

# Queens Future

## Environmental Assessment Statement

### PREPARED FOR

New York City Office of Deputy Mayor  
for Housing, Economic Development  
and Workforce

CEQR# 23DME006Q

### PREPARED BY



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November 8, 2023



# City Environmental Quality Review

## ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency ([see instructions](#))

### Part I: GENERAL INFORMATION

**PROJECT NAME** Queens Future

#### 1. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)  
23DME006Q

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)  
TBD

OTHER REFERENCE NUMBER(S) (if applicable)  
(e.g., legislative intro, CAPA)

#### 2a. Lead Agency Information

NAME OF LEAD AGENCY  
New York City Office of Deputy Mayor for Housing,  
Economic Development and Workforce

#### 2b. Applicant Information

NAME OF APPLICANT  
Queens Future, LLC

NAME OF LEAD AGENCY CONTACT PERSON  
Hilary Semel, Director

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON  
c/o David Karnovsky, Land Use Counsel, Fried, Frank,  
Harris, Shriver & Jacobson LLP

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#### 3. Action Classification and Type

##### SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 6 NYCRR 617.4(b)(6)(vi); 617.4(b)(9); 617.4(b)(10)

**Action Type** (refer to [CEQR Technical Manual Chapter 2](#), "Establishing the Analysis Framework" for guidance)

☒ LOCALIZED ACTION, SITE SPECIFIC

☐ LOCALIZED ACTION, SMALL AREA

☐ GENERIC ACTION

#### 4. Project Description

Queens Future, LLC (the "Applicant") proposes to redevelop 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 "Queens Future Project" or "Proposed Project"). The Queens Future Project is anticipated to be comprised of up to approximately 3.7 million square feet of new construction, including destination entertainment including a music hall, hotel, a gaming facility, convention and meeting space, restaurant and retail space, as well as office and community facility uses. In addition to the commercial development, the Proposed Project would also public park space—at least 20 acres of the Development Site would be improved with landscaping and other amenities for public recreation—and other public improvements, as well as structured parking facilities to accommodate up to 13,750 spaces.

The parking areas which comprise the majority of the Development Site are located in Flushing Meadows Corona Park, which is mapped parkland, and provide accessory parking for the adjacent Citi Field baseball stadium. The property is owned by the City of New York. It is predominantly leased to Queens Ballpark Company, L.L.C. (Ballpark, LLC) pursuant to state law enacted in 1961 in connection with the construction of Shea Stadium. Shea Stadium was later demolished and replaced with Citi Field.

To facilitate the Proposed Project, the Applicant is seeking several City and State approvals. The Applicant will require the approval of several land use actions including City Map amendments, a zoning map amendment and dispositions of city property additional land use actions, as needed, to facilitate the Proposed Project. The City approvals also include amendments to the stadium lease, project agreements, and other project documents relating to the Citi Field parking areas and new agreements in connection with the Proposed Project, including approval of business terms; approvals by the NYC Department of Transportation, NYC Department of Environmental Protection and NYC Department of Parks and

Recreation and other city agencies for public improvements, as applicable; and authorization of potential financing by the NYC Industrial Development Agency or other agency. For State approvals, the Proposed Project will require approval of state legislation authorizing the alienation of portions of parkland to allow for the Proposed Project; state legislation is not subject to SEQRA; NYSDOT approval for highway access improvements along westbound Grand Central Parkway Exit 9E to and from Shea Road and to the Whitestone Expressway, additional NYSDOT and NYCDOT approvals as may also be required in connection with the roadway and other improvements; Approval by the Metropolitan Transportation Authority (MTA) for improved connections to the Mets-Willets Point No. 7 Train NYCT Subway Station; and approval by the Gaming Facility Location Board and a license from the New York State Gaming Commission. Ministerial actions, including design approval by the Public Design Commission and other permits, licenses, certifications, and approvals as may be necessary.

**Project Location**

BOROUGH Queens	COMMUNITY DISTRICT(S) not within CD. Adjacent to Queens 3, 4 and 7	STREET ADDRESS 123-01 Roosevelt Avenue
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TAX BLOCK(S) AND LOT(S) Block 1787, Lots 1 and portions of 20; Block 2018, portions of Lot 1500	ZIP CODE 11368
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DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Development Site is bounded by Seaver Way to the east, the MTA Corona Yard to the south, Grand Central Parkway and Shea Road to the west, and Northern Boulevard to the north.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY Park; M1-1; R3-2	ZONING SECTIONAL MAP NUMBER 10b
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**5. Required Actions or Approvals** (check all that apply)

**City Planning Commission:** ☒ YES ☐ NO ☐ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

<input checked="" type="checkbox"/> CITY MAP AMENDMENT	<input type="checkbox"/> ZONING CERTIFICATION	<input type="checkbox"/> CONCESSION
<input checked="" type="checkbox"/> ZONING MAP AMENDMENT	<input type="checkbox"/> ZONING AUTHORIZATION	<input type="checkbox"/> UDAAP
<input type="checkbox"/> ZONING TEXT AMENDMENT	<input type="checkbox"/> ACQUISITION—REAL PROPERTY	<input type="checkbox"/> REVOCABLE CONSENT
<input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY	<input checked="" type="checkbox"/> DISPOSITION—REAL PROPERTY	<input type="checkbox"/> FRANCHISE
<input type="checkbox"/> HOUSING PLAN & PROJECT	<input checked="" type="checkbox"/> OTHER, explain: Additional land use actions, as needed to facilitate the Proposed Project	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

**Board of Standards and Appeals:** ☒ YES ☐ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☒ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

**Department of Environmental Protection:** ☒ YES ☐ NO ☐ Cogeneration Facility ☐ Title V Permit**Other City Approvals Subject to CEQR** (check all that apply)

<input type="checkbox"/> LEGISLATION	<input type="checkbox"/> FUNDING OF CONSTRUCTION, specify:
<input type="checkbox"/> RULEMAKING	<input type="checkbox"/> POLICY OR PLAN, specify:
<input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES	<input type="checkbox"/> FUNDING OF PROGRAMS, specify:
<input type="checkbox"/> 384(b)(4) APPROVAL	<input type="checkbox"/> PERMITS, specify:
<input checked="" type="checkbox"/> OTHER, explain: City approval of amendments to the stadium lease, project agreements, and other project documents relating to the Citi Field parking areas and new agreements in connection with the Proposed Project, including approval of business terms; Approvals by the NYC Department of Transportation (NYCDOT), NYC Department of Environmental Protection (NYCDEP), and NYC Department of Parks and Recreation (NYCDPR) and other city agencies for public improvements, as applicable; and Authorization of potential financing by the NYC Industrial Development Agency or other agency.	

**Other City Approvals Not Subject to CEQR** (check all that apply)

<input checked="" type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL
<input type="checkbox"/> OTHER, explain:	

**State or Federal Actions/Approvals/Funding:** ☒ YES ☐ NO If "yes," specify: Approval of State legislation authorizing the alienation of portions of parkland to allow for the Proposed Project; NYSDOT approval for highway access improvements along westbound Grand Central Parkway Exit 9E to and from Shea Road and to the Whitestone Expressway. Additional NYSDOT and NYCDOT approvals as

may also be required in connection with the roadway and other improvements; Approval by the Metropolitan Transportation Authority (MTA) for improved connections to the Mets-Willets Point No. 7 Train NYCT Subway Station; New York State Department of Environmental Conservation SWPPP/SPDES permits; Approval by the Gaming Facility Location Board and a license from the New York State Gaming Commission.

**6. Site Description:** *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

**Graphics:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> SITE LOCATION MAP  | <input checked="" type="checkbox"/> ZONING MAP  | <input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP |
| <input checked="" type="checkbox"/> TAX MAP  | <input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S) |   |
| <input checked="" type="checkbox"/> PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP |   |   |

**Physical Setting** (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 3.3 million

Waterbody area (sq. ft.) and type:

Roads, buildings, and other paved surfaces (sq. ft.): 3.3 million

Other, describe (sq. ft.):

**7. Physical Dimensions and Scale of Project** (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): see description below

NUMBER OF BUILDINGS: 2 buildings and 4 parking structures (2 of which are integrated within the 2 buildings)

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):

Area A Mixed Use Development = 3,454,000;

Area B = 212,000;

Parking structures (across all areas) = 6,726,785

HEIGHT OF EACH BUILDING (ft.): range between 50-344 feet

NUMBER OF STORIES OF EACH BUILDING: Range between 3-25 stories

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO

If "yes," specify: The total square feet owned or controlled by the applicant:

The total square feet not owned or controlled by the applicant:

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO

If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: 3.3 million sq. ft. (width x length)

VOLUME OF DISTURBANCE: TBD cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 3.3 million sq. ft. (width x length)

**8. Analysis Year** [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2030

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 72 months

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: To come in EIS

**9. Predominant Land Use in the Vicinity of the Project** (check all that apply)

☐ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

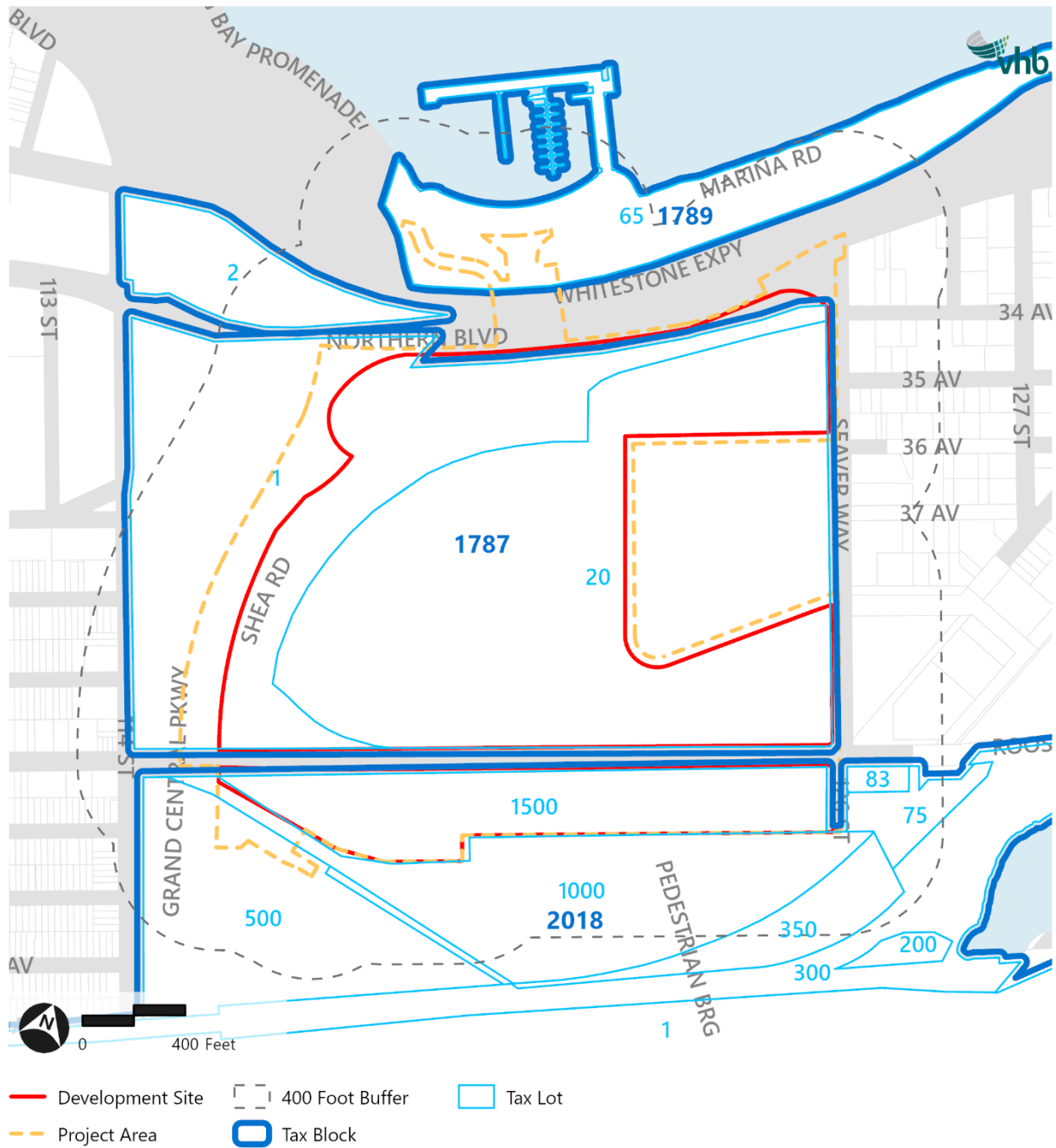
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## EAS Figures

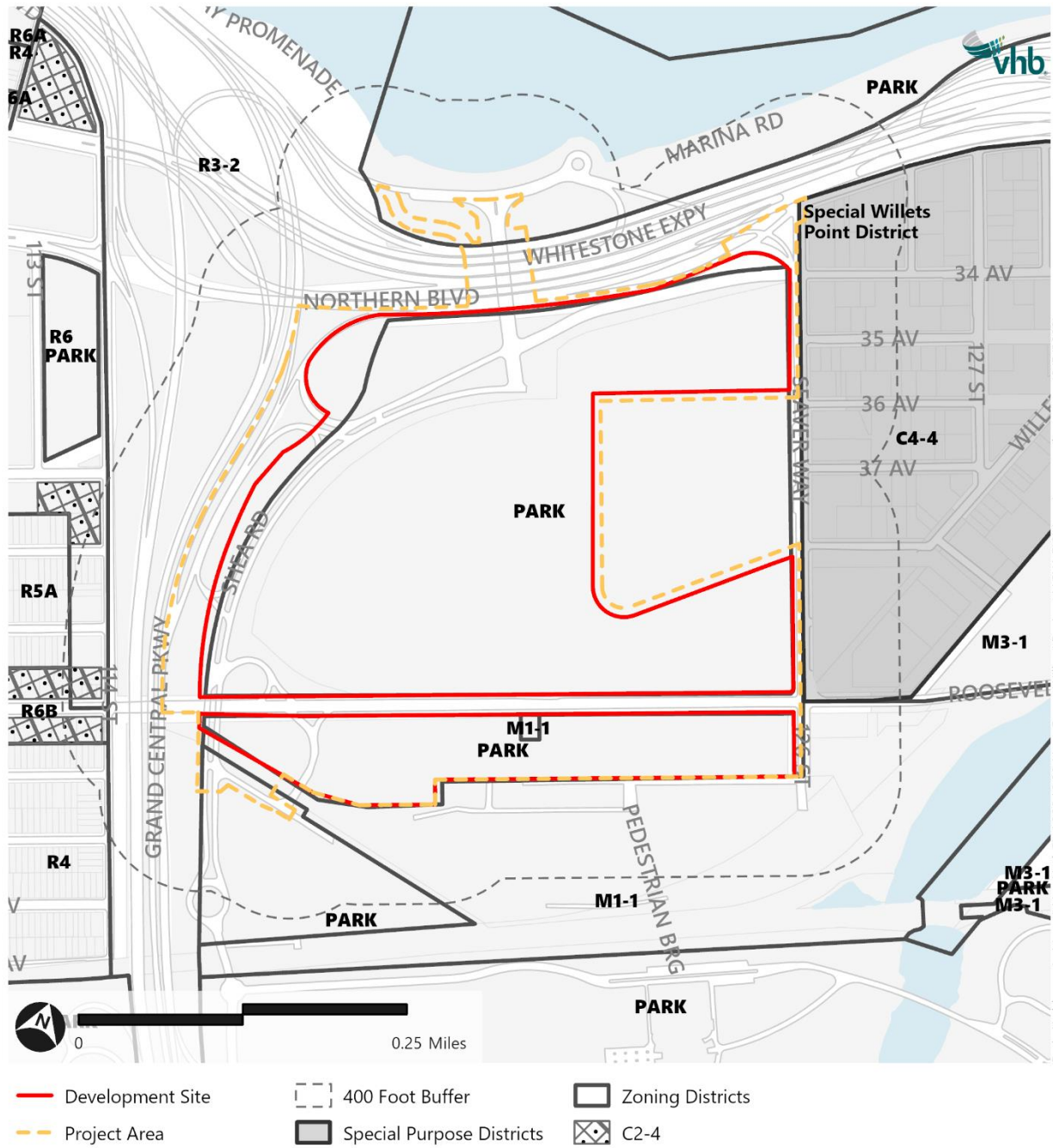
Figure 1     Site Location



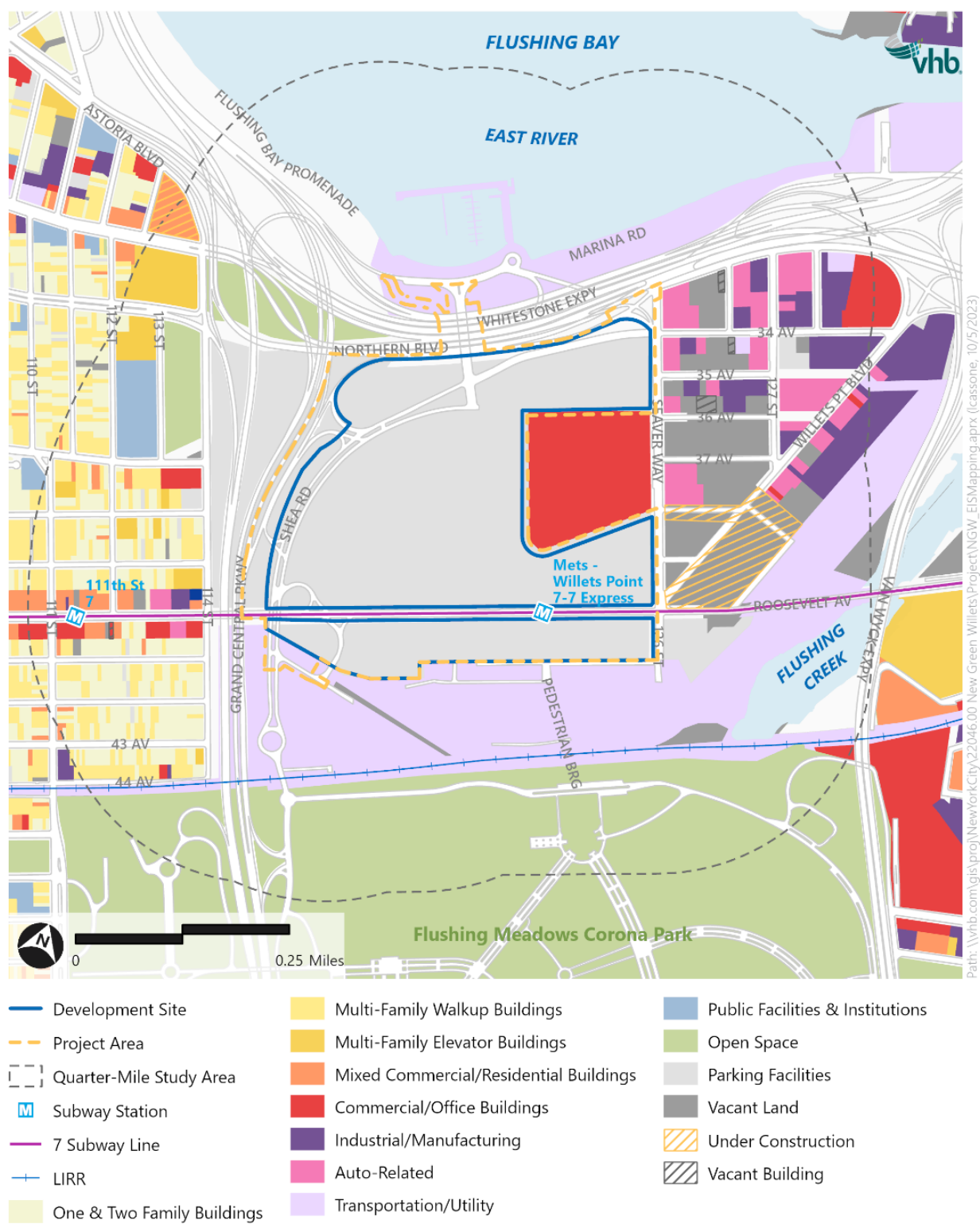
**Figure 2 Tax Map**



**Figure 3 Existing Zoning Map**



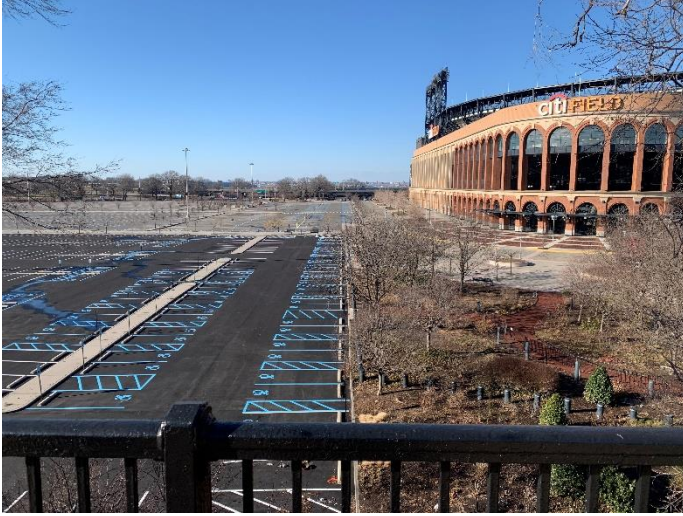
### Figure 4 Land Use Map



**Figure 5 Photo Key Map**



**Photo 1 View Northwest from Mets -Willets Point 7 Train Station**



**Photo 2 View West from Passarelle**



**Photo 3 View East from Mets Plaza near Mets - Willets Point 7 Train Station**



**Photo 4 View Northwest from Parking Lots**



**Photo 5 View Southeast from Parking Lots**



**Photo 6 View Northwest from Parking Lots near Roosevelt Avenue**



**Photo 7 View Southeast from Citifield Upper Level**



**Photo 8 View South from Citifield Upper Level**



**Photo 9 View Northwest from Passarelle**



**Photo 10 View North towards Boat Basin Place from Parking Lots**



**Photo 11 View North on Boat Basin Place**



**Photo 12 View East on Roosevelt Avenue**



## DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
<b>LAND USE</b>				
<b>Residential</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Describe type of residential structures	N/A	N/A	N/A	N/A
No. of dwelling units	N/A	N/A	N/A	N/A
No. of low- to moderate-income units	N/A	N/A	N/A	N/A
Gross floor area (sq. ft.)	N/A	N/A	N/A	N/A
<b>Commercial</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Describe type (retail, office, other)	N/A	N/A	Hotel; convention and meeting space; gaming facility; music hall; local retail; restaurants; amenities; office	
Gross floor area (sq. ft.)	N/A	N/A	3,641,000	+3,641,000
<b>Manufacturing/Industrial</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Type of use	N/A	N/A	N/A	N/A
Gross floor area (sq. ft.)	N/A	N/A	N/A	N/A
Open storage area (sq. ft.)	N/A	N/A	N/A	N/A
If any unenclosed activities, specify:	N/A	N/A	N/A	N/A
<b>Community Facility</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Type	N/A	N/A	space for community events/organization temporary use	
Gross floor area (sq. ft.)	N/A	N/A	25,000	+25,000
<b>Vacant Land</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:	N/A	N/A	N/A	N/A
<b>Publicly Accessible Open Space</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):	N/A	N/A	20 acres	+20 acres
<b>Other Land Uses</b>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," describe:	MTA ancillary facilities	MTA ancillary facilities	MTA ancillary facilities	N/A
<b>PARKING</b>				
<b>Garages</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	13,750	+13,750
Operating hours	N/A	N/A	TBD	
Attended or non-attended	N/A	N/A	TBD	
<b>Lots</b>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces			N/A	
No. of accessory spaces	7,423	7,423	N/A	-7,423
Operating hours	Private - open during game days at the adjacent stadium and	Private - open during game days at the adjacent stadium and	N/A	+6,327 spaces overall

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
	other special events, no overnight commuter parking. Accessory spaces also function as a paid commuter lot on certain days.	other special events, no overnight commuter parking. Accessory spaces also function as a paid commuter lot on certain days.		
<b>Other</b> (includes street parking)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
<b>POPULATION</b>				
<b>Residents</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify number:	N/A	N/A	N/A	N/A
Briefly explain how the number of residents was calculated:	N/A			
<b>Businesses</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. and type	N/A	N/A	TBD but includes businesses and jobs associated with hotel, convention and meeting space, gaming facility, music hall, retail restaurants and office space	N/A
No. and type of workers by business	N/A	N/A	7,400	+7,400
No. and type of non-residents who are not workers	N/A	N/A	N/A	N/A
Briefly explain how the number of businesses was calculated:	The number of workers in Area of Development A was provided by the partnered operator and based off of precedent from other similar developments. The number of workers for Area of Development B was calculated by using the following multipliers: 1 employee per 333.3 gsf of local retail, restaurant, and community facility space; 1 employee per 250 gsf of office space.			
<b>Other</b> (students, visitors, concert-goers, etc.)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If any, specify type and number:	N/A	N/A	3,915 average overnight visitors	+3,915 overnight visitors
Briefly explain how the number was calculated:	Based on 2 guests per hotel room and 87% occupancy rate			
<b>ZONING</b>				
Zoning classification	PARK; M1-1	PARK; M1-1	PARK; M1-1	N/A
Maximum amount of floor area that can be developed	PARK: N/A M1-1 = 1.0 FAR	PARK: N/A M1-1 = 1.0 FAR	PARK: N/A M1-1 = 1.0 FAR	N/A
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Open space, residential, and light manufacturing	Open space, residential, and light manufacturing	Open space, residential, light manufacturing, and commercial	commercial use
Attach any additional information that may be needed to describe the project.				
If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

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The site plan approval would establish the use, size, building location and other key features of the Proposed Project. The With-Action condition program is shown in **Table 1** and reflects the reasonable worst-case development scenario that can be developed in accordance with the Proposed Actions.

**Table 1 With-Action Condition**

Area of Development	Use	Maximum (up to) GSF	Percent Occupiable Floor Area	Percent Total	Notes
<b>Public Park</b>		20 Acres			
Area of Development A	Hotel <sup>1</sup>	2,18,000	57.8%	20.4%	Up to 2,300 hotel rooms
	Convention and Meeting Space <sup>1</sup>	150,000	4.1%	1.4%	
	Gaming Facility <sup>2</sup>	352,000	9.6%	3.4%	
	Gaming Facility Back of House	93,000	2.5%	0.9%	
	Music Hall <sup>1</sup>	290,610	7.9%	2.8%	5,655 seats
	Retail	102,330	2.8%	1.0%	
	Restaurants	198,790	5.4%	1.9%	
	Amenities	149,270	4.1%	1.4%	including spa, gym, pool, and entertainment spaces
<b>Area A Total</b>		<b>3,454,000</b>	<b>94.2%</b>	<b>33.2%</b>	
Area of Development B	Restaurants	118,000	3.2%	1.1%	
	Retail	32,000	0.9%	0.3%	
	Office	37,000	1.0%	0.4%	
	Community Facility	25,000	0.7%	0.2%	
<b>Area B Total</b>		<b>212,000</b>	<b>5.8%</b>	<b>2.0%</b>	
Commercial Total		3,641,000	99.3%	35.0%	
Community Facility Total		25,000	0.7%	0.3%	
<b>Mixed-Use Total</b>		<b>3,666,000</b>	<b>100.0%</b>	<b>35.5%</b>	
<b>Parking/Loading/Mechanical</b>		<b>6,726,785</b>		<b>64.7%</b>	Up to 13,750 parking spaces <sup>3</sup> and central utility facility

1. Includes associated back of house space

2. The potential gaming use would require a license from the New York State Gaming Commission

3. There are currently 7,423 parking spaces on the existing Development Site parking lots and therefore there would be an incremental increase of 6,327 parking spaces.

**Part II: TECHNICAL ANALYSIS**

**INSTRUCTIONS:** For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.


- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
<b>1. LAND USE, ZONING, AND PUBLIC POLICY:</b> <a href="#">CEQR Technical Manual Chapter 4</a>		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. To come in EIS		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the <a href="#">City's Waterfront Revitalization Program boundaries</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," complete the <a href="#">Consistency Assessment Form</a> . To come in EIS		
<b>2. SOCIOECONOMIC CONDITIONS:</b> <a href="#">CEQR Technical Manual Chapter 5</a>		
(a) Would the proposed project:		
o Generate a net increase of more than 200 residential units or 200,000 square feet of commercial space?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
▪ If "yes," answer both questions 2(b)(ii) and 2(b)(iv) below.		
o Directly displace 500 or more residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
<b>i. Direct Residential Displacement</b>		
o If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>ii. Indirect Residential Displacement</b>		
o Would expected average incomes of the new population exceed the average incomes of study area populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	<input type="checkbox"/>	<input type="checkbox"/>
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	<input type="checkbox"/>	<input type="checkbox"/>
<b>iii. Direct Business Displacement</b>		
o Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
enhance, or otherwise protect it?		
<b>iv. Indirect Business Displacement</b>		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>v. Effects on Industry</b>		
o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3. COMMUNITY FACILITIES:</b> <a href="#">CEQR Technical Manual Chapter 6</a>		
<b>(a) Direct Effects</b>		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(b) Indirect Effects</b>		
<b>i. Early Childhood Programs</b>		
o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in <a href="#">Chapter 6</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
<b>ii. Public Schools</b>		
o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in <a href="#">Chapter 6</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
<b>iii. Libraries</b>		
o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in <a href="#">Chapter 6</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the additional population impair the delivery of library services in the study area?	<input type="checkbox"/>	<input type="checkbox"/>
<b>iv. Health Care Facilities</b>		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of health care facilities in the area?	<input type="checkbox"/>	<input type="checkbox"/>
<b>v. Fire and Police Protection</b>		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of fire or police protection in the area?	<input type="checkbox"/>	<input type="checkbox"/>
<b>4. OPEN SPACE:</b> <a href="#">CEQR Technical Manual Chapter 7</a>		
<b>(a)</b> Would the project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(b)</b> Would the project generate more than 200 additional residents or 500 additional employees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>5. SHADOWS:</b> <a href="#">CEQR Technical Manual Chapter 8</a>		
<b>(a)</b> Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>(b)</b> Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>(c)</b> If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. To come in EIS		


	YES	NO
<b>6. HISTORIC AND CULTURAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 9</a>		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the <a href="#">GIS System for Archaeology and National Register</a> to confirm)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. To come in EIS		
<b>7. URBAN DESIGN AND VISUAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 10</a>		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above, please provide the information requested in <a href="#">Chapter 10</a> . To come in EIS		
<b>8. NATURAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 11</a>		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of <a href="#">Chapter 11</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources. To come in EIS		
(b) Is any part of the directly affected area within the <a href="#">Jamaica Bay Watershed</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Protection Plan <a href="#">Project Tracking Form</a> and submit according to its <a href="#">instructions</a> .		
<b>9. HAZARDOUS MATERIALS:</b> <a href="#">CEQR Technical Manual Chapter 12</a>		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the <a href="#">Hazardous Materials Appendix</a> (including nonconforming uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) Has a Phase I Environmental Site Assessment been performed for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: Historical and current uses of a portion of the subject property included several auto sales/repair facilities and a marble works facility. Underground storage tanks were affiliated with these former uses and it is unknown if/when these USTs were removed from the property. Adjoining and nearby properties include brownfields and former gasoline filling stations where remediation is ongoing as of June 2022.		
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? See technical screening.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>10. WATER AND SEWER INFRASTRUCTURE:</b> <a href="#">CEQR Technical Manual Chapter 13</a>		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If the proposed project located in a <a href="#">separately sewerred area</a> , would it result in the same or greater development than that listed in Table 13-1 in <a href="#">Chapter 13</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
(e) If the project is located within the <a href="#">Jamaica Bay Watershed</a> or in certain <a href="#">specific drainage areas</a> , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewerage or currently unsewerage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. To come in EIS		
<b>11. SOLID WASTE AND SANITATION SERVICES:</b> <a href="#">CEQR Technical Manual Chapter 14</a>		
(a) Using Table 14-1 in <a href="#">Chapter 14</a> , the project's projected operational solid waste generation is estimated to be (pounds per week): 952,248		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>
<b>12. ENERGY:</b> <a href="#">CEQR Technical Manual Chapter 15</a>		
(a) Using energy modeling or Table 15-1 in <a href="#">Chapter 15</a> , the project's projected energy use is estimated to be (annual BTUs): 787,548,300		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. TRANSPORTATION:</b> <a href="#">CEQR Technical Manual Chapter 16</a>		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in <a href="#">Chapter 16</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? **It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of <a href="#">Chapter 16</a> for more information.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>14. AIR QUALITY:</b> <a href="#">CEQR Technical Manual Chapter 17</a>		
(a) Mobile Sources: Would the proposed project result in the conditions outlined in Section 210 in <a href="#">Chapter 17</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Stationary Sources: Would the proposed project result in the conditions outlined in Section 220 in <a href="#">Chapter 17</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in <a href="#">Chapter 17</a> ? (Attach graph as needed) To come in EIS	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. To come in EIS		
<b>15. GREENHOUSE GAS EMISSIONS:</b> <a href="#">CEQR Technical Manual Chapter 18</a>		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project result in the development of 350,000 square feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in <a href="#">Chapter 18</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See <a href="#">Local Law 22 of 2008</a> ; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation. To come in EIS	<input type="checkbox"/>	<input type="checkbox"/>
<b>16. NOISE:</b> <a href="#">CEQR Technical Manual Chapter 19</a>		

	YES	NO
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 114 in <a href="#">Chapter 19</a> ) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. To come in EIS		
<b>17. PUBLIC HEALTH:</b> <a href="#">CEQR Technical Manual Chapter 20</a>		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in <a href="#">Chapter 20</a> , "Public Health." Attach a preliminary analysis, if necessary. To come in EIS		
<b>18. NEIGHBORHOOD CHARACTER:</b> <a href="#">CEQR Technical Manual Chapter 21</a>		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in <a href="#">Chapter 21</a> , "Neighborhood Character." Attach a preliminary analysis, if necessary. To come in EIS		
<b>19. CONSTRUCTION:</b> <a href="#">CEQR Technical Manual Chapter 22</a>		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in <a href="#">Chapter 22</a> , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. To come in EIS		
<b>20. APPLICANT'S CERTIFICATION</b>		
I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.		
Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.		
APPLICANT/REPRESENTATIVE NAME Nancy Doon, VHB	SIGNATURE 	DATE 11/3/2023
PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.		

**Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)**

**INSTRUCTIONS:** In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.		<b>Potentially Significant Adverse Impact</b>	
<b>IMPACT CATEGORY</b>		<b>YES</b>	<b>NO</b>
Land Use, Zoning, and Public Policy		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Socioeconomic Conditions		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community Facilities and Services		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Open Space		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Shadows		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic and Cultural Resources		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Urban Design/Visual Resources		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Natural Resources		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hazardous Materials		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water and Sewer Infrastructure		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Solid Waste and Sanitation Services		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Energy		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Greenhouse Gas Emissions		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Noise		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Health		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Neighborhood Character		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Construction		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials?  If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.		<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Check determination to be issued by the lead agency:			
<input checked="" type="checkbox"/> <b>Positive Declaration:</b> If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a <i>Positive Declaration</i> and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).			
<input type="checkbox"/> <b>Conditional Negative Declaration:</b> A <i>Conditional Negative Declaration</i> (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.			
<input type="checkbox"/> <b>Negative Declaration:</b> If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a <i>Negative Declaration</i> . The <i>Negative Declaration</i> may be prepared as a separate document (see <a href="#">template</a> ) or using the embedded Negative Declaration on the next page.			
<b>4. LEAD AGENCY'S CERTIFICATION</b>			
TITLE Assistant to the Mayor		LEAD AGENCY Office of Deputy Mayor for Housing, Economic Development and Workforce	
NAME Hilary Semel		DATE November 8, 2023	
SIGNATURE 			

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## Appendices

### Appendix A: No-Build Projects



# Part I: Project Description

This section provides descriptive information about the requested discretionary land use action(s) and the development project that could be facilitated by the requested actions. The purpose of this section is to convey project information relevant to the environmental review.

## Introduction

This Part I: Project Description outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the Queens Future Project. Queens Future, LLC (the Applicant) proposes to redevelop approximately 78 acres of underutilized, largely asphalt surface parking areas adjacent and accessory to Citi Field located west of Seaver Way (see **Figure I-1**), with a major mixed-use development (the Queens Future Project, or Proposed Project).

The Queens Future Project is anticipated to be comprised of up to approximately 3.7 million square feet of new construction, including destination entertainment that includes a music hall, hotel, a gaming facility<sup>1</sup>, convention and meeting space, and restaurant and retail 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—and other public realm improvements as well as structured parking facilities to accommodate up to 13,750 spaces.

The parking areas which comprise the majority of the Development Site are located in Flushing Meadows Corona Park, which is mapped parkland, and provide accessory parking for the adjacent Citi Field baseball stadium. The property is owned by the City of New York. It is predominantly leased to Queens Ballpark Company, L.L.C. (Ballpark, LLC) pursuant to state law enacted in 1961 in connection with the construction of Shea Stadium. Shea Stadium was later demolished and replaced with Citi Field.

To facilitate the Proposed Project, the Applicant is seeking several City and State approvals. The Applicant will require the approval of several land use actions including City Map amendments, a zoning map amendment and dispositions of city property. The City approvals also include amendments to the stadium lease, project agreements, and other project documents relating to the Citi Field parking areas and new agreements in connection with the Proposed Project, approval by the New York City Public Design Commission of open space and building design, and authorization of potential financing by the NYC Industrial Development Agency or other agency. The Proposed Project will require state legislation for the purpose of developing the Proposed Project; state legislation is not subject to SEQRA. The Queens Future Project includes highway access improvements along westbound Grand Central Parkway, which requires review and approval from

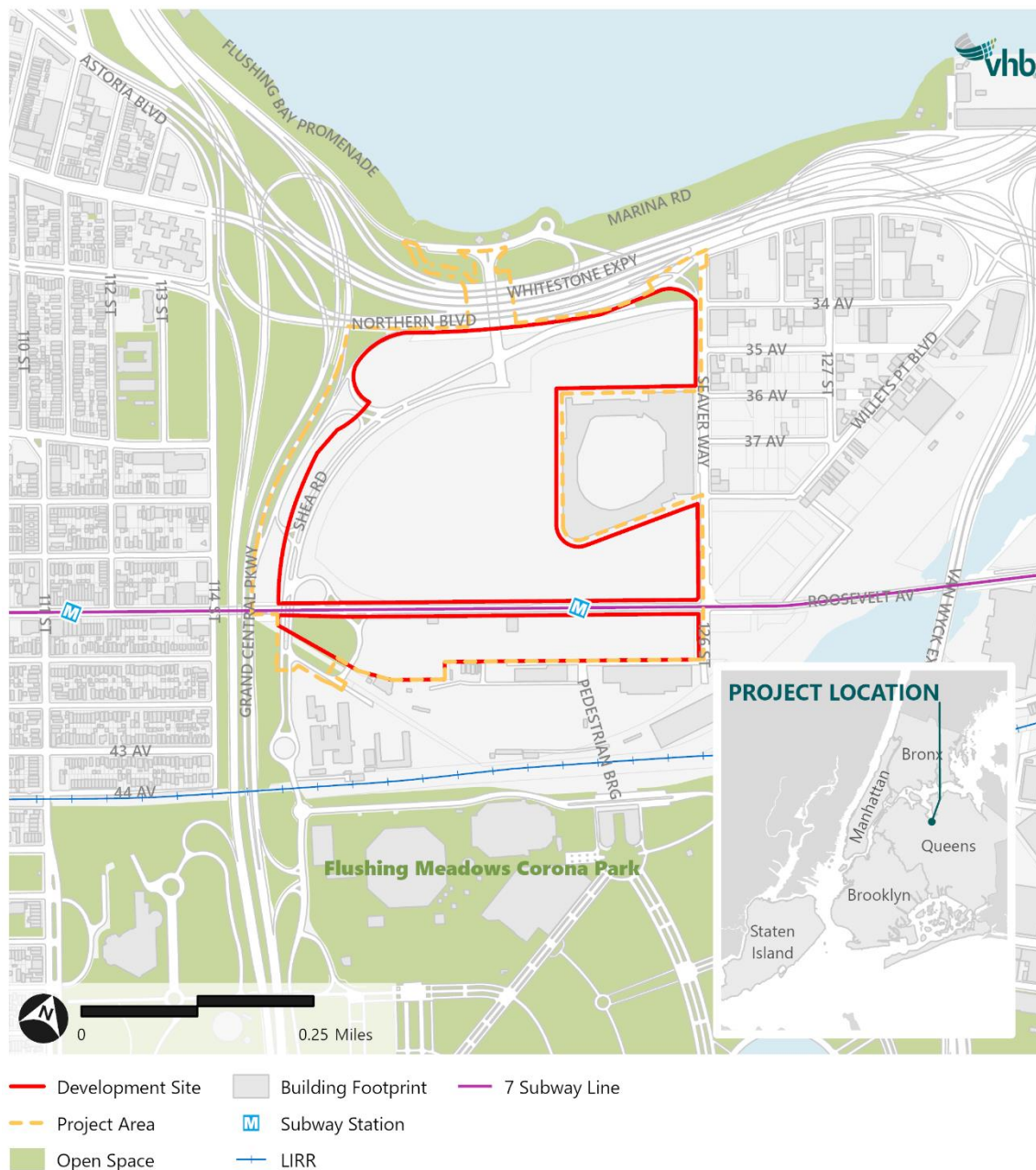
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<sup>1</sup> The inclusion of a gaming facility is contingent upon receiving a gaming license from the New York State Gaming Commission. See Required Approvals section below.

the New York State Department of Transportation (NYSDOT). As noted above, a license is required from the New York State Gaming Commission for the proposed gaming facility. These actions are described in detail below and are collectively referred to as the Proposed Actions.

The Proposed Actions are subject to environmental review pursuant to SEQRA, in conformance to City Environmental Quality Review (CEQR) guidelines and procedures. The Office of the Deputy Mayor for Housing, Economic Development and Workforce (ODMHEDW) is acting as the lead agency for the environmental review. Completion of the Proposed Project is anticipated by 2030.

**Figure I-1 Site Location Map**



## Development Site and Project Area

### Development Site

The Development Site is approximately 78 acres of land bounded by Seaver Way to the east, the Metropolitan Transportation Authority (MTA) Corona Yard to the south, Grand Central Parkway and Shea Road to the west, and Northern Boulevard to the north (see **Figure I-2**). The majority of the Development site is part of Flushing Meadows Corona Park. A 1.1-acre portion on the northwest corner of the Development Site is located within the boundary of the Grand Central Parkway and a 0.4-acre portion on the northeast corner is located within the mapped boundary of Northern Boulevard. The Development Site consists of the following Blocks and Lots:

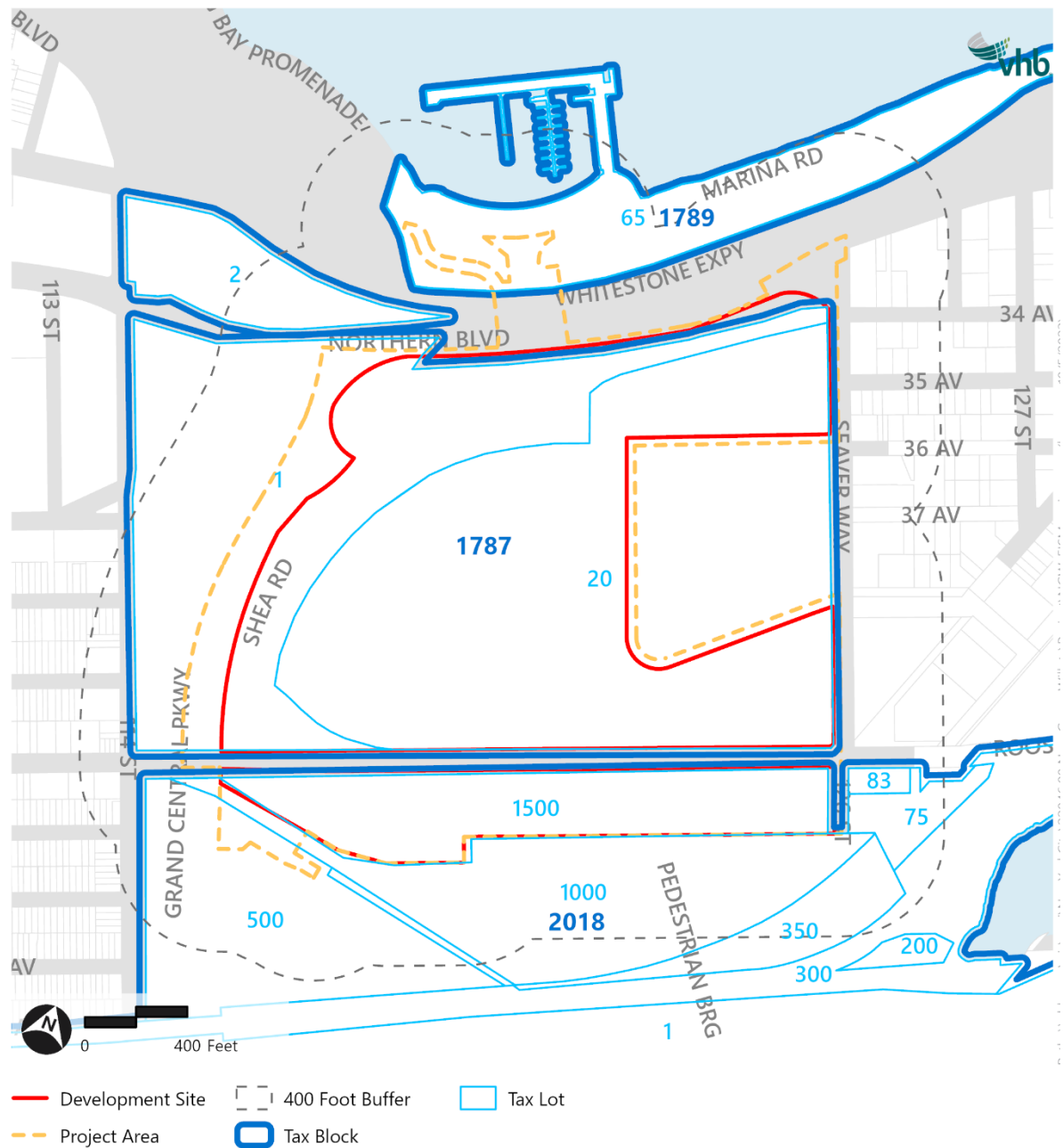
- Queens Block 1787 - Portions of Lot 20 and Lot 1 east of Grand Central Parkway and South of Northern Boulevard. Lot 20 and Lot 1 are owned by the City of New York, under the jurisdiction of New York City Department of Parks and Recreation (NYC Parks).
  - › Queens Block 2018 - A portion of Lot 1500, which is owned by the City of New York, under the jurisdiction of NYC Parks.
  - › An area not located within a tax lot in the area mapped Northern Boulevard.

The Development Site contains surface parking lots (7,423 spaces) accessory to Citi Field, which are in mapped parkland. State legislation enacted in 1961 authorized the City to enter into agreements with private parties for the use of a stadium and parking lots on the Development Site and the current site of Citi Field. As authorized by the legislation, Ballpark, LLC leases the Development Site and operates the parking lots. Existing conditions of the Development Site and Project Area are shown in **Figure I-3** with corresponding key in **Table I-1**, below.

The Development Site is bisected by the MTA 7 Subway Line along Roosevelt Avenue. The portion south of Roosevelt Avenue also contains three MTA structures<sup>2</sup> associated with the Subway Line.

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<sup>2</sup> The MTA structures would remain and are not proposed for redevelopment,

**Figure I-2 Tax Map**

## Project Area

The Project Area, as illustrated on **Figure I-2**, extends slightly beyond the Development Site. As a result of the Proposed Project, these areas include additional parcels that would contain roadway improvements, highway access improvements, and improved connections to the Mets-Willets Point No. 7 Train NYCT Subway Station from the portion of the Development Site to the south of the 7

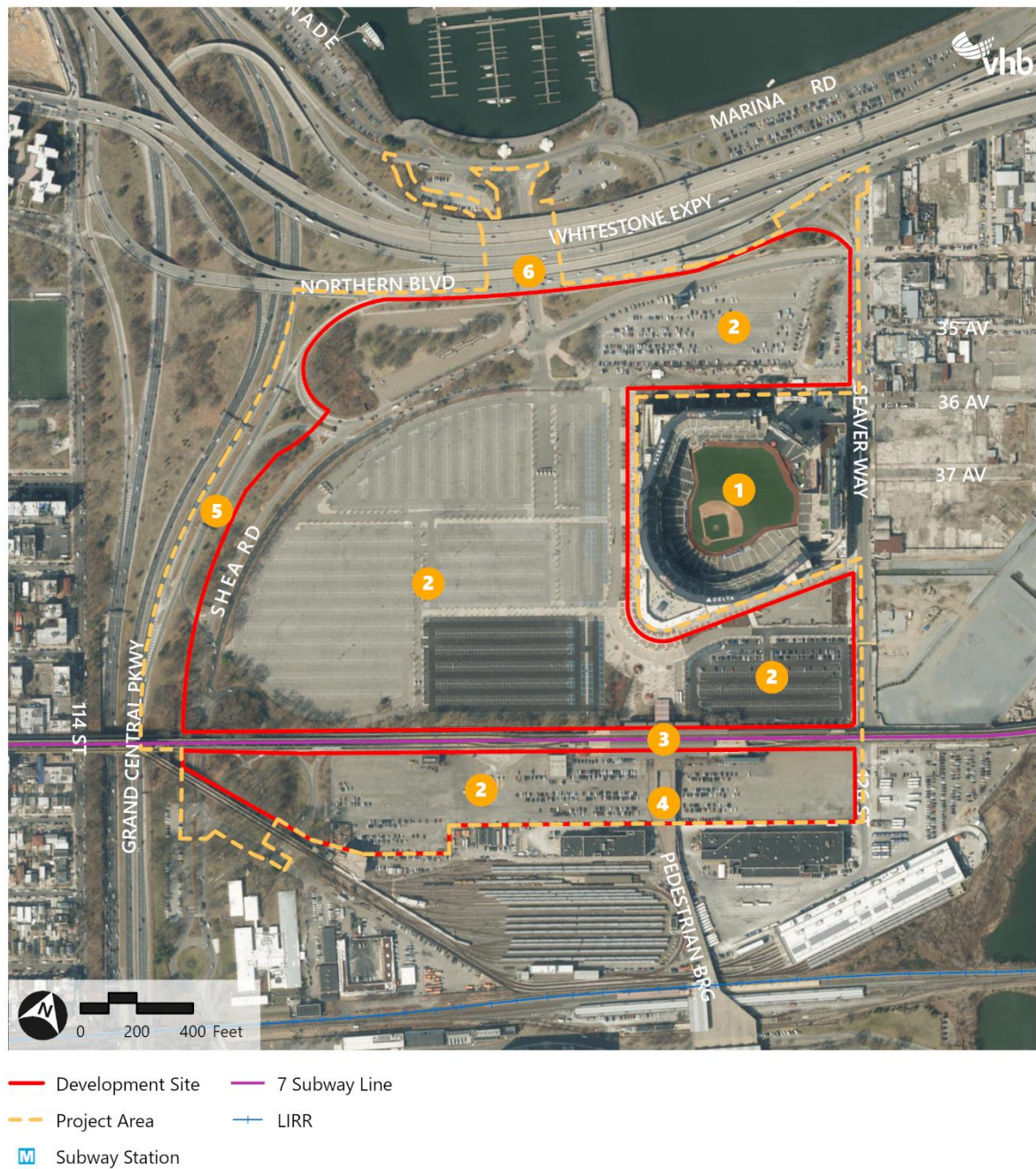
Train station (See Project Description section below). Beyond the Development Site lots, the Project Area also includes portions of the following:

- › Queens Block 1787 - Portions of Lot 1 west of Shea Road
- › Queens Block 2018 - Lot 1500, and portions of Lots 1000 and 500 surrounding Shea Road East of the Grand Central Parkway
- › Queens Block 1789 - Lot 65 near intersection of Boat Basin Place
- › Area not located within a tax lot, along Boat Basin Place under Northern Boulevard and the intersection of Northern Boulevard and Seaver Way

Existing conditions of the Development Site and Project Area are shown in **Figure I-3** with corresponding key in **Table I-1**.

**Table I-1 Existing Conditions Map Key**

<b>ID</b>	<b>Description</b>
1	Citi Field (excluded from Project Area)
2	New York Mets Game Day Parking
3	Mets-Willets Point No. 7 Subway Station
4	Pedestrian Bridge (the Passerelle Bridge)
5	Grand Central Parkway Exit 9E Ramp
6	Boat Basin Place

**Figure I-3 Project Area Existing Conditions**

## History of Project Area and Surrounding Context

The Project Area, which is primarily part of Flushing Meadows-Corona Park, is located east of a tidal expanse along the Flushing River and south of Flushing Bay. For most of the late nineteenth and early twentieth century, the Project Area was an industrial dumping ground and landfill.

In the 1920s and 1930s, a period when the City was investing in major municipal parks projects, the landfill was targeted for development as a large recreation area (NYC DPR, 2001).<sup>3</sup> In addition, the area was planned as the venue of the 1939 World's Fair (NYC DPR, 2001). The Development Site served as a parking lot in 1938 for the World's Fair. After the 1938 World's Fair, the Development Site served as surface parking. The construction of the World's Fair also acted as a catalyst for the construction of other municipal projects in the surrounding area, such as the development of the Bronx-Whitestone Bridge, the Whitestone Expressway, the Grand Central Parkway (GCP) and a new No. 7 Flushing line station at Willets Point Boulevard (NYC DPR, 2001). From 1946 to 1950, the United Nations convened at the New York City Pavilion, one of the remaining structures from the 1939 World's Fair (NYC DPR, 2001). The 1964 World's Fair was also held on the park site. On June 3, 1967, the fairgrounds were officially rededicated as Flushing Meadows-Corona Park (NYC DPR, 2001).

In 1961, the state enacted legislation (codified in Section 18-118 of the Administrative Code of the City of New York) that authorized the City to enter into agreements with private parties for the use of a stadium and parking lots on the Development Site and on the current site of Citi Field. Shea Stadium opened on April 17, 1964, on the western portion of the Development Site, where the Citi Field parking lots are located today (NYC DPR, 2001). The stadium contained 56,000 seats for baseball and surrounding parking fields and was designed to be capable of converting from baseball to football use (NYC DPR, 2001).

In 2001, an FEIS was published by the New York City Department of Parks and Recreation (DPR) to allow the replacement of the William A. Shea Municipal Stadium for use by the New York Mets baseball team on a portion of the parking field adjacent to the existing stadium (NYC DPR, 2001). The stadium underwent demolition and replacement in an adjacent portion of the site in 2009, and the 42,000-seat baseball stadium that exists today was built to improve viewing conditions for fans and to have a retractable roof for year-round events. The parking spaces were redistributed to the eastern and southern portions of the site.

In 2008, an Final Generic Environmental Impact Statement (FGEIS) for the Willets Point Development Plan was issued by the City's Office of the Deputy Mayor for Economic Development (ODMED) as lead agency in order to rezone, create an urban renewal area, and redevelop the Willets Point Area east of Citi Field (ODMED, 2008).<sup>4</sup> The Willets Point Development Plan proposed a Willets Point Development District with residential, retail, hotel, a convention center, entertainment, commercial office, community facility, open space, and parking uses as well as connection to the Van Wyck Expressway within the District. The plan was approved by the City Planning Commission on September 24, 2008 and the City Council on November 13, 2008.

A supplemental Final Environmental Impact Statement (FSEIS) was published in 2013 by ODMED to modify the previously approved Willets Point Development Plan to include a proposed Willets West development on a portion of the Development Site of the Proposed Project, on the surface parking lot west of the Citi Field baseball stadium (ODMED, 2013).<sup>5</sup> The FSEIS analyzed the development in the Special Willets Point District substantially as anticipated and analyzed in the 2008 FGEIS and subsequent technical memoranda, as well as a major entertainment/retail component and parking

<sup>3</sup> New York City Department of Parks and Recreation (NYC DPR), (2001). "Shea Stadium Redevelopment FEIS". (CEQR No: 02DPR001Q). Dated December 17, 2001. (p. S-2)

<sup>4</sup> Office of the Deputy Mayor for Economic Development (ODMED). 2008. "Willets Point Development Plan Final Generic Environmental Impact Statement", (CEQR No 07DME014Q). Dated September 2008.

<sup>5</sup> Office of the Deputy Mayor for Economic Development (ODMED). 2013. "Willets Point Development Final Supplemental Environmental Impact Statement", (CEQR No 07DME014Q). Dated September 2008.

adjacent to Citi Field for a total development of 2.65 million square feet assumed to ultimately be completed in 2032. The plans for Willets West did not move forward.

## Required Approvals

The Applicant proposes the following discretionary actions, collectively the Proposed Actions, to facilitate the Proposed Project.

### City Approvals

1. City map amendments, including:
  - › Demapping of approximately 25 acres of parkland corresponding to Area of Development A and the roadways serving the development.
  - › Demapping of approximately 0.5 acres of streets corresponding to site access improvements along westbound Grand Central Parkway Exit 9E.
  - › Mapping of approximately 0.4 acres of streets corresponding to relocated ramp to the westbound Grand Central Parkway.
2. Land use actions including a zoning map amendment, dispositions of city property through one or more leases, and additional land use actions, as needed to facilitate the Proposed Project;
3. City approval of amendments to the stadium lease, project agreements, and other project documents, including approval of business terms related thereto, relating to the Citi Field parking areas and new agreements in connection with the Proposed Project;
4. Approvals by the NYC Department of Transportation (NYCDOT), NYC Department of Environmental Protection (NYCDEP) and NYC Department of Parks and Recreation (NYCDPR) and other city agencies for public improvements, as applicable; and
5. Authorization of potential financing by the NYC Industrial Development Agency or other agency;

### State Approvals

6. Approval of State legislation authorizing the alienation of portions of parkland to allow for the Proposed Project.<sup>6</sup> State legislation is not subject to SEQRA.
7. NYSDOT approval for highway access improvements along westbound Grand Central Parkway Exit 9E to and from Shea Road and to the Whitestone Expressway. Additional NYSDOT and NYCDOT approvals as may also be required in connection with the roadway and other improvements.
8. Approval by the Metropolitan Transportation Authority (MTA) for improved connections to the Mets-Willets Point No. 7 Train NYCT Subway Station.
9. Approval by the Gaming Facility Location Board and a license from the New York State Gaming Commission.

The Proposed Project would also include various ministerial actions, including design approval by the Public Design Commission, New York State Department of Environmental Conservation SWPPP/SPDES permits, and additional approvals as may be necessary. The Development Site is

<sup>6</sup> In the event that it is determined that the city of New York previously received federal funding that imposed restrictions upon portions of the discontinuance area, the project would require compliance with any federal requirements, which may include approval by the relevant federal agencies responsible for administering such funding.

located within the Notice Criteria area for LaGuardia International Airport. In addition to the above approvals, all proposed buildings fall within the jurisdiction of the Federal Aviation Administration (FAA) and require approval of building heights.

## Project Description

### Development Site

The Queens Future Project is anticipated to be comprised of up to approximately 3.7 million square feet of new construction, including destination entertainment with a gaming facility,<sup>7</sup> music hall, a hotel with up to 2,300 rooms, convention and meeting space, restaurant, and retail space. In addition to the commercial development, the Project would also include public park space, amenity space for the hotel, and structured parking facilities to accommodate up to 13,750 spaces.

The commercial development of up to approximately 3.7 million gross square feet (gsf) would be located in two areas within the Development Site, which are discussed further. The public park would total at least 20 acres and consist of various landscaped areas and other passive outdoor recreational spaces.

The 13,750 parking spaces are required to accommodate both the parking needed by the Mets to continue operating at Citi Field and the parking needed to support the new development. In Areas of Development A and B, described below, the parking and loading areas would be the first two levels. In Areas of Development C and D, the parking would be located in new standalone elevated parking structures. The parking includes the full replacement of existing Mets parking within the Development Site necessary to satisfy their operational and visitor needs. It also includes an amount to support the proposed commercial development. Throughout the construction period, parking for existing uses such as Mets games would be accommodated on site, and construction period parking will be discussed in the DEIS.

The Development Site is located within the Notice Criteria area for LaGuardia International Airport. Therefore, the heights of the proposed buildings and construction equipment are subject to review and approval by the FAA.

The base flood elevation at the Development Site is 13 ft North American Vertical Datum of 1988 (NAVD88), as established by the Federal Emergency Management Agency (FEMA) 2007 effective Flood Insurance Rate Map. The design flood elevation is 15 ft NAVD88, according to regulations set forth in the NYC Building Code (2022) Amendment regarding flood-resistant construction, as well as sea-level rise recommendations by the NYC Climate Resiliency Design Guidelines (2020). However, the first occupiable floor would be designed to an elevation of 20 feet NAVD88, which is 12 feet above site elevation, to incorporate possible future revisions to the base flood elevation by FEMA or the City. The uses located in the Areas of Development that are located at or below the design flood elevation would be restricted to parking and loading.

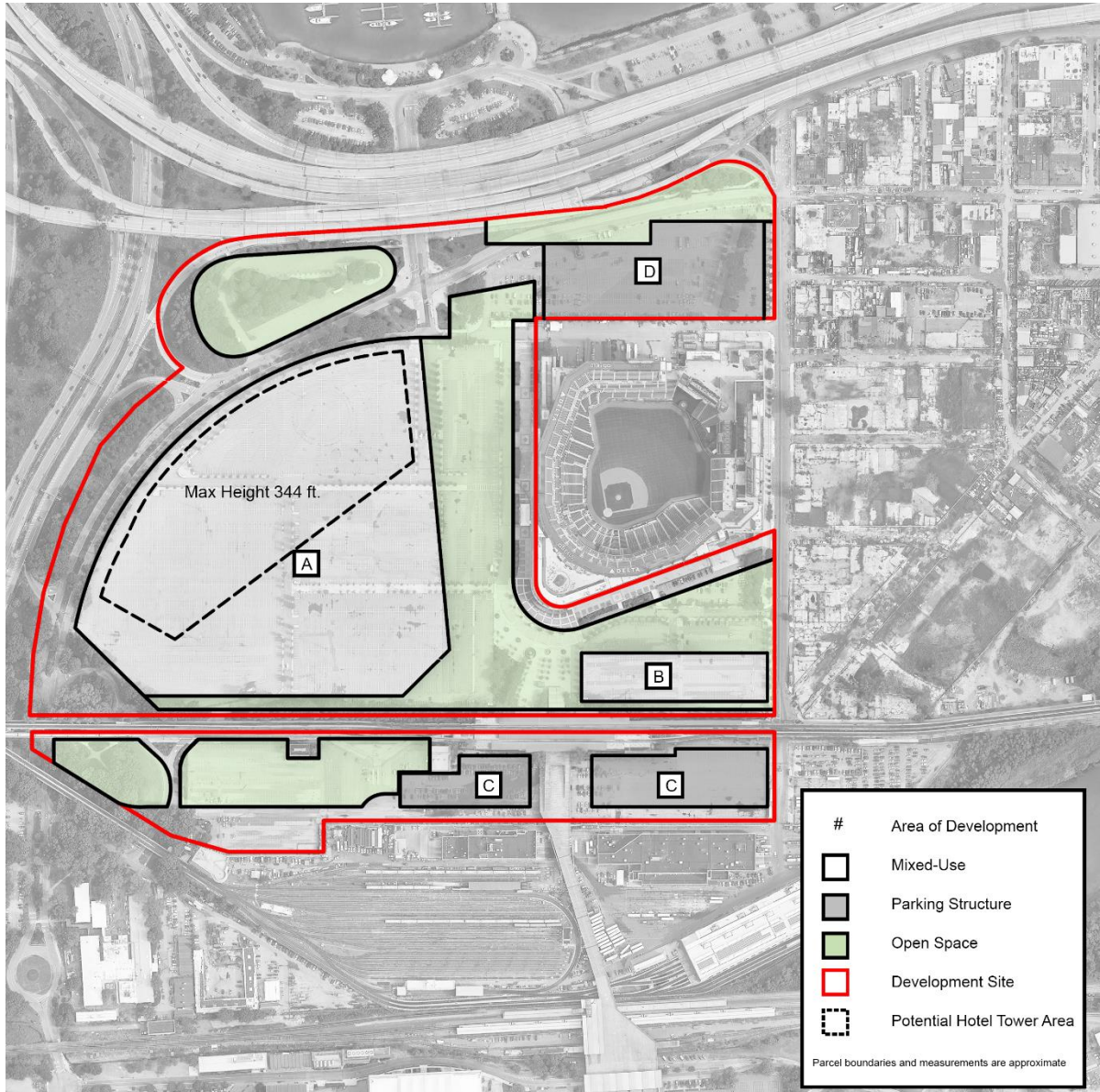
The Conceptual Proposed Project plan is illustrated in **Figure I-4** and generally would contain the following:

<sup>7</sup> The potential gaming use would require a license from the New York State Gaming Commission.

- › Area of Development A: In the southwest corner of the Development Site, a development including a hotel with up to 2,300 rooms, gaming,<sup>4</sup> retail, restaurants, amenities for the hotel and gaming facility (e.g., pool, gym, spa, and entertainment space), a music hall, and convention and meeting space. The first levels would include two levels of parking for cars and buses. The uses above the parking would rise to a range of heights, with the tallest portion of the development containing the hotel rooms, which would contain between 15-26 levels ranging in height between 180-344 feet<sup>8</sup>.
- › A section of Area of Development A would also include a nine-level parking structure which would rise to a height of approximately 120 feet. Area of Development A would also include back of house space to support the gaming facility, hotel, entertainment, and convention and meeting space as well as mechanical and infrastructure space such as a central utility facility.
- › Area of Development B: Just south of Citi Field, a development is proposed to contain uses geared towards local visitors. It would contain restaurant, retail, community facility, and administrative office space (ancillary offices to support the Area of Development B and stadium uses). The buildings within Area of Development B would be approximately 130 feet tall inclusive of up to five levels of parking.
- › Area of Development C: Includes two parking structures with up to nine levels of parking rising to approximately 145 feet in height.
- › Area of Development D: Includes a parking structure with up to twelve levels of parking rising to a height of approximately 145 feet.
- › Public Realm Improvements: The Proposed Project would include at least 20 acres of public park space. The public park space—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 passive and active recreation. The public park 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. Improvements along the pathways to the waterfront would strengthen connections to and from the Development. The Area of Development C would include a connection to the Subway Station. The Project would not redevelop or replace any area beyond the southern property line of Lot 1500.
- › Roadway Improvements: The proposed improvements may include highway access improvements for Grand Central Parkway, and other potential roadway improvements along Shea Road and Seaver Way. These proposed improvements would need to be reviewed and approved by NYSDOT and the NYC Department of Transportation (NYCDOT).

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<sup>8</sup> All heights are given in NAVD88/Above Mean Sea Level (AMSL). At the location of the Development Site, the minimum ground elevation is AMSL 8'.

**Figure I-4 Conceptual Project Plan**

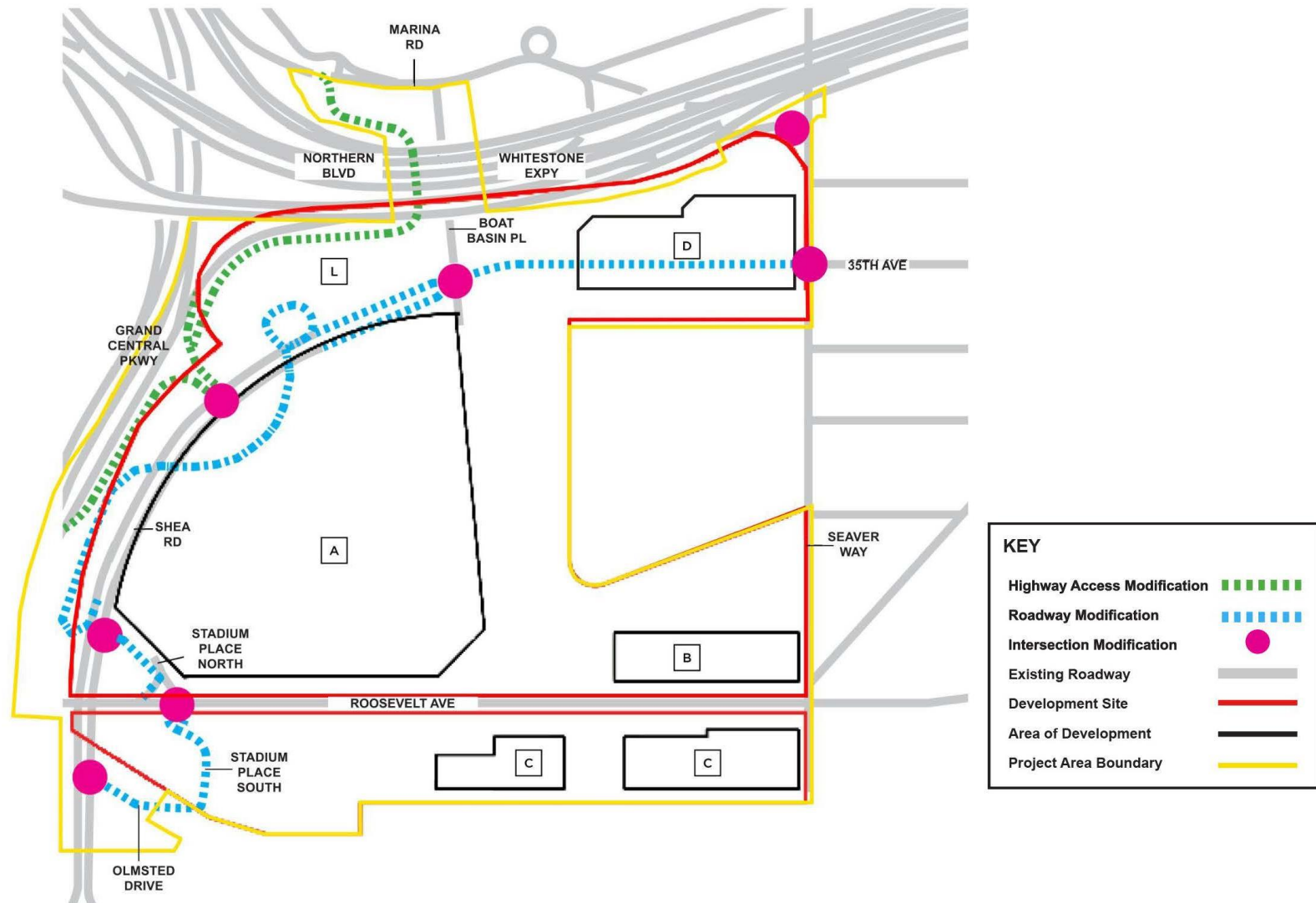
## Project Area

Within the Project Area, improvements are proposed to key roadways, highway access, and other public realm improvements as part of the Proposed Project. These could include the following:

- › Modifications and reconfigurations to Grand Central Parkway ramps
- › Reconfiguration of ramp to Whitestone Expressway
- › Modifications to the intersection of Northern Boulevard and Seaver Way
- › Modifications to Shea Road
- › Modifications to Stadium Place North
- › Modifications to Olmsted Drive and Stadium Place South

- › Lighting and improvements under Northern Boulevard along Boat Basin
- › Lighting and pedestrian improvements on Roosevelt Avenue
- › Improved connections to the Mets-Willets Point No. 7 Train NYCT Subway Station. The Area of Development C would include a connection to the Subway Station. The Project would not redevelop or replace any area beyond the southern property line of Lot 1500.

These proposed improvements will be evaluated as part of the EIS and would need to be reviewed and approved by NYCDOT and NYSDOT. Proposed network changes are illustrated in **Figure I-5** below.

**Figure I-5 Proposed Network Changes**

## Project Purpose and Need

The surface parking surrounding Citi Field is used only on game days during baseball season (generally April through October), for other private events held at Citi Field, and for certain other scheduled events in Flushing Meadows Corona Park, including the U.S. Open. Up to 1,795 spaces are designated for commuter parking on business days. Otherwise, this approximately 60 acres of vacant asphalt parking is not available to the public and left unused<sup>9</sup>. As a result, the site currently provides limited amenities to the local community, with few opportunities for recreation, work, dining, or entertainment in the area immediately surrounding Citi Field. Beyond attending events at the existing stadium, the site provides visitors with few options to remain in the area, failing to deliver on the tourism and economic development potential a major sporting facility offers to Queens.

The Queens Future Project is an opportunity to transform these underutilized parking lots into a unique mixed-use recreational, commercial, and entertainment hub with extensive public park space with landscaping and other amenities for public recreation. The creation of significant new public open spaces would provide a major new amenity to local residents, including residents of Flushing, Corona, Jackson Heights, Elmhurst, and the Willets Point neighborhood as well as visitors. The replacement of impermeable surface parking with a mix of at-grade landscaped open space as well as green roofs and softscape on top of floodplain-compliant would also help reduce stormwater runoff and improve the site's resiliency by enhancing biodiversity and mitigating the heat-island effect. The proposed realignment of roadways, traffic management measures, and improvements to waterfront pathways to be detailed in the EIS would enhance connections to the surrounding neighborhoods and other resources.

The redevelopment would promote economic development, enhance the visitor experience, increase tourism, and create thousands of quality jobs for area residents. The Proposed Project would also complement and be compatible with the new development being proposed as part of the expansion of the Willets Point neighborhood immediately to the east, including a soccer stadium and additional affordable housing, should that project proceed. Replacing an expanse of asphalt surface parking with new open space, dining, and entertainment uses would create jobs and benefit local residents, workers, sports fans, the broader Queens neighborhoods, and New York City as a whole.

## Framework for Analysis

This document has been prepared in conformance to the guidelines presented in the *2021 CEQR Technical Manual*. For each technical area, the EIS analysis will include a description of existing conditions, an assessment of conditions in the future without the Proposed Project (the "No-Action condition"), and an assessment of future conditions with the Proposed Project (the "With-Action condition"). The incremental difference between the No-Action and With-Action conditions will serve as the basis for the impact analysis of the environmental review.

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<sup>9</sup> There are temporary pop-up events that operate in the parking lots of Citi Field on a seasonal basis under temporary agreements such as outdoor movie nights and carnivals. None of these events have long term contracts, nor are there other standing businesses within the Development Site.

## Analysis (Build) Year

It is assumed that the Proposed Project would receive all necessary approvals by the middle of 2024 and all elements of the Proposed Project would be completed and operational in 2030. **Appendix A** and **Figure A-1** identify the no-build projects anticipated to be completed by 2030 in the study areas to be considered in the various technical analyses of the EIS.

## Future No-Action Condition

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 currently contain 7,423 parking spaces.

## Future With-Action Condition

The proposed actions would establish the use, size, building location and other key features of the Proposed Project. The With-Action condition program is shown in **Table I-2** and reflects the reasonable worst-case development scenario that can be developed in accordance with the Proposed Actions described above.

**Table I-2 With-Action Condition**

Area of Development	Use	Maximum (up to) GSF	Percent Occupiable Floor Area	Percent Total	Notes
<b>Public Park</b>		20 acres			
Area of Development A	Hotel <sup>1</sup>	2,118,000	57.8%	20.4%	Up to 2,300 hotel rooms
	Convention and Meeting Space <sup>1</sup>	150,000	4.1%	1.4%	
	Gaming Facility <sup>2</sup>	352,000	9.6%	3.4%	
	Gaming Facility Back of House	93,000	2.5%	0.9%	
	Music Hall <sup>1</sup>	290,610	7.9%	2.8%	5,655 seats
	Retail	102,330	2.8%	1.0%	
	Restaurants	198,790	5.4%	1.9%	
	Amenities	149,270	4.1%	1.4%	including spa, gym, pool, and entertainment spaces
<b>Area A Total</b>		<b>3,454,000</b>	<b>94.2%</b>	<b>33.2%</b>	
Area of Development B	Restaurants	118,000	3.2%	1.1%	
	Retail	32,000	0.9%	0.3%	
	Office	37,000	1.0%	0.4%	
	Community Facility	25,000	0.7%	0.2%	
<b>Area B Total</b>		<b>212,000</b>	<b>5.8%</b>	<b>2.0%</b>	
Commercial Total		3,641,000	99.3%	35.0%	
Community Facility Total		25,000	0.7%	0.3%	
<b>Mixed-Use Total</b>		<b>3,666,000</b>	<b>100.0%</b>	<b>35.5%</b>	
<b>Parking/Loading/Mechanical</b>		<b>6,726,785</b>		<b>64.7%</b>	Up to 13,750 parking spaces <sup>3</sup> and central utility facility

1. Includes associated back of house space

2. The potential gaming use would require a license from the New York State Gaming Commission

3. There are currently 7,423 parking spaces on the existing Development Site parking lots and therefore there would be an incremental increase of 6,327 parking spaces.

As noted above, the proposed actions would allow for the project uses and square footage noted in **Table I-2**. For purposes of analyzing a reasonable worst-case development scenario in terms of the proposed massing and heights, a maximum envelope for each Area of Development has been established. The maximum height would be: 344 feet for Area of Development A, 130 feet for Area of Development B, 145 feet for Area of Development C, and 145 feet for Area of Development D.

As noted in **Appendix A**, a soccer-specific stadium is proposed in the future No-Action condition as part of the Willets Point-Phase 2 Development. As noted in the Willets Point-Phase 2 Development Draft Second Supplemental Environmental Impact Statement (CEQR No. 23DME005Q) dated October 13, 2023, parking for attendees of events at the soccer-specific stadium would be on the Development Site via an agreement with Ballpark, LLC. Standards for the timing of events at the soccer-specific stadium and Citi Field will be established to ensure parking spaces are not required for both venues at the same time.



## Part II: Supplemental Analyses

### Additional Technical Information for EAS Full Form

Provided below are preliminary screening analyses, conducted based on guidelines presented in the *2021 CEQR Technical Manual* in order to determine whether further analysis of a given technical area is necessary to determine the potential for significant adverse impacts to the environment in that area. The Draft Scope of Work (DSOW) provides information about how the Environmental Impact Statement (EIS) will evaluate areas for which further analysis is warranted.

### Land Use, Zoning, and Public Policy

According to the *CEQR Technical Manual*, a land use analysis is warranted for projects that would affect land use or change zoning on a site. Because the Proposed Actions would introduce new uses to the Development Site and because the Project Area is located within the City's coastal zone, an analysis of land use, zoning, and public policy is warranted and will be included in the EIS as discussed in the DSOW.

### Socioeconomic Conditions

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area.

According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if a project may be reasonably expected to create substantial socioeconomic changes within the area affected by the project that would not be expected to occur without the project. The following screening assessment considers threshold circumstances identified in the *CEQR Technical Manual* and enumerated below that can lead to socioeconomic changes warranting further assessment.

### Direct Residential Displacement

*Would the project directly displace residential population to the extent that the socioeconomic character of the neighborhood would be substantially altered? Displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood.*

The Development Site does not contain any residential uses or population. Therefore, no analysis of direct residential displacement is warranted.

## Direct Business Displacement

*Would the project directly displace more than 100 employees, or would the project directly displace a business whose products or services are uniquely dependent on its location, are the subject of policies or plans aimed at its preservation or serve a population uniquely dependent on its services in its present location? If so, assessments of direct business displacement and indirect business displacement are appropriate.*

There are temporary pop-up events that operate in the parking lots of Citi Field on a seasonal basis under temporary agreements such as outdoor movie nights and carnivals. None of these events have long term contracts, nor are there other standing businesses within the Development Site. Therefore, there would be no businesses displaced by the Proposed Project and an analysis of direct business displacement is not warranted. Existing parking within the Development Site would be replaced within new parking structures as part of the Proposed Project.

## Indirect Residential or Business Displacement

*Would the project result in substantial new development that is markedly different from existing uses, development and activities within the neighborhood? Residential development of 200 units or less or commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts. For projects exceeding these thresholds, assessments of indirect residential displacement and indirect business displacement are appropriate.*

The Proposed Actions would not result in the introduction of any residential units. Therefore, an assessment of potential indirect residential displacement is not warranted. The Proposed Actions would result in the addition of approximately 3.7 million square feet (sf) of commercial space as compared to the No-Action condition. Because the Proposed Actions would exceed the 200,000-sf threshold, an indirect business displacement is warranted and will be included in the EIS as discussed in the DSOW.

## Indirect Business Displacement due to Retail Market Saturation

*Would the project result in a total of 200,000 sf or more of retail on a single development site or 200,000 sf or more of region-serving retail across multiple sites?*

The Proposed Actions would not result in retail space that exceed the 200,000-sf threshold for a retail market saturation analysis. Across Area of Development A and B there would be approximately 134,330 gsf of retail. Furthermore, the retail within the Development Site would not interfere with the existing local retail uses in the surrounding area such as the Shops at SkyView, the autobody uses in the eastern area of Willets Point, or the local retail surrounding Roosevelt Avenue and 111<sup>th</sup> Street. Thus, an assessment of potential indirect business displacement due to retail market saturation is warranted as discussed in the DSOW.

## Adverse Effects on Specific Industries

*Is the project expected to affect conditions within a specific industry?*

The Proposed Actions would not be expected to affect conditions within a specific industry, affect a substantial number of workers or residents who depend on the goods or services provided by affected businesses, or result in the loss or substantial diminishment of a particularly important

product or service within the City; therefore, an assessment of adverse effects on specific industries is not warranted.

## Community Facilities and Services

The *CEQR Technical Manual* states that a community facilities assessment is appropriate if a project would have a direct effect on a community facility (e.g., schools, childcare facilities, libraries, health care facilities, police and fire protection services) or if it would have an indirect effect by introducing new populations that would overburden existing facilities. The manual further states that for public schools, libraries, and childcare centers, potential impacts depend on the size, income characteristics, and age distribution of the new population. No community facilities would be displaced by the Proposed Project. The Proposed Project would not result in any residential uses and thus, the Proposed Project would not introduce a population that would overburden community facilities and services such as schools, childcare facilities, libraries, and health care facilities.

The Proposed Project would result in additional year-round visitors to the Development Site that could result in an increase in demand for police protection, and fire protection and emergency services. The EIS will consider the indirect impacts on police and fire protection services by describing the location of existing fire stations and police stations and emergency services. Given the potential change in the Development Site's uses and number of visitors, however, a qualitative discussion of the police protection and fire protection facilities serving the Development Site will be provided in the EIS, as described in the DSOW.

## Open Space

The *CEQR Technical Manual* recommends performing an open space assessment if a project would result in either a direct or indirect effect on open space.

A proposed action would have a direct effect on an open space if it causes the physical loss of public open space because of encroachment onto the space or displacement of the space; changes the use of an open space so that it no longer serves the same user population; limits public access to an open space; or results in increased noise or air pollutant emissions, odor, or shadows that would affect the usefulness of a public open space, whether on a permanent or temporary basis. A proposed project can also directly affect an open space by enhancing its design or increasing its accessibility to the public.

Indirect effects may occur when the population generated by the proposed project overtaxes the capacity of existing open spaces so that their service to the future population of the affected area would be substantially or noticeably diminished. The *CEQR Technical Manual* provides different thresholds for the assessment of indirect effects based on whether the area is considered underserved or well-served in terms of open space. Based on open space maps provided in the manual, the Project Area is considered neither underserved nor well-served, and as such, the threshold for an analysis of potential indirect effects is whether the project would introduce more than 200 residents or 500 employees.

## Direct Effects

The Development Site is located within Flushing Meadows Corona Park. It is used for parking associated with Citi Field, which would be fully replaced onsite within structured parking facilities. This use is therefore not considered a public open space use as defined under the *CEQR Technical Manual*. The Proposed Actions include authorizing the alienation of portions of parkland, anticipated to be approximately congruent with Area of Development A and the roadways serving the development to allow for the Proposed Project, which would also include a public park totaling at least 20 acres as well as non-park uses. Therefore, a direct effects assessment will be conducted to discuss changes to public open space between the No-Action and With-Action Condition. The analysis will also consider the potential for any effects from increased noise, air pollution, odors, or shadows on nearby open spaces and designated parkland and will be included in the EIS as discussed in the DSOW.

## Indirect Effects

The Proposed Project is expected to introduce no additional residents, but the new commercial uses would result in an additional 7,400 full-time equivalent workers as well as new visitors. Therefore, an indirect nonresidential open space assessment is warranted. See DSOW.

## Shadows

The *CEQR Technical Manual* requires a shadows assessment for proposed actions that would result in new structures (or additions to existing structures) greater than 50 feet in height or located adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly accessible open spaces, sunlight-sensitive natural features, or historic resources with sun-sensitive features.

The Proposed Actions would introduce buildings that are greater than 50 feet in height and has the potential to affect sunlight-sensitive resources. Therefore, a shadows analysis is warranted and will be included in the EIS as discussed in the DSOW.

## Historic and Cultural Resources

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is warranted if there is the potential to affect either archaeological or architectural resources; the manual further recommends that a historic resources assessment be prepared if a proposed action would result in any of the following actions: in-ground disturbance; new construction, demolition, or significant physical alteration of any building, structure, or object; the change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; or the screening or elimination of publicly accessible views, even if no known historic resources are located nearby.

Archaeological resources are physical remains, usually subsurface, of the prehistoric, Native American, and historic periods—such as burials, foundations, artifacts, wells, and privies. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur. As part of the 2001 *Shea Stadium Redevelopment FEIS* and the 2013 *Willeys Point Development Final Supplemental Environmental Impact Statement (FSEIS)*, the Development Site was reviewed for its potential archaeological sensitivity by the New York City Landmarks Preservation

Commission (LPC). At that time, LPC determined that the Development Site is not sensitive for archaeological resources. LPC will be consulted again to confirm that the Development Site is not sensitive for archaeological resources and confirm that an archaeological assessment is not warranted.

Architectural resources generally include historically important buildings, structures, objects, sites, and districts. Historic and cultural resources include designated New York City Landmarks (NYCLs) and Historic Districts; properties calendared for consideration as NYCLs by the New York City Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation (NYCL-eligible); properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), or properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHLs); and potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements). The World's Fair Marina Pavilions is a state-eligible resource that is located within 400 feet of the Project Area.

An assessment of historic and cultural resources is warranted and will be included in the EIS as discussed in the DSOW.

## Urban Design and Visual Resources

According to the methodologies of the *CEQR Technical Manual*, if a project requires actions that would result in physical changes to a project site beyond those allowable by existing zoning and which could be observed by a pedestrian from street level, a preliminary assessment of urban design and visual resources should be prepared. Because of the amount and scale of development proposed and because the Proposed Project would noticeably change the scale of buildings on the Development Site, an analysis of urban design and visual resources will be warranted and will be included in the EIS as discussed in the DSOW.

## Natural Resources

As stated in the *CEQR Technical Manual*, a natural resource is defined as a plant or animal species and any area capable of providing habitat for plant and animal species or capable of functioning to support environmental systems and maintain the City's environmental balance (e.g., surface and groundwater, wetlands, landscaped areas, gardens, and built structures used by wildlife). An assessment of natural resources is appropriate if a natural resource exists on or near the project site, or if there is a potential for impacts related to stormwater and shadows.

The area of disturbance for the Proposed Project includes landscaped areas and a significant number of mature trees, as well as adjacent areas of unmaintained vegetation. Additionally, the Proposed Actions would create new impervious surfaces that would generate additional stormwater runoff and may have the potential to cast shadows on adjacent landscaped areas or other natural resources, including the aquatic habitats of Flushing Bay. Accordingly, a natural resources analysis will be warranted to document the existing ecological resources that would be disturbed or removed due to implementation of the Proposed Project and will be included in the EIS.

## Hazardous Materials

According to the *CEQR Technical Manual*, a hazardous materials assessment is conducted when elevated levels of hazardous materials exist on a site, when an action would increase pathways to their exposure, either human or environmental, or when an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure.

The Proposed Actions would result in construction activities, including soil disturbance in an area that has a history of historic fill and potential industrial and manufacturing uses. In addition, the Proposed Actions would introduce new worker populations to the area. Therefore, an analysis of the Proposed Actions' potential to result in significant adverse impacts relating to hazardous materials will be provided in the EIS as discussed in the DSOW. This analysis will include documentation of known or potential hazardous materials of concern and will identify measures to avoid impacts.

## Water and Sewer Infrastructure

According to the *CEQR Technical Manual*, a water and sewer infrastructure assessment analyzes whether a proposed action may adversely affect New York City's water distribution or sewer system and, if so, assesses the effects of the action to determine whether the impact is significant.

### Water Supply

According to the *CEQR Technical Manual*, a preliminary water supply infrastructure analysis is necessary if the project would result in an exceptionally large demand for water (i.e., over 1 million gallons per day [gpd]) or is located in an area that experiences low water pressure (i.e., areas at the end of the water supply distribution system such as the Rockaway Peninsula and Coney Island). Based on average water consumption levels, the Proposed Project is not expected to exceed the threshold of 1 million gallons per day that would require a preliminary infrastructure assessment of water supply. Therefore, an analysis of water supply is not warranted. However, the EIS will disclose the water demand for the Proposed Project in terms of domestic water and air conditioning. See DSOW.

### Wastewater and Stormwater

The Proposed Project is within the service area of the Bowery Bay Wastewater Treatment Plant (WWTP), which is located approximately three miles west of the Development Site. The Development Site is within a separately sewered area. With regard to wastewater and stormwater conveyance, the *CEQR Technical Manual* states that a preliminary infrastructure analysis would be needed if a project that is located in a separately sewered area within Queens would result in more than 100,000 sf of commercial use. A preliminary infrastructure analysis is also required if a project would result a change in the topography and surface cover of a site that is five acres or larger and is within the Flushing Bay and Creek drainage area. Therefore, because the Proposed Project would result in more than 100,000 sf of commercial use and result in a change in topography in a site greater than five acres in a sensitive drainage area, a preliminary wastewater and stormwater infrastructure assessment will be included in the EIS as discussed in the DSOW.

## Solid Waste and Sanitation Services

The *CEQR Technical Manual* states that an assessment of solid waste and sanitation services is warranted if an action would have the potential to result in a substantial increase in solid waste production that could overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, actions resulting in substantial waste generation, defined as 50 tons (100,000 pounds) per week or more, warrant additional analysis for effects on solid waste and sanitation services.

The Proposed Project would result in development where the solid waste generation exceeds the 50-ton per week threshold (see 0). Therefore, a solid waste and sanitation services analysis is warranted and will be included in the EIS as discussed in the DSOW.

**Table II-1 Expected Solid Waste Generation**

Development Area	Use	GSF	Employees	Rate (lbs/Employee/wk)	Total Solid Waste (lbs/wk)
Area A	Hotel	2,118,000	470	75	35,250
	Restaurants	198,790	1,763	251	442,513
	Entertainment Space <sup>1</sup> , Retail, and Support <sup>2</sup>	1,137,210	4,760	79	376,040
Area B	Retail	32,000	96	79	7,584
	Restaurant	118,000	354	251	88,854
	Community Facility	25,000	75	9	675
	Office	37,000	148	9	1,332
<b>Total</b>					<b>952,248<sup>3</sup></b>

Notes: Table uses 2021 *CEQR Technical Manual* rates. Note that for Area A, solid waste is estimated to be around 334 tons per month according to the Operator.

1 Includes Music Hall, Convention Center, Amenities, and Gaming Facility Uses

2 Includes Marketing and Facility Support for Area A

3 Equivalent to approximately 476 tons per week

## Energy

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts is only required for projects that would significantly affect the transmission or generation of energy or that would result in substantial consumption of energy. The Proposed Actions would not affect the transmission or generation of energy. Based on factors provided in Table 15-1 of the *CEQR Technical Manual*, the RWCDs is expected to consume approximately 787,548,300 Mbtu. According to the *CEQR Technical Manual*, because all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects State and City energy policy, actions resulting in new construction would not create significant energy impacts. However, in the interest of being conservative and thorough, an energy analysis will be included in the EIS as discussed in the DSOW.

## Transportation

According to the *CEQR Technical Manual*, detailed transportation analyses may be warranted if a proposed project results in 50 or more vehicle trips and/or 200 or more transit/pedestrian trips during a given peak hour.

Based on a preliminary assessment, it is expected the RWCDs would generate at least 50 vehicle trips and at least 200 transit/pedestrian trips during a given peak hour. Therefore, the EIS will assess the Proposed Project's impact on transportation as discussed in the DSOW.

## Air Quality

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under CEQR, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project. As discussed in the *CEQR Technical Manual*, a proposed project may potentially result in the following types of air quality impacts:

- › Potential impacts from mobile sources introduced by a Proposed Project:
  - Emissions from mobile sources generated by the Proposed Project affecting the local intersections;
  - Potential impacts from emissions from the atypical (e.g., not at-grade multilane roadway) mobile sources, from highways abutting the project site on the Proposed Project;
  - Emissions from the Proposed Project's enclosed parking garages.
- › Potential impacts from potential air pollutant sources introduced by a Proposed Project, such as:
  - Emissions from a project's heating, ventilation, and air conditioning (HVAC) system;
  - Potential impacts on the Proposed Project from either manufacturing/processing facilities or large/major sources that are located near the project site.

The Proposed Project would result in enclosed garages. The Proposed Project would not use fossil fuels for the heating/hot water, ventilation, and air conditioning (HVAC) or hot water systems; the Proposed Project would be all electric for the HVAC and hot water systems. Therefore, no local air quality stationary source impacts due to HVAC and hot water emissions would occur and no analysis is required. It would also introduce new mobile sources in the form of project-related traffic and would add new structured parking to the site. The Grand Central Parkway and Van Wick Expressway traffic emissions have a potential to impact the Proposed Project buildings and public open space. There is also the potential for impacts on the Proposed Project from either manufacturing/processing facilities or large/major sources that are located near the Development Site. Therefore, the EIS will assess the Proposed Project's impact on air quality analysis as discussed in the DSOW.

## Greenhouse Gas Emissions and Climate Change

According to the *CEQR Technical Manual*, GHG assessments are appropriate for projects in New York City requiring an EIS that would result in the development of 350,000 sf or greater. Because the Proposed Project exceeds this threshold, it has the potential to result in significant adverse impacts. The EIS will analyze GHG emissions from the Proposed Project.

Depending on the sensitivity, location, and useful life of development resulting from a proposed action, it may be appropriate to include discussion of the potential effects of climate change in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for sites located within the current 100- or 500-year flood zone, as delineated in the FEMA PFIRMs, or within future 100-year flood zones as projected by the New York City Panel on Climate Change, as appropriate. The Project Area is located within the New York City Coastal Zone boundary. Therefore, the Proposed Project has the potential to result in significant adverse impacts related to climate change and an assessment of climate change will be provided in the EIS as discussed in the DSOW.

## Noise

The *CEQR Technical Manual* states that a noise analysis is appropriate if an action would generate mobile or stationary sources of noise or would be located in an area with high ambient noise levels. The Proposed Project would generate vehicular traffic and new stationary noise sources; therefore, it has the potential to result in significant adverse noise impacts. Therefore, the EIS will include an analysis of noise impacts as discussed in the DSOW.

## Public Health

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, an assessment of public health will be provided in the EIS as discussed in the DSOW.

## Neighborhood Character

As discussed in the *CEQR Technical Manual*, an analysis of neighborhood character is warranted when a project has the potential to result in significant adverse impacts in any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise. In addition, an assessment may be warranted when there is a combination of moderate effects in these technical areas that, when considered together, may affect the defining elements of neighborhood character. Because the proposed actions have the potential to result in moderate effects in some of these technical areas and because there is the potential for significant adverse effects, a neighborhood character analysis is warranted as discussed in the DSOW.

## Construction

Construction impacts, although temporary, can include disruptive and noticeable effects resulting from an action. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are considered when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise levels, and area air quality conditions. In addition, because soils may be disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the potential construction impacts that could result from contamination.

A construction transportation assessment is typically warranted for construction activities (a) lasting longer than two years; (b) located along an arterial highway or major thoroughfare; (c) involving the closing, narrowing, or otherwise impeding of traffic, transit, or pedestrian elements; (d) involving multiple buildings; (e) involving the operation of several pieces of diesel equipment in a single location; (f) resulting in the closure or disruption of a community facility service; (g) located within 400 feet of a historic or cultural resource; (h) disturbing a site containing or adjacent to a natural resources; and/or (i) occurring on multiple sites in the same geographic area.

The construction period of the Proposed Project is expected to last longer than two years and may involve closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements. The Proposed Project is located within 400 feet of a historic or cultural resource and would disturb a site containing or adjacent to natural resources. Therefore, the Proposed Actions have the potential to result in significant adverse construction impacts, and additional analysis will be included in the EIS as discussed in the DSOW. The EIS analysis will describe the construction schedule and logistics, discuss anticipated on-site activities, and provide estimates of the numbers of construction workers and truck deliveries. The analysis will also describe and evaluate measures to be implemented during construction including Best Management Practices and best available technologies for emission control.

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## Appendix A: No-Build Projects

**Table A-1 Projects Planned in the Study Area by 2030**

Map No.	Project	Build Year	Description
1	Willeys Point Phase 1	2026	892,635 sf residential (1,100 units, all affordable, 220 senior), 23,756 sf retail, 3,159 sf community facility, 128,000 sf/ 650-seat public school, 0.87 acres of publicly accessible open space
2	Willeys Point Phase 2	2027	1,400 units, 60,000 sf of retail, 215,000 sf/ 250 room hotel, 500,000 sf/25,000 seat soccer stadium, 2.77 acres of publicly accessible open space
3	SFWD Proposed Development Site 1 (Block 4963/Lots 7, 8, 9)	2025	458,604 gsf residential (546 units), 168,989 gsf retail, 146,100 gsf hotel (353 rooms), 180,835 gsf office, 4,300 gsf community facility, 510 parking spaces, 42,869 sf (0.98 acres) waterfront access
4	SFWD Proposed Development Site 2 (Block 4963/Lot 65)	2028	398,646 gsf residential (368 units), 54,304 gsf retail, 350,873 gsf hotel (301 rooms), 13,505 gsf community facility, 318 parking spaces, 34,810 sf (0.79 acres) waterfront access
5	Porpoise Bridge (Tidal Gate Bridge)	2026	NYCDDC rehabilitation of bridge structure and replacement of existing floodgates
6	Passerelle Bridge Reconstruction	2029	NYC Parks relocation of the Passerelle Bridge within Flushing Meadows Corona Park, east of the existing alignment or within the existing alignment, to be determined
7	Flushing Bay Promenade—Candela Structures/Boat Basin Place Intersections	2026	NYC Parks improvements to Candela structures and Flushing Bay Promenade intersections at Boat Basin Place
8	134-03 35th Avenue / 33-71 Prince Street (Block 4949/Lot 46)	2025	16-story, 349,426 sf mixed-use development: 120 dwelling units, 14,182 sf retail, 208 hotel rooms, 17,388 sf community facility space, 196 parking spaces
9	135-01 35th Avenue (Block 4950/Lot 1)	2027	9-story building; 93 dwelling units (27 affordable), 52 parking spaces
10	134-16 35th Ave (Block 4958/Lot 120)	2025	12-story, 59,796 sf development with 50 residential units
11	RKO Theatre, 135-27 Northern Blvd (Block 4958/Lot 38)	2028	Adaptive reuse of existing theater and 16-story addition. 280,810 sf residential (269 units), 15,857 sf community facility, 17,460 sf commercial, 214 parking spaces (cellar and subcellar level)
12	132-03 41st Road (Block 5039/Lot 1)	2025	6-story mixed-use building w 6,923 sf residential (8 units) and 2,289 sf community facility
13	36-04 Bud Place (Block 4968/Lot 22)	2030	Two 8-story buildings w/235 residential units (60 affordable), 64,000 sf retail, 164 parking spaces
14	133-20 41st Avenue (Block 5041/Lot 8)	2027	7-story, 28,064 sf house of worship

**Table A-1 Projects Planned in the Study Area by 2030**

Map No.	Project	Build Year	Description
15	133-25 37th Avenue (Block 4970/Lot 11)	2027	307,030 sf, 16-story development with 150 residential units, 202 hotel rooms, 25,000 sf retail, 500 sf community facility, 290 parking spaces
16	131-28 40th Road (Block 5060/Lot 53)	2027	57,705 sf, 12-story development with 19 residential units, 136 hotel rooms, 550 sf community facility
17	131-78 40th Road (Block 5060/Lot 38)	2027	9-story, 21,111 sf development with 32 residential units, 11,500 sf retail, 741 sf community facility
18	132-22 41st Road (Block 5040/Lot 18)	2027	6-story, 10,275 sf development with 10 residential units, 2,792 sf community facility
19	132-21 41st Road (Block 5049/Lot 58)	2027	7-story, 10,586 sf community facility development
20	132-51 41st Road (Block 5039/Lot 40)	2027	6-story, 13,452 sf development with 10 residential units, 4,224 sf of community facility
21	132-55 41st Road (Block 5039/Lot 38)	2027	5-story, 13,175 sf development with 9 residential units, 9,402 sf of community facility
22	131-19 Fowler Avenue (Block 5076/Lot 29)	2027	8-story, 29,548 sf development with 30 residential units
23	35-32 Leavitt Street /137-45 Northern Boulevard (Block 4960/Lot 29)	2025	13-story, 231,083 sf mixed-use development: 48,420 sf residential (48 units), 9,600 sf commercial retail, 98,200 sf hotel (249 rooms), 2,580 sf community facility, 82 parking spaces
24	Whitestone Lanes, 30-05 Farrington Street (Block 4370/Lot 15)	2027	10-story building w 377,000 sf residential (361 units, 73 affordable) and 155 parking spaces
25	31-35 137th Street (Block 4410/Lot 7)	2027	75,443 sf, 9-story development with 51 residential units, 17,000 sf community facility
26	35-10 Union Street (Block 4961/Lot 17)	2027	7-story, 40,175 sf development with 44 residential units, 8,133 sf community facility
27	136-80 41st Avenue (Block 5044/Lot 44)	2027	8-story, 62,771 sf development with 44 residential units, 8,796 sf community facility, 22 parking spaces
28	44-15 College Point Boulevard (Block 5102/Lot 1)	2027	7-story, 54,645 sf development with 42 residential units, 9,116 sf community facility, 21 parking spaces
29	42-80 Main Street (Block 5124/Lot 30)	2027	7-story, 71,700 sf development with 39 residential units, 11,270 sf retail (supermarket), 11,775 sf community facility, 107 parking spaces
30	140-46 Sanford Avenue (Block 5180/Lot 38)	2027	8-story, 27,653 sf development with 34 residential units, 4,815 sf community facility, 6 parking spaces
31	104-10 Northern Boulevard (Block 1719/Lot 4)	2027	7-story, 22,653 sf development with 30 residential units, 11,552 sf community facility (supportive housing)

**Table A-1 Projects Planned in the Study Area by 2030**

<b>Map No.</b>	<b>Project</b>	<b>Build Year</b>	<b>Description</b>
32	31-34 137th Street (Block 4409/Lot 45)	2027	6-story, 12,393 sf development with 10 residential units, 2,238 sf community facility
33	LaGuardia Airport: East Side Reconfiguration	2026	Demolition of existing Terminals C and D and construction of a new consolidated single Terminal C headhouse with four concourses and 37 gates. Includes roadway improvements and expansion of the East Garage
34	32-14 111th Street	2030	7-story, 121,405 sf development with 65 residential units, and 54 parking spaces
35	Worlds Fair Marina Pier 1	2026	NYC Parks to reconstruct pier
36	Mets- Willets Station	No Date	LIRR to reconstruct station starting in 2026
37	Hall of Science Parking Improvements	2023	Improvements include the reconfiguration of the existing parking lot, including closing the existing parking lot entrance and creating a new entrance via a new curb cut on 111th Street, and creating a new dedicated route from within the parking lot to the Grand Central Parkway
38	DOT Harper Street	No Date	Harper Street Asphalt Plant and Harper Street Administration Building

Sources: Willets Point Phase II Development Project Draft Second Supplemental Environmental Impact Statement (SSEIS), Air Train DEIS, Special Flushing Waterfront District EAS, Queens DCP, DOB Active Major Construction database, YIMBY.com, NYC Parks, NYCDOT

**Figure A-1 Projects Planned in the Study Area by 2030**