2

Land Use, Zoning, and Public Policy

This section considers the potential for the Proposed Actions to result in significant adverse impacts to land use, zoning, and public policy. Under the guidelines of the *2021 City Environmental Quality Review (CEQR) Technical Manual*, this analysis evaluates the uses in the area that may be affected by the Proposed Project and determines whether the Proposed Project is compatible with land use, zoning, and public policy conditions, or may otherwise affect them. The analysis also considers the Proposed Project's compatibility with zoning regulations and other public policies applicable to the area.

Introduction

The Applicant, Queens Future, LLC, is seeking City and State approvals to facilitate the Proposed Project. The proposed land use actions include (1) city map amendments, including the demapping and mapping of parkland and demapping and mapping of street and (2) a zoning map amendment to map a C8-4 commercial zoning district over an area encompassing the western portion of the Development Site. See **Chapter 1, Project Description**, for the proposed program and a description of all the city and state approvals being sought. The Project Area is also located within the New York City Coastal Zone and policies related to the Waterfront Revitalization Program (WRP) apply to the Proposed Project. Therefore, in accordance with the *CEQR Technical Manual*, a preliminary assessment of land use and zoning and public policy is warranted for the Proposed Project.

The Proposed Actions would result in the redevelopment of approximately 78 acres of underutilized, largely asphalt surface parking areas adjacent and accessory to Citi Field located West of Seaver Way with a major mixed-use development. As described in **Chapter 1, Project Description**, the Queens Future Project is anticipated to be comprised of up to approximately 3.7 million square feet (sf) of

new construction, including destination entertainment that includes a music hall, hotel, a gaming facility,[1] convention and meeting space, and restaurant and retail space, as well office and community facility space. In addition to the commercial development, the Proposed Project would also include public park space—at least 20 acres of the Development Site would be improved with landscaping and other amenities for public recreation—improved connections to the Mets-Willets Point NYCT No. 7 Train Subway Station, and other public realm improvements as well as structured parking facilities to accommodate up to 13,750 spaces.

Principal Conclusions

The analysis presented in this chapter concludes that the Proposed Actions would not result in significant adverse impacts on land use, zoning, or public policy.

The Proposed Project would result in a land use change on the Development Site, that would enhance land uses on the Development Site, transforming underutilized, largely asphalt surface parking areas into a major mixed-use development together with significant public park spaces. The Proposed Actions would not directly displace any land use other than paved parking lots, nor would they introduce new land uses that would be incompatible with surrounding land uses. The Proposed Project would fully replace the existing surface parking spaces that are accessory to Citi Field with structured parking garages and would not adversely affect the operation of the existing stadium use. The Proposed Actions would introduce new land uses on the Development Site—including commercial, entertainment, office, and community facility space—that are compatible with surrounding residential, commercial, and industrial uses as well as planned future residential development.

As described below, the Proposed Actions would not adversely affect or change surrounding land uses, including open space. The Development Site is within Flushing Meadows Corona Park and currently mapped parkland, but its existing use is surface parking, and it is therefore not used for active or passive recreation uses. While the Proposed Actions include a demapping action for portions of the mapped parkland on the Development Site, the Proposed Project would for the first time create public park spaces for active or passive recreation uses on the asphalt surface parking areas. These public park spaces would provide enhanced connectivity to adjacent open spaces by allowing visitors to walk directly from the waterfront and Malcolm X Promenade through the Development Site to the southern portion of Flushing Meadows Corona Park. Thus, the Proposed Project would enhance land use in the study area by activating the Development Site with land uses that support full-time, year-round activity.

Currently, the parking lots that comprise a majority of the Development Site are largely inactive, and closed to the public, except for when events are held at Citi Field. New buildings and public park spaces created as part of the Proposed Project would become a destination for New Yorkers and visitors alike and introduce a new population of workers to the area. Pedestrian improvements would enhance walkability, better connecting pedestrians to both the southern portion of Flushing Meadows Corona Park and the Malcolm X promenade. Proposed pedestrian, roadway, and transit improvements would also support the new neighborhood that will be developed to the east of the Project Area through the Willets Point Project. Further, existing parking spaces would be replaced and reconstructed in parking garages.

[1] The inclusion of a gaming facility is contingent upon receiving a gaming license from the New York State Gaming Commission.

The Proposed Actions are consistent with a number of strategies and goals set out in various citywide and neighborhood-level public policies. By providing new opportunities for employment and recreation, the Proposed Project would help to achieve goals laid out in New York City's Economic Recovery Blueprint, the Flushing West Neighborhood Planning Study, and OneNYC 2050. Installation of green infrastructure and resiliency improvements would address local challenges called out in the Flushing Creek Study and Flushing Meadows Corona Park Strategic Framework Plan.

Overall, the Proposed Actions would not result in significant adverse impacts to land use, zoning, or public policy.

Methodology

This analysis of land use, zoning, and public policy follows the guidelines set forth in the *CEQR Technical Manual* for a preliminary assessment (Section 320). According to the *CEQR Technical Manual*, a preliminary land use and zoning assessment:

- Describes existing and future land uses and zoning information, and describes any changes in zoning that could cause changes in land use;
- Characterizes the land use development trends in the area surrounding the project site that might be affected by the proposed action; and
- Determines whether the proposed project is compatible with those trends or may alter them.

The following assessment method was used to determine the potential for the Proposed Project to result in significant adverse impacts on land use, zoning, and public policy:

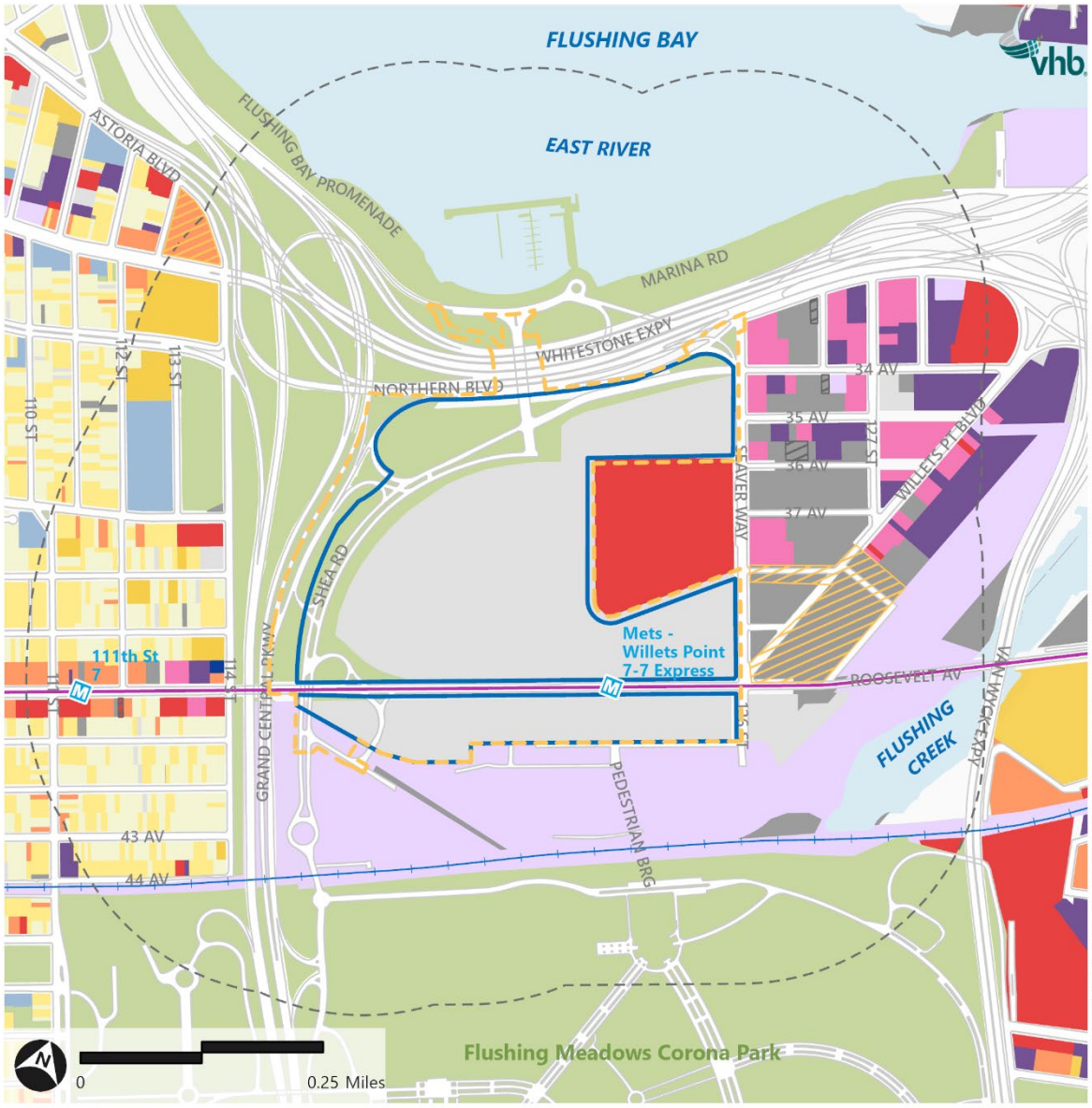
1. Establish a "study area," a geographic area surrounding the project site to determine how the proposed project may affect the immediate surrounding area. For this assessment, a study area of a quarter mile surrounding the Project Area was used.
2. Identify data sources, including any public policies (formal plans, published reports), to be used to describe the existing and No-Action conditions related to land use, zoning, and public policy.
3. Assess the Proposed Project's potential effects on land use, zoning, and public policy to determine whether the Proposed Project is consistent with or conflicts with area land uses, zoning, or the identified policies.
    - If the Proposed Project could conflict with the identified policies, a detailed assessment would be conducted; or
    - If the Proposed Project is found to not conflict with the identified policies, no further assessment is needed.

According to the *2021 CEQR Technical Manual*, the appropriate study area for land use, zoning, and public policy is related to the type and size of the Proposed Project, as well as the location and context of the area that could be affected by the project. Study area radii vary according to these factors, with suggested study areas ranging from 200 feet for a small project to a half-mile for a very large project. The *CEQR Technical Manual* also states that these general boundaries can be modified, as appropriate, to reflect the actual context of the area by including any additional areas that would be affected by the project or excluding areas that would not be. According to the *CEQR Technical Manual,* the study area does not have to be regular in shape. Such geographical and physical features as bodies of water, significant changes in topography, wide roads, and railroad easements

often define neighborhood boundaries, and therefore, can be the appropriate delineation of the study area.

The Project Area is uniquely positioned near major highways such as the Whitestone Expressway, Van Wyck Expressway, and Grand Central Parkway and such infrastructure creates a barrier to the surrounding area. Additionally, large natural features such Flushing Bay and Flushing Creek create natural barriers while Flushing Meadows Corona Park creates a buffer to surrounding land uses. The *CEQR Technical Manual* notes that an inappropriately large study area can dilute or obscure a project's effects, particularly when those effects are localized in nature. Given these barriers (natural and from the roadway infrastructure), and the buffer from Flushing Meadows Corona Park, a quarter-mile study area was determined to be appropriate for the purposes of this assessment. The quarter-mile study area for the Project Area (see **Figure 2-1**) is generally bounded by Flushing Bay to the north, the Willets Point neighborhood and the Van Wyck Expressway to the east, Flushing Meadows Corona Park to the south, and 111th Street in the Corona neighborhood to the west.

Figure 2-1 Land Use



Assessment

Existing Conditions

Land Use

Development Site and Project Area

The Development Site is bounded by Citi Field and Seaver Way to the east, the Metropolitan Transportation Authority (MTA) Corona Yard to the south, Grand Central Parkway to the west, and Northern Boulevard to the north (see **Figure 2-1**). The majority of the Development Site is located within Flushing Meadows Corona Park. A small portion on the northwest corner of the Development Site is located within the boundary of the Grand Central Parkway and a small portion on the northeast corner is located within the boundary of Northern Boulevard.

Encompassing approximately 78 acres, the Development Site is traversed by the MTA No. 7 Line, which runs east to west, on elevated tracks along Roosevelt Avenue. The Development Site contains approximately 53 acres of surface parking lots that accommodate a total of 7,423 spaces. The parking lots within the Development Site are used for events held at Citi Field. The parking lot located south of Roosevelt Avenue (also known as Southfield Lot) has up to 1,795 spaces designated as paid commuter parking on business days. There are also occasional temporary private pop-up events, such as outdoor movie nights and carnivals, that operate in the parking lots of Citi Field on a seasonal basis under temporary agreements with Queens Ballpark, LLC. None of these events have long-term contracts, nor are there other standing businesses within the Development Site. The area south of Roosevelt Avenue also contains two MTA structures associated with the MTA No. 7 Line.

The Project Area, as illustrated in **Figure 2-1**, extends slightly beyond the Development Site. These additional areas include roadways and landscaped areas adjacent to the Grand Central Parkway and the Whitestone Expressway. Portions of this area are categorized as transportation/utility land use because they contain parking, marina use, or transit uses such as rail yards, as discussed in more detail below under Study Area.

Study Area

The study area for this analysis is generally bounded by Flushing Bay to the north, Willets Point Boulevard and the Van Wyck Expressway to the east, Flushing Meadows-Corona Park to the south, and 111th Street in the Corona neighborhood to the west. As indicated in **Figure 2-1** and **Table 2-1**, land uses in the study area are predominantly transportation and utility-related, followed by open space and parking facilities.

The study area is traversed from east to west by Roosevelt Avenue, which connects Flushing to Sunnyside in Queens; the MTA No. 7 Line, which is elevated above Roosevelt Avenue; and the Port Washington Branch of the Long Island Rail Road (LIRR), which runs parallel to, and south of, Roosevelt Avenue. Major roadways within the study area include the Grand Central Parkway, the Whitestone Expressway, and Northern Boulevard, and connect the study area and Queens to Long Island's Nassau County. The Whitestone Expressway and Northern Boulevard together form approximately 17 lanes of elevated roadway to the north of the Development Site and are a major land use and piece of infrastructure. The Grand Central Parkway runs to the west of the Development

Site and contains nine lanes. The northern portion of the study area, particularly the eastern and western corners, are dominated by ramps to access these roadways, and surrounding space containing trees and grassy areas or areas associated with yards and equipment storage.

Citi Field is located directly east of the Project Area. Citi Field is a baseball stadium that opened in 2009 and can accommodate up to 42,000 fans. It is the home field of the New York Mets but also hosts a variety of entertainment and sporting events, including award ceremonies and graduations. Events at the open-air stadium are typically held from late March/early April to late September/early October. Citi Field replaced Shea Stadium, which opened in 1964 on the western portion of the Development Site, where the Citi Field parking lots are located today.

Beyond Citi Field, the area to the east of the Development Site, on a peninsula formed by Flushing Bay and Flushing Creek, contains the Willets Point neighborhood. Bounded by Roosevelt Avenue, Seaver Way, Flushing Creek, and Flushing Bay, Willets Point predominantly consists of auto-related uses, parking facilities, land under construction, or vacant land. There are also several commercial buildings in the area as well as properties with transportation and utility-type uses. There is a large construction site near the intersection of Seaver Way and Willets Point Boulevard (Willets Point Phase 1 and Phase 2 Projects) as well as several vacant buildings throughout the neighborhood.

Aside from the large area that contains transportation land uses, the northern portion of the study area contains uses that are connected to Flushing Bay, which is a waterbody that flows into the East River. The World's Fair Marina, a marina operated by NYC Department of Parks & Recreation (NYC Parks), is located just off Marina Road to the north and contains various marine commercial businesses for cruises and fishing. The Malcolm X Promenade winds along Flushing Bay for approximately 1.4 miles, from LaGuardia Airport to the Willets Point peninsula. The promenade contains many seating areas and provides access to the World's Fair Marina and a restaurant located northeast of Citi Field. There are more than 1,000 parking spaces located to the east and west of the marina, which are used for Mets parking on game days but otherwise are for Marina permit holders. Flushing Creek, which is located to the south and east of the Development Site, flows northward into Flushing Bay. It is crossed by multiple bridges and surrounded by industrial or park uses.

Just south of the Project Area are large scale transportation/utility uses that separate the Development Site from the open space portions of Flushing Meadows Corona Park. The MTA Corona Rail Yard and Casey Stengel Bus Depot are located south of the Project Area. Bounded by the Southfield Lot, the LIRR tracks, Olmstead Drive, and Flushing Creek, it contains a storage area for subway cars as well as repair shops. The Rail Yard is spanned by a pedestrian walkway, known as the Passerelle Bridge, which connects the southern portion of Flushing Meadows Corona Park to the MTA No. 7 Line and Citi Field. The Bus Depot includes supportive uses, including a maintenance facility. Also south of the Southfield Lot is the Olmsted Center, a facility that is used as office space by NYC Parks and includes several office buildings and parking areas used by NYC Parks employees.

The majority of Flushing Meadows Corona Park is located to the south of the MTA Corona Rail Yard and is a destination park for its open space resources as well as its large-scale entertainment and institutional land uses. The portion of the park that is within the study area encompasses a large share of the United States Tennis Association (USTA) Billie Jean King National Tennis Center (USTA Tennis Center). To the west of the USTA Tennis Center is the New York Hall of Science, the parking for which is within the study area. To the east of the USTA Tennis Center and within the study area are public restrooms, public tennis courts, and a miniature golf course. Outside of the study area, Flushing Meadows Corona Park also contains a number of World's Fair Monuments, the Queens Zoo, Queens Botanical Garden, and the Queens Museum.

The neighborhood of Corona is located to the west of the Project Area, separated from the Project Area by major highway infrastructure including the Grand Central Parkway, and largely contains residential uses and some mixed use and commercial buildings along Roosevelt Avenue. The portion of the neighborhood that is within the study area is north of 44th Avenue, east of 111th Street, and southwest of 114th Street. This area predominantly consists of one- and two-family buildings, multi-family walk-up buildings, and multi-family elevator buildings. Roosevelt Avenue is characterized by mixed-use buildings with residential and commercial space as well as commercial and office buildings. There are some institutional and manufacturing uses in the neighborhood. These include a lumber warehouse along Roosevelt Avenue between 112th and 114th Streets and Public School 143 Louis Armstrong, an elementary school, located on 113th Street between 37th and 34th Avenues. Across the street, Hinton Park has baseball fields and outdoor recreation areas.

Table 2-1 Existing Land Use in the Study Area

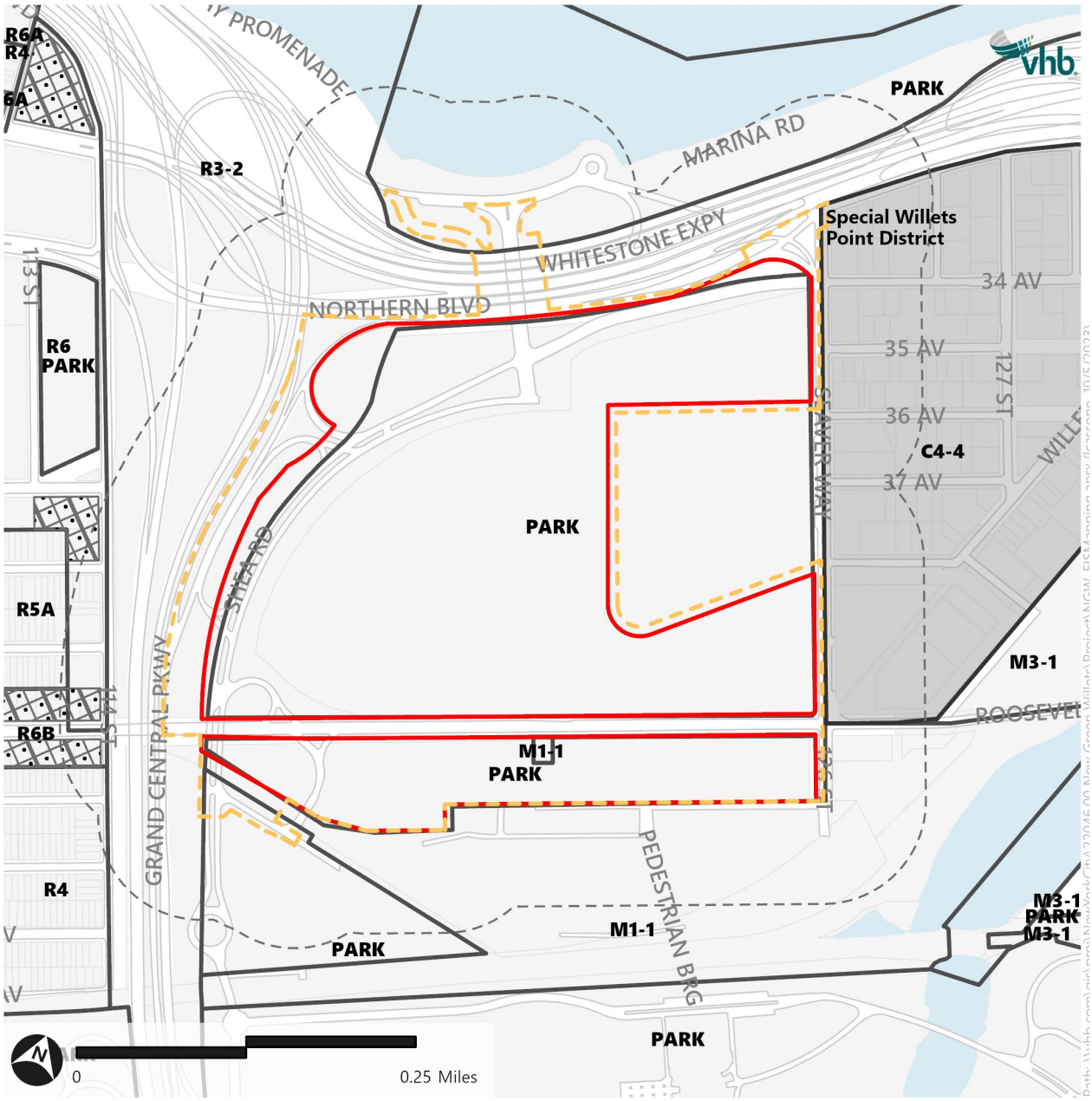
Land Use		Area (Sq. Ft.)	% of Total Land Area
Residential	One and Two Family	659,214	4%
	Multi-Family Walk Up	542,377	3%
	Multi-Family Elevator Buildings	257,286	2%
Mixed Residential and Commercial		151,335	1%
Commercial and Office[1]		743,976	5%
Industrial and Manufacturing		416,302	3%
Transportation and Utility		3,692,434	23%
Public Facilities and Institutions		148,824	1%
Open Space[2]		3,774,674	24%
Parking Facilities		3,917,410	259%
Vacant Land		1,109,247	7%
Auto-Related Uses		453,346	3%
All Others or No Data		5,581	0%
Total		**15,862,006**	**100%**

Note: Includes all lots that intersect the quarter-mile study area and square footage that might extend beyond the quarter-mile study area.

[1] Includes the estimated area for Citi Field.

[2] Area for Flushing Meadows Corona Park estimated and only includes parcel area within the quarter-mile study area.

Figure 2-2 Existing Zoning Map



Zoning

Development Site and Project Area

As shown in **Figure 2-2**, the Development Site and Project Area are mapped parkland and therefore, zoning does not apply (indicated as "PARK" on the zoning map); additional areas that are not mapped parkland include a small MTA building in the southern portion of the Development Site just south of Roosevelt Avenue that is mapped within an M1-1 zoning district and roadways—Grand Central Parkway, Northern Boulevard, and Whitestone Expressway—that are mapped within an R3-2 zoning district.

M1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Nearly all industrial uses are allowed in M1 districts if they meet the stringent M1 performance standards. Offices, most retail uses, houses of worship and certain healthcare facilities are also permitted. M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1-1 zoning districts have a floor area ratio (FAR) of 1.0 for manufacturing and commercial uses while community facility uses in this zoning district have an FAR of 2.4.

Study Area

The study area is mapped within a variety of zoning districts. The Willets Point neighborhood, located just east of the Development Site on the other side of Seaver Way, is zoned C4-4 and located within the Special Willets Point District. It is bordered by an M3-1 district. The MTA Corona Rail Yard is within an M1-1 district.

The part of the study area that encompasses a portion of the Corona neighborhood includes areas mapped as parkland, and zoned as R6, R6-B, R5, R5-A, R4, R6 with a C2-4 commercial overlay, and R6B with a C2-4 commercial overlay. As shown in **Figure 2-2**, these residential zoning districts in the Corona neighborhood are separated from the Development Site by major highway infrastructure. The western portion of the Malcolm X Promenade, the Grand Central Parkway, and the Whitestone Expressway are within an R3-2 district. The eastern portion of the Malcolm X Promenade, Boat Basin Place, and Marina Road are mapped parkland.

Other areas mapped as parkland within the study area include a portion of Flushing Meadows Corona Park and narrow parcels of land southeast of Flushing Creek.

Special Willets Point District / C4-4

The Special Willets Point District (WP) is mapped for an area that is part of a comprehensive redevelopment strategy aimed at transforming a largely underutilized 61-acre site into a mixed-use community and a regional retail and entertainment destination. The Special District is located to the east of Citi Field baseball stadium, separated from the Development Site by Seaver Way. Special District regulations ensure the achievement of the master plan for the site by specifying the location of uses, including retail, office, and cinema uses, as well as a convention center. Site planning and design provisions specify maximum block dimensions, minimum street and sidewalk dimensions, building heights and setbacks, roof design requirements, and minimum amounts and locations of publicly accessible open space.

The Special Willets Point District has an underlying C4-4 zoning designation. C4 districts are areas that permit large commercial uses such as department stores and theaters. These retail uses serve regions outside of central business districts and generate more traffic than neighborhood shopping areas. C4-4 districts are mapped in more densely built areas. The maximum FAR in the Special Willets Point District ranges from 2.0 to 5.0.

Manufacturing Districts

An M3-1 zoning district is mapped in the eastern portion of the study area along Flushing Creek. M3 districts are designated for areas with heavy industries that generate noise, traffic or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. Even in M3 districts, uses with potential nuisance effects are required to conform to minimum performance standards. M3 districts are usually located near the waterfront and buffered from residential areas. M3-1 zoning districts have a maximum FAR of 2.0 and a maximum base height before setback of 60 feet.

An M1-1 zoning district, described above for the Development Site, is mapped in the southern portion of the study area for the MTA Corona Rail Yard.

Residential Districts

The western portion of the study area is mapped with several residential zoning districts that allow for a range of density and building typologies. These districts include: R4, R5, R5A, R6, and R6B. These districts permit residential and community facility uses. The NYC Department of City Planning recently approved a zoning text amendment called City of Yes for Housing Opportunity that helps address the housing crisis by making it possible to build a little more housing in every neighborhood, including within these residential districts. In the R4 district, the FAR is 1.0 for standard zoning lots and can be increased to 1.5 for "qualifying residential sites." In the R6 district, the FAR for standard residences is 2.2 (or 3.0 on a wide street), which can be increased to 3.9 with the provision of affordable housing.~~The FAR ranges from 0.75 in the R4 district, the lowest density district, to a maximum residential FAR of 2.43 in the R6 district.~~ The maximum building height in these districts ranges from 45 feet in the R4 district to 85 feet in the R6 district (95 feet on a wide street). As noted above, these residential zoning are separated from the Development Site by major highway infrastructure. ~~Low density residential districts such as R5 districts allow a variety of housing and provide a transition between lower and higher density neighborhoods. With a height limit of 40 feet, R5 districts typically produce three- to four-story attached houses and small walkup apartment buildings. Development in R6 districts is governed by sky exposure plane regulations and can take a variety of built forms. R6B districts have a maximum height; they are often traditional row house districts.~~

~~The NYC Department of City Planning has proposed a zoning text amendment called City of Yes for Housing Opportunity that would address the housing crisis by making it possible to build a little more housing in every neighborhood[2]. The proposed zoning text would modify the applicable FAR in these zoning districts. In the R4 district, the basic FAR would be 1.0 and the FAR could be increased 1.5 with the provision of affordable housing. In the R6 district, the basic FAR would be 2.2, which could be increased to 3.9 with the provision of affordable housing. The proposed text would adjust height limits for buildings with affordable housing to accommodate the increased density.~~

~~[2] The application (No. N240290ZRY) was certified into the ULURP process on April 29, 2024.~~

C2-4

The study area is also mapped with a C2-4 commercial overlay district. C2 districts are usually mapped as overlays within low- and medium-density residential neighborhoods. In these districts, residential bulk is governed by the residence district within which the overlay is mapped. A commercial FAR of 2.0 is permitted in C2-4 districts that are overlaid in R6 to R10 districts; C2-4 is an overlay to R6 and R6B districts in the study area. The depth of overlay is 100 feet.

Public Policy

Officially adopted and promulgated public policies also describe the intended use applicable to an area or site(s) in the City. Some of these policies have the force of law, while others describe general goals. They can help define the existing and future context of the land use and zoning of an area.

The public policies relevant to the Proposed Actions include Mayor Adams' Economic Recovery Blueprint, the Flushing Creek Study, OneNYC, the Flushing West Neighborhood Planning Study & Flushing Waterfront Revitalization Plan, and the Flushing Meadows Corona Park Strategic Framework Plan. An assessment of the Proposed Actions' consistency with the City's Waterfront Revitalization Program (WRP) is also warranted, as the Development Site, Project Area, and study area fall within the New York City Coastal Zone. In **Chapter 16, Greenhouse Gas Emissions and Climate Change**, New York City's Climate Mobilization Act and New York State's Climate Leadership and Community Protection act are also assessed in connection with the Development Site.

Economic Recovery Blueprint

In 2022, the City released *Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery* following the COVID-19 pandemic. Prior to the pandemic, New York City's overall economy was strong and growing, with the lowest citywide poverty rate in over 20 years. However, during and after the pandemic, underlying issues related to inequities in race, health, and environmental injustice were exacerbated. The blueprint outlines five strategies to achieve New York City's economic recovery and mitigate the impacts of social inequities:

- Restart our city's economic engines and reactivate the public realm;
- Support small businesses, entrepreneurship, and a more equitable economy;
- Drive inclusive sector growth and build a future-focused economy;
- Connect New Yorkers to quality jobs and in-demand skills; and
- Plan and build for inclusive growth now and in the future.

Flushing Creek Study

In June 2021, the New York City Department of City Planning (DCP) released the Flushing Creek Study. The report identified barriers to improving the health of Flushing Creek, outlined the steps to remove such barriers, and examined funding sources for future ecological restoration projects to improve the health of Flushing Creek. Improving the health of the Creek requires different management approaches, ranging from reducing combined sewer overflows, building green infrastructure, and restoring wetlands. These improvements would complement ongoing changes in land use of nearby brownfields in Willets Point to mixed-use residential and commercial developments with waterfront access. Taken together, these strategies are intended to strengthen

the health of Flushing Creek and ensure its value as an asset to the Flushing community, now and into the future.

OneNYC 2050

In 2007, the Mayor's Office of Long-Term Planning and Sustainability released PlaNYC: A Greener, Greater New York, which represented a comprehensive and integrated approach to planning for New York City's future. Elements of the plan were organized into ten categories—housing and neighborhoods, parks and public space, brownfields, waterways, water supply, transportation, energy, air quality, solid waste, and climate change—with corresponding goals and initiatives for each category. PlaNYC was updated and expanded in 2011.

In April 2015, the Mayor's Office of Sustainability and the Mayor's Office of Recovery and Resiliency released OneNYC, a comprehensive plan for a sustainable and resilient city. OneNYC represents a reworking of the sustainability plan for the city, known as PlaNYC: A Greener, Greater New York, discussed above. Like PlaNYC, growth, sustainability, and resiliency remain at the core of OneNYC, but promoting economic equity is a guiding principle throughout the plan.

In 2019, OneNYC was updated to OneNYC 2050, which consists of eight goals and thirty initiatives. The goals of the plan are:

- A Vibrant Democracy through empowering participation, welcoming immigrants, promoting justice and equal rights, and promoting democracy and civic innovation.
- An Inclusive Economy through good paying jobs and job training, economic security through fair wages and benefits and expanded decision making power of workers and communities.
- Thriving Neighborhoods through affordable housing, access to neighborhood open spaces and cultural resources, community safety, and place-based community planning.
- Healthy Lives through high-quality, accessible health care; addressing health and mental health needs of communities; making healthy lifestyles easier; and designing a healthy physical environment.
- Equity and Excellence in Education through early childhood education; equity in K-12 opportunity; and increasing integration, diversity, and inclusion in NYC schools.
- A Livable Climate through carbon neutrality and clean electricity; resilience, economic opportunities through climate action; and climate accountability and justice.
- Efficient Mobility through modern mass transit, safe and accessible streets, reduced congestion and emissions, and regional and global connections.
- Modern Infrastructure through investments in core physical infrastructure and hazard mitigation, digital infrastructure improvement, and best practices for asset maintenance and capital project delivery.

Flushing West Neighborhood Planning Study & Flushing Waterfront Revitalization Plan

The Flushing West Neighborhood Planning Study aimed to examine key land use and zoning issues in an 11-block area east of Flushing Creek and west of Flushing's Prince Street. The study took a comprehensive look at current and future community needs to identify a wide range of strategies and investments for Flushing West's growth and vitality. This study built upon a draft land use, zoning, and master planning effort initiated in 2011 by the Flushing Willets Point Corona Local Development Corporation (FWPCLDC), a community-based nonprofit organization working closely

with State and City agencies and the community. FWPCLDC received a Brownfield Opportunity Area (BOA) grant in 2010 and, in 2011, began work on a rezoning proposal. In 2014, FWPCLDC transferred the reminder of the work to the DCP. The Flushing West Neighborhood Plan identified several strategies to promote growth:

- **Affordable Housing**. Preserve and create affordable housing;
- **Economic Development**. Foster jobs and economic opportunity;
- **Community Resources**. Invest in services and infrastructure; and
- **Land Use and Zoning**. Promote growth of livable neighborhoods.

In 2016, the Flushing West Neighborhood Planning Study was put on indefinite hold at the request of local community groups and elected officials. In 2017, the final draft report of the Flushing Waterfront Revitalization Plan and BOA Nomination Study was completed and submitted to the NYS Department of State (DOS) by FWPCLDC along with a request for an official designation as a NYS BOA.

Flushing Meadows Corona Park Strategic Framework Plan

The 2007 Flushing Meadows Corona Park Strategic Framework Plan outlines strategies for Flushing Meadows Corona Park to play a role in the effort to make a more sustainable world. Several goals were outlined in the plan for all new and future projects:

- A net increase in healthy, sustainable, natural areas, with a net gain in vegetation cover to encourage wildlife and improve air quality.
- Reduce rather than increase dependency on private automobile use to access the Park, and encourage walking, bicycling and the use of public transportation.
- Minimize the amount of material to be disposed of off-site, especially any materials which might be toxic.
- Reduce rather than increase energy use both in the construction process and in the result.
- Reduce run-off into adjacent water bodies, especially from paved surfaces and/or fertilized landscaped areas.
- All programs should incorporate sustainable goals.

Waterfront Revitalization Program

The Project Area is located within the Coastal Zone Boundary. Therefore, policies related to the Waterfront Revitalization Program (WRP) apply to the Proposed Actions. The WRP is the City's principal Coastal Zone management tool and establishes a broad range of public policies for the City's coastal areas. The guiding principle of the WRP is to maximize the benefits derived from economic development, environmental conservation, and public use of the waterfront, while minimizing the conflicts among these objectives. The WRP was originally adopted in 1982. The recent revisions include incorporation of climate change and sea level rise considerations to increase the resiliency of the waterfront area, promotion of waterfront industrial development as well as commercial and recreational waterborne activities, increased restoration of ecologically significant areas, and best practices for the design of waterfront open spaces. Because the Proposed Project is located within the Coastal Zone, an assessment of the Proposed Project's consistency with applicable WRP policies was conducted.

No-Action Condition

Land Use

Development Site and Project Area

As discussed in **Chapter 1, Project Description**, absent the Proposed Actions, it is assumed that the Development Site would continue operating under existing conditions; it would remain as a paved parking area for Citi Field under the current lease agreement with the City. The surface parking lots within the Development Site currently contain 7,423 parking spaces.

Study Area

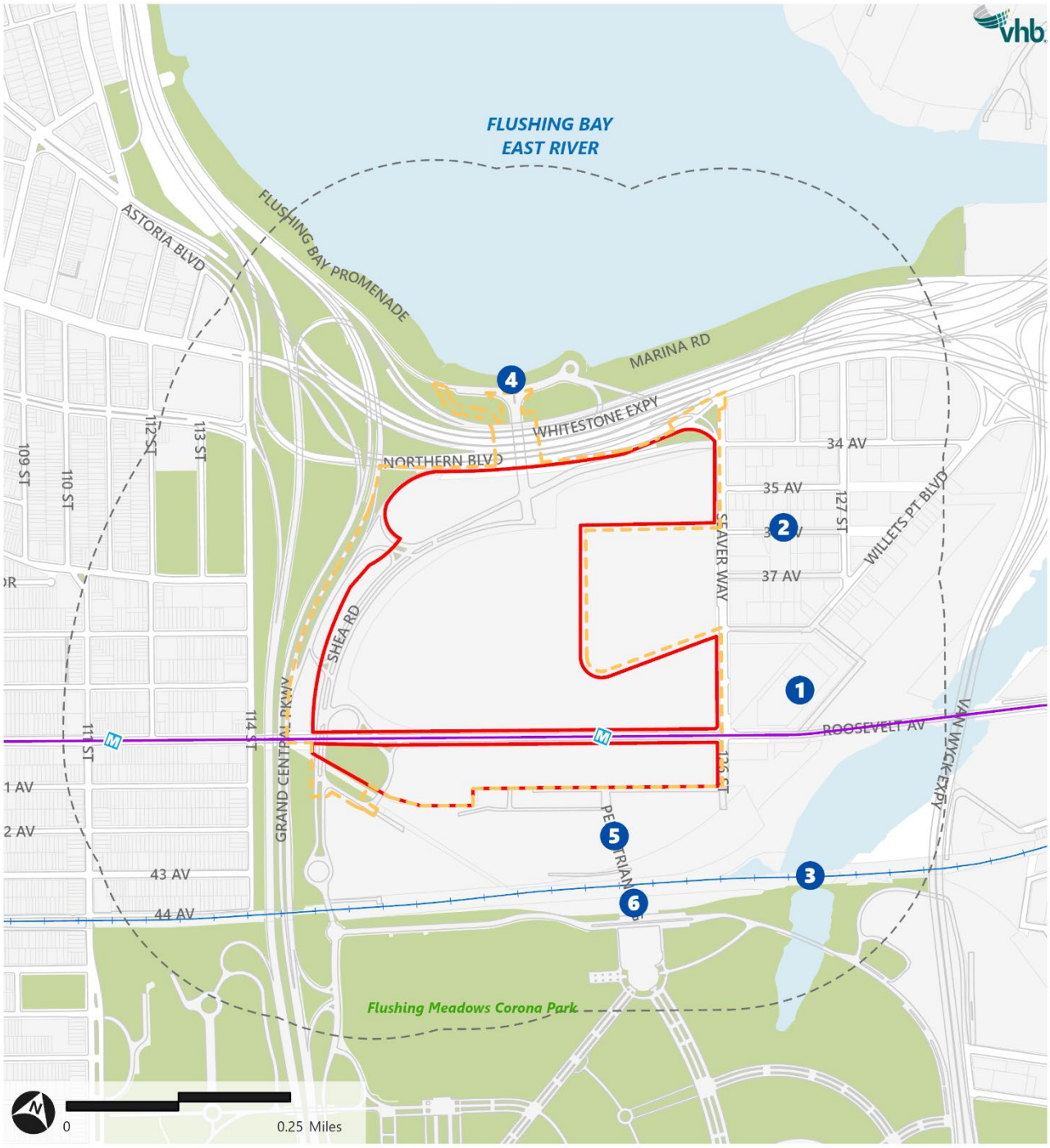
In the No-Action condition, several new developments will be completed within the study area by the 2030 analysis year (see **Table 2-2** and **Figure 2-3**). These include Willets Point Phase 1 and Phase 2 to the east of the Development Site, as well as several infrastructure improvements.

Table 2-2 No-Action Projects Within Quarter-Mile Study Area

Map No.	Location	Project Name	Commercial gross floor area (GSF)	Community Facility gross floor area (GSF)	Res. Units	Build Year
1	Willets Point Boulevard & Roosevelt Avenue	Willets Point Phase 1	23,756	3,159	1,100	2026
2	Seaver Way & Willets Point Boulevard	Willets Point Phase 2	775,000 (60,000 sf retail; 250-key hotel; 500,000 sf soccer stadium)	N/A	1,400	2027
3	Flushing Creek	Porpoise Bridge (Tidal Gate Bridge)	N/A	N/A	N/A	2026
4	Malcolm X Promenade	Candela Structures/Boat Basin Place Intersections	N/A	N/A	N/A	2026
5	Roosevelt Avenue & Flushing Meadows Corona Park	Passerelle Bridge Reconstruction	N/A	N/A	N/A	2029
6	Mets-Willets Point LIRR	LIRR to reconstruct station starting in 2026	N/A	N/A	N/A	No Date

Source: Willets Point Phase 2 Development Project Final Second Supplemental Environmental Impact Statement (FSSEIS), February 23, 2024; Air Train Draft Environmental Impact Statement; Special Flushing Waterfront District EAS; Queens DCP; DOB Active Major Construction database; YIMBY.com.

Figure 2-3 No-Action Projects



Willets Point Phase 1 is part of the larger Willets Point Development Plan, which was first approved in 2008 and modified in 2021. Willets Point Phase 1 would result in the construction of approximately 892,635 gross square feet (gsf) of residential space containing 1,100 affordable units, of which 220 units would be allocated to seniors; 23,756 gsf of retail space; 3,159 gsf community facility space; and a 128,000-gsf public school with 650 seats. The site for Willets Point Phase 1 will also include 0.87 acre of open space and accessory parking. Remediation activities for the site are anticipated to be completed in Spring 2023 and full build out and occupation of Willets Point Phase 1 is anticipated by 2026.

A Final Second Supplemental Environmental Impact Statement for Willets Point Phase 2 was published on February 23, 2024, for a 17-acre parcel adjacent to the Phase 1 project site discussed above[3]. Willets Point Phase 2 would result in the construction of approximately 1,190,000 gsf of residential space containing an additional 1,400 affordable residential units; 60,000 gsf of retail space; 215,000 gsf of hotel space (with 250 rooms); and a 500,000 gsf soccer stadium (with 25,000 seats). It will also include 2.77 acres of open space. Phase 2 is anticipated to be completed by 2027.

Together Willets Point Phase 1 and 2 will transition the Willets Point peninsula from an industrial area into a mixed-use neighborhood and entertainment destination. The stadium included in Phase 2 will be the City's first soccer-specific stadium. There is also a Phase 3 project envisioned as part of the Willets Point plan, however it is not anticipated to be completed until 2039 and is therefore not assessed here.

Other No-Action projects proposed to be completed by the 2030 analysis year include rehabilitating the Porpoise Bridge over Flushing Creek within Flushing Meadows-Corona Park by the New York City Department of Design and Construction (NYCDDC) and NYC Parks proposing reconstruction of the Passerelle Bridge, improvements to the Candela structures and Malcolm X Promenade intersections at Boat Basin Place. The LIRR plans to reconstruct the Mets-Willets Point LIRR Station starting in 2026. A completion date has not yet been announced.

Zoning

There are no anticipated zoning map changes within the study area under the No-Action condition.

Public Policy

There are no planned changes in public policy applicable to the Project Area and quarter-mile study area under the future No-Action condition.

With-Action Condition

As mentioned in **Chapter 1, Project Description**, the Proposed Actions would result in the redevelopment of approximately 78 acres of underutilized, largely asphalt surface parking areas adjacent and accessory to Citi Field located west of Seaver Way with a major mixed-use development. The Proposed Project is anticipated to be comprised of up to 3.7 million sf of new construction, including destination entertainment that includes a music hall, hotel, a gaming facility, convention and meeting space, and restaurant and retail space as well as office and community facility space. In addition to the commercial development, the Proposed Project would also include public park space—at least 20 acres of the Development Site would remain as mapped parkland and

[3] The zoning and land use actions associated with the Willets Point Phase 2 Development were approved by the City Council in April 2024.

be improved with landscaping and other amenities for public recreation—and other public realm improvements as well as structured parking facilities to accommodate up to 13,750 spaces.

Land Use

Development Site and Project Area

Mixed-Use Development

The Proposed Project would contain a mix of entertainment, hotel, commercial, office and community facility space. The approximately 3.7 million sf of mixed-use space would span two separate areas of development: Area of Development A that would comprise the western portion of the Development Site and Area of Development B, located just south of Citi Field (see **Figure 2-4**).

Area of Development A, would include up to:

- 2,118,000 gsf of hotel space with up to 2,300 rooms;
- 150,000 gsf of convention and meeting space;
- 352,000 gsf of gaming facility space and 93,000 gsf for gaming facility back-of-house uses;
- 290,610 gsf of music hall space with 5,655 seats;
- 102,330 gsf of retail space;
- 198,790 gsf of restaurant space;
- 149,270 gsf of hotel amenity space.

Parking would be located on the first two levels of the primary building and a separate six-level parking structure at Area of Development A for a total of 5,500 spaces. The uses within Area of Development A are envisioned as a year-round integrated entertainment use that would be a regional destination for visitors and a job center.

Area of Development B, would include the following uses, which are envisioned to support Citi Field visitors, local visitors, and residents:

- 118,000 gsf of restaurant space;
- 32,000 gsf of retail space;
- 37,000 gsf of office space;
- 25,000 gsf of community facility space.

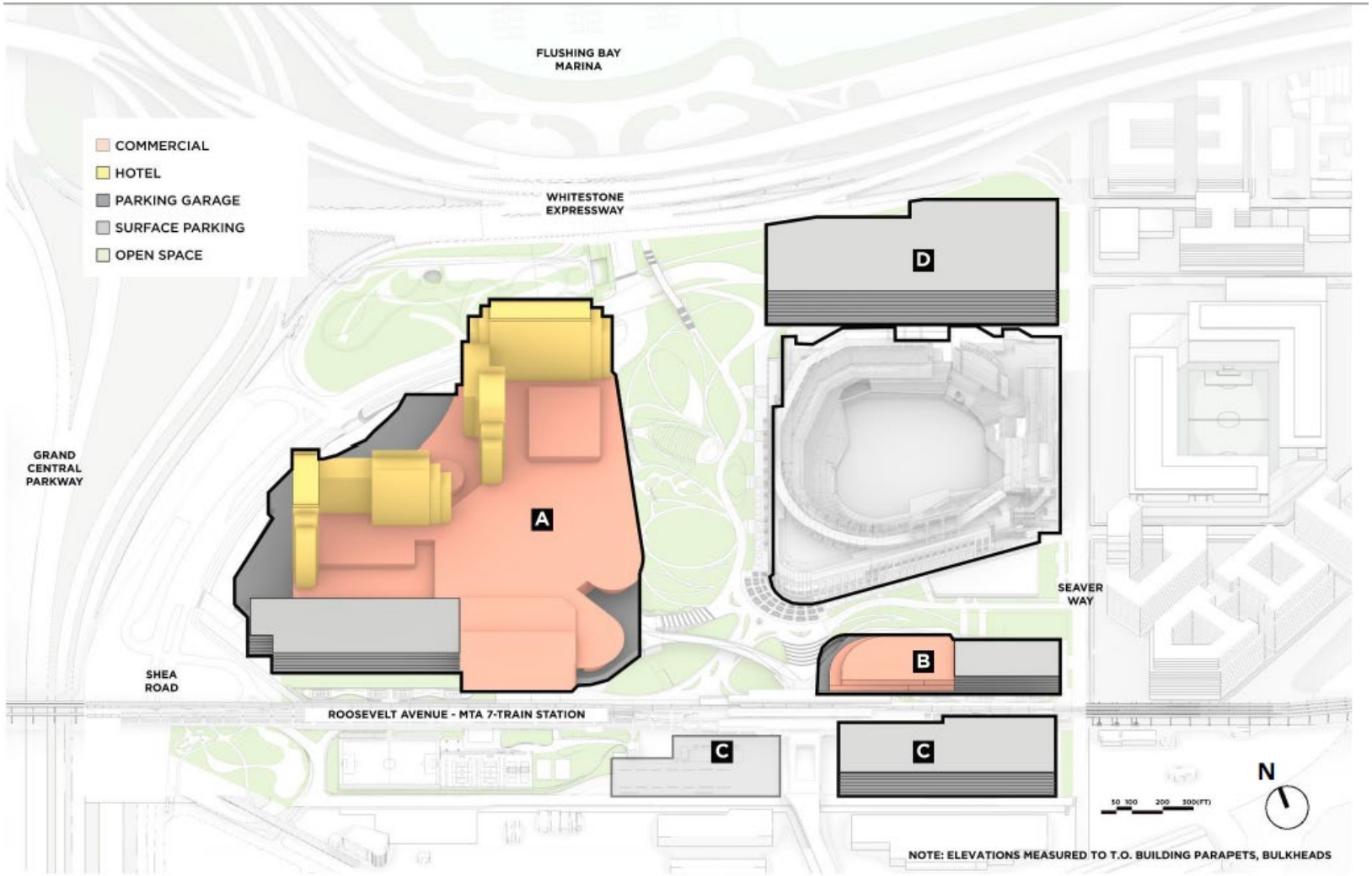
The proposed restaurant and retail spaces, including a food hall, would support visitors, fans, and local residents that would visit the variety of other uses in the study area. Office space would be ancillary spaces to support the Area of Development B and stadium uses. The community facility space would provide flexible meeting rooms and event spaces for community-based organizations to use on a temporary basis. Area of Development B would also include up to 825 parking spaces in a parking structure and 74 surface parking spaces.

Areas of Development C, located directly south of Roosevelt Avenue, and Area of Development D, located just north of Citi Field, would include parking structures (4,200 spaces within Area of Development D and 2,901 spaces within Area of Development C) ranging from nine- to twelve-stories tall. Area of Development C would also include a surface parking lot containing 250 spaces.

Parking, loading, and mechanical uses on the Development Site are estimated to encompass up to a maximum of 6,726,785 gsf with up to 13,750 parking spaces within structured and surface parking.

As described and shown in **Chapter 5, Open Space**, the land area associated with Area of Development A and a relocated highway ramp would be demapped as parkland comprising approximately 25 acres. The remaining land areas adjacent to Areas of Development B, C, and D would remain as parkland.

Figure 2-4 Illustrative Massing of Proposed Project and Uses



Source: SHoP Architects and Field Operations

Note: Development Footprints for Illustrative Purposes Only

Public Realm

A number of public park spaces, totaling at least 20 acres—including passive open space, landscaped areas, walking paths, and active open space such as athletic fields and other sports facilities—would be located throughout the development to provide spaces for recreation as well as bicycle and pedestrian circulation to connect to existing park uses in Flushing Meadows Corona Park and Flushing Bay Marina and Malcolm X Promenade. The public park space would be open to the public every day during daytime as well as nighttime, with the exact hours of operation to be determined in consultation with the City. Amenities would include sports courts, lawns, playgrounds, walking paths, and more. Additionally, landscaping would be provided throughout the other areas of the Development Site, including rain gardens, trees, and planting beds. **Chapter 5, Open Space** and **Chapter 8, Urban Design and Visual Resources** discuss these features in greater detail.

Within the Project Area, there are a number of transit, bike, and pedestrian improvements that are proposed as part of the design of the Proposed Project. Pedestrian improvements include promenades and landscaped pathways, a pedestrian bridge over Shea Road that would connect to a protected bike and pedestrian way underneath the Whitestone Expressway, a pedestrian/bike bridge over the highway ramps, and other improvements to crosswalks, sidewalks, and lighting. These improvements are proposed to improve connections as well as the pedestrian experience and safety. The Proposed Project includes transit improvements to the Mets-Willets Point NYCT No. 7 Train Subway Station, which are discussed in further detail in **Chapter 1, Project Description** and **Chapter 14, Transportation**.

Additionally, improvements are proposed to key roadways and highway access points, including roadway and ramp reconfigurations. A new Grand Central Parkway highway ramp (reviewed by the New York State Department of Transportation), necessary to enhance the safety and overall capacity of the ramp system, would be located just north and west of the Whitestone Expressway. **Chapter 1, Project Description** and **Chapter 14, Transportation** discuss these improvements in greater detail.

Completion of the Proposed Project is anticipated by 2030.

Study Area

The Proposed Actions would apply only to the Development Site and Project Area and would not facilitate any other new development in any other part of the study area.

Assessment

The Proposed Project would introduce new, large-scale commercial and entertainment uses to the Development Site, which currently contains only surface parking accessory to Citi Field. The proposed parking structures would serve visitors to Citi Field and allow commuter parking spots in the same manner as the existing parking. The approximately 53 acres of vacant asphalt parking that today is not available to the public and is left largely unused on non-game days would be reduced to a smaller parking footprint, with the placement of parking in multi-story parking garages and substituted with uses that would activate the site.

The uses proposed would form a year-round, mixed-use commercial and recreational entertainment hub that would create a regional destination. These uses are consistent with those existing and planned in the study area, including the major recreation and entertainment destinations of Citi Field, the No-Action mixed-use Willets Point Phase 1 and Phase 2 developments that include retail, hotel, open space, housing and a soccer stadium, Flushing Bay Marina and Malcolm X Promenade, and

Flushing Meadows Corona Park, which contains entertainment uses and other destinations such as the USTA Tennis Center located in the study area as well as the Queens Museum, Queens Zoo, and Queens Botanical Garden located outside of the study area. The Proposed Project is not anticipated to result in adverse changes to any of these major destinations in the surrounding area as the changes introduced by the Proposed Actions would be specific to the Project Area. The proposed restaurant and retail uses would be supportive of existing entertainment uses as well as the new neighborhood proposed to the east. The proposed community facility space would be available to community-based organizations and non-profits.

Furthermore, the change in land use would also include the proposed 20 acres of public park space on the site, which would also be consistent with and complement surrounding open space uses. Although mapped as parkland, the Development Site contains surface parking lots leased to the Mets, is not available to the general public, and is not used for recreational purposes. The creation of significant public park spaces would enhance connectivity to adjacent open spaces by allowing visitors to walk directly from the waterfront and Malcolm X Promenade through the Development Site to Flushing Meadows Corona Park in public park space. It would provide major amenities like sports courts, lawns, playgrounds, and walking paths to local residents, workers, and area visitors alike. The areas proposed for a new Grand Central Parkway highway ramp that would be located in a portion of Flushing Meadows Corona Park just north and south of the Whitestone Expressway intersects with a small perimeter portion of a parking lot, a narrow, unusable landscaped area between an existing ramp to Grand Central Parkway (Marina Road) and the Whitestone Expressway and a portion of Marina Road. This parking lot has an NYC Parks sign indicating it as "Marina Parking Lot B" and is located to the west of Boat Basin Place. The Marina Parking Lot B (as well as Marina Parking A directly to the east) is meant to serve boat permit holders. Although the parking spaces in Marine Parking Lot B are not striped, it is estimated that the lot has an approximate capacity of 60 spaces. The proposed highway ramp would eliminate approximately less than 20 surface parking spaces on the perimeter of the lot, with approximately 40 spaces remaining in the surface parking lot. Additionally, ample parking for marina uses is available in Marina Parking Lot A located directly east of Marine Parking Lot B to the east of Boat Basin Place and as well as the Marina East Lot and Marina West Lot located north of Marina Road. Therefore, the Proposed Project is not anticipated to result in adverse changes to the adjacent open spaces in the surrounding study area as the changes introduced by the Proposed Project would be specific to the Development Site and Project Area only.

As noted earlier, the Whitestone Expressway and Northern Boulevard together form approximately 17 lanes of elevated roadway to the north of the Development Site and are a major land use and piece of infrastructure. The Grand Central Parkway runs to the west of the Development Site and contains nine lanes. The northern portion of the study area, particularly the eastern and western corners, are dominated by ramps to access these roadways, and surrounding space containing trees and grassy areas. As shown in **Figure 2-1**, there is very little vacant land in this portion of the study area. With the Corona neighborhood to the west separated from the Development Site by major highway infrastructure, the Proposed Project is not anticipated to result in adverse changes to the largely residential uses in this portion of the study area as the changes introduced by the Proposed Project would be site-specific. However, the proposed mixed-use commercial, recreational and entertainment land uses would be compatible with the commercial buildings along Roosevelt Avenue in the Corona neighborhood.

The proposed transit and pedestrian improvements, along with the proposed roadway improvements and highway access points, would improve connections to the Development Site as well as pedestrian safety, helping visitors better access and experience the site.

In summary, the Proposed Project would result in a land use change on the Development Site that would enhance the existing land uses on the Development Site, transforming it from underutilized, largely asphalt surface parking areas to a major mixed-use development with significant public park spaces. As described above, the proposed mixed-use commercial, recreational and entertainment land uses would create a regional destination that would be compatible and consistent with existing destination recreational and entertainment uses in the study area including Citi Field, the USTA Tennis Center, and Flushing Meadows Corona Park as well as the No-Action mixed-use development in Willets Point. As set forth in the analysis above, the changes introduced by the Proposed Project would be site-specific. The Proposed Project is not anticipated to result in adverse land use changes to the largely residential uses in the Corona neighborhood to the west because it is separated from the Development Site by major highway infrastructure. The portion of the study area to the east of the Development Site will be redeveloped in the No-Action condition by the Willets Point Phase 1 and Phase 2 developments, and therefore it is not anticipated that the Proposed Project would result in commercial land use changes to the east. In fact, the Proposed Project would introduce commercial uses that would be more compatible than under existing conditions to the planned developments in the study area. South of the Development Site is the MTA Corona Rail Yard and Casey Stengel Bus Depot as well as the open space portions of Flushing Meadows Corona Park.; the Proposed Project is not anticipated to result in changes to the MTA or Flushing Meadows Corona Park land uses. Therefore, the Proposed Actions would not result in significant adverse impacts to land use.

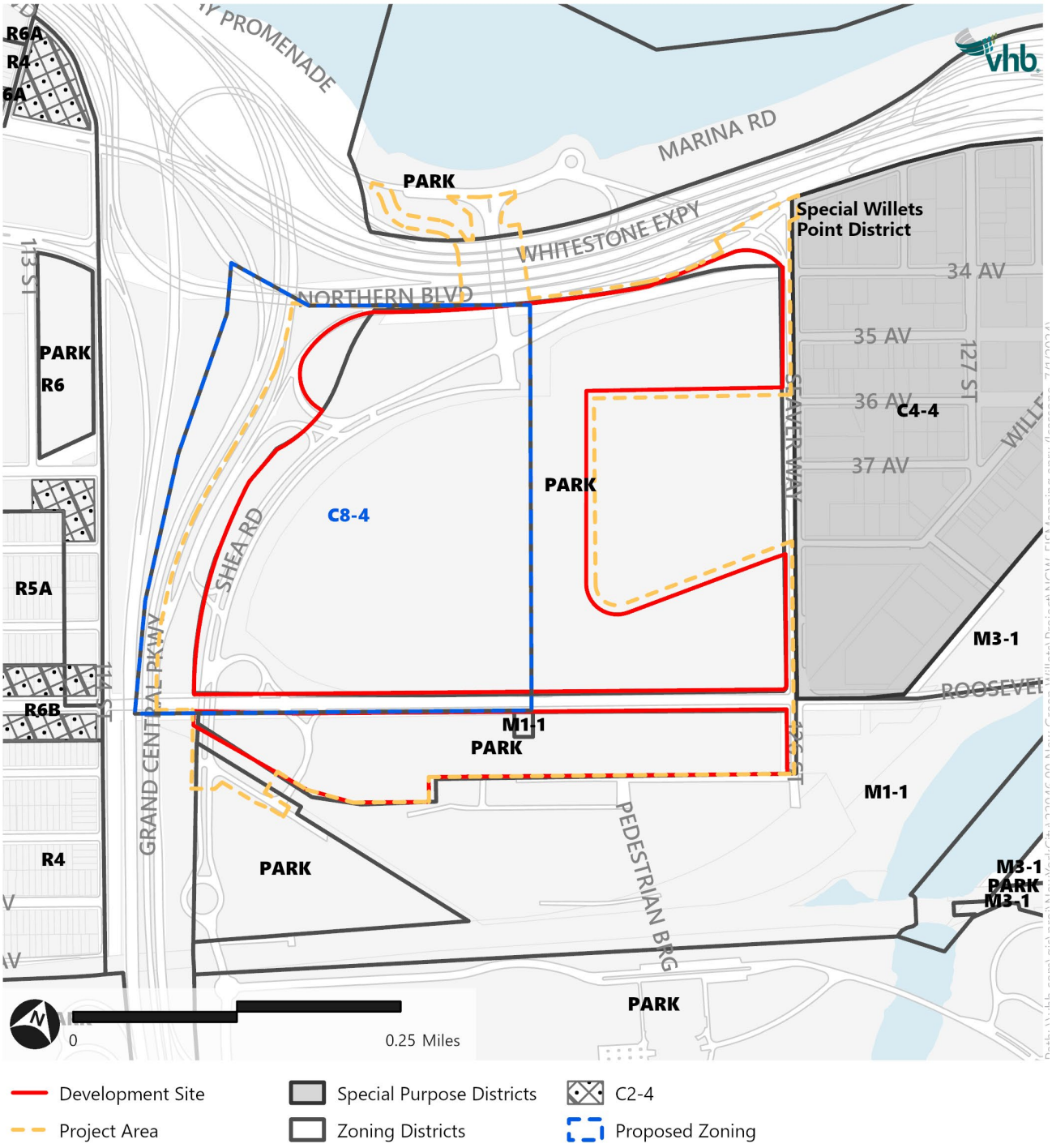
Zoning

To facilitate the Proposed Project, the Applicant is seeking several City and State approvals. As it relates to land use and zoning, the Applicant is seeking City approvals including the following:

1. City map amendments, including:
   - Demapping of approximately 25 acres of parkland corresponding to Area of Development A, which would be leased to the Applicant, and a relocated ramp to the westbound Grand Central Parkway. The other areas in the Development Site currently mapped as parkland would remain as such.
   - Demapping of approximately 1.4 acres of streets corresponding to site access improvements, which would be leased to the Applicant, and park improvements within the existing boundary of the Grand Central Parkway.
   - Mapping of approximately 0.7 acres of streets corresponding to a relocated ramp to the westbound Grand Central Parkway.
   - Mapping of approximately 0.8 acres of parkland corresponding to park improvements within the existing boundary of Grand Central Parkway.
2. A zoning map amendment, to map C8-4 zoning district on the property bounded by the centerline of Northern Boulevard to the north, a line 970 feet parallel with and southwesterly of 126th Street to the east, the centerline of Roosevelt Avenue to the south, and the centerline of the Grand Central Parkway to the west (see **Figure 2-5**). This rezoning area encompasses the western portion of the Development Site.

The state must authorize the City to effectuate the city map changes affecting parkland by adopting state legislation, which is not subject to CEQR. The Proposed Project also requires a license from the New York State Gaming Commission.

Figure 2-5 Proposed Zoning Map



The state must authorize the City to effectuate the city map changes affecting parkland by adopting state legislation, which is not subject to CEQR. The Proposed Project also requires a license from the New York State Gaming Commission.

Assessment

The proposed city map changes and zoning map amendment would allow commercial development on a portion of the Development Site while maintaining a majority of the Development Site as mapped parkland. The proposed city map changes would be conditioned upon the receipt of a gaming facility license and therefore the permitted uses and density on the Development Site would be limited to those of the Proposed Project as set forth in the license.

The proposed C8-4 district is consistent with the zoning in the study area and the citywide zoning framework for casinos. A C8-4 commercial district permits commercial uses with a maximum FAR of 5.0. (The Proposed Actions would therefore allow an increase of 5.0 commercial FAR compared to the No-Action condition, under which the Development Site is mapped parkland that does not permit non-park uses.) No residential use is allowed. Certain community facility uses are permitted up to a maximum FAR of 6.5. While the C8-4 district regulations do not contain any height limit, Federal Aviation Administration (FAA) regulations regarding proximity to the flight paths of LaGuardia Airport limit development on the Development Site to a maximum height of 344 feet. The proposed C8-4 district (in conjunction with the Gaming Facility Text Amendment described below) is consistent with the C4-4 (WP) district to the east, which allows for regional commercial uses and permits FARs ranging from 2.0 to 5.0. The Development Site is separated from other zoning districts to the west in the study area by large highways.

The zoning map amendment would be consistent with the framework established by the recently enacted Gaming Facility Text Amendment. This citywide gaming facility text allows a gaming facility in C4, C5, C6, C7, and C8 commercial districts as well as M1, M2, and M3 manufacturing districts provided it is operating under a gaming license issued by the New York State Gaming Commission. The text provides that a gaming facility, as approved by the State, will be deemed complying and conforming with all applicable zoning regulations. The change to a C8-4 district would allow the Gaming Facility Text Amendment to apply to the Development Site. If the New York State Gaming Commission issues a gaming license for the Proposed Project, the uses, bulk, and parking of the Proposed Project as set forth in the gaming license would be deemed in compliance with the Zoning Resolution. If the Applicant is not awarded a gaming facility license, the alteration maps for the city map changes will not be filed, the Development Site area would remain mapped parkland for the stadium under a lease to Queens Ballpark, LLC, and the zoning map amendment would not take effect.

As discussed above, the commercial development proposed in the C8-4 district is consistent with the existing and planned uses in the study area, and the Proposed Project includes the creation of landscaped areas programmed for active and recreational use on mapped parkland that, under existing conditions, are asphalt parking lots that are open only for certain events. The Proposed Project buildings would range in height from approximately 112 feet to 344 feet. This development would be similar to the bulk and density under the Willets Point development, which is proposed to introduce buildings at a maximum of 167 feet in height and approximately 835,000 gsf of new commercial and stadium uses.

Because the Proposed Actions would not alter the zoning designation beyond the Project Area and the Proposed Project on the Project Area would be consistent with surrounding land uses, the Proposed Actions would not result in significant adverse zoning impacts.

Public Policy

Economic Recovery Blueprint

In 2022, the City released the Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery following the COVID-19 pandemic. Prior to the pandemic, New York City's overall economy was strong and growing with low unemployment and poverty rates as observed in 20 years. However, during and after the pandemic, underlying issues related to inequities in race, health, and environmental injustice was further exacerbated. The plan outlines five strategies to achieve New York City's economic recovery and mitigates the impacts of social inequities:

Restart our city's economic engines and reactivate the public realm.

The Proposed Project would further the City's goal of fueling economic engines and reactivating the public realm. The Proposed Project would create public park space, improve connections to the Mets-Willets Point NYCT No. 7 Train Subway Station, and create year-round entertainment uses. Additionally, the Proposed Project would create significant jobs and economic activity. The Project would provide a wide array of different job opportunities, comprising both the thousands of direct jobs at the new facility and jobs in the local community generated through partnerships with local suppliers and vendors. Local hiring efforts would be supported by opening local recruitment centers; partnerships with workforce development organizations; and robust training programs. In addition to additional economic activity and revenue created via job creation, the project would generate significant economic activity both through contracting and visitor spending, including spillover benefits to the local economy from the patronage of visitors to the Proposed Project. These and related benefits are discussed further in **Chapter 1, Project Description**.

Encourage visitors to return to New York City and rebuild and strengthen our tourism and hospitality industries.

The Proposed Project would transform the existing underutilized parking lots into a unique mixed-use recreational, commercial, and entertainment hub with extensive public park space consisting of destination entertainment including a gaming facility, music hall, hotel with up to 2,250 rooms, convention and meeting space, a restaurant, and retail space. The Proposed Project would draw visitors by creating entertainment destinations, food and beverage options, new recreation opportunities, and better connections to surrounding areas.

Connect New Yorkers to quality jobs and in-demand skills.

As described in **Chapter 1, Project Description,** the Proposed Project would provide approximately ~~7,530~~7,400 new, full-time equivalent jobs (direct jobs) to support the commercial, public park space, and entertainment uses on site—which would benefit local residents, workers, the broader Queens neighborhoods, and New York City as a whole. Additionally, the Proposed Project would generate approximately 17,000 direct construction jobs over the five-year construction period. As such, the Proposed Project would support this initiative by expanding job opportunities for New Yorkers.

Flushing Creek Study

To improve the health of Flushing Creek, the Proposed Project would manage runoff volumes from increased precipitation and more frequent high intensity storm events. As described in **Chapter 11, Water and Sewer Infrastructure**, green stormwater management practices (SMPs) including stormwater planters, rain gardens, and cisterns would be incorporated to support retention and detention volume requirements. Importantly, the Proposed Project would alleviate discharges from the Development Site that occur today and would continue under the No-Action condition. Thus, with the implementation of these strategies, the Proposed Project would manage direct and indirect discharges to water bodies in a manner consistent with the Flushing Creek Study.

Flushing Meadows-Corona Park Strategic Framework Plan

The Proposed Project would be consistent with several strategies of the Flushing Meadows Corona Park Strategic Framework Plan, which seeks to improve pedestrian access in and around the park. Unlike the No-Action condition, the Proposed Project would include public park space, improve access to the Malcolm X Promenade, and enhance connections to the surrounding neighborhoods by realigning roadways and installing traffic management measures. Furthermore, existing parking would be maintained, but in a manner that reduces the footprint and replaces open surface parking with activated public park space and mixed-use development, improving the pedestrian experience. As discussed in **Chapter 5, Open Space**, although mapped as parkland, the Development Site contains surface parking lots leased to the Mets, is not available to the general public, and is not used for recreational purposes. While the Proposed Project would require demapping portions of the Development Site as parkland, it would also transform a significant portion of the existing surface parking lots into public park space for active and passive recreation. The Proposed Project would support other goals of the Plan detailed below:

A net increase in healthy, sustainable, natural areas, with a net gain in vegetation cover to encourage wildlife and improve air quality.

The Proposed Project would introduce approximately 20 acres of public park space as well as additional non-recreational landscaped space, green roofs, and private rooftop open space. This would significantly increase the vegetative cover on the site and provide areas for gathering, play, respite, ecological communities, and shade while connecting to transit and other surrounding open spaces, including Flushing Bay and the Flushing Meadows Corona Park. See **Chapter 5, Open Space** and **Chapter 9, Natural Resources**.

Reduce rather than increase dependency on private automobile use to access the Park, and encourage walking, bicycling and the use of public transportation.

As discussed in **Chapter 1, Project Description**, a number of improvements are proposed within the area of the Mets-Willets Point NYCT No. 7 Train Subway Station and along the pathways to the waterfront, which would strengthen connections between Flushing Bay, the Development Site, and Flushing Meadows Corona Park.

Several pedestrian improvements are proposed as part of the design of the Proposed Project. Promenades and landscaped pathways are proposed to connect pedestrians from the Marina and Seaver Way through the Development Site and to the transit and public park spaces within and south of the Project Area. Improvements to the crosswalks would also enhance safety and would accommodate the higher number of expected pedestrian crossings at these locations. Sidewalks

would be added along Shea Road and widened along Roosevelt Avenue. The mid-block crosswalks connecting the north and south sides of Roosevelt Avenue at the Mets-Willets Point NYCT No. 7 Train Subway Station would be widened and enhanced. In addition, a new crosswalk would be added across Roosevelt Avenue at Stadium Place South.

A pedestrian bridge would be provided over Shea Road and connect to a protected bike and pedestrian way underneath the Whitestone Expressway on the western side of Boat Basin Place. In addition, a pedestrian/bike bridge over the highway ramps would replace the existing at-grade crosswalk at the ramp from the westbound Grand Central Parkway to the eastbound Whitestone Expressway, enhancing pedestrian and cycling safety. This bridge would enhance the connection between the Development Site and the pathways along the waterfront and the North Corona neighborhood to the west and connect to the existing bicycle paths at 34th Avenue. Lighting improvements and a protected zone for bikes and pedestrians would be included along Roosevelt Avenue under the elevated No. 7 Subway tracks to improve pedestrian experience and safety.

Furthermore, the design of the proposed parking garages would contain areas designated for buses and rideshare and commuter spaces. Therefore, it would encourage visitors to use public transit and rideshare options.

Therefore, the proposed transit and pedestrian improvements as well as the design of the structured parking would improve the function of existing park uses in Flushing Meadows Corona Park and encourage walking, bicycling and the use of public transportation.

Reduce run-off into adjacent water bodies, especially from paved surfaces and/or fertilized landscaped areas.

The replacement of impermeable surface parking with a mix of green roofs and softscape on top of floodplain-compliant structures as well as at-grade landscaped public park space would also help reduce stormwater runoff and improve the site's resiliency by enhancing biodiversity and mitigating the heat-island effect. Approximately 6.8 acres of new net pervious surface would be added to the Project Area in addition to many areas that would contribute to the detention of stormwater. See **Chapter 9, Natural Resources** and **Chapter 11, Water and Sewer Infrastructure**.

Flushing West Neighborhood Planning Study & Flushing Waterfront Revitalization Plan

The Proposed Project would support several of the strategies outlined in the Flushing West Neighborhood Planning Study, which informed the Flushing Waterfront Revitalization Plan through the creation of jobs and an infrastructure improvements.

Economic Development. Foster jobs and economic opportunity.

The Proposed Project would transform the existing underutilized parking lots into a unique mixed-use recreational, commercial, and entertainment hub providing opportunities for recreation, work, dining, and entertainment in the area immediately surrounding Citi Field. The uses would result in the creation of approximately 7,400 new full-time equivalent jobs during the operational period and approximately 17,000 full-time equivalent construction jobs during the construction period.

Community Resources. Invest in services and infrastructure.

The Proposed Project would introduce approximately 20 acres of public park space, which would provide areas for gathering, play, and respite, providing a major amenity to visitors and local

residents, including residents of Flushing, Corona, Jackson Heights, Elmhurst, and the Willets Point neighborhood.

Area of Development B would include community facility space, which would be made available to community-based organizations.

The proposed project would introduce critical pedestrian and cycling connections to transit and other surrounding open spaces, including Flushing Bay and Flushing Meadows Corona Park. Improvements would also be made for better connections to the Mets-Willets Point NYCT No. 7 Train Subway Station to make it accessible and to better connect to the Development Site and uses to the south.

OneNYC 2050

The Proposed Project would support several of the goals of OneNYC detailed below.

An Inclusive Economy. Grow the economy with good-paying jobs and prepare New Yorkers to fill them.

As discussed above, the Proposed Project would provide approximately 7,400 new direct permanent jobs in the form of dining, and entertainment uses. As such, the Proposed Project would support this initiative by expanding job opportunities for New Yorkers.

Thriving Neighborhoods. Ensure all New Yorkers have access to neighborhood open spaces and cultural resources.

The Proposed Project would introduce over 20 acres of public park space, which would provide areas for gathering, play, respite, and critical pedestrian and cycling connections to transit and other surrounding open spaces, including Flushing Bay and Flushing Meadows Corona Park. The public park spaces would provide a major amenity to visitors and local residents, including residents of Flushing, Corona, Jackson Heights, Elmhurst, and the Willets Point neighborhood.

A Livable Climate. Strengthen communities, buildings, infrastructure, and the waterfront to be more resilient.

As discussed above, the Proposed Project would introduce vegetation to the site, solar reflective surfaces to mitigate heat, and include stormwater and inland flood management mechanisms. See **Chapter 16, Greenhouse Gas Emissions and Climate Change**, for an assessment of the Proposed Project's GHG emissions.

As discussed below under the WRP Consistency Assessment, the Proposed Project would be consistent with the goals of the WRP and would facilitate development in an appropriate area that is within the City's Coastal Zone.

Waterfront Revitalization Program

Because the Project Area is located within the New York City Coastal Zone, the Proposed Actions are subject to review for their consistency with the City's WRP. In accordance with the guidelines of the *CEQR Technical Manual*, a preliminary evaluation of the Proposed Actions' consistency with the WRP policies was undertaken. This preliminary evaluation requires completion of the WRP Consistency Assessment Form (CAF), which contains a series of questions designed to screen out those policies

that would have no bearing on a consistency determination for a proposed action (see **Appendix B**). The CAF lists the WRP policies and indicates whether a proposed project would promote or hinder that policy, or if that policy would not be applicable. For any policies which may be affected, this section provides additional information and assessment. As detailed in **Appendix B** the Proposed Actions would be consistent with WRP policies (WRP #23-221).