLANNING

Queens Borough Hall

120-55 Queens Boulevard

Kew Gardens, New York 11424

Eugene T. Kelty, Jr.
Chairperson

Marilyn Bitterman
District Manager

April 6, 2010

RE: FLUSHING COMMONS & MACEDONIA PLAZA

Dear Director Young:

Community Board #7 Queens met last night in order to vote on the numerous ULURP applications and BSA Special Permit for the above captioned projects.

The Community Board passed a motion to approve the overall concept of the Large Scale Development known as Flushing Commons and the Macedonia Plaza project with stipulations as explained in the attached documentation:

- 1) Committee Chairperson Charles Apelian's Committee Report dated April 5, 2010,
- 2) Letter from Deputy Mayor for Economic Development, Robert C. Lieber, dated April 5, 2010,
- 3) Letter sent to then Councilman John Liu from Daniel L. Doctoroff, Deputy Mayor for Economic Development and Rebuilding,
- 4) Community Board #7 Resolution dated December 13, 2004.

The vote on this motion was as follows:

APPROVED - 35 OPPOSED - 2 ABSTAINED - 1 CONFLICT

In addition, the Community Board voted on two (2) text changes, which are non-ULURP items (N-100210-ZRQ & N-100211-ZRQ). Both of these items passed.

Attached are the individual votes for each ULURP Item and for the BSA Special Permit.

Sincerely,

Eugene T. Kelty, Chairperson

TO: Gene Kelty – Chairman CB#7 Queens
FROM: Chuck Apelian
RE: FLUSHING COMMONS – Macedonia Plaza Affordable Housing
DATE: April 5, 2010

Our Committee met numerous times since these projects were certified on January 25, 2010 (Attendance Sheets in File). After exhaustive presentations and detailed questioning, our Committee voted to conditionally approve these projects as per the attached Letter of Agreement from Deputy Mayor Robert Lieber dated April 5, 2010 (DM LETTER), and our following stipulations:

POLICE

- We want a Letter of Agreement signed by the NYPD Commanding Officer of 109th Precinct and NYPD Queens North Borough Commander confirming terms #5 and #6 in DM LETTER.

PARKING/TRAFFIC

- We want the Parking Rate Structure *capped* in perpetuity as per the terms of the Doctoroff-Liu Letter of Agreement dated July 11, 2005 (DOCTOROFF LETTER).
- We want a plan addressing the permanent location and rates for Long Term Parking Needs of the Merchants and Workers of Flushing (including those of Flushing Commons).
- CB#7 must be included the Draft RFP process for the operation of Muni Lot #2.
- We need the ongoing support of Queens Borough President Helen Marshall and NYC CM Peter Koo to ensure the Small Business Interruption Plan is effective and allows all merchants the opportunity to remain open during the Construction period of both projects.
- If the Modified Two-Way Traffic Plan is deemed unsuccessful or insufficient by the agreed December 31, 2010 Trail conclusion date, we want NYC DOT to immediately implement the One-Way Pair approved by CB#7 and the Flushing Business Groups.

SIGNAGE

- We want Uniform Signage for all Commercial Space with English as Primary Language.

MACEDONIA PLAZA

- The Affordable Housing Complex must provide parking. It is unconscionable to build 140 units of housing in downtown Flushing and not provide *any* parking. Where will these residents park? Where will the Congregants of the Macedonia Church park once free Sunday parking is eliminated in Muni Lot #1? There is a great concern the Church is creating a parking and traffic nightmare on Union Street that will not be able to be mitigated.
- The 7,500 SF Retail Component should be eliminated and this space should be replaced with approximately 10 – 12 additional housing units or Community Space. There will be 300,000 SF of new Retail space provided in Flushing Commons; the proposed Macedonia retail space is duplicitous.
- There is a shortage of Senior Housing in Downtown Flushing; therefore, we want Senior Affordable Housing included in this building.
- The project is in close proximity south of the Union Street Merchants. Construction of Macedonia Plaza should be delayed to allow customer parking for Union Street Merchants.

YMCA

Everyone agrees the YMCA is a great community organization and a great fit for Downtown Flushing. However, the size and cost of their New Facility in Flushing Commons has increased subsequent to the terms of the DOCTOROFF LETTER. This comes at a price since other components promised in this project (i.e. Movie Theatre, National Bookstore, Business Class Hotel, capped parking rates) are no longer included. Also the YMCA remains in control of the sale of their existing Site on Northern Boulevard and Bowne Street, which could potentially cause problems for our Community if the property falls into the hands of the wrong developer.

Therefore, we believe YMCA has an obligation to the people of Flushing to agree to the following:

- CB#7 must have input and approval regarding sale of their existing Northern Boulevard Site.
- We want Open Enrollment in a Subsidized "Strong Seniors" program for Flushing residents.
- We want Subsidized Day Care Service for Flushing residents.
- We want Free Lunchtime use of Facility for workers in Downtown Flushing.
- We want Free designated time for "Open Pool-Free Swim" for Flushing residents.
- We want a Subsidized Summer Day Camp enrollment for Flushing residents.

INVESTMENT OF PURCHASE PRICE

On December 13, 2004, CB#7 *unanimously* passed the attached Resolution insisting the Proceeds of the Purchase Price of Flushing Municipal Lot #1 be reinvested into Capital Improvements and Programs for Downtown Flushing.

We the people who live and work in Flushing have made this land valuable, and the benefit of this value should remain within the community where it was created.

We also recognize NYC will benefit tremendously from the development of this site due to:

- a) An increase in NYC Real Estate Tax revenues generated by this development, an
- b) An increase in NYC Sales Tax revenues generated by additional retail commerce, and
- c) An increase in NYC Income Tax revenues generated by additional construction and permanent employment.

Therefore as part of the reinvestment into Downtown Flushing, we ask our Elected Officials to support us with the following needs:

- We want Extensions to the Mezzanine Corridor for the Main Street Subway Station extended North along Main Street to Queens Crossing (39th Avenue) and West along Roosevelt Avenue to Prince Street to alleviate congestion at the Intersection of Main Street and Roosevelt Avenue (the third most congested pedestrian intersection in NYC).
- The City should purchase the current YMCA Parking Lot on ^{37th Ave} Bowne Street and maintain its use for neighborhood parking.
- We want additional schools in the Downtown Flushing area, and the current YMCA Site on Northern Boulevard and Bowne Street should be retrofitted as a school.
- We want a Movie Theatre included in this project as per the DOCTOROFF LETTER.

Our Full Committee Vote was 14-3 to approve, and your Community Board Members in Committee voted unanimously 14-0 to approve.

Respectfully Submitted,

Chuck Apelian
Committee Chair - Flushing Commons - Macedonia Plaza
Land Use Co-Chair - CB#7
Vice Chair - Community Board #7



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N.Y. 10007

ROBERT C. LIEBER
DEPUTY MAYOR FOR ECONOMIC DEVELOPMENT

April 5, 2010

Councilman Peter Koo
135-27 38 Ave, Suite 388
Flushing, NY 11354

Chairman Eugene T. Kelty Jr.
Vice Chair Chuck Apelian
Queens Community Board #7
133-32 41st Road, Third Floor
Flushing, NY 11355

Dear Councilman Koo, Chairman Kelty, and Vice Chair Apelian:

The Flushing Commons and Macedonia Plaza projects should generate \$850 million in economic output from construction, and an estimated \$720 million in annual economic output from operations and expenditures into Downtown Flushing at a time when new jobs are most needed. The projects are the result of a comprehensive multi-year planning process involving City and State agencies, local and state elected officials, community members, advocacy groups, and local business leaders. The mixed-use development program will provide a broad range of benefits to the community including:

- Approximately 2,600 construction and 1,900 permanent jobs;
- 1.5 acres of public outdoor open space to support community sponsored cultural events and performances;
- A 62,000-square foot, state-of-the-art YMCA which will include a full size gym/basketball court, running track, two pools, daycare and a significant youth center;
- 36,000 additional square feet of community space;
- The creation and implementation of a comprehensive strategy to identify local businesses and residents to work on the project during and after construction;
- The use of low impact development techniques and green building technologies by the Flushing Commons developer to achieve LEED certification;
- \$2 million allocated to assisting small businesses affected by the construction of the project;
- A 1,600 space parking garage sized to meet parking demand and priced at below-market rates;
- Dynamic retail options that will complement existing retail supply, including outdoor cafes and seating areas;

- Parking capacity at Muni Lot 2 increased from 87 spaces to 275 spaces;
- 1,144 additional interim parking spaces within four blocks of Muni Lot 1 during construction;

Since January, this office, New York City's Economic Development Corporation (EDC), Department of Transportation (NYCDOT), Department of Housing Preservation and Development (HPD), and the developers of the Macedonia Plaza and Flushing Commons projects have met more than ten times with the Community Board and its leadership. During these meetings we have heard concerns regarding the following issues which I would like to address directly at this time. The purpose of this letter is to assure you that my office will work diligently to achieve the following:

Construction:

1. A liaison from the developers' construction management firm will be provided to interface with the community and meet on a monthly basis with Community Board 7, the Queens Borough President's Office and the Councilman before and during construction.
2. Construction workers will be expected to park on the site and will be encouraged to park at the Queens Crossing garage or other off-street parking facilities, and discouraged from parking on-street.

YMCA:

3. The YMCA will present to Community Board 7's land-use committee before the YMCA begins to market the sale of their Northern Boulevard property. The YMCA will also update the land-use committee on progress.

Business Interruption Plan:

4. We will work with Councilman Koo on the implementation of the small business assistance plan and will present the plan to the Queens Borough President and Queens Community Board 7's land-use committee.

Police Parking:

5. NYPD will make their best efforts to remove evidence vehicles expeditiously.
6. In the event that concerns arise around parking associated with the 109th Precinct, representatives from Patrol Borough Queens North, EDC and NYCDOT will address those issues with the community at the monthly District Service Cabinet Meetings.

Parking:

7. Muni Lot 2 will be reconstructed with stackers to provide 275 valet parking spaces and will be a public parking facility licensed by the New York City Department of Consumer Affairs.
8. The Flushing Commons parking garage will be a public parking facility licensed by the New York City Department of Consumer Affairs.

9. The 1,600 parking spaces in Flushing Commons will exceed the amount required by the RFP by 75 parking spaces. The combined total of 1,875 parking spaces in Flushing Commons and Muni Lot 2 will fulfill the understanding in the Doctoroff/Liu letter that all of the public parking spaces currently located on Site (1,101) will be replaced within the proposed development, and additional parking as required under C4-4 zoning (700) will be provided.
10. During the projected three-year construction period and for the first two years of operations after opening, Flushing Commons' and Muni Lot 2's parking rates will be capped as stipulated in the Doctoroff/Liu letter. Thereafter, parking rates will be competitive with other Queens retail centers.

School:

11. The School Construction Authority (SCA) assesses the school capacity need within each area of School District 25 annually and will adjust recommendations based on sustained trends. Downtown Flushing is part of a larger subdistrict of District 25 that SCA analyzes in developing capacity recommendations for the Department of Education's five-year capital plan. In September 2008, PS 244 opened and added approximately 350 seats to the Downtown Flushing area.

Movie Theater:

12. EDC will work with Queens Community Board 7, the Flushing BID and the Flushing Chamber of Commerce to encourage future developers of sites in Downtown Flushing to develop a multiplex movie theatre.

Traffic/DOT:

13. NYCDOT has already begun the installation of muni-meters in the downtown area – 136 muni-meters have replaced 863 single space meters along Northern Boulevard and the Avenues between Northern Boulevard and Roosevelt Avenue. The remaining 24 muni-meters will be installed on Main and Union Streets as soon as the planned sidewalk widening is completed. The Department is committed to working with the community and businesses to study all on-street parking options, including establishing loading zones and exploring the potential for commercial muni-meters within downtown Flushing.
14. Computerization of traffic signals along 14th Avenue, 20th Avenue, 32nd Avenue, 150th Street, 164th Street, Booth Memorial Avenue, College Point Blvd, Cross Island Parkway service roads, Francis Lewis Blvd, Kissena Blvd, Linden Place, Parsons Blvd, Sanford Ave, Union Street, Utopia Parkway, the Whitestone Expressway service roads, and Willets Point Blvd is well underway. To date, 310 of the 360 planned Advanced Solid State Traffic Controllers (ASTC) have been installed. The remaining 50 should be completed by September. The ASTCs are required to gain connectivity to the central computer system. The connections to the central computer network will begin in July. DOT anticipates full connection to the computer network

by the end of June 2011 as long as construction delays are not experienced. (Major weather events or other unforeseen circumstances cannot be predicted).

15. The pilot pedestrian and traffic improvement proposal for the downtown Flushing area will be implemented in July for a 6-month trial. The modified 2-way plan will be adjusted as traffic conditions and pedestrian activities are analyzed and will be coordinated with the MTA bus, NYCT bus and NYPD enforcement areas. The adjustments will be made in advance of the 6-month period as conditions warrant. Once sidewalks are expanded, future consideration, if warranted, of the one-way pairing of Main and Union Streets will be explored.

16. NYCDOT is planning to conduct a traffic monitoring program for the Downtown Flushing Traffic and Safety Improvement (the modified two-way operation) project. As part of the monitoring program, NYCDOT will collect pre- and post-implementation traffic data that will include Automatic Traffic Recorder (ATR) counts, vehicle turning movement/classification counts, pedestrian/bicycle counts, travel time and delay runs, and observation of field conditions (i.e., queues, congestions, etc.). Pre-implementation data will be collected in May/June 2010 and post data will be collected in the first, third and fifth months of the implementation. Field data and observations will be performed at up to fourteen critical intersections along Main Street, Union Street, Prince Street, Northern Boulevard, Roosevelt Avenue, and Sanford Avenue. Based on the analysis of traffic data and field observations, additional improvement measures, if warranted, will be implemented.

HPD/Macedonia

17. Macedonia Development Corporation (MDC) is in the process of finalizing its development team. HPD has been working with MDC to ensure an experienced development team is formed.

I look forward to working with you in developing a successful project. Please feel free to call with any questions.

Sincerely,



July 11, 2005

Honorable John C. Liu
20th Council District
135-27 38th Avenue, Suite 388
Flushing, NY 11354

Dear Council Member Liu:

We are pleased to confirm our understanding with respect to your support of the development of Municipal Lot #1 in Downtown Flushing (the "Site"), including your support for any public approvals that may be necessary in connection with the development contemplated in the Conditional Designation Letter agreed to by and between the New York City Economic Development Corporation ("NYCEDC") and the development team ("Developer") dated June 18, 2005. Your signature at the end of this letter will signify our understanding.

Need
CDL

As you know, development of the Site will be a high-quality mixed-use housing and commercial development. Design guidelines and recommended uses were formulated through a comprehensive planning process involving City and State agencies, local and State elected officials, community members, advocacy groups, and local business leaders. The mixed-use development program will address several important public goals for Downtown Flushing, including:

- Creating a town square-style open space that will be a center of community activity.
- Enhancing the pedestrian environment with street-level retail to attract shoppers east of Main Street.
- Addressing housing demand and helping to stabilize the retail market by establishing a new residential community downtown.
- Maintaining below-market rate parking on the Site both during and after construction.
- Serving as a clear example of high-quality, sustainable design and construction that will raise the standard for private investment in Downtown Flushing.

It is anticipated that after the Developer for the Site is announced, NYCEDC and the Developer will establish a Municipal Lot #1 working group. This working group will focus on effective communication and information sharing among the Developer, City agencies, local government officials and community and business representatives. The working group will be informed and engaged in the development process from project kick-off through the environmental review and the Uniform Land Use Review Procedure.

Together with your support within the working group and on future public approvals, the City intends to address the quality of life and other matters of community concern you have raised as follows:

1. Development Program/Tenant Mix

The intended development on the Site will include a vibrant street-level retail district including uses such as cafes, family-style restaurants, a bookstore, a multi-screen cinema, and other local and national retailers to expand shopping opportunities for Flushing residents. The development will also include a business-class hotel. The Developer will provide a public open space to be landscaped and utilized as a town square for Flushing. This space is to be located in the southwest quadrant of the Property and will be open to the public at all times of the day and year. The Developer will be responsible for the maintenance and security of this open space.

2. Parking

Subject to environmental review, all of the public parking spaces currently located on Site will be replaced within the proposed development, and additional parking as required under the C4-4 zoning will be provided. We will require that the deed from NYCEDC to the Developer contain a covenant that rates for the public parking spaces shall be no more than the following: For the first 2 years after opening of the development, rates (in 2004 dollars) shall be, at maximum, \$2 for one hour, \$3 for two hours, \$4 for three hours, and \$5 for 4 hours. Beginning in the third year of the development's operation, rates (in 2004 dollars) shall be, at maximum, \$3 for one hour, \$4 for two hours, \$5 for three hours, and \$6 for 4 hours. These rates include all taxes, fees and surcharges payable by the public.

To account for general market inflation, after the third year of the development's operation, the Developer may increase the public parking rates annually by an amount reflecting the greater of a) 3% annum, or b) annual increases in the Consumer Price Index to all Urban Consumers ("CPI-U"), published by the Bureau of Labor and Statistics of the United States Department of Labor, New York, N.Y. and Northeastern N.J. Area. Once the rates are included in the deed, there will be no change in public parking rates unless NYCEDC approves a modification to the deed. Upon notice from Developer requesting a modification to the deed, NYCEDC will review the request with the Flushing Business Improvement District ("BID") and the Department of Small Business Services ("SBS").

During construction, an interim parking plan will be implemented. This plan calls for the creation of hundreds of replacement public parking spaces in Downtown Flushing within a short walking distance to the Site, and the creation of a number of parking spaces on Site to be utilized by customers of businesses directly surrounding the Site. Offsite interim parking will be located at 39-08 Prince Street (approximately 300 cars) and at 37-02 College Point Boulevard (approximately 600 cars). The rates for the onsite interim parking spaces and the offsite interim parking spaces at 37-02 College Point Boulevard will mirror those specified for the first two years after opening of the development.

3. Business Improvement District ("BID")

The Developer will request that the Flushing BID expand its covered area to include the entirety of the site.

4. Community/Youth Center Space

We will require that the Developer provide a minimum of 50,000 gross square feet of compact and contiguous space with double-high ceiling heights to be used as a recreational facility for youth and families. This facility is to be provided to the recreation center tenant for \$0 in annual base rent. The tenant shall be responsible for common area charges and operating expenses, including water, electricity, garbage removal, security, and personnel. This facility shall be leased to the recreation center tenant for \$0 in annual base rent as long as the space remains a recreational facility.

In addition to providing the core and shell (described below), Developer shall provide a \$5,000,000 allowance for tenant improvements to the recreational facility. The base building shell and core shall include:

- A structural shell for a 10,000 square foot basketball court with a ceiling height of at least 28 feet.
- A hard floor surface smooth and level appropriate for a basketball court ready to receive tenant finishes.
- A structural shell for a 10,000 square foot swimming pool ready to receive tenant finishes. Ceiling height shall be at least 18 feet.
- Areas of the recreation center not utilized for the pool or gym shall be of sufficient height to allow for two floors of general-purpose space.
- The primary electrical service and panels connected to sub-panels providing adequate service for the tenant's needs, ready for tenant distribution within the premises.
- Base building and supplemental HVAC capacity adequate for the tenant's needs stubbed out at shafts and ready for tenant distribution within the premises.
- Sprinkler system including risers, panels and tamper switches and main adequate for a temporary certificate of occupancy. Branch distribution and drops are to be provided by the tenant.
- Life safety systems and devices installed pursuant to the New York City Building Code throughout the core areas.
- Passenger elevators serving each floor, fully furnished with carpet, plastic laminate wall panels and stainless steel handrails on three sides or other equivalent finishes.
- Stairways installed pursuant to New York City Building Code. Stairwell walls to be painted. Handrail detail to be per Landlord specification. No floor covering.
- Sanitary and hot and cold-water piping roughed for bathrooms and showers ready for tenant installation of fixtures, tiling, etc.
- A main telephone trunk line and empty conduit to accommodate tenant telecommunications.
- The recreational facility premises cleaned, patched and finished to a reasonably uniform standard. All floors to be level and smooth ready to receive tenant's finish flooring. Any load bearing or other core walls will be installed and sheet-rocked taped and spackled and ready for the tenant's finishes. All partitions for bathrooms and elevator shafts to be slab to slab with acoustic insulation.
- A building entry lobby installed pursuant to Developer's specification, which shall be provided to the tenant.
- Security system to be installed at the tenant's expense.

6. Business Interruption Program ("BIP")

A BIP will be developed in conjunction with the New York City Department of Small Business Services to mitigate the impact of construction on the Site to surrounding businesses within a "construction impact zone." This BIP will reflect a comprehensive good-faith effort by NYCEDC to accommodate the concerns of the surrounding businesses and will include the allocation of \$2,000,000 for the creation and implementation of business outreach and other construction impact mitigation measures.

6. Local Outreach Plan/Hiring Strategy

Prior to construction, it is expected that the Developer will set up and host a variety of trade fairs and workshops, and seek assistance from area-wide minority and women-owned business associations (including, but not limited to, the Asian American Business Development Center, the Asian Women in Business Association, the Hispanic Chamber of

Commerce, and the Northeast Queens branch of the National Association for the Advancement of Colored People), local elected officials, the Flushing Chamber of Commerce and Business Association, the Korean American Association of Flushing, the Flushing Chinese Business Association, the Taiwan Merchants Association, and the Community Board to develop a comprehensive strategy to identify local businesses and residents that are looking for work in the construction and post-construction phases of the project. Additionally, upon completion of the project, it is expected that the Developer will actively pursue opportunities to participate in local hiring programs such as those provided by Workforce 1 Career Center, YMCA of Greater New York, LaGuardia Community College, New York Urban League, and the Consortium for Worker Education, Inc. to fill open positions with the development. In addition, it is expected that the Developer will strongly encourage the hotel operator and the retailers leasing space in the project to use these and other programs to assist them in hiring local workers.

The public parking, the community/youth center space, the business interruption program and other investments referred to above as well as the public open space, and the fit-out allowance for tenant improvements to the additional community/cultural facility space are all components of the Municipal Lot #1 development agreed to in the signed Conditional Designation Letter with the Developer, or are the obligation of the Administration, but their costs are *estimates* derived from the overall costs of the development and other assumptions. Furthermore, the estimated value of the benefits, reflected in the attached chart labeled "Municipal Lot #1 Community Investments", is in no way linked to the sale price of the Municipal Lot #1 site or any other expense associated with the development of the site.

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In addition to the investments described above, NYCEDC will also continue to implement other capital improvement projects in the Flushing area that, while not part of the Municipal Lot #1 development, do constitute new improvements for the Flushing community and are a product of the Downtown Flushing Development Framework. The type and estimated cost of these benefits are included in the attached chart labeled "Downtown Flushing Investments".

Our preparedness to address and implement the above items is, of course, dependent upon your support for development on the Site in the form described above. If the foregoing satisfactorily reflects our understanding, please sign a copy of this letter in the space provided below and return it to me at City Hall within the next three days.

Sincerely yours,

Daniel L. Doctoroff
 Deputy Mayor for Economic
 Development and Rebuilding

(212) 772 1081

Accepted and Confirmed:

 John Liu
 New York City Councilmember
 Queens

COMMUNITY BOARD #7 RESOLUTION
FLUSHING MUNICIPAL PARKING LOT #1

December 13, 2004

Whereas, NYC Economic Development Corporation currently has an RFP to sell and develop The Flushing Municipal Parking Lot #1, and

Whereas, NYC will benefit tremendously from the development of this site due to:

- a) an increase in NYC Real Estate Tax revenues generated by this development, and
- b) an increase in NYC Sales Tax revenues generated by additional retail commerce, and
- c) an increase in NYC Income Tax revenues generated by additional construction and permanent employment, and

Whereas, we the people who live and work in Flushing have made this land valuable, and we agree with our NYC Councilman John Liu that the benefit of this value should remain within the community where it was created.

Therefore, be it resolved by Community Board #7 Queens that the proceeds realized from the sale of Flushing Municipal Lot #1 are reinvested in projects and programs specifically designed for Downtown Flushing as recommended jointly by Community Board #7 Queens and all our affected local elected officials.

Q-Has a traffic study been done?

A-Yes.

Q-How many elevators for the senior center?

A-There will be only one.

Q-Where was the senior center originally going?

A-It was originally slated to go into the RKO Keiths site.

Q-Has anyone done a study regarding public transportation?

A-It was part of the CEQR Review.

Q-Is the lowest level of parking above water?

A-Yes.

PUBLIC SPEAKERS

- 1) Paul Graziano, 146-18 32nd Avenue – Spoke in favor of this project.
- 2) Stuart Garmile, 137-60 45th Avenue – Spoke in favor of this project.
- 3) Daniel Clewy – signed in error – name crossed off list.

It was determined that the Flushing Commons Agenda Item will be presented and discussed prior to the Macedonia Plaza Agenda Item.

AGENDA ITEM 8 – Municipal Parking Lot #1 – Flushing Commons and Macedonia Plaza-CHARLES APELIAN

Committee Chairperson Charles Apelian briefly explained the application before the Community Board.

The developer is looking to change the present zoning of C4-3 to C4-4 in order to build a large-scale development that, if approved, will be built. There will be an affordable-housing component.

Chairperson Apelian stated that the developer and the city would be making the presentation at tonight's meeting. All the people who have signed up will be able to speak. The Community Board will be voting on this item on April 5, 2010. This is a 7-month process. It comes first to the Community Board, then the Borough President, back to City Planning and then to the City Council.

Councilman Peter Koo was given the floor to address the Community Board on this item- Councilman Koo stated that this is the 22nd meeting regarding this site that he has attended since he took office. There are people in favor and against. He will continue to listen to everyone before making his decision. We will continue to meet and have dialogue on this issue. Everyone who wants to will be able to speak. His decision will be based on what is good for our community. This completed project will offer an urban center of 1.5 acres with 62,000 square feet for the YMCA. 36,000 square feet for community use, residential space and retail space. This is considered a crown jewel for Downtown Flushing as well as the entire borough. This is an economic stimulus project, which will create permanent jobs and construction jobs.

This is a local developer. The City will provide \$2,000,000 for local businesses. We must protect the small business owners who will be impacted by ongoing construction. He will be working with EDC to ensure that funding goes to the proper businesses.

Residents have expressed concern regarding parking and traffic. We invited DOT Commissioner Maura McCarthy to get real solutions to our problems. This is the beginning of a big process. By working together, we will make the best decisions. There is strong economic stimulation since the great depression. True leadership means making difficult decisions and we must balance long-term gains.

Rob Goldrich, Mayors Office, was given the floor for his comments-
He stated that this project is a priority of the Bloomberg Administration. He met 6 times with the committee already. Tonight's meeting is an overview. Will discuss the history of this site as well as the overview. All components will be discussed such as the "Y", affordable housing, the developer, HPD, EDC, etc. We will hear all comments.

Carol Lee Fink, Project Manager for Economic Development Corporation, was given the floor for her comments on this development and the selection for this Flushing Commons project.

Michael Meyer, representing Flushing Commons conducted a power point presentation of the overview of this development, copy on file at the Board Office. All attending Community Board #7 Board Members received a copy of this power point presentation at tonight's meeting.

Floor was open to Board Member questions-

Q-Will union labor be used?

A-Yes, 100%.

Q-Why no space for senior center?

A-There will be 98,000 square feet of community facility space; 62,000 YMCA; 36,000 square feet undesignated for now. They first designed a community center. The "Y" will benefit the community.

Q-How many residential units? How will you get to fill the apartments with so many empty apartments in the area?

A-There will be 620 units. We feel we are unique with more amenities. We are optimistic.

Q-How is it being funded?

A-All private funding.

Q-Will there be any city tax incentives?

A-Yes, ICIP Abatement Program.

Q-Any schools proposed?

A-EIS demonstrated that the community can absorb the increase.

Q-Have you considered allocating space when our local schools are overcrowded?

A-No.

Q-This is the same or a similar project with Zechendorf approximately 20 years ago, why now?

A-We're local and have made contributions to this community.

Q-Are there local union workers for this site?

A-There are 600 out of work in Whitestone, Bayside and Flushing. This will help local College Point businesses.

Q-There will be an impact on the 109th Pct. Has this been addressed?

A-This is part of the CEQR process. Fire and Police Departments are based on own statistics, not based on the process of how it works.

Q-How long will the construction take?

A-It will be 3 years.

Q-Has anyone looked at the public transportation?

A-This is a transit hub.

The floor was given to the Flushing "Y" for their comments on this project (Paul Custer & William Nelson, Chief Administrative Officers of the "Y"). Stated that they will be able to add new programs, additional youth & teen programs, will be able to accommodate additional seniors. Strong kid cards will bring additional youth to the community. They will be able to offer free services for the youth. They will be able to offer free lifeguard programs.

Floor was open to Board member questions-

Q-Will the "Y" be open to selling the building for a school?

A-They will be involved in the process, including the City and the Community Board.

Q-Will there be rooms in the new building?

A-No, built only as a community center.

Committee Chairperson Apelian discussed sheet that he handed out with outstanding questions that still needed to be answered, copy on file at the Board Office.

Michael Meyer went back to the power point presentation detailing the community benefits of this project. This project when completed will be part of the Business Improvement District and will add \$120,000 annually to the BID's budget. Could be 4% reduction in assessment.

Discussed the approvals that would be needed and the project timeline. They satisfied the requirement of framework for Downtown Flushing and the Request For Proposal.

Parking power point presentation that was done on February 24, 2010 was shown to all present, copy on file at the Board Office.

Floor was again open to Board Member questions-

Q-Could you consider some type of other parking?

A-EIS did analysis of parking. 200 additional spots at Municipal Parking Lot #2. These spots could be used.

Q-What is the parking vision after construction?

A-There is additional parking in the area.

Q-Will the residents have reserved parking spaces?

A-There will be no designated spaces; but there will be enough spaces to accommodate them. There will be monthly rates for the residential parking.

Q-Was the parking analysis/studies done during the baseball season?

A-No, was done on a regular basis; 3 hours during day and Saturday. Long-term parking will be moved to Citifield site. EIS takes in reasonable worst case scenario.

Q-What about the police parking?

A-They will be parking on 37th Avenue from Union Street to 138th Street.

Q-How many spots are assigned to the police?

A-There are 40 spots. There will be 40 angle-parking spots on the south side of 37th Avenue for the police. The public spots will be displaced.

Q-What about the cars involved with an accidents. Where will these cars be parked? And what about the long-term parking for business people?

A-Looking at putting in stackers and/or additional angle parking. There was a request for a bus shuttle program during the interim.

Q-Why not an additional level of parking?

A-It was determined that 1,600 spots would be adequate. Also, if they go down further, they would hit water.

Q-What is the price for parking at Citifield?

A-It is \$4 for the day.

Q-How many cars per level?

A-Don't have an exact # - will let you know on April 1.

Q-What is the breakdown of parking?

A-Some self-parking and some valet parking.

Councilman Dan Halloran was given the floor for his comments-

Councilman Halloran stated that this project will have an impact on both Council District 19 and 20 and will affect the police. There has been an in depth series of questions. He supports the theoretical concept of this project. Need to be put people back to work. He fully expects the developer and EDC to be transparent and cannot sacrifice long-term benefits. Parking will be an issue. Dedicated residential parking is needed. Commissioner McCarthy agreed to meet with him regarding traffic and transit issues. Will affect my district as my residents come into Downtown Flushing. Need to address the old "Y" building and what will happen there as this will also impact traffic. This is a necessary project; but it has to be done right. He stated that he will work with Councilman Koo on this project.

Q-In reference to interim parking, why can't it be designated as permanent parking?

A-ULURP is for a 10-year Special Permit.

Q-What is the number of disabled parking spots?

A-Will have that number at the next committee meeting.

Q-What about visitor parking?

A-That is part of the analysis.

Committee Chairperson Charles Apelian stated that there are still a number of concerns that need to be addressed;

- Infrastructure – sewer/water capacity,
- #7 line
- Extension of subway mezzanine west to Prince Street – north to Flushing Commons
- Bus circulation
- Lippmann Plaza
- School
- Movie theater
- Merchants on Union Street during construction – also patrons will have no access
- Construction staging for church
- Sidewalk vending
- Signage – uniform – English primary language
- Construction – local firms
- Where are construction workers going to park
- Air monitoring during construction
- Can developer complete project – security bonding
- Tree planting
- Muni-meters

AGENDA ITEM #7 – Southwest Corner 37th Avenue & Union Street – Macedonia Plaza –
CHARLES APELIAN

Rev. McEachern Pastor of Macedonia A.M.E. Church gave a history of the church. He stated that they would be celebrating its 200th year in 2011. In 1952, the community center was opened. They have a Food Program every Wednesday whereby they serve over 400 residents. This service will continue to be there.

Presently there is 41,490 square feet of zoning lot including the existing church. They will only be developing 30,140 square feet. This parking lot was at one time a community. Many of our parishioners had homes on the lot. They will build 140 units of affordable housing from studios to 3-bedroom apartments. There will be 5,600 square feet of community facility space and 7,200 square feet of retail space. Will have some open space for the church, along with a seating area and an area for the founder dedication.

Shandra Champa, HPD, gave the presentation for this project-

Apartment will be affordable to families and individuals at up to 60% of the area median income. A family of 4 with an income of \$46,080 can get a 2-bedroom apartment for \$942 a month. Income eligible families will be done on a lottery system:

- 50% living in Community Board #7
- 5% municipal workers
- 7% disability

This lottery will be conducted 6 months prior to completion date and will be advertised in the local papers and monitored by both HPD and HDC.

Approval of the project will be as an Urban Development Action Area Project with a Board of Standards & Appeals Special Permit for FAA. Override for open space, height and setback and waiver of the 37 parking spaces.

Floor was open to Board Member questions-

Q-Who gets the remaining apartments?

A-They go citywide based upon fair housing – this is a Federal law.

Q-Will the existing church be demolished?

A-No.

Q-Would you consider putting in some of the parking?

A-It will affect affordability. Funding only goes for housing not parking.

Q-Can you reduce the number of units?

A-140 units is the number that makes it work. There is a tremendous need for affordable housing in the city.

Q-Where will the church members park?

A-Same as everyone else.

Q-Why retail in the development?

A-It will only be 7,200 square feet. Only small stores.

Q-Is construction union labor?

A-They are not sure. Union Labor is expensive.

Q-Wouldn't HPD require union workers?

A-No, not required.

Committee Chairperson Charles Apelian stated that both Agenda Item #7 and #8 speakers have been combined in order to give everyone ample time to voice their opinions.

PUBLIC SPEAKERS

- 1) Aida Hawkins, 34-41 Linden Place – Spoke in favor of Macedonia and affordable housing.
- 2) Ken Cohen, NAACP – Spoke in favor of Macedonia and affordable housing.
- 3) Lillian Sturgeon, 42-49 Colden Street – Spoke in favor of Macedonia and affordable housing.
- 4) Pauline Halyard, 37-22 Union Street – Spoke in favor of Macedonia and affordable housing.
- 5) Alvin Mackey, 99-10 208th Street – Spoke in favor of Macedonia and affordable housing.
- 6) Lydia Mackey, 99-10 208th Street – Spoke in favor of Macedonia and affordable housing.
- 7) Jim Gerson, 39-01 Main Street – Chairman of the BID - Spoke in opposition
- 8) Sunny Hahn, 36-25 Union Street – Spoke in opposition to zoning change and development.
- 9) Ikhwan Rim, 36-24A Union Street – Merchant on Union Street. Concerned about parking for customers during construction.
- 10) Myra Baird Herce, 140-05 58th Road – Co-President of the Flushing Chamber of Commerce – Spoke in favor of both projects.
- 11) He Gin Lee, 34-16 149th Street – Spoke in opposition – need parking in community.
- 12) Janis Lovin, 257-11 149th Road – Spoke in favor of Macedonia.
- 13) Tom McNamara, 166-19 27th Avenue – Left meeting, did not speak.
- 14) Linda Aseluja, 42-65 Kissena Blvd. – Spoke in favor of Macedonia and affordable housing.
- 15) Ronnie Kencher, address illegible – Spoke in favor of Macedonia and affordable housing.
- 16) Jay Williams, 46-41 Bowne Street – Spoke in favor of Macedonia and affordable housing.
- 17) Diana Futreil, 67-35 Kissena Blvd. - Spoke in favor of Macedonia and affordable housing.
- 18) Lilly Brown, 138-19 224th Street – Spoke in favor of Macedonia and affordable housing.
- 19) Annette Jordan, 144-46 38th Avenue – Spoke in favor of Macedonia and affordable housing.
- 20) Paul Graziano, 148-18 32nd Avenue – Spoke in opposition to these projects.
- 21) Cheshire Frager, 33-47 165th Street – Spoke in favor of Macedonia, but not in favor of Flushing Commons.
- 22) Jerry Rotondi, 33-47 165th Street – Spoke in favor of Macedonia, but not in favor of Flushing Commons.
- 23) Lenny Moy, 93-14 217th Street – Spoke in favor of both projects.
- 24) May Au, no address – Left meeting, did not speak.
- 25) Henry Euler, Auburndale Improvement Association – Spoke in favor of Macedonia, but had concerns in reference to Flushing Commons.
- 26) Theresa Stahling, 37-22 Union Street – Spoke in favor of Macedonia and affordable housing.
- 27) Maurice Anderson, 31-26 137th Street – Spoke in favor of Macedonia and affordable housing.
- 28) Valerie Singleton, 37-22 Union Street – Spoke in favor of Macedonia and affordable housing.
- 29) Vincent Riso, 36-35 Bell Boulevard – Spoke in favor of both projects.
- 30) James Conway, 37-31 149th Street – Spoke in favor of both projects.
- 31) Glenn Esposito, 160-45 Willets Point Blvd. – Spoke in favor of both projects.
- 32) Jeff Huang, 32-12 Farrington Street – Left meeting, did not speak.
- 33) Name crossed off list – did not speak.
- 34) Barbara Rogers, 141-25 Northern Blvd. – Left meeting, did not speak.
- 35) Maureen Ryan, 154-60 10th Avenue – Spoke in favor of the projects.

- 36) Kevin Kelly, 61-35 172nd Street – Spoke in favor of the projects.
- 37) Pegi Brown, Macedonia Church – Spoke in favor of Macedonia and affordable housing.
- 38) Don Capalbi, Queensborough Hill Neighborhood Association – Left meeting, did not speak.
- 39) Diana Rekelney, Address illegible – Spoke in favor of the projects.
- 40) Mandingo Tshaka, 206-41 46th Avenue – Spoke in favor of Macedonia.
- 41) Nutsham, 137-32 Sanford Avenue – Left meeting, did not speak.

PAGE 2 OF SPEAKERS

- 1) Yenilmez Unit, 9-29 124th Street – Left meeting, did not speak.
- 2) Hyang Chopi, no address – Left meeting, did not speak.
- 3) Melissa Cawargo, no address – Left meeting, did not speak.
- 4) George Brisita, no address – Left meeting, did not speak.
- 5) Michael Halpin, 47-24 27th Avenue – Spoke in favor of these projects.
- 6) Patricia Munroe, 147-35 38th Avenue – Spoke in favor of these projects.
- 7) Austin McCann, illegible address – Left meeting, did not speak.
- 8) Mary Au, illegible address – Left meeting, did not speak.
- 9) Sandi Viviani, 33-16 157th Street – Spoke in favor of Macedonia, but in opposition to Flushing Commons.
- 10) Roslyn Singh, 132-45 Maple Avenue – Left meeting, did not speak.
- 11) Eva Montgomery, 94-25 57th Avenue – Left meeting, did not speak.
- 12) Mel Siegel, no address – Spoke in favor of Macedonia, but opposed to Flushing Commons.
- 13) Linn May, 93-14 217th Street – Left meeting, did not speak.
- 14) Larry Arichisit, Flushing YMCA – Left meeting, did not speak.
- 15) Chuck Wade, 137-60 45th Avenue – Spoke in favor of both projects.
- 16) Fred Gerber, Flushing – Left meeting, did not speak.
- 17) Albert Pennisi, 97-77 Queens Boulevard – Left meeting, did not speak.
- 18) Name crossed off list, did not speak.
- 19) Hayden Lockett, 34-15 Parsons Boulevard, Left meeting, did not speak.
- 20) John Yu, 42-20 Kissena Boulevard – Spoke in favor of both projects.
- 21) Isaac Sasson, Name crossed off list, did not speak.
- 22) Daniel Kung, 41-01 Kissena Boulevard – Spoke in favor of Macedonia, but opposed to Flushing Commons.
- 23) Kang Ho, 36-32 Union Street – Spoke in opposition of both projects.
- 24) Brian Letcham, Brooklyn – Spoke in opposition of both projects.
- 25) Name crossed off list, did not speak.
- 26) Carolyn Scavella, Flushing – Spoke in favor of the Macedonia Project.
- 27) Robert Young, Flushing – Spoke in favor of both projects.
- 28) Fred Johnson, Flushing – Spoke in favor of the Macedonia Project.
- 29) Dec Richards, 154-25 Riverside Drive – Left meeting, did not speak.
- 30) Terence Park, no address – Spoke in favor of both projects.
- 31) Eric Lo, Flushing – Spoke in favor of both projects, but with less parking.
- 32) John Byas, Community Board #7 – Spoke in favor of the Macedonia Project.
- 33) James Wu, Democratic District Leader – Spoke in favor of both project, but with less parking.
- 34) Lucy Kung, 36-25 Union Street – Spoke in opposition to these projects.

REGULAR MEETING

AGENDA ITEM #9 – Public Participation

There were no speakers signed up to speak at this time.

Meeting was adjourned at 12:45 P.M.

Respectfully submitted by,

Louise Ognibene, Recording Secretary

Our Committee met twice since this project was certified on January 25, 2010 and unanimously recommends the approval to rezone this current manufacturing use to R6 with a C2-2 overlay with the following condition:

As per the attached letter date April 1, 2010 from the Law Offices of Joseph Morsellino, any new construction on this site will include space for a 14,000 square foot Senior Center on the second floor with a separate entrance and elevator access.

The Committee's **MOTION IS TO APPROVE THE APPLICATION FOR A ZONING MAP AMENDMENT FROM AN M1-1 DISTRICT TO AN R6 DISTRICT WITH A C2-2 COMMERCIAL OVERLAY IN ORDER TO FACILITATE THE DEVELOPMENT OF AN 11-STORY (103 FEET) MIXED USE PRIMARILY RESIDENTIAL BUILDING WITH THE STIPULATION OF SPACE FOR A 14,000 SQUARE FOOT SENIOR CENTER ON THE SECOND FLOOR WITH A SEPARATE ENTRANCE AND ELEVATOR ACCESS.**

Motion was seconded by Marc Schiffman

Discussion on the motion.

Q-The elevator and separate entrance for the Senior Center is not in the letter from the applicant. Can we get that in writing as well?

A-This will be added and it will show on the plans. A paragraph will be added that will state "Furthermore, it is agreed that same shall have an entrance and an elevator, separate and apart from all other uses within the proposed structure."

Q-Are those 200 meals served in the area?

A-Yes.

Q-You stated that you don't know what Senior Center will be there, can meals be bigger, perhaps 225, as there are many seniors in this area?

A-We are looking for a ballpark number for meals. With the 14,000 square feet of space, that figure is quantified for the size of the kitchen. They could serve less or more than the 200.

Roll Call Vote was taken.

VOTE - APPROVED - THIRTY-FOUR (34) BOARD MEMBERS*

OPPOSED - THREE (3) BOARD MEMBERS

ABSTAINED - NONE

*One (1) Board Member arrived after vote was taken - Chin-Hsiang Chiang.

Motion carried.

AGENDA ITEM #7 - Southwest Corner 37th Avenue & Union Street - Macedonia Plaza and AGENDA ITEM #8 - Municipal Parking Lot #1 - Flushing Commons and Macedonia Plaza - CHARLES APELIAN

Committee Chairperson Charles Apelian briefly explained the application process before the Community Board. These two items are on for discussion and vote only. The Public Hearing was held on Monday, March 22, 2010.

Committee Chairperson Apelian thanked the Community Board's Zoning Committee for all their hard work over the past 10 weeks and named them all personally:

Arthur Barragan, John Byas, Tyler Cassell, Fred Fu, Pablo Hernandez, Adrian Joyce, Robert LoPinto, Frank Macchio, Kim Ohanian, Millicent O'Meally, Terence Park, Lynda Spielman, Linna Yu, Macedonia Church, Flushing Chamber & Business Association, Flushing Chinese Business Association, Korean American Association of Flushing, Ikhwan Rim (Union Street Businesses), Joseph Lee (Korean Community), Kenny Park (Save Our Flushing Community), James Gerson, (Flushing BID).

He stated that on April 1, 2010, the Committee held its last meeting to iron out all the details.

Committee Chairperson Apelian read into the minutes, a 4-page letter from Robert Lieber, Deputy Mayor for Economic Development, AND a copy was also given to all Board Members, outlining the Mayor's commitment for this project, copy on file at the Board Office.

Committee Chairperson Apelian stated that there are a lot more concerns than the letter covers. Additional problems will be discussed and sent onto the other Public Hearing venues; i.e., Queens Borough President, City Planning and the City Council.

Committee Chairperson Apelian read his 3-page committee's report, copy on file at the Board Office.

Within his committee's report was reference to a letter addressed to the then Councilman John Liu from the then Deputy Mayor for Economic Development and Rebuilding, Daniel Doctoroff, (known as the Doctoroff-Liu Letter of Agreement) dated July 11, 2005. This letter was to be part and parcel of this development, copy on file at the Community Board Office.

Committee Chairperson Apelian explained that the motions, as approved by the full Zoning Committee for these projects, will be as follows:

- 1) A motion to approve the overall concept of these developments will be voted upon first,
- 2) Then each individual ULURP and BSA application will be voted upon separately.

MOTION - TO APPROVE THE CONCEPT OF THESE DEVELOPMENTS IN THE FLUSHING MUNICIPAL PARKING LOT #1 AS FLUSHING COMMONS AND MACEDONIA PLAZA.

Motion second by Nicholas Miglino.

Discussion on the Motion.

At this point, Councilman Daniel Halloran, was given the floor for his comments on this development-

- 1) Construction workers must get back to work.
- 2) Good opportunity for \$1,000,000 of sales tax revenue increase to keep the Police Department and the Fire Department funded.
- 3) He is committed to work with fellow Councilman Peter Koo to address the concerns of the community and Community Board #7.
- 4) Must work towards common ground with DOT. The one-way pairing must be reevaluated as he is in agreement with this downtown Flushing one-way pairing.
- 5) There will be many tax and rebate programs for this site.
- 6) Must help small businesses to weather the storm during construction.

He further stated that this project should be approved with the conditions as presented by the Community Board.

After Councilman Halloran's remarks, the meeting resumed with the Roll Call Vote for the Overall Concept for the Municipal Parking Lot #1.

VOTE - APPROVE - THIRTY-FIVE (35) BOARD MEMBERS

OPPOSED - TWO (2) BOARD MEMBERS

ABSTAINED ONE (1) BOARD MEMBER DUE TO CONFLICT OF INTEREST

Motion carried.

At this point, each individual ULURP & BSA application was voted upon by a Roll Call Vote.

MOTION - TO APPROVE ULURP #C 100207 ZMQ - ZONING MAP CHANGE

Motion seconded by Robert LoPinto.

There was no discussion on the motion.

Roll Call Vote was taken.

**VOTE – APPROVED – THIRTY-SEVEN (37) BOARD MEMBERS
OPPOSED – NONE
ABSTAINED – ONE (1) BOARD MEMBER FOR CONFLICT OF INTEREST**

Motion carried.

MOTION – TO APPROVE ULURP #C 100206 PPQ – DISPOSITION OF CITY OWNED PROPERTY

Motion seconded by Millicent O'Meally

There was no discussion on the motion.

Roll Call Vote as taken.

**VOTE – APPROVED – THIRTY-FIVE (35) BOARD MEMBERS
OPPOSED – TWO (2) BOARD MEMBERS
ABSTAINED – ONE (1) BOARD MEMBER FOR CONFLICT OF INTEREST.**

Motion carried.

MOTION – TO APPROVE ULURP #C 100208 ZSQ – SPECIAL PERMIT FOR HEIGHT AND SET BACK, ETC.

Motion seconded by Robert LoPinto

There was no discussion on the motion.

Roll Call Vote was taken.

**VOTE – APPROVED – THIRTY-SEVEN (37) BOARD MEMBERS
OPPOSED – NONE
ABSTAINED – ONE (1) BOARD MEMBER FOR CONFLICT OF INTEREST.**

Motion carried.

MOTION – TO APPROVE ULURP #C 100209 ZSQ – SPECIAL PERMIT FOR 1,600 PARKING SPACES

Motion seconded by Lynda Spielman

There was no discussion on the motion.

Roll Call Vote was taken.

**VOTE – APPROVED – THIRTY-SEVEN (37) BOARD MEMBERS
OPPOSED – NONE
ABSTAINED – ONE (1) BOARD MEMBERS FOR CONFLICT OF INTEREST.**

Motion carried.

MOTION – TO APPROVE ULURP #C 100212 ZSQ – SPECIAL PERMIT FOR 647 PARKING SPACES

Motion seconded by Arthur Barragan

There was no discussion on the motion.

Roll Call Vote was taken.

VOTE – APPROVED – THIRTY-EIGHT (38) BOARD MEMBERS
OPPOSED – NONE
ABSTAINED – NONE

Motion carried.

MOTION – TO APPROVE ULURP #C 100213 ZSQ – SPECIAL PERMIT FOR 309 PARKING SPACES

Motion seconded by Robert LoPinto

There was no discussion on the motion.

Roll Call Vote was taken.

VOTE – APPROVED – THIRTY-EIGHT (38) BOARD MEMBERS
OPPOSED – NONE
ABSTAINED – NONE

Motion carried.

MOTION – TO APPROVE ULURP #C 100214 ZSQ – SPECIAL PERMIT FOR 275 PARKING SPACES

Motion seconded by Nicholas Miglino

There was no discussion on the motion.

Roll Call Vote was taken.

VOTE – APPROVED – THIRTY-SIX (36) BOARD MEMBERS*
OPPOSED – ONE (1) BOARD MEMBER
ABSTAINED – NONE

***ONE (1) BOARD MEMBER LEFT THE ROOM DURING THE ROLL CALL VOTE – Marc Schiffman**

Motion carried.

The Board of Standards & Appeals item (Calendar #326-09-BZ) was not voted upon in committee, therefore, the Committee Chairperson asked for a motion from the floor.

Lynda Spielman made a **MOTION** – TO APPROVE THE BSA CALENDAR ITEM FOR THE APPLICATION FOR A SPECIAL PERMIT TO ALLOW PROPOSED BUILDINGS IN THE FLUSHING COMMONS MIXED-USE DEVELOPMENT TO EXCEED THE HEIGHT LIMITS SET FORTH IN ZRCNY SEC. 61-21 APPLYING AROUND AIRPORTS AS PER THE LETTERS AND COMMITTEE REPORT THAT WERE APPROVED IN THE OVERALL ACCEPTANCE OF THIS PROJECT.

Motion seconded by Arthur Barragan

There was no discussion on the motion.

Roll Call Vote was taken.

VOTE – APPROVED – THIRTY-SIX (36) BOARD MEMBERS
OPPOSED – ONE (1) BOARD MEMBER
ABSTAINED – ONE (1) BOARD MEMBER FOR CONFLICT OF INTEREST.

Motion carried.

MOTION – TO APPROVED ULURP #C 100216 HAQ – MACEDONIA PLAZA

Motion seconded by Millicent O'Meally.

There was discussion on the motion.

Roll Call Vote was taken.

**VOTE - APPROVED - THIRTY-EIGHT (38) BOARD MEMBERS
OPPOSED - NONE
ABSTAINED - NONE**

Motion carried.

AGENDA ITEM #9 - Public Participation

1) Mandingo Tshaka, 206-41 46th Avenue - Spoke in reference to the 40-foot buffer proposed between the Macedonia Plaza site and Flushing Commons. He feels that this is not enough space.

At this point in the meeting, the HPD representatives brought to the attention of the Community Board two other text amendment items that also need to be voted upon. They are as follows:

- 1) N 100210 ZRQ - Special provisions for bulk modification,
- 2) N 100211 ZRQ - Waterfront access plan Q-2: Downtown Flushing.

These items were briefly explained to all present:

N 100210 ZRQ - Large scale building relief from open space ratio and height in a C4-4 FAR.
N 100211 ZRQ - Waterfront relief on College Point Boulevard, as 37-02 College Point Boulevard is on the water.

Committee Chairperson Apelian put these out to the full Community Board for a motion.

Marc Schiffman made s **MOTION TO APPROVE THESE TWO RELATED ITEMS.**
Motion seconded by Kim Ohanian.

There was discussion on the motion.

It was agreed to do a combined Roll Call Vote on these two items.

**VOTE - #1) N 100210 ZRQ - APPROVED - THIRTY-SEVEN (37) BOARD MEMBERS
OPPOSED - NONE
ABSTAINED - ONE (1) BOARD MEMBER FOR
CONFLICT OF INTEREST.
#2) N 100211 ZRQ - APPROVED - THIRTY-EIGHT (38) BOARD MEMBERS
OPPOSED - NONE
ABSTAINED - NONE**

Both items passed.

Meeting was adjourned at 10:00 P.M.

Respectfully submitted by,

Louise Ognibene, Recording Secretary



Louis J. Coletti
President & CEO

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FOR THE RECORDS

TESTIMONY

PRESENTED TO THE

NEW YORK CITY COUNCIL

SUBCOMMITTEE ON ZONING & FRANCHISING

FLUSHING COMMONS

July 15, 2010

Presented by
Louis J. Coletti
Building Trades Employers' Association
President & CEO



Good Morning.

My name is Louis Coletti and I am the President of the Building Trades Employers' Association (BTEA), an organization representing 28 union contractor associations and over 1,800 construction managers, general contractors, and specialty trade contractors doing business in New York City. The BTEA employs 25,000 project managers and support staff as well as the 100,000 skilled members of the building trades union in NYC.

The BTEA is testifying today in support of the Flushing Commons project.

The construction industry has been shaken by the recession and currently has a 40% unemployment rate, which is expected to rise over the next few months.

There are 3 major reasons why this project deserves your approval:

1. It will create jobs and reduce unemployment, especially for Queens's residents. From July 1, 2001-September 30, 2009, 21% of the new union apprentices enrolled in our Construction Skills program came from Queens. Approval of this project will create jobs for out-of-work apprentices and create new openings for those who want a career as a skilled tradesperson by creating 2,600 new jobs;

2. It will create new city tax revenue from which it can pay for municipal services such as police, fire, sanitation and education. The lack of tax revenue is creating severe cutbacks in all of these areas today;

3. Finally, it will improve the community with a new YMCA, 36,000 square feet of a community facility and a 1.5 acre public outdoor open space. The Flushing Commons project will also create 1,900 permanent jobs for Queens's residents.

I hope the City Council takes into consideration the benefits the Flushing Commons project offers to NYC and moves it forward for approval.

Thank you.



Asian Americans for Equality

108-110 Norfolk Street • New York, NY 10002

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New York City Council
Subcommittee on Zoning and Franchises
Public Hearing for the Flushing Commons Development Project
July 15, 2010

Good Morning. My name is Richard Lee and I am the Public Policy and Legislative Advocate at Asian Americans For Equality (AAFE). Established in 1974, AAFE is a non-profit community-based development and empowerment organization. AAFE serves thousands of seniors, low-income and working individuals and families each year, offering an array of programs that encompass the organization's comprehensive approach to community development. AAFE Queens has been in Flushing for the past fifteen years serving its diverse residents.

I would like to thank the City Council for giving us the opportunity to express our concerns with the proposal to develop Flushing Commons. AAFE is particularly concerned about the impact that the construction will have on all the small businesses located on the periphery of the development site. In particular, we are concerned about the small businesses located on Union Street between Roosevelt Avenue and Northern Boulevard.

Flushing is currently the most populated community district¹, and because it has served as a gateway community for a wide range of immigrant groups, it is one of the fastest growing communities in New York City. For the Korean American community in Flushing, Union Street has tremendous historical significance.

Union Street is a unique shopping district in downtown Flushing with historical context for our City's Korean American community. Approximately 200 small businesses housed in three- to four-story buildings line Union Street, between 37th Avenue and Northern Boulevard, with a array of businesses and services that include jewelry and clothing stores, restaurants, bakeries, professional legal and accounting services and even two churches. Union Street helped transform Flushing into the economic hub that it is today, and it is where many Korean-American small businesses first got their start.

The municipal lot is a primary source of parking for much of the customers who frequent the businesses on Union Street, and all the businesses in the area. However, during the three-year construction phase of this project, this municipal parking lot will be inaccessible. Without this parking space, the small businesses will inevitably experience significant decreases in sales, which, in time, will result in significant personal and professional losses for the merchants and

^{1,2} State of New York City's Housing and Neighborhoods, Furman Center for Real Estate and Urban Policy.

their employees. These small businesses survived this economic downturn, and have slowly seen a rebound in sales. Once the construction starts, and the parking lot is gone, many anticipate that they will not survive the construction period.

The City has promised the creation of construction jobs and an economic boost with the development of Flushing Commons. However, the plan does not consider that the temporary gains in construction jobs will significantly outweigh the loss of already vibrant small businesses that serve Flushing. Additionally, the Union Street business district serves as the gateway to the Northern Boulevard small business corridor. The loss of the Union Street businesses will impact those businesses, creating a domino effect of closures, which will undoubtedly result in a significant economic loss for the City.

AAFE is requesting that City Councilmember Peter Koo and the full City Council consider the impact remediation recommendations put forth by the small businesses themselves, which include:

1. \$5 million in low interest loans to Union Street small businesses to help remediate the impact of construction.
2. The designation of the City's \$2 million dedicated solely to advertising, marketing, outreach and technical assistance for Union Street businesses, coordinated by the affected merchants, elected officials, and community stakeholders.
3. \$5 million designated as a Small Business Continuity Grant.
4. Alternative sources of parking that are more amenable to the Union Street businesses, including the current YMCA parking lot and a validated parking system at Queens Crossing.
5. A mandate that construction cannot begin until the needs of the Union Street businesses have been formally addressed in a written agreement with the City.

Thank you.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Michael B. Im

Address: 147-10 45 Ave Flushing

I represent: President of Korean Construction

Address: Association of NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Hwa Soon Rim

Address: 36-24 Union St

I represent: Union Street Small Business Ass.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Sara Garces

Address: _____

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Natasha

Address: 108 25 48 AV

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Magdalena Mendez

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jeng won lee

Address: 36-14 union st Flushing

I represent: _____

Address: _____

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: SOON OK KO

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: SOO JA JANG

Address: 143-56 FERRIS AVE.

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Dan Dunlop

Address: 1219-20 31st Ave

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: MOON JA LEE

Address: 36-26A Union St 2FL

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JANG MEE WON

Address: 36-27A Union St

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: IN SOON CHOI

Address: 36-10 Union St 1FL

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JOHN YONG

Address: 36-10 41st Ave

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Yumdia Sanchez

Address: Jamaica N.Y

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: RICARDO RUIZ

Address: _____

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Daniel Kuntz

Address: 38-11 Union St Flushing NY 11354

I represent: Flushing 457 Assn.

Address: 38-11 Union St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: John Henry Byas (Byas)

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: John Bratton

Address: 37-22 Union St Flushing NY 11354

I represent: Macedonia Baptist Church

Address: 37-22 Union St Flushing NY 11354

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7-15-10

(PLEASE PRINT)

Name: CHUCK APELIAN

Address: _____

I represent: CB 7 Q

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Yoonsun Na

Address: 35-20 147 St. Flushing, NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. CA Res. No. _____

in favor in opposition

Date: 07/15/10

(PLEASE PRINT)

Name: Huyun (Brian) Lee

Address: 35-20 147 St. Flushing, NY

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: July 15, 2010

(PLEASE PRINT)

Name: MIKE McGUIRE

Address: _____

I represent: MASON TENDERS DISTRICT COUNCIL

Address: 32 W 18th ST, 7th Fl. NY, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: July 15, 2010

(PLEASE PRINT)

Name: Michael Halpin

Address: 47-24 27th St

I represent: Elevator Constructors Local 1

Address: 47-24 27th St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Mark Hanson

Address: 56-17 187th St Flushing NY

I represent: T.B.W. Local 3

Address: 158-11 Jewel Ave Flushing NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JACK FRIEDMAN

Address: _____

I represent: QUEENS CHAMBER OF COMMERCE

Address: 210 MAIN ST. FLUSHING NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: MYRA HERCE

Address: _____

I represent: FLUSHING CHAMBER OF COMMERCE

Address: 176 38th AVE FLUSHING

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: PAUL CUSTER

Address: 5 W. 63rd ST.

I represent: YMCA

Address: _____

Please complete this card and return to the Sergeant-at-Arms

Want to speak

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Y. Sunny Hahn 11354

Address: 36-25 Union Street, #8E Flushing

I represent: Flushing Coalition for Responsible Development

Address: _____

Want to speak

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/2010

(PLEASE PRINT)

Name: LUCY KUNG

Address: 36-25 Union St. # 1F Flushing

I represent: Shenf Rainbow Cmty

Address: 36-25 Union St. Flushing

Don't want to speak

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ronald Bryan

Address: 99-46 211th Street Queens

I represent: Local Union # 3 IBEW

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: GENE KOLTY

Address: 133-32 41 ROAD

I represent: COMMUNITY Bd #7

Address: 133-32 41 ROAD

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Barbara James

Address: _____

I represent: Macedonia AME Church

Address: 37-22 Union St. FLUSHING NY 11355

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: PATRICIA MUNROE

Address: FLUSHING, QUEENS

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Liida Adelaja

Address: 42-65 Kissena Blvd Flushing NY

I represent: Macodonia AME Church

Address: 37-22 Union St, Flushing

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Don (PLEASE PRINT)
CAPALBI

Address: 136-19 58 Ave

I represent: Queensboro Hill Neighborhood Assn

Address: same

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7-15-2010

Name: Peartice (PLEASE PRINT)
HAYWARD

Address: 37-22 Union St.

I represent: Macodonia church / Flushing

Address: 37-22 Union St, Camon

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Annelle Jordan (PLEASE PRINT)

Address: 144-46 38th Ave #2 Co

I represent: Macedonia AME Church

Address: 37-22 Union St Flushing, NY 11354

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

Name: Roland Wade (PLEASE PRINT)

Address: 137-60 45 Ave #6-D

I represent: Flushing Chamber of Kessina Corn Park & Conser

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

Name: Mildred Scott (PLEASE PRINT)

Address: 102-30 66th R.D. Forest Hills, NY

I represent: Flushing Commons & Macedonia AFFORDABLE HOUSING

Address: 37-22 Union St, Flushing, NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: July 15, 2010

(PLEASE PRINT)

Name: JAMES CONWAY

Address: _____

I represent: OPERATING ENGINEERS 15

Address: NORTHERN BLVD, FLUSHING

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: July 15, 2010

(PLEASE PRINT)

Name: JACK KITTLE

Address: _____

I represent: DISTRICT COUNCIL 9 (PAINTERS UNION)

Address: 45 W 14th ST, NY NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Richard Lipsky

Address: _____

I represent: Flushing Coalition

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7-15-10

(PLEASE PRINT)

Name: Aline Anderson

Address: 31-26 137th Flushing N.Y. 11354

I represent: Macedonia Church

Address: 37-22 Union St Flushing N.Y. 11354

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Melody Jackson

Address: 133-20 Roosevelt Avenue #6E

I represent: Macedonia AME Church

Address: 37-22 Union Street, Flushing N.Y.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7-15-10

(PLEASE PRINT)

Name: Matthe Simmons

Address: 40-03 10th St 6C

I represent: Macedonia AME Church

Address: 37-22 Union St Flushing N.Y.

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Brian Ketchum (PLEASE PRINT)

Address: _____

I represent: Flushing (Qualita)

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: AL Mackey (PLEASE PRINT)

Address: _____

I represent: _____

Address: DO NOT WISH TO SPEAK

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7-15-10

Name: Alex Thomasson (PLEASE PRINT)

Address: 41-09 10th St #5E LIC, NY 11101

I represent: Macedonia AME Church

Address: Flushing NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ZACHARY STERN

Address: 3712 BERNARD Drive, WANTAGH NY

I represent: Flushing YMCA

Address: Northern Blvd, Flushing NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: William Nelson

Address: 1475 Thicridt Ave #10 BK, NY

I represent: Flushing YMCA

Address: Northern Blvd/Vard

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Esther Curenton

Address: 143-40 41st Avenue #64 F

I represent: Macedonia AME Church

Address: 37-22 Union Street Flushing NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/0

(PLEASE PRINT)

Name: Henry Bergmann

Address: 2150 NE 211 St. Miami, FL 33179

I represent: Flushing Business

Address: * I Do NOT wish to speak

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Steve Barrow

Address: _____

I represent: Small Business Congress

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/1

(PLEASE PRINT)

Name: Richard Lee

Address: _____

I represent: Asian Americans for Equity

Address: 108 Norfolk St, NY, NY 10002

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Craig Bergmann

Address: 2150 NE 211 St.

I represent: Flushing

Address: Do NOT wish to Speak

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/16/10

(PLEASE PRINT)

Name: Michael B. Im

Address: 147-18 45 Ave Flushing N.Y.

I represent: Flushing

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: MICHAEL RODIN

Address: 218-38 Hillside Ave Queens Village

I represent: DISTRICT COUNCIL OF CARPENTERS

Address: _____

Please complete this card and return to the Sergeant-at-Arms

Do not wish to speak
**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)
Name: PAUL TYENAR

Address: 214-38 Hillside Ave

I represent: _____

Address: _____

Flushing Comm
**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)
Name: CONSTANCE SIMMONS

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7-15-10

(PLEASE PRINT)
Name: JANIS LOVING

Address: 257-11 149th Rd Roseville NY 11422

I represent: MACDONIA COMM

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)
Name: Ramal Murphy

Address: _____

I represent: Bodega Assoc

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 7/15/10

(PLEASE PRINT)
Name: Robert Goldrick

Address: CITY HALL

I represent: Deputy Mayor For Economic Development

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 7/15/10

(PLEASE PRINT)
Name: MARY Mootoo

Address: 41 Newburgh St, Elmont, N.Y.

I represent: MACedonia A.M.E.Ch. / Plg Commn

Address: 37-22 Union St, Flushing

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7-15-2010

(PLEASE PRINT)

Name: LYDIA MACKAY

Address: 99-10 208th Street

I represent: _____

Address: Queens Village, N.Y. 11429

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: MARC A. HEBER

Address: 8710 204 St

I represent: FLUSHING NY

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Do not
wish to
speak

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Sol Antonucci

Address: 214-38 Hillside Ave

I represent: Carpenters Local 45

Address: _____

I DO NOT
WISH TO
SPEAK

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)
Name: PATRICK ECKARD

Address: 152-76 127th AVENUE

I represent: CARPENTERS UNION

Address: 385 HUDSON ST

DO NOT
WISH TO
SPEAK

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 07-15-10

(PLEASE PRINT)
Name: WILLIAM MCDONALD

Address: 17-33 160th WHITESTONE

I represent: CARPENTER'S

Address: 395 HUDSON

I DO NOT WISH TO SPEAK
THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)
Name: MARINA VUKICH

Address: 395 HUDSON ST. NYC

I represent: NYC CARPENTERS

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: JOHN EARLY (PLEASE PRINT)

Address: 214-38 H. 161st Ave

I represent: New York City District Council of

Address: CARPENTERS

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition applicant

Date: _____

Name: Maria Torres (PLEASE PRINT)

Address: 110 William Street, NY, NY 10038

I represent: applicant

Address: 110 William St, NY, NY 10038

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 07/15/10

Name: MICHAEL MCQUIRE (PLEASE PRINT)

Address: _____

I represent: MASONS TENDERS DISTRICT COUNCIL

Address: 266 W. 37th St. FL 7 NYC NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

Applicant in favor in opposition

Date: 7/15/2010

Name: Seth Pinsky (PLEASE PRINT)

Address: 110 William St

I represent: NYC EDC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

Applicant in favor in opposition

Date: 7/15/2010

Name: Sgt Carollee Finley (PLEASE PRINT)

Address: _____

I represent: NYC EDC

Address: 110 William St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: HARDY ADASKO (PLEASE PRINT)

Address: 110 William St

I represent: APPLICANTS NYC EDC

Address: 110 William St

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

Name: MICHAEL POLO (PLEASE PRINT)

Address: _____

I represent: NYC DEPT OF HPD

Address: 100 GOLD ST.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 7/15/10

Name: Todd Wiley (PLEASE PRINT)

Address: _____

I represent: Macedonia

Address: 2120 Union St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 7/16/2010

Name: SHAMPA CHANDA (PLEASE PRINT)

Address: 100 GOLD ST.

I represent: HPD.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: George Paul

Address: 114 1st Ave Flr

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

X applicant in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Susan Goldfinger

Address: NYCEOC 110 William St.

I represent: NYCEOC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7-15-10

(PLEASE PRINT)

Name: LEARNON A. POLLARD

Address: 147-50 230th PLACE

I represent: MACEDONIA A.M.E. CHURCH

Address: FLUSHING, N.Y. 11354

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Brian Paul

Address: 416 W 145 ST Apt 2

I represent: Hunter College (CPD)

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/2010

(PLEASE PRINT)

Name: Jaime Rojas

Address: 129 THAMES ST APT. 2R BROOKLYN NY

I represent: L79

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Paul Fallon

Address: 227 CAMELOT CT ISLIP NY 11751

I represent: TEAMSTERS LOCAL 289

Address: 2500 MARCUS AVE LAKE SUCCESS NY
11042

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Maurice Aquila

Address: 855 Guy Lombardo Ave.

I represent: Local 282

Address: 2500 Marcus Ave; Lake Success

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Nancy Doon

Address: 440 Park Avenue South, NY, NY 10016

I represent: Flushing Commony

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: July 15, 2010

(PLEASE PRINT)

Name: Steven Aiello

Address: _____

I represent: Standard Parking

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: CHI CHAN

Address: 440 Park Avenue South, NY, NY 10016

I represent: Flushing Commons

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ATMA SOOKRAM

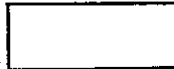
Address: 605 Third Ave, NY, NY 10016

I represent: Flushing Commons

Address: Queens, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: John Neill

Address: 440 Park Avenue South, NY, NY 10016

I represent: Flushing Commons

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Meredith Marshall

Address: 18 E 41 St 1201 NY NY 10017

I represent: B&P Development Corporation

Address: 18 E. 41 St NY NY 10017

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Flushing Common Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Lauren Ciratiello

Address: 1430 Broadway

I represent: BT EA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: ELLIOT HECHE

Address: 158-11 Harry Van Arsdale Jr. Ave.

I represent: Local Union #3 IBCW

Address: 158-11 Harry Van Arsdale Jr Ave
Flushing NY 11315

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

(PLEASE PRINT)
Name: FRANK MARASCIA

Address: 36-18 35th AVE LIC 11006

I represent: Cement & Concrete Workers DC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 7/15/10

(PLEASE PRINT)
Name: Valerie Singleton

Address: 37-22 Union St Flushing NY

I represent: Macedonia AME Church

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: 7/15/10

(PLEASE PRINT)
Name: Jorge Garcia

Address: 1872 PALMETTO ST

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: July 15, 2010

(PLEASE PRINT)

Name: Dennis Lee

Address: 520 8th AVE N.Y. N.Y.

I represent: LOCAL 79

Address: 520 8th AVE N.Y. N.Y.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7-15-2010

(PLEASE PRINT)

Name: DOMINGO CARRERA

Address: 104-37 89 AVE RICHMOND HILL NY 11418

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Jason Delgado

Address: 520 8th Ave Manhattan

I represent: Mason Leader District Council POC

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 07/15/11

(PLEASE PRINT)

Name: ROBERTA MOROCHO

Address: 8907 COMBITE JAMAICA NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7-15-2010

(PLEASE PRINT)

Name: VICENTE MARIN

Address: 39-14-104 ST CORONA QUEENS

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

Not speaking in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Michael A. Stinson

Address: Vanderbilt YMCA Rm. 438

I represent: Myself

Address: 125 N. 5th St. Bangor, PA 18013

Please complete this card and return to the Sergeant-at-Arms

FUSHING
COMMONS
MACEONIA

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

LU # 0137, 0138, 0139, 0140, 0141 Date: 7/15/20
(PLEASE PRINT)

Name: QUEENS BOROUGH PRESIDENT

Address: HELEN MARSHALL

I represent:

Address: QUEENS BOROUGH HALL

Speak

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15

Name: Arlene Fleishman
(PLEASE PRINT)

Address: Mitchell Linden

I represent: Mitchell Linden Civic Assoc.

Address:

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

NOT SPEAKING in favor in opposition

Date: 07/15/10

Name: IRINA NOVICK
(PLEASE PRINT)

Address: 530 Canal St.

I represent: Gale Brewer

Address: 250 Bway

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Lucy King

Address: Sheng Rainbow

I represent: Flushing residents, Sheng

Address: Rainbow

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15

(PLEASE PRINT)

Name: James Gerson

Address: _____

I represent: Flushing Coalition for Resp. Dev

Address: 39-01 Main St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ikhwan Kim

Address: Union St

I represent: Union St Merchants

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15

(PLEASE PRINT)

Name: Sunny Hahn

Address: Shing Rainbow

I represent: Korean Am Assoc of Queens

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15

(PLEASE PRINT)

Name: Paul Guozigno

Address: 146r18 32nd Ave

I represent: REDO

Address: _____

*if
don't
want
to
speak*

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Robert Crone

Address: 787 39 147th St. Flushing NY 11367

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Young Ja Young

Address: _____

I represent: Union Street Merchants Assoc.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: ~~6/15/10~~ 7/15/10

(PLEASE PRINT)

Name: Daniel Kung

Address: _____

I represent: Union Street Merchants Assoc.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Carolyn Scavella (PLEASE PRINT)

Address: 33-27 91st

I represent: Macedonia AME Church

Address: 37-22 Union St
Flushing, NY

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Ikwanh Rim

Address: _____

I represent: Union Street Merchants Assoc.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Joseph Young

Address: _____

I represent: Union Street Merchants Assoc.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7-15-10

(PLEASE PRINT)

Name: Shampa Chanda

Address: _____

I represent: HPD

Address: 100 Gold St

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/2010

(PLEASE PRINT)

Name: Michael Meyer

Address: 136-20 38th Ave

I represent: Flushing Commons

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 7/15/10

(PLEASE PRINT)

Name: Rev. Richard O. McEneaney

Address: 37-22 Union Street Flushing, NY

I represent: Macedonia AME Church

Address: 37-22 Union Street

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Seth Pinsky

Address: President of EDC

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

DONT
want
to speak

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Kenneth Foster

Address: 137-63 HOIH ave Flushing

I represent: Macedonia

Address: Flushing

◆ Please complete this card and return to the Sergeant-at-Arms ◆