Appendix G: Agency Correspondence

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Final Sign-Off (Multiple Sites)

Project number: DEPUTY MAYOR FINANCE/ECO DEV / 23DME006Q
Project: QUEENS FUTURE PROJECT
Date Received: 3/6/2024

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

Properties with no Architectural or Archaeological significance:

1) ROOSEVELT AVENUE, BBL: 4017870001
2) 123-01 ROOSEVELT AVENUE, BBL: 4017870020
3) 120-20 ROOSEVELT AVENUE, BBL: 4020181500

Comments:

S/NR ELIGIBLE PASSARELLE BRIDGE IN S/NR ELIGIBLE FLUSHING MEADOWS-CORONA PARK AND WORLD'S FAIR SITE - WORLD'S FAIR MARINA PAVILIONS WITHIN RADIUS.
S/NR UNDETERMINED WILLETS POINT SUBWAY STATION WITHIN RADIUS.

cc: SHPO

Gina Santucci 3/8/2024

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 36950_FSO_DNP_03082024.docx

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor

RANDY SIMONS
Commissioner *Pro Tempore*

May 9, 2024

Ingrid Young
Mayor's Office of Environmental Coordination
100 Gold Street, 2nd Floor
New York, NY 10038

Re: SEQRA
Queens Future Project
24PR01782

Dear Ingrid Young:

At a zoom meeting held on May 9th at 10am the Queens Future Project team (Hannah Peters, Ingrid Young, Julie Abell Horn, Andrea Burk, and Brooke Wieczorek) met with the State Historic Preservation Office (SHPO) to discuss the survey request issued on March 27th. What follows is a summary of the parameters established for the survey project:

- The consultant should focus only on the areas within their established quarter-mile study area that were not previously surveyed as part of the LaGuardia Airport Access Improvement Project (18PR05235) survey, the Willets Point Development Project (2013) or the Historic Resources Survey of Selected Waterfront Communities: Queens, NY which occurred following Superstorm Sandy and covered Flushing Bay Park (AKRF 2019).

- Given the recent nature of the surveys listed above, SHPO will not require the re-inventory of previously identified resources that are already indicated as eligible or listed in the Cultural Resource Information System (CRIS)

- The survey should provide a brief historic context, streetscape photos of the general area, and a list of identified potentially eligible resources, if found. Those identified resources should also be entered into CRIS as built resource submissions and include an individual photo, approximate date of construction, use, and very brief explanation of the proposed eligibility. We do not need individual photos or data for every building

- The SHPO will evaluate the transit related resources that fall within the quarter-mile study area independently, so they should not be a focus of the survey document

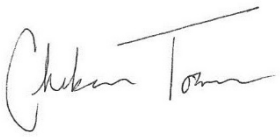
- The survey does not need to evaluate the adjacent highway systems for eligibility

Additional items discussed at the May 9th meeting include the eligibility evaluation for the Willets Point Subway Station (USN 08101.013924). SHPO confirmed that the previously unevaluated station will be

considered National Register Eligible as a contributing resource of the Flushing Meadows-Corona Park historic district (USN 08101.012611). The determination of eligibility is attached.

If you have any questions, please contact me at Chelsea.Towers@parks.ny.gov or 518.268.2129.

Sincerely,



Chelsea Towers
Survey & National Register Coordinator

Enc. Resource Evaluation – Willets Point Subway Station

New York State Parks, Recreation and Historic Preservation

Resource Evaluation
USN: 08101.013924
Report Created: 5/9/2024

Resource Information:

Date: May 09, 2024
Staff: Chelsea Towers
Name: Willetts Point Subway Station
Location: Roosevelt Ave, Queens, NY

Resource Status:

1. **Determination:** Determined SR/NR eligible by the Commissioner of the Office of Parks, Recreation and Historic Preservation on the date noted above.
2. **Contributing:** Yes

Criteria for Inclusion in the National Register:

A. [X] Associated with events that have made a significant contribution to the broad patterns in our history.

B. [ ] Associated with the lives of persons significant in our past.

C. [ ] Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

D. [ ] Have yielded, or may be likely to yield information important in prehistory or history.





Summary Statement:

The Willets Point Subway Station and associated interlocking tower are National Register eligible as contributing features to the Flushing Meadows-Corona Park historic district (08101.012611). The elevated station was the result of the relocation of the original 1927 station along Willets Point Boulevard and was directly tied to the development of the 1939 World's Fair. Elevated stations were generally characterized by their steel-framed structure partially encased in decorative concrete, and often included decorative metal work such as railings and lamps. Subsequent alterations to the station occurred in 1954 with the platform extension (typical of stations across the city) and 1963, again correlating with the second 1964 World's Fair. Although the station has undergone significant architectural alterations over time, its development and history of expansion is directly tied to the recreational history of the district and many of the alterations occurred during the district's period of significance (1939-1967) and are therefore historic themselves.

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor

RANDY SIMONS
Commissioner *Pro Tempore*

August 9, 2024

Ingrid Young
Mayor's Office of Environmental Coordination
100 Gold Street, 2nd Floor
New York, NY 10038

Re: NYSGC/MTA
Queens Future Project
24PR01782

Dear Ingrid Young:

Thank you for continuing to consult with the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

We note that the project area contains a portion of the Flushing Meadows/Corona Park Historic District, eligible to be listed in the State and National Registers of Historic Places (S/NRHP), and directly includes the contributing Passerelle Bridge; S/NRHP-eligible Mets/Willets Point Subway Station and Interlocking Tower. While not located within the project area, the S/NRHP-eligible World's Fair Marina Pavilions, contributing resources to the Flushing Meadows/Corona Park Historic District, are located north of the project boundary. The following resources Not Eligible to be listed in the S/NHRP are located within the project area or directly adjacent to it: the Corona Yard, the Corona Yard Substation, the Corona Yard Interlocking Tower, and the IRT Substation 28. OPRHP has reviewed the Historic Architecture Reconnaissance Survey dated July 2024 for the Queens Future Project, and based on the information provided, SHPO concurs that there are no additional individually eligible resources located within the survey boundaries. The survey demonstrated that the building stock is of a typical/vernacular form seen across many New York City neighborhoods and that the majority of the buildings in the survey area have experienced a loss of historic integrity due to substantial additions, material replacements and design alterations. The area also does not appear to represent a cohesive and intact historic neighborhood due to substantial infill and alterations and is therefore not eligible as a historic district either.

We have reviewed the Draft Scope of Work dated November 8, 2023, the Mets/Willets Point Station design drawings dated January 31, 2024, the Mets/Willets Point Station presentation received June 14, 2024, the Mets/Willet Point Station project comment response form dated August 5, 2024, the Historic and Cultural Resources Chapter from the DEIS received July 12, 2024, the Shadow Study for the Passerelle Bridge dated February 14, 2024, the Urban Design

and Visual Resources Chapter from the DEIS received June 21, 2024, the Shadows Chapter from the DEIS received June 21, 2024, and the Project Description from the DEIS received July 12, 2024. Based upon that review, it is the OPRHP's opinion that the proposed Queens Future Project, including transit improvements, as described, will have No Adverse Impact on historic and archaeological resources, provided the following conditions are met:

1. A Construction Protection Plan will need to be developed and implemented for all included historic resources and adjacent resources that could potentially be physically impacted by the construction period. This would include at a minimum the Mets/Willets Point Subway Station and Interlocking Tower and the Passerelle Bridge.

2. Provide ongoing design documents for the entire project, including transit improvements, to allow for our office's continued consultation and review. We are particularly interested in how the proposed project will interact with the Passerelle Bridge and the proposed renovation of the Mets/Willets Point Subway Station.

3. Thank you for the feedback from our preliminary review comments of the proposed renovation of the Mets/Willets Point Subway Station. We recommend continuing the design with the goal of preserving as much of the exterior copper-clad hung mezzanine walls, the interior tongue-and-groove wood wall cladding, the Interlocking Tower, and the historic stairs and railings located at the street-to-mezzanine and mezzanine-to-platform levels. We recommend studying the historic design of the subway stations located on the IRT Flushing Line, as well as the changes made to the station for both World's Fairs for incorporating those references in a contemporary manner to ensure compatibility with the existing station.

If you have any questions, you can call or e-mail me at the contact information below.

Sincerely,

Sara McIvor
Historic Site Restoration Coordinator
518-268-2127 | sara.mcivor@parks.ny.gov

Cc: CRIS Contacts – Via Email

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner
Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

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alicata@dep.nyc.gov

September 19, 2024

Ms. Ingrid Young
NYC Office of the Mayor
100 Gold Street
New York, NY 10038

Re: New Green Willets (Queens Future) DEIS
123-01 Roosevelt Avenue
Blocks 1787 and 2018, Queens, NY
CEQR #23DME006Q

Dear Ingrid:

The New York City Department of Environmental Protection, Bureau of Environmental Planning and Analysis (DEP) has reviewed the air quality, noise, and construction chapters of the Draft Environmental Impact Statement (DEIS) as well as responses to comments and supportive files dated September 2024 for this project. The Office of the Deputy Mayor for Economic and Workforce Development (DME) seeks approval to develop a 3.7 million square foot (sf) major mixed-use development ('Proposed Project') including a music hall, hotel, a gaming facility, convention and meeting space, restaurant and retail space as well as office and community facility space with 20 acres of public park space and 3.80 acres of active open space and parking facilities on the open parking areas adjacent and accessory to Citi Field in Willets Point ('Project Site'). Construction of the Proposed Project is anticipated to be completed by 2030.

Per Office of the Deputy Mayor for Economic and Workforce Development request, we have reviewed above-mentioned materials. We have concluded that the proposed project would not result in significant air quality, noise, or construction (air quality and noise) impacts. Below are the summaries of the assessment with one final comment:

Air Quality:

Based on the air quality analysis performed for the Proposed Project, DEP has concluded that the Proposed Project would not result in any significant adverse air quality impacts.

Mobile Sources

A detailed mobile-source air assessment was performed at four project-affected intersections, and the two largest of the six proposed parking garages. Detailed

mobile-source air assessments resulted in projected 1- and 8-hr CO and 24-hr $PM_{2.5}$ concentrations below the NAAQS and *de minimis* criteria. In addition, a grid analysis was performed, and the neighborhood-scale annual $PM_{2.5}$ concentrations were determined to be lower than the annual *de minimis* criterion threshold. The project will not result in any adverse impacts related to mobile sources.

The detailed mobile-source analysis was performed for Saturday Citi Field stadium gameday and non-gameday scenarios based on screening using initial traffic project-related volumes. These projected traffic volumes were revised. While weekday analysis results are not anticipated to be materially different from those of the Saturday analysis, **additional analyses of peak weekday periods will be conducted between the Draft and Final EIS.**

Stationary Sources

The Proposed Project will comply with Local Law 154 (LL154) of 2021 and will include electric heating and hot water systems. Therefore, there would be no significant adverse air quality impact from stationary sources introduced by the Proposed Project.

While most of the industrial uses within a 400-foot radius of the proposed project boundary will be replaced by Willets Point developments (23DME005Q), three industrial sources are expected to remain in project's build year of 2030. However, these industrial sources are located more than 400 feet from Area of Development A and B. Therefore, these existing industrial sources would not result in significant adverse air quality impact on the proposed project.

In addition, there are no large or major sources identified within 1,000 feet of the Proposed Project. Therefore, there would be no potential for significant adverse air quality impact from existing industrial, large, or major sources from the surrounding area.

Construction Air Quality

The Proposed Project will be constructed over a 60-month period. Construction will include two shifts: 7:00 AM – 3:00 PM and 3:00 PM – 11:00 PM. The greatest number of construction-related worker vehicles and truck trips were determined to be less than the Saturday Citi Field stadium gameday and non-gameday operational condition. The weekend CO and $PM_{2.5}$ analyses conducted at four intersections under the With-Action condition demonstrated no significant adverse impacts. **The Proposed Project is committed to use the Best Available Technology (BAT) of the New York City Local Law 77 of 2003 for diesel non-road equipment over 50 horsepower.** With this commitment, there would be no significant adverse air quality impact from construction-related mobile or stationary sources associated with the Proposed Project.

Noise:

Based on the noise analysis performed for the Proposed Project, DEP has concluded that the Proposed Project would not result in any potential significant adverse noise impacts.

Cumulative Noise

A detailed noise assessment was performed to determine the cumulative noise impact related to mobile and stationary noise sources. The cumulative noise impacts from the proposed project would not exceed the impact criteria. The cumulative noise assessment incorporated mobile sources traveling along project-related roadways, adjacent highways, and ramps, as well as the existing rail transit facility (elevated No. 7 subway line) along Roosevelt. In addition, the cumulative noise assessment incorporated stationary-sources such as active recreational spaces (OS-4 and OS-6) and the public address system associated with existing Citi Field, which is required to meet the New York City Noise Control Code.

The design and specifications for the mechanical systems associated with the Proposed Project would be incorporated with enclosures where necessary to meet all applicable noise regulations (i.e., Subchapter 5 Section 24-227 of the New York City Noise Control Code and the NYC DOB Building Code).

Window-wall Attenuation

The window/wall attenuation requirements for each building have been defined within Figure 17-3 and Table 17-15 of the EIS. With window/wall attenuation ranging from 28 to 42 dBA, alternate means of ventilation to maintain a closed-window condition, and the commitment to ensure concurrent events do not occur at Citi Field stadium and the future New York City Football Club (NYCFC) stadium, there would be no potential for significant adverse noise impact from cumulative mobile and stationary sources introduced by the Proposed Project or from the surrounding area.

Construction Noise

Due to the 60-month construction duration and two work shifts, a noise assessment was performed for the Proposed Project. Mobile sources, including construction-related worker vehicles and truck trips, are not anticipated to increase noise levels by 3 dBA. Based on a screening analysis, a detailed noise assessment of construction activities was performed at the worst-impacted location, the Triangle Parcel associated with the Willets Point Phase 2 Development (Receptor 04). The predicted noise level increments from construction activities stationary sources at other analyzed receptors would be lower and would occur over a limited duration.

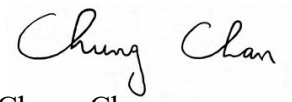
The detailed construction-related noise assessment determined that the predicted noise level at the Triangle Parcel during the peak construction activities increases from 5.0 dBA to approximately 8.7 dBA for 9 months. The interior noise levels at the Triangle Parcel during this period would be 46.2 and 41.7 dBA during the first and second shift, respectively. The first shift noise during the peak construction activities would exceed the acceptable interior noise level of 45 dBA by a slight margin. This impact would be transient and temporary. Therefore, there would be no significant adverse noise impacts from construction-related mobile or stationary sources associated with the Proposed Project.

Operational Air Quality Comment:

1. Please note that using the 1st highest predicted $PM_{2.5}$ levels for comparison to *de minimis* criteria as opposed to the 8th highest recommended by EPA methodology is conservative and acceptable.

If you have any questions, please feel free to contact William Swanson at wswanson@dep.nyc.gov or Mahmudul Hasan at mhasan@dep.nyc.gov.

Sincerely,



Chung Chan
Director
Air Quality and Noise Review and Planning

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

STEPHANIE WINKELHAKE P.E.
Chief Engineer

MEMORANDUM

TO: Ian Francis/Geoffrey Rick, Planning and Program Management, R-11

FROM: Richard D. Wilder, Deputy Chief Engineer Design

SUBJECT: QUEENS FUTURE PROJECT DRAFT ACCESS MODIFICATION REPORT - QUEENS COUNTY

DATE: September 20, 2024

In May 2024, Region 11 Planning requested the Office of Design (OOD) to review the draft Access Modification Report (AMR) for the "Queens Future" project. Per the May 2024 AMR, Queens Future is a proposed mixed-use development to be located within Citi Field's existing parking area in the Willets Point section of Queens. The development would compromise of up to 3.7 million square feet of destination entertainment, including a gaming facility (if approved), music hall, hotel, convention and meeting space, and restaurant and retail space. As the development is expected to be a local and regional destination, the Queens Future development proposes roadway modifications to the local street network and ramps to access regional highway networks.

The proposed developments in the Willets Point area, and in particular the Queens Future development, will increase volumes on the existing entrance and exit ramps between the Grand Central Parkway (GCP) and Shea Road. These increased volumes, together with the decreased directionality of the traffic, will result in increased conflicts and poor operation of these ramps.

Traffic analyses were performed by the project developer's consultant in VISSIM to evaluate the proposed ramp operation relocation from Shea Road to the Grand Central Parkway. As shown in the AMR, the preferred "Alternative 3" would include the following:

- Closure of the existing ramp from Shea Road to the WB GCP and Whitestone Expressway located approximately 300 feet north of the Roosevelt Avenue overpass.

- Widening and realignment of the exit ramp from the Grand Central Parkway to Shea Rd., to provide additional queue storage along the C/D road and provide a normalized intersection between the ramps and Shea Rd.

- Realignment of the ramp from Shea Rd. to the Whitestone Expressway, providing a normalized intersection between the ramps and Shea Rd.

- Construction of a new ramp connecting Shea Rd. to the WB GCP. The new ramp would peel off from the ramp between Shea Rd. and the Whitestone Expressway, running east adjacent to Northern Boulevard, north under the Northern Boulevard and Whitestone Expressway overpass structures, west adjacent to the Whitestone Expressway/GCP connector, and connecting to the existing ramp from Marina Road to the WB GCP.

- Closure of the existing slip-ramp connecting the C/D road to the WB GCP. With the relocation of the ramp from Shea Rd. to the WB GCP, this slip ramp is no longer necessary.

OOD staff have reviewed the above proposed modifications to the GCP and have engaged in several meetings with the project developer's consultant and Region 11 staff. As a result of this coordination and the commitment by the developer's consultant to modify the plans and AMR as discussed in several meetings and emails since August 2024, we can, by this memorandum, provide a conditional approval of the AMR and its proposed modifications to the ramps servicing the GCP. Final approval is dependent upon OOD review of the AMR prior to its final distribution.

Signed,



Richard D. Wilder, P.E.
Deputy Chief Engineer Design

RDW:TRK

c: Monique Espinoza, Planning and Prog Mgmt., R-11
Marc Pierre, Planning and Prog Mgmt., R-11
Tanvir Islam, Traffic & Safety, R-11
Kevin Vishnu, Design, R-11
Tom Kligerman, Office of Design

Environmental Protection

Rohit T. Aggarwala
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Deputy Commissioner
Sustainability

59-17 Junction Blvd.
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alicata@dep.nyc.gov

January 24, 2025

Ms. Ingrid Young
NYC Office of the Mayor
100 Gold Street
New York, NY 10038

Re: New Green Willets (Queens Future) FEIS
123-01 Roosevelt Avenue
Blocks 1787 and 2018, Queens, NY
CEQR# 23DME006Q

Dear Ingrid:

The New York City Department of Environmental Protection, Bureau of Environmental Planning and Analysis (DEP) has reviewed the revision to the mobile sources in the Air Quality chapter of the Final Environmental Impact Statement (FEIS) as well as responses to comments and supportive files dated January 22, 2025, for this project. The Office of the Deputy Mayor for Economic and Workforce Development (DME) seeks approval to develop a 3.7 million square foot (sf) major mixed-use development ('Proposed Project') including a music hall, hotel, a gaming facility, convention and meeting space, restaurant and retail space as well as office and community facility space with 20 acres of public park space and 3.80 acres of active open space and parking facilities on the open parking areas adjacent and accessory to Citi Field in Willets Point ('Project Site'). Construction of the Proposed Project is anticipated to be completed by 2030.

Per Office of the Deputy Mayor for Economic and Workforce Development request, we have reviewed above-mentioned materials. Summary of the revision is presented below:

Air Quality Mobile Sources:

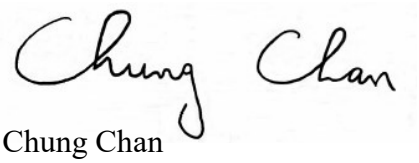
As stated in the DEIS, detailed mobile-source air assessment of the weekday gameday condition was performed for the FEIS. Additionally, revisions to the traffic volumes and speeds were made to the Saturday scenarios.

Intersections/periods with significant increase in traffic volumes and/or decrease in traveling speeds were re-modeled with the updated traffic information.

The results of the weekday scenarios and the revised Saturday scenarios are reflected in the revised air quality chapter. The projected 1- and 8-hr CO and 24-hr $PM_{2.5}$ concentrations would be below the corresponding NAAQS and *de minimis* criteria. These results would not affect the conclusion of no significant adverse impacts related to mobile sources, as stated in the DEIS.

If you have any questions, please feel free to contact William Swanson at wswanson@dep.nyc.gov.

Sincerely,



Chung Chan
Director
Air Quality and Noise Review and Planning