



**IN THE MATTER OF** an application submitted by Queens Development Group, LLC, City Football Stadium Group, LLC, and the New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 124-60\* of the Zoning Resolution to allow the distribution of total allowable floor area without regard for zoning lot lines or district boundaries and to modify:

1. the required parking regulations of Sections 25-23 (Requirements Where Group Parking Facilities Are Provided), 25-251 (Income-restricted housing units), 36-21 (General Provisions) and 124-50 (OFF-STREET PARKING REGULATIONS);
2. the sign regulations of Sections 32-60 (SIGN REGULATIONS) and 124-15 (Modification of Sign Regulations);
3. the loading requirements of Section 36-62 (Required Accessory Off-street Loading Berths);
4. the retail continuity regulations of Section 124-14 (Retail Continuity);
5. the height and setback regulations of Section 124-22 (Height and Setback Regulations);
6. the street network requirements of Section 124-30 (MANDATORY IMPROVEMENTS);
7. the public open space requirements of Section 124-42 (Types and Standards of Publicly Accessible Open Space);
8. the curb cut requirements of Section 124-53 (Curb Cut Restrictions),

in connection with a proposed mixed-use development on property generally bounded by Northern Boulevard, 27th Street, Willets Point Boulevard\*\*, 126th Lane\*\*, 39th Avenue\*\*, Roosevelt Avenue, and Seaver Way (Block 1833, Lots 117, 120, 130, 135 and 140; Block 1823, Lots 12, 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52 and 55; Block 1824, Lots 1, 12, 19, 21, 26, 28, 33, 38, 40, 45, 53 and 100; and Block 1825, Lots 1, 19, 21, 25, 28, 30, 37, 46, 48, 53, 55, 58 and 150; Block 1822, Lot 17; and Block 1820, Lots 1, 6, 9, 18, 34 and 108), within a C4-4 District in the Special Willets Point District.

\* Note: A zoning text amendment to modify Section 124-60 is proposed under a concurrent related application (N 240093 ZRQ)

\*\* Note: A city map amendment to establish or extend these streets is proposed under a concurrent related application (C 240058 MMQ)

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This application (C 240092 ZSQ) for a zoning special permit pursuant to Section 124-60, as amended in the related zoning text amendment (N 240093 ZRQ), was filed by Queens Development Group, LLC (QDG), City Football Stadium Group, LLC (CFG), and the New York City Economic Development Corporation (EDC) on September 27, 2023. The proposed zoning

special permit, in conjunction with the related actions, would facilitate a new mixed-use development in an area generally bounded by Roosevelt Avenue and 39th Avenue to the south, Northern Boulevard to the north, Seaver Way to the west and 126th Place, 127th Street and 126th Lane to the east, in the Willets Point neighborhood of Queens, Community District 7.

## **RELATED ACTIONS**

In addition to the zoning special permit (C 240092 ZSQ) that is the subject of this report, the proposed project also requires action by the City Planning Commission (the Commission) on the following applications, which are being considered concurrently with this application:

<b>N 240093 ZRQ</b>	Zoning text amendment modifying provisions of Article XII, Chapter 4 (Special Willets Point District).
<b>C 240094 ZSQ</b>	Special permit pursuant to ZR 74-41 to build a stadium of greater than 2,500 seats.
<b>C 240095 ZSQ</b>	Special permit pursuant to ZR 74-802 to build a transient hotel.
<b>C 240058 MMQ</b>	Amendment to the City Map to establish, eliminate, and change the grades of streets to facilitate the proposed development and accommodate future development within the Special Willets Point District.

## **BACKGROUND**

The applicants seek a series of actions including a zoning text amendment to modify provisions of Article XII, Chapter 4 (Special Willets Point District), a special permit to modify use and bulk regulations of the Special Willets Point District, a special permit to build a hotel, a special permit to build a stadium with more than 2,500 seats and an amendment to the City Map, to facilitate a mixed-use development in the Willets Point neighborhood of Queens, Community District 7.

The actions would result in 1,400 new income-restricted dwelling units, a 25,000-seat soccer stadium, a 250-room hotel, approximately 80,000 square feet of local retail space, 500 accessory

parking spaces and 2.8 acres of privately owned publicly accessible open space.

The project area comprises 49 tax lots across six tax blocks (Blocks 1820, p/o 1822, p/o 1823, 1824, 1825 and p/o 1833) in an area that consists of an approximately 17-acre “Phase 2” portion and a six-acre “Phase 1” portion. The Phase 2 portion is generally bounded by Willets Point Boulevard to the south, Northern Boulevard to the north, Seaver Way to the west and 126th Place and 127th Street to the east. The Phase 1 portion extends southward from the Willets Point Boulevard boundary of Phase 2 and is further bounded by Roosevelt Avenue and 39th Avenue to the south, Seaver Way to the west and 126th Lane to the east. The project area includes all Phase 1 and 2 lots, and the development sites include all the Phase 2 lots. Co-applicants QDG and EDC previously received a Chairperson Certification (N 220241 ZCQ) for large developments in 2021 to facilitate development on the Phase 1 portion. While development on Phase 1 is moving forward irrespective of this application, the Phase 1 portion is located on one of the same zoning lots of the Phase 2 development that is subject of this application (C 240092 ZSQ). As such, this Phase 1 portion of land is also included as part of the project area of this application. The project area comprises four zoning lots referenced in the following manner:

The “Triangle” zoning lot is the southernmost zoning lot and would consist of land comprising a portion of Phase 1, and portions of the Phase 2 development that is subject to this application. The Triangle zoning lot is bounded by Roosevelt Avenue and 39th Avenue to the south, Seaver Way on the west, 38th Avenue to the north, and 126th Lane to the east. The Phase 2 portion (Block 1833, Lot 117) is currently vacant and owned by the City. The Phase 1 portion (Lots 120, 130, 135 and 140) is the site of active construction following approval of the Chair Certification (N 220241 ZCQ) described earlier. Tax lot 111 is an irregularly shaped lot that bounds the Triangle lot and is generally coterminous with 38th Avenue and is proposed to be mapped as a public street pursuant to the City Map application that is being considered concurrently with this subject application (C 240092 ZSQ).

The “Stadium” zoning lot is located immediately north of the Triangle zoning lot, and is bounded by Seaver Way to the west, 38th Avenue to the south, 127th Street to the east, and 35th Avenue to the north and is currently vacant and owned by the City.

The “T-Parcel” zoning lot is located immediately north of the Stadium zoning lot and is bounded by 35th Avenue to the south, 34th Avenue to the north, and private property to the east and west between Seaver Way and 127th Street. It is comprised of Tax Block 1822, Lot 17 and it is currently vacant and owned by the City.

The “Northern” zoning lot is the northernmost zoning lot and encompasses the entire block between Seaver Way, Northern Boulevard, 126th Place, and 34th Avenue. One of the lots, lot 6, is vacant, while the remainder is occupied by a mix of low-scale auto-repair and auto-related uses on month-to-month leases. Lots 1, 9 and 18 are owned by the City, and the rest of the lots are currently privately owned.

While there are several prior land use approvals that affect the project area and surrounding area there has been limited development that has resulted from these actions. In 2008 the City Council approved a series of actions that were collectively known as the Willets Point Development Plan and intended to foster a vibrant, pedestrian-oriented mixed-use community. These actions included the following:

- Zoning map amendment (C 080381 ZMQ) changing the M3-1 and R3-2 zoning districts to a C4-4 district
- Zoning text amendment (N 080382 ZRQ) to establish the 61.4-acre Special Willets Point District (“Special District”)
- Designation of the Willets Point Urban Renewal Plan (N 080383 HGQ) and disposition of property associated therewith (C 080385 HDQ)
- Amendment to the City Map (C 080221 MMQ) to eliminate all streets within the Special District, the implementation of that was planned to occur in up to three phases.

The adopted plan envisioned a total of 8.94 million square feet of development with retail and residential space as the core uses; office, hotel, and convention center uses would complement these uses. Specifically, the development program called for up to 5,500 dwelling units, 1.7 million square feet of retail space, a 400,000-square-foot convention center, a 700-room hotel, 500,000 square feet of office space and 6,700 parking spaces. To provide quality-of-life amenities for residents and visitors, the program would also include an 850-seat school, 150,000 square feet of community facility space and a minimum of eight acres of publicly accessible open space.

Additionally, in 2012, current co-applicant QDG was selected as the city's designated developer for an initial, approximately 23-acre portion of the Special District, along with the development of a 1.4 million-square-foot entertainment and retail center to be built on the surface parking area west of CitiField. Also known as "Willets West", co-applicants QDG and EDC sought and obtained several actions in 2013 to allow transitional uses like surface parking and recreational activities that were not otherwise allowed in the Special District. These actions included a zoning text amendment to Section 124-60 (N 130220 ZRQ), and special permits pursuant to the amended Section 124-60 to permit use modifications (C 130222 ZSQ, C 130223 ZSQ, C 130224 ZSQ and C 130225 ZSQ) and a minor modification to a previously approved amendment to the City Map (M 080221(A) MMQ). However, in response to an Article 78 challenge, the New York State Court of Appeals determined in 2015 that the Willets West proposal could not proceed without additional parkland alienation legislation by the New York State legislature. As such, the 2013 development plan did not move forward.

Subsequently, the City worked with QDG to create a plan to conduct the required environmental remediation and build a 100 percent income-restricted housing development on six acres of land that corresponds to the Phase 1 and Phase 2 areas described earlier. This plan was publicly announced in 2018 and was referred to as the "Anchor Block" development. In 2021 QDG obtained the previously referenced Chairperson Certification (N 220241 ZCQ) pursuant to Section 124-05 with respect to the Anchor Block. The Phase 1 land was to contain 1,100 units of income-restricted housing, the Phase 2 land was anticipated to be developed with a commercial development (Block 1833, Lot 117), adjacent private streets, adjacent open space, and identified

a site (Block 1833, Lots 143 and 151) immediately north of the Phase 1 land as a future public-school site. Pursuant to the certification, the Anchor Block was proposed to be developed on an as-of-right basis. Upon receiving the Chairperson certification, the City determined that the private streets to be constructed on the Anchor Block in conjunction with Phase 1 should be mapped as public rights of way on the City Map. To implement this, an amendment to the City Map is being filed concurrent to this application. Upon the adoption and filing of those maps, the boundaries of the Anchor Block zoning lot would be modified to exclude the land comprising the adjacent streets, and the new Phase 2 portion would be subject to a new Chairperson Certification (N 240096 ZCQ). Phase 1 is an as-of-right development that includes approximately 887,000 square feet of 100 percent income-restricted residential use (1,100 units), 24,000 square feet of ground floor retail, 5,000 square feet of community facility use, a 650-seat K-8 public school, a 323-space parking garage and approximately one acre of publicly accessible open space. Phase 1 would include a total of four buildings comprised of 880 units of income-restricted housing in two initial buildings, an additional 220 units of income-restricted senior housing in a third building, and a 650-seat public school in a fourth building. Phase 1 commenced construction on December 20, 2023 and all components but the school are expected to be completed by 2026, with the school to follow in 2027.

The project area is in the Willets Point neighborhood and includes the approximately 61.4-acre Special District. The larger Willets Point neighborhood includes the majority of the peninsula bounded by Flushing Bay to the north and northwest, Flushing Creek to the east, and Flushing Meadows-Corona Park (FMCP) to the west and south.

Seaver Way delineates the western edge of the Special District, while to the west lies CitiField and its adjacent surface parking lots. Roosevelt Avenue borders the Special District on its southern side, with MTA property including the Casey Stengel Bus Depot to the south, as well as the Long Island Rail Road (LIRR) tracks for the Port Washington line, a rail yard for the LIRR trains, and several parking lots.

The United States Tennis Association (USTA) Billie Jean King National Tennis Center is situated to the south of the Special District. The neighborhood of Corona is located to the west, and Downtown Flushing is located to the east across the Flushing Creek.

The remainder of the Special District beyond the project area contains many low-scale auto-related and light-industrial uses, as well as additional non-auto-related industrial uses including warehousing and distribution, construction-related services and materials, food production and distribution uses, and waste transfer and recycling facilities.

In addition to the auto-related and industrial uses, several commercial uses beyond the project area cater to the existing area businesses and employees including delicatessens, a check-cashing establishment, and a clothing and supply store. The Special District contains a private, members-only motorcycle club and one residential unit on Willets Point Boulevard. Directly east of the Special District is a large MTA property located along the Flushing River waterfront, a majority of that is leased to a construction and demolition debris recycling operation. To the north of the Special District, across Northern Boulevard, is a New York City Department of Transportation (DOT) Maintenance and Repair facility, and between Northern Boulevard and the Van Wyck Expressway is a DOT asphalt plant. To the northwest of the Special District, across Northern Boulevard, is the Flushing Bay Promenade, which is within the boundary of FMCP. To the south of Roosevelt Avenue are the New York City Transit (NYCT) Corona Yards that contain a storage area for subway cars as well as repair shops.

The project area is proximate to primary limited access highways including the Whitestone Expressway to the north, the Van Wyck Expressway to the east, the Grand Central Parkway to the west and the Long Island Expressway to the south. The area is also well served by public transit with the New York City Transit No. 7 subway line and its Mets-Willets Point station located above Roosevelt Avenue, and by the Long Island Rail Road. There are numerous bus lines running adjacent to the project site. The Q48, which runs along Roosevelt Avenue, provides service from the area east to Flushing and northwest to LaGuardia Airport. The Q19 and Q66, run along Northern Boulevard, and provides service from Flushing to Astoria (Q19)

and Flushing to Long Island City (Q66). The QM3 also connects the Special District to eastern Queens and Manhattan, providing express bus service along Northern Boulevard.

The Willets Point peninsula is predominantly subject to the provisions of the Special District and its underlying C4-4 district regulations that were established in 2008 for the 61-acre area between Northern Boulevard, Seaver Way, Roosevelt Avenue, and the MTA property to the east. The land on the peninsula beyond the Special District is zoned M3-1. CitiField and surrounding land immediately west of the Special District is part of FMCP and is not zoned. The land bordering the Special District across Roosevelt Avenue to the south is zoned M1-1.

M3 districts are heavy-industrial districts that allow a maximum floor area ratio (FAR) of 2.0, and M1-1 districts are light-industrial districts that allow a maximum FAR of 1.0.

C4-4 zoning districts allow for a range of residential, commercial, and community facility uses. C4 districts are typically mapped in regional commercial centers such as Downtown Flushing that are located outside of the central business district. They typically comprise medium-density residential uses, as well as specialty and department stores, theaters, and other commercial and office uses. Uses that would disrupt continuous retail frontage, such as home maintenance and auto repair establishments, are not permitted in C4 districts.

The maximum FAR for the entire Special District is 3.4, allocated according to the Willets Point Urban Renewal Plan (URP), and subject to the Special District's regulations.

The Special District currently permits mixed-use development typically permitted in a C4 district, with maximum FARs ranging from 2.0 to 5.0. The Special District is divided into Area A and Area B. Area A consists of 28 acres that front 126th Street and extend eastward with a depth that ranges between 435 and 680 feet. Area B is located east of Area A and consists of the remaining 33 acres of the Special District. Area A permits overall development to a maximum of FAR of 5.0 and commercial development to a maximum of FAR of 2.0. Area B limits overall development to a maximum of 4.0 FAR. Furthermore, zoning within the Special District limits FAR to 2.0 on zoning lots of less than 200,000 square feet and development on

such lots resulting in less than 100,000 square feet of floor area are required to use the bulk envelope of an R6B district, which has a maximum residential FAR of 2.0 and maximum building height of 50 feet.

Accessory off-street parking regulations are governed by the underlying C4-4 district; the required number of spaces is determined by the type and amount of a specific use. Generally, off-street parking spaces for 50 percent of the total number of residential units are required; one space per 1,000 feet of floor area would be required for general retail uses. The Special District's regulations also require that off-street parking uses be located either underground or inside building portions that are wrapped by floor area.

The Special District's regulations also guide site planning and urban design elements within the Special District, including the types and location of uses, building heights and setbacks, street types and layouts, streetscape design, and open space amenities to ensure the development of a pedestrian-oriented community.

The applicants propose to redevelop the four zoning lots described above with a two million-square-foot mixed-used development consisting of 1,400 new income-restricted dwelling units, a 25,000-seat soccer stadium, a 250-room hotel, approximately 80,000 square feet of local retail space, 500 accessory parking spaces as well as 2.8 acres of privately-owned publicly accessible open space, and 500 parking spaces. In conjunction with the ongoing Phase 1 development, the collective effort would yield a total of 3.1 million square feet including a total of 2,500 income-restricted units. Each zoning lot would be developed as follows:

#### Triangle Lot

The Phase 2 portion would contain two buildings including an approximately 215,000-square-foot, 250-room hotel and approximately 399,000-square-foot residential building with ground floor retail. The residential building would consist of 100 percent income-restricted residential floor area (approximately 350 units) and approximately 22,000 square feet of retail uses. It is surrounded by 1.04 acres of publicly accessible open space, in addition to the 0.88 acre already proposed in the Phase 1 portion. A 121-space below-grade accessory parking garage would be

accessed from 38th Avenue. The hotel would be located at the corner of Seaver Way and 38th Avenue and rise to a height of approximately 216 feet (18 stories plus cellar) without setback. The residential building would be located along the public pedestrian corridor with wings extending towards Seaver Way and along 38th Avenue and rise to a roof height of up to 132 feet (12 stories plus cellar) without setback.

### Stadium Lot

The site would contain a 25,000-seat, approximately 500,000 square-foot soccer-specific stadium, including a 6,000 square-foot accessory retail store and other typical stadium amenities. The stadium would rise to an overall height of approximately 115 feet (with five levels). It would be set back approximately 90 feet from Seaver Way at its southwest corner, 49 feet from Seaver Way for its central and northern frontage, 35 feet from 38th Avenue and 27 feet from 127th Street. The areas between the street line and the street wall of the stadium would mostly consist of 1.48 acres of publicly accessible open space. Twenty-seven at-grade screened parking spaces intended for building employees are located on the northeast corner of the stadium, along with other back-of-house uses, and is accessed from 35th Avenue. The stadium would serve as the first permanent home pitch for New York City's only Major League Soccer soccer team, New York City Football Club. Soccer games for MLS are generally scheduled between the months of March and December, including regular season and playoff matches.

### T-Parcel Lot

The site would contain approximately 301,000 square feet of 100 percent income-restricted residential floor area (approximately 340 units), approximately 4,000 square feet of ground floor retail uses and a 97-space below-grade parking garage accessed from 35th Avenue. The building would be set back four feet from the 35th Avenue street line and 10 feet from the 34th Avenue street line to provide for a sidewalk widening at grade. The building is proposed to rise to 12 stories, as shown in the land use application. A special permit from the New York City Board of Standards and Appeals (BSA) pursuant to ZR Section 124-22(d) is required to take full advantage of this height for all building sections. If such approvals are not granted by the BSA, the applicant intends to construct certain portions of the building to 10 stories, at a

height of approximately 120 feet. The building is proposed to contain 340 dwelling units in either scenario.

#### Northern Lot

The site would contain 627,000 square feet of 100 percent income-restricted residential floor area (approximately 710 units), approximately 51,000 square feet of ground floor retail uses, a 255-space below-grade accessory parking garage accessed from 127th Place, and publicly accessible open space along its west and north frontages. It would be set back approximately 35 feet from Seaver Way and eight feet from Northern Boulevard to accommodate ground floor open space and 10 feet from the 34th Avenue street line to accommodate a sidewalk widening. The applicant is proposing a building that would rise to 12 stories and 132 feet. On the eastern portion this height would require similar height relief from the BSA pursuant to ZR Section 124-22(d), as the T-Parcel building. If the BSA special permit is not granted, the eastern portion of the building would rise to 9 stories. In either instance the building would contain 710 dwelling units.

The proposed development would include approximately 2.8 acres of privately-owned publicly accessible open space including 1.7 acres of required open space. Required publicly accessible open space is anticipated to be provided in the form of:

- A pedestrian-oriented plaza, comprising of pedestrian corridor that links to an entry plaza at the intersection of Roosevelt Avenue and Seaver Way, to a central plaza at the intersection of 38th Avenue and 126th Lane. This open space comprises both the northern half of the plaza associated with Phase 2 and the southern portion associated with Phase 1. Phase 1 open space also includes strips along Roosevelt Avenue and 39th Avenue.
- Open space between the stadium street wall and street line along the Seaver Way, 38th Avenue and 127th Street frontages.
- Publicly-accessible open space between the south sidewalk of Northern Boulevard and the proposed northern residential building between Seaver Way and 126th Place.

Additional publicly accessible open space would be located along the western (Seaver Way), southern (38th Avenue) and eastern (127th Street) frontage of the soccer stadium. The combined open space provided for both Phase 1 and 2 is 3.66 acres or 159,101 square feet and represents approximately 45 percent of the eight acres of open space required by the 2008 Willets Point URP.

To facilitate the proposed development, the applicant seeks a zoning text amendment, special permits and an amendment to the City Map.

***Zoning Text Amendment (N 240093 ZRQ)***

The applicants propose a zoning text amendment (N 240093 ZRQ) to amend portions of Article XII, Chapter 4 (Special Willets Point District) of the Zoning Resolution (ZR).

ZR Section 124-60 (Special Permit to Modify Use or Bulk Regulations) would be amended to give the Commission the ability to permit the redistribution of floor area without regard to zoning lot lines, to grant parking and loading modifications, and to provide modifications to improvements or other urban design regulations. The text amendment also introduces more specific and detailed findings for the special permit pursuant to Section 124-60. These additional findings include requiring that the Commission find that:

- Parking and loading modifications will not have undue adverse effects on residents and businesses in the surrounding area, will not create serious traffic congestion and will not unduly inhibit surface traffic and pedestrian flow;
- Modifications to mandatory improvements or other urban design regulations will not unduly impact the streetscape;
- Modifications to the distribution of floor area or dwelling units and the location of buildings will not unduly increase the bulk of buildings in any one block or unduly obstruct access to light and air to the detriment of the occupants or users of buildings in the block or nearby blocks or of people using the public streets.

ZR Section 124-05 (Certification for Large Developments) would be amended to specify that the requirement for a Chairperson Certification would also apply to zoning lots subject to the amended ZR 124-60 special permit, when the total lot area of all zoning lots receiving the special permit is greater than 200,000 square feet. Since the applicant is also proposing changes to the anticipated street plan (several streets were intended to run through what is now proposed to be occupied by the footprint of the proposed stadium), a modification to finding (d) of the Chairperson Certification is also proposed. Finding (d) requires that the applicant demonstrate that the proposed development would not preclude future development from complying with standards for streets pursuant to ZR Section 124-31 (Standards for Streets and Blocks) and open space pursuant to ZR Section 124-41 (Amount of Publicly Accessible Open Space). The proposed text amendment would provide an exception where such compliance is directly prevented by modifications granted by the Commission pursuant to the amended ZR Section 124-60 (Special Permit to Modify Use or Bulk Regulations).

ZR Sections 124-31 and 124-41 would also be amended to note that developments or enlargements that result in a total of at least 100,000 square feet of floor area on both individual zoning lots of at least 200,000 square feet, or groups of zoning lots of at least 200,000 square feet subject to the provisions of ZR Section 124-60, are subject to compliance with the requirements of ZR Section 124-31 and 124-41, unless modified by the special permit pursuant to ZR Section 124-60.

As intended by the amendment of ZR Section 124-60, the amendments to ZR Sections 124-05, 124-31 and 124-41 would also apply to development beyond the project area, establishing additional flexibility for the entire Special District.

***Special Permit (C 240092 ZSQ) pursuant to ZR Section 124-60 (Special Permit to Modify Use or Bulk Regulations)***

The applicants propose a special permit pursuant to ZR Section 124-60, as amended by the text amendment described above (N 240093 ZRQ), to provide a series of relief for all four zoning lots. Such relief is requested for each of the zoning lots as follows:

### Triangle Lot

ZR Section 124-21 (Floor Area Regulations): The maximum overall permitted FAR for this zoning lot is 5.0 and the maximum commercial permitted FAR for this zoning lot is 2.0. The special permit would allow the transfer of approximately 291,423 square feet of unused floor area from the Stadium zoning lot to achieve an overall FAR of approximately 6.1.

ZR Section 124-22 (Height and Setback Regulations): Buildings are permitted to rise to 85 feet before setback. The special permit would allow the hotel and residential buildings to rise without setback to a full potential roof height of 132 feet for the residential building and 216 feet for the hotel building. In addition, the hotel and residential building would not be in compliance with the tower regulations regarding tower size, length, orientation, tower top articulation, or distance between towers.

ZR Section 124-14 (Retail Continuity): Retail uses are required along all frontages to a depth of 50 feet from the street frontage and individual establishments are limited to maximum widths per establishment. Fifty percent of ground floor frontages are also required to be constructed of transparent materials. The special permit would allow the depth of retail to extend to 30 feet instead of 50 feet and would allow certain ground-floor spaces to not meet transparency requirements. Required retail and other commercial uses would not be provided along the 38th Avenue frontage, in order to effectively locate back-of-house functions there. Also, establishments would be allowed to exceed the maximum frontage length.

ZR Sections 25-23, 25-251 and 36-21 (Required Parking): Zoning requires 560 parking spaces for the proposed program. The special permit would reduce this requirement to 300 spaces. The applicant is proposing to add an additional 144 permitted spaces for a total of 444 with 121 spaces apportioned to the Phase 2 area and 323 spaces apportioned to the approved Phase 1 area.

ZR Section 36-62 (Loading): Reduce the required three off-street loading berths to a single loading berth from 38th Avenue, to serve the hotel and minimize the extent of curb cuts.

ZR Section 124-42 (Types and Standards of Open Space): The Zoning requires various amounts of seating, planting and other amenities in the various open spaces on this lot and require that the Central Plaza intersect with a primary retail street. The special permit would allow reductions in some of these requirements to facilitate the proposed design, and would allow the Central Plaza not to intersect with the primary retail street due to the presence of the Stadium.

ZR Section 124-53 (Curb Cut Restrictions): The Zoning prohibits curb cuts for parking facilities along Seaver Way or 38th Avenue. The special permit would allow a curb cut for a parking garage and a loading berth on 38<sup>th</sup> Avenue, with some degree of flexibility for exact location based on the building's final ground floor design.

### *Stadium Lot*

ZR Section 124-21 (Floor Area Regulations): The maximum overall permitted FAR for this zoning lot is 5.0 and the maximum commercial permitted FAR for this zoning lot is 2.0. The special permit would allow the transfer of 962,037 unused floor area generated by the Stadium zoning lot onto other zoning lots as follows:

- Up to 291,423 square feet of zoning floor area to the Triangle Lot to achieve an overall FAR of approximately 6.1.
- Up to 216,461 square feet of zoning floor area to the T-Parcel Lot to achieve an overall FAR of approximately 6.9.
- Up to 454,153 square feet of zoning floor area to the Northern Lot to achieve an overall FAR of approximately 6.1.

The Stadium zoning lot would include approximately 500,000 square feet of zoning floor area to achieve an overall FAR of approximately 1.14.

ZR Section 124-30 (Mandatory Improvements): The Zoning allows a maximum block length of 450 feet. The special permit would allow the stadium block to have a maximum block length of greater than 450 feet and to extend into a location that was to contain a primary retail street.

ZR Section 124-22 (Height and Setback Regulations): Buildings are permitted to rise to 85 feet before setback and have a minimum base height of 60 feet. At least 80 percent of the aggregate width of street walls are to be located within 60 feet of the street line. The special permit would allow portions of the stadium's street wall to be located beyond 60 feet of the street line. In addition, the special permit would allow the stadium to rise to approximately 101 feet (up to a potential permitted height of 115 feet) either without an additional street wall setback above a height of 85 feet (northern, southern and eastern facades and portions of the western facade) or with setbacks at heights lower than 60 feet (northern facade and portions of the western facade).

ZR Section 124-14 (Retail Continuity): Retail uses are limited to maximum widths per establishment. The special permit would allow relief from retail continuity regulations pertaining to ground floor use, and the maximum length of establishments facing Seaver Way and 38th Avenue to facilitate the stadium use and design.

ZR Section 36-21, 124-51 (Required Parking): Zoning requires 1,000 parking spaces for the proposed stadium. The special permit would reduce this requirement to zero. The applicants are still proposing to add 27 permitted spaces that would not be located either underground or inside building portions that are wrapped by floor area.

ZR Section 124-42 (Types and Standards of Open Space): The Zoning requires various amounts of seating, planting and other amenities in the various open spaces on this lot. The special permit would allow flexibility in open space design and maximize pedestrian and spectator functionality immediately surrounding the stadium. Specifically, the amount of linear feet of seating would be less than proscribed by zoning, the number of additional amenities

would be less than required, and four of the 11 required litter receptables would be placed beyond 35 feet of 126th Street.

ZR Section 124-53 (Curb Cut Restrictions): The Zoning permits curb cuts to access stadium's loading berths and parking spaces an aggregate width of 60 feet. Curb cuts are also not permitted within 50 feet of any street. The special permit would allow multiple curb cuts to access the stadium's loading berths and parking spaces that total approximately 167 feet in aggregate length, including one curb cut located within 33 feet of the intersection of 127th Street and 35th Avenue (not allowed within 50 feet of this intersection).

ZR Section 32-60 and 123-15 (Sign Regulations): The Zoning restricts accessory signage at heights and sizes within the Special District. The special permit would allow modifications to the signage regulations to permit the stadium to provide accessory signage at heights and sizes in excess of those permitted. While the Special District permits signage of unlimited size and illumination facing Seaver Way between heights of 35 and 85 feet, relief is required to include Seaver Way-facing signage at the parapet of the stadium, which is above 85 feet, and also on its southern, eastern and northern facades with sizes in excess of the 500 square feet maximum permitted per sign, heights above the maximum permitted 40 feet, and overall aggregate sizes in excess of five times the street frontage of the zoning lot.

#### T-Parcel Lot

ZR Section 124-21 (Floor Area Regulations): The maximum overall permitted FAR for this zoning lot is 2.0 and the maximum commercial permitted FAR for this zoning lot is 2.0. The special permit would allow the transfer of approximately 216,461 square feet of unused floor area from the Stadium zoning lot to achieve an overall FAR of approximately 6.9.

ZR Section 124-22 (Height and Setback Regulations): Zoning limits the eastern portion of the building is limited to a height of approximately 117 feet. The special permit would allow the building to rise without setback to its full maximum height of 132 feet to the roof and 167 feet for mechanical uses, which is higher than the maximum 85 feet permitted before setback.

Since the western portion of the building would be located within the area limited to 232 feet above mean sea level, it would be subject to the tower regulations of ZR Section 124-22 (c), with which it would not comply. As such, relief is required from tower regulations pertaining to tower size, length, orientation, and tower top articulation. Additionally, the building would be set back 10 feet from 34th Avenue, instead of eight feet to preserve the ability to widen the street bed in the future.

In addition to the relief sought from the City Planning Commission, the proposed height waiver above the 117-foot height limit would require a special permit from the Board of Standards and Appeals (BSA), an application for which has not yet been submitted. This height limit is established to protect flight paths into and out of nearby LaGuardia Airport and the BSA, in consultation with the Federal Aviation Administration, may permit exceedances of these limits pursuant to ZR Section 124-22(d) and 73-66. The envelopes that are proposed in this application would accommodate any BSA waivers required to facilitate the proposed development but does not presume the BSA will grant such waivers. Therefore, the special permit proposes to allow flexibility as if relief were granted by the BSA and if the applicant does not seek, or BSA does not grant such relief, the requested CPC actions would facilitate a lower building. The difference in height of the ultimate building design would not impact the amount of floor area or dwelling unit count. The applicant is seeking flexibility for their design and may elect to not seek additional relief from the BSA.

ZR Section 25-23, 25-251 and 36-21 (Required Parking): Waive the parking requirement of 115 accessory spaces. The applicant is still proposing to add 97 permitted spaces.

ZR Section 124-30 (Mandatory Improvements): The Zoning allows a maximum block length of 450 feet. The special permit would allow the development to utilize the existing mapped streets which includes a block that is approximately 650 feet long.

#### Northern Lot

ZR Section 124-21 (Floor Area Regulations): The maximum overall permitted FAR for this zoning lot is 2.0 and the maximum commercial permitted FAR for this zoning lot is 2.0. The special permit would allow the transfer of approximately 454,153 square feet of unused floor area from the Stadium zoning lot to achieve an overall FAR of approximately 6.1.

ZR Section 124-22 (Height and Setback Regulations): Buildings are permitted to rise to 85 feet before setback and have a minimum base height of 60 feet and the Zoning requires that the eastern portion of the building is limited to a height of approximately 117 feet. The Zoning also requires that a portion of the street wall be located within eight feet of the street line. The special permit would allow the building to rise without setback to its full maximum height of 216 feet (including mechanical uses) on the western portion to the roof and 167 feet on the eastern portions, which is higher than the maximum 85 feet permitted before setback. The eastern portion above 117 feet would be required to seek future approval from the BSA similar to those described for the T-Parcel lot. Furthermore, the portion of the building within the tower wall location area would not comply with the tower regulations of ZR Section 124-22(c) with regards to tower size, length, orientation and top articulation. Additionally, the building would be set back 10 feet from 34th Avenue to preserve the ability to widen the street bed in the future.

ZR Sections 25-23, 25-251 and 36-21 (Required Parking): Zoning requires 281 parking spaces for the proposed building program. The special permit would reduce this to 150 spaces. The applicant proposes to provide an additional 105 permitted spaces for a total of 255 spaces.

ZR Section 124-42 (Types and Standards of Open Space): The Zoning requires various amounts of seating, planting and other amenities in the various open spaces on this lot. The special permit would allow certain permitted obstructions in open space, an amount of linear feet of seating less than required, and a percentage of planting area less than required.

***Special Permit (C 240094 ZSQ) pursuant to ZR 74-41 (Arena, Stadium or Trade Exposition of Greater than 2,500 seats)***

The applicants propose a special permit to develop a 25,000-seat soccer specific stadium. The Commission may permit a stadium with greater than 2,500 seats if it meets the special permit findings, which primarily address siting near arterial highways, limiting of vehicular traffic to and through local residential streets, its location beyond 200 feet of a residence district, and that proximity to public transit is considered. The Commission may prescribe additional conditions, and the applicants have addressed these findings in their application.

***Special Permit (C 240095 ZSQ) pursuant to ZR 74-802 (Transient hotels within Commercial Districts)***

The applicants also propose a special permit to develop the 250-room hotel. The Commission may permit such use if it meets the special permit findings, which includes the demonstration that site plans reduce conflict with adjacent uses, that it will not cause undue congestion or inhibit pedestrian movement and will not impair the future use of the surrounding area. The Commission may prescribe additional conditions, and the applicants have addressed these findings in their application.

***Amendment to the City Map (C 240058 MMQ)***

The applicants propose to make a series of updates to the City Map to address site constraints and updates to City policy in regard to private streets. In 2008, an amendment to the City Map included the demapping of all interior public streets within the 61-acre Special District because the intent was for large super blocks that front the remaining public streets to utilize an interior private street network. Based on this framework, the Phase 1 development proposed private streets to accompany the proposed residential buildings. However, since then, two things have changed that approach. First, the City determined that it was prudent to map Phase 1 streets as public streets to ensure proper maintenance and operations to DOT's standards; and the City failed to acquire enough private property to facilitate the larger blocks it had planned for.

Therefore, the applicants propose to:

- Map the Phase 1 private street network as public streets at a higher elevation. These include 38th Avenue, 127th Lane, 39th Avenue, and a portion of Willets Point Boulevard, between 38th Avenue and 127th Street. These to-be-mapped streets would all connect to the surrounding street network, including Roosevelt Avenue, Seaver Way and the existing Willets Point Boulevard and 127th Street.
- Retain the streets surrounding the Phase 2 zoning lots in their current configuration and elevation, with their elevation being raised in the future to meet the private streets that could be contemplated for future development. Phase 2 development would utilize and improve the existing built street network surrounding the sites at those street's existing grades.
- To accommodate future development of the remaining 35 acres within the Special District, this application also proposes to establish higher grades for the streets serving the Phase 2 development to support more resilient future development. The map establishing the higher grades for streets surrounding Phase 2 is only intended to be filed subsequent to either City or private developer acquisition of all properties abutting those streets, in conjunction with future development of the district.
- Demap 36th Avenue, a short nub street that dead-ends at the western edge of the stadium lot.
- The city map amendment also eliminates streets within the Special Willets Point District that are outside of the Phase 1 or 2 project area. This maintains consistency with the 2008 Willets Point approvals, which originally eliminated these streets.

Phase 2 development design would allow for future retrofitting of the ground floor and lobby levels to match the future, higher street grades at such time as the Phase 2 streets are raised. Residential buildings on the T-Parcel and Northern zoning lot would be set back from the 34th Avenue and 35th Avenue street lines, allowing for a potential future widening beyond Phase 2 development, though no street widening is currently proposed.

Finally, this City Map amendment and its accompanying maps continue to identify the streets in the rest of the Special District as to-be-demapped in the future, in conjunction with

development of future properties. The Commission approved the demapping of streets in and around this area in 2008.

## **WATERFRONT REVITALIZATION PROGRAM**

This application (C 240092 ZSQ) was reviewed by the Department of City Planning for consistency with the policies of the New York Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 30, 2013 and by the New York Department of State on February 3, 2016, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981, (New York State Executive Law, Section 910 *et seq.*). The designated WRP number is 23-028.

The action was determined to be consistent with the policies of the WRP.

## **ENVIRONMENTAL REVIEW**

This application (C 240092 ZSQ), in conjunction with the related actions for zoning special permits (C 240094 ZSQ and C 240095 ZSQ), a City Map amendment (C 240058 MMQ) and a zoning text amendment (N 240093 ZRQ), was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 *et seq.* and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The lead is the Office of the Deputy Mayor for Economic and Workforce Development. The designated CEQR number is 23DME005Q.

It was determined that this application, in conjunction with the related actions, may have a significant effect on the environment, and that a Second Supplemental Environmental Impact Statement would be required. A Positive Declaration was issued on March 1, 2023, and subsequently distributed, published and filed. Together with the Positive Declaration, a Draft Scope of Work for the Draft Second Supplemental Environmental Impact Statement (DSSEIS) was issued on March 1, 2023. A public scoping meeting was held on April 4, 2023, and the Final Scope of Work was issued on October 13, 2023.

A Draft Second Supplemental Environmental Impact Statement (DSSEIS) was prepared and a Notice of Completion for the DEIS was issued on October 13, 2023. Pursuant to SEQRA regulations and the CEQR procedures, a joint public hearing was held on the DSSEIS on January 24, 2024, in conjunction with the public hearing on the related Uniform Land Use Procedure (ULURP) items (C 240092 ZSQ, C 240094 ZSQ, C 240095 ZSQ and C 240058 MMQ) and non-ULURP item (N 240093 ZRQ). A Final Second Supplemental Environmental Impact Statement (FSSEIS) reflecting the comments made during the public hearing was completed, and a Notice of Completion of the FSSEIS was issued on February 23, 2024.

The proposed project as analyzed in the FSSEIS identified significant adverse impacts with respect to community facilities (publicly funded early childcare programs), transportation (traffic, transit, and pedestrians), historic and cultural resources (architectural), and construction activities related to transportation (traffic and pedestrians).

Potential significant adverse impacts related to hazardous materials and air quality would be avoided through (E) designations as described in the FSSEIS. The proposed mitigation measures are summarized in the Alternatives and Mitigation chapters of the FSSEIS.

## **UNIFORM LAND USE REVIEW**

This application (C 240092 ZSQ) in conjunction with the related actions for zoning special permits (C 240094 ZSQ and C 240095 ZSQ) and a City Map amendment (C 240058 MMQ), were certified as complete by the Department of City Planning on October 16, 2023, and duly referred to Queens Community Board 7 and the Queens Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b), along with the related application for a zoning text amendment (N 240093 ZRQ), which was referred for information and review in accordance with the procedures for non-ULURP matters.

## **Community Board Public Hearing**

Queens Community Board 7 held a public hearing on this application (C 240092 ZSQ) and the related applications for zoning special permits (C 240094 ZSQ and C 240095 ZSQ), a City Map amendment (C 240058 MMQ) and a zoning text amendment (N 240093 ZRQ) on December 4,

2023 and, on that date, by a vote of 37 in favor, two against, and none abstaining, adopted a resolution recommending approval of the application with the following conditions:

“NYCFC [obtain] a written agreement from Mets and NYC Parks Department prior to expiration of the ULURP that they be allowed to park 4,000 spaces during game events.

No games during game days for other major sporting events, USTA, Mets, etc.

Hotel not be converted to a homeless or migrant shelter.”

### **Borough President Recommendation**

The Queens Borough President held a public hearing on this application (C 240092 ZSQ) and the related actions for zoning special permits (C 240094 ZSQ and C 240095 ZSQ), a City Map amendment (C 240058 MMQ) and a zoning text amendment (N 240093 ZRQ) on December 13, 2023, and on January 10, 2024, issued a recommendation to approve the application with the following conditions:

- “
  - The Applicant team should work with NYC and NYSDOT to explore the following traffic or infrastructure changes:
    - Establish a merging lane/ramp from east-bound Northern Boulevard towards the 127 Street entrance (similar to the Northern Boulevard / Seaver Way intersection);
    - Establish a new entrance and exit ramp from the Van Wyck Expressway (North and South directions) at exits 13 N and 14 S towards existing service road at the Willets Point 129 Street location;
    - Increase the width of 127 Street from existing 70 feet to 80 feet; and
  - A written statement that Phase 2 affordability levels will be similar to Phase 1 levels, which will stipulate the commitment to over 50% of 1,400 units affordable at or below 80% AMI.

- A full list of Community Benefits the Applicant team has promised throughout this ULURP process so far, including but not limited to:
  - Full amenities throughout the proposed residential buildings
  - Stadium hiring goals and economic benefits
  - “City in the Community” (CITC) Youth Programming
- A signed letter of commitment (including metrics, dates or milestones) attached to the following clauses:
  - LOCAL HIRING. There should be a minimum 30% goal of hiring M/WBE firms and local residents within the Proposed Development. Goal progress should be reported quarterly to the Borough President, Council Member and respective Community Boards (CBs), and should also include zip codes of local residents within CB 3, 4 and 7 that were hired. Any job fair or workforce development plans should also be made available to the aforementioned parties. The Applicant team should also:
    - Work with the Council Member and Borough President to determine a mutually-agreeable set-aside for local vendors and concessionaires within the stadium and at any future pop-up markets on the Development Sites. The Applicant team’s process should be transparent to the Borough President, Council Member and respective Community Boards. The Applicant team should also consider widening any sidewalks surrounding the stadium to accommodate both local street vendors and safe pedestrian passage, as well as adding a “vending lane” along a “No Parking” zone if possible.
    - Establish outreach strategies with Queens Colleges (such as LaGuardia Community College, Vaughn College, York College and Queens College). By building relationships with Queens Colleges, the Applicant Team should ensure permanent workforce development with young adults starting their careers.
  - CONCRETE PARTNERSHIPS IN THE COMMUNITY. The Applicant team should work with one or more culturally-competent Community-Based Organizations (CBOs) to execute workforce development and other community

needs at Willets Point. Attempts to work with CBOs and confirmed CBOs should also be reported to the Borough President, Council Member and CBs 3, 4 and 7 quarterly.

- Community Advisory Board. The Applicant team (namely, NYCEDC) should commit to forming and leading a Community Advisory Board (CAB) for Phase II development on a quarterly basis. The Community Advisory Board should be comprised of local residents who live within CBs 3, 4 and 7 boundaries, local CBOs/nonprofits, small-business owners, faith leaders, and local elected official offices. This CAB shall be a sounding board and watchdog for community benefits, and shall help determine metrics not yet defined in the signed letter of commitment.
- Discounted tickets for local residents, with a minimum and maximum range target for each year.
- NO GAME SCHEDULING CONFLICTS. There should be no NYCFC games that would conflict with both or either the USTA Stadium or Mets schedules.
- FLUSHING MEADOWS-CORONA PARK IMPROVEMENTS. The Applicant Team should work with the Department of Parks and Recreation to identify key areas in and around Flushing Meadows Corona Park that need capital improvements, including but not limited to: the Flushing Promenade, sports fields, playground areas and comfort stations;
- TRANSIT IMPROVEMENTS. The Applicant team (namely, NYCEDC) should work with NYC Transit to update and help fund transportation improvements to the bus and subway systems, respectively. NYCEDC should conduct a feasibility study of extending ferry service to Willets Point or a nearby location;
- PLAYGROUNDS/OUTDOOR SPACE FOR CHILDREN. The Applicant team should explore the possibility of small playgrounds within Willets Point Phase II for children; and
- ROBUST SEWAGE AND STORMWATER MANAGEMENT PLAN. Because the Proposed Development is located in a floodplain and is located next to Flushing Creek, the Applicant team should work with the NYC Department of Environmental Protection to ensure they have a functioning and updated

sewage/stormwater management plan. The Development Plan should also include permanent sustainable elements such as permeable pavement and bioswales. Such plan(s) should be shared with the Borough President, Council Member, and residents of Community Board 3, 4 and 7 upon completion.”

### **City Planning Commission Public Hearing**

On January 3, 2024 (Calendar No. 8), the Commission scheduled January 24, 2024, for a public hearing on this application (C 240092 ZSQ) and the related actions for zoning special permits (C 240094 ZSQ and C 240095 ZSQ), a City Map amendment (C 240058 MMQ) and a zoning text amendment (N 240093 ZRQ). The hearing was duly held on January 24, 2024 (Calendar No. 21). There were 11 speakers in favor of the application and three in opposition.

An applicant team, consisting of four members representing the three applicants, spoke in favor of the application. The Executive Vice President and Chief Operating Officer of the co-applicant, EDC, described their proposal as a generational project for an underserved community. She described the project as constituting the largest, fully income-restricted, newly constructed housing initiative in the city over the past four decades. She noted that the confluence of Phase 1 and 2 development is projected to generate an aggregate economic impact of approximately \$6.1 billion across the next three decades, fostering the creation of approximately 1,500 permanent jobs and 14,000 jobs within the construction sector. She also explained that prior to the subject application, the City provided business relocation assistance in the form of \$16 million dollars in helping 80 businesses that were previously located within the Special District.

The applicant’s land use attorney spoke to the objectives of this proposal as establishing a new community east of Seaver Way while integrating the stadium with residential components. He explained that although the funding plan for the 1,400 units has not been finalized, they are intending to mirror the Area Median Income (AMI) bands and unit breakdowns of Phase I. He noted that 50 percent of units are to be for those earning 80 percent of AMI or less, and with AMI bands that range from 30 to 120 percent.

The Chief Operating Officer of Related Companies, one of the venture partners of QDG, a co-applicant, explained how QDG has been the designated developer since 2012, and that Related Companies are the largest owner of income-restricted housing in the United States. The Phase 2 development plan, the speaker explained, would mirror the affordability of the 1,100 units of Phase 1, including 100 percent of residential floor area being income-restricted with at least 15 percent set aside for the formerly homeless. He noted that the housing development would be entirely electric (except for back up emergency power) and would incorporate sustainable components including rooftop solar, would be LEED Gold certified and would reduce carbon dioxide emissions and air quality concerns. He explained that site development included over 20 acres of Brownfield cleanup and that the development would contribute to reduced emissions as a result to the improved access to public transportation. He described how the proposal would raise the district out of the flood plains through forward looking resiliency measures, including buildings that are floodproofed and designed to mitigate climate risk.

The Chief Operating Officer of the New York City Football Club, a co-applicant, described how the stadium component would serve as a community hub along with economic development benefits. She noted that the \$800-million stadium would be privately financed and contribute \$300 million in construction wages. She indicated that that they would prioritize local procurement, particularly Queens vendors. The speaker also described how there would be space made available to community events at no charge, and that a community activation fund would be made available for such community-oriented events. She also noted that, if approved, at least 100 members of the team's staff and their associated non-profit organization, City in the Community (CITC), would move to the stadium as their permanent hub. Finally, she described how the proposed stadium would be the first all-electric stadium in the city and in Major League Soccer. Another representative for the football club explained that in addition to the team playing regular season and playoff home games, they would also be hosting non-soccer events of varying sizes and, potentially, concerts. He also explained that they would be a good neighbor and would coordinate all their events with the proprietors of the adjacent New York Mets and USTA center.

Other speakers in favor included the Council Member representing the 21st district; a union representative; a member of Queens Community Board 7 and representative of the Community

Preservation Corporation; local residents; the president of the Queens Chamber of Commerce; fans and supporters of New York City Football Club; youth soccer league organizers; local business owners; and a youth volunteer with CITC.

Speakers in support noted the social and community benefits from soccer, the economic development impact, the youth engagement provided by its non-profit arm, CITC, and the benefits of bringing in new housing supply to an underutilized property.

Speakers in opposition included three local residents.

Speakers in opposition expressed skepticism of the environmental remediation of the land, the benefits of a soccer stadium for city-owned land, and the income-restricted housing commitments proposed.

There were no other speakers and the hearing was closed.

## **CONSIDERATION**

The Commission believes that this application for a zoning special permit (C 240092 ZSQ), in conjunction with the related applications for a zoning text amendment (N 240093 ZRQ), an amendment to the City Map (C 240058 MMQ) and two additional zoning special permits (C 240094 ZSQ, C 240095 ZSQ), are appropriate.

The Commission recognizes the importance of this project to the Willets Point peninsula and broader community, as well as to Queens and the city at large. A renewed regulatory framework to facilitate future development in the Special Willets Point District will help realize the broader vision of transforming Willets Point into a diverse and sustainable, pedestrian oriented, mixed-use community with permanently income-restricted housing, acres of public open space, and uses that will induce an expanded workforce.

The Commission acknowledges that the proposed development is consistent with the City's policy objectives for promoting income-restricted housing across the city, particularly at

locations proximate to transit. The proposed development will contain 1,400 income-restricted homes, as well as 80,000 square feet of ground floor local retail, a 250-room hotel, a 25,000-seat soccer-specific stadium, 500 accessory parking spaces and 2.8 acres of publicly accessible open space. The development is a transit-oriented mixed-use development that, along with the Phase 1 development, represents the largest, fully income-restricted, newly constructed housing initiative in the city over the past four decades.

The Commission further notes that the land use rationale for this application is strong. The densities proposed are consistent with the existing C4-4 zoning district and the 2008 Willets Point Urban Renewal Plan. The actions requested provide the flexibility to facilitate the City's objectives to address the existing housing supply crisis of the city and the region, by providing significant housing production gains on currently underutilized land. It retains strong requirements for open space provisions while serving as a catalyst for achieving objectives established by the City over 20 years ago, and subsequently identified in the 2004 Downtown Flushing Development Framework: a new vibrant, pedestrian-oriented, mixed-use community that serves as a strong connection to the broader community of the neighborhoods of north Queens. The location for the commercial components of the application, particularly the stadium and hotel, are ideal as they are proximate to public transit and existing parking resources and would further strengthen the area as a destination for sporting and performance events.

The Commission is also encouraged that the co-applicants are committed to mirroring the income-restricted housing commitments that have already been finalized for Phase 1. The income-restricted housing cannot be compelled through the Mandatory Inclusionary Housing (MIH) program because these actions will not facilitate any additional residential floor area beyond what the zoning already allows. The Commission is encouraged that this project proposes to go beyond MIH requirements and that the applicants have expressed a commitment to emulating the framework of Phase 1 in terms of household income targets and the duration of units subject to income-based restrictions. While affordable housing funding contracts are outside of its purview, the Commission applauds the applicant's commitment to make 45 percent of units permanently income-restricted and the remaining units income-restricted for a term of 60 years.

The Commission acknowledges that the Public Design Commission (PDC) is separately reviewing the design of the structures on City-owned property. PDC is required to review the design of structures proposed for City-owned property and will consider a diverse range of design parameters to ensure that the design best serves the public.

The Commission is encouraged that nearly six acres of brownfield remediation has already occurred, and that 17 additional acres of remediation are nearing completion, furthering land use goals that have been central to local planning for decades. The Commission further notes that the development will contribute to reduced emissions as this project is consistent with the objectives of transit-oriented development. The Commission also applauds the proposed flood resiliency measures associated with the project, consistent with the City's goal of creating flood-resilient development. The Commission is encouraged that the residential buildings will be floodproofed and designed to mitigate climate risks. The Commission notes that several sustainability elements are incorporated into building design including rooftop solar panels on all uses, the reuse of captured rainwater for field irrigation, reduced on-site water use, utilization of green concrete and a fully electric stadium.

*Special Permit Pursuant to ZR Section 74-41 (C 240094 ZSQ)*

The request for a special permit to develop a stadium with greater than 2,500 seats (C 240094 ZSQ) is appropriate. The site is proximate to major arterial highways, is designed to limit vehicular traffic to and through local residential streets, is located beyond 200 feet of a residential district and is near public transit lines. While the original Willets Point Redevelopment Plan did not propose a stadium, it did identify a convention center as an appropriate use. The Commission notes that like a convention center, a stadium draws significant visitors from outside of the immediate area and presents similar opportunities and challenges.

The Commission notes that the stadium is designed in a way that will minimize disruption to the surrounding community, while still increasing its overall efficiency. The stadium entrances and egresses are proximate to public transit and parking resources. The Commission is encouraged

that the co-applicant, New York City Football Club, is working towards finalizing an agreement with the New York Mets to utilize their parking spaces, and coordinate both team's schedules to reduce conflict between major events held on the same day. The Commission recognizes that in addition to public transit access, the stadium will utilize ride-share and taxi service, provide for efficient drop-offs and pick-ups, and will provide shuttle buses from other off-site parking lots. However, the Commission also notes that building additional parking spaces that may be provided by proximate existing resources is not the most productive and beneficial use for the surrounding area. The Commission is encouraged that the proprietor of the stadium, a Major League Soccer team, is committed to ensure that the stadium remain active beyond the typical soccer schedule and will serve as a venue for events throughout the year. The Commission notes that the integration of the stadium, marking New York City's inaugural soccer-specific stadium, will fortify the transit-rich area as the preeminent sports hub within the city.

*Special Permit Pursuant to ZR Section 74-802 (C 240095 ZSQ)*

The Commission believes that the request for a special permit to develop a transient hotel (C 240095 ZSQ) is appropriate and notes that the Willets Point Redevelopment Plan that established the Special District in 2008, also proposed hotel uses along Seaver Way. The applicant has demonstrated that the site plan reduces conflict with adjacent uses and that the hotel will not cause undue congestion or inhibit pedestrian movement and that the hotel will not impair, and will in fact complement, the future use of the surrounding area.

*Special Permit Pursuant to ZR Section 124-60 (C 240092 ZSQ)*

The Commission believes that the special permit (C 240092 ZSQ) pursuant to ZR Section 124-60, as amended, is appropriate. The Commission believes that permitting the redistribution of underutilized floor area to facilitate greater levels of housing production and neighborhood amenities, without regard to zoning lot lines, is appropriate. The Commission also acknowledges that the transfer of floor area increases the economic feasibility of not just the stadium but also the income-restricted housing. The request to modify bulk regulations related to the length of blocks, location of street walls, building setback, retail continuity, curb cut location, and open

space design, results in a good site plan and building form that is consistent with the proposed stadium, hotel and residential buildings. The Commission believes that the critical objective to house New Yorkers and facilitate economic development can be achieved while reconciling important urban design considerations and encouraging a vibrant streetscape and public realm.

The Commission recognizes that the relief requested facilitates efficient building design, and along with the significant public open spaces, will result in buildings that provide ample light and air to residential and ground floor commercial uses.

The new public open spaces will be a benefit to the project, by connecting residents to ground floor retail and community facility spaces and by providing areas to socialize. The open spaces include public seating, lawns, landscaped areas, shade trees, and connectivity from Roosevelt Avenue to the Flushing Bay Promenade. The Phase 2 proposal will not only complement but will also seamlessly connect the open space resources already under construction on the Phase 1 properties.

The Commission further notes that proposed amendments to signage regulations for the stadium are appropriate to provide contemporary and functional signage that provides for reasonable branding and wayfinding opportunities that balances the needs of the soccer team and the surrounding community today and beyond. The sign waivers will permit an increase in total surface area and the location of illuminated and non-illuminated signs without negatively affecting the surrounding area. The Commission believes that the requested special permit, as modified, is appropriate as it will create a superior site plan and relationship to the surrounding neighborhood.

The Commission notes that the Willets Point peninsula is well served by transit, and that the requested waiver of accessory parking spaces is appropriate. While an absence of parking would not create land use conflicts, parking for residential and commercial uses is proposed to be addressed by approximately 500 permitted accessory parking spaces across all four zoning lots that comprise the project area and that, combined with the Phase 1 area, 823 total spaces are proposed.

The Commission also acknowledges that the envelopes of the special permit include height waivers that will still require approval at the BSA on the T- and Northern Parcels and believes that the proposed bulk is appropriate with or without the additional BSA waivers. The special permit (C 240092 ZSQ) will facilitate the proposed building program regardless of whether the BSA approves the heights proposed because the actions also allow lower buildings that do not require waivers from the BSA. The Commission notes that the applicant's building design will retain the same number of units and proposed floor area with or without BSA relief.

#### *Zoning Text Amendment (N 240093 ZRQ)*

The proposed zoning text amendment (N 240093 ZRQ) is appropriate. The zoning text amendment expands the flexibility of the Special District special permit pursuant to ZR Section 124-60 and will not be limited to the proposed project but also provide a mechanism that facilitates development beyond the applicant's properties, as the peninsula strives to grow over time. The Commission is encouraged that the applicant incorporated language recommended by the Department of City Planning to add more specific and detailed findings to ensure that such relief permitted will not have adverse impacts on the surrounding area, contribute to serious traffic congestion, or inhibit pedestrian flow, and that floor area redistribution will not excessively increase the bulk of buildings or unduly obstruct access to light and air. This zoning mechanism is critical to facilitating the proposed development given the established difficulty that has been encountered in assembling large lots that were anticipated in 2008.

#### *City Map Amendment (C 240058 MMQ)*

The amendment to the City Map is appropriate and will raise the streets out above the flood plain. The properties beyond the project area that currently front the same streets as the proposed project and that changes to the City Map need to take these conditions into consideration. The Commission notes that the proposal will ensure that the street network around the Phase 1 properties will be retained as public streets above flood elevation. The Commission further notes that the proposal will retain streets surrounding the Phase 2 zoning lots in their current

configuration, but with the ability to raise them to resilient elevations in the future to meet streets that could be contemplated in future phases of development.

The Commission recognizes the thoughtful recommendations on the proposed actions submitted by Queens Community Board 7 and the Queens Borough President. The applicants have expressed their commitment to meet the conditions of these recommendations, including a continuing good faith effort to come to an agreement with the New York Mets to utilize nearby existing parking resources and to coordinate the scheduling of major events to limit impact on congestion and public transit resources, and other quality of life impacts on the immediate and surrounding communities. The Commission also recognizes the proposals for transportation improvements in the vicinity of the project area by the Queens Borough President and encourages the applicant to work with DOT, as well as with the MTA, to take all appropriate measures to increase access to the site.

## **FINDINGS**

The City Planning Commission hereby makes the following findings pursuant to Section 124-60, as amended, of the Zoning Resolution:

- (a) use or bulk modification shall aid in achieving the general purposes and intent of the Special District;
- (b) use modification shall encourage a lively pedestrian environment along the street, or is necessary for, and the only practicable way to achieve, the programmatic requirements of the development;
- (c) bulk modifications shall enhance the distribution of bulk within the Special District
- (d) bulk modifications shall permit adequate access of light and air to surrounding street;
- (e) parking and loading modifications will not have undue adverse effects on residents and businesses in the surrounding area, will not create serious traffic congestion and will not unduly inhibit surface traffic and pedestrian flow;
- (f) modifications to mandatory improvements or other urban design regulations will not unduly impact the streetscape;

- (g) modifications to the distribution of floor area or dwelling units and the location of buildings will not unduly increase the bulk of buildings in any one block or unduly obstruct access of light and air to the detriment of the occupants or users of buildings in the block or nearby blocks or of people using the public streets; and
- (h) modifications, in total, shall relate harmoniously to the character of the surrounding area.

## **RESOLUTION**

**RESOLVED**, that having considered the Final Second Supplemental Environmental Impact Statement (FSSEIS), for which a Notice of Completion was issued on February 23, 2024 with respect to this application (CEQR No. 23DME005Q), the City Planning Commission finds that the requirements of the New York State Environmental Quality Review Act and Regulations have been met and that:

1. The environmental impacts disclosed in the FSSEIS were evaluated in relation to the social, economic, and other considerations associated with the actions that are set forth in this report; and
2. Consistent with social, economic and other essential considerations from among the reasonable alternatives thereto, the action, FSSEIS dated February 23, 2024, is one which minimizes or avoids adverse environmental impacts to the maximum extent practicable; and
3. The adverse environmental impacts disclosed in the FSSEIS will be minimized or avoided to the maximum extent practicable by incorporating the mitigation measures that were identified in the FSSEIS as practicable.

The report of the City Planning Commission, together with the FSSEIS, constitutes the written statement of facts, and of social, economic and other factors and standards, that form the basis of the decision, pursuant to Section 617.11(d) of the SEQRA regulations; and be it further

**RESOLVED**, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application and finds that the proposed action is consistent with WRP policies; and be it further

**RESOLVED**, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter, that based on the environmental determination and the consideration and findings described in this report, the application submitted by Queens Development Group, LLC, City Football Stadium Group, LLC, and the New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 124-60\* of the Zoning Resolution to allow the distribution of total allowable floor area without regard for zoning lot lines or district boundaries and to modify:

1. the required parking regulations of Sections 25-23 (Requirements Where Group Parking Facilities are Provided), 25-251 (Income-restricted housing units), 36-21 (General Provisions) and 124-50 (OFF-STREET PARKING REGULATIONS);
2. the sign regulations of Sections 32-60 (SIGN REGULATIONS) and 124-15 (Modification of Sign Regulations);
3. the loading requirements of Section 36-62 (Required Accessory Off-street Loading Berths);
4. the retail continuity regulations of Section 124-14 (Retail Continuity);
5. the height and setback regulations of Section 124-22 (Height and Setback Regulations);
6. the street network requirements of Section 124-30 (Mandatory Improvements);
7. the public open space requirements of Section 124-42 (Types and Standards of Publicly Accessible Open Space);
8. the curb cut requirements of Section 124-53 (Curb Cut Restrictions),

in connection with a proposed mixed-use development on property generally bounded by Northern Boulevard, 27th Street, Willets Point Boulevard, 126th Lane, 39th Avenue, Roosevelt Avenue, and Seaver Way (Block 1833, Lots 117, 120, 130, 135 and 140; Block 1823, Lots 12, 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52 and 55; Block 1824, Lots 1, 12, 19, 21, 26, 28, 33, 38, 40, 45, 53 and 100; and Block 1825, Lots 1, 19, 21, 25, 28, 30, 37, 46, 48, 53, 55, 58 and 150;

Block 1822, Lot 17; and Block 1820, Lots 1, 6, 9, 18, 34 and 108), within a C4-4 District in the Special Willets Point District, Borough of Queens, Community District 7, is approved, subject to the following terms and conditions:

1. The property that is the subject of this application (C 240092 ZSQ) shall be developed in size and arrangement substantially in accordance with the dimensions, specification and zoning computation indicated on the following approved plans, prepared by S9 Architecture with this application and incorporated in this resolution:

Drawing No.	Title	Last Date Revised
Z-000	Cover	02/23/2024
Z-002	Base Plane Calculations	02/23/2024
Z-003	District Street and Open Space Plan	02/23/2024
Z-004	Open Space Phasing Plan	02/23/2024
Z-005	Zoning Analysis	02/23/2024
Z-006	Zoning Analysis	02/23/2024
Z-007	Zoning Analysis	02/23/2024
Z-008	Zoning Analysis	02/23/2024
Z-009	Zoning Analysis	02/23/2024
Z-010	Zoning Analysis	02/23/2024
Z-011	Zoning Analysis	02/23/2024
Z-012	Overall Site Plan	02/23/2024
Z-013	Overall Ground Floor Plan	02/23/2024
Z-014	Overall Cellar Plan	02/23/2024
Z-015	Overall Ground Floor Waiver Plan	02/23/2024
Z-016	Overall Roof Waiver Plan	02/23/2024
Z-101	Triangle Parcel Site Plan	02/23/2024
Z-102	Triangle Parcel Ground Floor Plan	02/23/2024
Z-103	Triangle Parcel Cellar Plan	02/23/2024
Z-104	Triangle Ground Floor Waiver Plan	02/23/2024

Z-105	Triangle Roof Waiver Plan	02/23/2024
Z-106	Phase 1 Sections	02/23/2024
Z-107	Triangle Parcel Sections	02/23/2024
Z-108	Triangle Parcel Sections	02/23/2024
Z-201	Stadium Site Plan	02/23/2024
Z-202	Stadium Ground Floor Plan	02/23/2024
Z-203	Stadium Cellar Plan	02/23/2024
Z-204	Stadium Ground Floor Waiver Plan	02/23/2024
Z-205	Stadium Roof Waiver Plan	02/23/2024
Z-206	Stadium Waiver Sections	02/23/2024
Z-207	Stadium Elevations	02/23/2024
Z-208	Stadium Signage Waiver	02/23/2024
Z-209	Stadium Signage Waiver	02/23/2024
Z-210	Stadium Signage Waiver	02/23/2024
Z-211	Stadium Roof Signage Waiver	02/23/2024
Z-301	Northern Parcel Site Plan	02/23/2024
Z-302	Northern Parcel Ground Floor Plan	02/23/2024
Z-303	Northern Parcel Cellar Plan	02/23/2024
Z-304	Northern Parcel Ground Floor Waiver Plan	02/23/2024
Z-305	Northern Parcel Roof Waiver Plan	02/23/2024
Z-306	Northern Parcel Section	02/23/2024
Z-307	Northern Parcel Section	02/23/2024
Z-401	T Parcel Site Plan	02/23/2024
Z-402	T Parcel Ground Floor Plan	02/23/2024
Z-403	T Parcel Cellar Plan	02/23/2024
Z-404	T Parcel Ground Floor Waiver Plan	02/23/2024
Z-405	T Parcel Roof Waiver Plan	02/23/2024
Z-406	T Parcel Section	02/23/2024
Z-407	T Parcel Section	02/23/2024

L-100	Entry Plz, Ped. Corr. Roosevelt Ave and Eastern Perimeter Layout Plan	02/23/2024
L-101	126th Street Layout Plan	02/23/2024
L-102	Central Plaza Layout Plan	02/23/2024
L-103	Eastern Perimeter Layout Plan	02/23/2024
L-104	Stadium Layout Plan	02/23/2024
L-105	Stadium Layout Plan	02/23/2024
L-106	Stadium Layout Plan	02/23/2024
L-107	Stadium Layout Plan	02/23/2024
L-108	Northern Parcel Layout Plan	02/23/2024
L-109	126th Street Permitted Obstructions Plan	02/23/2024
L-110	Central Plaza Permitted Obstruction Plan	02/23/2024
L-111	Stadium Permitted Obstructions Plan	02/23/2024
L-112	Northern Parcel Permitted Obstructions Plan	02/23/2024
L-200	Entry Plz, Ped. Corr. Roosevelt Ave and Eastern Perimeter Grading Plan	02/23/2024
L-201	126th Street Grading Plan	02/23/2024
L-202	Central Plaza Grading Plan	02/23/2024
L-203	Eastern Perimeter Grading Plan	02/23/2024
L-204	Stadium Grading Plan	02/23/2024
L-205	Stadium Grading Plan	02/23/2024
L-206	Stadium Grading Plan	02/23/2024
L-207	Stadium Grading Plan	02/23/2024
L-208	Northern Parcel Grading Plan	02/23/2024
L-300	Entry Plz, Ped. Corr. Roosevelt Ave and Eastern Perimeter Planting Plan	02/23/2024
L-301	126th Street Planting Plan	02/23/2024
L-302	Central Plaza Planting Plan	02/23/2024
L-303	Eastern Perimeter Planting Plan	02/23/2024
L-304	Stadium Planting Plan	02/23/2024

L-305	Stadium Planting Plan	02/23/2024
L-306	Stadium Planting Plan	02/23/2024
L-307	Stadium Planting Plan	02/23/2024
L-308	Northern Parcel Planting Plan	02/23/2024
L-400	Entry Plz, Ped. Corr. Roosevelt Ave and Eastern Perimeter Material Plan	02/23/2024
L-401	126th Street Material Plan	02/23/2024
L-402	Central Plaza Material Plan	02/23/2024
L-403	Eastern Perimeter Material Plan	02/23/2024
L-404	Stadium Material Plan	02/23/2024
L-405	Stadium Material Plan	02/23/2024
L-406	Stadium Material Plan	02/23/2024
L-407	Stadium Material Plan	02/23/2024
L-408	Northern Parcel Material Plan	02/23/2024
L-409	Entry Plz, Ped. Corr. Roosevelt Ave and Eastern Perimeter Furniture Plan	02/23/2024
L-410	126th Street Furniture Plan	02/23/2024
L-411	Central Plaza Furniture Plan	02/23/2024
L-412	Eastern Perimeter Furniture Plan	02/23/2024
L-413	Stadium Furniture Plan	02/23/2024
L-414	Stadium Furniture Plan	02/23/2024
L-415	Stadium Furniture Plan	02/23/2024
L-416	Stadium Furniture Plan	02/23/2024
L-417	Northern Parcel Furniture Plan	02/23/2024
L-418	Entry Plz, Ped. Corr. Roosevelt Ave and Eastern Perimeter Lighting Plan	02/23/2024
L-419	126th Street Lighting Plan	02/23/2024
L-420	Central Plaza Lighting Plan	02/23/2024
L-421	Eastern Perimeter Lighting Plan	02/23/2024
L-422	Stadium Lighting Plan	02/23/2024

L-423	Stadium Lighting Plan	02/23/2024
L-424	Stadium Lighting Plan	02/23/2024
L-425	Stadium Lighting Plan	02/23/2024
L-426	Northern Parcel Lighting Plan	02/23/2024
L-500	Sections	02/23/2024
L-501	Sections	02/23/2024
L-502	Sections	02/23/2024
L-503	Sections	02/23/2024
L-504	Sections	02/23/2024
L-505	Sections	02/23/2024
L-506	Sections	02/23/2024
L-507	Sections	02/23/2024
L-508	Sections	02/23/2024
L-509	Sections	02/23/2024
L-510	Sections	02/23/2024
L-511	Sections	02/23/2024
L-512	Sections	02/23/2024
L-513	Sections	02/23/2024
L-600	Site Details	02/23/2024
L-601	Planting Details	02/23/2024
L-602	Site Furniture Details	02/23/2024
L-603	Wall and Benches Detail	02/23/2024
L-604	Open Space Signage Details	02/23/2024
L-605	Game Day Details	02/23/2024

2. Such development shall conform to all applicable provisions of the Zoning Resolution, except for the modifications specifically granted in this resolution and shown on the plans listed above which have been filed with this application. All zoning computations are subject to verification and approval by the New York City Department of Buildings.

3. Such development shall conform to all applicable laws and regulations relating to its construction, operation and maintenance.
4. In the event the property that is the subject of the application is developed as, sold as, or converted to condominium units, a homeowners' association, or cooperative ownership, a copy of this report and resolution and any subsequent modifications shall be provided to the Attorney General of the State of New York at the time of application for any such condominium, homeowners' or cooperative offering plan and, if the Attorney General so directs, shall be incorporated in full in any offering documents relating to the property.
5. All leases, subleases, or other agreements for use or occupancy of space at the subject property shall give actual notice of this special permit to the lessee, sublessee or occupant.
6. Upon the failure of any party having any right, title or interest in the property that is the subject of this application, or the failure of any heir, successor, assign or legal representative of such party to observe any of the restrictions, agreements, terms or conditions of this resolution whose provisions shall constitute conditions of the special permit hereby granted, the City Planning Commission may, without the consent of any other party, revoke any portion of or all of said special permit. Such power of revocation shall be in addition to and not limited to any other powers of the City Planning Commission or of any agency of government, or any private person or entity. Any such failure as stated above, or any alteration in the development that is the subject of this application that departs from any of the conditions listed above, is grounds for the City Planning Commission to disapprove any application for modification, cancellation or amendment of the special permit.
7. Neither the City of New York nor its employees or agents shall have any liability for money damages by reason of the city's or such employee's or agent's failure to act in accordance with the provisions of this special permit.

The above resolution (C 240092 ZSQ), duly adopted by the City Planning Commission on March 6, 2024 (Calendar No. 13), filed with the Office of the Speaker, City Council, and the Borough President, in accordance with the requirements of Section 197-d of the New York City Charter.

**DANIEL R. GARODNICK, Esq.,** *Chair*

**KENNETH J. KNUCKLES, Esq.,** *Vice-Chairman*

**GAIL BENJAMIN, ALFRED C. CERULLO, III, ANTHONY CROWELL, Esq.,**

**JOSEPH I. DOUEK, DAVID GOLD, Esq., LEAH GOODRIDGE, Esq.,**

**RASMIA KIRMANI-FRYE, ORLANDO MARÍN, JUAN CAMILO-OSORIO,**

**RAJ RAMPERSHAD,** *Commissioners*

# Queens Borough President Recommendation

**APPLICATION:** Willets Point Phase II  
**COMMUNITY BOARD:** Q07

**DOCKET DESCRIPTIONS**

**ULURP #240092 ZSQ – IN THE MATTER OF** an application submitted by Queens Development Group, LLC, City Football Stadium Group, LLC, and the New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 124-60\* of the Zoning Resolution to allow the distribution of total allowable floor area without regard for zoning lot lines or district boundaries and to modify:

1. the required parking regulations of Sections 25-23 (Requirements Where Group Parking Facilities are Provided), 25-251 (Income-restricted housing units), 36-21 (General Provisions) and 124-50 (OFF-STREET PARKING REGULATIONS);
2. the sign regulations of Sections 32-60 (SIGN REGULATIONS) and 124-15 (Modification of Sign Regulations);
3. the loading requirements of Section 36-62 (Required Accessory Off-Street Loading Berths);
4. the retail continuity regulations of Section 124-14 (Retail Continuity);
5. the height and setback regulations of Section 124-22 (Height and Setback Regulations);
6. the street network requirements of Section 124-30 (Mandatory Improvements);
7. the public open space requirements of Section 124-42 (Types and Standards of Publicly Accessible Open Space);
8. the curb cut requirements of Section 124-53 (Curb Cut Restrictions),

in connection with a proposed mixed-use development on property generally bounded by Northern Boulevard, 27th Street, Willets Point Boulevard\*\*, 126th Lane\*\*, 39th Avenue\*\*, Roosevelt Avenue, and Seaver Way (Block 1833, Lots 117, 120, 130, 135 and 140; Block 1823, Lots 12, 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52 and 55; Block 1824, Lots 1, 12, 19, 21, 26, 28, 33, 38, 40, 45, 53 and 100; and Block 1825, Lots 1, 19, 21, 25, 28, 30, 37, 46, 48, 53, 55, 58 and 150; Block 1822, Lot 17; and Block 1820, Lots 1, 6, 9, 18, 34 and 108), within a C4-4 District in the Special Willets Point District.

\*Note: A zoning text amendment to modify Section 124-60 is proposed under a concurrent related application N 240093 ZRQ.

\*\* Note: A city map amendment to establish or extend these streets is proposed under a concurrent related application (C 240058 MMQ)

**ULURP #240094 ZSQ – IN THE MATTER OF** an application submitted by Queens Development Group, LLC, City Football Stadium Group, LLC, and the New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 74-41 of the Zoning Resolution to allow an arena with a maximum capacity of 25,000 seats on property generally bounded by Seaver Way, 35th Avenue, 127th Street, Willet Point Boulevard\*\*, and 38th Avenue\*\* (Tax Block 1823, Lots 12, 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52 and 55; Tax Block 1824, Lots 1, 12, 19, 21, 26, 28, 33, 38, 40, 45, 53 and 100; and Tax Block 1825, Lots 1, 19, 21, 25, 28, 30, 37, 46, 48, 53, 55, 58 and 150), in a C4-4 District, within the Special Willets Point District.

\*\* Note: A city map amendment to establish or extend these streets is proposed under a concurrent related application (C 240058 MMQ)

**ULURP #240095 ZSQ – IN THE MATTER OF** an application submitted by Queens Development Group, LLC, City Football Stadium Group, LLC, and the New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 74-802 of the Zoning Resolution to allow a transient hotel (Use Group 5), in connection with a proposed mixed-use development, on property generally bounded by Seaver Way, 38th Avenue\*\*, and the southeasterly centerline prolongation of Willets Point Boulevard\*\* (Block 1833, Lot 117), in a C4-4 District, within the Special Willets Point District.

\*\* Note: A city map amendment to establish or extend these streets is proposed under a concurrent related application (C 240058 MMQ)

**PUBLIC HEARING**

A Public Hearing was held by the Queens Borough President in the Borough President's Conference Room at 120-55 Queens Boulevard, Kew Gardens NY 11424 as well as via Zoom webinar and livestreamed on [www.queensbp.org](http://www.queensbp.org) on Thursday, December 13, 2023 at 9:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were twenty-four (24) speakers. The hearing was closed.

## **CONSIDERATION**

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The Applicant is proposing the following Zoning Actions in an area approximately bounded by Roosevelt Avenue to the south, Seaver Way to the west, Northern Blvd to the north, and 127<sup>th</sup> Street to the west (the “Project Area”). Within the Project Area, the Applicant refers to four (4) separate parcels as they relate to each Zoning Action: the “Triangle Lot” (p/o Block 1833) the “Stadium Lot” (p/o Block 1823, Blocks 1824 and 1825), the “T-Parcel Lot” (p/o Block 1822) and the “Northern Lot” (Block 1820).
  - *Special Permit pursuant to ZR 124-60* (Special Permit to Modify Use or Bulk Regulations), as amended, which would permit the following actions on each Parcel:
    - **Triangle Lot:** the transfer of approximately 291,423 SF from the stadium zoning lot; permit hotel and residential buildings to rise without setback above 85 feet; allow the depth of retail to extend 30 feet (instead of 50 feet) for each frontage and allow some ground-floor spaces that may not meet transparency requirements; permit building length along Seaver Way beyond 110 feet (150 feet currently proposed); waive parking requirements while still proposing to provide 444 spaces (300 required); reduce required off-street loading berths from three to one; allow less linear feet of seating, amenities and percentage of planted areas; provide curb cuts on 38<sup>th</sup> Avenue, with some flexibility of exact locations based on final ground floor design.
    - **Stadium Lot:** the transfer of floor area generated from the Stadium Zoning Lot to other sites: 291,423 SF to Triangle Lot, 216,461 SF to T-Parcel Lot, and 454,153 SF to Northern Lot; permit stadium block to have a maximum length greater than 450 feet and extend into a location that is to contain a primary retail street; permit portion of stadium street wall to be located beyond 60 feet of street line or public open space; Permit stadium to rise to approx. 101-115 feet without an additional setback above 60 or 85 feet, depending on location of façade; waive parking requirements while still proposing to provide 27 at grade spaces; modification to sign regulations at heights and sizes beyond those permitted; Allow relief from retail continuity regulations pertaining to ground floor use, and the maximum length of establishments to facilitate stadium use and design; permit multiple curb cuts to access stadiums loading berths; and allow flexibility in open space design, specifically related to linear feet of seating;
    - **T-Parcel Lot:** the transfer of 216,461 sf from Stadium Zoning Lot; allow building to rise without setback to a maximum roof height of 132 feet, and 167 feet for mechanicals, and relief from tower regulations (portion of building height proposed beyond 117 feet would need further approval from the BSA at a later date); building to be set back from 34<sup>th</sup> Avenue by 10 feet instead of eight to preserve ability to widen the functional width in the future; allow the depth of retail to extend 30 feet (instead of 50 feet) for each frontage and allow certain ground floor spaces that may not meet transparency requirements; and waive parking requirements while still proposing to provide 97 parking spaces (111 parking spaces required);
    - **Northern Lot:** Permit the transfer of 454,153 sf from Stadium Zoning Lot; allow building to rise without setback to maximum building height of 216 feet (including mechanicals), and 132 feet to the roof and 167 feet to mechanicals on eastern portion (western portions beyond 117 feet would need further approval from the BSA at a later date); waive tower regulations for building above 120 feet; building to be set back from 34<sup>th</sup> Avenue 10 feet instead of eight to preserve ability to widen the functional width in the future; waive parking requirements while still proposing to provide 255 parking spaces; permit reduced linear feet of seating and percentage of plantings.
  - *Special Permit pursuant to ZR 74-41* (Arena, Stadium or Trade Exposition of Greater than 2,500 seats);
  - *Special Permit pursuant to 74-802* (Transient Hotel in a Commercial District)
  - *Changes to the City Map* to facilitate Phase I and Phase II Developments of the Special Willets Point District; and
  - *Zoning Text Amendments to ZR 124-60, 124-05, 124-31, and 124-40*, which gives the City Planning Commission the ability to permit the redistribution of floor area without regard to zoning lot lines; grant parking and loading modifications; provide modifications to mandatory improvements or other urban design regulations; specify that the requirement for a certification would also apply to zoning lots subject to a Special Permit pursuant to ZR 124-60 when the aggregate lot area of all zoning lots is greater than 200,000 SF; given changes to the originally anticipated street plan, finding (d) would require showing that the development does not preclude development in other portions of the Special District from complying with provisions of 124-31, except where such compliance is directly prevented by modifications granted by the CPC pursuant to Section 124-60;
- The proposed actions would facilitate the development of the Triangle Lot, Stadium Lot, T-Parcel Lot and the Northern Lot, (the “Development Sites”). The Proposed Development on these four parcels include: 1,400 affordable units (1.3 million SF), a 250-room hotel (215,000 SF), 80,000 of commercial SF for local retail, a 25,000-seat soccer stadium (500,000 SF), 500 accessory parking spaces, and 2.8 acres of publicly-accessible open space. These combined development plans are known as “Willets Point Phase 2”;

- In the 1940s, automobile-related uses populated the Willets Point area until the 2000s, when plans of redevelopment began to take shape. In 2002, the City created the Downtown Flushing Task Force which became the starting point for the Willets Point Development Plan. This Development Plan was approved in 2008 (creating the “Special Willets Point District”), and the Final Generic Environmental Impact Statement (FGEIS) was accepted in 2011. In 2012, the Queens Development Group (“QDG”) was awarded a Request for Proposal (RFP) to develop an initial 23-acre portion of Willets Point. Between 2012 and 2021, due to NY State Court of Appeals intervention, the development plan was changed and is now known as the “New Phase 1,” which includes 887,000 residential SF (1,100 affordable units), 5,000 community facility SF, 323-space parking garage, one acre of publicly accessible open space, and a 650-seat school;
- The Development Sites are all currently vacant and are undergoing environmental remediation through either the New York State Brownfield Clean Up Program or by the NYC Office of Environmental Remediation’s E-designation Rules. On December 12, 2023, in a meeting with the development team, the Applicant confirmed that all city-owned properties of Willets Point were enrolled in the Brownfield Clean Up program. Some privately-owned parcels were not enrolled in the State program, but instead received E-designations that also required environmental remediation;
- Community Board 7 (CB7) held a Public Hearing and voted to approve this application package with a vote of thirty-seven (37) in approval, two (2) in opposition and zero (0) abstentions. CB’s official conditions included:
  - A new police precinct within CB7;
  - NYCFC obtained a written agreement from Mets and NYC Parks Department prior to expiration of the ULURP that they be allowed to park 4,000 vehicles on game dates;
  - No games during game days for other major sporting events (UTSA, Mets, etc.); and
  - Hotel not be converted to a homeless or migrant shelter;
- At the Borough President’s Land Use Public Hearing, the Applicant gave a presentation of the Proposed Developments, proposed partnerships and the environmental impacts of the Proposed Development. The Applicant Team highlighted the following points: the overall residential SF has increased by 700-800 units since the first 2008 rezoning took place; over 50% of housing in Phase 1 is meant for low-income families (that is, families making at or below 80% of the Area Median Income (AMI)), and that Phase 2 affordability will more or less mirror Phase 1; the New York City Football Club (NYCFC) has been looking for a permanent home for the last decade; the proposed Stadium would be privately-funded and 100% built with union labor, which translates roughly to 4,000 construction jobs, hundreds of union jobs within stadium operations, and a 35% MWBE procurement goal; the proposed Stadium would include community use and access including 31,000 SF of programmable space available for community use on non-event days, a Community Activation Fund to offset event-related costs, and NYCFC’s nonprofit organization “City in the Community” (CITC) headquartered in the stadium, which currently has 25+ school and Community-Based Organization (CBO) partners in Queens; and the Proposed Development’s sustainable attributes such as all-electric housing (aside from gas-powered emergency generators), rooftop solar panels, goal of zero waste by 2040, and flood-proofed buildings. The Borough President raised multiple questions, to which the Applicant responded in kind:
  - Social service providers for the formerly homeless units in Phase 1, to which the Applicant confirmed they had two groups (Women in Need and Breaking Ground) lined up for Phase 1 housing, and confirmed they will identify social service providers for Phase 2 units;
  - Union labor within and timeline of the 220 SARA units in Phase 1, to which the Applicant replied they would be built using the prevailing wage, and they have identified a 10-month timeline;
  - Partnering with culturally-appropriate CBOs who would help local residents fill out Housing Connect applications (also known as NYC Department of Housing Preservation and Development’s “Housing Ambassadors” Program), to which the Applicant replied they would do so during lease-up;
  - Increasing the amount of the proposed Community Activation Fund (based on the lack of property taxes or PILOT), to which the Applicant said they would explore;
  - Local hiring minimum percentage within the community, to which the Applicant said they would also explore;
  - Publicly accessible open space, to which the Applicant replied most of the proposed open space would be for passive use; and
  - Sustainable design elements such as rooftop solar or composting, to which the Applicant replied they intended to do both;
- During the public testimony portion of the Borough President’s hearing, a total of twenty-four (24) speakers testified on this project with twenty-two (22) speakers in favor and two (2) against the project. Those who testified in favor of the project felt it would be an economic boon for the surrounding area, and the NYCFC Stadium would be a net community benefit to soccer fans and residents alike. Those who testified against the project felt it would create overflow problems into Flushing Bay, and that the stadium would only benefit tourists and sit vacant outside its 25-game allowance per year;
- The Borough President’s Office has received fourteen (14) letters of written testimony and correspondence regarding this project, with four (4) letters in support and ten (10) letters in opposition.

## RECOMMENDATION

Through the decades, many plans have been imagined at Willets Point and only one has been approved. I am proud to see the former “Valley of Ashes” transform into better housing, schooling and open space, but I must see material and serious commitments to the surrounding communities of Corona, Flushing, and East Elmhurst.

This project’s approval is also coming at a time when the City is experiencing a dire crisis to house and take care of asylum seekers from all over the globe. It is clear to me that all Queens residents – including asylum seekers – need to be accounted for in the Willets Point vision. With that said, the Applicants have sent my office a signed letter of commitments to establish good-faith partnerships within the stadium and throughout the Proposed Development, as detailed in my conditions.

Based on the above consideration, I hereby recommend approval with the following conditions:

- A written statement that Phase 2 affordability levels will be similar to Phase 1 levels, which will stipulate the commitment to over 50% of 1,400 units affordable at or below 80% AMI.
- A full list of Community Benefits the Applicant team has promised throughout this ULURP process so far, including but not limited to:
  - Full amenities throughout the proposed residential buildings
  - Stadium hiring goals and economic benefits
  - “City in the Community” (CITC) Youth Programming
- A signed letter of commitment (including metrics, dates or milestones) attached to the following clauses:
  - **LOCAL HIRING.** There should be a minimum 30% goal of hiring M/WBE firms and local residents within the Proposed Development. Goal progress should be reported quarterly to the Borough President, Council Member and respective Community Boards (CBs), and should also include zip codes of local residents within CB 3, 4 and 7 that were hired. Any job fair or workforce development plans should also be made available to the aforementioned parties. The Applicant team should also:
    - **Work with the Council Member and Borough President to determine a mutually-agreeable set-aside for local vendors and concessionaires within the stadium** and at any future pop-up markets on the Development Sites. The Applicant team’s process should be transparent to the Borough President, Council Member and respective Community Boards. The Applicant team should also consider widening any sidewalks surrounding the stadium to accommodate both local street vendors and safe pedestrian passage, as well as adding a “vending lane” along a “No Parking” zone if possible.
    - **Establish outreach strategies with Queens Colleges** (such as LaGuardia Community College, Vaughn College, York College and Queens College). By building relationships with Queens Colleges, the Applicant Team should ensure permanent workforce development with young adults starting their careers.
  - **CONCRETE PARTNERSHIPS IN THE COMMUNITY.** The Applicant team should work with one or more culturally-competent Community-Based Organizations (CBOs) to execute workforce development and other community needs at Willets Point. Attempts to work with CBOs and confirmed CBOs should also be reported to the Borough President, Council Member and CBs 3, 4 and 7 quarterly.
    - **Community Advisory Board.** The Applicant team (namely, NYCEDC) should commit to forming and leading a Community Advisory Board (CAB) for Phase II development on a quarterly basis. The Community Advisory Board should be comprised of local residents who live within CBs 3, 4 and 7 boundaries, local CBOs/nonprofits, small-business owners, faith leaders, and local elected official offices. This CAB shall be a sounding board and watchdog for community benefits, and shall help determine metrics not yet defined in the signed letter of commitment.
    - **Discounted tickets for local residents**, with a minimum and maximum range target for each year.
  - **NO GAME SCHEDULING CONFLICTS.** There should be no NYCFC games that would conflict with both or either the USTA Stadium or Mets schedules.
  - **FLUSHING MEADOWS-CORONA PARK IMPROVEMENTS.** The Applicant Team should work with the Department of Parks and Recreation to identify key areas in and around Flushing Meadows Corona Park that need capital improvements, including but not limited to: the Flushing Promenade, sports fields, playground areas and comfort stations;
  - **TRANSIT IMPROVEMENTS.** The Applicant team (namely, NYCEDC) should work with NYC Transit to update and help fund transportation improvements to the bus and subway systems, respectively. NYCEDC should conduct a feasibility study of extending ferry service to Willets Point or a nearby location;
  - **PLAYGROUNDS/OUTDOOR SPACE FOR CHILDREN.** The Applicant team should explore the possibility of small playgrounds within Willets Point Phase II for children; and

- **ROBUST SEWAGE AND STORMWATER MANAGEMENT PLAN.** Because the Proposed Development is located in a floodplain and is located next to Flushing Creek, the Applicant team should work with the NYC Department of Environmental Protection to ensure they have a functioning and updated sewage/stormwater management plan. The Development Plan should also include permanent sustainable elements such as permeable pavement and bioswales. Such plan(s) should be shared with the Borough President, Council Member, and residents of Community Board 3, 4 and 7 upon completion.



**PRESIDENT, BOROUGH OF QUEENS**

01/10/2024

**DATE**



# COMMUNITY/BOROUGH BOARD RECOMMENDATION

<b>Project Name:</b> Willets Point Phase II			
<b>Applicant:</b>	EDC - Economic Development Corporation for NYC	<b>Applicant's Primary Contact:</b>	Ethan Goodman
<b>Application #</b>	240092ZSQ	<b>Borough:</b>	
<b>CEQR Number:</b>	23DME005Q	<b>Validated Community Districts:</b>	Q07

**Docket Description:**

IN THE MATTER OF an application submitted by Queens Development Group, LLC, City Football Stadium Group, LLC, and the New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 74-802 of the Zoning Resolution to allow a transient hotel (Use Group 5), in connection with a proposed mixed-use development, on property generally bounded by Seaver Way, 38th Avenue\*\*, and the southeasterly centerline prolongation of Willets Point Boulevard\*\* (Block 1833, Lot 117), in a C4-4 District, within the Special Willets Point District.\*\* Note: A city map amendment to establish or extend these streets is proposed under a concurrent related application (C 240058 MMQ) Plans for this proposal are on file with the City Planning Commission and may be seen on the Zoning Application Portal at <https://zap.planning.nyc.gov/projects/2023Q0251>, or the Department of City Planning, 120 Broadway, 31st Floor, New York, NY, 10271-0001.

*Please use the above application number on all correspondence concerning this application*

<b>RECOMMENDATION: Conditional Favorable</b>			
<b># In Favor:</b> 37	<b># Against:</b> 2	<b># Abstaining:</b> 0	<b>Total members appointed to the board:</b> 39
<b>Date of Vote:</b> 12/4/2023 12:00 AM		<b>Vote Location:</b> St. Luke RC Church	

*Please attach any further explanation of the recommendation on additional sheets as necessary*

<b>Date of Public Hearing:</b> 12/4/2023 7:00 PM	
<b>Was a quorum present?</b> Yes	<i>A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members</i>
<b>Public Hearing Location:</b>	St. Luke's RC Church 16-34 Clintonville Street, Whitestone, NY 11357

**CONSIDERATION:** Motion was made to approve with the following stipulation:

- NYCFC obtained a written agreement from Mets and NYC Parks Department prior to expiration of the ULURP that they be allowed to park 4000 spaces during game events.
- No games during game days for other major sporting events, USTA, Mets etc.
- Hotel not be converted to a homeless or migrant shelter

Recommendation submitted by	QN CB7	Date: 12/11/2023 12:11 PM
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# COMMUNITY/BOROUGH BOARD RECOMMENDATION

<b>Project Name:</b> Willets Point Phase II			
<b>Applicant:</b>	EDC - Economic Development Corporation for NYC	<b>Applicant's Primary Contact:</b>	Ethan Goodman
<b>Application #</b>	N240093ZRQ	<b>Borough:</b>	
<b>CEQR Number:</b>	23DME005Q	<b>Validated Community Districts:</b>	Q07

<b>Docket Description:</b>

Please use the above application number on all correspondence concerning this application

<b>RECOMMENDATION: Conditional Favorable</b>			
<b># In Favor:</b> 37	<b># Against:</b> 2	<b># Abstaining:</b> 0	<b>Total members appointed to the board:</b> 39
<b>Date of Vote:</b> 12/4/2023 12:00 AM		<b>Vote Location:</b> St. Luke RC Church	

Please attach any further explanation of the recommendation on additional sheets as necessary

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<b>Public Hearing Location:</b>	St. Luke's RC Church 16-34 Clintonville Street, Whitestone, NY 11357

<b>CONSIDERATION:</b> Motion was made to approve with the following stipulation: ■ NYCFC obtained a written agreement from Mets and NYC Parks Department prior to expiration of the ULURP that they be allowed to park 4000 spaces during game events. ■ No games during game days for other major sporting events, USTA, Mets etc. ■ Hotel not be converted to a homeless or migrant shelter		
Recommendation submitted by	QN CB7	Date: 12/11/2023 12:11 PM



# COMMUNITY/BOROUGH BOARD RECOMMENDATION

<b>Project Name:</b> Willets Point Phase II			
<b>Applicant:</b>	EDC - Economic Development Corporation for NYC	<b>Applicant's Primary Contact:</b>	Ethan Goodman
<b>Application #</b>	240094ZSQ	<b>Borough:</b>	
<b>CEQR Number:</b>	23DME005Q	<b>Validated Community Districts:</b>	Q07

**Docket Description:**

IN THE MATTER OF an application submitted by Queens Development Group, LLC, City Football Stadium Group, LLC, and the New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 124-60\* of the Zoning Resolution to allow the distribution of total allowable floor area without regard for zoning lot lines or district boundaries and to modify: 1. the required parking regulations of Sections 25-23 (Requirements Where Group Parking Facilities are Provided), 25-251 (Income-restricted housing units), 36-21 (General Provisions) and 124-50 (OFF-STREET PARKING REGULATIONS); 2. the sign regulations of Sections 32-60 (SIGN REGULATIONS) and 124-15 (Modification of Sign Regulations); 3. the loading requirements of Section 36-62 (Required Accessory Off-Street Loading Berths); 4. the retail continuity regulations of Section 124-14 (Retail Continuity); 5. the height and setback regulations of Section 124-22 (Height and Setback Regulations); 6. the street network requirements of Section 124-30 (Mandatory Improvements); 7. the public open space requirements of Section 124-42 (Types and Standards of Publicly Accessible Open Space); 8. the curb cut requirements of Section 124-53 (Curb Cut Restrictions), in connection with a proposed mixed-use development on property generally bounded by Northern Boulevard, 27th Street, Willets Point Boulevard\*\*, 126th Lane\*\*, 39th Avenue\*\*, Roosevelt Avenue, and Seaver Way (Block 1833, Lots 117, 120, 130, 135 and 140; Block 1823, Lots 12, 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52 and 55; Block 1824, Lots 1, 12, 19, 21, 26, 28, 33, 38, 40, 45, 53 and 100; and Block 1825, Lots 1, 19, 21, 25, 28, 30, 37, 46, 48, 53, 55, 58 and 150; Block 1822, Lot 17; and Block 1820, Lots 1, 6, 9, 18, 34 and 108), within a C4-4 District in the Special Willets Point District. \*Note: A zoning text amendment to modify Section 124-60 is proposed under a concurrent related application N 240093 ZRQ. \*\* Note: A city map amendment to establish or extend these streets is proposed under a concurrent related application (C 240058 MMQ) Plans for this proposal are on file with the City Planning Commission and may be seen on the Zoning Application Portal at <https://zap.planning.nyc.gov/projects/2021Q0106>, or the Department of City Planning, 120 Broadway, 31st Floor, New York, NY, 10271-0001.

Please use the above application number on all correspondence concerning this application

**RECOMMENDATION: Conditional Favorable**

<b># In Favor:</b> 37	<b># Against:</b> 2	<b># Abstaining:</b> 0	<b>Total members appointed to the board:</b> 39
<b>Date of Vote:</b> 12/4/2023 12:00 AM		<b>Vote Location:</b> St. Luke RC Church	

Please attach any further explanation of the recommendation on additional sheets as necessary

**Date of Public Hearing:** 12/4/2023 7:00 PM

<b>Was a quorum present?</b> Yes	<i>A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members</i>
<b>Public Hearing Location:</b>	St. Luke's RC Church 16-34 Clintonville Street, Whitestone, NY 11357

**CONSIDERATION:** Motion was made to approve with the following stipulation:

- NYCFC obtained a written agreement from Mets and NYC Parks Department prior to expiration of the ULURP that they be allowed to park 4000 spaces during game events.
- No games during game days for other major sporting events, USTA, Mets etc.
- Hotel not be converted to a homeless or migrant shelter

Recommendation submitted by	QN CB7	Date: 12/11/2023 12:11 PM
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# COMMUNITY/BOROUGH BOARD RECOMMENDATION

<b>Project Name:</b> Willets Point Phase II Mapping Actions			
<b>Applicant:</b>	EDC - Economic Development Corporation for NYC	<b>Applicant's Primary Contact:</b>	Ethan Goodman
<b>Application #</b>	240058MMQ	<b>Borough:</b>	
<b>CEQR Number:</b>	23DME005Q	<b>Validated Community Districts:</b>	Q07

**Docket Description:**

IN THE MATTER OF an application submitted by the New York City Economic Development Corporation, Queens Development Group, LLC, and CFG Stadium Group, LLC, pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 et seq. of the New York City Administrative Code, for an amendment to the City Map involving: • the establishment of 38th Avenue, 39th Avenue, 126th Lane, and a portion of Willets Point Boulevard within an area generally bounded by Van Wyck Expressway Extension, Roosevelt Avenue, Seaver Way, and Northern Boulevard; • the elimination, discontinuance and closing of 36th Avenue, east of Seaver Way; • the elimination, discontinuance, and closing of streets within an area generally bounded by 127th Street, Northern Boulevard, Van Wyck Expressway Extension, and Roosevelt Avenue; • the raising of grades within streets generally bounded by Northern Boulevard, 127th Street, Willets Point Boulevard, 38th Avenue, and Seaver Way; • the adjustment of grades and block dimensions necessitated thereby; and • any acquisition or disposition of real properties related thereto, in Community District 7, Borough of Queens, in accordance with Maps No. 5038, and 5039, dated September 26, 2023 and Map No. 5040, dated September 28, 2023, and all signed by the Borough President.

*Please use the above application number on all correspondence concerning this application*

<b>RECOMMENDATION: Conditional Favorable</b>			
<b># In Favor:</b> 37	<b># Against:</b> 2	<b># Abstaining:</b> 0	<b>Total members appointed to the board:</b> 39
<b>Date of Vote:</b> 12/4/2023 12:00 AM		<b>Vote Location:</b> St. Luke RC Church	

*Please attach any further explanation of the recommendation on additional sheets as necessary*

<b>Date of Public Hearing:</b> 12/4/2023 7:00 PM	
<b>Was a quorum present?</b> Yes	<i>A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members</i>
<b>Public Hearing Location:</b>	St. Luke RC Church 16-34 Clintonville St. Whetstone, NY 11357

**CONSIDERATION:** Motion was made to approve with the following stipulation:

- NYCFC obtained a written agreement from Mets and NYC Parks Department prior to expiration of the ULURP that they be allowed to park 4000 spaces during game events.
- No games during game days for other major sporting events, USTA, Mets etc.
- Hotel not be converted to a homeless or migrant shelter

Recommendation submitted by	QN CB7	Date: 12/11/2023 12:19 PM
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# Community Board 7

## Borough of Queens

Auburndale, Bay Terrace, Beechhurst, Clearview, College Point,  
Downtown Flushing, East Flushing, Flushing, Linden Hill, Malba,  
Murray Hill, Queensborough Hill, Whitestone, and Willets Point

30-50 Whitestone Expressway, Flushing, NY 11354 Ste. 205

Ph: (718) 359-2800

Fax: (718) 463-3891

Email: [qn07@cb.nyc.gov](mailto:qn07@cb.nyc.gov)

<https://www1.nyc.gov/queenscb7>

Donovan Richards, Jr.

*Queens Borough President*

Eugene T. Kelty Jr.

*Chairperson*

Marilyn McAndrews

*District Manager*

December 6, 2023

Daniel Garodnick, Chairperson  
New York City Planning Commission  
120 Broadway, 31<sup>st</sup> Floor  
New York, NY 10271

Andrew Kimball, President  
NYC Economic Development Corporation  
One Liberty Plaza  
New York, NY 10006

Frank Monterisi  
Queens Development Group  
The Related Companies  
30 Hudson Yards  
New York, NY 10001

Jon Stemp  
New York City Football Group  
600 Third Avenue  
New York, NY 10016

### Re: Servicing Willets Point Retail along Pedestrian Esplanade

Dear Chair, Garodnick and Messrs. Kimball, Monterisi and Stemp,

On December 4<sup>th</sup>, Queens Community Board #7 voted overwhelmingly to approve the Willets Point Phase II ULURP; however, there is an unresolved design issue we voiced during our review of Phase I last year that remains unchanged in Phase II.

At the juncture where Phase I residential meets Phase II residential, there is a pedestrian-only esplanade, and retail establishments open onto this esplanade. We remain deeply concerned that the pedestrian-only access along this esplanade eliminates any effective means for vehicles to load and service the retail space. (i.e.: deliveries and trash removal).

There are numerous sound design precedents such as limited-access private driveways or shared-street concepts that could be implemented to prioritize public open space yet provide vehicular access for loading and servicing. Given the wealth of landscape architects and urban design talent involved in this project, we are confident your teams can arrive at a sound solution for vehicular access.

This public esplanade will be the gateway into the rest of the Willets Point Special District. In order for the new Willets Point community to thrive, the retail along this esplanade must succeed; otherwise, the community will have vacant stores that would be a shopping hardship for residents and a visual blight for our community.

We urge QDC and NYC EDC to work with the Department of City Planning to provide vehicular access to the retail spaces along the pedestrian esplanade.

Sincerely,

Chuck Apelian

Vice Chair and Land Use Chair - Community Board 7 Queens

TO: Gene Kelty – Chairman CB7Q  
FROM: Chuck Apelian – Vice Chairman and Land Use Chairman – CB7Q  
RE: Willets Point Phase II -ULURP  
DATE: November 29,2023

Our Willets Point Quarterly Task Force has been meeting regularly over the past few years, including abbreviated and interrupted sessions during COVID, so the ULURP application for Willets Point Phase II was a familiar item.

Throughout our Committee Review process, there were a few items of concern:

1. We wanted assurances the Hotel would not be converted into a Homeless or Migrant Shelter. It was important to the Committee that the developers identify Level of Service and Hotel Flags under consideration. **This was provided.**

2. We wanted assurances adequate game day parking would be provided.  
**The plan is in place and a formal agreement has been crafted, but has not been officially validated.**

**A Motion to approve Willets Point Phase II was made by Frank Macchio and amended by friendly motion to add the following Stipulation:**

NYC FC obtain written Agreement from NYC Parks and NY Mets prior to expiration of ULURP to allow NYC FC to park 4,000 cars on Citi Field Parking Lot during NYC FC event days; and furthermore, NYC FC will not have games or events on the same day as NY Mets, USTA or other sporting events within Flushing Meadow Corona Park.

**Motion was seconded by Joe Sweeney.**

The Committee vote was 10-1 to approve.

Respectfully submitted,

Chuck Apelian  
Vice Chairman and Land Use Chairman – CB7Q

# Queens Borough President Recommendation

**APPLICATION:** Willets Point Phase II  
**COMMUNITY BOARD:** Q07

**DOCKET DESCRIPTIONS**

**ULURP #240092 ZSQ – IN THE MATTER OF** an application submitted by Queens Development Group, LLC, City Football Stadium Group, LLC, and the New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 124-60\* of the Zoning Resolution to allow the distribution of total allowable floor area without regard for zoning lot lines or district boundaries and to modify:

1. the required parking regulations of Sections 25-23 (Requirements Where Group Parking Facilities are Provided), 25-251 (Income-restricted housing units), 36-21 (General Provisions) and 124-50 (OFF-STREET PARKING REGULATIONS);
2. the sign regulations of Sections 32-60 (SIGN REGULATIONS) and 124-15 (Modification of Sign Regulations);
3. the loading requirements of Section 36-62 (Required Accessory Off-Street Loading Berths);
4. the retail continuity regulations of Section 124-14 (Retail Continuity);
5. the height and setback regulations of Section 124-22 (Height and Setback Regulations);
6. the street network requirements of Section 124-30 (Mandatory Improvements);
7. the public open space requirements of Section 124-42 (Types and Standards of Publicly Accessible Open Space);
8. the curb cut requirements of Section 124-53 (Curb Cut Restrictions),

in connection with a proposed mixed-use development on property generally bounded by Northern Boulevard, 27th Street, Willets Point Boulevard\*\*, 126th Lane\*\*, 39th Avenue\*\*, Roosevelt Avenue, and Seaver Way (Block 1833, Lots 117, 120, 130, 135 and 140; Block 1823, Lots 12, 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52 and 55; Block 1824, Lots 1, 12, 19, 21, 26, 28, 33, 38, 40, 45, 53 and 100; and Block 1825, Lots 1, 19, 21, 25, 28, 30, 37, 46, 48, 53, 55, 58 and 150; Block 1822, Lot 17; and Block 1820, Lots 1, 6, 9, 18, 34 and 108), within a C4-4 District in the Special Willets Point District.

\*Note: A zoning text amendment to modify Section 124-60 is proposed under a concurrent related application N 240093 ZRQ.

\*\* Note: A city map amendment to establish or extend these streets is proposed under a concurrent related application (C 240058 MMQ)

**ULURP #240094 ZSQ – IN THE MATTER OF** an application submitted by Queens Development Group, LLC, City Football Stadium Group, LLC, and the New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 74-41 of the Zoning Resolution to allow an arena with a maximum capacity of 25,000 seats on property generally bounded by Seaver Way, 35th Avenue, 127th Street, Willet Point Boulevard\*\*, and 38th Avenue\*\* (Tax Block 1823, Lots 12, 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52 and 55; Tax Block 1824, Lots 1, 12, 19, 21, 26, 28, 33, 38, 40, 45, 53 and 100; and Tax Block 1825, Lots 1, 19, 21, 25, 28, 30, 37, 46, 48, 53, 55, 58 and 150), in a C4-4 District, within the Special Willets Point District.

\*\* Note: A city map amendment to establish or extend these streets is proposed under a concurrent related application (C 240058 MMQ)

**ULURP #240095 ZSQ – IN THE MATTER OF** an application submitted by Queens Development Group, LLC, City Football Stadium Group, LLC, and the New York City Economic Development Corporation pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 74-802 of the Zoning Resolution to allow a transient hotel (Use Group 5), in connection with a proposed mixed-use development, on property generally bounded by Seaver Way, 38th Avenue\*\*, and the southeasterly centerline prolongation of Willets Point Boulevard\*\* (Block 1833, Lot 117), in a C4-4 District, within the Special Willets Point District.

\*\* Note: A city map amendment to establish or extend these streets is proposed under a concurrent related application (C 240058 MMQ)

**PUBLIC HEARING**

A Public Hearing was held by the Queens Borough President in the Borough President's Conference Room at 120-55 Queens Boulevard, Kew Gardens NY 11424 as well as via Zoom webinar and livestreamed on [www.queensbp.org](http://www.queensbp.org) on Thursday, December 13, 2023 at 9:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were twenty-four (24) speakers. The hearing was closed.

## **CONSIDERATION**

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The Applicant is proposing the following Zoning Actions in an area approximately bounded by Roosevelt Avenue to the south, Seaver Way to the west, Northern Blvd to the north, and 127<sup>th</sup> Street to the west (the “Project Area”). Within the Project Area, the Applicant refers to four (4) separate parcels as they relate to each Zoning Action: the “Triangle Lot” (p/o Block 1833) the “Stadium Lot” (p/o Block 1823, Blocks 1824 and 1825), the “T-Parcel Lot” (p/o Block 1822) and the “Northern Lot” (Block 1820).
  - *Special Permit pursuant to ZR 124-60* (Special Permit to Modify Use or Bulk Regulations), as amended, which would permit the following actions on each Parcel:
    - **Triangle Lot:** the transfer of approximately 291,423 SF from the stadium zoning lot; permit hotel and residential buildings to rise without setback above 85 feet; allow the depth of retail to extend 30 feet (instead of 50 feet) for each frontage and allow some ground-floor spaces that may not meet transparency requirements; permit building length along Seaver Way beyond 110 feet (150 feet currently proposed); waive parking requirements while still proposing to provide 444 spaces (300 required); reduce required off-street loading berths from three to one; allow less linear feet of seating, amenities and percentage of planted areas; provide curb cuts on 38<sup>th</sup> Avenue, with some flexibility of exact locations based on final ground floor design.
    - **Stadium Lot:** the transfer of floor area generated from the Stadium Zoning Lot to other sites: 291,423 SF to Triangle Lot, 216,461 SF to T-Parcel Lot, and 454,153 SF to Northern Lot; permit stadium block to have a maximum length greater than 450 feet and extend into a location that is to contain a primary retail street; permit portion of stadium street wall to be located beyond 60 feet of street line or public open space; Permit stadium to rise to approx. 101-115 feet without an additional setback above 60 or 85 feet, depending on location of façade; waive parking requirements while still proposing to provide 27 at grade spaces; modification to sign regulations at heights and sizes beyond those permitted; Allow relief from retail continuity regulations pertaining to ground floor use, and the maximum length of establishments to facilitate stadium use and design; permit multiple curb cuts to access stadiums loading berths; and allow flexibility in open space design, specifically related to linear feet of seating;
    - **T-Parcel Lot:** the transfer of 216,461 sf from Stadium Zoning Lot; allow building to rise without setback to a maximum roof height of 132 feet, and 167 feet for mechanicals, and relief from tower regulations (portion of building height proposed beyond 117 feet would need further approval from the BSA at a later date); building to be set back from 34<sup>th</sup> Avenue by 10 feet instead of eight to preserve ability to widen the functional width in the future; allow the depth of retail to extend 30 feet (instead of 50 feet) for each frontage and allow certain ground floor spaces that may not meet transparency requirements; and waive parking requirements while still proposing to provide 97 parking spaces (111 parking spaces required);
    - **Northern Lot:** Permit the transfer of 454,153 sf from Stadium Zoning Lot; allow building to rise without setback to maximum building height of 216 feet (including mechanicals), and 132 feet to the roof and 167 feet to mechanicals on eastern portion (western portions beyond 117 feet would need further approval from the BSA at a later date); waive tower regulations for building above 120 feet; building to be set back from 34<sup>th</sup> Avenue 10 feet instead of eight to preserve ability to widen the functional width in the future; waive parking requirements while still proposing to provide 255 parking spaces; permit reduced linear feet of seating and percentage of plantings.
  - *Special Permit pursuant to ZR 74-41* (Arena, Stadium or Trade Exposition of Greater than 2,500 seats);
  - *Special Permit pursuant to 74-802* (Transient Hotel in a Commercial District)
  - *Changes to the City Map* to facilitate Phase I and Phase II Developments of the Special Willets Point District; and
  - *Zoning Text Amendments to ZR 124-60, 124-05, 124-31, and 124-40*, which gives the City Planning Commission the ability to permit the redistribution of floor area without regard to zoning lot lines; grant parking and loading modifications; provide modifications to mandatory improvements or other urban design regulations; specify that the requirement for a certification would also apply to zoning lots subject to a Special Permit pursuant to ZR 124-60 when the aggregate lot area of all zoning lots is greater than 200,000 SF; given changes to the originally anticipated street plan, finding (d) would require showing that the development does not preclude development in other portions of the Special District from complying with provisions of 124-31, except where such compliance is directly prevented by modifications granted by the CPC pursuant to Section 124-60;
- The proposed actions would facilitate the development of the Triangle Lot, Stadium Lot, T-Parcel Lot and the Northern Lot, (the “Development Sites”). The Proposed Development on these four parcels include: 1,400 affordable units (1.3 million SF), a 250-room hotel (215,000 SF), 80,000 of commercial SF for local retail, a 25,000-seat soccer stadium (500,000 SF), 500 accessory parking spaces, and 2.8 acres of publicly-accessible open space. These combined development plans are known as “Willets Point Phase 2”;

- In the 1940s, automobile-related uses populated the Willets Point area until the 2000s, when plans of redevelopment began to take shape. In 2002, the City created the Downtown Flushing Task Force which became the starting point for the Willets Point Development Plan. This Development Plan was approved in 2008 (creating the “Special Willets Point District”), and the Final Generic Environmental Impact Statement (FGEIS) was accepted in 2011. In 2012, the Queens Development Group (“QDG”) was awarded a Request for Proposal (RFP) to develop an initial 23-acre portion of Willets Point. Between 2012 and 2021, due to NY State Court of Appeals intervention, the development plan was changed and is now known as the “New Phase 1,” which includes 887,000 residential SF (1,100 affordable units), 5,000 community facility SF, 323-space parking garage, one acre of publicly accessible open space, and a 650-seat school;
- The Development Sites are all currently vacant and are undergoing environmental remediation through either the New York State Brownfield Clean Up Program or by the NYC Office of Environmental Remediation’s E-designation Rules. On December 12, 2023, in a meeting with the development team, the Applicant confirmed that all city-owned properties of Willets Point were enrolled in the Brownfield Clean Up program. Some privately-owned parcels were not enrolled in the State program, but instead received E-designations that also required environmental remediation;
- Community Board 7 (CB7) held a Public Hearing and voted to approve this application package with a vote of thirty-seven (37) in approval, two (2) in opposition and zero (0) abstentions. CB’s official conditions included:
  - A new police precinct within CB7;
  - NYCFC obtained a written agreement from Mets and NYC Parks Department prior to expiration of the ULURP that they be allowed to park 4,000 vehicles on game dates;
  - No games during game days for other major sporting events (UTSA, Mets, etc.); and
  - Hotel not be converted to a homeless or migrant shelter;
- At the Borough President’s Land Use Public Hearing, the Applicant gave a presentation of the Proposed Developments, proposed partnerships and the environmental impacts of the Proposed Development. The Applicant Team highlighted the following points: the overall residential SF has increased by 700-800 units since the first 2008 rezoning took place; over 50% of housing in Phase 1 is meant for low-income families (that is, families making at or below 80% of the Area Median Income (AMI)), and that Phase 2 affordability will more or less mirror Phase 1; the New York City Football Club (NYCFC) has been looking for a permanent home for the last decade; the proposed Stadium would be privately-funded and 100% built with union labor, which translates roughly to 4,000 construction jobs, hundreds of union jobs within stadium operations, and a 35% MWBE procurement goal; the proposed Stadium would include community use and access including 31,000 SF of programmable space available for community use on non-event days, a Community Activation Fund to offset event-related costs, and NYCFC’s nonprofit organization “City in the Community” (CITC) headquartered in the stadium, which currently has 25+ school and Community-Based Organization (CBO) partners in Queens; and the Proposed Development’s sustainable attributes such as all-electric housing (aside from gas-powered emergency generators), rooftop solar panels, goal of zero waste by 2040, and flood-proofed buildings. The Borough President raised multiple questions, to which the Applicant responded in kind:
  - Social service providers for the formerly homeless units in Phase 1, to which the Applicant confirmed they had two groups (Women in Need and Breaking Ground) lined up for Phase 1 housing, and confirmed they will identify social service providers for Phase 2 units;
  - Union labor within and timeline of the 220 SARA units in Phase 1, to which the Applicant replied they would be built using the prevailing wage, and they have identified a 10-month timeline;
  - Partnering with culturally-appropriate CBOs who would help local residents fill out Housing Connect applications (also known as NYC Department of Housing Preservation and Development’s “Housing Ambassadors” Program), to which the Applicant replied they would do so during lease-up;
  - Increasing the amount of the proposed Community Activation Fund (based on the lack of property taxes or PILOT), to which the Applicant said they would explore;
  - Local hiring minimum percentage within the community, to which the Applicant said they would also explore;
  - Publicly accessible open space, to which the Applicant replied most of the proposed open space would be for passive use; and
  - Sustainable design elements such as rooftop solar or composting, to which the Applicant replied they intended to do both;
- During the public testimony portion of the Borough President’s hearing, a total of twenty-four (24) speakers testified on this project with twenty-two (22) speakers in favor and two (2) against the project. Those who testified in favor of the project felt it would be an economic boon for the surrounding area, and the NYCFC Stadium would be a net community benefit to soccer fans and residents alike. Those who testified against the project felt it would create overflow problems into Flushing Bay, and that the stadium would only benefit tourists and sit vacant outside its 25-game allowance per year;
- The Borough President’s Office has received fourteen (14) letters of written testimony and correspondence regarding this project, with four (4) letters in support and ten (10) letters in opposition.

## RECOMMENDATION

Through the decades, many plans have been imagined at Willets Point and only one has been approved. I am proud to see the former “Valley of Ashes” transform into better housing, schooling and open space, but I must see material and serious commitments to the surrounding communities of Corona, Flushing, and East Elmhurst.

This project’s approval is also coming at a time when the City is experiencing a dire crisis to house and take care of asylum seekers from all over the globe. It is clear to me that all Queens residents – including asylum seekers – need to be accounted for in the Willets Point vision. With that said, the Applicants have sent my office a signed letter of commitments to establish good-faith partnerships within the stadium and throughout the Proposed Development, as detailed in my conditions.

Based on the above consideration, I hereby recommend approval with the following conditions:

- A written statement that Phase 2 affordability levels will be similar to Phase 1 levels, which will stipulate the commitment to over 50% of 1,400 units affordable at or below 80% AMI.
- A full list of Community Benefits the Applicant team has promised throughout this ULURP process so far, including but not limited to:
  - Full amenities throughout the proposed residential buildings
  - Stadium hiring goals and economic benefits
  - “City in the Community” (CITC) Youth Programming
- A signed letter of commitment (including metrics, dates or milestones) attached to the following clauses:
  - **LOCAL HIRING.** There should be a minimum 30% goal of hiring M/WBE firms and local residents within the Proposed Development. Goal progress should be reported quarterly to the Borough President, Council Member and respective Community Boards (CBs), and should also include zip codes of local residents within CB 3, 4 and 7 that were hired. Any job fair or workforce development plans should also be made available to the aforementioned parties. The Applicant team should also:
    - **Work with the Council Member and Borough President to determine a mutually-agreeable set-aside for local vendors and concessionaires within the stadium** and at any future pop-up markets on the Development Sites. The Applicant team’s process should be transparent to the Borough President, Council Member and respective Community Boards. The Applicant team should also consider widening any sidewalks surrounding the stadium to accommodate both local street vendors and safe pedestrian passage, as well as adding a “vending lane” along a “No Parking” zone if possible.
    - **Establish outreach strategies with Queens Colleges** (such as LaGuardia Community College, Vaughn College, York College and Queens College). By building relationships with Queens Colleges, the Applicant Team should ensure permanent workforce development with young adults starting their careers.
  - **CONCRETE PARTNERSHIPS IN THE COMMUNITY.** The Applicant team should work with one or more culturally-competent Community-Based Organizations (CBOs) to execute workforce development and other community needs at Willets Point. Attempts to work with CBOs and confirmed CBOs should also be reported to the Borough President, Council Member and CBs 3, 4 and 7 quarterly.
    - **Community Advisory Board.** The Applicant team (namely, NYCEDC) should commit to forming and leading a Community Advisory Board (CAB) for Phase II development on a quarterly basis. The Community Advisory Board should be comprised of local residents who live within CBs 3, 4 and 7 boundaries, local CBOs/nonprofits, small-business owners, faith leaders, and local elected official offices. This CAB shall be a sounding board and watchdog for community benefits, and shall help determine metrics not yet defined in the signed letter of commitment.
    - **Discounted tickets for local residents**, with a minimum and maximum range target for each year.
  - **NO GAME SCHEDULING CONFLICTS.** There should be no NYCFC games that would conflict with both or either the USTA Stadium or Mets schedules.
  - **FLUSHING MEADOWS-CORONA PARK IMPROVEMENTS.** The Applicant Team should work with the Department of Parks and Recreation to identify key areas in and around Flushing Meadows Corona Park that need capital improvements, including but not limited to: the Flushing Promenade, sports fields, playground areas and comfort stations;
  - **TRANSIT IMPROVEMENTS.** The Applicant team (namely, NYCEDC) should work with NYC Transit to update and help fund transportation improvements to the bus and subway systems, respectively. NYCEDC should conduct a feasibility study of extending ferry service to Willets Point or a nearby location;
  - **PLAYGROUNDS/OUTDOOR SPACE FOR CHILDREN.** The Applicant team should explore the possibility of small playgrounds within Willets Point Phase II for children; and

- **ROBUST SEWAGE AND STORMWATER MANAGEMENT PLAN.** Because the Proposed Development is located in a floodplain and is located next to Flushing Creek, the Applicant team should work with the NYC Department of Environmental Protection to ensure they have a functioning and updated sewage/stormwater management plan. The Development Plan should also include permanent sustainable elements such as permeable pavement and bioswales. Such plan(s) should be shared with the Borough President, Council Member, and residents of Community Board 3, 4 and 7 upon completion.



PRESIDENT, BOROUGH OF QUEENS

01/10/2024

DATE



# BOROUGH PRESIDENT RECOMMENDATION

<b>Project Name:</b> Willets Point Phase II Mapping Actions	
<b>Applicant:</b> EDC - Economic Development Corporation for NYC	<b>Applicant's Administrator:</b> Ethan Goodman
<b>Application #</b> 240058MMQ	<b>Borough:</b> Queens
<b>CEQR Number:</b> 23DME005Q	<b>Validated Community Districts:</b> Q07

**Docket Description:**

IN THE MATTER OF an application submitted by the New York City Economic Development Corporation, Queens Development Group, LLC, and CFG Stadium Group, LLC, pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 et seq. of the New York City Administrative Code, for an amendment to the City Map involving: • the establishment of 38th Avenue, 39th Avenue, 126th Lane, and a portion of Willets Point Boulevard within an area generally bounded by Van Wyck Expressway Extension, Roosevelt Avenue, Seaver Way, and Northern Boulevard; • the elimination, discontinuance and closing of 36th Avenue, east of Seaver Way; • the elimination, discontinuance, and closing of streets within an area generally bounded by 127th Street, Northern Boulevard, Van Wyck Expressway Extension, and Roosevelt Avenue; • the raising of grades within streets generally bounded by Northern Boulevard, 127th Street, Willets Point Boulevard, 38th Avenue, and Seaver Way; • the adjustment of grades and block dimensions necessitated thereby; and • any acquisition or disposition of real properties related thereto, in Community District 7, Borough of Queens, in accordance with Maps No. 5038, and 5039, dated September 26, 2023 and Map No. 5040, dated September 28, 2023, and all signed by the Borough President.

*Please use the above application number on all correspondence concerning this application*

**RECOMMENDATION:** Conditional Favorable

*Please attach any further explanation of the recommendation on additional sheets as necessary*

**CONSIDERATION:**

Recommendation submitted by	QN BP	Date: 1/10/2024 9:14 AM
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# Queens Borough President Recommendation

**APPLICATION:** Willets Point Phase II Mapping Actions  
**COMMUNITY BOARD:** Q07

**DOCKET DESCRIPTION**

**ULURP #240058 MMQ – IN THE MATTER OF** an application submitted by the New York City Economic Development Corporation, Queens Development Group, LLC, and CFG Stadium Group, LLC, pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 et seq. of the New York City Administrative Code, for an amendment to the City Map involving:

1. the establishment of 38th Avenue, 39th Avenue, 126th Lane, and a portion of Willets Point Boulevard within an area generally bounded by Van Wyck Expressway Extension, Roosevelt Avenue, Seaver Way, and Northern Boulevard;
2. the elimination, discontinuance and closing of 36th Avenue between Seaver Way and 127th Street;
3. the elimination, discontinuance, and closing of streets within an area generally bounded by 127th Street, Northern Boulevard, Van Wyck Expressway Extension, and Roosevelt Avenue;
4. the raising of grades within streets generally bounded by Northern Boulevard, 127th Street, Willets Point Boulevard, 38th Avenue, and Seaver Way;
5. the adjustment of grades and block dimensions necessitated thereby; and
6. any acquisition or disposition of real properties related thereto,

in Community District 7, Borough of Queens, in accordance with Maps No. 5038, and 5039, dated September 26, 2023 and Map No. 5040, dated September 28, 2023, and all signed by the Borough President. (Related ULURP #s 240092 ZSQ, 240094 ZSQ, 240095 ZSQ, and N240093 ZRQ).

**PUBLIC HEARING**

A Public Hearing was held by the Queens Borough President in the Borough President's Conference Room at 120-55 Queens Boulevard, Kew Gardens NY 11424 as well as via Zoom webinar and livestreamed on [www.queensbp.org](http://www.queensbp.org) on Thursday, December 13, 2023 at 9:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were twenty-four (24) speakers. The hearing was closed.

**CONSIDERATION**

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

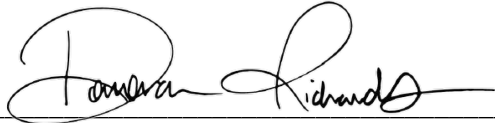
- The Applicant is proposing several City Map Changes in an area approximately bounded by Roosevelt Avenue to the south, Seaver Way to the west, Northern Blvd to the north, and 127<sup>th</sup> Street to the west (the "Project Area"). These actions would facilitate Phase I and Phase II Developments of the Special Willets Point District;
- Other applications (ULURP #s 240092 ZSQ, 240094 ZSQ, 240095 ZSQ, and N240093 ZRQ) concurrently field with lead application propose multiple land use actions related to the Project Area. These actions include a Special Permit pursuant to ZR 124-60 (Special Permit to Modify Use or Bulk Regulations), a Special Permit pursuant to ZR 74-41 (Arena, Stadium or Trade Exposition of Greater than 2,500 seats), Special Permit pursuant to 74-802 (Transient Hotel in a Commercial District), and Zoning Text Amendments to ZR 124-60, 124-05, 124-31, and 124-40;
- The Proposed Development of Phase II includes the Triangle Lot, Stadium Lot, T-Parcel Lot and the Northern Lot, (the "Development Sites"). The Proposed Development on these four parcels include: 1,400 affordable units (1.3 million SF), a 250-room hotel (215,000 SF), 80,000 of commercial SF for local retail, a 25,000-seat soccer stadium (500,000 SF), 500 accessory parking spaces, and 2.8 acres of publicly-accessible open space;
- In the 1940s, automobile-related uses populated the Willets Point area until the 2000s, when plans of redevelopment began to take shape. In 2002, the City created the Downtown Flushing Task Force which became the starting point for the Willets Point Development Plan. This Development Plan was approved in 2008 (creating the "Special Willets Point District"), and the Final Generic Environmental Impact Statement (FGEIS) was accepted in 2011. In 2012, the Queens Development Group ("QDG") was awarded a Request for Proposal (RFP) to develop an initial 23-acre portion of Willets Point. Between 2012 and 2021, due to NY State Court of Appeals intervention, the development plan was changed and is now known as the "New Phase 1," which includes 887,000 residential SF (1,100 affordable units), 5,000 community facility SF, 323-space parking garage, one acre of publicly accessible open space, and a 650-seat school;

- The current Development Sites are all currently vacant and are undergoing environmental remediation through either the NY State Brownfield Clean Up Program or by NYC Office of Environmental Remediation's E-designation Rules. On December 12, 2023, in a meeting with the development team, the Applicant confirmed that all city-owned properties of Willets Point were enrolled in the Brownfield Clean Up program. Some parcels that were privately-owned were not enrolled in the State program, but instead received E-designations that also required environmental remediation;
- Community Board 7 (CB7) held a Public Hearing and voted to approve this application package with a vote of thirty-seven (37) in approval, two (2) in opposition and zero (0) abstentions. CB's official conditions included:
  - A new police precinct within CB7;
  - NYCFC obtained a written agreement from Mets and NYC Parks Department prior to expiration of the ULURP that they be allowed to park 4,000 vehicles on game dates;
  - No games during game days for other major sporting events (UTSA, Mets, etc.); and
  - Hotel not be converted to a homeless or migrant shelter;
- At the Borough President's Land Use Public Hearing, the Applicant gave a presentation of the Proposed Developments, proposed partnerships and the environmental impacts of the Proposed Development. The Applicant Team highlighted the following points: the overall residential SF has increased by 700-800 units since the first 2008 rezoning took place; over 50% of housing in Phase 1 is meant for low-income families (that is, families making at or below 80% of the Area Median Income (AMI)), and that Phase 2 will more or less mirror Phase 1; the New York City Football Club (NYCFC) has been looking for a permanent home for the last decade; the proposed Stadium would be privately-funded and 100% built with union labor, which translates roughly to 4,000 construction jobs, hundreds of union jobs within stadium operations, and a 35% MWBE procurement goal; the proposed Stadium would include community use and access including 31,000 SF of programmable space available for community use on non-event days, a Community Activation Fund to offset event-related costs, and NYCFC's nonprofit organization "City in the Community" (CITC) headquartered in the stadium, which currently has 25+ school and Community-Based Organization (CBO) partners in Queens; and the Proposed Development's sustainable attributes such as all-electric housing (aside from gas-powered emergency generators), rooftop solar panels, goal of zero waste by 2040, and flood-proofed buildings. The Borough President raised multiple questions, to which the Applicant responded in kind:
  - Social service providers for the formerly homeless units in Phase 1, to which the Applicant confirmed they had two groups (Women in Need and Breaking Ground) lined up for Phase 1 housing, and confirmed they will identify social service providers for Phase 2 units;
  - Union labor within and timeline of the 220 SARA units in Phase 1, to which the Applicant replied they would be built using the prevailing wage, and they have identified a 10-month timeline;
  - Partnering with culturally-appropriate CBOs who would help local residents fill out Housing Connect applications (also known as NYC Department of Housing Preservation and Development's "Housing Ambassadors" Program), to which the Applicant replied they would do so during lease-up;
  - Increasing the amount of the proposed Community Activation Fund (based on the lack of property taxes or PILOT), to which the Applicant said they would explore;
  - Local hiring minimum percentage within the community, to which the Applicant said they would also explore;
  - Publicly accessible open space, to which the Applicant replied most of the proposed open space would be for passive use; and
  - Sustainable design elements such as rooftop solar or composting, to which the Applicant replied they intended to do both;
- During the public testimony portion of the Borough President's hearing, a total of twenty-four (24) speakers testified on this project with twenty-two (22) speakers in favor and two (2) against the project. Those who testified in favor of the project felt it would be an economic boon for the surrounding area, and the NYCFC Stadium would be a net community benefit to soccer fans and residents alike. Those who testified against the project felt it would create overflow problems into Flushing Bay, and that the stadium would only benefit tourists and sit vacant outside its 25-game allowance per year;
- The Borough President's Office has received fourteen (14) letters of written testimony and correspondence regarding this project, with four (4) letters in support and ten (10) letters in opposition.

## **RECOMMENDATION**

Based on the above consideration, I hereby recommend approval of this application with the following conditions:

- The Applicant team should work with NYC and NYSDOT to explore the following traffic or infrastructure changes:
  - Establish a merging lane/ramp from east-bound Northern Boulevard towards the 127 Street entrance (similar to the Northern Boulevard / Seaver Way intersection);
  - Establish a new entrance and exit ramp from the Van Wyck Expressway (North and South directions) at exits 13 N and 14 S towards existing service road at the Willets Point 129 Street location;
  - Increase the width of 127 Street from existing 70 feet to 80 feet; and
- The Applicant Team must meet conditions set forth in my Willets Point Phase II Recommendation.



**PRESIDENT, BOROUGH OF QUEENS**

01/10/2024

**DATE**

**ATTACHMENT 11**  
**APPLICANT’S DISCUSSION OF CONDITIONS**

**Willets Point Phase 2**  
**Roosevelt Avenue to Northern Boulevard**  
**between Seaver Way and**  
**127<sup>th</sup> Street/Willets Point Blvd/MTA Property**  
**Queens, New York**

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**124-60**

***SPECIAL PERMIT TO MODIFY USE OR BULK REGULATIONS***

***For any #zoning lot# within the #Special Willets Point District#, the City Planning Commission may permit modification of the #use# regulations, #bulk# regulations, except #floor area ratio# provisions, or parking and loading regulations of this Resolution, the mandatory improvement or other urban design regulations of this Chapter, or the distribution of #floor area# or #dwelling units# without regard for #zoning lot lines#, provided the Commission shall find that such:***

QDG and NYCFC propose to continue the redevelopment of the District that is currently underway within Phase 1’s affordable housing development. Adjacent to Phase 1, the Proposed Project would comprise:

- a 250-room hotel, a 350-unit 100% affordable residential building, ground-floor retail, a 121-space parking garage and publicly-accessible open space on the remainder of the Triangle Parcel Zoning Lot (north-adjacent to the Phase 1 residential development);
- a 25,000-seat soccer stadium, publicly-accessible open space, and 27 parking spaces on the Stadium Zoning Lot;
- a 340-unit 100% affordable residential building and a 97-space parking garage on the T-Parcel Zoning Lot; and
- a 710-unit, 100% affordable residential building, ground-floor retail, a 255-space parking garage, and publicly-accessible open space on the Northern Parcel.

Bulk modifications sought hereunder (all pursuant to Section 124-60) include:

- locating floor area generated by the Stadium Zoning Lot on the Triangle, T-Parcel and Northern Parcel Zoning Lots
- permitting residential and hotel buildings to rise above a maximum base height without setback
- waiving tower regulations for stories of buildings above 120 feet
- permitting the stadium to rise above a maximum base height without setback (in some areas) and provide setbacks at heights lower than required minimum base heights (in other areas)
- permitting future application to the Board of Standards and Appeals pursuant to ZR Section 124-22(d) for portions of the residential buildings on the “T” Parcel and Northern Parcel to rise above a maximum building height
- permitting street walls to be set back from the street line.

Use modifications include:

- modifications to retail continuity regulations to permit non-retail ground floors in certain otherwise-required locations, reduce the depth of retail in other locations, allow for residential lobbies wider than permitted, and reduce ground-floor transparency (pursuant to Section 124-60)
- modifications to signage regulations (pursuant to Section 124-60) for stadium on Stadium Zoning Lot

- special permit pursuant to Section 74-802 for a hotel on the Triangle Zoning Lot and,
- special permit pursuant to Section 74-41 for a soccer stadium on the Stadium Zoning Lot.

Parking & Loading modifications (all pursuant to Section 124-60) include:

- waiver of required number of spaces for residential and commercial uses on Northern, “T” and Triangle zoning lots, and stadium on Stadium Zoning Lot
- waiver of required number of loading docks to serve Triangle Zoning Lot.

Mandatory improvement modifications (all pursuant to Section 124-60) include:

- location of required streets
- dimensions of required blocks
- types and standards of required open space.

***(a) #use# or #bulk# modification shall aid in achieving the general purposes and intent of the Special District;***

The Willets Point Phase 2 project will, after 15 years of efforts subsequent to the adoption of the Special Willets Point District (the “District”) in 2008, develop 17 acres of the District with a transformative, vibrant, mixed-use development that aligns with the general purposes and intent of the Special District.

Willets Point—both before and after adoption of the District in 2008—has proven to be immensely difficult to develop in a manner that contributes to the economic, social and cultural vibrancy of the local communities, the Borough of Queens and the City of New York. Decades of contamination along with its low-lying, flood prone land and relative isolation from surrounding neighborhoods have all contributed to the challenges in developing Willets Point in an economically-feasible manner. The Willets Point Phase 2 project seeks to overcome those challenges through the grant of limited relief to the use, bulk, parking and mandatory improvement regulations set forth in the District text.

Use, bulk, parking and mandatory improvement modifications are sought pursuant to the ZR Section 124-60 Special Permit and this section discusses how such modifications aid in achieving the general purposes and intent of the District. Furthermore, while additional use modifications (i.e. the stadium and the hotel) are sought pursuant to other ZR special permits rather than ZR Section 124-60, this finding nonetheless also addresses such use relief through the lens of the general purposes and intent of the District. It is worth noting that, due to the difficulty in developing the District in strict accordance with the regulations, a valid analysis of the extent to which modifications aid in achieving the general purposes and intent of the Special District would be to compare the Proposed Project to the site’s current conditions rather than to an infeasible development that is built in accordance with all existing regulations.

The Proposed Project as a whole would develop portions or all of blocks extending the full length of Seaver Way from Roosevelt Avenue to Northern Boulevard, creating a predominantly developed “front door” to the entire district and laying the groundwork for future development of the remaining 35-acres of the district largely pursuant to underlying regulations. Building upon the affordable housing currently in development in Phase 1, Phase 2 would more than double the number of affordable units in the District, establishing a substantial residential community and bringing retail amenities to that community. In addition, Phase 2 would complement local sporting venues with a soccer stadium, provide lodging for visitors to the mixed-use community via a local hotel, and develop acres of publicly-accessible open spaces to serve the new community.

Phase 2 is a vital next step in the transformation of Willets Point as it exists today – characterized by vacant land, scrap metal yards, waste transfer facilities, poor infrastructure, and flooded streets – into a sustainable, mixed-use community. The bulk and use modifications requested under this and other special permits are critical to establishing the wide range of uses required for an economically-feasible development plan, with buildings that respond to the constraints imposed upon development by the configuration and elevation

of existing blocks and streets, and the continued presence of existing privately-owned land and operating businesses.

The relationship of the 124-60 Special Permit bulk modifications and use modifications pursuant to other special permits to each of the “General Purposes” of the District under Section 124-00 of the Zoning Resolution is described in greater detail below:

- (a) 124-00 Special Willets Point District General Purposes subsection (a) Transform Willets Point into a diverse and sustainable community that enhances connections to its surroundings through a unique combination of uses;

The Proposed Project contains five key elements: housing, hotel, retail, open space and a soccer stadium. These elements will work together to create a diverse community within the District, where people can live, work and play. The critical need for affordable housing is a primary driver for the Proposed Project, but also of vital importance is the construction of a permanent home for the New York City Football Club in a borough that is home the thousands of its fans of all different races and ethnicities. Together, housing and soccer for a unique combination of uses that address important goals for the neighborhood, borough and entire City. The stadium brings an important enhancing use to the district, which, along with the hotel, will diversify the 100% affordable housing surrounding it and complement the numerous sporting and recreational uses in the immediate vicinity.

Beyond the use relief to permit a hotel and a stadium, the use and bulk relief sought under the 124-60 special permit will allow the project to respond to the unique conditions it's faced with in the District. Surrounding the Proposed Project are numerous private properties with existing businesses that will continue to operate until additional property acquisitions occur. In order to respect these operating businesses the proposed stadium, residential and hotel uses must fit within the existing street network. This creates a need to modify height and setback regulations and locations and depths of retail establishments to ensure the developments on each block function effectively and efficiently. In order to maximize the number of affordable residential units on the Triangle, T-Parcel and Northern Parcel lots so a diverse and sustainable community can be established, a transfer of floor area from the stadium parcel and relief from building setbacks are requested. In order to effectively announce the stadium and the uses occurring within in, modifications to underlying sign regulations are required.

- (b) 124-00 Special Willets Point District General Purposes subsection (b) Create a retail and entertainment destination that catalyzes future growth and strengthens Flushing's role as a nexus of economic, social and cultural activity;

The Special Permit use would contribute to meeting this goal by facilitating the development of a soccer stadium, hotel and ground-floor retail. In addition to creating a full-time residential community in the District, the proposed project's soccer stadium would create an entertainment destination with appropriate signage that draws visitors to the District from the neighborhood, borough, city and region. The stadium will advance's Willets Point's reputation as the city's premier sports hub, with the New York Mets' CitiField and USTA's Billie Jean King National Tennis Center within walking distance of the MTA's Mets-Willets Point subway and LIRR station.

Taking advantage of its location in the heart of one of the most ethnically diverse counties in the country, the new stadium will make New York City—which currently has no permanent, dedicated home for its soccer team—a national soccer capital, laying the groundwork for the next chapter in NYCFC and MLS' history. This stadium represents a major opportunity to capitalize on professional soccer as a growing attraction that can bring investment and economic opportunities to New York City, as well as grow love of the sport to more New Yorkers.

Supporting the stadium and residential community, the hotel and retail uses will further support the District's future growth into a thriving 24-hour community where people live, work, play and visit.

- (c) 124-00 Special Willets Point District General Purposes subsection (c) to encourage a mix of uses that complement sporting venues within Flushing Meadows Corona Park;

With respect to encouraging a mix of uses to complement local sporting venues, there is perhaps no better use for the District than a soccer stadium and a hotel. A hotel would serve fans coming to the new soccer stadium as well as to events at CitiField and the USTA National Tennis Center. The soccer stadium would take advantage of the area's ability to handle large crowds and major sporting events, utilize existing parking, transit and highway access, reinforce the area's sporting reputation, and naturally extend the numerous amateur and youth soccer activities in the Park. Furthermore, the proposed residential uses would be well-situated with respect to access to Flushing Meadows Corona Park for active and passive recreational needs.

- (d) 124-00 Special Willets Point District General Purposes subsection (d) maximize utilization of mass transit, reducing the automobile dependency of the redevelopment;

A subway stop is located directly adjacent to Citi Field on Roosevelt Avenue within walking distance to Willets Point, and the Long Island Railroad has a stop just to the south of the subway. Both of these transit options would provide service to the soccer stadium, hotel, and residential uses along Seaver Way. In addition, several bus lines serve Roosevelt Avenue and Northern Boulevard to the south and north of Willets Point, respectively. Furthermore, given the substantial number of parking spaces that already exist in the vicinity of the development, no additional parking is proposed to be developed for the stadium and only a limited number of spaces are proposed for the residential uses in order to meet the zoning requirement.

- (e) 124-00 Special Willets Point District General Purposes subsection (e) create a livable community combining housing, retail and other uses throughout the district;

The proposed project combines 1,400 units of affordable housing with local retail, a hotel, and a 25,000-seat soccer stadium, surrounded by publicly-accessible open space and wide sidewalks to ensure adequate pedestrian flows and ample opportunities to access open space. In addition, this "Phase 2" of development would follow the development of an initial 1,100 units of affordable housing, a school and additional open space. Together, Phase 1 and Phase 2 would catalyze the development of millions of additional square feet of a mix of uses in the rest of the district in a future Phase 3.<sup>1</sup> Together, all phases of development of the District will successfully create a livable community combining housing, retail and other uses throughout the district.

- (f) 124-00 Special Willets Point District General Purposes subsection (f) create a walkable, urban streetscape environment with publicly accessible open spaces;

The Phase 2 development would line the east side of Seaver Way with a strip of publicly-accessible open space deeper than required by zoning, and construct residential, retail, hotel and stadium uses adjacent to the open space. Together, the development would activate 126<sup>th</sup> Street with pedestrian-oriented uses and create a walkable urban streetscape in furtherance of the District's goals. The hotel would have a primary pedestrian entrance at the southeast corner of Seaver Way and 38<sup>th</sup> Avenue and the stadium would have its primary spectator entrance across the street at the northeast corner of Seaver and 38<sup>th</sup>. Furthermore, the stadium has been explicitly designed and oriented to respect a traditional urban street grid and will rise to a height of no more than 115 feet, which is lower than the adjacent CitiField.

In addition to the Seaver way open space, the development would include publicly-accessible open space at its southern and eastern edges, along the Phase 1/Phase 2 pedestrian corridor, within the Central Plaza, and along the west side of 127<sup>th</sup> Street, allowing for walkable connections between the subway, the Phase 1 residential

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<sup>1</sup> There is currently no specific development plan and no designated developer for Phase 3, and the land that would comprise Phase 3 is currently predominantly in private ownership.

development, the stadium, and the Phase 2 residential development at the northern portion of the District.

- (g) 124-00 Special Willets Point District General Purposes subsection (g) encourage the pedestrian orientation of ground floor uses;

At the ground-floor level of the Triangle Parcel, the proposed retail uses and hotel would open onto a generous terraced plaza that descends to Seaver Way via numerous stairs and ramps, opening the uses to the adjacent pedestrian environment. At the ground-floor level of the Stadium Parcel, a wide sidewalk on the east side of Seaver Way would transition to a publicly-accessible open space that gradually rises in height to join an expansive plaza to welcome spectators. A similar treatment would be included on the southern (38<sup>th</sup> Avenue) and eastern (127<sup>th</sup> Street) frontages of the stadium. At the Northern Parcel, additional publicly-accessible open space on the east side of Seaver Way would be developed adjacent to ground-floor retail uses to serve the community and visitors.

- (h) 124-00 Special Willets Point District General Purposes subsection (h) build upon the diversity of the Borough of Queens as well as the proximity of regional transportation facilities, including the Van Wyck and Whitestone Expressways, LaGuardia and JFK Airports and the Long Island Railroad;

There is perhaps no better site in New York City for a soccer stadium than at Willets Point. Taking advantage of its location in the heart of one of the most ethnically diverse counties in the country, the new stadium will make New York City—which currently has no permanent, dedicated home for its soccer team—a national soccer capital in a location immediately adjacent to numerous communities for whom soccer is the primary sport. With respect to local interest, Flushing Meadows Corona Park, just to the south, is the site of thousands of youth and adult soccer games for the local community throughout the year. With respect to more regional and national interest, it makes perfect sense from an access perspective to locate the stadium immediately adjacent to a subway line, the Long Island Railroad, multiple major highways and arterial roads, and a large international airport. Finally, like other boroughs, Queens is suffering from a critical housing shortage that the project will address through the construction of 1,400 units of 100 percent affordable housing, to add to the 1,100 affordable units currently in development and to create a mixed-use community replacing a polluted industrial site.

- (i) 124-00 Special Willets Point District General Purposes subsection (i) provide flexibility of architectural design with limits established to assure adequate access to light and air to the street, and thus to encourage more attractive and economic building forms;

The proposed project seeks approval for contextual building envelopes that would only in limited areas and to modest degrees exceed maximum heights set forth by the regulations of the Special Willets Point District.<sup>2</sup> Within these envelopes, the diverse architectural teams will design superior buildings that are sensitive to their community and context. The special permit seeks to facilitate future application for a subsequent special permit to allow portions of the Northern and T buildings to exceed the established maximum heights, but only to a minimal extent to match to proposed and permitted heights of adjacent portions of those buildings to the west. The project also does not seek any major deviations from the established setback envelopes. For the residential buildings and portions of the hotel outside the permitted tower setback area, modest setback relief of 10-15 feet from streets is requested in order to rationalize an economic building form and maximize affordable housing units; and for the stadium, the ability to set the structure back further than allowed by zoning at street level would permit the provision of additional publicly-accessible open space.

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<sup>2</sup> All proposed heights that exceed heights established in the Special Willets Point District would be subject to application to the New York City Board of Standards and Appeals—with referral to the Port Authority of New York and New Jersey—for a special permit pursuant to ZR 73-66. Should special permit approval not be granted for such additional heights, heights would be limited to those established in the Special Willets Point District.

- (j) 124-00 Special Willets Point District General Purposes subsection (j) promote the most desirable use of land and building development in accordance with the District Plan and Urban Renewal Plan and thus improve the value of land and buildings and thereby improve the City's tax revenues;

As discussed above, the special permit would facilitate the second phase of development at Willets Point and help catalyze development of the future phase of development of the rest of the district. The special permit would improve the value and image of Willets Point by facilitating New York City's first dedicated soccer stadium, draw fans to the District from throughout the City and region, invest hundreds of millions of dollars of private financing and substantially improve the physical condition of the land. The hotel would draw visitors to the District and the thousands of affordable residential units would house families that would contribute to the City's economic well-being.

In summary, the use modifications aid in achieving the general purposes and intent of the District by facilitating the proposed Phase 2 development that is supportive of the District goals, will re-cast the image of the entire area, and will lay the foundation for and catalyze a future development that further supports the district goals.

- (b)    #use# modification shall encourage a lively pedestrian environment along the street, or is necessary for, and the only practicable way to achieve, the programmatic requirements of the development;***

The stadium and hotel uses that will be facilitated via concurrent special permits, as well as the sign, retail continuity and transparency modifications that will be facilitated by the 124-60 special permit, are integral components of a development plan that will transform vacant, polluted land into a lively mixed-use community with acres of open space and varied uses.

New streets will be established, existing streets will be improved, and buildings will be of neighborhood scale. Without the uses proposed to be permitted—a stadium with supporting signage and a hotel to house visitors to the new community—the only viable and economic use of the district would be for affordable housing that requires public subsidy to construct. Thus without the use modifications a true mixed-use district would not be able to be established, the City could not build a dedicated soccer stadium for the New York City Football Club, and there would be no ability for visitors to stay overnight anywhere close to the District—all of which are critical programmatic requirements of the development.

The application seeks certain relief from retail continuity requirements to facilitate ground-floor stadium operations and security, however to compensate for such retail modifications on the ground floor, large areas of the stadium above the ground floor would be open at the streetline, allowing stadium activity to complement street level activity. Along Seaver Way specifically, the second level of the stadium would include a protruding fan walkway, bringing spectators out to the street-side when travelling from one internal part of the stadium to another. Within the south side of the stadium, it is currently anticipated that CitySquare Market would be built, opening the inside of the stadium to the general public on non-match days to retail, community programming and seating spaces, thus activating a major part of the stadium even when there are no soccer matches or other events occurring.

In the base of the residential buildings on the Triangle, T-Parcel and Northern Parcels, relief from retail continuity regulations will facilitate required ground-floor residential programming given the limited floorplate and lot configurations within which to mass 1,400 units of affordable housing. The most important component of a lively pedestrian environment at street level is a substantial residential population living immediately above those streets. The retail modifications would allow for the construction of feasible residential buildings to bring such a population to the District streets, while still preserving sufficient retail in locations and depths that make sense from an urban design and marketability perspective.

- (c)    #bulk# modifications shall enhance the distribution of #bulk# within the Special District;***

With respect to the distribution of floor area, when the Special Willets Point District zoning text modifications were adopted in 2008, development of the District was projected to occur in one phase, with the City acquiring all the land comprising the 61-acre District and proceeding with a single development plan containing private streets to serve the buildings within the District. In the years subsequent to 2008, the City acquired the majority of the land comprising the proposed Phase 2 project, but was unable to acquire certain parcels immediately adjacent to the Phase 2 parcels. These parcels remain in private ownership with active businesses. As such, the original concept of closing all existing public streets and developing new private streets in new locations cannot yet be implemented to serve Phase 2. Instead, Phase 2 would use the existing public street network bounding the proposed development parcels. Since all property at the southwestern portion of the District has been acquired, this application plans to map as public streets the previously-proposed private streets approved in 2021 for the Phase 1 development.

Given the plan for streets described above, subsequent to the proposed actions Phase 1 and Phase 2 parcels will not be able to be located on a single zoning “block” comprising a single “zoning lot”. But rather, these parcels will now be located on four separate blocks and comprise four separate zoning lots. As such, and contrary to the original intention of the 2008 zoning text, floor area from one development parcel may not now be distributed to other development parcels throughout the district. This condition places new limitations on the ability to fully develop each parcel as contemplated in the 2008 zoning text, and requires relief in order to reinstate the District’s originally-intended development flexibility. By allowing unused floor area from the Stadium Zoning Lot to be developed on the Triangle, T-Parcel and Northern Parcel zoning lots, the special permit will facilitate the intention of the originally-approved zoning text.

Without such flexibility, in order to achieve the desired overall affordable unit count, the residential developments on the Triangle, T-Parcel and Northern Parcel zoning lots would need to be significantly reduced in size and additional residential development would need to be constructed on the Stadium Zoning Lot. This would result in an inefficient underutilization of the Triangle, T-Parcel and Northern Parcels and an infeasible development massing of the Stadium Parcel. With the requested flexibility to distribute floor area generated by the Stadium Lot onto the Triangle, T-Parcel and Northern Parcels, a superior overall development plan can be achieved with an enhanced distribution of bulk.

With respect to the modifications to streetwall, height and setback, these modifications will permit the proposed residential buildings to be designed with consistent and rational floorplate in order to maximize the provision of affordable housing within the proposed project. The modifications will also permit the proposed stadium to provide open space at its southwest corner and to configure a rational interior seating arrangement and spectator circulation system.

For the residential buildings, since construction methodologies limit the practical height of the residential buildings to approximately 12 stories, modifications to setback regulation for all three buildings will enhance the ability to distribute bulk evenly throughout the building. Furthermore, modifications to maximum height limits—which would limit certain portions of the T and Northern Parcel buildings to less than 12 stories, will allow those structures to rise to their full feasible height of 12 stories.<sup>3</sup> Finally, streetwall modifications will permit the residential buildings on the T and Northern Parcels to set back 10 feet from the streetline at ground level to provide sidewalk widenings and retain the possibility for future widening of the 34<sup>th</sup> Avenue and 35<sup>th</sup> Avenue streets.

***(d) #bulk# modifications shall permit adequate access of light and air to surrounding streets; and***

Despite the request for relief from a number of bulk provisions of the District on each of the project’s zoning lots, the overall mass of the proposed buildings would not deviate substantially from the requirements imposed by the zoning resolution. The special permit would allow each residential building to be constructed to a maximum permitted height

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<sup>3</sup> While these findings address height modifications within the Section 124-60 City Planning Commission Special Permit, such modifications would also be subject to Special Permit approval by the New York City Board of Standards and Appeals, which would be sought at a later date once building design advances further.

without a required setback from the street at a height of 85 feet. Modifications to the overall maximum total permitted heights as set forth in the District would also permit the eastern portions of the residential buildings on the T and Northern Parcels to rise to a height of 12 stories. These setback modifications would only apply to a maximum of the highest 4-6 floors of each building, and the overall total building height modifications would only apply to the highest occupied floor and the mechanicals of each building. Together, the modifications would have minimal effect on light and air to surrounding streets.

In addition, the special permit would allow a portion of the hotel to be constructed to its maximum height of 216 feet without additional setback for along Seaver Way and 38<sup>th</sup> Avenue. This extra length of height would occur on Seaver Way, which is a wide street bounded only by a parking lot on its other (west) side, and on 38<sup>th</sup> Avenue, which will be bounded by the 115-foot-high soccer stadium on its other (north) side. In all, these modest modifications would permit adequate access of light and air to surrounding streets.

***(e) parking and loading modifications will not have undue adverse effects on residents and businesses in the surrounding area, will not create serious traffic congestion and will not unduly inhibit surface traffic and pedestrian flow;***

Given the availability of more than 8,000 parking spaces surrounding Citi Field stadium, and the further availability of thousands of additional parking spaces beyond Citi Field in the surrounding neighborhoods, this application seeks to waive the requirement to provide accessory off-street parking spaces for the 25,000-seat stadium in the amount of one space per 25 persons rated capacity (i.e. 1,000 spaces) on the Stadium zoning lot or on a zoning lot within 600 feet of the Stadium zoning lot in the same zoning district or another commercial zoning district. Beyond the stadium parking, the application also seeks to reduce the requirement for commercial and residential parking from approximately 946 spaces to 450 spaces, as discussed below.

With respect to stadium parking, providing the zoning-required 1,000 parking spaces on the Stadium Zoning Lot would not only be unnecessarily duplicative, but it would severely constrain the ability to design and orient the stadium in a contextual manner that respects the adjacent residential community that's also being created. Parking would not be able to be placed in multiple levels underground due to the economic constraints imposed by the high water table, forcing parking to be located either on the residential parcels (in place of critically-needed affordable housing) or in the base of the stadium itself (significantly raising the grade of the pitch, the stands and the entire structure to well above the height of Citi Field).

Furthermore, additional spectator parking is not needed. In the event parking at CitiField is utilized, by scheduling events at the soccer stadium at times when CitiField is not in operation for major events, the same parking spaces used for baseball games at CitiField can be used for soccer matches at the stadium. This would result in no new traffic or parking impacts on the residents and businesses in the surrounding area, and no additional traffic congestion or inhibition of surface traffic flow versus current conditions during Mets games at CitiField (which, notably, has a capacity of 41,200 as compared to the soccer stadium's capacity of 25,000).

The only notable difference compared to building on-site parking would be pedestrian flows from off-site parking spaces towards and into the soccer stadium. Through a dedicated gameday traffic and pedestrian management program, with sufficient crosswalks and traffic control, these pedestrian flows will be adequately accommodated and no undue effects would occur.

In the event parking at CitiField is unable to be utilized, research has indicated that the otherwise-required 1,000 parking spaces are available at public parking garages and parking lots within walking distance of the stadium. The parking spaces are generally located to the east of the stadium in and around downtown Flushing. Research indicates there is an overall capacity of approximately 9,600 public parking spaces within an approximately 1-mile radius of the stadium (which would be an approximately 20- to 30-minute walk to the stadium). On a typical Saturday night when soccer matches would occur, approximately 1,750 of these 9,600 spaces are unused and available for parking by

attendees to stadium events. On a typical weeknight, there are even more spaces available, with approximately 2,100 spaces unused. In addition, based on anticipated residential demand for parking in the three garages proposed to be constructed in the cellars of the Triangle, T, and Northern Parcels (see below for a detailed discussion), we project that between 250 and 300 spaces would likely be available on match-nights immediately adjacent to the stadium. This would further relieve demand on spaces in Flushing.

In addition to this surplus available parking being well in excess of the zoning requirement for the stadium, the use of spaces in Flushing for stadium events would represent an increase in parking utilization in this approximate 1-mile radius of only approximately 10 percent. Furthermore, the stadium attendees using such spaces would represent just a tiny fraction of additional pedestrians on the busy sidewalks of Flushing. As such, the use of Flushing spaces for parking rather than on-site spaces will not “create serious traffic congestion” or “unduly inhibit surface traffic and pedestrian flow”.

With respect to “undue adverse effects on residents and businesses” in Flushing through the use of these spaces, this would not occur either. With respect to businesses, an additional 10 percent utilization of parking spaces on a Saturday night is likely to have a positive effect on businesses in the immediately surrounding area. It would bring additional foot traffic past businesses, would additionally support local restaurants and shops as some stadium attendees would dine at restaurants, buy food and drink, and potentially go shopping prior and after to soccer matches.

With respect to residents, the parking spaces in Flushing expected to be used by stadium attendees would modestly increase vehicular and pedestrian activity in the area, but that increase would be spread out among 26 parking facilities that are spaced up to 3,000 feet away from each other. Given current activity levels in Flushing this increase in pedestrian and vehicular activity is unlikely to be readily noticeable to residents living nearby.

With respect to other residential and commercial parking, the zoning resolution establishes a requirement that affordable housing provide accessory off-street parking spaces at the rate of 15 spaces per 100 units of affordable housing (i.e. 15%) reserved for residents earning no more than 80% of Area Median Income (“AMI”). Where residents of such affordable housing units earn more than 80% AMI, the zoning resolution applies the same parking requirement as market-rate housing, namely, 50 spaces per 100 units (i.e. 50%). Given the proposed affordable housing may be evenly split between households earning less than 80% AMI and households earning more than 80% AMI, the zoning resolution would require the provision of accessory parking at a rate approaching 33%. Based on the applicant’s experience at other similar affordable housing developments in Queens, the demand for residential parking is well below 33%. Furthermore, while retail uses within the proposed development would require parking, such uses are anticipated to be entirely local retail establishments to serve the Willets Point residential and visitor community rather than destination retailers that would bring drivers in from elsewhere. As such, this application seeks to reduce the residential and commercial parking requirement to a total of 450 spaces spread amongst the three proposed garages in the proposed project.

It should be noted that, despite this reduction, three parking garages with a total of approximately 800 spaces are proposed to be constructed within the cellars of the three residential buildings, in space that is below the floodplain and thus otherwise of limited usefulness for other uses. The effect of the modifications will be that the spaces within these garages can be used much more flexibly for either residential, retail, hotel, or stadium uses at different times of the day and year, as needed. In addition, approximately 27 spaces are proposed to be located in the northeastern portion of the ground floor of the stadium, to serve certain critical personnel on match days.

***(f) modifications to mandatory improvements or other urban design regulations will not unduly impact the streetscape;***

The proposed project seeks relief from certain provisions relating to the dimensions of blocks in order to construct the project while utilizing existing mapped city streets. The proposed project also seeks relief from certain mandatory open space provisions to facilitate the contemplated open space design given the proposed uses and configuration of blocks.

When the Special Willets Point District zoning text modifications were adopted in 2008, development of the District was projected to occur in one phase, with the City acquiring all the land comprising the 61-acre District and proceeding with a single development plan containing private streets to serve the buildings within the District. Subsequent to 2008, the City has acquired the majority of the land comprising the proposed Phase 2 project, but certain parcels immediately adjacent to the Phase 2 parcels have not been acquired and remain in private ownership with active businesses.

As such, the original concept of private streets surrounding blocks of certain required dimensions cannot yet be implemented to serve Phase 2, which instead plans to use the existing public street network in its immediate surroundings. Given the use of existing streets, the dimensions of the Stadium block would also not meet the 2008 standards set forth for maximum block dimensions.

Since the requested modifications would facilitate the utilization of existing mapped streets, they will support the continued streetscape layout and varied existing and proposed users and businesses along those streets. Furthermore, the mapping of the Phase 1 private streets as public streets will re-introduce access from Seaver Way to the southern portion of the District and its existing businesses, thus improving circulation through the district.

With respect to modification of mandatory open space elements, the modifications sought do not diminish the overall amount of open space required or provided. In fact, the project would provide more than three times as much public open space (159,101 sf) as required by zoning (49,230 sf). Rather, the modifications would permit additional flexibility to reduce the number of certain amenities, increase permitted obstructions, and reduce the amount of linear feet of seating and percentages of planting, all for portions of the open space that are particularly constrained by block configurations, adjacent development and/or subsurface infrastructure. While these modifications result in minor design changes within provided open space areas, they do not diminish the amount or location of open space provided and have minimal effects on the surrounding streetscape.

**(g) *modifications to the distribution of #floor area# or #dwelling units# and the location of #buildings# will not unduly increase the #bulk# of #buildings# in any one #block# or unduly obstruct access of light and air to the detriment of the occupants or users of #buildings# in the #block# or nearby #blocks# or of people using the public #streets#;***

As discussed above, when the Special Willets Point District zoning text modifications were adopted in 2008, development of the District was projected to occur in one phase, with the City acquiring all the land comprising the 61-acre District and proceeding with a single development plan containing private streets to serve the buildidngs within the District. Subsequent to 2008, the City has acquired the majority of the land comprising the proposed Phase 2 project, but certain parcels immediately adjacent to the Phase 2 parcels have not been acquired and remain in private ownership with active businesses. As such, the original concept of private streets cannot yet be implemented to serve Phase 2, which instead plans to use the existing public street network in its immediate surroundings. Furthermore, this application plans to map the private streets approved in 2021 for the Phase 1 development as public streets.

Together, subsequent to the proposed actions, Phase 1 and Phase 2 parcels will no longer be able to be located on a single zoning “block” comprising a single “zoning lot”. But rather, these parcels will now be located on four separate blocks and comprise four separate zoning lots. As such, and contrary to the original intention of the 2008 zoning text, floor area from one development parcel may not longer be distributed to other development parcels throughout the district. This limitation places new limitations on the ability to fully develop

each parcel as contemplated in the 2008 zoning text, and requires relief in order to re-instate the District's originally-intended development flexibility. By allowing unused floor area from the Stadium Zoning Lot to be developed on the Triangle, T-Parcel and Northern Parcel zoning lots, the special permit will facilitate the intention of the originally-approved zoning text.

Without such flexibility, in order to achieve the desired overall affordable unit count, the residential developments on the Triangle, T-Parcel and Northern Parcel zoning lots would need to be significantly reduced in size and additional residential development would need to be constructed on the Stadium Zoning Lot. This would result in an inefficient underutilization of the Triangle, T-Parcel and Northern Parcels and an infeasible development massing of the Stadium Parcel. With the requested flexibility to distribute floor area generated by the Stadium Lot onto the Triangle, T-Parcel and Northern Parcels, a superior overall development plan can be achieved with an enhanced distribution of bulk.

Furthermore, the buildings that are anticipated to result from the modifications to the distribution of bulk are not expected to be of unduly-increased bulk or to unduly obstruct access to light and air to either those within such buildings or within nearby buildings. Specifically, all proposed residential buildings would adhere to underlying zoning and building code regulations with respect to minimum distance between buildings and minimum light and air. Adjacent buildings not included in the proposed project are predominantly occupied by light-industrial and auto-related uses which would not be sensitive to modest changes in adjacent building bulk or height. The residential buildings would not be inordinately large or tall, with the largest building—on the Northern Parcel—containing approximately 710 units and the the T-Parcel and Triangle Parcel residential building each containing approximately 340 and 350 units, respectively. All residential buildings are expected to top out at 12 stories. While the hotel would rise to a higher height of approximately 18 stories, it too would not be inordinately large, containing only 250 rooms, and it would adhere to all underlying (non-special-district) zoning and building code regulations regarding minimum distance between buildings and minimum light and air.

***(h) modifications, in total, shall relate harmoniously to the character of the surrounding area.***

Given the desire to transform the District from its decades of history of pollution and underutilization, this finding is best addressed with respect to the character of the area as envisioned in the zoning modifications and Urban Renewal Plan adopted in 2008, rather than its existing character as vacant and auto-related land.

Obviously, placing a soccer stadium next to a baseball stadium presents a certain harmony, but looking at the proposed development in a bit more depth, the true harmonic design emerges. While professional sporting venues often end up appearing as alien space ships dropped from above into whatever surrounds exist, the proposed stadium approaches design in a vastly different manner: through innovative design thinking, the proposed stadium is oriented to match the District's pre-existing street grid and scaled to respect the surround (existing and proposed) built context. Existing streets are retained and improved, the ground floor is opened to the public on non-game-days, and the height is lower than the baseball stadium across the street.

The stadium and the proposed residential buildings around it are all proposed at similar heights, with only the hotel rising to a somewhat higher height as a beacon for the southwestern entry point to the District. Overall, the proposed actions will result in a development plan that lays the groundwork for continued development of a new transformed and revitalized neighborhood to house thousands of families and provide entertainment for thousands more.

***The Commission may prescribe additional appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.***

**TRANSIENT HOTELS WITHIN COMMERCIAL DISTRICTS**

***In...C4 Districts...transient hotels, as listed in Section 32-14 (Use Group 5), and motels, tourist cabins or boatels, as listed in Section 32-16 (Use Group 7A), shall be permitted only by special permit of the City Planning Commission. In order to grant such special permit, the Commission shall find that:***

- (a) the site plan incorporates elements that address any potential conflicts between the proposed use and adjacent uses, such as the location of the proposed access to the building and to service areas for refuse and laundry, and the building's orientation and landscaping;***

The proposed 250-room transient hotel on the Triangle Zoning Lot is an integral component of the Proposed Project that is designed simultaneous to other adjacent uses on this parcel to ensure there are no conflicts with such uses. The hotel would be located at the northwestern corner of the Triangle Zoning Lot, adjacent to the proposed 350-unit affordable residential building, and would have its own dedicated pedestrian entrance at the corner of Seaver Way and 38<sup>th</sup> Avenue (from the north/west) and vehicular/drop-off area off the proposed motor court. Service for refuse and laundry would similarly be separated from the adjacent residential uses, located off 38<sup>th</sup> Avenue.

While the residential and hotel uses would likely share the central motor-court, they would be designed and constructed as separate buildings that operate independently. Furthermore, the hotel would be separated from the proposed stadium by 38<sup>th</sup> Avenue and from the Phase 1 residential by publicly-accessible open space to the south. Finally, publicly-accessible open space at the western façade of the hotel along Seaver Way would buffer the building from the street and allow for generous pedestrian movement around the hotel.

- (b) such use will not cause undue vehicular or pedestrian congestion on local streets or unduly inhibit vehicular or pedestrian movement or loading operations; and***

The hotel will have a primary pedestrian entrance at the corner of Seaver Way and 38<sup>th</sup> Avenue and also be served by a motor court in the rear. This configuration will effectively separate pedestrian and vehicular movements into and out of the hotel and area. Furthermore, its location on Seaver Way (defined by NYSDOT as a Major Collector street), immediately adjacent to Roosevelt Avenue (defined by NYSDOT as Principal Arterials), and down the street from Northern Boulevard (also a Principal Arterial) ensures that it will minimize congestion on local streets.

- (c) such use will not impair the future use or development of the surrounding area.***

The use will not impair the future use or development of the surrounding area. On the contrary, the hotel—which is an integral part of the mixed-use affordable housing and soccer development—will aid in the future use and development of the surrounding area. Given the relative isolation of the District from other surrounding neighborhoods and hotels, and its location across the street from CitiField and the proposed soccer stadium and close to the USTA National Tennis Center, a hotel in the District will be much-needed and highly-utilized. Its proposed location near the southwest corner of the district and close to the subway, will further improve its appeal as an important part of this mixed-use proposal.

**The Commission may prescribe additional conditions and safeguards to minimize adverse effects on the character of the surrounding area.**

**ARENAS, AUDITORIUMS, STADIUMS OR TRADE EXPOSITIONS**

***(a) The City Planning Commission may permit arenas, auditoriums or stadiums with a capacity in excess of 2,500 seats, or trade expositions with a rated capacity in excess of 2,500 persons, provided that the following findings are made:***

- (1) that the principal vehicular access for such use is not located on a local street but is located on an arterial highway, a major street or a secondary street within one-quarter mile of an arterial highway or major street;***

It should be noted that vehicular traffic to the stadium is anticipated to either use some of the many thousands of existing parking spaces in the vicinity of CitiField across the street, or as an alternative use available parking facilities in the Flushing neighborhood to the east, thereby maintaining existing traffic pattern to and from the area. For those utilizing for-hire vehicles and a limited number of other patrons who need to access the front door of the stadium, the principal vehicular access will be from a major street (Seaver Way). And furthermore Seaver Way connects directly to two arterials/major streets (Roosevelt Avenue and Northern Boulevard), both less than a quarter mile away. As such, the principal vehicular access for such use is not located on a local street.

- (2) that such use is so located as to draw a minimum of vehicular traffic to and through local streets in nearby residential areas;***

The stadium will be located in an area well-established as a locus of spectator sports venues. It will be built immediately across the street from CitiField, which accommodates more than 40,000 spectators for sporting events, and just north of the USTA National Tennis Center, which includes multiple arenas and courts with capacities ranging as high as 23,000. This is an area well served by mass transit, with the #7 train line's Mets-Willets Point stop immediately across Roosevelt Avenue and the Long Island Rail Road's Mets-Willets Point stop just to the south. The close proximity to subway and commuter rail will minimize vehicular traffic to the stadium generally. The stadium is also in an area well-served by arterial highways, located immediately adjacent to the Van Wyck Expressway and the Whitestone Expressway, with the Long Island Expressway and the Grand Central Parkway in close proximity as well.

As such, the stadium has the opportunity to use some of the many thousands of existing parking spaces in the vicinity of CitiField to accommodate vehicular traffic, thereby maintaining existing traffic patterns to and from the area.

In the event parking in the vicinity of CitiField is unable to be used, it is anticipated that spectators would increase utilization of mass transit options to get to the stadium. In this case it is likely that some spectators may still choose to drive and park in some of the available parking lots and garages in and around downtown Flushing within walking distance of the stadium. However even in this scenario access to the parking spaces in and around downtown Flushing would be largely similar to access to the stadium itself: via arterial highways and major streets such as the Van Wyck Expressway, the Whitestone Expressway, the LIE, the Grand Central, Northern Boulevard, Roosevelt Avenue and College Point Boulevard.

- (3) that such use is not located within 200 feet of a Residence District;***

The entire 61-acre district is located within a C4-4 Commercial District and the closest residential district to the stadium is more than 2,000 feet away. As such, the use is not located within 200 feet of a Residential District.

- (4) that adequate reservoir space at the vehicular entrance, and sufficient vehicular entrances and exits, are provided to prevent traffic congestion;***

As vehicular entrances will not be provided for spectator parking within the stadium development itself, the reservoir space component of this finding is not applicable. However, given there will not be parking within the stadium itself, additional plans have been developed to ensure adequate areas for both private vehicle and for-hire vehicle drop-off and pick-up.

ADA and VIP drop-off and pick-up will occur via a layby lane within the Seaver Way right-of-way immediately in front of the stadium entrance.<sup>4</sup> For the remaining majority of attendees, it is currently anticipated that two geographically separated areas are currently anticipated to be used for for-hire vehicle pick ups after the match. One area—for trips heading to the west—will be located along the northern curb-line/parking lane of Roosevelt Avenue between Seaver Way and Shea Road, and a second—for trips heading to the east—will be located along either Shea Road north of CitiField (in the event CitiField parking lots area available for use) or the southern curb-line/parking lane of Northern Boulevard between Seaver Way and 127<sup>th</sup> Place (in the event CitiField parking lots are not available for use).

- (5) *that vehicular entrances and exits for such use are provided separately and are located not less than 100 feet apart; and***

As vehicular entrances/exits will not be provided for spectator parking within the stadium development itself, this finding is not applicable. However, given the anticipated increased use of for-hire vehicles to access the stadium, additional consideration is being given to sufficient pick-up and drop-off areas. Since the pre-match drop-off condition will be separated by a minimum of 90 minutes from the post-match pick-up condition, the same areas can be used for both drop-off and pick-up without the need for geographic separation. Where separation will be useful—and will be provided—is for post-match pick-ups that are going in one direction versus post-match pick-ups that are going in another direction. Furthermore, providing two separate pick-up locations around the stadium will serve to distribute demand for street-front queueing area to pick up attendees. Specifically, it is currently anticipated that one area—for trips heading to the west—will be located along the northern curb-line/parking lane of Roosevelt Avenue between Seaver Way and Shea Road, and a second—for trips heading to the east—will be located along either Shea Road north of CitiField (in the event CitiField parking lots area available for use) or the southern curb-line/parking lane of Northern Boulevard between Seaver Way and 127<sup>th</sup> Place (in the event CitiField parking lots are not available for use). For-hire-vehicle pickup along public streets is a standard condition and one employed for sporting venues throughout the City, include CitiField next door.

- (6) *that due consideration has been given to the proximity of bus and rapid transit facilities to serve such use.***

The area is well-served by mass transit, with the #7 subway line running on elevated tracks above Roosevelt Avenue and providing service to Manhattan and Flushing from the Mets-Willets Point stop, proximate to the Subject Property. South of the #7 subway line, the Long Island Railroad stops at Mets-Willets Point on baseball game days and during other major sporting events in the area, providing service between Port Washington in Nassau County to Penn Station in Manhattan. There are numerous bus lines running adjacent to the Subject Property. The Q48, which runs along Roosevelt Avenue, provides service from the area east to Flushing and northwest to LaGuardia Airport. The Q19 and Q66, which run along Northern Boulevard, provide service to Flushing and along Astoria Boulevard to Astoria (Q19) as well as along Northern Boulevard to Long Island City (Q66). The QM3 also connects the Subject Property to Eastern Queens and Manhattan, providing express bus service along Northern Boulevard.

- (b) *In Community District 7 in the Borough of the Bronx...***

Not applicable.

***The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area, including limitations on signs, requirements for soundproofing of arenas or auditoriums, shielding of floodlights, screening of open uses or surfacing all access roads or driveways. The Commission may also prescribe requirements for pedestrian-accessible open areas surrounding the arena, auditorium or stadium, including accessory directional or building identification signs located therein.***

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<sup>4</sup> Stadium operational plans call for the temporary closure of Seaver Way between 38<sup>th</sup> Avenue and this layby lane to facilitate pedestrian crossing of Seaver Way to access the stadium's main entrance at the corner of 38<sup>th</sup> Avenue and Seaver Way. However access to this layby lane is anticipated to remain open in the pre- and post-match condition.

# MAP NO. 5038

SHOWING

## THE ESTABLISHMENT

OF

### 38<sup>TH</sup> AVENUE, 39<sup>TH</sup> AVENUE, 126<sup>TH</sup> LANE AND A PORTION OF WILLETS POINT BOULEVARD

WITHIN AN AREA GENERALLY BOUNDED BY:

VAN WYCK EXPRESSWAY EXTENSION, ROOSEVELT AVENUE,  
SEAWAY WAY AND NORTHERN BOULEVARD  
AND

### THE ADJUSTMENT OF GRADES AND BLOCK DIMENSIONS NECESSITATED THEREBY

DATED: SEPTEMBER 26, 2023

MOHAMMED SAID, P.E.  
CHIEF ENGINEER  
TOPOGRAPHICAL BUREAU  
BOROUGH OF QUEENS

JOEL K. MILE, J.P.E.  
CONSULTING ENGINEER  
BOROUGH OF QUEENS

JOEL K. MILE, J.P.E.  
CONSULTING ENGINEER  
BOROUGH OF QUEENS

#### NOTE

- INDICATES STREET LINE HERETOFORE ESTABLISHED AND HEREBY RETAINED.
- INDICATES STREET LINE HEREBY ESTABLISHED.
- INDICATES STREET LINE HERETOFORE ESTABLISHED AND HEREBY ELIMINATED.
- INDICATES EXTENSION LINE SHOWN FOR TIE-IN DIMENSIONS.
- INDICATES U.S. PIERHEAD AND BULKHEAD LINE.
- INDICATES ROADWAY AND SIDEWALK TREATMENT HERETOFORE ESTABLISHED AND HEREBY RETAINED.
- INDICATES DIMENSION HERETOFORE ESTABLISHED AND HEREBY RETAINED.
- INDICATES DIMENSION HEREBY ESTABLISHED.
- INDICATES ELEVATION HERETOFORE ESTABLISHED AND HEREBY ELIMINATED.
- INDICATES ELEVATION HEREBY ESTABLISHED.
- INDICATES QUEENS TAX BLOCK NUMBER.
- INDICATES POINT OF CURVATURE.
- INDICATES POINT OF TANGENCY.
- INDICATES TIE-IN DISTANCE TO AN ELEVATION HERETOFORE ESTABLISHED AND HEREBY RETAINED.
- INDICATES TIE-IN DISTANCE TO AN ELEVATION HEREBY ESTABLISHED.
- INDICATES ROADWAY AND SIDEWALK TREATMENT DIMENSION HERETOFORE ESTABLISHED AND HEREBY RETAINED.
- INDICATES SURVEY MONUMENT, MONUMENT LINE AND MONUMENT IDENTIFICATION NUMBER.
- INDICATES PARK LINE HERETOFORE ESTABLISHED AND HEREBY RETAINED.

ELEVATIONS APPLY TO CENTERLINE OF THE STREETS UNLESS OTHERWISE INDICATED  
ELEVATIONS REFER TO THE DATUM OF THE BOROUGH OF QUEENS, WHICH  
IS 2.75 FEET ABOVE THE N.G.S. DATUM AT SANDY HOOK, NEW JERSEY.

NOTE 1: EASEMENT CORNERS.  
AN AREA OF ANY STREET HEREBY ELIMINATED OR PREVIOUSLY ELIMINATED FROM  
THE CITY MAP MAY BE RESERVED FOR DEPARTMENT OF ENVIRONMENTAL  
PROTECTION (DEP) UTILITY INFRASTRUCTURE PURPOSES. PURSUANT TO AN  
EASEMENT AGREEMENT, THE AREA MAY BE USED FOR DEP UTILITY INFRASTRUCTURE  
BE RETAINED IN CITY OWNERSHIP. PURSUANT TO A MEMORANDUM OF  
UNDERSTANDING BETWEEN DEP AND THE CITY AGENCY WITH JURISDICTION OR  
MANAGEMENT RESPONSIBILITY OVER THE ELIMINATED STREET AREA, FOR  
RECORDING AND RECORDING OF THE EASEMENT, THE CITY AGENCY SHALL  
PROPERTY RECORDS IN THE OFFICES IN WHICH INSTRUMENTS AFFECTING REAL  
PROPERTY ARE REQUIRED TO BE RECORDED.

I, \_\_\_\_\_, SECRETARY OF THE CITY PLANNING COMMISSION, DO HEREBY CERTIFY  
THAT THIS MAP IS ONE OF \_\_\_\_\_ SIMILAR MAPS APPROVED BY THE CITY PLANNING COMMISSION ON  
THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ (CALENDAR NO. \_\_\_\_\_) AND SUBSEQUENTLY APPROVED  
BY THE CITY COUNCIL ON \_\_\_\_\_ (RES. NO. \_\_\_\_\_) AND THAT THESE MAPS WERE  
FILED ON THE DATE OF THIS CERTIFICATION AND WILL TAKE EFFECT ON THE FOLLOWING DAY.

DATE: NEW YORK: \_\_\_\_\_

SECRETARY, CITY PLANNING COMMISSION

PREPARED BY:

LANGAN

ENGLISH SCALE: 1 INCH = 80 FEET  
0 80 160 240 320  
0 80 160 240 320  
METRIC SCALE: 1 CM = 9.80 METERS (31.446 FEET)  
0 80 160 240 320  
BOROUGH PRESIDENT OF QUEENS

21 Penn Plaza, 360 West 3rd Street, 8th Floor  
New York, NY 10001  
www.langan.com

ALT. MAP NO. 5038 (C.P.C. NO. 240058 MMQ)



#### REFERENCE MAPS

ALT. NO.	C.P.C. NO.
5000A	080221A/MMQ
5000B	080221B/MMQ
5000C	080221C/MMQ
4493	C.P. 18220
4277	C.P. 17475
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4181	C.P. 16281
4179	C.P. 16134
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747	
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# MAP NO. 5039

## THE ELIMINATION, DISCONTINUANCE AND CLOSING OF 36TH AVENUE

SEAWAY WAY TO A POINT 140 FEET NORTHERLY THEREFROM  
AND  
THE ADJUSTMENT OF GRADES AND  
BLOCK DIMENSIONS NECESSITATED THEREBY

DATED: SEPTEMBER 26, 2023

MOHAMMED SAID, P.E.  
CHIEF ENGINEER  
TOPOGRAPHICAL BUREAU  
BOROUGH OF QUEENS

DOMOVAN RICHARDS  
PRESIDENT  
BOROUGH OF QUEENS

JOB A. MIEL, R., P.E.  
CONSULTING ENGINEER  
BOROUGH OF QUEENS

### NOTE

- INDICATES STREET LINE HERETOFORE ESTABLISHED AND HEREBY RETAINED.
- INDICATES STREET LINE HERETOFORE ESTABLISHED AND HEREBY ELIMINATED.
- INDICATES U.S. PIERHEAD AND BULKHEAD LINE.
- INDICATES ROADWAY AND SIDEWALK TREATMENT HERETOFORE ESTABLISHED AND HEREBY RETAINED.
- INDICATES DISCONTINUING AND CLOSING LINE.
- INDICATES DIMENSION HERETOFORE ESTABLISHED AND HEREBY RETAINED.
- INDICATES DIMENSION HERETOFORE ESTABLISHED.
- INDICATES DIMENSION HERETOFORE ESTABLISHED AND HEREBY ELIMINATED.
- INDICATES ELEVATION HERETOFORE ESTABLISHED AND HEREBY RETAINED.
- INDICATES ELEVATION HERETOFORE ESTABLISHED AND HEREBY ELIMINATED.
- INDICATES QUEENS TAX BLOCK NUMBER.
- INDICATES POINT OF CURVATURE.
- INDICATES POINT OF TANGENCY.
- INDICATES THE DISTANCE TO AN ELEVATION HERETOFORE ESTABLISHED AND HEREBY RETAINED.
- INDICATES THE DISTANCE TO AN ELEVATION HERETOFORE ESTABLISHED.
- INDICATES THE DISTANCE TO AN ELEVATION HERETOFORE ESTABLISHED AND HEREBY ELIMINATED.
- INDICATES ROADWAY AND SIDEWALK TREATMENT DIMENSION HERETOFORE ESTABLISHED AND HEREBY RETAINED.
- INDICATES SURVEY MONUMENT, MONUMENT LINE AND MONUMENT IDENTIFICATION NUMBER.
- INDICATES PARK LINE HERETOFORE ESTABLISHED AND HEREBY RETAINED.

ELEVATIONS APPLY TO CENTERLINE OF THE STREETS UNLESS OTHERWISE INDICATED.  
ELEVATIONS ARE IN FEET ABOVE THE N.S.D. DATUM AT SANDY HOOK, NEW JERSEY.  
IS 2.725 FEET ABOVE THE N.S.D. DATUM AT SANDY HOOK, NEW JERSEY.

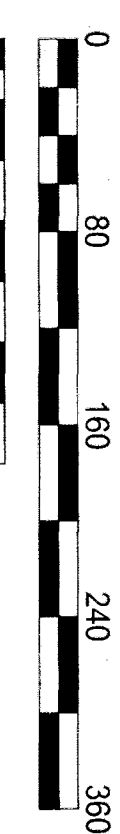
NOTE: 1 - EASEMENT/CORRIDOR.  
ANY AREA OF ANY STREET HEREBY ELIMINATED OR PREVIOUSLY ELIMINATED FROM  
THE CITY'S STREET SYSTEM SHALL BE REMOVED FROM THE CITY'S STREET SYSTEM  
PROTECTION (DEEP UTILITY INFRASTRUCTURE PURPOSED, PURSUANT TO AN  
EASEMENT RESERVED FOR THE CITY'S BENEFIT OR, IN THE CASE OF PROPERTY TO  
BE RETAINED IN CITY OWNERSHIP, PURSUANT TO A MEMORANDUM OF  
UNDERSTANDING, THE CITY'S BENEFIT OR, IN THE CASE OF PROPERTY TO  
MANAGEMENT RESPONSIBILITY OVER THE ELIMINATED STREET AREA, FOR  
VERIFICATION AS TO THE EXISTENCE OF AN EASEMENT REFER TO THE OFFICIAL  
PROPERTY RECORDS IN THE OFFICES IN WHICH INSTRUMENTS AFFECTING REAL  
PROPERTY ARE REQUIRED TO BE RECORDED.

SECRETARY OF THE CITY PLANNING COMMISSION DO HEREBY CERTIFY  
THAT THIS MAP IS ONE OF \_\_\_\_\_ SIMILAR MAPS APPROVED BY THE CITY PLANNING COMMISSION ON  
THE DAY OF \_\_\_\_\_ 20\_\_\_\_ (CALENDAR NO. \_\_\_\_\_) AND SUBSEQUENTLY APPROVED  
BY THE CITY COUNCIL ON \_\_\_\_\_ (RES. NO. \_\_\_\_\_) AND THAT THESE MAPS WERE  
FILED ON THE DATE OF THIS CERTIFICATION AND WILL TAKE EFFECT ON THE FOLLOWING DAY.

DATE: NEW YORK: \_\_\_\_\_

SECRETARY CITY PLANNING COMMISSION

ENGLISH SCALE: 1 INCH = 80 FEET



METRIC SCALE: 1 CM = 3.937 METERS (31.446 FEET)

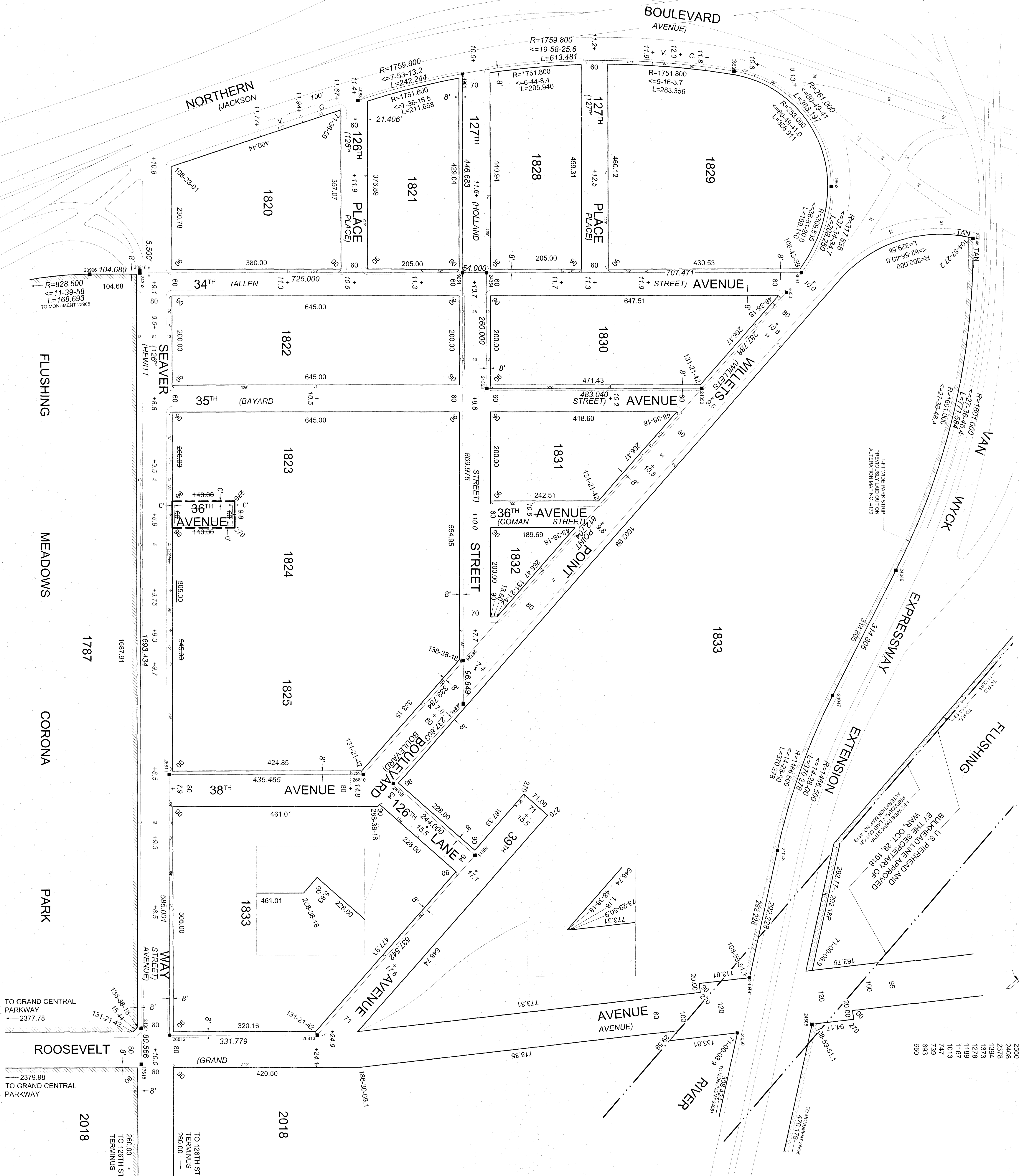
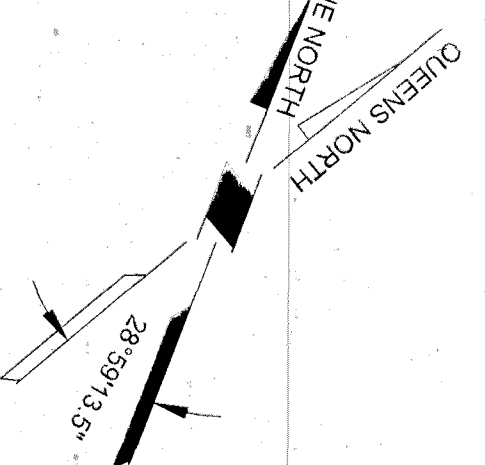
BOROUGH PRESIDENT OF QUEENS

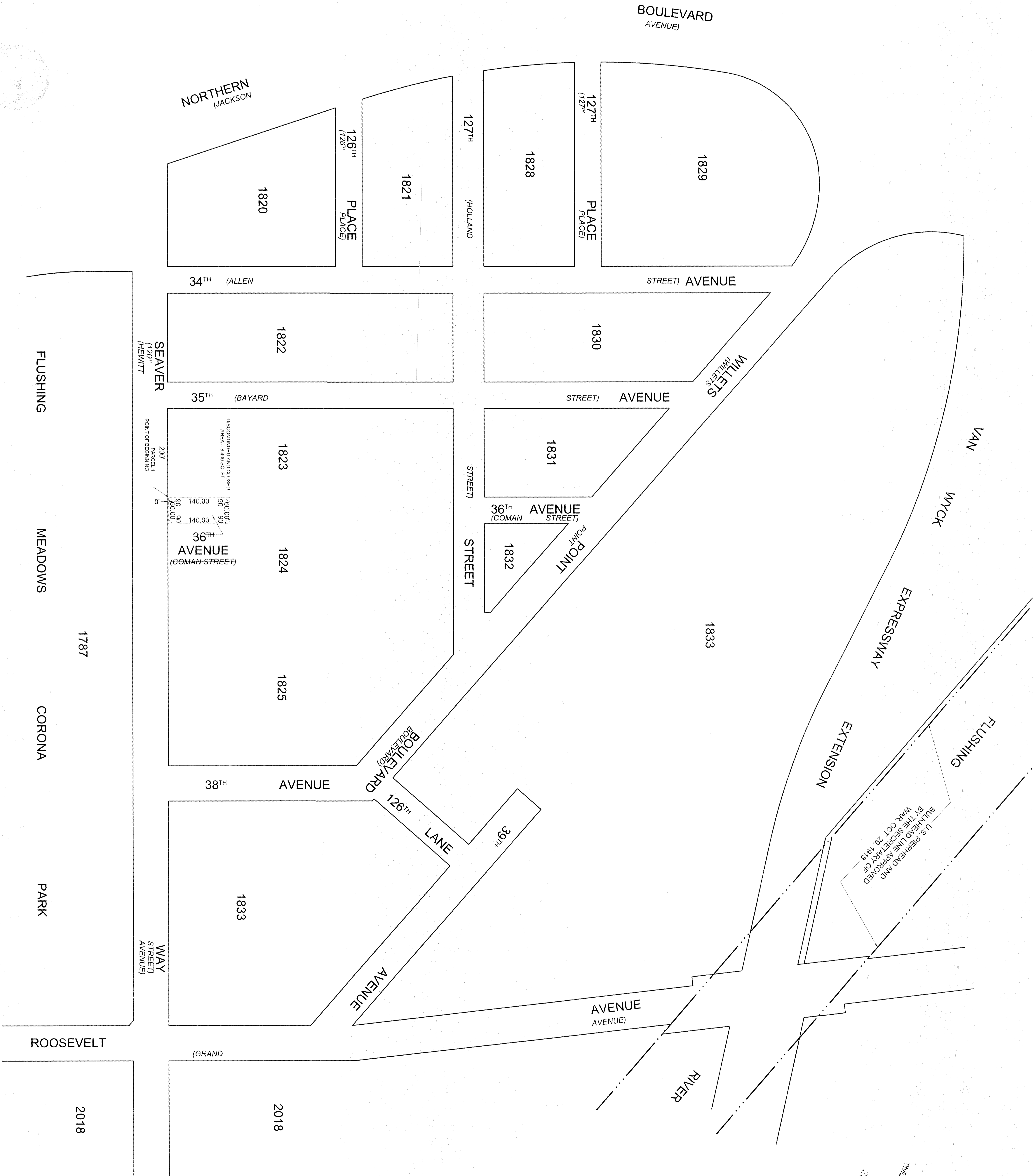
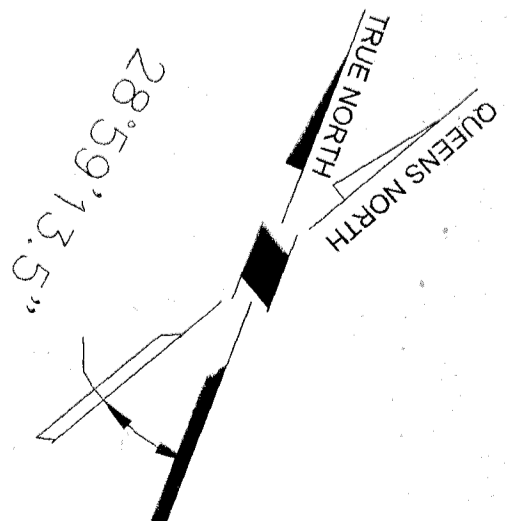
PREPARED BY:

LANGAN

21 Penn Plaza, 360 W. 31st Street, 8th Floor  
New York, NY 10001  
T: 212.479.5400 F: 212.479.5444 www.langan.com

REFERENCE MAPS			
FINAL SECTION MAPS 39, 40			
ALT. NO.	630.00	C.P.C. 080231 (AYMMQ)	
420.00	C.P. 810822 (MMQ)		
449.00	C.P. 19820		
427.00	C.P. 17475		
423.00	C.P. 17387		
418.00	C.P. 16261		
417.00	C.P. 16194		
413.00	C.P. 15927		
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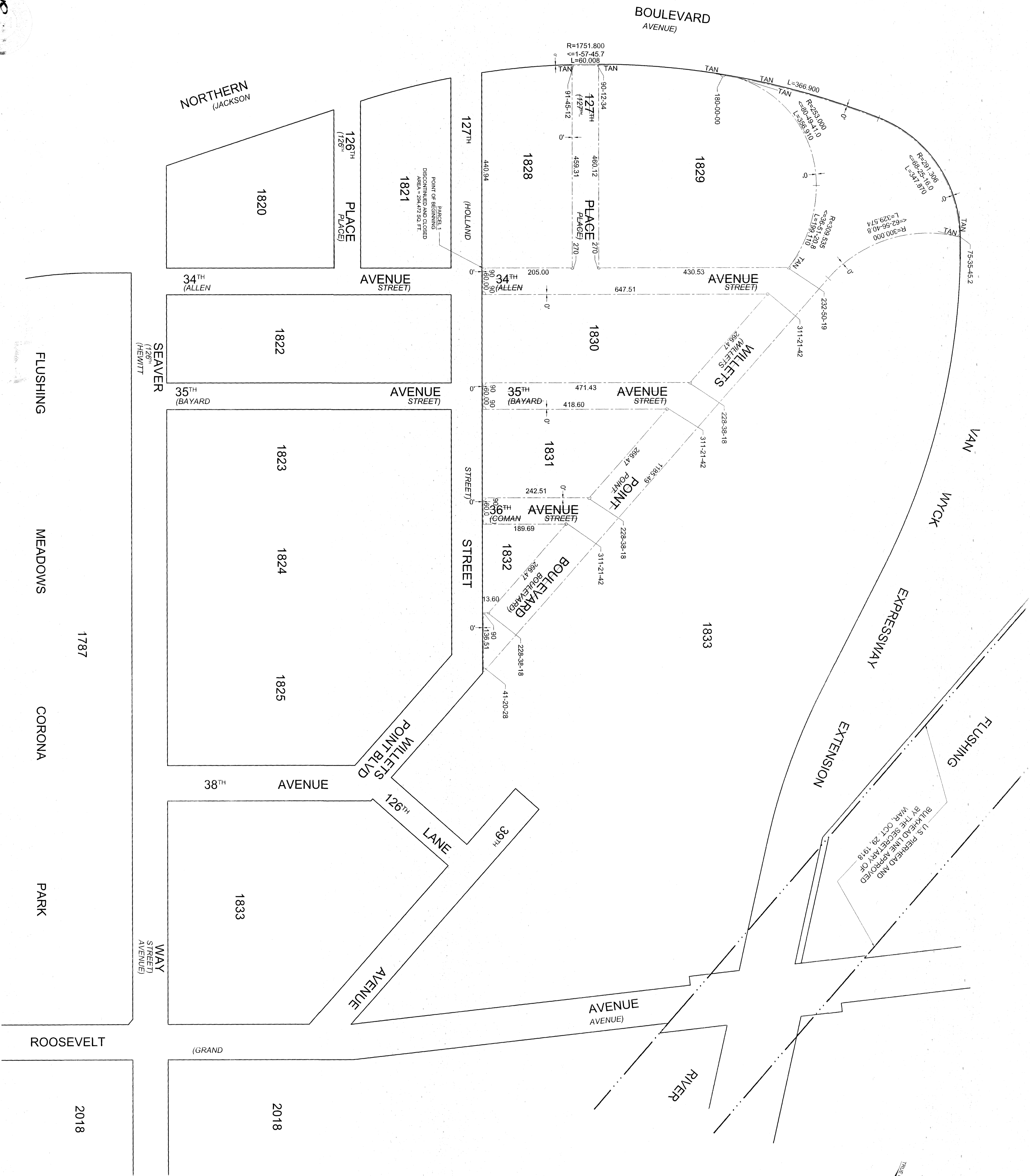
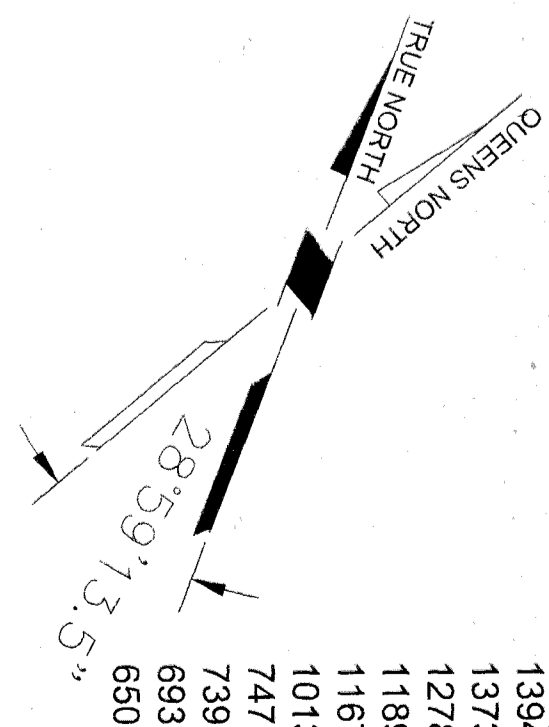
ENGLISH SCALE: 1 INCH = 80 FEET  
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0 30 60 90 120  
METRIC SCALE: 1 CM = 8.60 METERS (31.48 FEET)  
0 30 60 90 120  
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DISCONTINUANCE AND CLOSING MAP  
OF 36TH AVENUE  
FROM SEAVER WAY TO A POINT 140 FEET NORTHERLY THEREFROM  
NOT TO SCALE



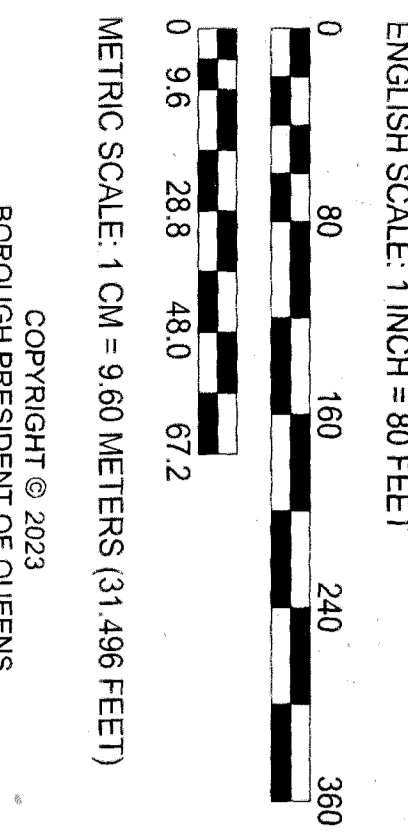
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AREA = 12.0 SQ. FT.

DISCONTINUANCE AND CLOSING MAP  
OF 127TH PLACE, 34TH AVENUE, 35TH AVENUE, 36TH AVENUE, AND A PORTION OF  
WILLETTS POINT BOULEVARD  
WITHIN AN AREA GENERALLY BOUNDED BY 127TH STREET, NORTHERN  
BOULEVARD, VAN WYCK EXPRESSWAY EXTENSION, AND ROOSEVELT AVENUE