

Public Meeting 03



Event Overview



Sunnyside Yard Public Meeting #3

When:

September 16, 2019, 5:00-8:00p

Where:

Aviation High School

What:

A collaborative meeting to:

- Update the community on the Sunnyside Yard Master Planning process, public input, and work done to date
- Review key components of the draft Master Plan
- Conduct Q&A/discussions with planning team topic area experts to learn more, pose questions, and provide additional feedback



Sunnyside Yard Public Meeting #3

Agenda:

- I. Sign-in and surveys
- II. Open house style Master Plan gallery [5:00 PM to 8:00 PM]
- III. Draft Master Plan Summary Presentation I + Q&A [5:30 PM to 5:50 PM]
- IV. Draft Master Plan Summary Presentation II + Q&A [6:30 PM to 6:50 PM]

Participating Organizations:

Amtrak, DCP, DOT, DEP, EDC, Parks



Public Meeting Attendee Summary

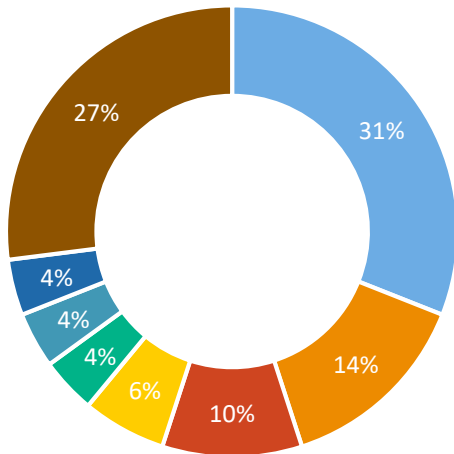
188 total attendees

Survey sample size: 50

50% of attendees were residents

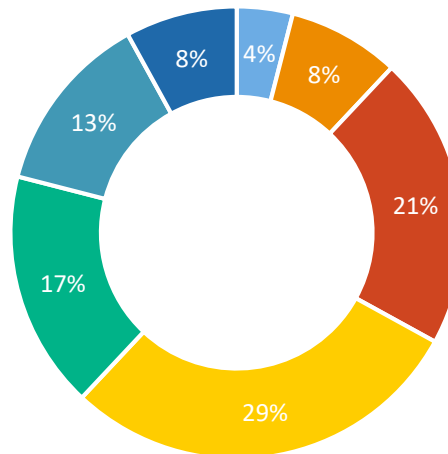
Others included business owners, students, union members, and commuters.

Neighborhood Breakdown



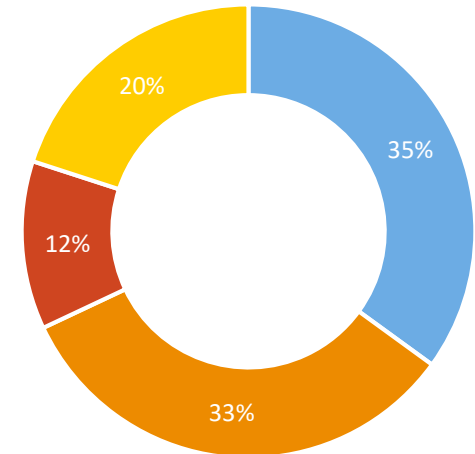
- Sunnyside
- Woodside
- Sunnyside Gardens
- Rockaway
- Astoria
- Long Island City
- Jackson Heights
- Other NYC

Age Breakdown



- 18 and younger
- 19-24
- 25-34
- 45-54
- 65 and up
- 55-64

Event Awareness



- Online
- Word of Mouth
- Unions/Union Meeting
- Other

Content and Feedback



Master Plan Presentation

- Narrative overview of draft master plan
- **3 sessions** offered: 5:30pm, 6:30pm, 7:30pm
- Q & A with planning team and Steering Committee co-chairs focused on the following themes:
 - Cost & Financing
 - Transparency
 - Affordability
 - Transportation and Infrastructure



Station Overview

Boards were organized into 8 stations, as outlined below. The full set of boards presented at the meeting can be found [here](#). The following slides reflect feedback captured from comments cards and conversations at each station

- **Station 1: Introduction and Welcome**
 - Overview of the planning process, feedback thus far, the opportunity presented by Sunnyside Yard, and goals of the Master Plan
- **Station 2: Meet the Rail Yard**
 - A look at Sunnyside Yard through the years, how it operates today, and considerations for decking
- **Station 3: Improving Connections Between Neighborhoods**
 - The various ways the Master Plan will connect neighborhoods across the Yard, including street grid, access points, and circulation strategies
- **Station 4: Prioritizing Open Space & Social Infrastructure**
 - A proposal for open space and social infrastructure networks as central elements of the Master Plan
- **Station 5: Mitigating & Planning for Climate Change**
 - About the sustainability and resiliency principles framing the Master Plan
- **Station 6: Connecting Western Queens to the Region**
 - How Sunnyside Yard can be an opportunity to rethink and improve the regional transportation network
- **Station 7: Living and Working at Sunnyside Yard**
 - The Master Plan's approach to housing and jobs
- **Station 8: A Long-Term Plan**
 - Considering financing, costing, and investing in the future of Queens

General Feedback

- **Affordable housing** is a top priority
 - Affordable housing should come with employment and job training
 - Housing mix should not include luxury condos
- The Master Plan **Open Space** proposal should include:
 - Large parks and green spaces
 - Athletic fields
- The Master Plan should incorporate **new and better transit**, including:
 - New transit hub with access to LIRR, Metro North, NJ Transit, and Amtrak
 - Air-train connection to LGA



Feedback about Improving Connections Between Neighborhoods

Commentary

- **Mobility** is the top priority
 - Incorporate more **pedestrian-friendly** streets
 - Preserve **full vehicular use of through streets**: 43rd, 39th, Honeywell, Queens Blvd, Thompson St.
 - Connect to all Western Queens neighborhoods with a **new transit hub** (LIRR, NJ Transit, Metro North, Amtrak)
- Proposed block size is out of character with surrounding neighborhoods
- Implement **tenant, small business, homeowner protections** prior to implementing the master plan



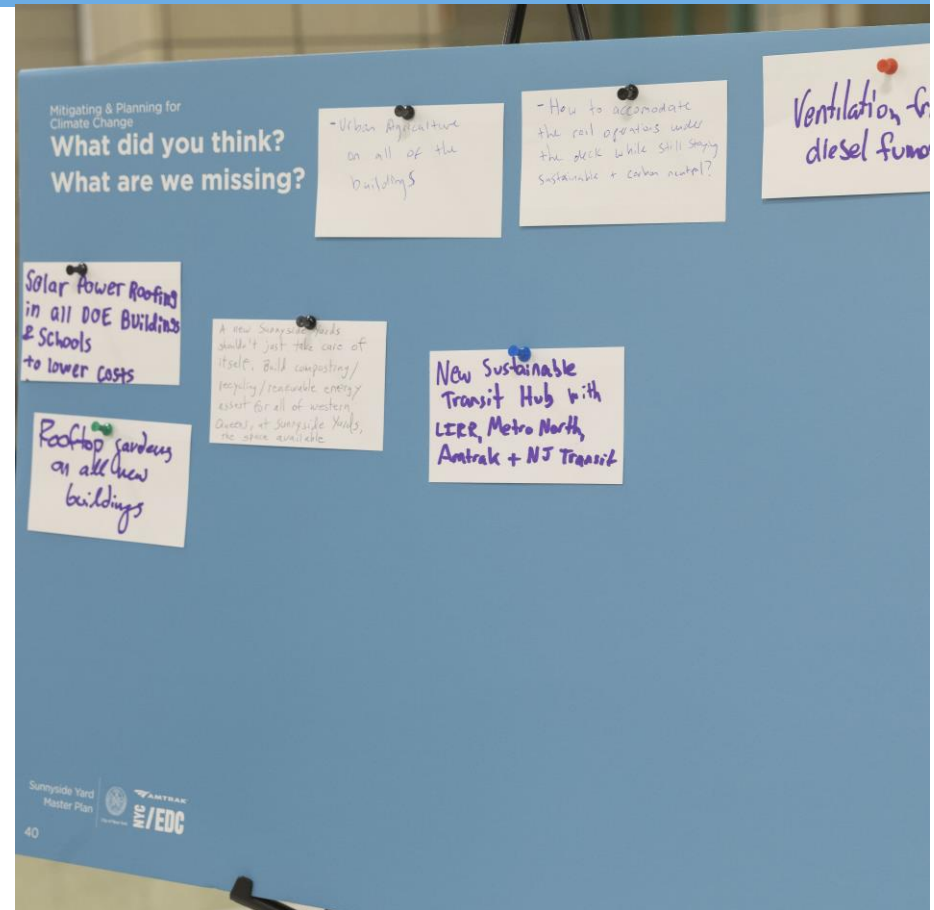
Feedback about Open Space & Social Infrastructure

- **Expand variety and accessibility of open space network**
 - As many **sports fields and open/green spaces** as possible for community
 - More open green space
 - **Keep parks at the edges** to be close to pre-existing communities
- New open space and social infrastructure should connect to transit infrastructure, including:
 - **Trail connections over Queens Blvd**
 - **Bike connections**
 - **New transit hub** with access to LIRR, Metro North, Amtrak, and NJ Transit



Feedback about Mitigating & Planning for Climate Change

- Strategies for energy reduction should be incorporated, including:
 - Rooftop gardens on all new buildings
 - Solar power roofing
- Urban agriculture and local food production is a priority
- Composting, recycling, renewable energy assets built at Sunnyside should benefit all of Western Queens
- Public health challenges such as contamination and ventilation of fumes should be considered



Feedback about Connecting Western Queens to the Region

- **A transit hub** at Sunnyside Station is needed
- **New connections** should be prioritized
 - Metro North-Amtrak stop in Queens Plaza is vital for moving commuters from the Bronx to Queens and Brooklyn
 - Better transit **connections to Brooklyn** are needed
 - Subway to LaGuardia Airport
- The Master Plan should not increase the need for parking without adding more parking space
- More **integrated and protected bike lanes** are needed



Feedback about Living and Working at Sunnyside Yard

- Participants are looking for more clarity on the current proposal
 - Population estimates and economic externalities should be considered
- Housing affordability and the potential for displacement are top concerns



Feedback about Long-Term Planning

- Create **stronger protections** to ensure community benefit and prevent displacement of existing residents
- Participants want to see **better clarity** around anticipated direct and indirect costs for the proposed plan
 - Congestion, environmental impacts, and the potential for displacement should be calculated in indirect costs
- **Transportation infrastructure** should be a higher priority

