NEW YORK CITY DOT Department of Transportation

Ydanis Rodriguez, Commissioner

VIA ELECTRONIC MAIL

September 19, 2024

Steven Lenard
Technical Review Division
Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: Queens Future – City Map Changes
ULURP Application No. 250047 MMQ

Dear Mr. Lenard:

This is in response to your August 8, 2024 polling letter to the Department of Transportation (DOT) requesting our comments on a proposal for a City Map Change in Community District 21 in Queens. The applicant, Queens Future LLC and the City of New York, propose several land use actions to facilitate the development a new recreational, commercial and entertainment hub adjacent to Citi Field (Block 1787 Part of Lot 1 and Lot 20; Block 2018 Lot 1500). The actions are as follows:

- City Map Change to demap to relocate a highway ramp and to demap parkland corresponding to the area of a proposed entertainment and commercial development, proposed to be leased to the Queens Future LLC.

- City Map Change to demap portions of streets corresponding to site access improvements and park improvements within the existing boundary of Grand Central Parkway.

- City Map Change to map new streets corresponding to the relocated ramp to the westbound Grand Central Parkway.

- City Map Change to map new parkland corresponding to park improvements within the existing boundary of Grand Central Parkway; and

- Other related land use actions.

DOT has reviewed the ULURP application materials and has the following comments that should be resolved prior to Certification:

- The demapped area of the Grand Central Parkway closer to Roosevelt Avenue has not been identified or labeled on the Application Map. Please clarify if the area proposed to be demapped will be under State DOT, Parks or City DOT as there has been no clarification on this matter in the application. It has previously stated that once this area is demapped, City DOT will not be responsible for this area. In addition, please clarify if the Park expanding in this area or is it going to be owned by the applicant. This information must be included in the project description as well.

- Regarding the proposed ramp to be constructed under Northern Boulevard, accurate width must be shown in the application map. The roadway appears to be different widths at different locations, therefore, each of these points must have defined widths. In addition, please include the details for the proposed ramp, including the width, dimensions, angles, curve details, correct line types, grades, etc. in a separate drawing.

- DOT has requested confirmation that SDOT has reviewed and approved of the proposed ramp, but this has not been confirmed. Since this ramp is going to be part of the SDOT system and may become the owner of the ramp (with possible maintenance responsibilities under City DOT), SDOT must first approve this ramp as it must be built to state standards.

- Swept Path analysis for turning movements on the ramp must be provided to DOT for review and approval. DOT must approve this swept path analysis prior to certification of this mapping application.

- Applicant must comply with Federal and State regulations on height clearance of the proposed ramp.

- Construction plans and related cost estimates for the proposed ramp must also be submitted to DOT for review and approval prior to the execution of mapping agreements.

- There appears to be a typo on Page 3 of the project description stating that City DOT maintains the GCP when this should say State DOT, as it says in the DCP polling letter.

- Regarding Sections 6(c) and (d) on Page 6 of the project description:
  - The applicant states the proposal includes a suite of bicycle and pedestrian improvements, including providing bike lanes along Roosevelt Avenue, particularly the proposed shared path located from Boat Basin to Seaver

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Way that is to be located within the Northeastern section of the Development site. However, the application materials including those in the Draft Environmental Impact Statement (DEIS), does not show a bicycle connection from the East to the West of the site. Please instruct the applicant to revise the drawings and materials to show this connection or clarify which plans provided as part of DEIS shows this connection.

- Please instruct the applicant to provide DOT with the schematic geometry, including all proper turns, Swept Path Analysis and address all comments previously provided by DOT Geometric Design regarding the alignment of Shea Road. Since any change in the alignment would result in how Shea Road is shown, these issues must be addressed prior to certification.

- The application indicates that there will be dedicated bike signals proposed to be at major intersections and high traffic areas. Please clarify why bike signals/phasing are not reflected in the traffic LOS analyses and clarify if this improvement is identified in the EIS. Also, please note that phasing and design of proposed bike signals need approval from DOT's Signals Divisions.

- The description also states the project will include street lighting, please note that no plans were submitted as part of the DEIS. Proposed lighting should also be reviewed and approved by DOT.

- Please clarify the purposes of the two proposed curb cuts along Roosevelt Avenue as they are not shown in the consistently within all the proposed documents. Please remove them if these are not in used.

Please submit updated materials addressing these comments to Tika Gurung, Assistant Commissioner of Land Use and Property Management. If you have any questions, please contact Mr. Gurung at (212) 839-6550.

Sincerely,

Michelle Craven
Michelle Craven (Sep 19, 2024 16:58 EDT)

Michelle Craven
Associate Deputy Commissioner

MC:tg:kms

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