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
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

50% of attendees were residents
Others included business owners, students, union members, and commuters.

Neighborhood Breakdown
- Sunnyside: 27%
- Astoria: 14%
- Long Island City: 10%
- Sunnyside Gardens: 6%
- Jackson Heights: 4%
- Rockaway: 4%
- Other NYC: 27%

Age Breakdown
- 18 and younger: 35%
- 19-24: 33%
- 25-34: 17%
- 35-44: 17%
- 45-54: 12%
- 55-64: 8%
- 65 and up: 8%

Event Awareness
- Online: 35%
- Word of Mouth: 33%
- Unions/Union Meeting: 12%
- Other: 20%

Survey sample size: 50
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
• 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