

INVOLVED AGENCY STATEMENT OF FINDINGS
Queens Future Development Project
CEQR Number 23DME006Q
Made Pursuant to the New York State Environmental Quality Review Act and
City Environmental Quality Review
New York City Department of Parks and Recreation
March 24, 2026

INTRODUCTION

The New York City Department of Parks and Recreation (NYC Parks) is an Involved Agency in the proceedings related to the Queens Future Development Project in accordance with the environmental review requirements of Article 8 of the New York State Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA), as set forth in Section 617.11 of its implementing regulations, and the New York City Environmental Quality Review (CEQR) process as set forth in New York City Mayoral Executive Order 91 of 1977, as amended, and in the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York. The SEQRA Regulations require that all Involved Agencies make a written Findings Statement in actions that have been the subject of a final EIS (6 NYCRR 617.6(b)(3)(iii)). In making this Findings Statement, NYC Parks has considered the relevant environmental impacts, information, and conclusions disclosed in the Final Environmental Impact Statement (FEIS) for the Queens Future Development Project (the Project), the Findings Statement adopted by the Lead Agency, the New York City Office of the Deputy Mayor of Economic Justice (DMEJ)¹, and the complete record of proceedings in all of the above (collectively, the Record of Proceedings). In preparing this Statement of Findings, NYC Parks has considered the Record of Proceedings and hereby incorporates that Record of Proceedings herein by reference.

NYC Parks is an Involved Agency because it will be taking discretionary actions with respect to the Project. The proposed actions to be taken by NYC Parks are described below and relates to approvals for park improvement (Proposed Actions).

This Findings Statements focuses on matters in the Record of Proceedings related to the Project and the Proposed Action and has been prepared to 1) certify that the procedural requirements of SEQRA and CEQR have been met; 2) consider the relevant environmental impacts, facts, and conclusions that may be associated with the Proposed Action, as disclosed in the Queens Future Development Project FEIS; 3) weigh and balance the relevant environmental impacts of the Proposed Action with social, economic, and other considerations; and 4) set forth a rationale for the decision of NYC Parks as an Involved Agency, and thereby adopted by NYC Parks, such that NYC Parks finds that the benefits of the Queens Future Development project for the City outweigh the environmental impacts identified in the FEIS.

Pursuant to CEQR, DMEJ is the lead agency responsible for conducting the environmental review that determined whether the Project – or any subsequent modifications to Project – would have significant impacts on public health and the environment. For the Queens Future Development Project, an FEIS was first certified as being complete, and a Notice of Completion was issued on February 7, 2025. After considering the FEIS and TM 001, which was issued on October 16, 2025, DMEJ adopted its Statement of Findings on November 10, 2025.

¹ At the time the FEIS was published, the Lead Agency was known as the Deputy Mayor for Housing, Economic Development, and Workforce (DMHEDW).

DMEJ consulted with a number of City agencies, in addition to NYC Parks, in adopting its findings, including the New York City Department of City Planning (DCP), New York City Department of Transportation (DOT), New York City Landmarks Preservation Commission (LPC), New York City Department of Environmental Protection (DEP), New York City Department of Sanitation (DSNY), New York City Fire Department (FDNY), New York City Police Department (NYPD), New York City Transit (NYCT), New York City Department of Health and Mental Hygiene (DOHMH), and the New York City Law Department (Law). These agencies provided particular assistance to DMEJ in the review of those matters within the agency's area of expertise. These agencies provided particular assistance to DMEJ in the review of those matters within the agency's area of expertise.

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SEQRA STATUS

The Project is classified as a Type I action pursuant to 6 NYCRR Part 617.4(b)(5)(vi), Part 617.4(b)(9) and Part 617.4(b)(10).

BACKGROUND

The Queens Future Development proposes to redevelop approximately 25 acres of largely asphalt surface parking areas located west of Seaver Way and adjacent to Citi Field with a major mixed-use development (the Queens Future Project, or the Proposed Project). The Proposed Project is anticipated to comprise up to approximately 3.7 million square feet (sf) of new construction, with destination entertainment that includes a music hall, hotel, a gaming facility, convention and meeting space, restaurant and retail space, and office and community facility space. The Proposed Project also includes 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. The existing parking area composing the majority of the Development site, is located within Flushing Meadows-Corona Park, which is mapped parkland. The property is owned by the City of New York (the City) and predominantly leased to Queens Ballpark Company, 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. The Development site is roughly bounded to the north by Northern Boulevard and the Whitestone Expressway, to the east by 126th Street/Seaver Way, to the south by Roosevelt Avenue, and to the west by Grand Central Parkway. State Legislation and Governor's Approval to authorize the alienation of parkland within Flushing Meadows Corona Park was obtained as well as approval by the Gaming Facility Location Board and issuance of a gaming license from the New York State Gaming Commission to allow the operation of the Proposed Facility. The National Park Service (NPS) determined that the construction of the proposed highway ramp would result in a conversion under the requirements of the Land Water Conservation Fund (LWCF) program. To satisfy the requirements of a conversion, the Applicant proposes providing as replacement property an area that is currently mapped street (within the Grand Central Parkway right-of-way) that would be mapped as parkland under the Proposed Project and improved as open space.

NYC PARKS PROPOSED ACTIONS:

To facilitate the Proposed Project, a number of NYC Parks approvals are required, including discretionary actions that are subject to CEQR. The proposed actions subject to approval by NYC Parks include the following:

1. NYC Parks approval of amendments to the stadium lease, approval of amendments to the North Parking Site lease, the South Parking Site lease, and the termination of Pork Chop Hill parking lease including approval of business terms related thereto, relating to the Citi Field parking areas and new agreements in connection with the Proposed Project;
2. NYC Parks approvals and permitting as they relate to construction of the Proposed Project;
3. NYC Parks approvals for public open space improvements as related to the Proposed Project.

FACTS AND CONCLUSIONS RELIED UPON TO SUPPORT THE DECISION

The FEIS analyzed the proposed project in detail and concluded that the proposed project would not result in significant adverse impacts in the following areas during operation of the project: land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; shadows; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; water and sewer infrastructure; solid waste; energy; air quality; greenhouse gas emissions; noise; public health; or neighborhood character.

An E-designation (E-834) for hazardous materials is being placed on projected development site as applicable, to avoid the potential for significant adverse impacts from hazardous material, by ensuring that supplemental testing for and remediation of hazardous materials, if necessary, are completed prior to future development. Subsequent to the City Council ULURP and CEQR approval, the Applicant refined the project program, incorporating recommendations from PDC. The refined program represented in TM 001 (October 16, 2025) results in reductions to the number of hotel rooms, a reduction of the program within Area of Development B, a revised parking plan with reduced parking capacity and an adjustment to Development A façade treatment to incorporate two screened open-air gaming terraces.

As discussed below, areas where potential significant impacts were identified include, transportation and construction. Mitigation measures, alternatives and unavoidable impacts were also fully disclosed in the FEIS and supporting documents. These technical analyses are fully discussed in the FEIS and supporting documents and are summarized below.

Principal Conclusions and Approved Mitigation Measures

Transportation

A detailed transportation analysis was conducted based on the methodology set forth in the CEQR Technical Manual and consistent with the Final Scope of Work. This analysis concludes that the Proposed Project would result in significant adverse impacts to traffic, highway, transit, and pedestrians. The analysis of the modified project design within TM 001 resulted in two key differences with respect to transportation. First, certain program elements of the modified project are smaller than the Approved Project, and as such, results in the transportation analysis presented in the FEIS are more conservative. Second, CitiField patrons would adopt different traffic patterns on game-days due to changes in overall parking distribution across the site. This change affects game-day transportation analysis. The non-gameday analysis results presented in the FEIS are more conservative than the modified project.

Traffic

Traffic conditions were evaluated at 50 intersections for the 2030 With Action conditions. The Proposed Project would result in significant adverse traffic impacts at 11 intersections during the non-gameday weekday AM peak hour; 12 intersections during the non-gameday weekday midday peak hour; 19 intersections during the non-gameday weekday PM peak hour; 10 intersections during the non-gameday Saturday PM peak hour; 17 intersections during the gameday weekday PM peak hour; 17 intersections

during the gameday Saturday PM Pre Game peak hour; 12 intersections during the gameday Saturday PM Post Game peak hour; 13 intersections during the gameday Sunday midday peak hour; and 14 intersections during the gameday Sunday PM peak hour. The identification and evaluation of traffic capacity improvements needed to mitigate potential significant adverse traffic impacts created by the Proposed Project are presented in FEIS Mitigation chapter. Under the modified project design, one of the 11 intersections impacted during the Sunday PM peak hour would not be impacted under the approved Project during the same peak hour; this same intersection would be impacted during the non-gameday weekday PM peak hour under the Approved Project. However, the overall number of impacted intersections during the Sunday PM peak hour would be reduced from 14 to 11. Overall, under the modified project there are no intersections that are newly impacted that were not already impacted in at least one analysis peak hour under the Approved Project. Mitigation measures, further identified in the FEIS, include things such as signal timing changes or installation of new traffic signals, which are standard traffic capacity improvements typically implemented by DOT.

77 highway segments were analyzed in the With-Action condition along the Grand Central Parkway west of the site, the Van Wyck and Whitestone Expressways north and east of the site. The Proposed Project would result in significant adverse traffic impacts to 13 highway segments during the weekday AM peak hour; 18 highway segments during the non-gameday weekday midday peak hour; 21 highway segments during the non-gameday weekday PM peak hour; 16 highway segments during the non-gameday Saturday PM peak hour; 17 highway segment during the gameday weekday PM peak hour; 11 highway segments during the gameday Saturday PM Pre Game peak hour; 19 highway segments during the gameday Saturday PM Post Game peak hour; 10 highway segments during the gameday Sunday midday peak hour, and 21 highway segments during the gameday Sunday PM peak hour. The identification of significant adverse impacts on the highway network is not unusual for projects of this scale. The Grand Central Parkway, Van Wyck and Whitestone Expressways are in immediate proximity to the Development Site and are projected to be heavily used by visitors driving to the Proposed Project. Potential measures to provide more capacity along these facilities, such as widening the highways to provide additional lanes, are not practical and would be cost prohibitive; therefore, this has been precluded as an option. However, transportation demand management measures and operational strategies comprising a comprehensive Transportation Demand Management (TDM) plan can be effective in reducing vehicle usage along key segments of these highways as well as where they link to the local street network. The TDM plan would, if necessary, be refined and adjusted from time to time as real-time information becomes available through future monitoring of traffic conditions on gamedays.

Transit

One element, the Mezzanine Outside Fare Zone Passageway, would be significantly impacted during the non-gameday weekday PM peak hour. Under the With Improvements Scenario, all station elements would operate at acceptable levels of service during the analysis peak hours. Additionally, the With Improvements Scenario would add ADA accessibility to the station, including access to all platforms. A subway line-haul analysis was conducted for the No. 7 subway line and determined that the subway line would operate at over-capacity during the Saturday PM peak hour. However, the project would result in an increase of 4.60 passengers per car in the Flushing bound direction during this peak hour, which is below the five subway passengers per car threshold that is considered a significant impact per the CEQR Technical Manual criteria. Therefore, significant subway line-haul impacts are not expected as a result of the project. Under the Baseline Scenario, significant impacts would occur at the Mezzanine Outside Fare Zone Passageway during the non-gameday weekday PM peak hour. As further discussed in the FEIS, one potential mitigation measure would be for the applicant to pay for the reconfiguration of the area around the agent booth. Possible changes could include adding more turnstiles to the fare array; shifting the northernmost segment of the control line railing two to four feet east; shifting the turnstiles two feet to the east; adjusting the doorway/window panels north of the booth to provide a wider corridor.

The Proposed Project would result in a capacity shortfall for the Q48 bus route in the eastbound and westbound directions during the weekday PM and Saturday PM peak hours; this bus route would be significantly impacted. As discussed in the FEIS, impacts to the Q48 bus route could be mitigated with the addition of one standard bus in the eastbound direction and five standard buses in the westbound direction during the weekday PM peak hour; and one standard bus in the eastbound direction and three standard buses in the westbound direction during the Saturday PM peak hour. It is therefore anticipated that NYCT would increase service frequency on the Q48 to address its capacity shortfalls.

Pedestrians

Pedestrian analysis was performed at 16 sidewalks elements, 9 corners, and 16 crosswalk elements at key intersections for the non-gameday weekday AM, midday, PM, Saturday PM, and gameday weekday PM, Saturday PM Pre Game, Saturday PM Post Game, Sunday midday, and Sunday PM peak hours. Of the 41 pedestrian elements analyzed, the Proposed Project would result in significant impacts at 28 elements. As described in the FEIS, impacts to sidewalks, corners and crosswalks could not be mitigated.

As part of the Proposed Project, Queens Future would execute a comprehensive TDM plan which would be implemented from the opening of the full buildout of the development in 2030 and coordinated with Queens Ballpark Company, LLC. This would include a combination of transportation demand measures and operational strategies informed by the traffic monitoring plan, with the goal of reducing the volume of project-generated vehicular traffic overall and redistributing traffic away from peak arrival and departure hours on gamedays, and from critical highway segments to the extent possible. While no single strategy would likely result in a reduction in the overall traffic demand to completely negate any potential unmitigable impacts, a combination of several measures would reduce congestion and could lead to a reduction in some of the overall vehicle demand to the highway and local street networks. As requested by DOT, Queens Future would implement a comprehensive traffic monitoring program starting in the project's opening year (upon full buildout of the project in 2030) that would allow for the detailed measurement of actual transportation conditions on non-gamedays and gamedays.

Construction

A construction analysis conducted based on the methodology set forth in the *CEQR Technical Manual* and consistent with the Final Scope of Work, determined that the Proposed Project would result in significant adverse impacts related to traffic and pedestrians. For all other technical areas, construction activities associated with the Proposed Project would not result in significant adverse impacts.

Transportation

In the non-gameday With-Action Construction Scenario, two of the 45 analysis intersections would be significantly impacted during the AM construction peak hour, and six of the 45 analysis intersections would be significantly impacted during the PM construction peak hour. In the gameday With-Action Construction scenario, six of the 45 analysis intersections would be significantly impacted during the AM construction peak hour, and 11 of the 45 analysis intersections would be significantly impacted during the PM construction peak hour. As described in the FEIS, mitigation includes implementation of signal timing improvements which would be determined by NYCDOT based on future field conditions.

Pedestrians

Under the gameday With-Action Construction scenario, significant pedestrian impacts would be expected at the 126th Street/Seaver Way and Roosevelt Avenue east crosswalk during both the AM and PM construction peak hours, and the 126th Street/Seaver Way and Roosevelt Avenue west crosswalk during the PM construction peak hour. Typical measures to mitigate impacts to crosswalks include crosswalk widening, changes to signal timings, and reduction in crosswalk lengths. However, improvements beyond what was identified in the No-Action improvements would be infeasible or would result in new significant adverse traffic impacts; therefore, impacts to these crosswalks could not be mitigated.

ALTERNATIVES ANALYZED IN THE FEIS

No Action Alternative

The No-Action Alternative is the future without the Proposed Actions (the No-Action condition). Absent the Proposed Project, 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, which runs through 2105. Unlike the Proposed Project, under the No-Action Alternative, the significant adverse impacts related to transportation (operational and construction period) would not occur. However, the No-Action Alternative would not result in the development of destination entertainment facilities, restaurants and retail, community facility space, or 20-acres of public park space and other public realm improvements in areas currently occupied by surface parking.

Phoenix Meadows Alternative

The Phoenix Meadows Alternative was created by Flushing for Equitable Development and Urban Planning (FED UP) Coalition in response to the Proposed Project. The Phoenix Meadows Alternative examines future conditions where a parkland restoration project would be undertaken to redevelop the mapped unimproved parkland on the Development Site, currently used as surface parking for Citi Field under a 1961 lease agreement with the City, into approximately 50 acres of new open space, while retaining the existing number of parking spaces. The Phoenix Meadows Alternative would not include a substantial commercial component and therefore, would fail to realize the tourism and economic development goals of the Proposed Project. The Phoenix Meadows Alternative does not identify any mechanism to achieve either the development (three parking decks and two pedestrian bridges) associated with this Alternative or the many infrastructure improvements associated with the Proposed Project, which include at least 20 acres of public park space, an ADA-accessible renovated subway station, replacement of all the existing number of parking spaces, a Taste of Queens food hall and community space, bike and pedestrian infrastructure and streetscape improvements. For these reasons, the Phoenix Meadows Alternative would not meet the Purpose and Need of the Proposed Project and is not considered a reasonable alternative.

Proposed Project with Passerelle Bridge Replacement Alternative

The Proposed Project with Passerelle Bridge Replacement Alternative would involve the replacement of the Passerelle Bridge at the same time as the Proposed Project. This alternative would include all the components of the Proposed Project, as well as the replacement of the Passerelle Bridge. Since the only difference between the Proposed Project and the Passerelle Bridge Replacement Alternative would be the replacement of the Passerelle Bridge, the only impacts of this Alternative that would differ from those of the Proposed Project would be those associated with construction and operation of the reconstructed Passerelle Bridge. These include long-term (operation-related) impacts to historic and cultural resources and short-term (construction-related) impacts. Since this alternative entails demolishing and replacing the Passerelle Bridge, a State/National Register-eligible contributing resource to the Flushing Meadows Corona Park Historic District, altering the bridge's current condition would result in a significant adverse impact to historic and cultural resources. The bridge replacement would require review by Parks, New York State Historic Preservation Office, and the New York City Landmarks Preservation Commission.

Additionally, the potential for design changes and mitigation measures would need to be explored to the extent necessary. Since a construction staging plan is not yet available, it is conservatively assumed at this time that there would be significant adverse impacts during the construction period. Once a detailed construction staging plan is developed, potential mitigation measures will be explored with the New York State Historic Preservation Office.

No Unmitigated Significant Adverse Impacts Alternative

The No Unmitigated Significant Adverse Impacts Alternative identifies those modifications to the Proposed Actions that would be required to eliminate all of the Proposed Actions' unmitigated significant adverse impacts. The Proposed Project would result in significant adverse impacts to traffic and pedestrian elements that could not be fully mitigated.

The Proposed Project would result in significant adverse traffic impacts that could not be fully mitigated with standard traffic capacity improvement measures during non-gameday and gameday peak periods. These impacts would result from a minimal increase in vehicle trips because of prevailing background traffic conditions. Based on a sensitivity analysis conducted at the intersection of Roosevelt Avenue and 114th Street, the addition of just two incremental vehicles at critical movements during the non-gameday weekday PM peak hour would create a significant adverse impact that could not be fully mitigated. Therefore, any development increment larger than the No-Action development would be expected to result in unmitigated significant adverse traffic impacts.

The Proposed Project would result in significant adverse impacts at pedestrian elements during the non-gameday and gameday peak periods. Based on a sensitivity analysis performed at the east and west crosswalks at the intersection of Roosevelt Avenue and 126th Street/Seaver Way, it was determined that the Proposed Actions would require a 35 percent reduction in the development increment during the non-gameday Saturday PM peak hour to avoid unmitigated pedestrian impacts. Given the above, there is no Unmitigated Significant Adverse Impact Alternative to the Proposed Actions any larger than the No-Action Alternative.

UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

According to the *CEQR Technical Manual*, unavoidable significant adverse impacts are those that would occur if a proposed project or action is implemented regardless of the mitigation employed, or if mitigation is impossible. The proposed project has the potential to result in significant adverse impacts on traffic, transit and pedestrian impacts at certain locations. To the extent practicable, mitigation has been proposed for identified significant adverse impacts. However, in some instances no practicable mitigation has been identified to fully mitigate the significant adverse impacts, and there are no reasonable alternatives to the Proposed Actions that would meet the purpose and need, eliminate potential impacts, and not cause other or similar significant adverse impacts.

CONCLUSION

The benefits of the Queens Future Development project for the City, including the development of destination entertainment facilities, restaurants and retail, community facility space, and public park space and other public realm improvements as well as structured parking facilities, outweigh the environmental impacts identified in the FEIS and described above. In addition, the required alienation authorization was obtained, and a casino license was approved for which certain land use approvals were contingent on. As discussed above, the FEIS sufficiently analyzes the Proposed Actions. The balance of benefits and impacts provides a full and compelling rationale to proceed with the Proposed Actions.

CERTIFICATION OF FINDINGS TO APPROVE

Having considered the relevant environmental impacts, facts, and conclusions disclosed in the Queens Future Development Project FEIS and having weighed and balanced relevant environmental impacts with social, economic, and other essential considerations as required in 6 NYCRR 617.11, Parks as the agency pursuing the discretionary actions listed above certifies that:

- the requirements of 6 NYCRR Part 617 have been met and that, consistent with social, economic, and other essential considerations from among the reasonable alternatives available;
- the action is one which avoids or minimizes adverse environmental impacts to the maximum extent practicable, and

- adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures that were identified as practicable.

The Queens Future Development Project FEIS and these Findings constitute NYC Park's written statement of facts and the environmental, social, economic and other facts and standards that form the basis of this decision, pursuant to Section 617.11 (d) of the SEQRA regulations.

Copies of the FEIS and this Findings Statement are available on the CEQR Access website:

<https://a002-ceqraccess.nyc.gov/ceqr/>



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City of New York – Department of Parks and Recreation