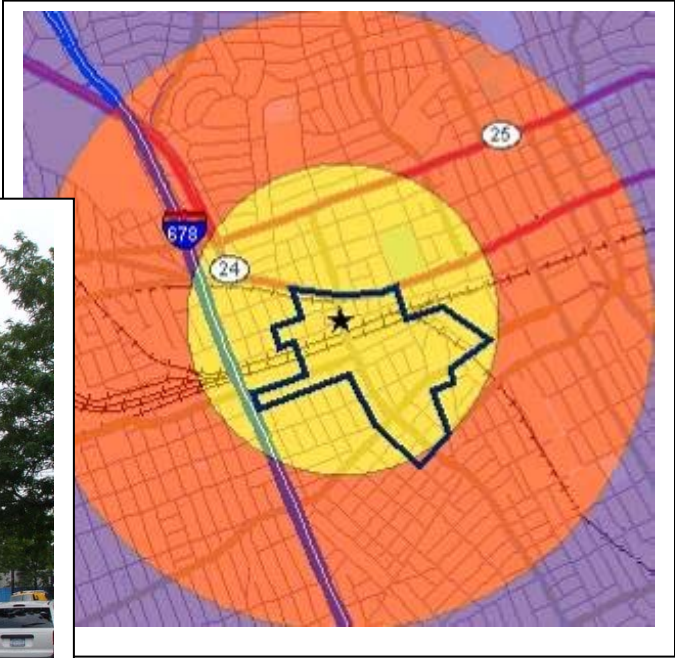


Jamaica Brownfield Opportunity Area Nomination Study



Developed in Conjunction with the New York State Department of State and the New York State Department of Environmental Conservation

Executive Summary

BOA Sponsorship and Partners and Study Structure

The Jamaica Brownfield Opportunity Area (BOA) Nomination Study began on June 8, 2006, with an introductory meeting with community leaders, elected officials and city and state agencies and an extension of an invitation to all of these stakeholders to participate in an Advisory Committee for the Study. The Advisory Committee would provide an overall vision for project goals and would help guide redevelopment scenarios for strategic sites that would be defined in the BOA process.

Greater Jamaica Development Corporation (GJDC), a community-based organization with a 40-year history of successful economic development efforts in Downtown Jamaica, is the sponsoring organization for the Jamaica BOA Nomination Study.

GJDC has well-established working or contractual ties to the key city agencies with the greatest interest in development. These include the Department of Small Business Services, with whom GJDC has several contracts to improve the business environment and contribute to community development; the New York City Economic Development Corporation, with whom we have funding agreements for infrastructure improvements; the Department of City Planning, with whom we consulted when establishing the BOA boundaries, and the Office of Environment Remediation, who provided a letter of support indicating municipal support for our initial proposal for BOA funding to conduct this Nomination Study. All of these agencies joined Community Board 12, residents, and local business people on our Advisory Committee.

The Nomination Study was conducted with the support of a State Assistance Contract awarded by the New York State Departments of State and Environmental Conservation.

Study Structure

A significant percentage of the funding was used to assemble a team of consultants to provide the critical information needed to inform redevelopment scenarios in alignment with these goals and objectives. These consultants would conduct studies in specific preplanning aspects for redevelopment:

- A market demand study for housing, industrial and residential development in the BOA
- An analysis of infrastructure improvements that would be required to support redevelopment within the BOA
- An environmental assessment of strategic sites within the BOA
- A feasibility study to estimate costs and the necessary market value required to redevelop the strategic sites within the BOA.

Public Participation

The following Vision Statement and Goals and Objectives identified as the guiding principles for the Study at a meeting of the Advisory Committee on June 8, 2006.

Jamaica Community BOA Vision Statement

To create through the BOA process the opportunity for revitalization, rehabilitation and community oriented redevelopment of underutilized, vacant, blighted and environmentally impaired area of Jamaica.

Community Goals and Objectives

- Improve Quality of Life for Residents

The BOA effort seeks as its ultimate long-term goal the improvement in quality of life for residents of Jamaica. Existing land uses in the Study Area and the associated environmental impacts are generally perceived as negatively impacting quality of life in the community. Redevelopment associated with the BOA initiative will bring more environmentally friendly and visually benign uses that will have the additional benefit of making the area more attractive to work, play and live in, increasing economic activity. This vision includes elements such as improved pedestrian walkways, added green-space or “green corridors” along Archer Avenue, or other amenities associated with the redevelopment or commercial areas.

Advisory Committee members sought an improvement in retail variety and quality as part of their vision for an improved quality of life. This included such amenities as a “tablecloth” or “sit-down” restaurant and better quality retail sources for fresh meat and produce.

- Create Economic Growth and Opportunities in the Community

The community has identified the need for high-paying, quality jobs in Jamaica as a primary concern. The vision for redevelopment of under-utilized, industrial properties, while retaining those “good actors” currently in place, is an important step towards bringing such jobs to the community. Simultaneously, the removal of junkyards and other noxious uses from these areas is seen as a critical component of both enhancing the use of industrial areas and removing a visual blight that diminishes the value of nearby residential and commercial property and discourages re-development.

- Create Housing Opportunities in the Community

The recent re-zoning of over 380 blocks in Jamaica, led by New York’s Department of City Planning under their “Jamaica Plan,” provided residents with an opportunity to consider many of the issues surrounding housing in areas zoned for residential use. The vast majority of the Jamaica BOA is zoned for commercial and industrial use, but where opportunities for residential redevelopment do exist, it should not increase residential density beyond the capacity of local infrastructure, especially schools, to absorb any increase in population.

The concerns of the community, identified through the BOA Nomination Study public outreach process, centered on issues surrounding development in a general sense. Much of the community’s concerns have been an outgrowth of a recent re-zoning initiative led by the New York City Department of Planning. This rezoning initiative was in response to a need for additional densities in some areas to accommodate the City’s growing population, as well as re-zoning of portions of the Downtown from low density industrial uses to higher density commercial uses.

Community Concerns

- Lack of adequate parking for residents
- Conflicts between industrial and nearby residential uses
- Lack of community input on some development projects in Jamaica
- Public health as related to environmental contamination
- Overcrowding of schools, especially in relation to any high-density residential development
- Lack of investment from the local community in development projects
- Amenities that cater to visitors instead of residents
- Junkyards and illegal dumping
- Use of eminent domain to achieve objectives: the owner of a property should be the person who decides what should be done with it

- Big box retail uses are becoming too numerous in Jamaica
- Control of vacant property - the community should have “first crack” at who develops vacant properties
- Unaddressed retail needs, including a choice of restaurants and lack of a sit-down or “tablecloth” restaurant, limited access to fresh meats and produce, and lack of personal service businesses, such as dry cleaners
- Lack of parks and “greening” of the neighborhood (trees and open space); however, these needs must address potential for these spaces to provide a setting for crime in the neighborhood
- Residential development should be affordable to those that live here

The BOA Area and Strategic Approach to the Nomination Study

The BOA Study Area is located largely to the south of the LIRR in Downtown Jamaica, with the exception of a portion that runs along Archer Avenue and Jamaica Avenue north of the tracks. The Study Area is 0.2 miles (128 acres) in size, covering 40 blocks and containing 616 properties. The Study Area contains automotive and heavy industrial uses, as well as stable residential areas and a substantial amount of transportation-oriented property.

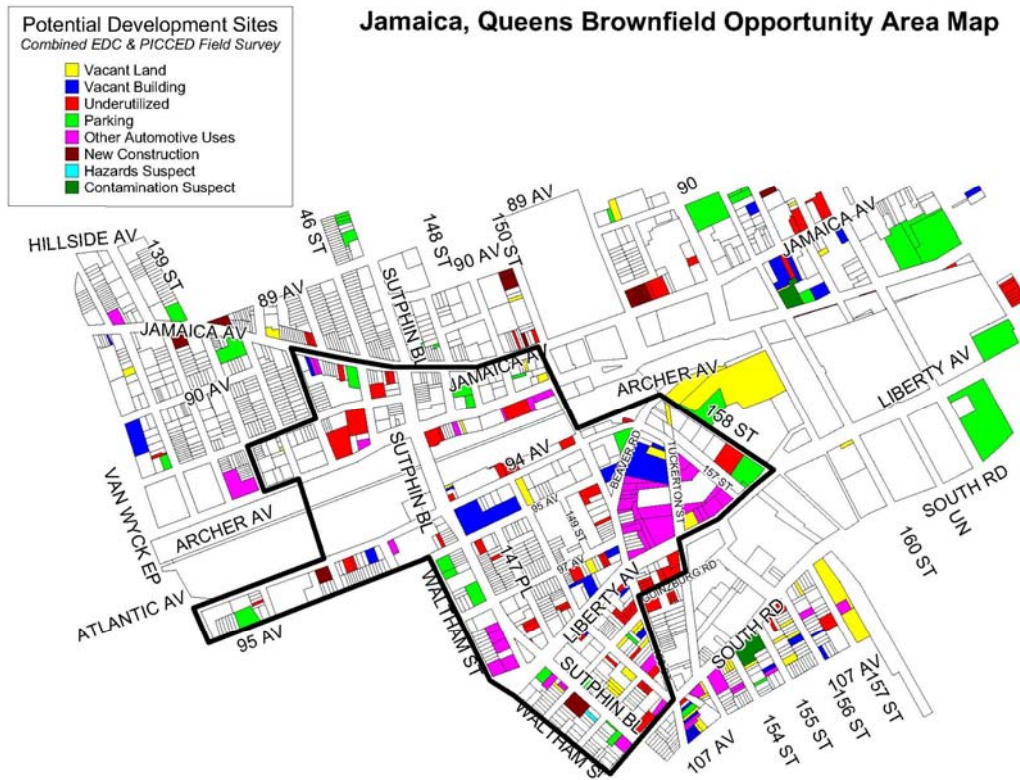
Due to the types of uses prevalent in the BOA Study Area, the majority of the non-residential properties are regarded as brownfields. Based on research conducted for the Nomination Study and the results of the City of New York’s environmental assessment process for the “Jamaica Plan,” a total of 224 of the 616 properties in the Study Area are brownfields. These 224 properties total 38.7 acres in size. This represents 30.2% of the property within the BOA Study Area.

The BOA Study Area also contains many vacant properties. A 2006 property survey concluded that 5.8% of the properties in the Study Area are vacant. Though many of these 36 vacant properties are also brownfields, a large majority of the brownfields in the Study Area are in active use. This provides a significant challenge to future redevelopment efforts on these properties.

The overall BOA Study Area is 80.27 acres in size. Land use in the Study Area is predominantly industrial and commercial. The map below illustrates the breakdown of land uses within the Study Area. It is an area largely in transition from a historically industrial to a mixed-use (which is called for in the latest visioning exercise by GJDC). Retail and, to a lesser extent, residential is the perceived, current market strength. Within the approximately forty blocks of the BOA Study Area, over 120 tax lots have been flagged as “underutilized” by past surveys. The lots are modestly sized from 2,000 – 65,000 square feet.

While the total acreage owned by public entities appears high, the actual number of properties that are publicly owned is relatively low. Only 30 of the 617 properties, or 4.9%, are publicly owned in the Study Area. This difference between publicly owned acreage and number of publicly owned properties is the result of several comparatively large parcels under the ownership of the Long Island Railroad.

Land Use Map Showing Underutilized, Vacant or Abandoned Properties in the Jamaica BOA (2006)¹



Summary of Market Demand Findings

Jamaica's advantages over other parts of the New York Metropolitan Area that have experienced more intense development pressure and its locational advantages in relation to the regional transportation network position it well for future growth. This development potential is further enhanced by a variety of factors including:

- The presence of several key underutilized industrial properties that can be packaged and marketed to developers and/or potential industrial anchor tenants
- Demographic characteristics that demonstrate that Jamaica could easily capture more dollars from consumers if the number and variety of retail opportunities were increased
- Existing development incentive programs in Downtown Jamaica, including the Empire Zone and the Industrial Business Zone
- A recent rezoning that has increased the potential development density and profit incentive for residential and commercial developers

¹ As of 2009, the large site noted as a vacant building on Sutphin Boulevard between 94th and 95th Avenues has been demolished and the site cleared. It is currently vacant land under the control of a private developer seeking investors for mixed use development of affordable housing, parking and retail. Phase II studies revealed no contamination at the site.

- Successful new condominium and apartment residential development projects in Downtown Jamaica in recent years that meet a growing demand for greater choice of housing in an area largely dominated by one-family and two-family detached housing

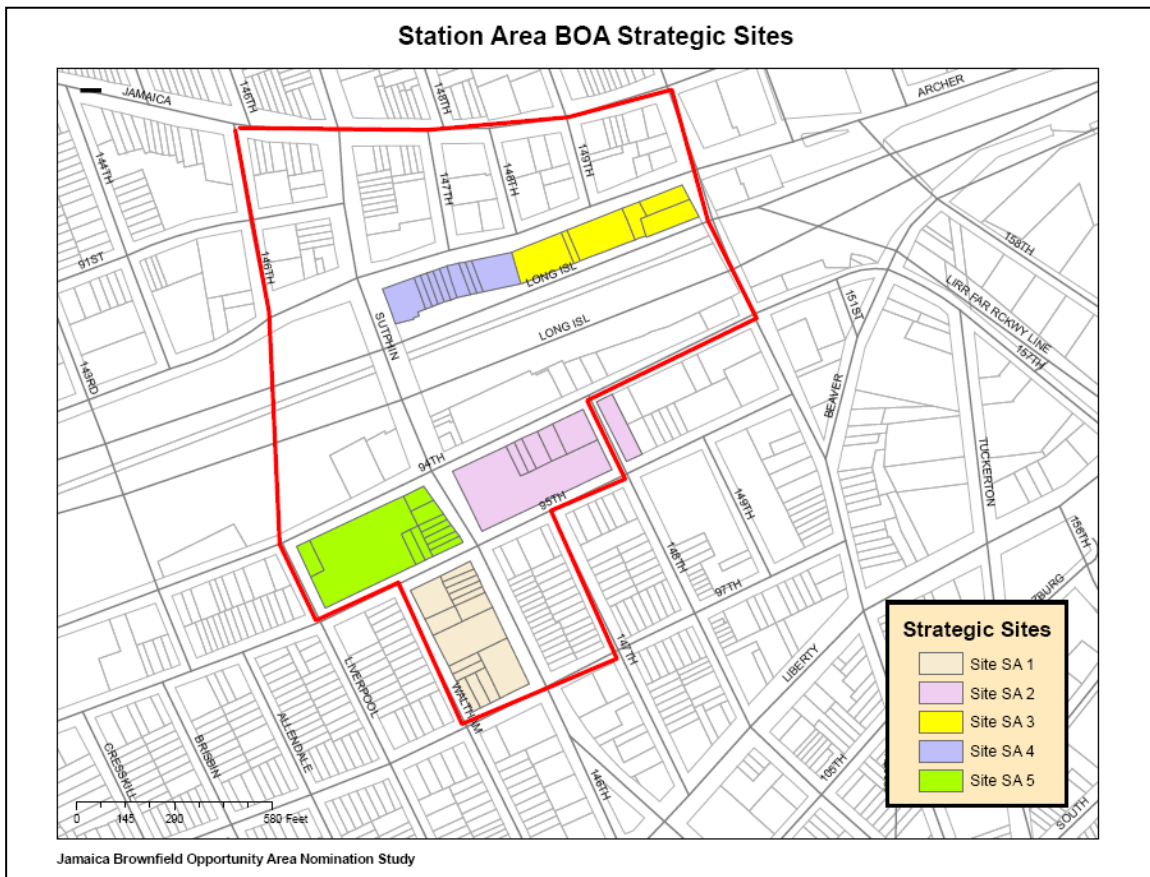
Key Elements of Land Use and Zoning in the BOA Study Area

- As a whole, the Study Area has superior access to transit
- For the majority of the Study Area there will be a significant increase in density and change of use from industrial to residential and commercial as guided by the rezoning recently approved by the New York City Council
- The Study Area is bordered by four of Jamaica’s existing economic development drivers (Jamaica Hospital, Elmhurst Dairy, FDA, York College)
- Properties within the Study Area are generally small and in disparate ownership
- The majority of the key redevelopment sites within the Study Area are in private ownership
- Some lots represent infill opportunities but most require additional land assemblage for larger scale redevelopment
- There are a mix of industrial, auto-related and other uses which often are correlated with environmental conditions on some sites that are likely to complicate redevelopment

A Strategic Approach to the Nomination Study

To better understand and analyze the opportunities in the BOA, the Study Area was divided into **four sub-sectors**, each with different land use mixes and each having its own advantages and disadvantages based on its relationship to other factors, such as access to transportation, already-planned infrastructure projects, impact of zoning changes as a result of the Department of City Planning’s Jamaica Plan, or the location of existing residential development in relation to the sub-sector. Again, this Nomination Study concerns a relatively densely populated, dynamic, urban area, where a ten minute walk can move the observer from a newly built, multi-billion dollar transportation center to old and abandoned industrial sites.

Redevelopment Overview of the Station Area BOA



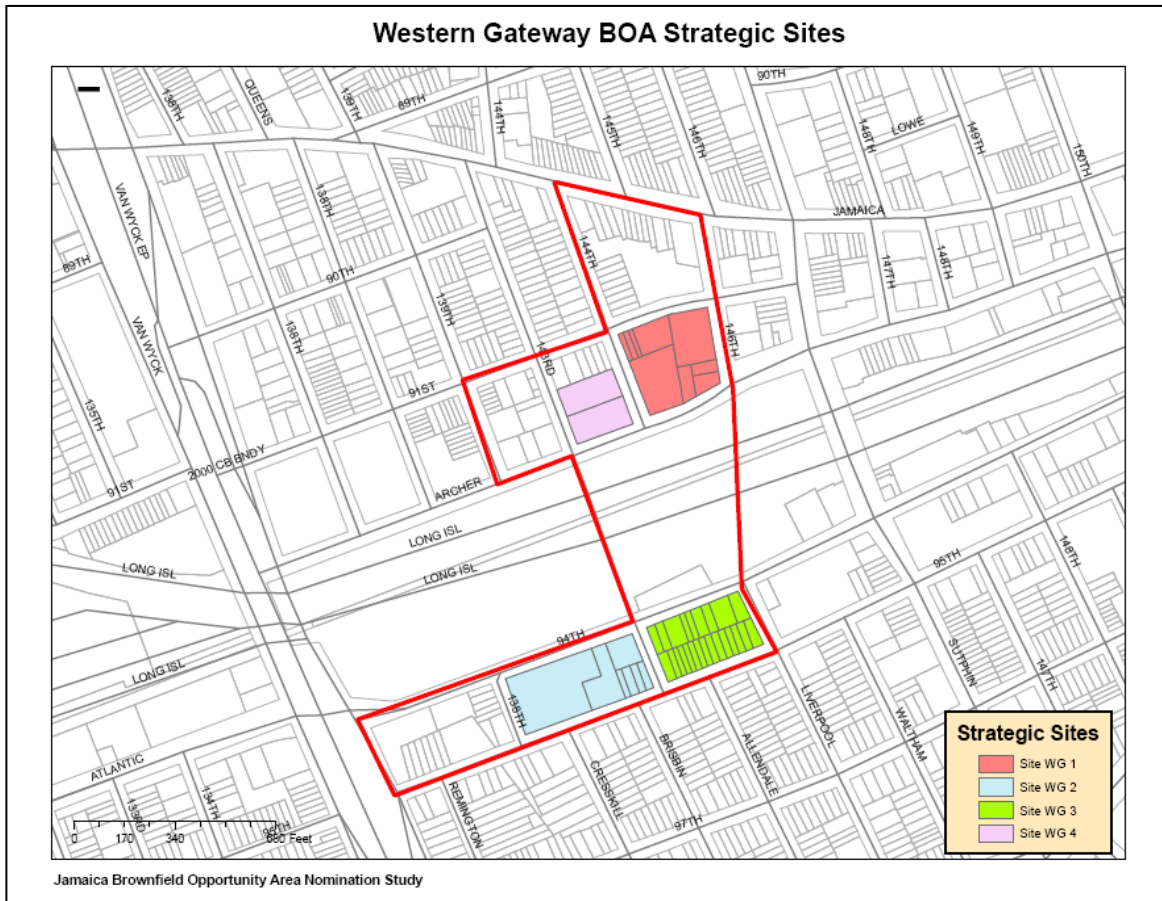
Property owners in the Station Area have not fully leveraged the advantages presented by such a key location and its access to large numbers of commuters. This is changing, however, with the planning and pre-development of several important development projects including two hotels, possibly on SA Sites 3 and 4 and retail and affordable and market-rate housing on SA Site 2. Present market/demand indicators suggest strong long-term demand for higher-density housing in close proximity to the transit hub and both regional and neighborhood retail uses. Efforts continue to fully develop the economic development model of the Station Area as a destination point, not just an inter-modal switching point, as Downtown Jamaica is already regarded as such from a retail perspective.

Redevelopment in the Station Area BOA should focus on improving amenities for neighborhood residents and travelers and enhancing the physical appearance of the area, which will include parks and recreational uses, new service businesses, retail, a variety of new housing styles, beautification efforts and infrastructure improvements. Within the Station Area remain some low-rise uses that do not adhere or contribute to the mixed-use, transit-oriented development concept. Future efforts to redevelop additional properties will need to be consistent with this model.

Redevelopment Opportunities in the Station Area BOA

- Improve Urban Design, Streetscape, Pedestrian Amenities; Employ Beautification Techniques
- Assemble Redevelopment Sites and Market Sites to Private Investors
- Address Parking Concerns for Downtown Commercial Area
- Develop Additional Travel-related Amenities
- Expand Transit-Oriented Development Efforts

Redevelopment Overview of the Western Gateway BOA



The location of the Western Gateway BOA in close proximity to the LIRR Station, the AirTrain Terminal and the future One-Way Pair make it an ideal location for businesses that require immediate access to either the public rail transportation or vehicular transportation network. It is also an attractive location for residents who enjoy easy access to transit. Future redevelopment of the area should leverage these advantages and will expand the number of choices than presently exist in Jamaica for live/work environments.

There remains great potential for redevelopment of a character that combines office and residential uses in a manner that better accommodates modern urban design concepts. Future land uses in the area should better reflect the functions and needs of such a transportation-oriented environment and current zoning encourages this. Infrastructure efforts in the Western Gateway BOA, beyond existing projects, should focus on softening the visual impact of the existing transportation infrastructure.

Redevelopment Opportunities in the Western Gateway BOA

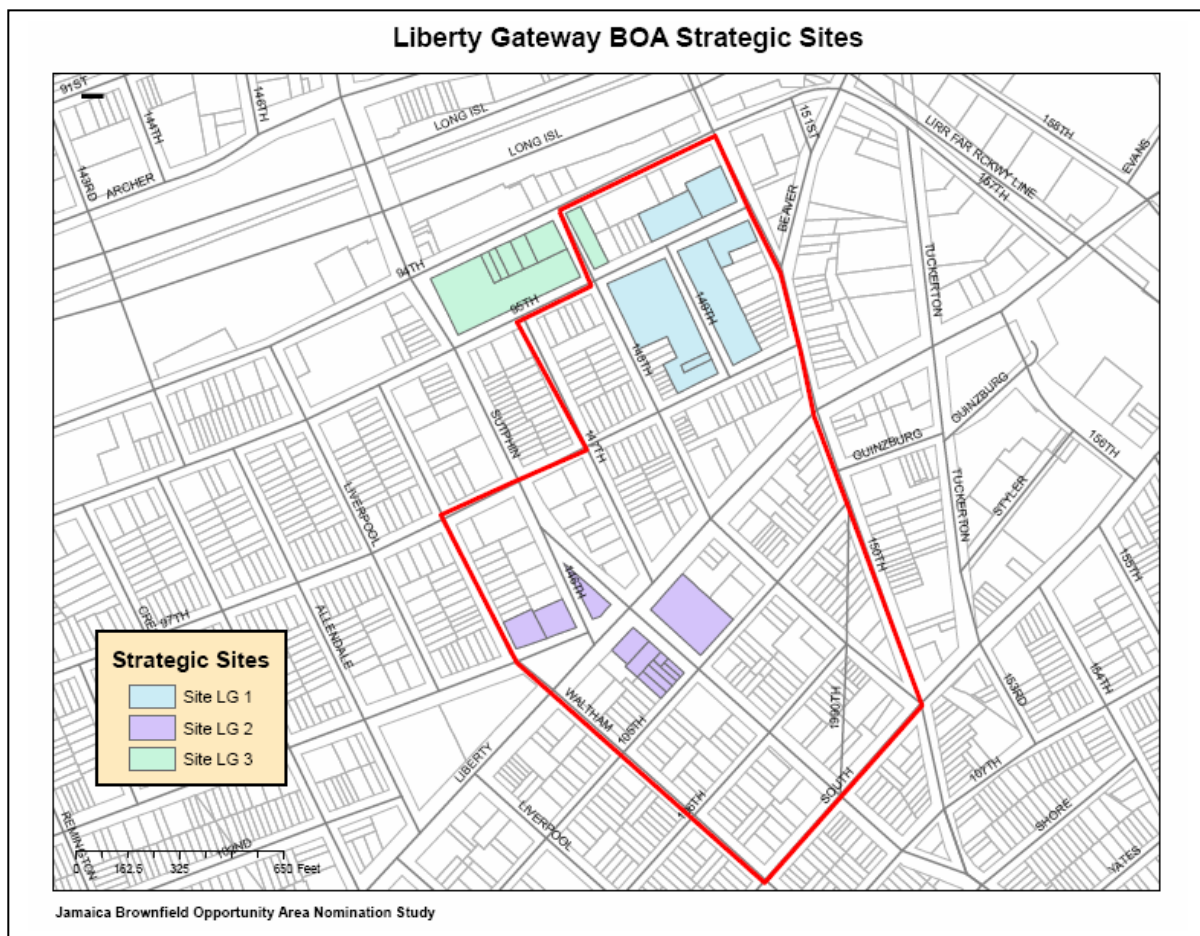
- Assist Existing Businesses to Retain Employment
- Enhance the Pedestrian Experience
- Lessen Visual Impact of Transportation Infrastructure
- Development of Work-Live space on Archer Avenue for Artists and Professionals
- Attract Transportation-related Businesses to planned infrastructure improvement of the Atlantic Avenue Extension

The overall vision for development of the Tuckerton BOA is to demap Beaver Street, improve infrastructure, especially sidewalks and the streetscape, assemble sites for the development of light industrial, flex, or R&D space linked to the nearby FDA laboratory, and create an environment for retail along the southern edge of the BOA fronting on a through-street, Liberty Avenue.

Redevelopment Opportunities in the Tuckerton BOA

- Enhance Environmental Quality
- Improve Visual Appeal
- Market demand calling for large scale retail to be tempered by community concern with big box retail; develop retail on main through-street only on south side of Tuckerton Area.
- Industrial uses for light manufacturing and assembly and/or
- Flex-uses for high-technology industrial or incubator

Redevelopment Overview of the Liberty Gateway BOA



The location advantages afforded to properties along the corridors running through the Liberty Gateway BOA are the primary market/demand consideration. The close proximity to the transportation hub is also an important element to incorporate into future development along the corridors, particularly when contemplating attracting or retaining manufacturing or commercial employment in the northeast corner of the BOA. Neighborhood retail and lower-rise housing will attract the most demand in the southern portion of

the Liberty Gateway BOA, while industrial and commercial uses, including larger-scale retail, would be supported further north

The design character of the transportation infrastructure in the area is one of the most notable features in the Liberty Gateway BOA. There is substantial need for design improvements to enhance the pedestrian experience along the corridors and decrease the dominance of the automobile through the urban landscape. Unlike other portions of the BOA Study Area where transportation function presents immense challenges to design, the Liberty Gateway BOA's existing infrastructure can be easily modified to accommodate modern urban design concepts with the proper amount of investment.

Redevelopment Opportunities in the Liberty Gateway BOA

- Improve Pedestrian Experience
- Reduction of Land Use Conflict between industrial and residential
- Redevelop Underutilized Properties
- Increase Recreational Opportunities
- Mixed use development along Liberty Avenue
- Strengthen Manufacturing Base

Redevelopment scenarios for Strategic Sites in each of the four BOAs are in Appendix F.

Moving Forward

Brownfields in the Jamaica BOAs are, for the most part, privately owned and zoned for private use - commercial, residential or industrial. Although a cursory examination of total acreage indicates a large amount that is publicly owned, this is due primarily to Long Island Railroad right-of-way, with only small pockets of underutilized and available public property. As is typical of an urban environment, there tend to be multiple private property owners within a given block. Site assembly for substantial redevelopment projects is a challenge under these conditions.

We have also seen over the last twelve to eighteen months a decline in interest in private development and a commensurate decrease in both asking prices for property and lease rates for developed property. Infrastructure and development projects that were on the drawing board prior to 2007-08, such as the redevelopment and revitalization of the Long Island Railroad underpass at Sutphin Boulevard or the development of mixed use retail and over 300 units of housing by the Dermott Corporation on the site of the old Family Courthouse, continue to move into, or are in, construction. However, other projects that were not as far advanced have been slowed.

That being said, the re-zoning of Jamaica and the ever-increasing recognition of the importance of mass transit and mix-use, transit oriented development, are powerful, long-term drivers for brownfield development in the BOA. Recent development private investments, such as newly constructed retail and office space on Jamaica Avenue; new market rate and affordable, high density housing in the downtown; and the planned improvement of vehicular and pedestrian traffic flow in the Station Area, all bode well as table-setters for BOA revitalization as the economy and the real estate market return to a more balanced position.

Key findings of the 2005 market demand study conducted for this Nomination include the following:

Retail Development

- Each year, nearly \$5 billion in retail expenditure potential is "leaked" to retail shops outside of the Trade Area. This unmet demand could support over 14 million square feet of new retail space

- Retail trends suggest that the BOA could support new multi-story main street retail, transit-oriented retail, and large-format national tenants, in addition to clustered retail along major pedestrian and vehicular corridors.

Residential Development

- Analysis indicated demand for roughly 7,300 units per year, including both new and existing product. In light of various changes in the area – rezoning, infrastructure improvements, and new development – CD 12 could capture a greater share of housing demand in the future.

Commercial Development

- Average gross demand for office space in the Jamaica Office Submarket over the last five years suggests that demand for 1.7 million square feet of office space could be realized over the next five years.

Industrial/Flex Development

- Average gross absorption of industrial/flex space in Jamaica suggests that demand for 3.4 million square feet of industrial/flex space could be realized over the next five years.
- Zoning changes throughout New York City have the potential to increase demand for industrial development in Jamaica, as residential development in the urban core pushes industrial uses out.

It must be noted that much has changed in the development landscape over the last twelve to eighteen months.

The market demand study’s finding that there will be a gross demand for 1.7 million feet of office space over the next five years was based on conservative extrapolation of then-current demand. However, the market demand statement regarding the potential for accelerated demand beyond that amount was based on the premise that “Increasingly high lease rates and low vacancy rates in Manhattan have the potential to increase demand for office space in Queens.”

Commercial vacancy rates in Manhattan at year-end 2006 were 7.2%. By the first quarter of 2008 it had climbed slightly to 7.7%. In the first of quarter of 2009, they are at 11.9%, a 55% year-over-year increase that clouds the potential for office space demand. On the other hand, the fact that up-zoning in the commercial zones will allow for multi-story commercial development will make such projects more efficient and attractive to the private sector.

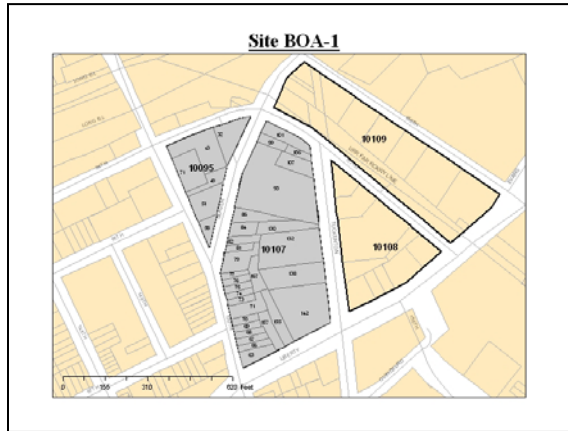
Redevelopment of brownfields in Jamaica will require a cooperative approach that includes the private sector, government and the non-profit sectors, working with the community, to resolve issues where public concerns and private interests must both be addressed. One area where common interests could be used to mount a coalition based on common interests could be development of open spaces and green spaces. Private property converted to public use will almost certainly be needed for an initiative of this type. The community is interested in creating open space, and the value of nearby private property would be enhanced by having more open space, but the community is also sensitive to the issues of eminent domain. All of these factors could be combined to achieve a workable coalition to move such a project forward.

Gaps in financing identified by a feasibility analysis in conjunction with the Nomination Study indicate that government incentives and intercession will be required to encourage development and fill the gap between market demand and construction costs. There is a need to advocate for responsible, community-sensitive development and, at the same time, market the current value and potential return on investment to obtain the private commitments necessary for the redevelopment of Jamaica’s brownfields.

The tools provided through the BOA initiative, the Brownfield Cleanup Program, and the new brownfield development assistance and commitment of the City of New York, demonstrated with its creation of the Office of Environmental Remediation, will all be required to redevelop brownfields in the Jamaica BOAs.

Appendix F: Redevelopment Scenarios for Strategic Sites/ Community Comment

Tuckerton BOA: Strategic Site 1 Development Scenario



Block: 10095 (Site 1A)
10107 (Site 1B)

Lot Area:

Combined 312,279 square feet before roadway / infrastructure improvements
(Site 1A = 61,060 sf; Site 1B = 251,219 sf)

Current Zoning: M1-1

Proposed Zoning: M1-4

Maximum Permitted Floor Area at 2.0 FAR:

• 624,558 square feet before infrastructure improvements

Designations

• Special Downtown Jamaica District Zoning (SDJD)

Environmental/Past Uses

- High likelihood of contamination on all blocks (probable automotive fuels and fluids contamination in soil and groundwater; some land used for waste container storage)
- Known contamination sites on Site 1A, Lots 43 and 58 and Site 1B, Lot 63

Active Uses (as of 1/07):

- Site 1A: Car Service/Liveries (Lot 43); Haifa Seafood (Lot 71)
- Site 1B: Live Food Market (centered around Lot 101); Pizza Restaurant (Lot 157); at least 7 auto-related businesses (storage and repair)

Inactive Uses (as of 1/07):

- Site 1A: 4 vacant lots/buildings (Lots 32, 49, 51, 58)
- Site 1B: approximately 20 vacant and underutilized lots/buildings

Potential for Development

- Access: the Atlantic Avenue Extension and the One-way Pair make these combined sites a retail destination from the Van Wyck and create new, vital intersections at 150th Street and 94th/95th Avenues; the center of the downtown commercial retail area is accessible by short tunnels underneath the Long Island Railroad embankment; Liberty Avenue brings commuters to and from eastern Queens and Nassau County

• Property Size and Adjacent Uses: existing businesses on adjacent Blocks already resemble a retail/industrial hybrid and mixed-use district (e.g., stucco supply business; iron gate and houseware supply companies) that could be supported or incorporated into larger retail opportunities on BOA 1; two area anchors, York College and FDA, are directly across railroad from this area

• Availability/Ownership: Available land and buildings (including City-owned property and sites previously identified in community-based plans as strategic, such as Site 1B, Lot 90); includes automotive junkyards in violation of the zoning resolution (which could result in easier acquisition/assembly)

• Community Goals and Impact on Jamaica: Greatest Brownfield challenge in the entire BOA; retail and destination opportunities; support existing industrial businesses

Proposed Uses:

- Large-scale retail (potentially home improvement) and/or industrial (depending on assemblage)

Actions required to develop this site:

- Rezone Sites 1A and 1B to M1-4
 - Approach DCP regarding potential de-mapping of Beaver Road between 150th and 157th St.; prepare zoning application and environmental review of the action (and/or file a ULURP application to build over Beaver Street)
 - Request permission from both Finance and the Department of Buildings to assemble parcels
 - Identify anchor tenant and development funds
 - Acquire Lot 90 on Site 1B and acquire remaining lots
 - Relocate active businesses
 - Demolish existing structures
 - Investigate soil conditions, possible remediation
 - Obtain approximately 50% public financing for any garage construction related to creation of large-scale retail
- Related Infrastructure Improvements:**
- Improvements to One-Way Pair terminus at 150th Street (especially streetscape, traffic calming and ped xings).
 - Incorporation of Beaver Road into site plans

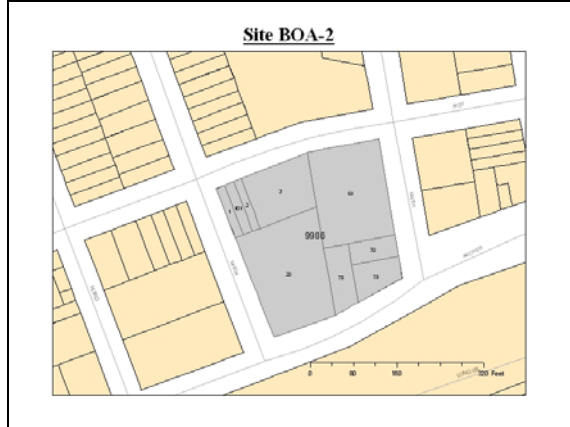
Tuckerton BOA

Community Design Meeting Comments on the Development Scenario

The redevelopment scenario examined for Site 1 recommended large-scale retail development and/or industrial uses on the site.

- This site should not be expanded to include Block 10109 but it should be expanded to include 10108 because that block has known contamination
- Beaver Street should be de-mapped
- Leverage nearby assets such as the dairy, York College and the FDA to bring development to the site
- Try to expand from within by encouraging growth of existing businesses
- Determine if the site can remain industrial and still be cleaned up
- Seek to eliminate the junkyards and auto-related uses
- There are some major employers and good clean businesses that need to remain and be promoted
- Any reuse plan should seek to mitigate job loss by creating new jobs
- While proceeding with the redevelopment, the enforcement efforts against businesses violating codes needs to be stepped up, including preventing encroachment onto sidewalks, maintaining visual buffers, decreasing the noise from the car crushers and the smell from the burning cars and the livestock market
- The views and visual quality along Liberty Avenue need to be improved because the existing ugliness prevents new businesses from coming into the area
- The currently pending zoning change will positively influence development in the area
- Redevelopment of the site should take advantage of the close access to transit, which is important to the industrial workers presently there
- The redevelopment should have some commercial fronting on Liberty Avenue and a new light industrial park in the back
- Liberty Avenue acts as a gateway to the area and, as a result, streetscape appearance should be an important consideration, especially when examining curb cuts
- 150th Street is an important access road for businesses in this area

Western Gateway BOA: Strategic Site 2 Development Scenario



Block: 9986
Lots: 1, 101, 2, 3, 20 (Site 2A)
 61,70, 73 and 75 (Site 2B)
Lot Area:
 82,567 square feet before roadway/infrastructure improvements
 (Site 2A=45,165 sf; Site 2B=37,402 sf)
Current Zoning: M1-1
Proposed Zoning: C4-4A
Maximum Permitted Floor Area at 4.6 FAR:
 • 379,808 square feet before infrastructure improvements
Designations
 • Special Downtown Jamaica District Zoning
 • Affordable Housing Alternative Eligible (AHA)
Environmental/Past Uses
 • Known Contamination on Lot 2 and Lot 75
 • Spill report from LIRR (Lot 20)
Active Uses (as of 1/07):
 • Residential (Lots 1, 101, 2)
 • NYCTA Print Shop/storage yard (Lot 20)
 • Sunshine Day School (Lot 61)
 • Auto Repair (Lot 73)
 • LIRR Human Resources/Employment (Lot 75)
Inactive Uses (as of 1/07):
 • Vacant Building (Lot 3)
 • Vacant retail building – For Rent (Lot 70)
Potential for Development
 • Access: walking distance to regional public transportation and shopping in Downtown Jamaica; 143rd Street cut-through provides access to Van Wyck
 • Property Size and Adjacent Uses: assembled block creates good potential for scale and residential/office/retail would be in character with surrounding community/uses

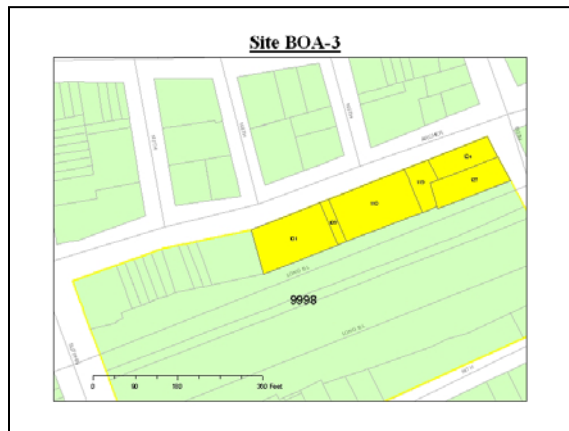
Potential for Development (Cont.)
 • Availability/Ownership: two publicly-owned parcels and vacant/underutilized parcels might allow for easier acquisition
 • Community Goals and Impact on Jamaica: increased residential in the Downtown supporting new and existing retail; opportunity for increased retail options for local shoppers
Proposed Uses:
 • Residential: “Downtown Living” Lofts
 • Office/Live-Work
 • Retail serving local residents
Actions required to develop this site:
 • Rezone Sites 2A and 2B to C4-4A
 • Acquire 9 lots
 • Relocate (or wait for lease expiration on) active establishments and residents of three attached single-family residences
 • Request permission from both Finance and the Department of Buildings to join parcels
 • Determine feasibility and necessity of acquiring residential lots (1, 101, 2)
 • Check activity/use on Lot 3
 • Demolish existing structures
 • Investigate soil conditions, possible remediation
 • Identify developer for development funds
 • Contact Landmarks Preservation Commission / State Historic Preservation Office to determine if certificate of appropriateness is required
Related Infrastructure Improvements:
 • Roadway improvements to Archer Avenue

Western Gateway BOA Community Design Meeting Comments on the Development Scenario

The redevelopment scenario examined for Site 2 recommended residential “Downtown Living” lofts, office space to provide for a live/work development and retail serving local residents.

- Obtain cooperation from property owners
- Several constraints to development on the site, including presence of a landmarked building, an underground MTA facility, the C4-4A zoning designation and some known contamination. The landmarked building should be preserved and reused
- Put in more pedestrian space (e.g. widen the sidewalk)
- Explore several different options for the residential portion, including affordable, rental housing and/or condominiums
- Accommodating parking on the site will be a challenge but it’s necessary and should employ a buffering technique, such as putting a façade in front of it
- The retail development should face the new open air market that is already being developed on the adjacent site
- The area along Archer Avenue should be a “green corridor”
- Use façade techniques to break up the mass of the building and consider having separate entrances to the building for the separate uses
- A small amount of boutique office space should be placed along 146th Street
- One design element to consider is an internal courtyard
- The building should conform to “green” standards
- The project may result in increased vehicular congestion in the immediate area, as well as a displacement of a school
- The project will result in job creation, greater residential density adjacent to transit, cleanup of contamination, increased open space and potential for 24-hour activity. The project would also complement existing efforts well

Station Area BOA: Strategic Site 3 Development Scenario*



Block: 9998

Lots: 101, 109, 110, 119, 124, 127

Lot Area: 52,742 square feet before road-way/infrastructure improvements

Current Zoning: M1-1

Proposed Zoning: C6-3

Maximum Permitted Floor Area at 8.0 FAR:

- 461,936 square feet before infrastructure improvements

- () square feet after infrastructure improvements

Designations

- Jamaica Gateway Urban Renewal Area (JGURA)
- Special Downtown Jamaica District Zoning (SDJD)
- Affordable Housing Alternative Eligible (AHA)

Environmental/Past Uses

- High likelihood of contamination on all blocks (due to auto-related uses)
- Potential Brownfield on Lot 101 (and adjacent Lot 95)

Active Uses (as of 1/07):

- Auto Repair (Lot 109)
- For Sale Parking Garage/Warehouse (Lot 110)
- Auto Repair (Lot 119)
- Auto Body/Auto Service (Lot 124)

Inactive Uses (as of 1/07):

- Former MTA/LIRR info services office (Lot 101)
- Vacant warehouse (Lot 127)

Potential for Development

- Access: walking distance to regional public transportation (Air train/LIRR and bus station); site acts as the northern terminus of a better utilized 150th Street
- Property Size and Adjacent Uses: assembled block creates good potential for scale; supports adjacent development (planned, large-scale residential and retail)

Potential for Development (Cont.)

- Availability/Ownership: vacant/underutilized parcels might allow for easier acquisition and assemblage
- Community Goals and Impact on Jamaica: increased supply of parking for new and current residents; increased retail opportunities in vicinity of bus station could serve both regional and local residents

Proposed Uses:

- 10,000 sf to 50,000 sf of retail (potentially wrapped around parking facility)
- Parking garage (600 parking spaces)

Actions required to develop this site:

- Rezone to C6-3
 - Prepare an Environmental Assessment Statement (EAS) for the parking garage
 - Hire design experts to investigate feasibility/cost of wrapping parking in retail/active uses (and connect with public officials involved in national best practice developments for: Cambridge, MA; Gaithersburg, MD; and Boulder, CO.)
 - Obtain approximately 50% public financing for garage construction (capital costs) to support the financing of the facility
 - Request permission from both Finance and the Department of Buildings to join parcels
 - Acquire 6 lots
 - Relocate current auto establishments
 - Demolish existing structures
 - Investigate soil conditions, possible remediation
 - Identify development funds
- Related Infrastructure Improvements:**
- Possible realignment and related improvements to Archer Avenue

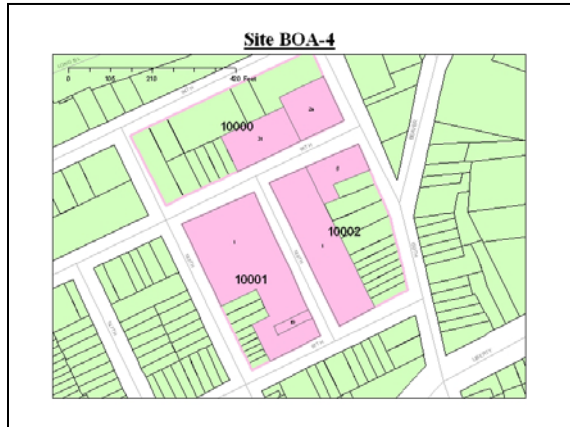
*Subsequent to development of the development scenario, the large, centrally located lot within this block was purchased by a private developer. Plans call for a Marriot Residence hotel on this site. The westernmost lot in the strategic site was purchased by a corporation controlled by GJDC, along with the lots immediately to the west of that lot up to the street intersection. Planning for this site is for a mixed use project including hospitality, retail and residential uses.

Station Area BOA Community Design Meeting Comments on the Development Scenario

The redevelopment scenario examined for Site 3 recommended 10,000 – 50,000 square feet of retail space, with the remainder of the site devoted to a parking garage.

- Rehabilitate the parking lot across the street and make it public
- Bring in a full service executive health club with a pool and a sauna
- Use the site to add retail and service diversity to the neighborhood, such as high end retail, a tablecloth restaurant, a full service executive health club or a bookstore/café.
- Put in a restaurant on top of the 150th Street parking garage so that it would have a view over King Park
- Put in more taxi stands and shelters near the site
- Improve the bus turnaround at 150th Street
- Improve bus traveler amenities, including building better bus shelters
- All properties considered for redevelopment should include a “right of first refusal” for the community
- Job creation for community residents should be mandated of both developers and businesses that operate on the property
- Relocate the bus area as its taking up prime real estate space

Liberty Gateway BOA: Strategic Site 4 Development Scenario



Block/Lot: 10000/ 24, 31 (Site 4A)
 10002/ 1 (Site 4B)
 10002/ 5 (Site 4C)
 10001/ 1 (Site 4D)

Lot Area:
 Combined 145,679 square feet before road-way/infrastructure improvements
 (Site 4A=32,800 sf; Site 4B=40,077 sf; Site 4C=10,120 sf; Site 4D=62,682 sf)

Current Zoning: M1-1

Proposed Zoning: M1-4

Combined Max Permitted Floor Area at 2.0 FAR:
 • 291,358 square feet before infrastructure improvements

Designations

- Special Downtown Jamaica District Zoning (SDJD)

Environmental/Past Uses

- High likelihood of contamination on all sites (due to metal and concrete work)
- Potential Brownfield on Site 4A (and smaller Lots 3 & 38 in same Block 10000)

Active Uses (as of 1/07):

- Site 4A, Lot 24: Queens Industrial Electric; Lot 31: Queens Ready Mix Concrete Plant
- Site 4B: Iron Works/Warehouse
- Site 4C: Concrete Factory/Masonry material storage

Inactive Uses (as of 1/07):

- Site 4D: Vacant Building (for sale/rent)

Potential for Development

- Access: the Atlantic Avenue Extension and the One-way Pair make these sites a destination from the Van Wyck and creates a new, vital intersection at 150th Street and 95th Avenue (Sites 4A and 4C);
- Property Size and Adjacent Uses: larger retail opportunities across 150th Street; residential uses to the west precludes large-scale retail that would require major truck access and/or parking (could share parking with development on Strategic Site 1); assemblage opportunities (two lots that comprise Site 4A; Site 4B with Site 4C) create scale, especially if 149th Street is considered for “de-mapping”

Potential for Development (Cont.)

- Availability/Ownership: One building (Site 4D) already on market; remaining lots would need to be acquired
- Community Goals and Impact on Jamaica: remediation of Brownfields in close proximity to residential; new retail opportunities and amenities for local residents; increased revenue sources/support for some existing industrial businesses in surrounding area (especially within the Tuckerton Triangle)

Proposed Uses:

- Wholesale/retail and possibility of retail/industrial hybrid (depending on assemblage opportunities)

Actions required to develop this site:

- Rezone to M1-4
- Approach DCP regarding potential de-mapping of 149th Street; prepare zoning application (for an amendment to the City Map) and environmental review of the action (and/or file a ULURP application for a special permit and prepare environmental assessment form to build over 149th Street)
- Request permission from both Finance and the Department of Buildings to join parcels
- Identify potential tenant and development funds
- Investigate the acquisition of small residential lots (such as Lot 19 on Block 10001) to combine with Sites 4B and 4C and especially 4D
- Relocate active businesses
- If necessary, demolish existing structures
- Investigate soil conditions, possible remediation

Related Infrastructure:

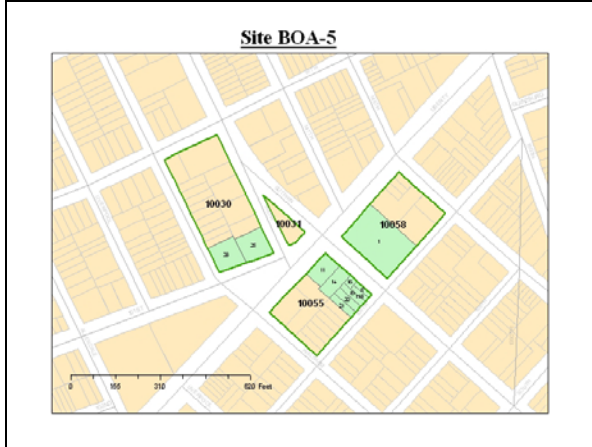
- Improvements to One-Way Pair terminus for pedestrian connections across 150th Street
- Incorporation of 149th Street into site plans

Liberty Gateway Community Design Meeting Comments on the Development Scenario

The redevelopment scenario examined for Site 4 recommended wholesale/retail uses or a retail/industrial hybrid.

- The streets should be tree-lined but you should use dogwood trees or something similar, as roots grow excessively if you choose the wrong species
- Buffers should be provided for parking areas on the site, such as shrubs
- 149th Street should be de-mapped
- Some setbacks, landscaped with grass or other elements, should be employed at the redeveloped site
- All parking should be accommodated on-site, as parking is already a problem in the area
- No further displacement of residential uses in the area should occur
- Any future redevelopment should not include businesses that generate a great deal of traffic, noise or dust, such as big-box retail or more cement plants
- The existing cement plant in the area should be removed
- The redevelopment of the site should include a community use, such as a senior center
- A small hotel or motel would be a nice addition to the redevelopment scenario
- Traffic calming measures should be examined for the area, particularly 150th Street
- An analysis should be done to determine if a stop light is appropriate for the intersection of 148th Street and 95th Street
- The retail included as part of the redevelopment should be personal services in nature, such as a dry cleaner or an eyeglass shop
- Entrance and exit to the site should be on 150th Street, as that will reduce the impact of the additional traffic
- The jobs as part of this redevelopment, both the construction and operational jobs, should be for community residents

Liberty Gateway BOA: Strategic Site 5 Development Scenario



Block/Lot: 10058/ 1 (Site 5A)
10030/ 25, 28 (Site 5B)
10055/ 11, 14, 16, 17, 118, 19, 20, 21 (Site 5C)

Lot Area:
Combined 65,854 square feet before roadway/infrastructure improvements
(Site 5A=32,036 sf; Site 5B=19,839 sf; Site 5C= 22,979 sf)

Current Zoning:

Site 5A: M1-1
Site 5B (Lot 25): M1-1
Site 5B (Lot 28): R5
Site 5C: R4

Proposed Zoning:

Site 5A: R6A with C2 Overlay
Site 5B (Lot 25): C4-5X
Site 5B (Lot 28): C4-5X
Site 5C: R6A with C2 Overlay

Maximum Permitted Floor Area at 3.0 FAR (Residential on Sites L & Q):

- 165,045 square feet before infrastructure improvements

Maximum Permitted Floor Area at 5.0 FAR (Residential on Site P):

- 99,195 square feet before infrastructure improvements

Combined Maximum Permitted Floor Area (Site LPQ):

- 264,240 square feet before infrastructure improvements

Designations

- Site 5A & Q: None
- Site 5B: Special Downtown Jamaica District Zoning (SDJD) and Affordable Housing Alternative Eligible (AHA)

Environmental/Past Uses

- Known Contamination on Site 5B, Lot 25 (Known Spill Site due to Auto Uses)
- Potential Brownfields on Site 5C, Lots 19, 20, 21

Active Uses (as of 1/07):

- Site 5B (Lot 25): lot with tire repair business (no building); parking/storage of heavy machinery
- Site 5C (Lots 16/17): used tires
- Site 5C (Lots 20, 21): residential

Inactive Uses (as of 1/07):

- Site 5A: Club Tobago (night club) building for sale / rent and parking in rear
- Site 5B (Lot 28): vacant lot
- Site 5C: former restaurant (“Jamaican Jim”) on Lot 11
- Site 5C (Lot 14): vacant lot
- Site 5C (118, 19): vacant lot

Potential for Development

- Access: Liberty Avenue and Sutphin Boulevard provide major east/west and north/south access into the BOA and connect Jamaica with other locations in Queens and the region; the intersection of Liberty Avenue and Sutphin Boulevard is a “100 percent” corner
- Property Size and Adjacent Uses: assemblage opportunities (two lots that comprise Site 5A; designated lots within Site 5C) create scale; corner locations are desirable; Liberty Avenue auto and pedestrian traffic allows for retail opportunities; Sutphin Boulevard between Jamaica Avenue and Archer Avenue is already one of the most active commercial blocks in downtown Jamaica; adjacent residential blocks require a buffer from more intense commercial/industrial uses

- Availability/Ownership: Inactive uses and vacant lots may make acquisition and assemblage easier; all of Site 5A already on the market

- Community Goals and Impact on Jamaica: effective development of these lots could provide a southern “anchor” to complement, balance and leverage destination retail happening north around Airtrain/LIRR station and on Liberty Avenue/Sutphin Boulevard; smart design ensures a buffer for current and future residential population along and to the east of Sutphin Boulevard and on Sutphin Boulevard south of Liberty Avenue; Brownfield and other environmental remediation within close proximity to existing residential; key development sites change perception that the environment is unsafe

Proposed Uses:

- Retail on ground floor (possibly two stories) along Liberty Avenue and residential above

Actions required to develop this site:

- Rezone Site 5A and 5C to R6A with C2 Overlay and rezone Site 5B to C4-5X

	<ul style="list-style-type: none"> • Request permission from both Finance and the Department of Buildings to join parcels • Investigate the feasibility and necessity of acquiring small residential lots on Site 5C (Lots 20, 21) • Identify potential retail tenants and developers who have track record of successful mixed-use retail/residential projects in high visibility and urban locations • Relocate active businesses • If necessary, demolish existing structures • Investigate soil conditions, possible remediation <p>Related Infrastructure Improvements:</p> <ul style="list-style-type: none"> • “Greening” of Sutphin Boulevard south of Liberty Avenue provides clear distinction between residential and mixed-use sections of Sutphin Boulevard • Streetscape improvements along Liberty Avenue would create a more cohesive and welcoming pedestrian experience and support new retail/residential uses
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Liberty Gateway Community Design Meeting Comments on the Development Scenario

The redevelopment scenario examined for Site 5 recommended retail on the ground floor, possibly for the first two stories, and residential on the upper floors.

- The focus should be on expanding employment opportunities and providing services that make the area a more attractive place to live
- Design solutions in this area should take into account the existing car wash and the issue of traffic going into the car wash queueing up into the street
- Design solutions should also seek to continue efforts to improve the visual quality along Liberty Avenue and the functionality of the corridor
- We should consider eliminating Block 10058 Lot 1 from the site unless there is reason to believe it is contaminated, especially since the property is not blighted and has a viable business on it