

METROPOLITAN PARK

COMMITTEE MEETING PRESENTATION



- **METROPOLITAN PARK** will be a transformational redevelopment of the parking lots surrounding Citi Field into a mixed-use development and public park space.
- The Project is undertaken by Queens Future, LLC, a joint venture of Mets owner Steve Cohen and Hard Rock Entertainment, who have engaged a public realm-focused NYC team to master plan the site.
- The Project vision draws from multi-year community engagement, as well as strongly-held planning and design principles.
- Queens Future's plan turns a parking lot into a park, and is built around a 25-acre public park in the heart of the site. In addition to new, job-creating commercial and entertainment uses, Metropolitan Park includes significant investments in infrastructure and the public realm, including:
 - Upgrades to the MTA Subway Station, improved and extended pedestrian and bike networks, landscaped streetscapes, roadway improvements, and a new food hall and community space.

- Metropolitan Park is made possible by the inclusion of a gaming use, which requires a state license, awarded by competitive RFA.
- The project has completed environmental review and ULURP, consistent with the RFA timeline.
- Applications for the license are due on June 27th, 2025, and will be awarded by year-end.

Today, Citi Field is surrounded by acres of asphalt



How we gathered public and community input:

- + **4 Years**
Community Input
 - + **1,000+**
Meetings with Community Leaders
 - + **16**
Community Workshops
 - + **1,800**
Residents Attended
 - + **20,000+**
Petitions Signed
 - + ***Borough President Approval***
 - + ***ULURP Approval***
- 6 Community Board Approvals, 83% Support***

6 Community Board Approvals, 83% Support



What we heard:

Over the past four years, in the thousands of meetings and dozens of workshops, the engagement process revealed clear and specific needs from stakeholders, highlighting key priorities and actionable requests for future planning and development:



EXPAND OPEN SPACE



CLIMATE READY



365 DAY USE



**ATHLETIC FIELDS
BIKE PATHS**



**HOTEL WITH CASINO
AND LIVE MUSIC VENUE**



CREATE JOBS



**SUPPORT LOCAL AND
MWBE BUSINESSES**



COMMUNITY INPUT



ACCESS TO WATERFRONT



BARS AND RESTAURANTS

Metropolitan Park is...

- 365-day sports and entertainment district
- \$8 Billion private investment
- 23,000+ good-paying union jobs
- 25 acres of public park space with community athletic fields
- Renovated & accessible train station
- Hard Rock Hotel and casino gaming and conference space
- Live Music Venue
- Bars & Restaurants
- Taste of Queens food hall
- Prioritize local hiring and MWBE goals
- Improved road network, new bike paths and pedestrian walkways



Project Timeline

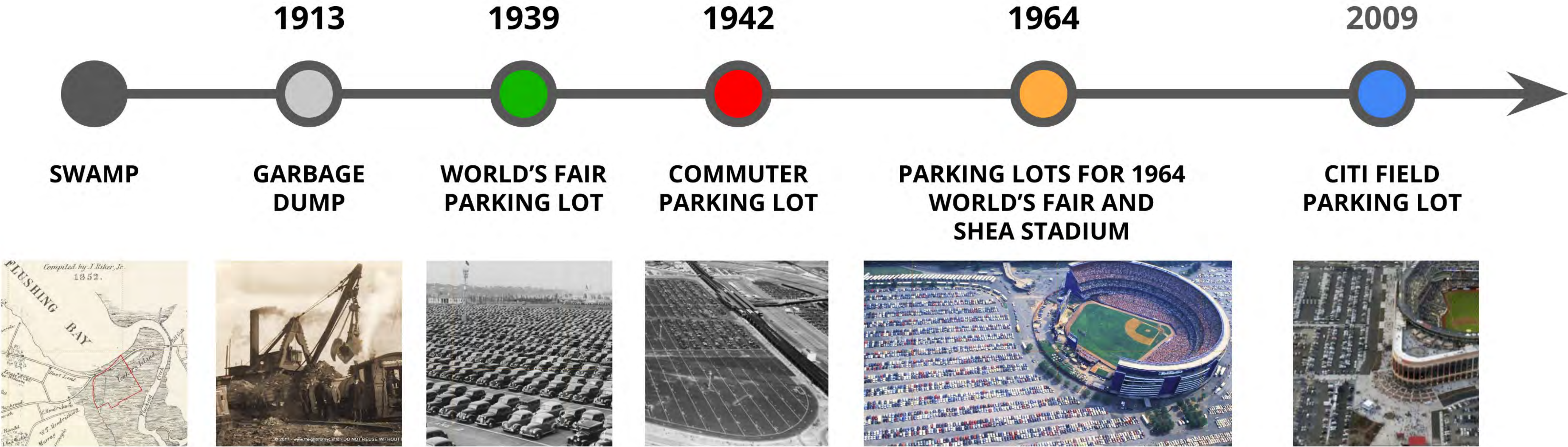
- ***Gaming funds the project to address the site's challenges and support ambitious community goals, including public spaces and job creation.***
- ***Success hinges on securing 1 of 3 highly competitive gaming licenses via a state Request for Applications ("RFA").***
- ***Applications due June 27, followed by public hearings by a Community Advisory Committee.***
- ***Licenses awarded by December 31.***



The site sits at the center of dynamic Queens neighborhoods



The site was always a parking lot, never a *park* *



*Though mapped as parkland in 1961, the site has never been improved open space

The site has evolved in a series of plans and has ended up as a parking lot - never a park.



Original plan - 1939 World's Fair Plan (Unbuilt)

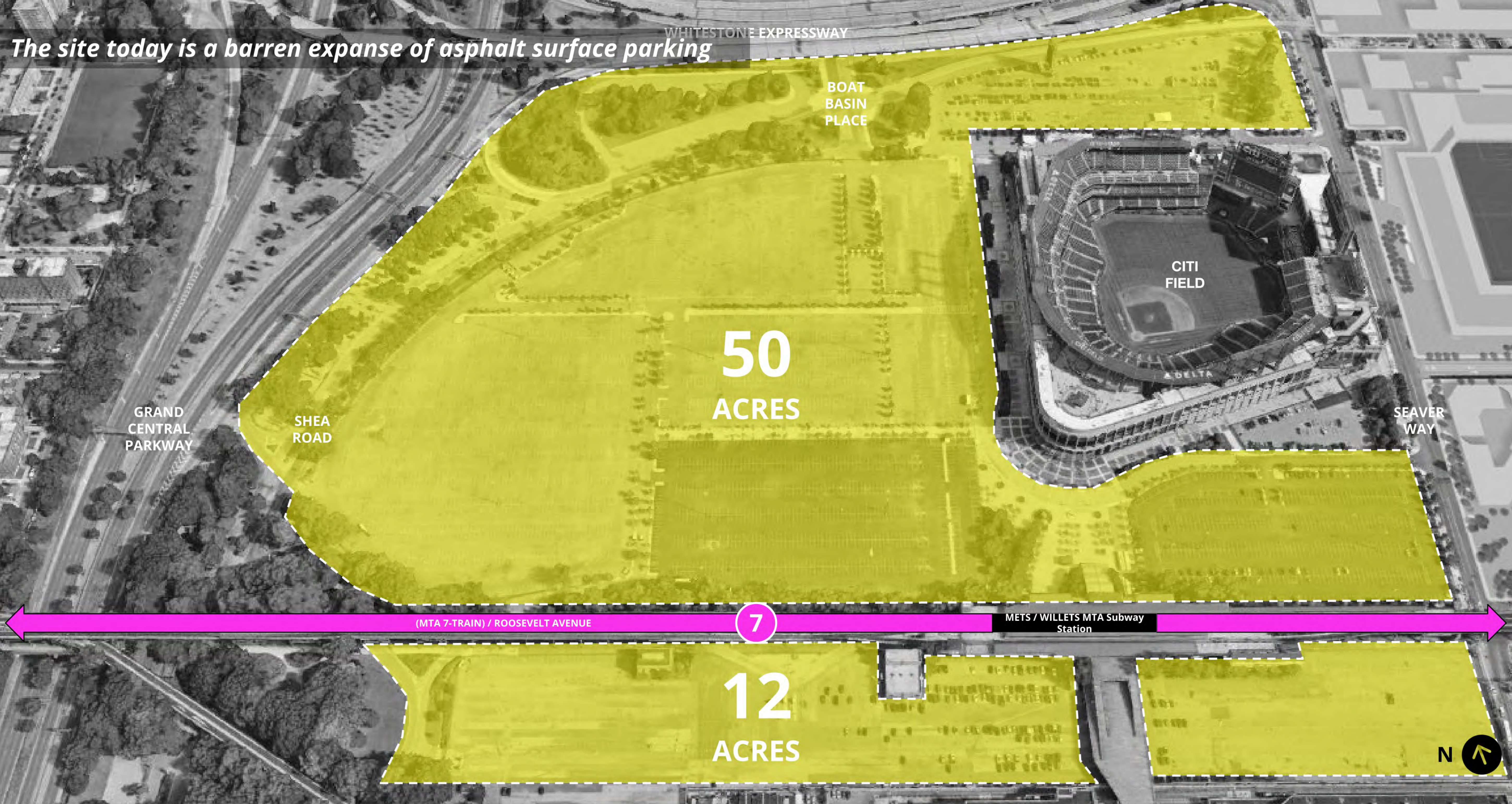


Revised Plan - 1939 World's Fair Plan

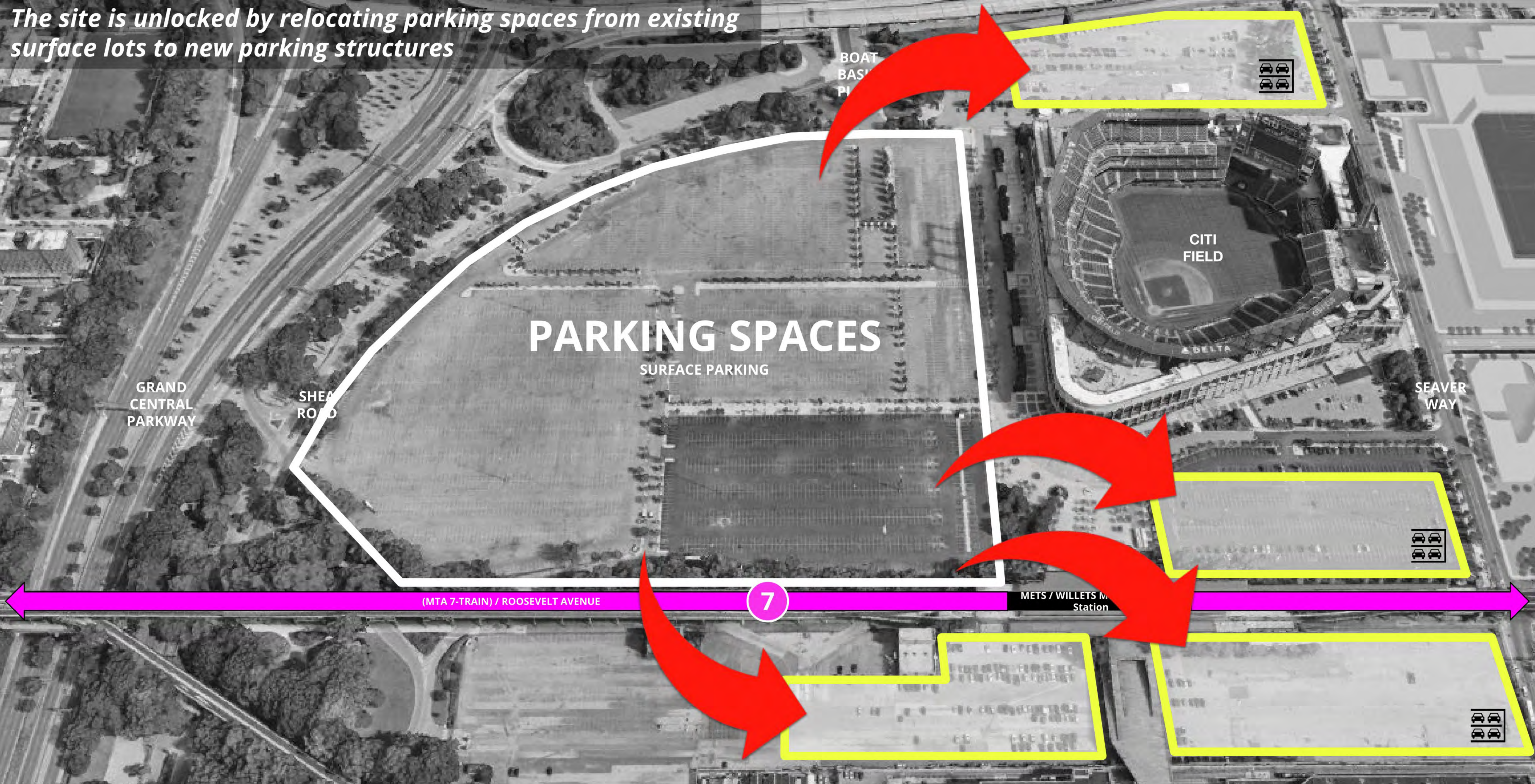


1964 World's Fair Plan + Shea Stadium

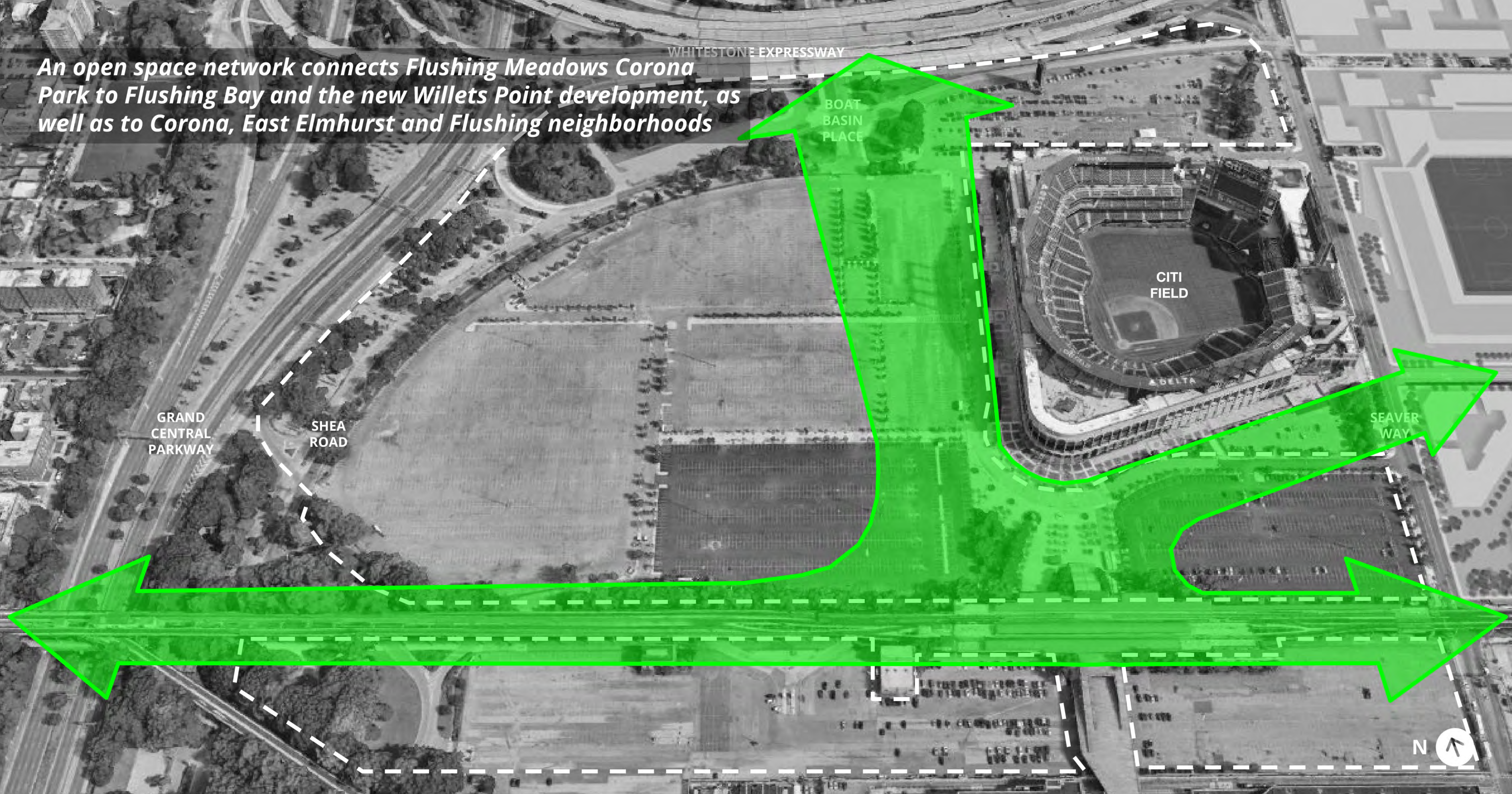
The site today is a barren expanse of asphalt surface parking



The site is unlocked by relocating parking spaces from existing surface lots to new parking structures



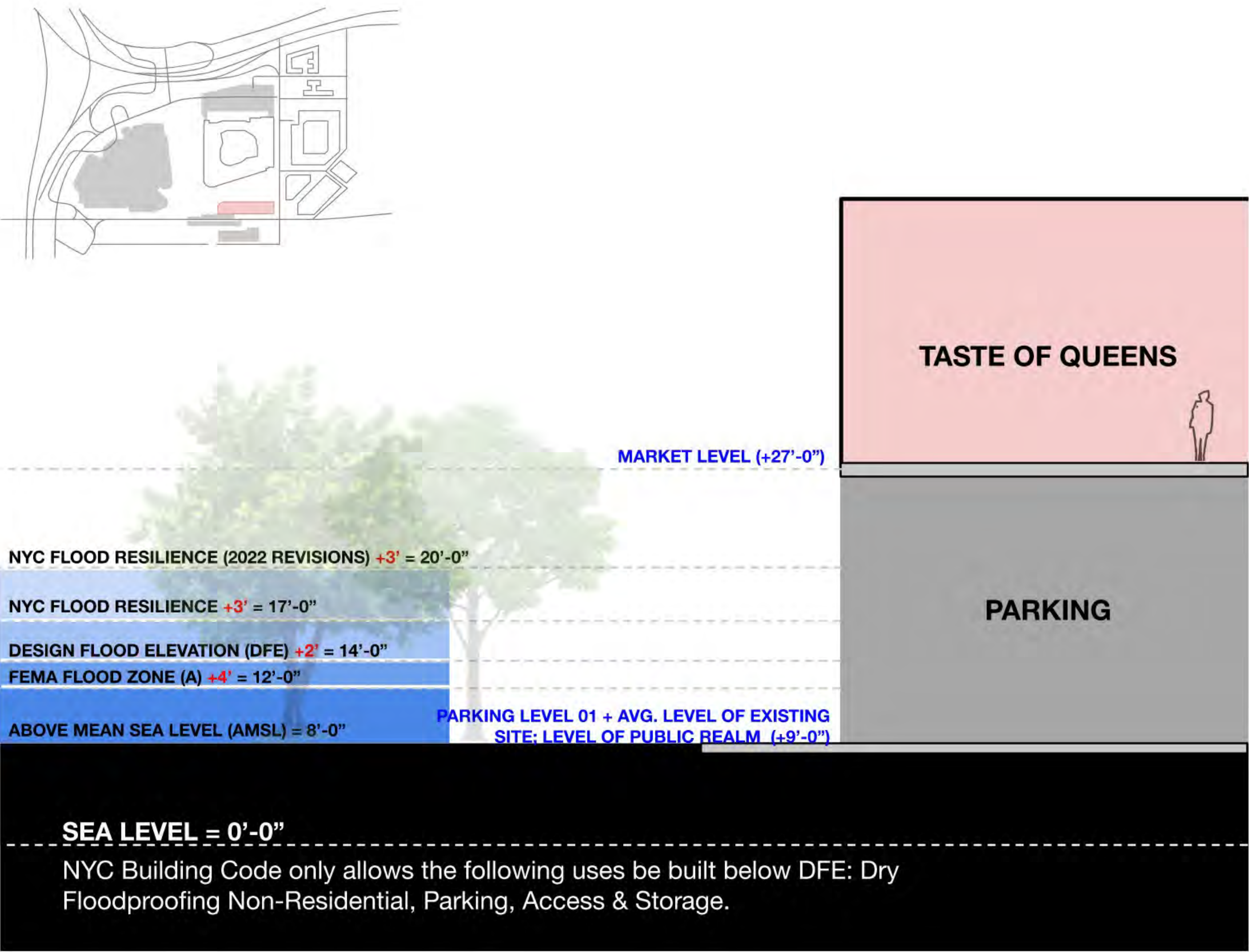
An open space network connects Flushing Meadows Corona Park to Flushing Bay and the new Willets Point development, as well as to Corona, East Elmhurst and Flushing neighborhoods



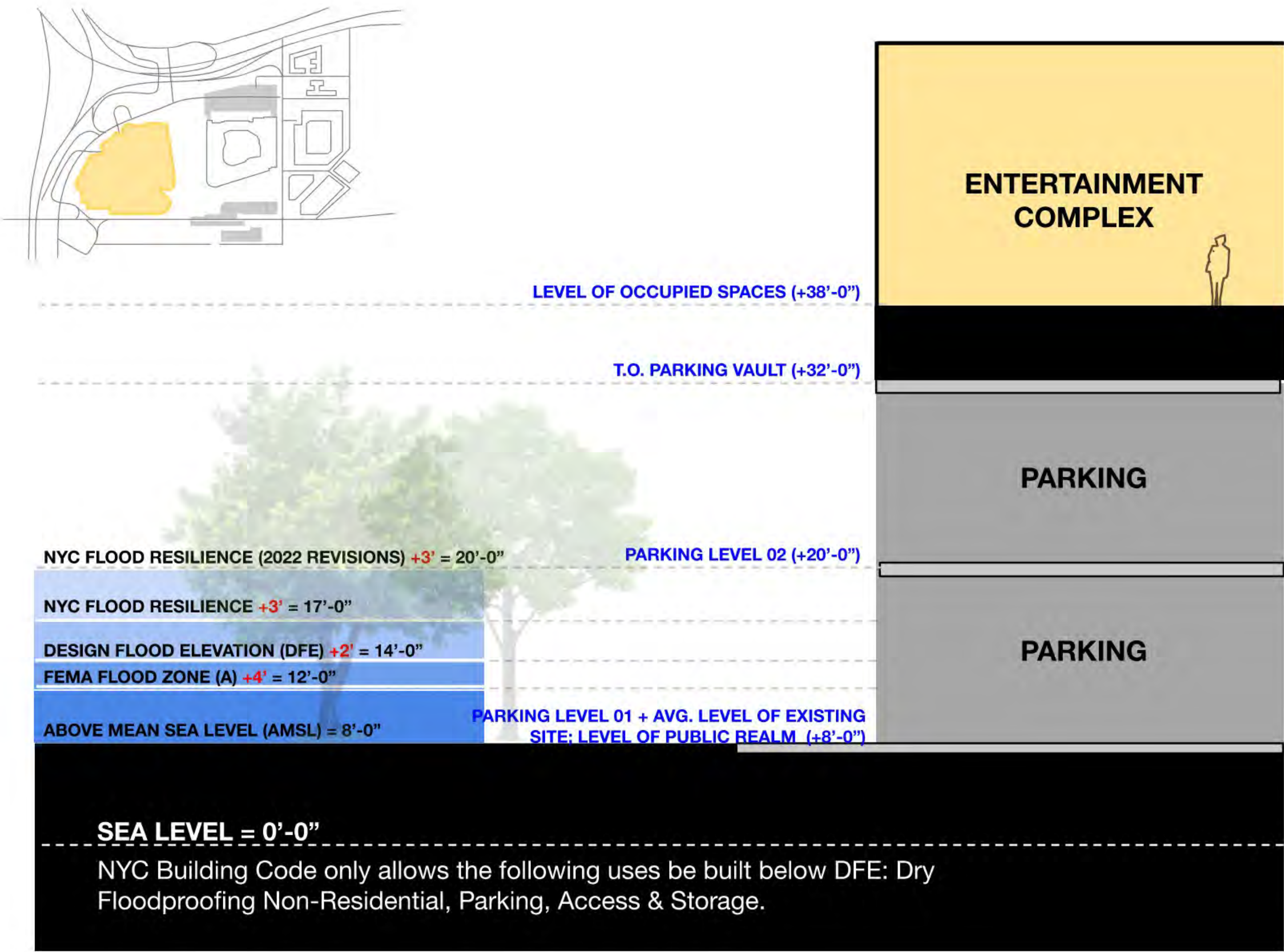
The site is located in the flood zone

FLOOD ZONE: AE
(HIGH-RISK FLOOD AREA)
+12 NAVD88
+8 AMSL

Relocated parking does double duty, elevating program out of the floodplain and freeing up open space, while enabling all parking needs to be met on site*



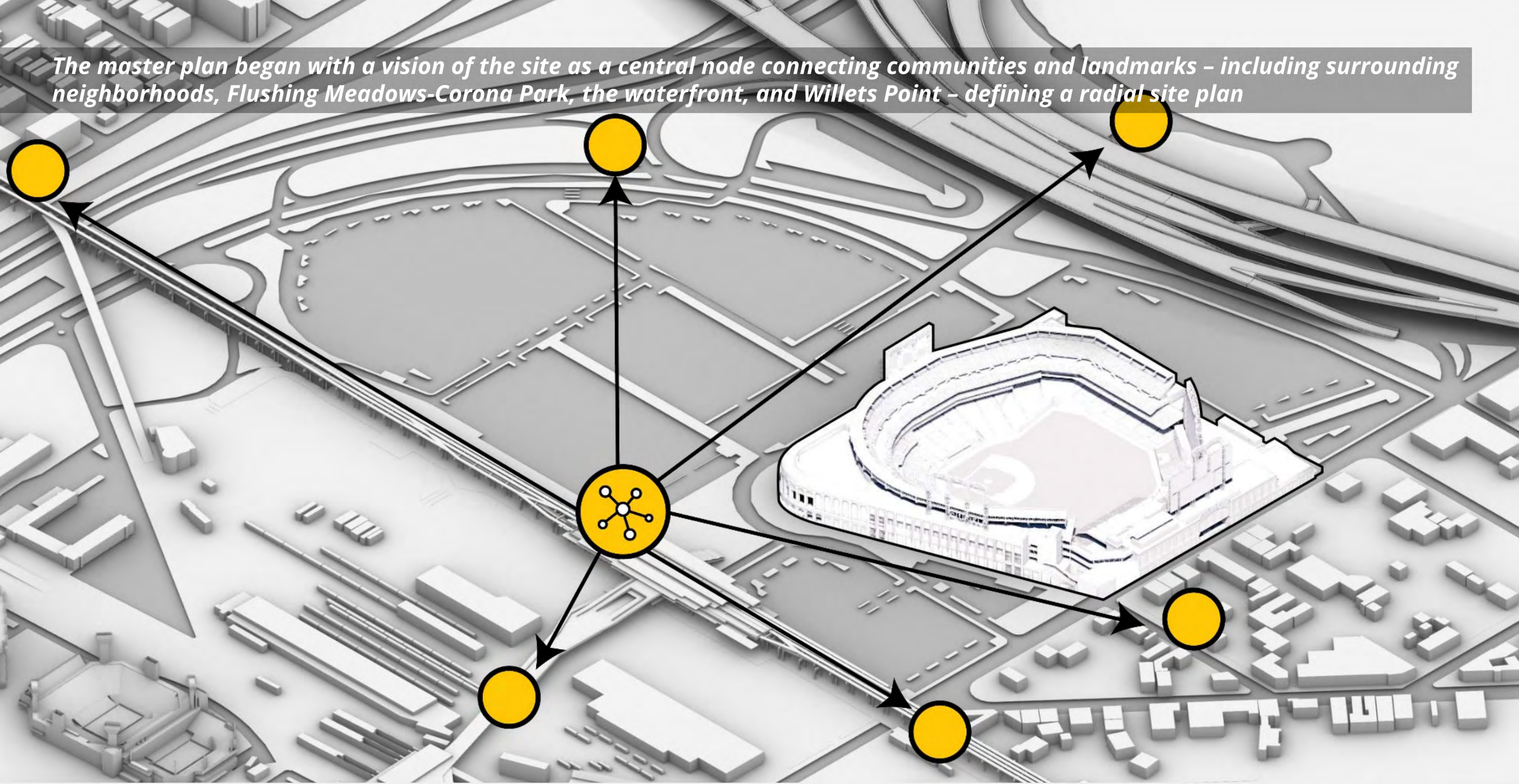
TASTE OF QUEENS

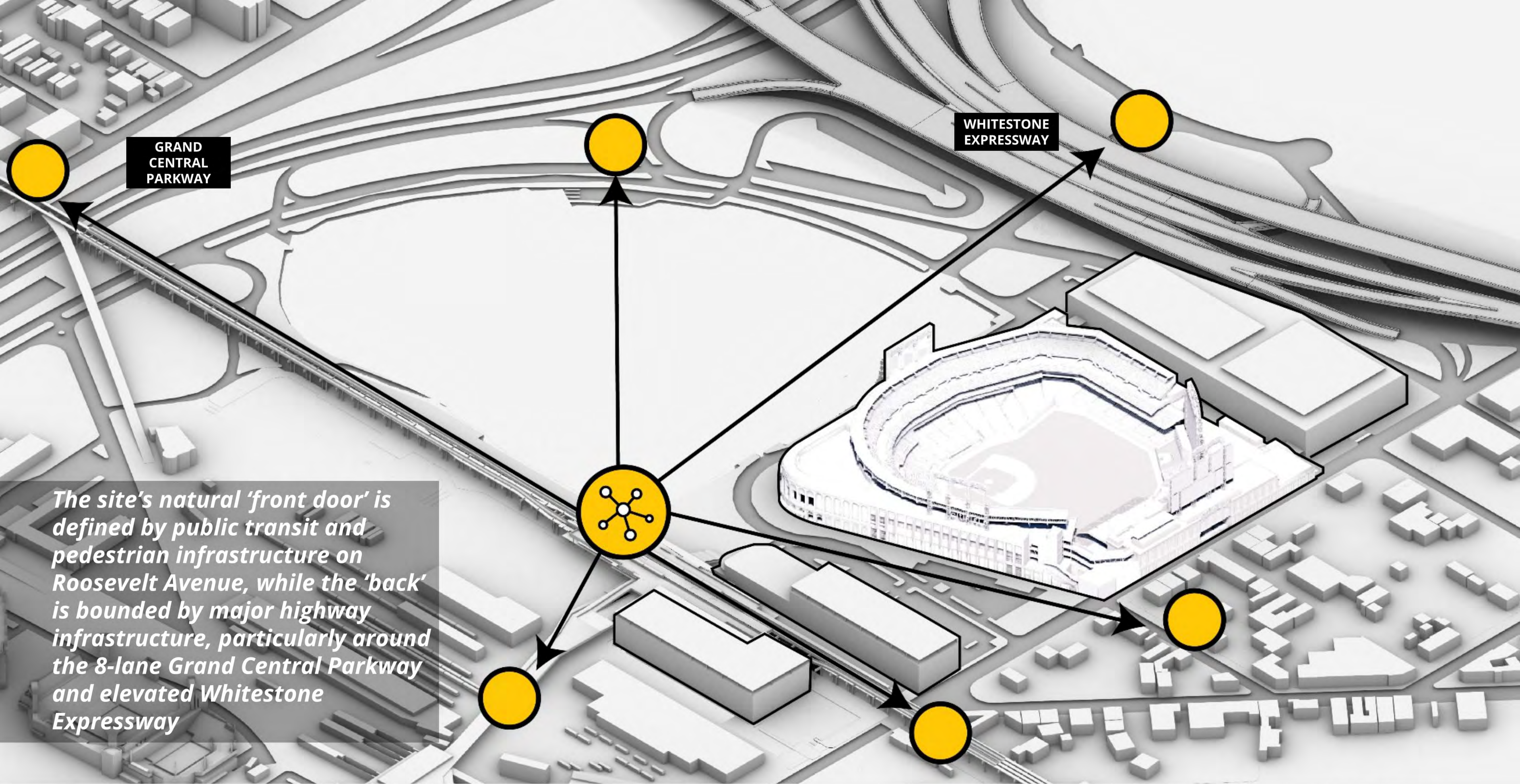


ENTERTAINMENT COMPLEX

*Program transitions to grade with a combination of stairways and ramps, as shown on axonometric diagrams (p.16-20) and renderings (beginning p.22).

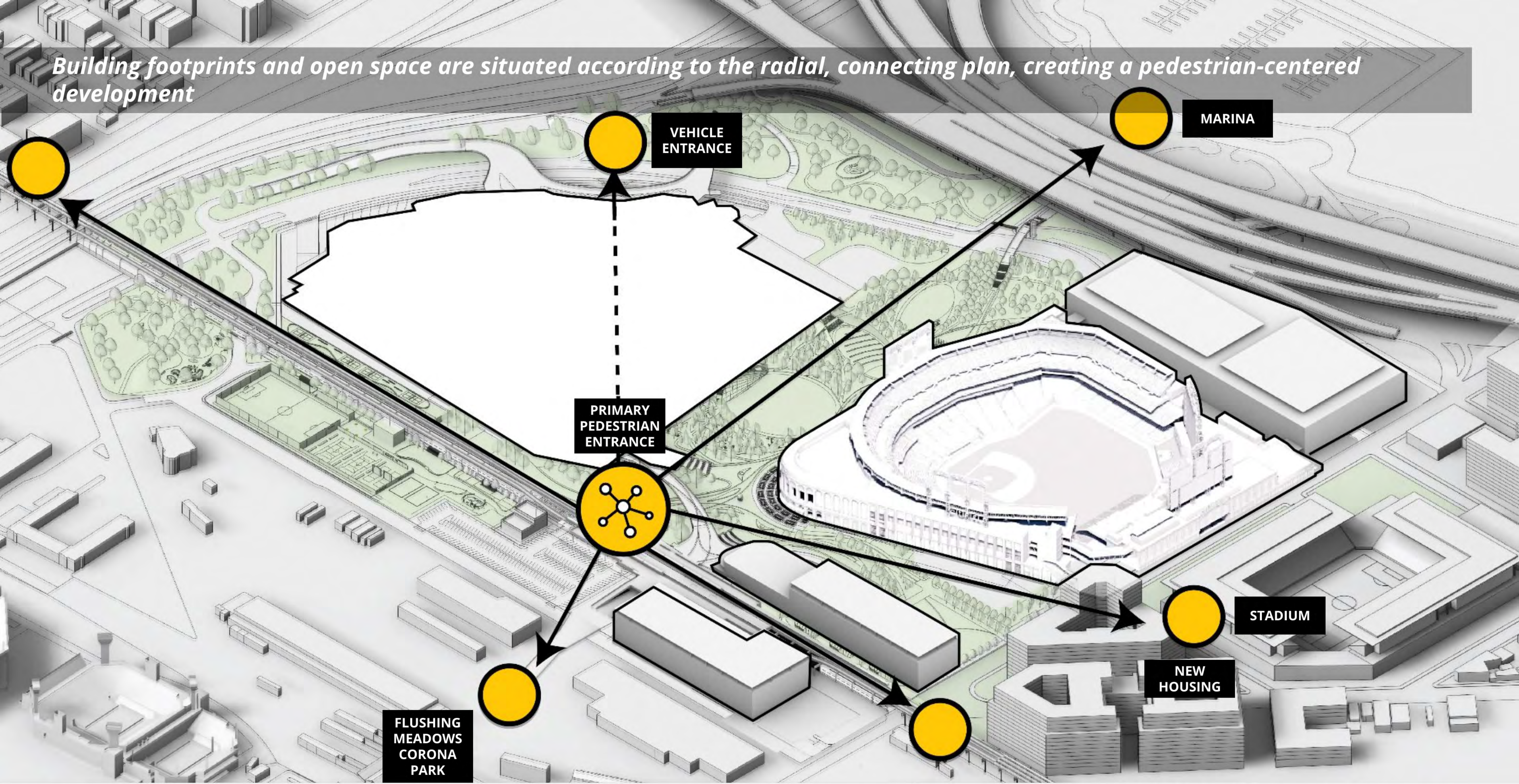
The master plan began with a vision of the site as a central node connecting communities and landmarks – including surrounding neighborhoods, Flushing Meadows-Corona Park, the waterfront, and Willets Point – defining a radial site plan



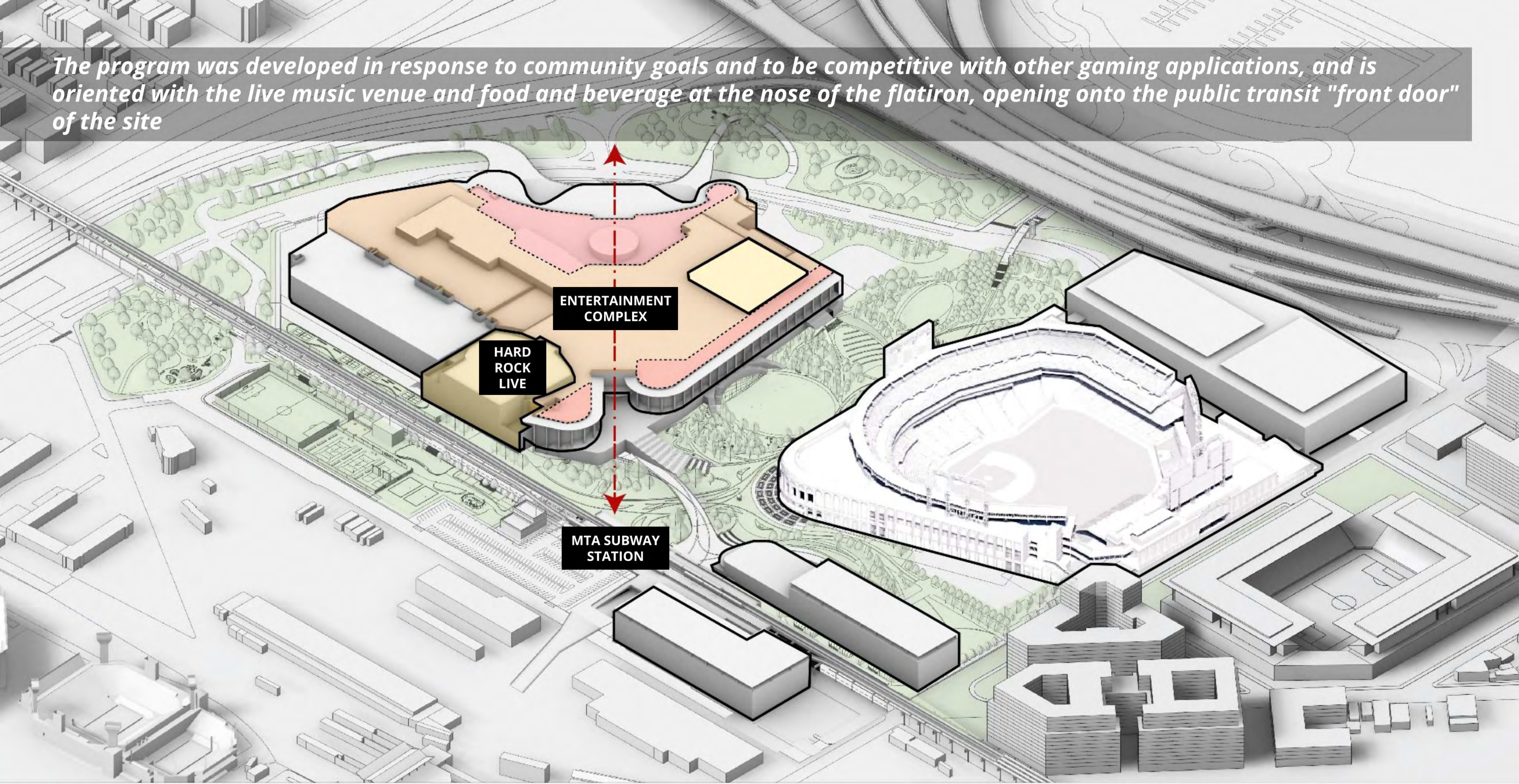


The site's natural 'front door' is defined by public transit and pedestrian infrastructure on Roosevelt Avenue, while the 'back' is bounded by major highway infrastructure, particularly around the 8-lane Grand Central Parkway and elevated Whitestone Expressway

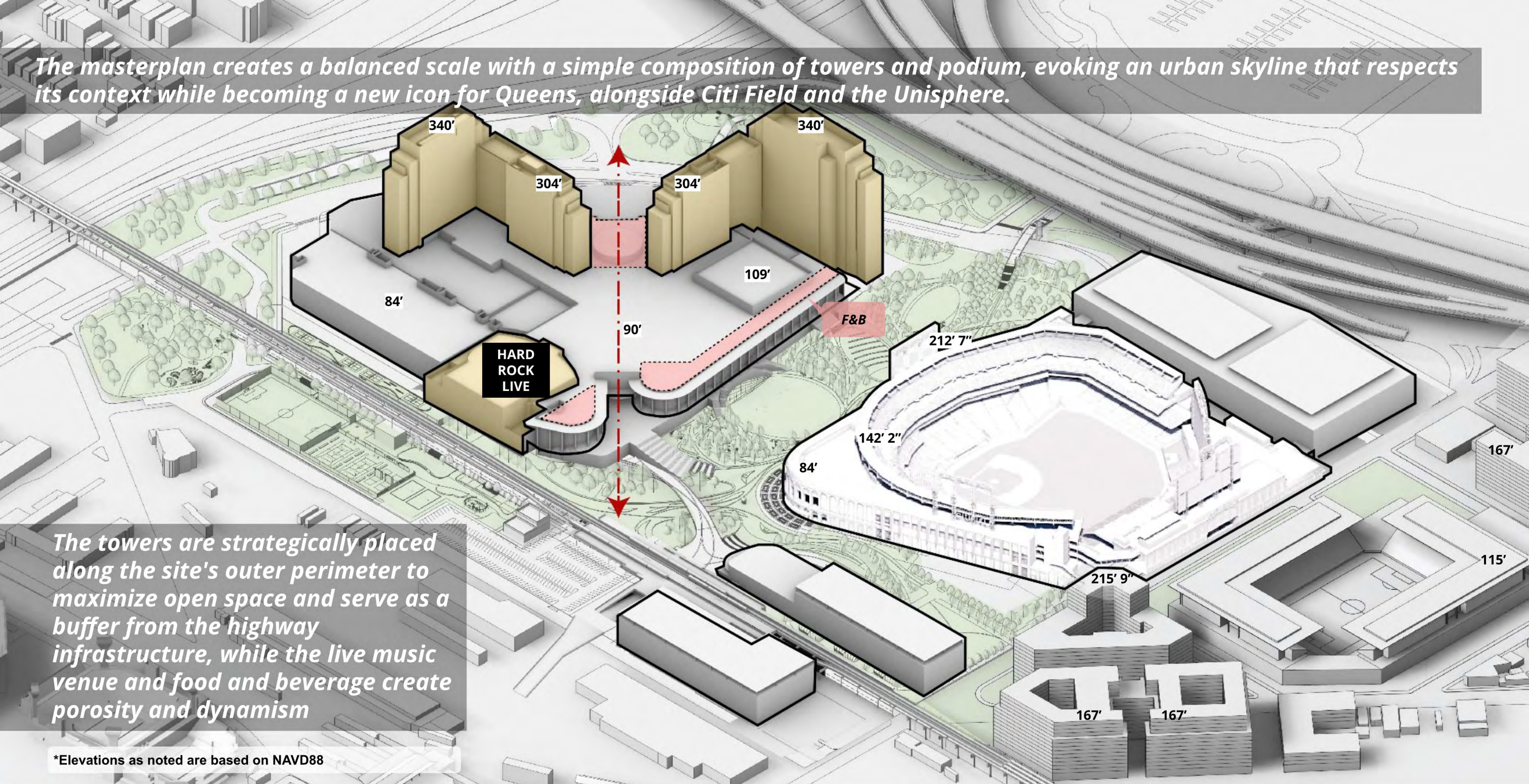
Building footprints and open space are situated according to the radial, connecting plan, creating a pedestrian-centered development



The program was developed in response to community goals and to be competitive with other gaming applications, and is oriented with the live music venue and food and beverage at the nose of the flatiron, opening onto the public transit "front door" of the site



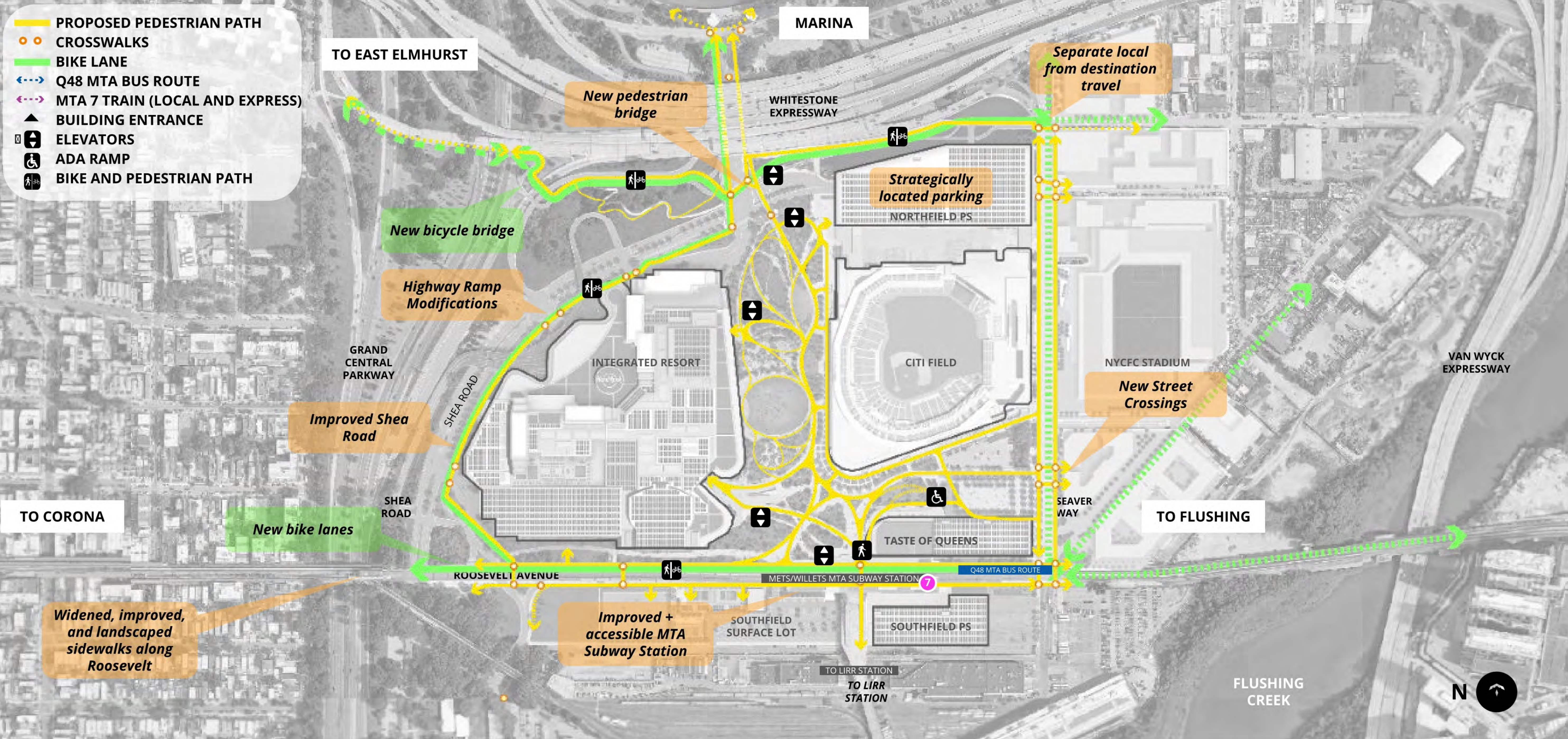
The masterplan creates a balanced scale with a simple composition of towers and podium, evoking an urban skyline that respects its context while becoming a new icon for Queens, alongside Citi Field and the Unisphere.



The towers are strategically placed along the site's outer perimeter to maximize open space and serve as a buffer from the highway infrastructure, while the live music venue and food and beverage create porosity and dynamism

*Elevations as noted are based on NAVD88

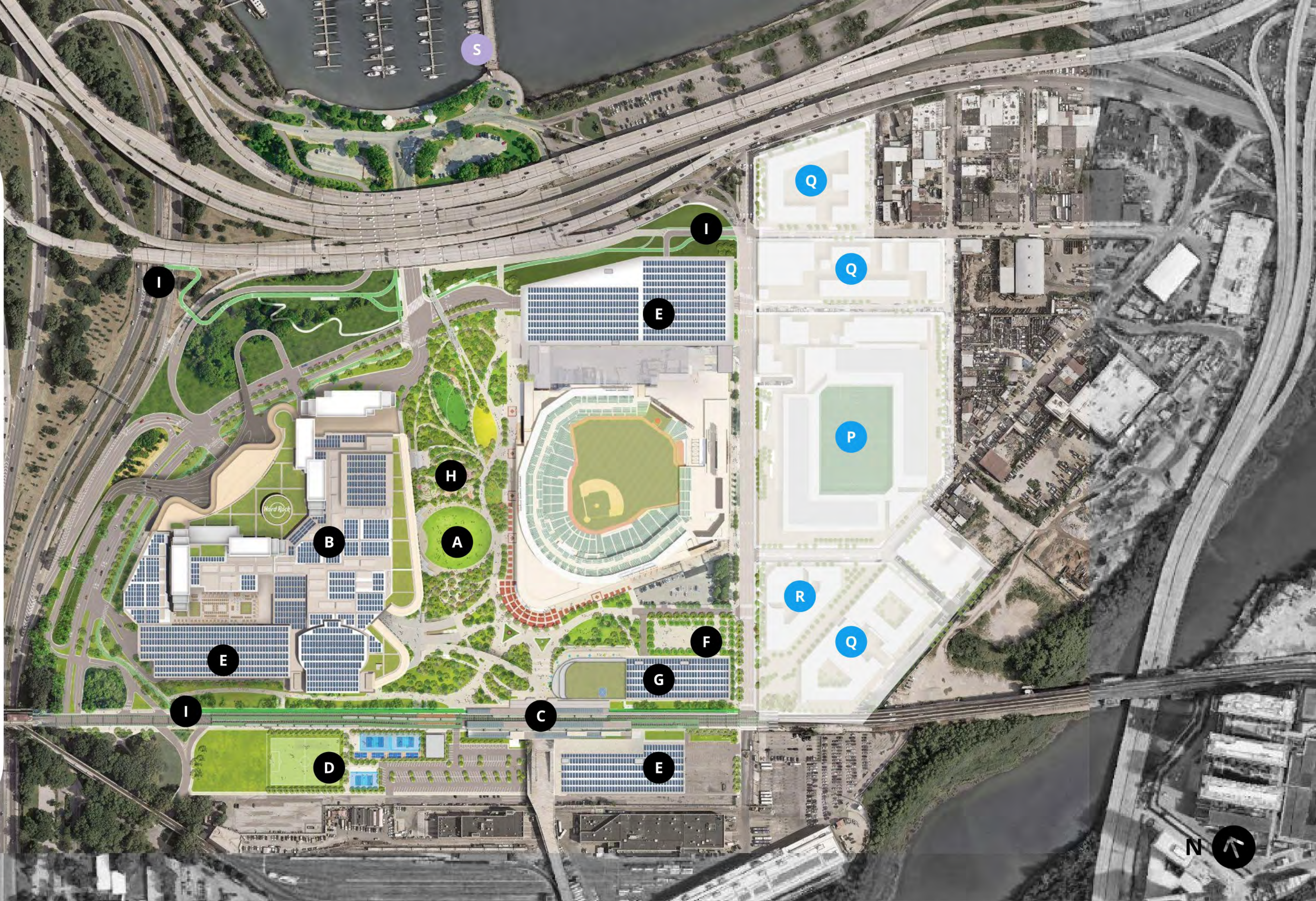
The project creates multiple accessible connections for transit, bicycles, pedestrians, and separates vehicle from pedestrian traffic



Proposed Site Plan



- A 25 Acres of Public Park Space
- B Entertainment Complex
- C Renovated Accessible Train Station
- D Community Athletic Fields
- E Structured Parking with Solar Panels
- F Public Plaza
- G Queens Food Hall & Community Space
- H Playground
- I Bike Paths
- P Future NYCFC Soccer Stadium
- Q Willets Point Housing
- R Willets Point Hotel
- S Potential Future Ferry





BEFORE / EXISTING

The revamped MTA Subway Station enhances accessibility with clear, direct transit connections and wayfinding to Metropolitan Park, Citi Field and Willets Point



AFTER / PROPOSED

The existing Mets-Willets Point MTA Station looking South



BEFORE / EXISTING

The revamped MTA Subway Station enhances accessibility with clear, direct transit connections and wayfinding to Metropolitan Park, Citi Field and Willets Point



AFTER / PROPOSED



The existing Citi Field parking lot looking toward the city's new affordable housing

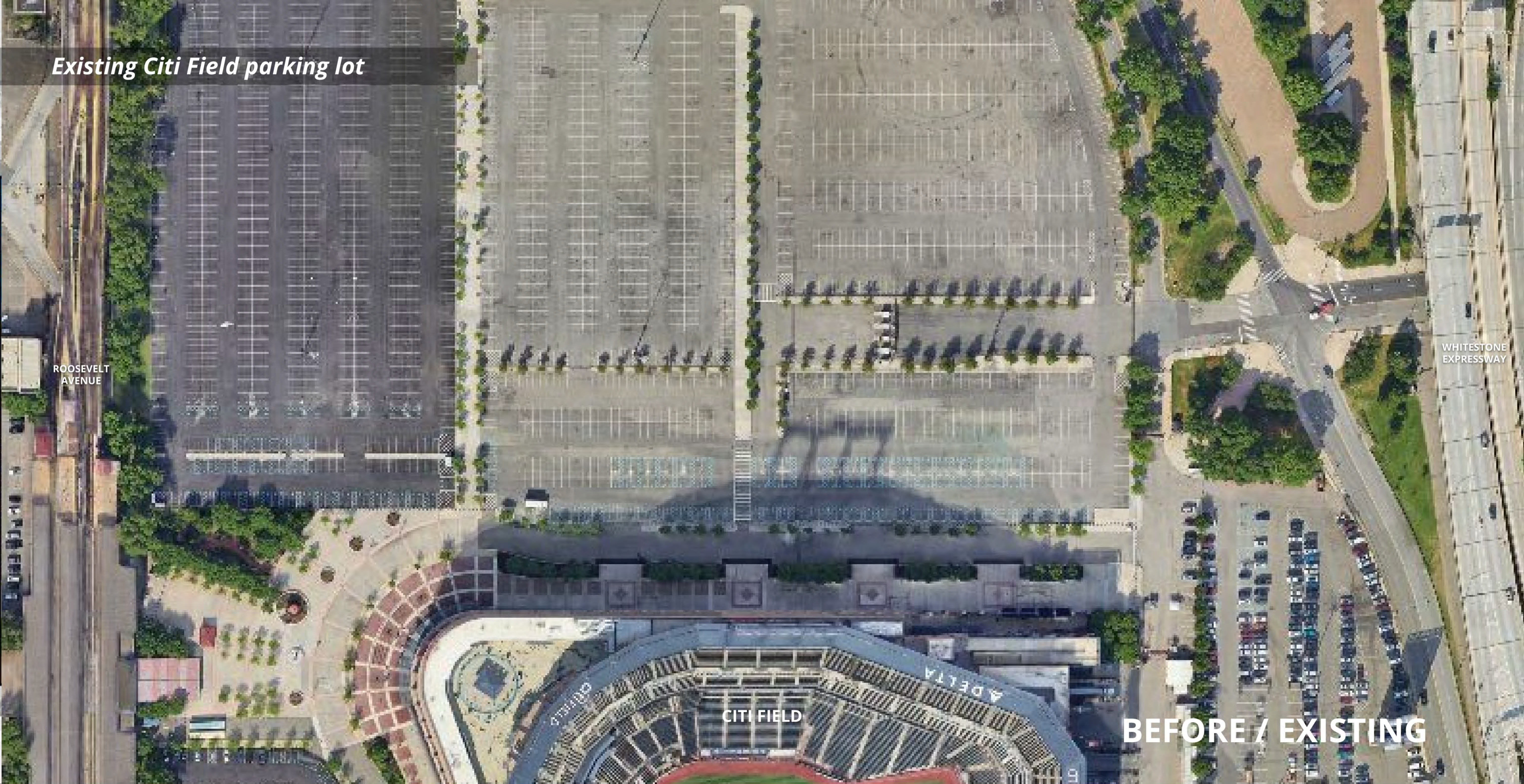


BEFORE / EXISTING

A new outdoor terrace next to the MTA Subway Station offers outdoor dining and gathering en route to Willets Point

Local food hall and community space

PROPOSED



Existing Citi Field parking lot

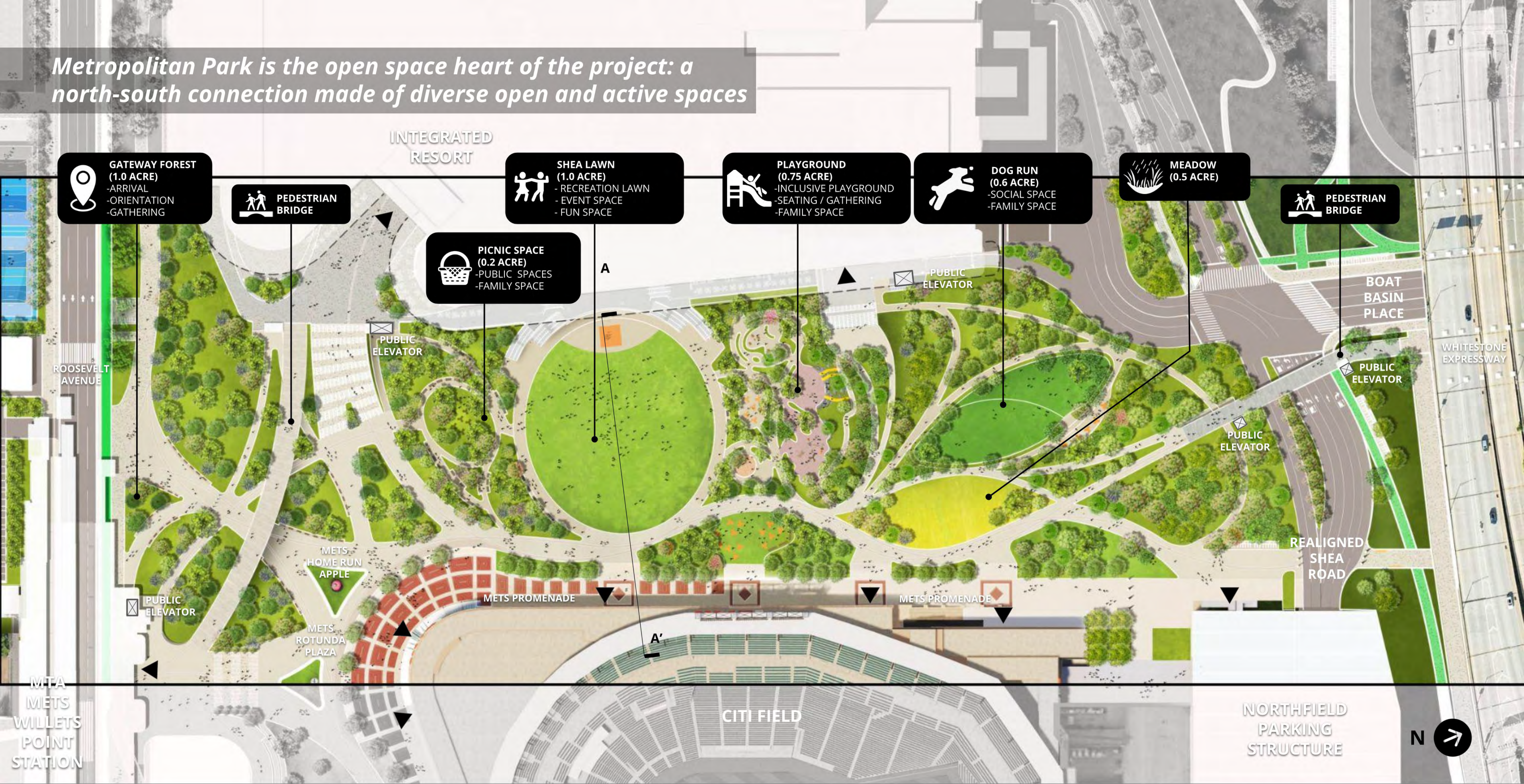
ROOSEVELT AVENUE

WHITESTONE EXPRESSWAY

CITI FIELD

BEFORE / EXISTING

Metropolitan Park is the open space heart of the project: a north-south connection made of diverse open and active spaces



The old Shea Stadium is lore for Mets fans but also featured one of the very first “Stadium Tours”: the Beatles performed on Shea Stadium’s second base in August 1965.



Location of 1964 Beatles performance at Shea Stadium



The old Shea Stadium foundations form an embrace around the new event lawn area;

Shea Stadium Foundations

Location of 1964 Beatles performance at Shea Stadium

Proposed Lawn is the same size as other destination park lawns

HUNTERS POINT SOUTH (1 acre)

BRYANT PARK (1 acre)



Existing Citi Field parking lot



BEFORE / EXISTING

The site is transformed with a new expansive open lawn for flexible active uses and event spaces



AFTER / PROPOSED



BEFORE / EXISTING

The site is transformed with a new expansive park featuring lush and diverse open spaces

Spaces for gathering and play

Accessible paths for strolling and walking

Native / Adapted gardens

AFTER / PROPOSED

The new building is situated to create a sense of arrival and exchange with the open space, and frames the Roosevelt Avenue entry to Metropolitan Park



Roosevelt Avenue, north + west side, existing



BEFORE / EXISTING

Roosevelt Avenue is newly conceived with bike lanes, wider sidewalks, planting, and active open spaces

Preserved Mature trees

Separated pedestrian walkways

Bike Parking

New, protected/ separated East/West Bike Lanes

New plantings and recreation spaces

AFTER / PROPOSED

Roosevelt Avenue, north + west side, existing



BEFORE / EXISTING

Roosevelt Avenue is conceived as a new park-like environment, with new planting, new sidewalks, new bike facilities, seating, and preserved mature trees.

Preserved Mature trees

New, protected East/West Bike Lanes

New plantings and seating

AFTER / PROPOSED

Roosevelt Avenue, south + east side, existing



BEFORE / EXISTING

Roosevelt Avenue is newly conceived with bike lanes, wider sidewalks, planting, and active open spaces



AFTER / PROPOSED

Southfield Parking Lot, existing



BEFORE / EXISTING

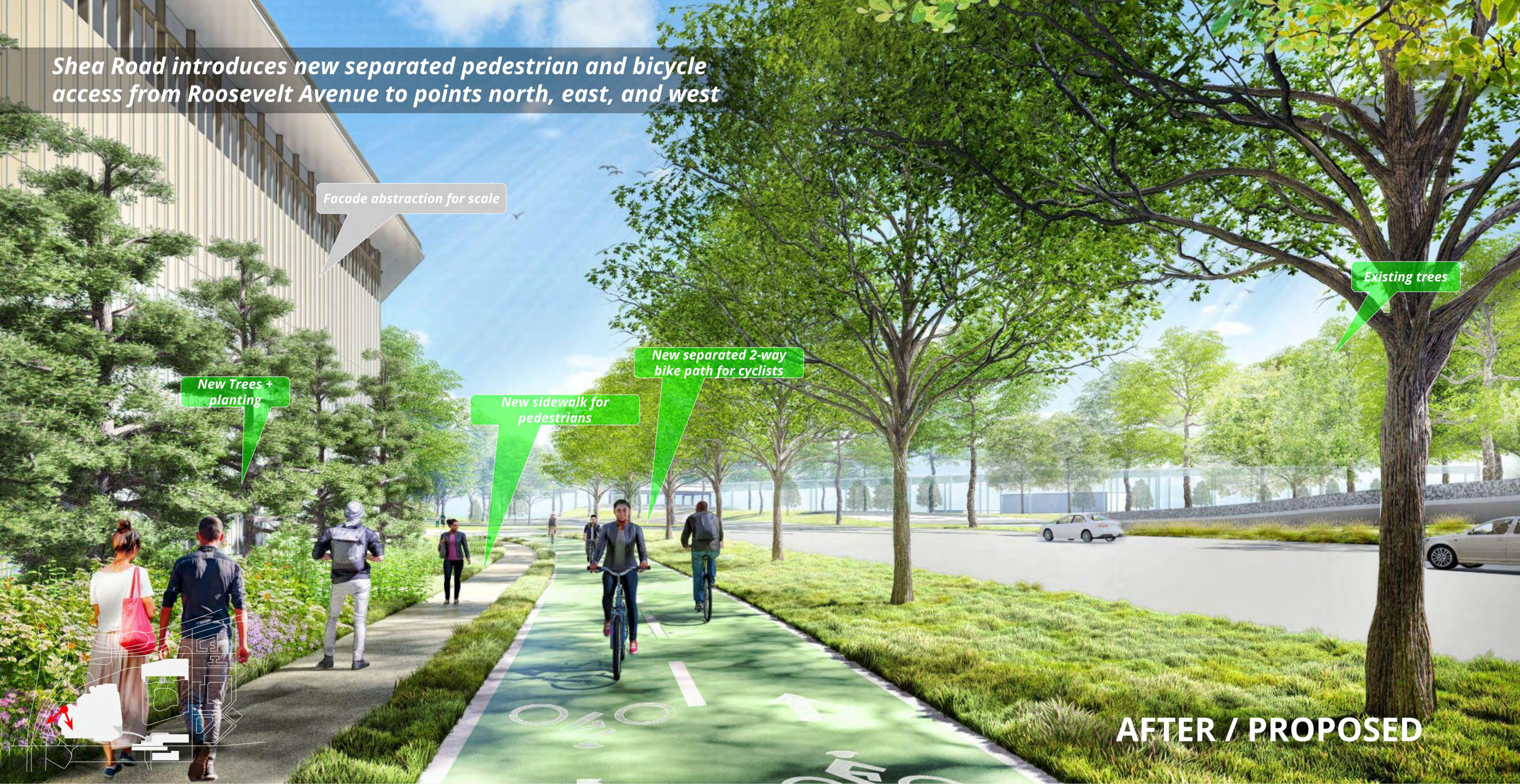
Southfield Park replaces a surface parking lot with play and active recreation space: exact program provision to be determined in consultation with NYC DPR





BEFORE / EXISTING

Shea Road introduces new separated pedestrian and bicycle access from Roosevelt Avenue to points north, east, and west



AFTER / PROPOSED

Northfield Parking Structure as viewed from Seaver Way and Shea Road



Northfield Parking Structure as viewed from within Metropolitan Park



New building and new bike/pedestrian bridge to 34th Avenue as viewed from Pork Chop Hill



New Bike/Pedestrian Bridge to 34th Avenue



APPENDIX

01	OVERVIEW AND MASTERPLAN
02	PUBLIC REALM IMPROVEMENTS
03	NORTHFIELD
04	SITE SECTIONS

APPENDIX

01 OVERVIEW AND MASTERPLAN

The site is predominantly parking, with no significant ecology or identity

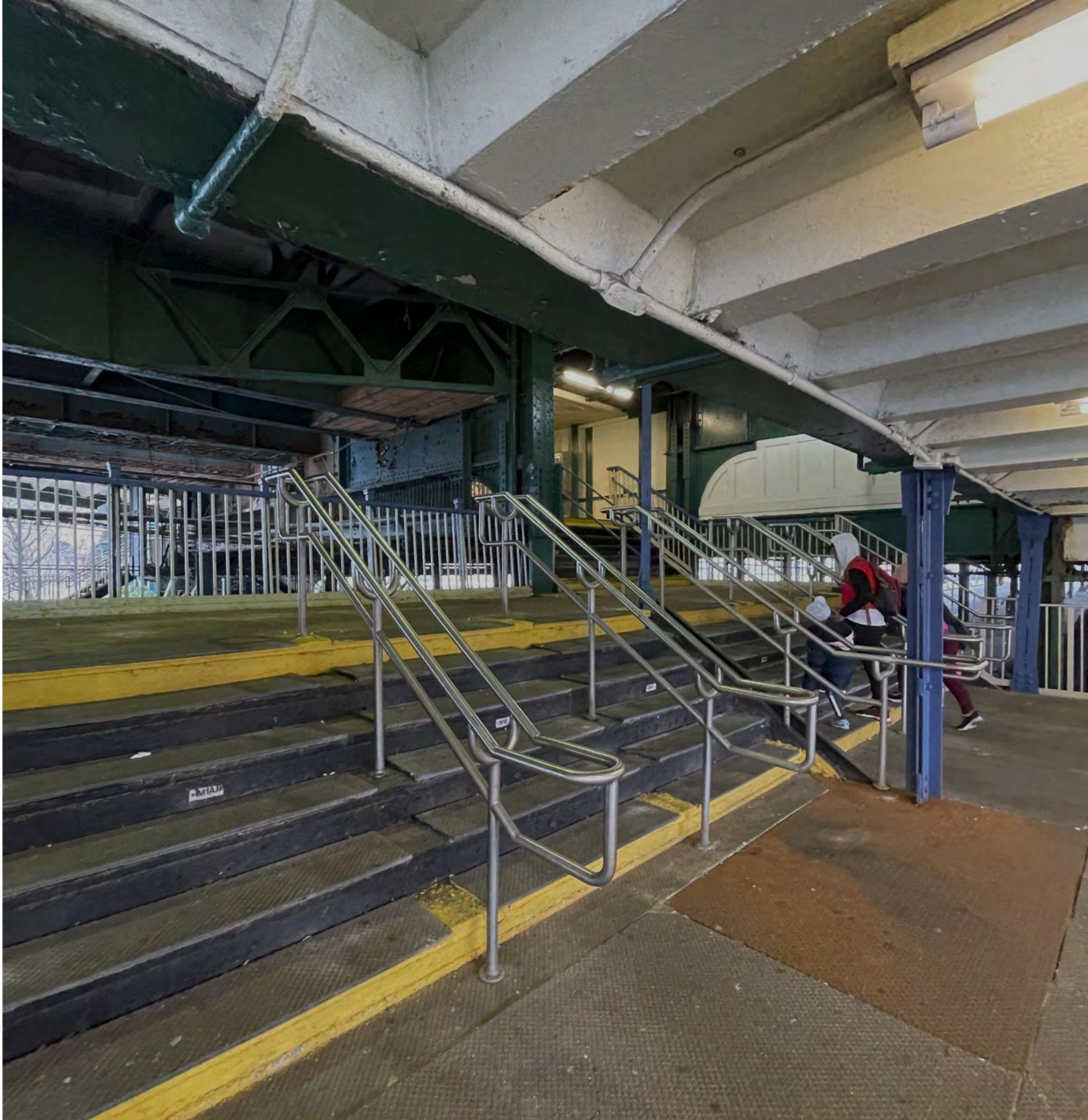
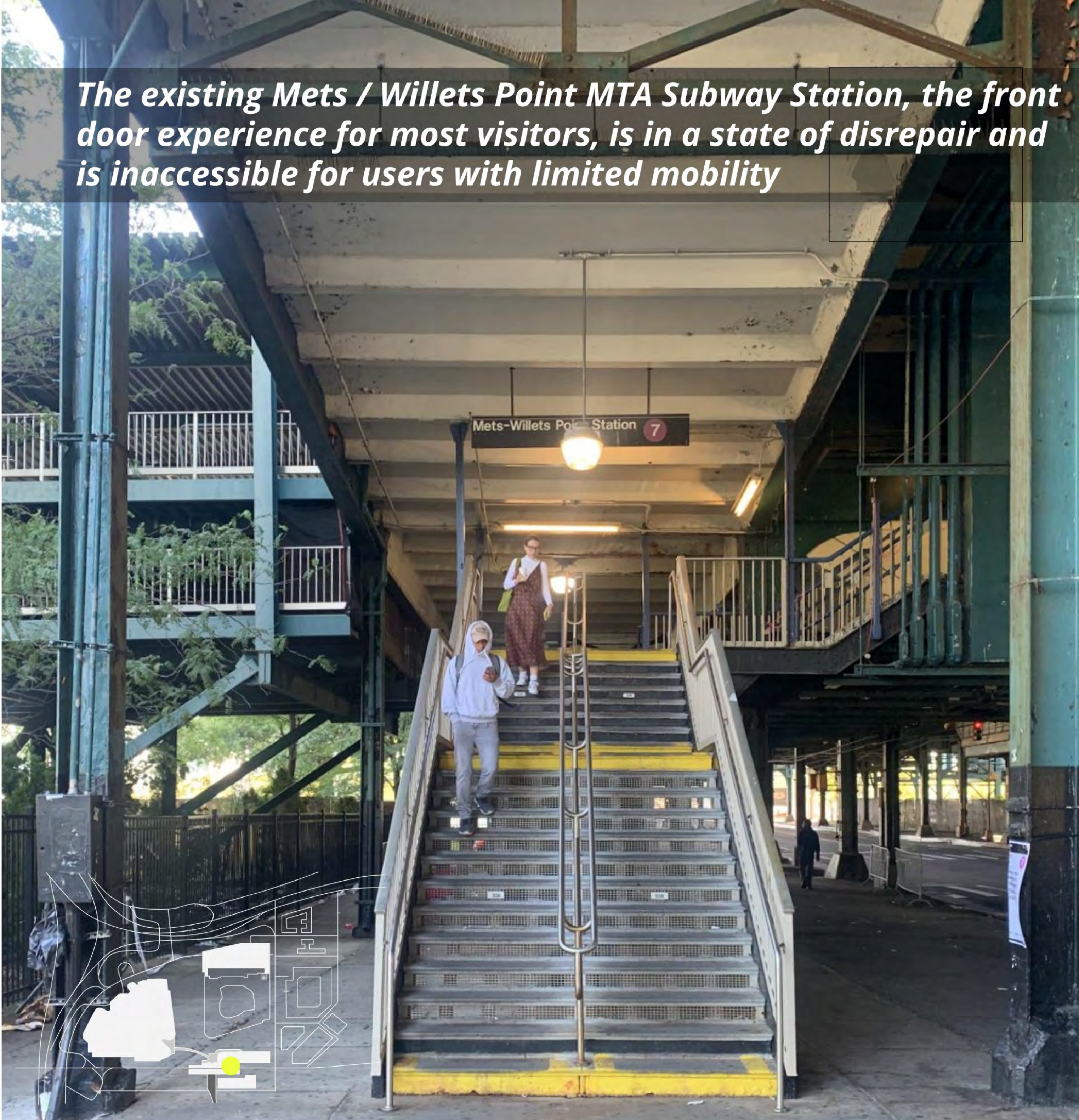


- + 2.4 million residents of Queens County,
- + Millions of die-hard Mets baseball fans,
- + Future NYCFC soccer fans,
- + More than 1 million US Open visitors,
- + New residents of Willets Point, and
- + Over 22 million passengers flying into LGA (just 3 miles away)...

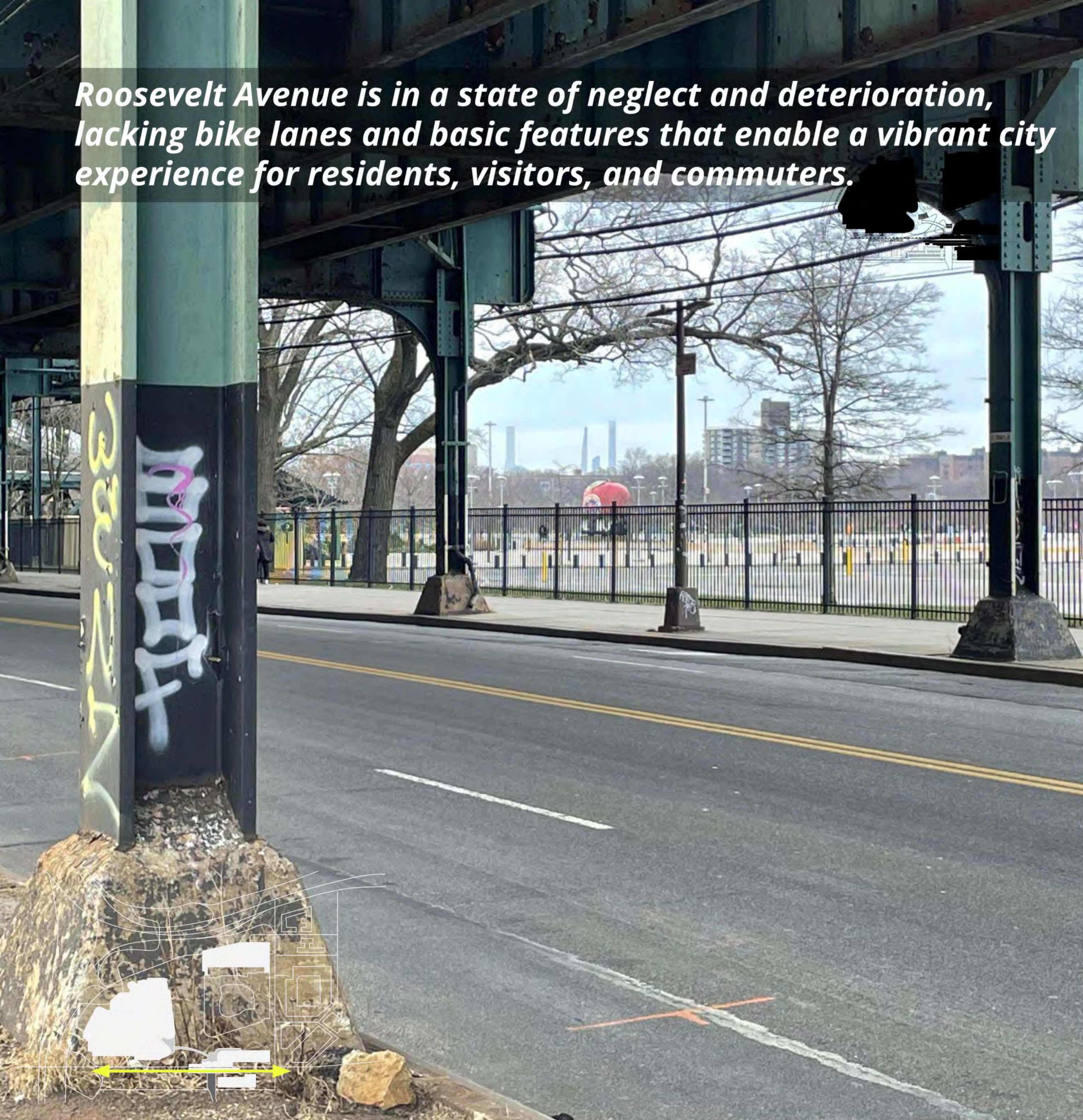
...are looking for more here.



The existing Mets / Willets Point MTA Subway Station, the front door experience for most visitors, is in a state of disrepair and is inaccessible for users with limited mobility



Roosevelt Avenue is in a state of neglect and deterioration, lacking bike lanes and basic features that enable a vibrant city experience for residents, visitors, and commuters.



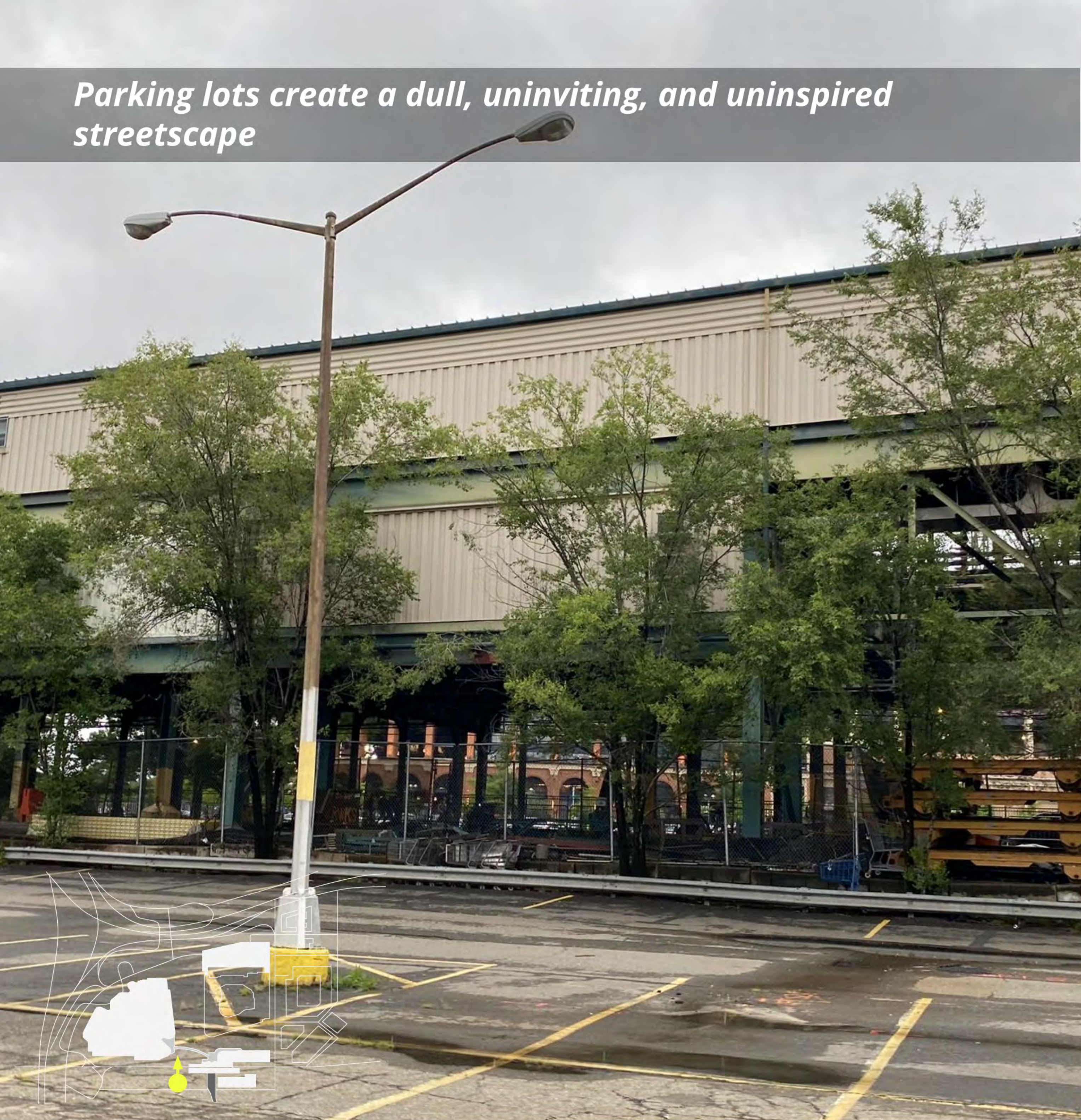
Surface parking dominates the site limiting urban connections and public usage



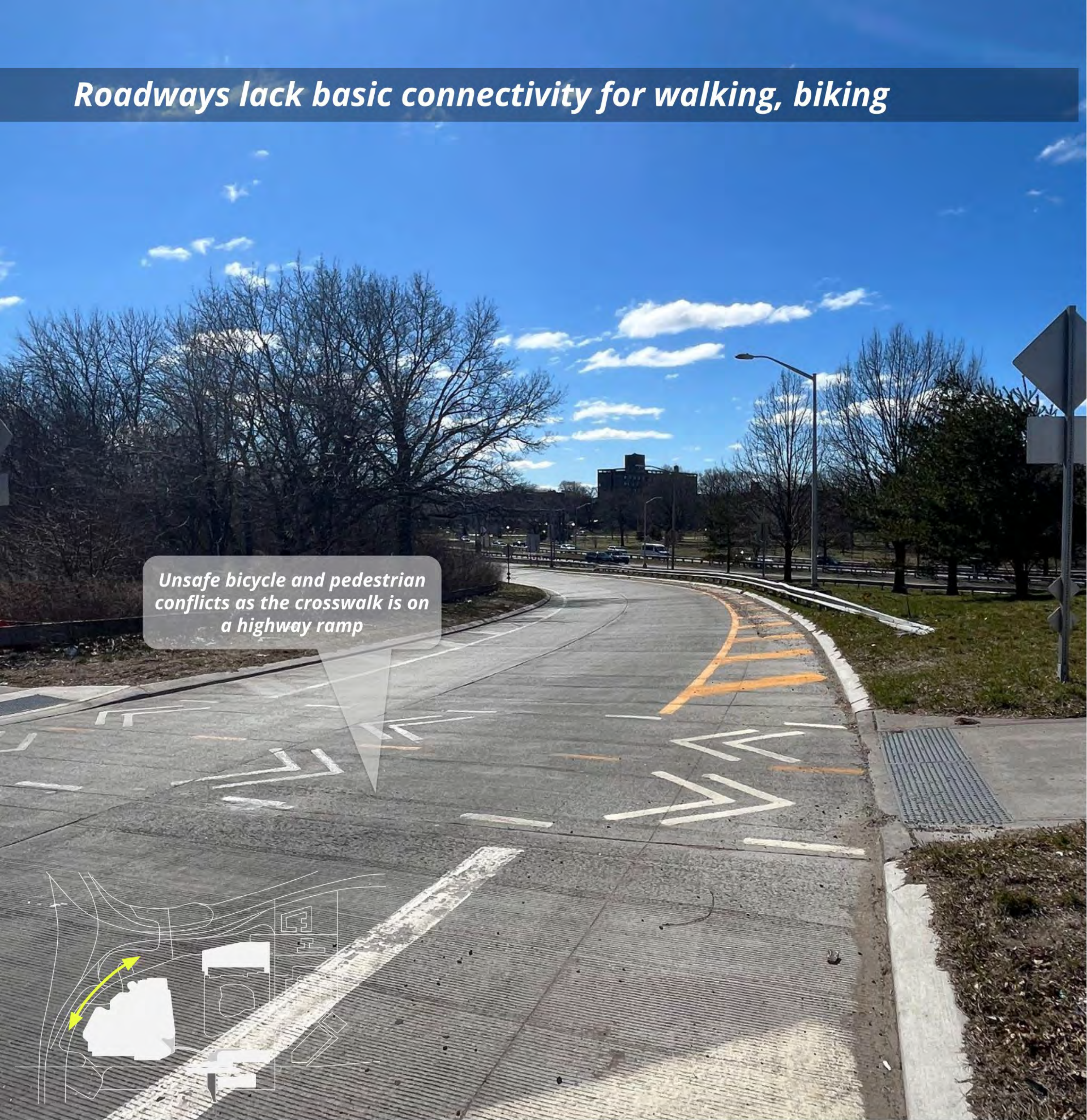
Limited connection to desired connection to marina/waterfront



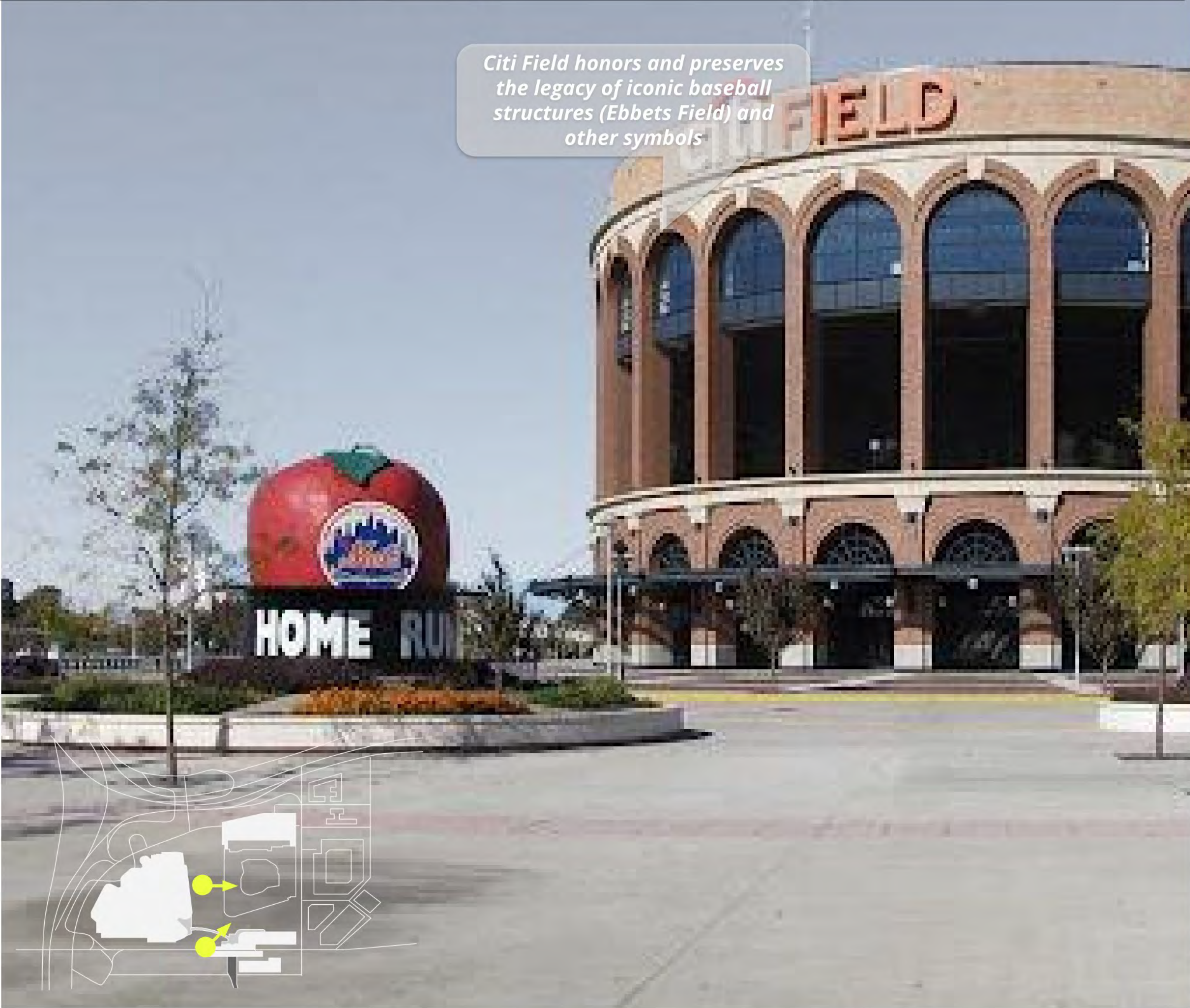
Parking lots create a dull, uninviting, and uninspired streetscape



Roadways lack basic connectivity for walking, biking



The site holds a rich history in sports and music entertainment...amid a parking lot. These stories and lineage deserve a better setting



Citi Field honors and preserves the legacy of iconic baseball structures (Ebbets Field) and other symbols



Shea Stadium is memorialized for older and future generation Mets fans

LGA

Metropolitan Park sits within a milieu of complementary uses and cultural institutions as well as many forms of access

EAST
ELMHURST

FLUSHING
BAY

COLLEGE
POINT

LINDEN HILL

NORTH CORONA

7

JACKSON HEIGHTS

WILLETS
POINT

NYCFC STADIUM

CITI FIELD

7

DOWNTOWN
FLUSHING

CORONA

US OPEN
TENNIS
CENTER

QUEENS
MUSEUM

QUEENS
THEATER

FLUSHING MEADOWS
CORONA PARK

ELMHURST

EAST
FLUSHING



Metropolitan Park is surrounded by some of Queens' most vibrant and dynamic communities...



CORONA



FLUSHING



ELMHURST

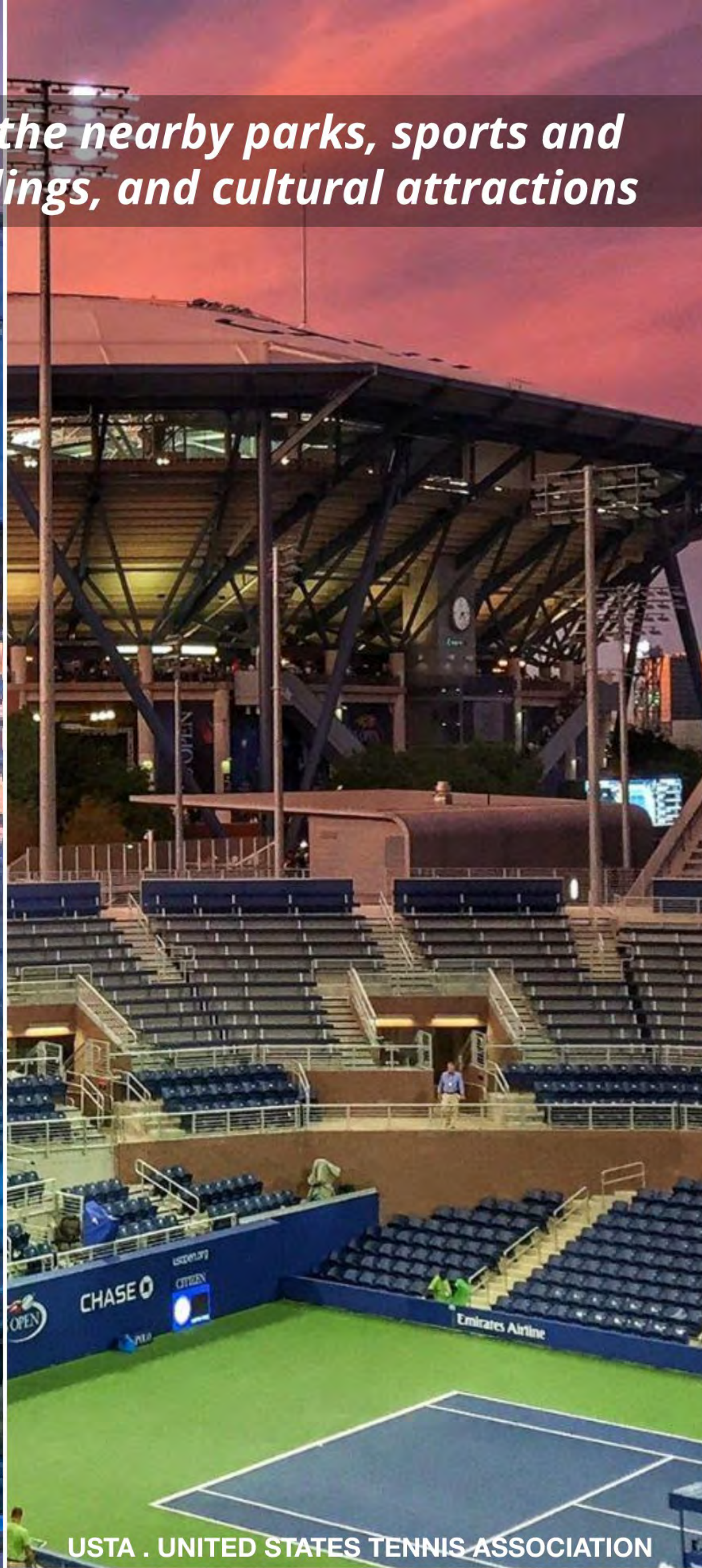


WILLETS POINT

...and will join and complement the nearby parks, sports and entertainment uses, iconic buildings, and cultural attractions



UNISPHERE . FLUSHING MEADOW CORONA PARK



USTA . UNITED STATES TENNIS ASSOCIATION



CITI FIELD

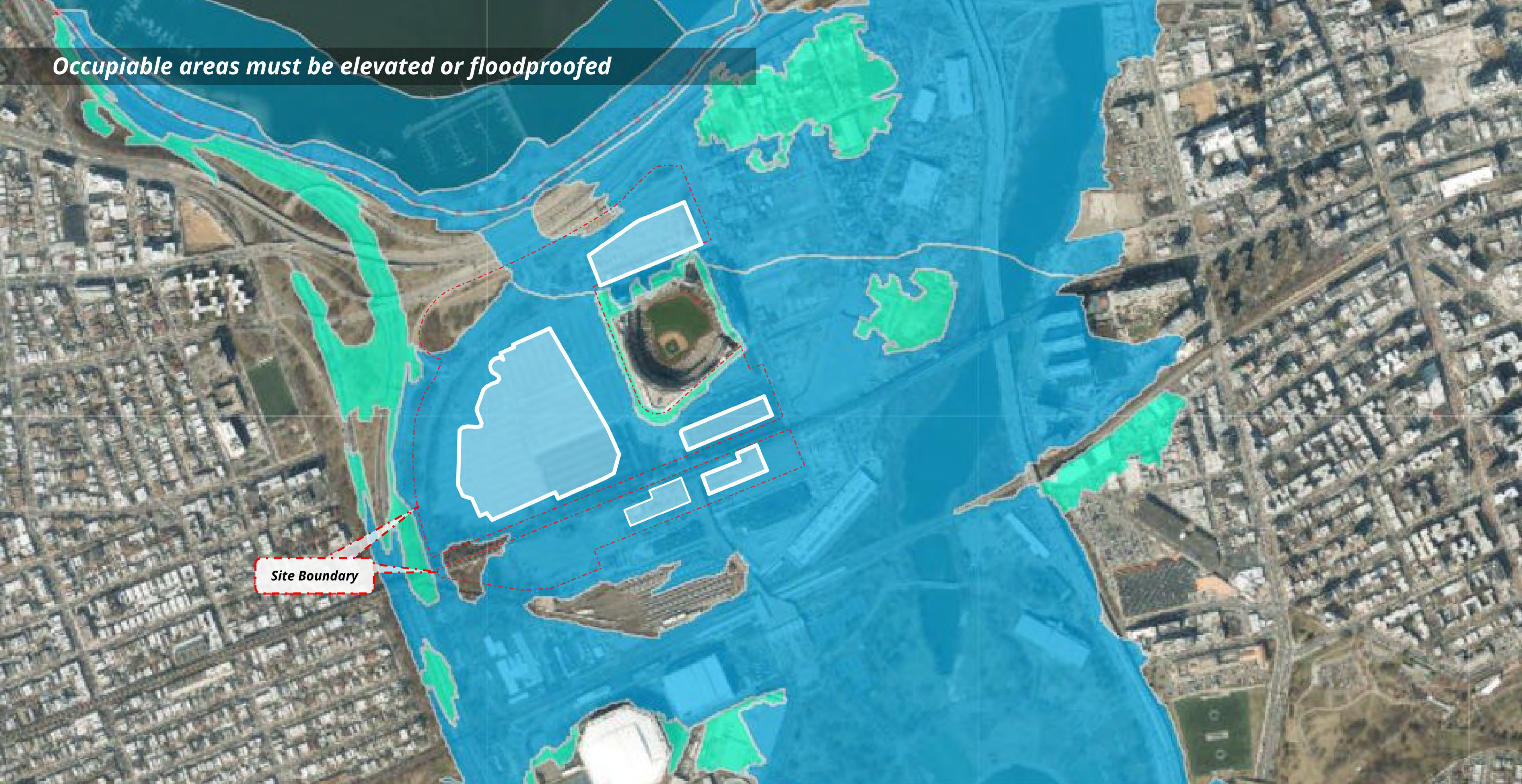


NYFC STADIUM

METROPOLITAN PARK

PLANNING PRINCIPLES

Occupiable areas must be elevated or floodproofed



Site Boundary

A challenge also faced by Willets Point, across Seaver Way



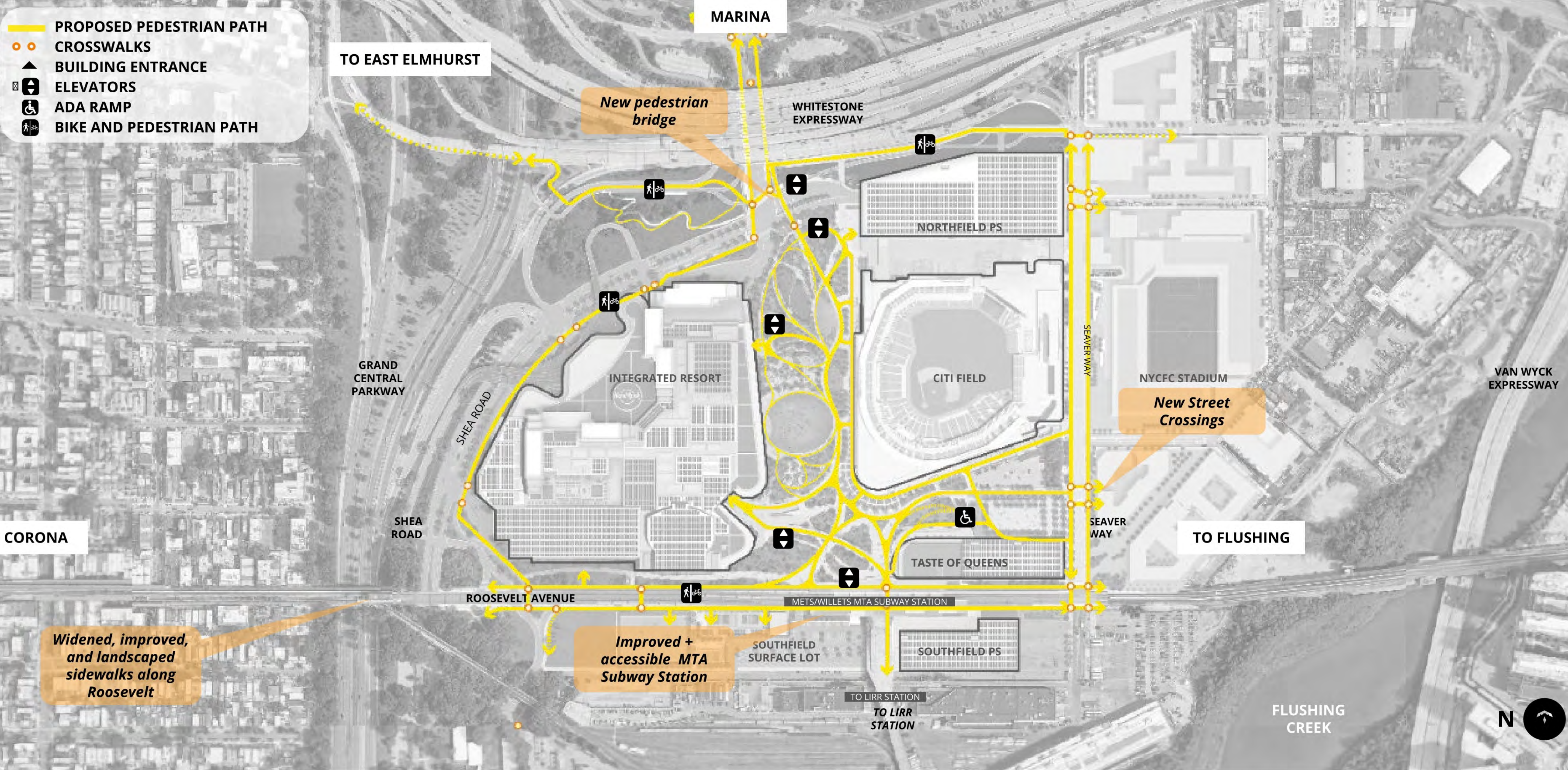
Site Boundary

Willets Point Development

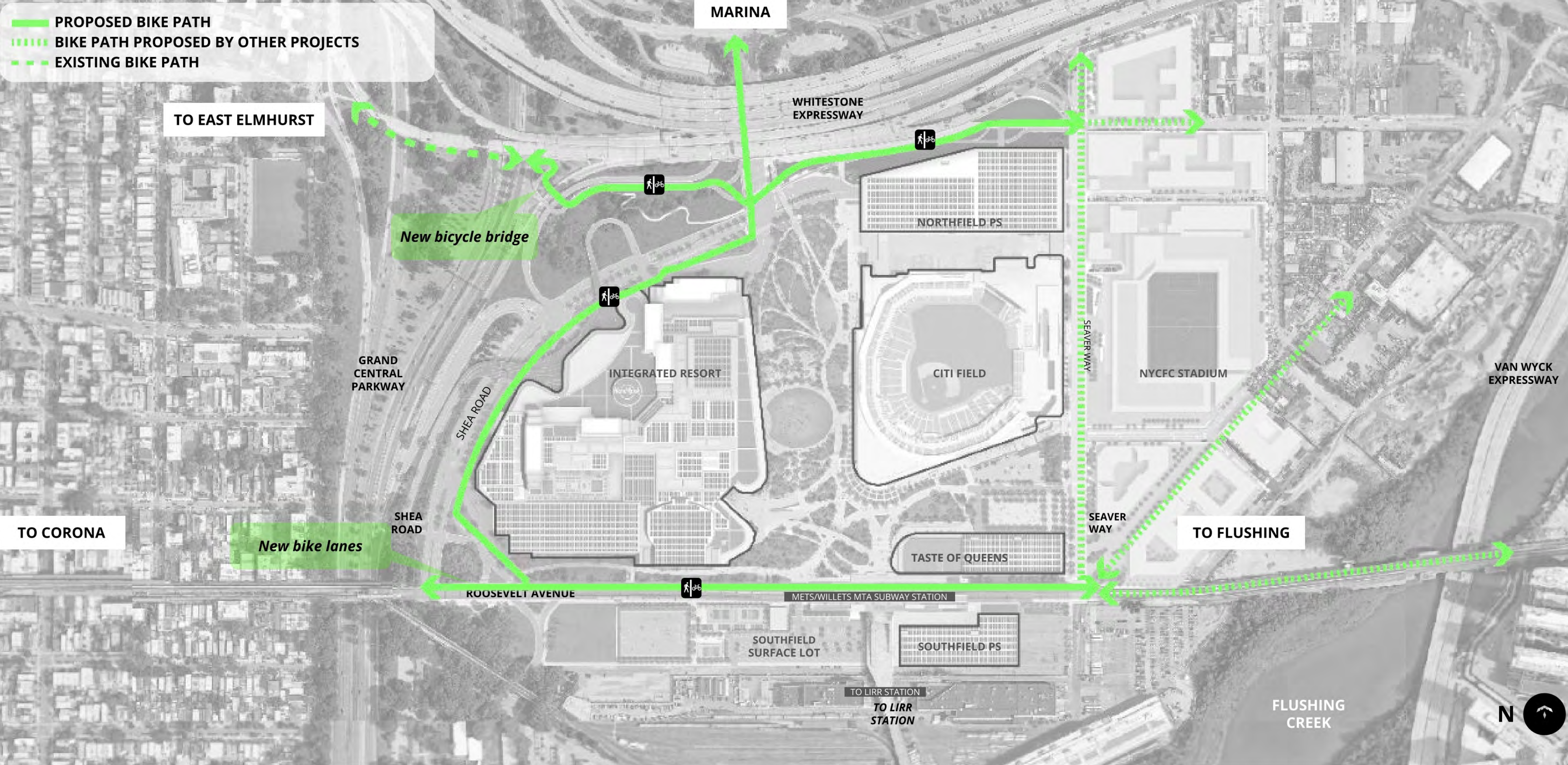
Metropolitan Park draws inspiration from the iconic forms of New York City and shapes of the 1939 and 1964 World's Fair, blending historical ambition with contemporary design



The site design prioritizes pedestrians, with an expansive circulation network and improvements to area streetscapes

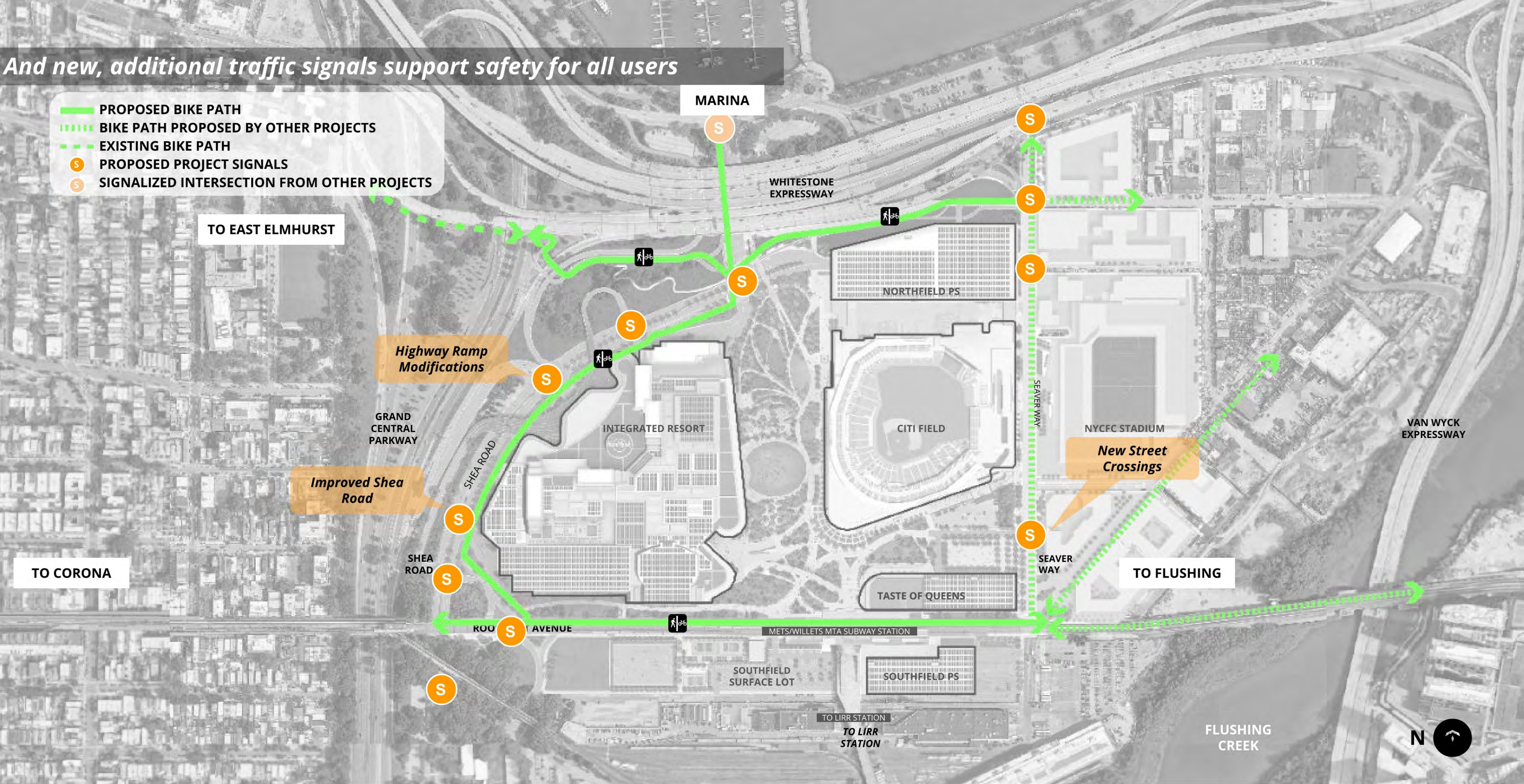


Improved and new bike lanes complements proposed future bike paths in the area

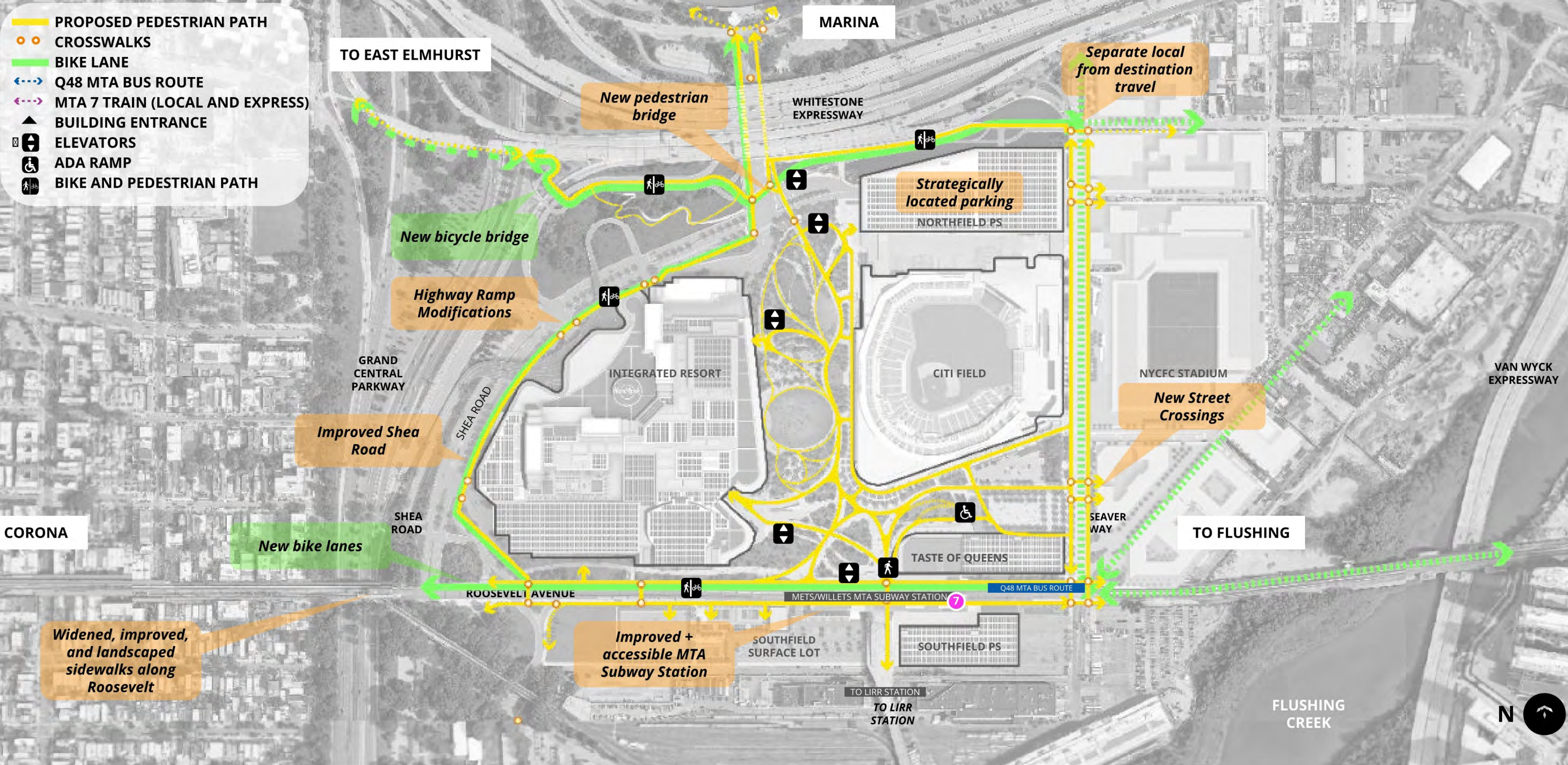


And new, additional traffic signals support safety for all users

- PROPOSED BIKE PATH
- BIKE PATH PROPOSED BY OTHER PROJECTS
- EXISTING BIKE PATH
- PROPOSED PROJECT SIGNALS
- SIGNALIZED INTERSECTION FROM OTHER PROJECTS

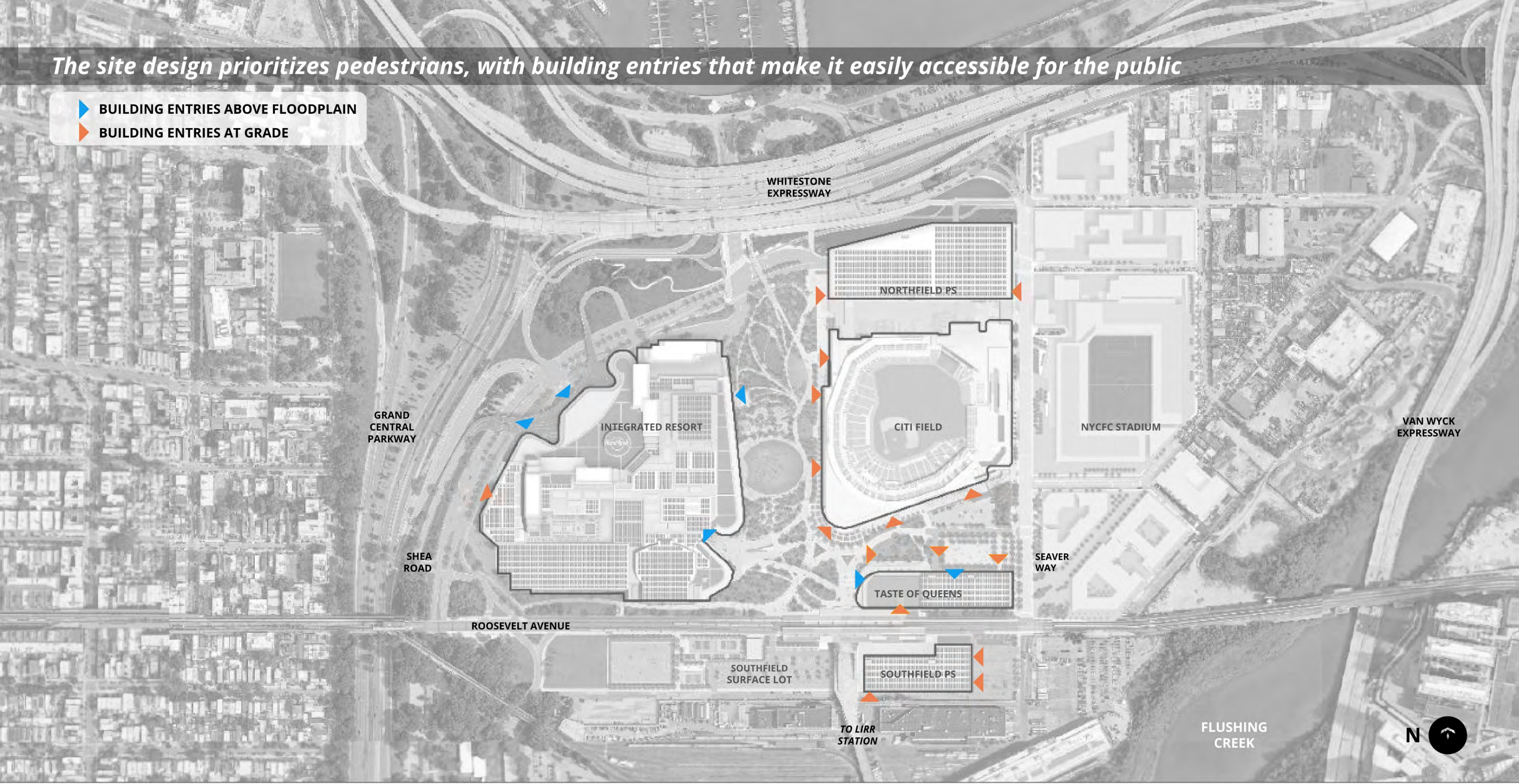


The project creates multiple accessible connections for transit, bicycles, pedestrians and separates local from pedestrian traffic



The site design prioritizes pedestrians, with building entries that make it easily accessible for the public

-  BUILDING ENTRIES ABOVE FLOODPLAIN
-  BUILDING ENTRIES AT GRADE



Existing and proposed parking counts, curb cuts and signalization

▲

CURB CUT LOCATION

○

PROPOSED PROJECT SIGNALS

○

SIGNALIZED INTERSECTION FROM OTHER PROJECTS

EXISTING

7,383

EXISTING LINED SPACES

40

EXISTING BUS SPACES

7,423

TOTAL PARKING SPACES

PROPOSED

8,250

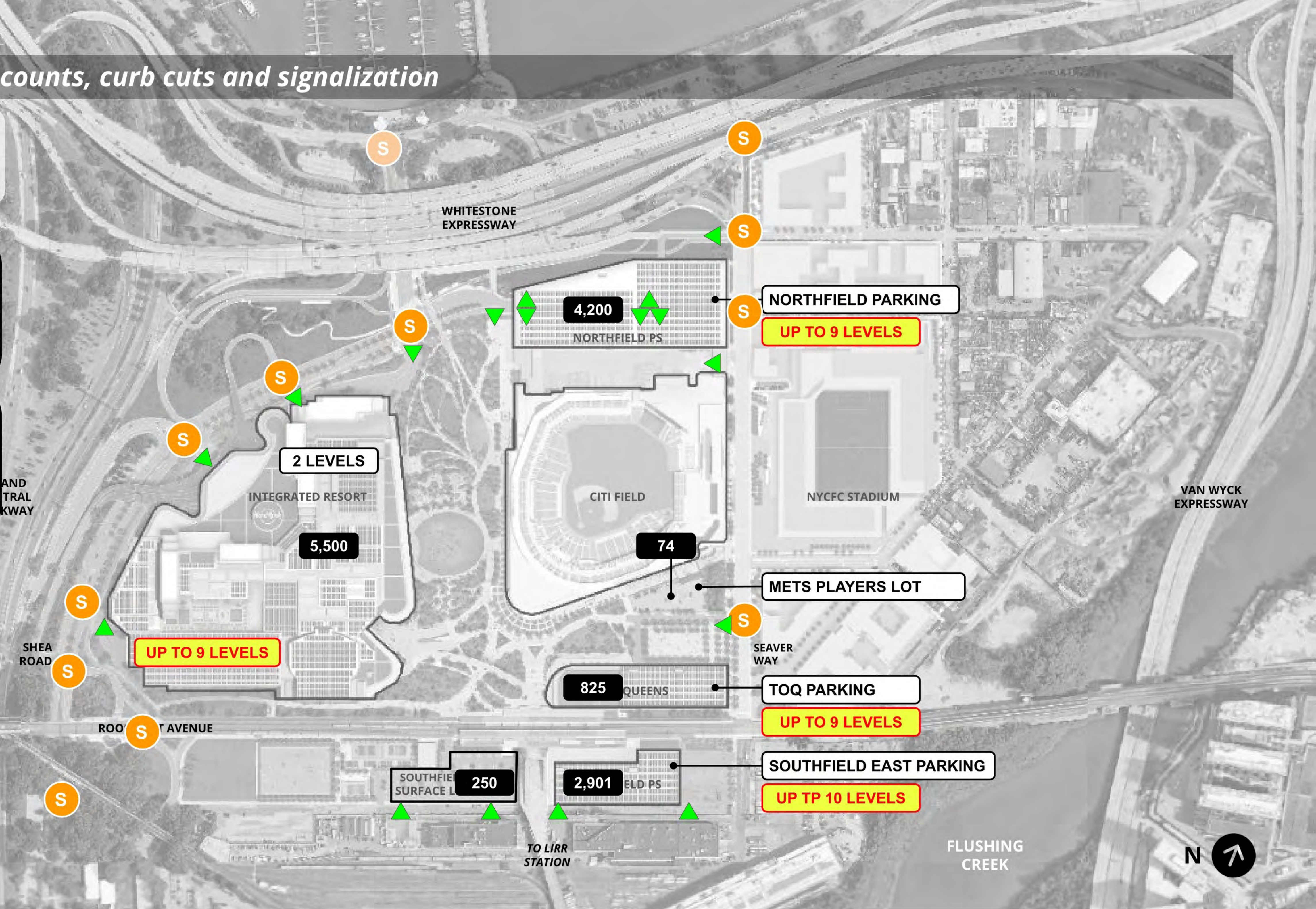
NON IR TOTAL SPACES

5,500

IR TOTAL SPACES

13,750

TOTAL PARKING SPACES



The master plan separates pedestrians from local traffic



APPENDIX

02 PUBLIC REALM IMPROVEMENTS

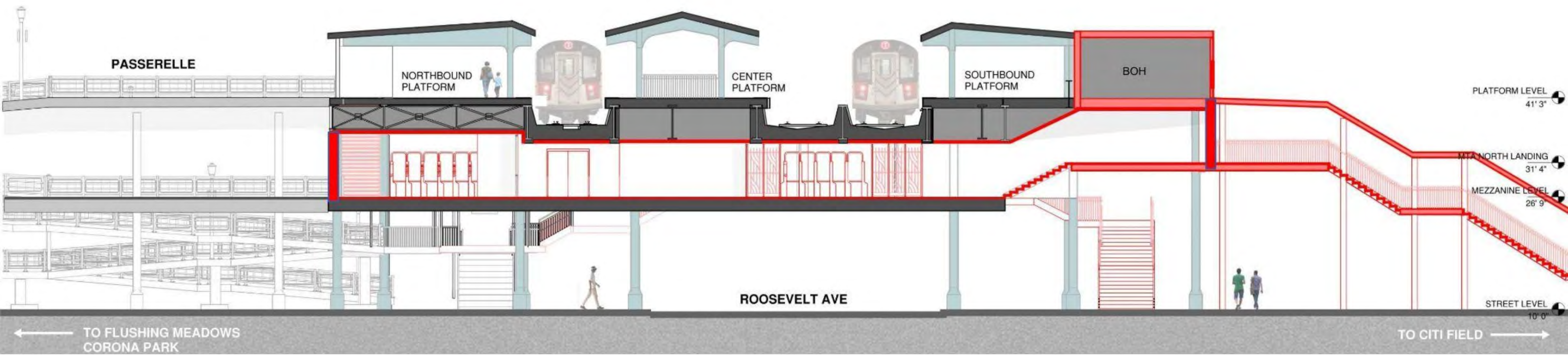
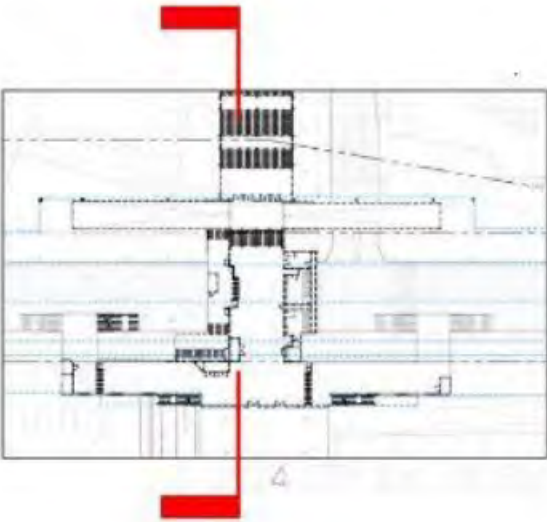
The revamped MTA Subway Station enhances accessibility with clear, direct transit connections and wayfinding to Metropolitan Park, Citi Field and Willets Point

(ROOF REMOVED FOR ILLUSTRATION)
A new, direct and accessible passage from the Passerelle through renovated MTA Subway Station to site.

DEVELOPER'S VISION FOR THE METS-WILLETS POINT MTA 7 STATION

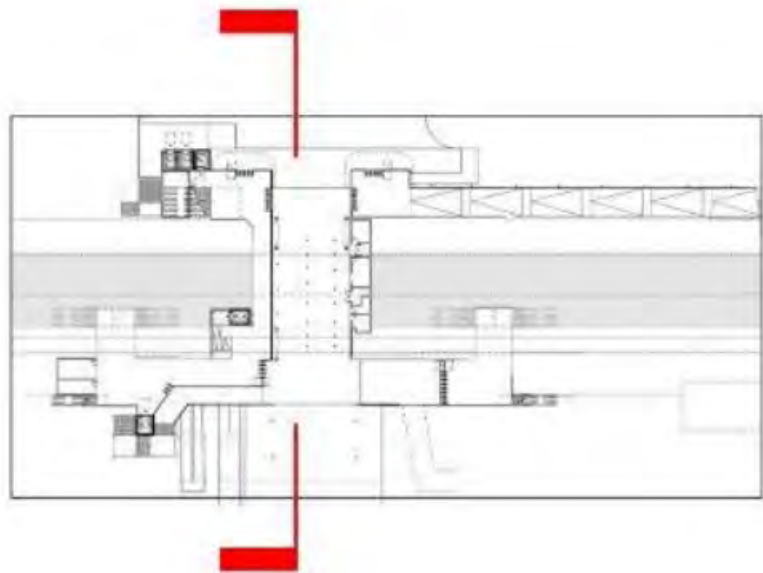
AFTER / PROPOSED

The existing MTA Subway Station Design is not ADA accessible



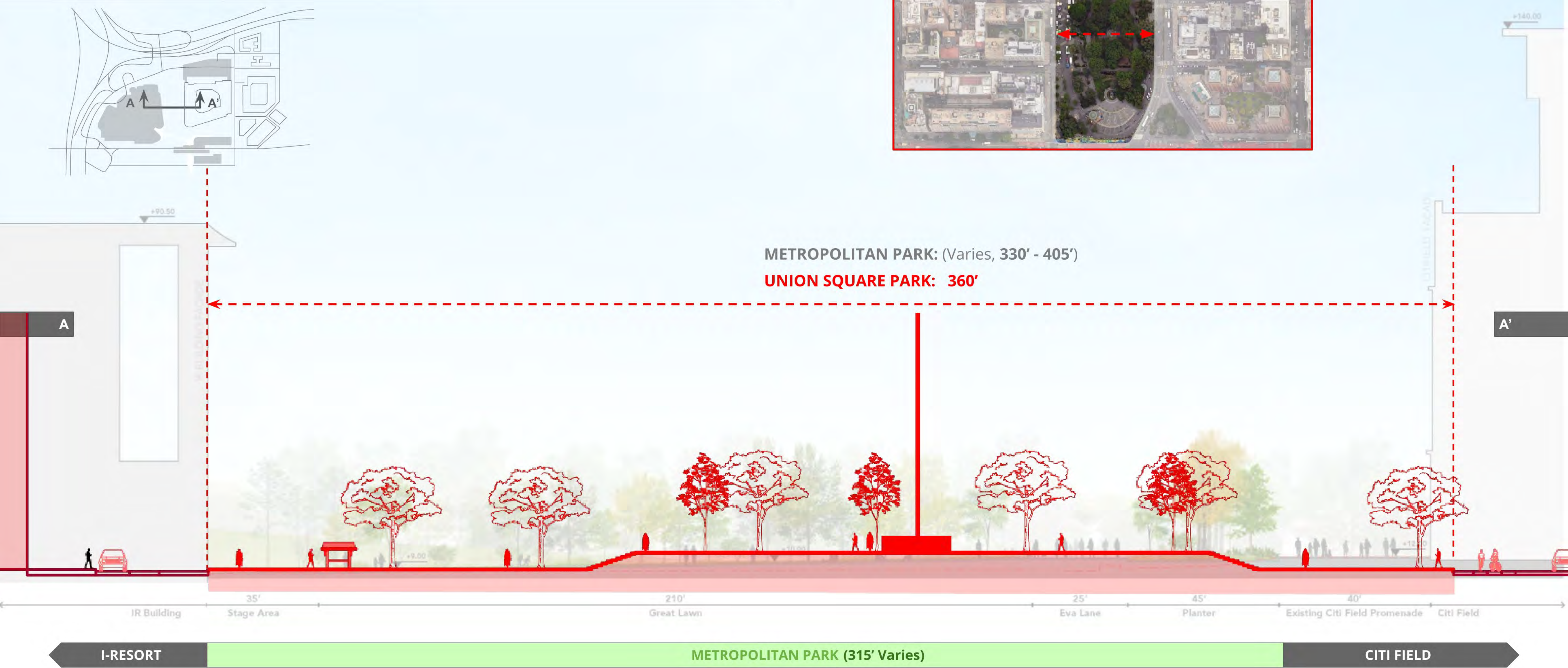
BEFORE

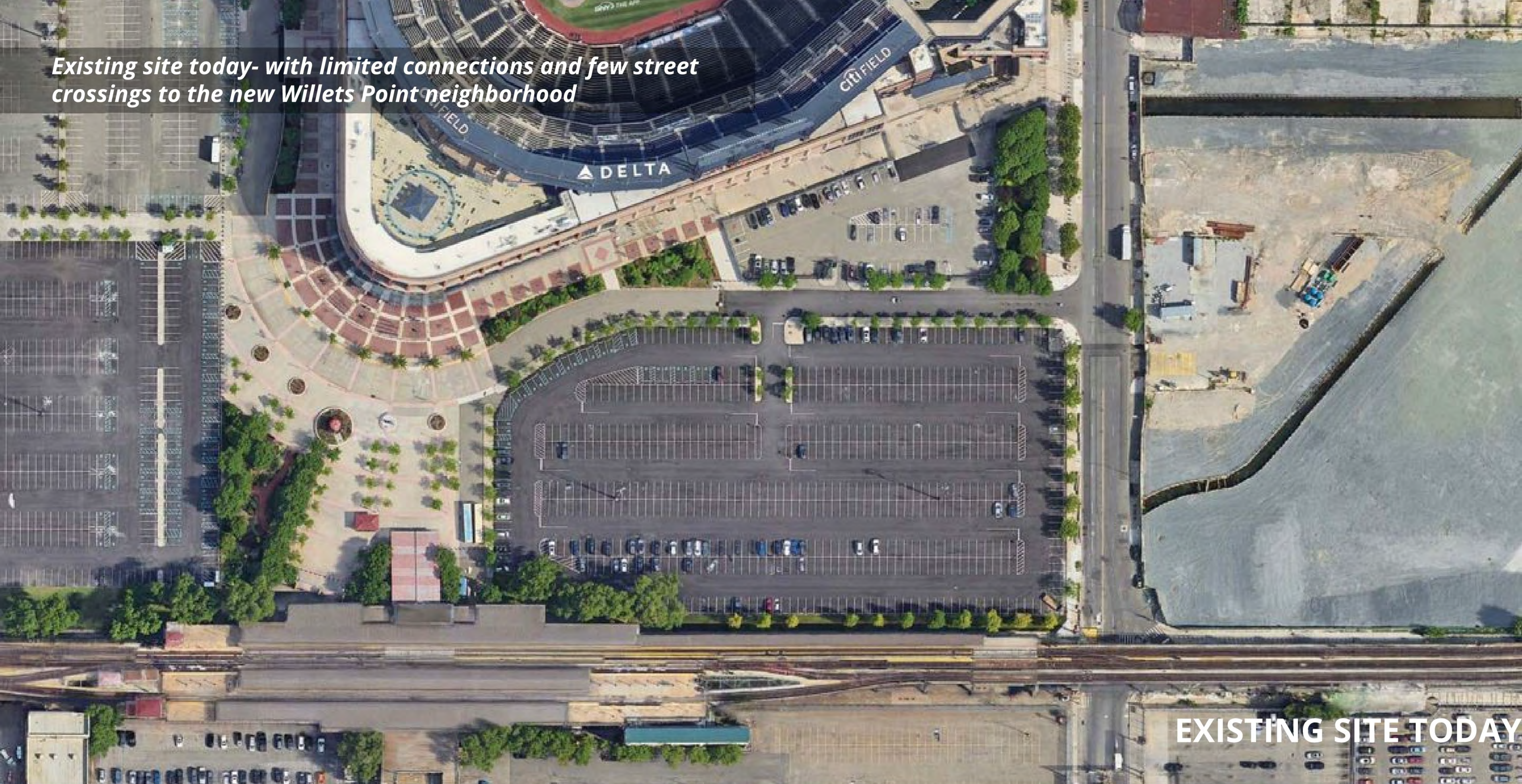
The proposed MTA Subway Station Design will be ADA accessible and become a new arrival gateway to the site



AFTER

Metropolitan Park is wide, shown in comparison to Union Square

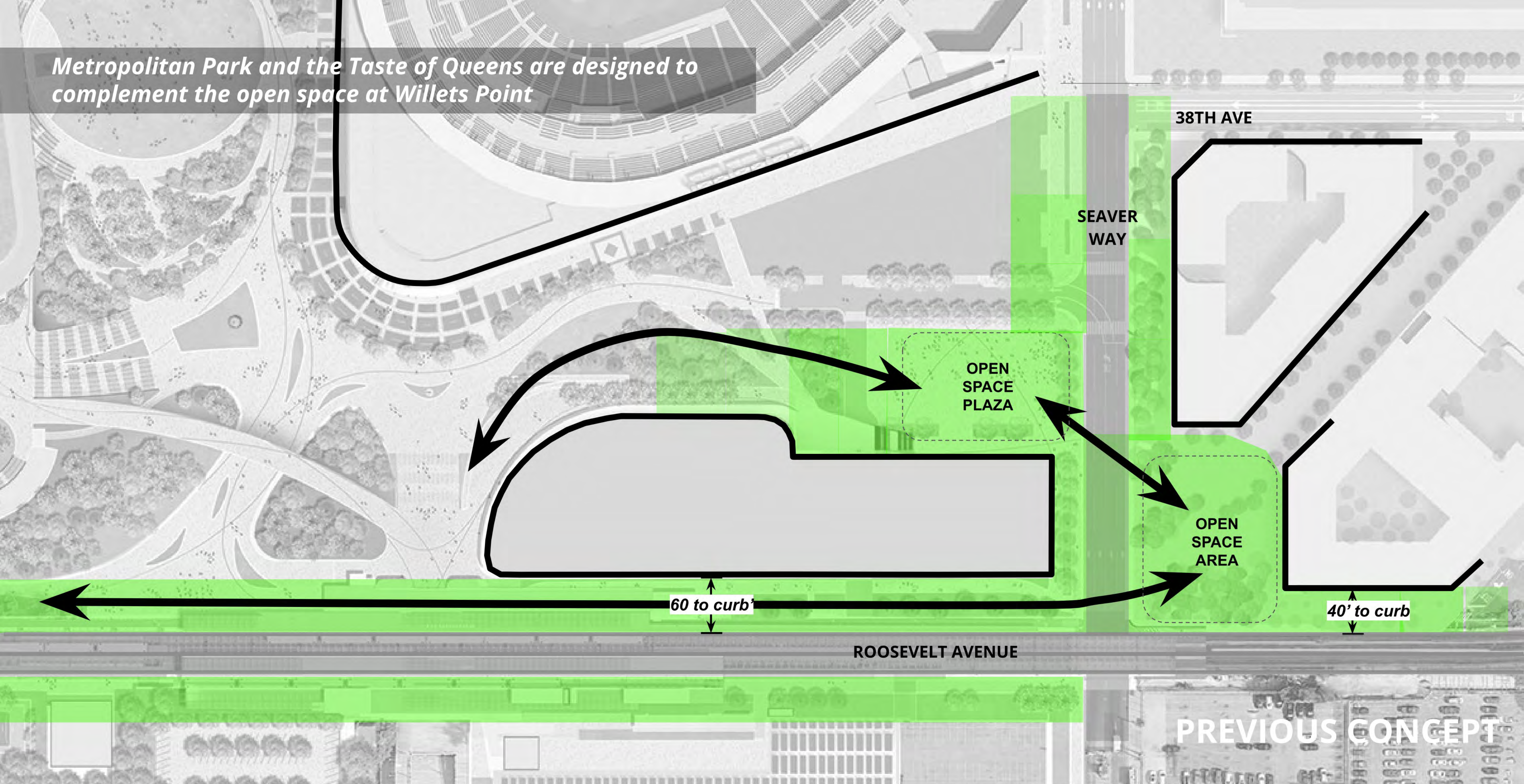




Existing site today- with limited connections and few street crossings to the new Willets Point neighborhood

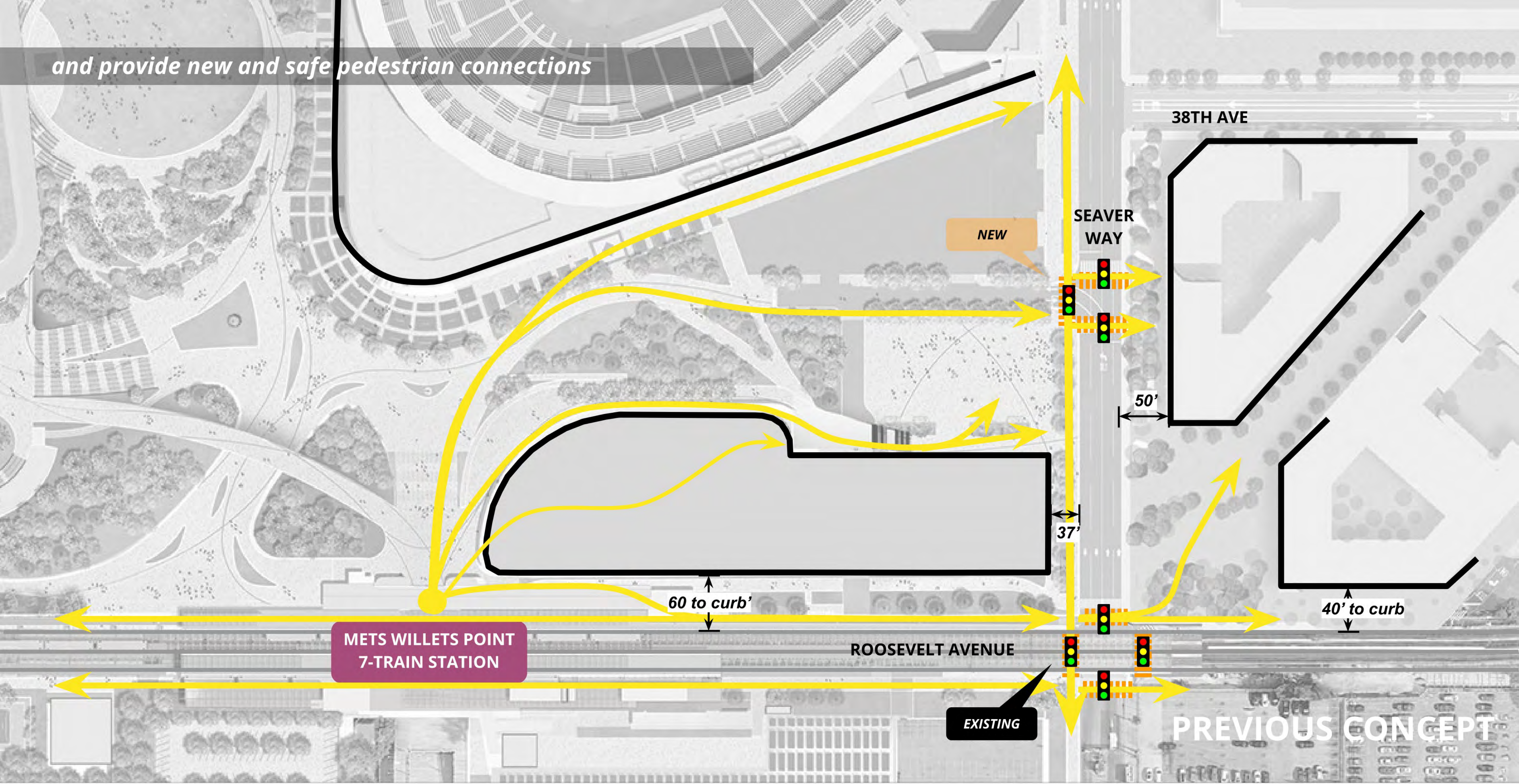
EXISTING SITE TODAY

Metropolitan Park and the Taste of Queens are designed to complement the open space at Willets Point



PREVIOUS CONCEPT

and provide new and safe pedestrian connections



The open space is made up of green and hardscaped areas including a lawn space, gardens, and a ¾-acre hardscaped plaza designed to host a variety of public events and programs, such as farmers markets and community gatherings.

38TH AVE

SEAVER
WAY

PREVIOUS CONCEPT

The Design has evolved to make this area more park-like and green: there are more and larger green spaces, more trees, and less hardscape.

UPDATED
CONCEPT

FLEXIBLE PLAZA
SPACE

ADA RAMPS

~57' from building face to MTA
elevated structure column

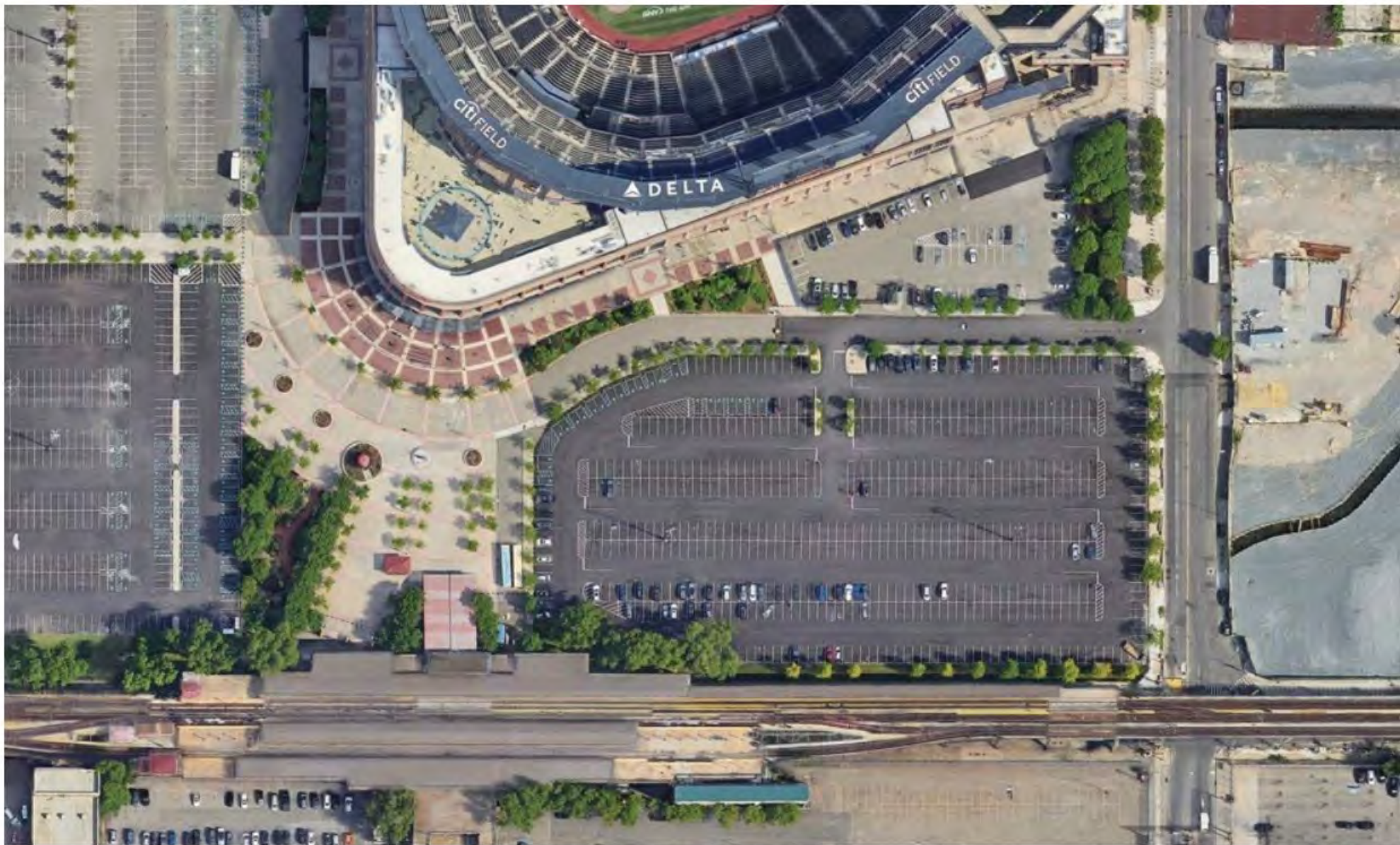
~35' from building face to MTA
elevated structure column

38TH AVE

SEAVER
WAY

REVISED DESIGN

The Design has evolved to make this area more park-like and green: there are more and larger green spaces, more trees, and less hardscape.



EXISTING SITE

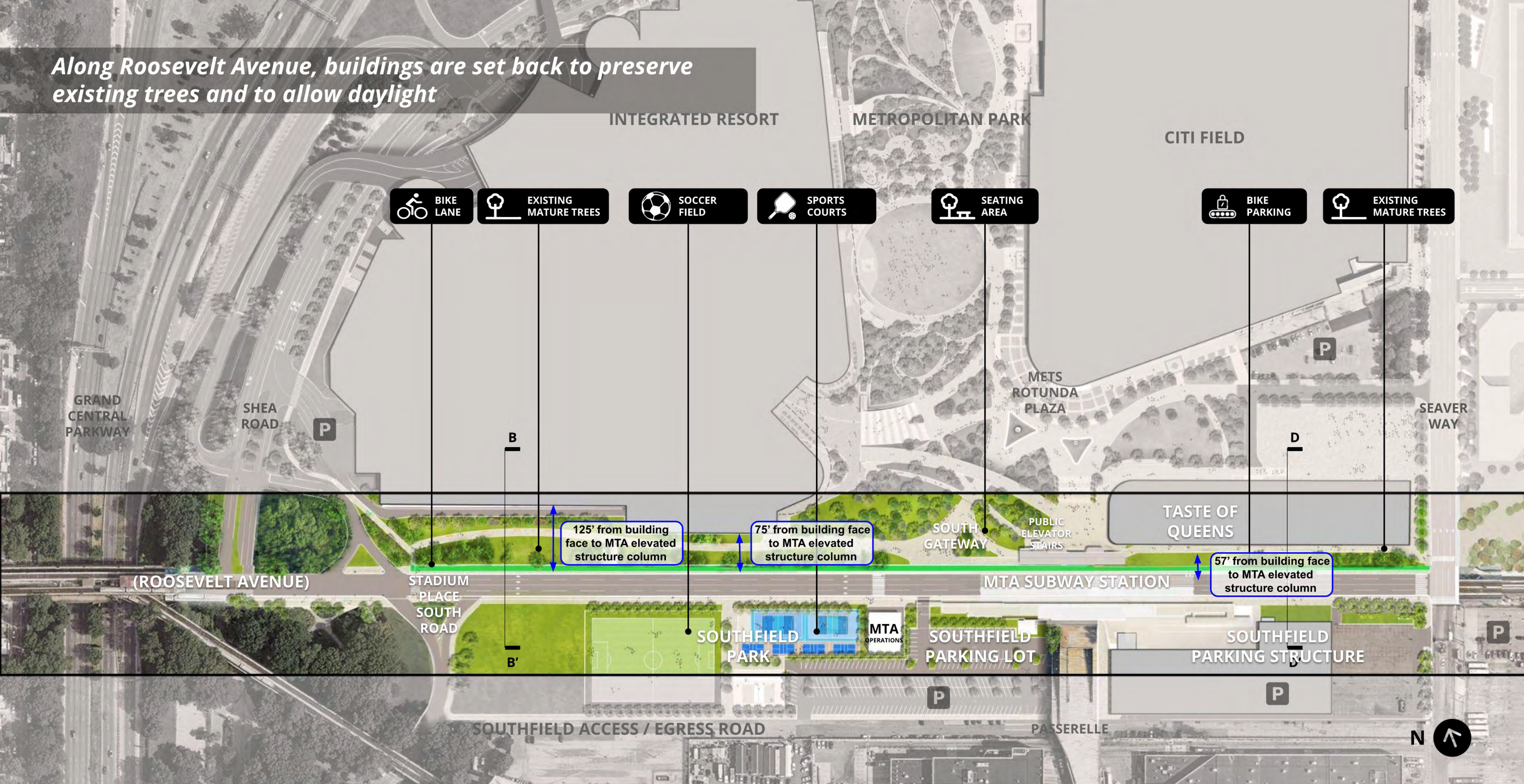


PREVIOUS CONCEPT



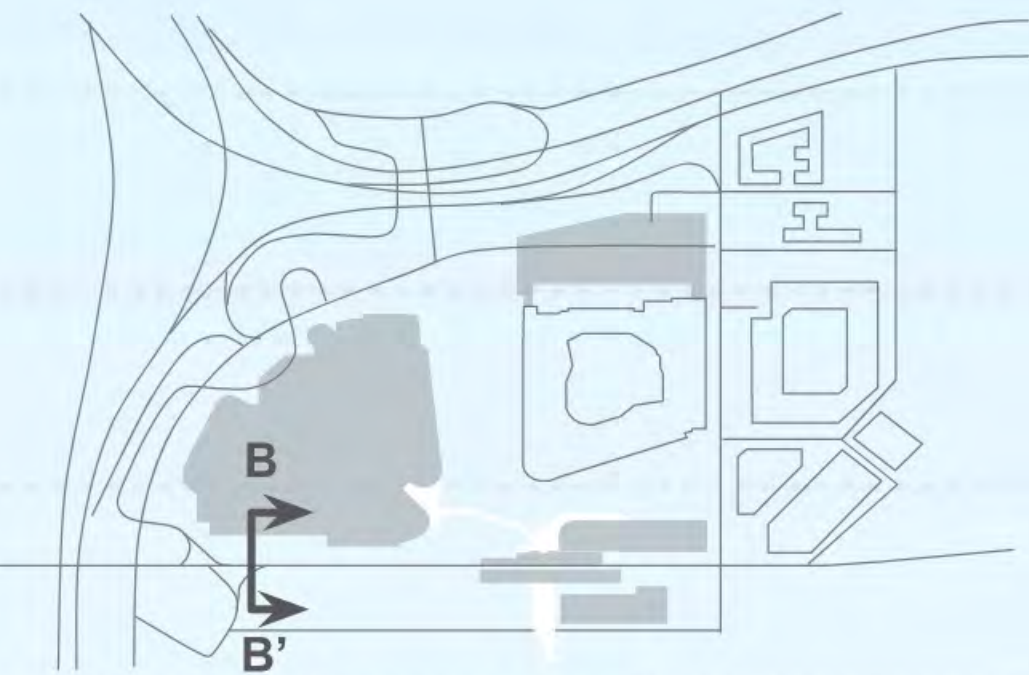
CURRENT CONCEPT

Along Roosevelt Avenue, buildings are set back to preserve existing trees and to allow daylight



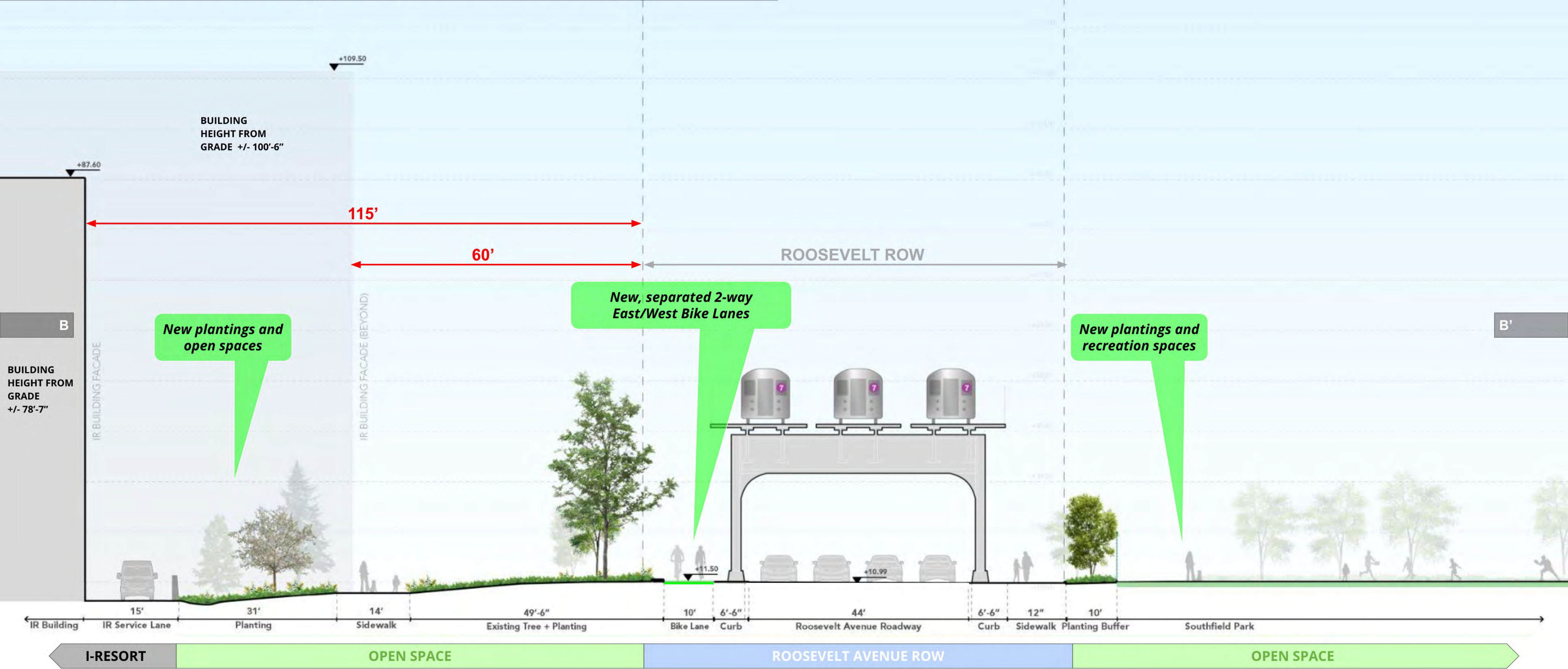
Roosevelt Avenue today is flanked with parking lots

BEFORE / EXISTING

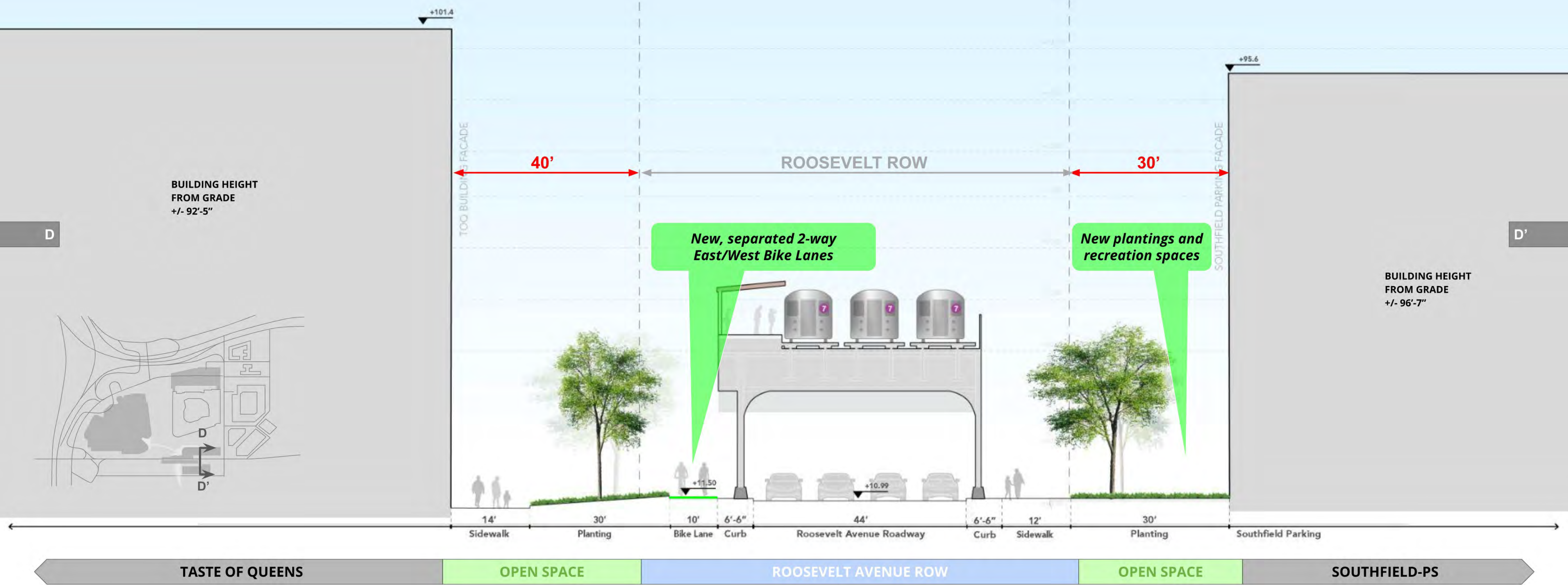


Roosevelt Avenue on the west is newly conceived with bike lanes, wider sidewalks, planting, and active open spaces

AFTER / PROPOSED



Roosevelt Avenue on the east is newly conceived with bike lanes, wider sidewalks, planting, and active open spaces



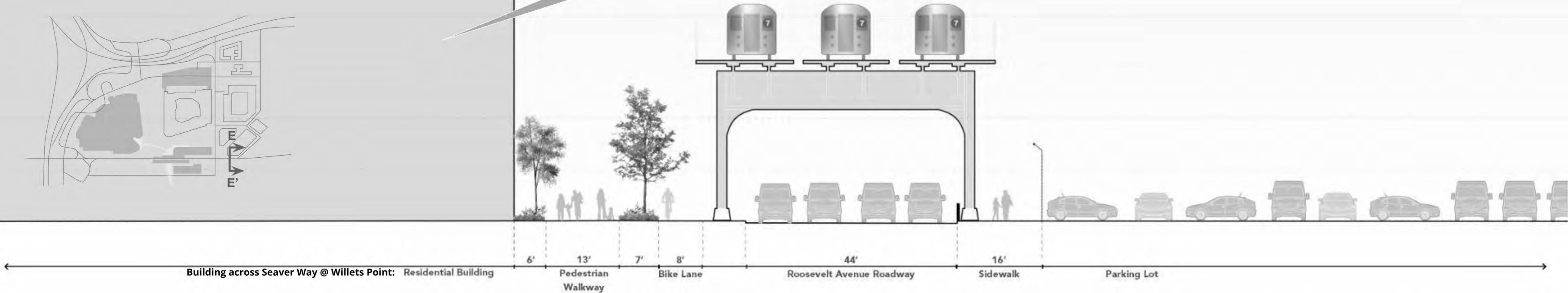
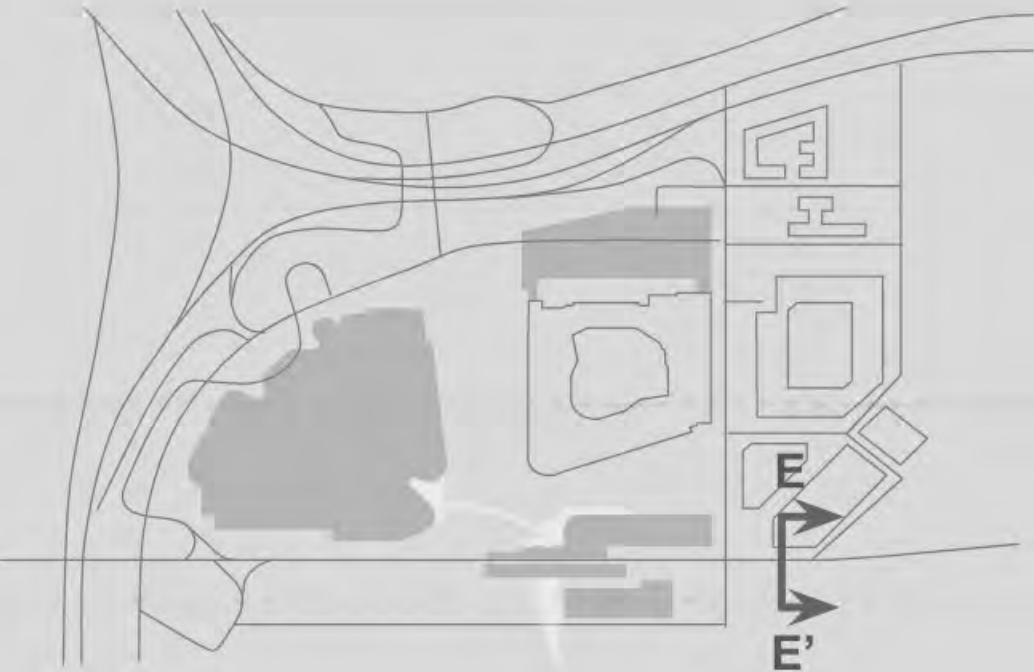
For context: the neighboring Willets Point Neighborhood only features a ~40' setback, and has much taller buildings - almost 2x as high along Roosevelt. This is an urban site and context.

BUILDING HEIGHT
FROM GRADE
+124'-2"

BUILDING FACADE

ROOSEVELT ROW

Context: Building across Seaver Way @ Willets Point project



Roosevelt Avenue is newly conceived with bike lanes, wider sidewalks, planting, and active open spaces

Facade abstraction for scale

Separated pedestrian walkways

New plantings and recreation spaces

Preserved Mature trees

New, protected/ separated East/West Bike Lanes

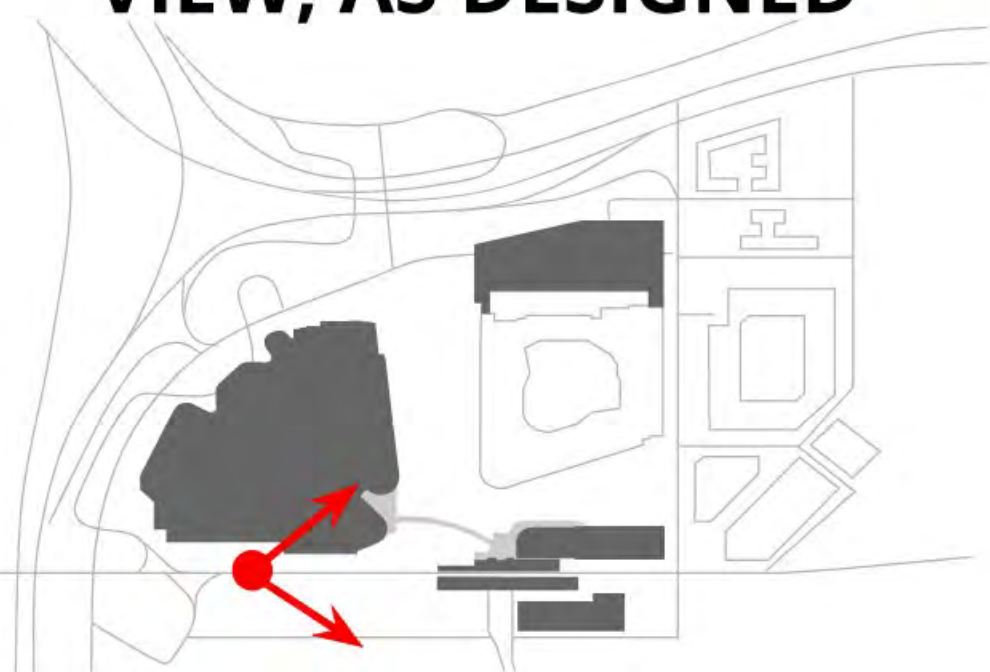
AFTER / PROPOSED



VIEW, AS DESIGNED



VIEW WITH TREES REMOVED,
FOR ILLUSTRATIVE PURPOSES ONLY



Roosevelt Avenue is conceived as a new park-like environment, with new planting, new sidewalks, new bike facilities, seating, and preserved mature trees.

Preserved Mature trees

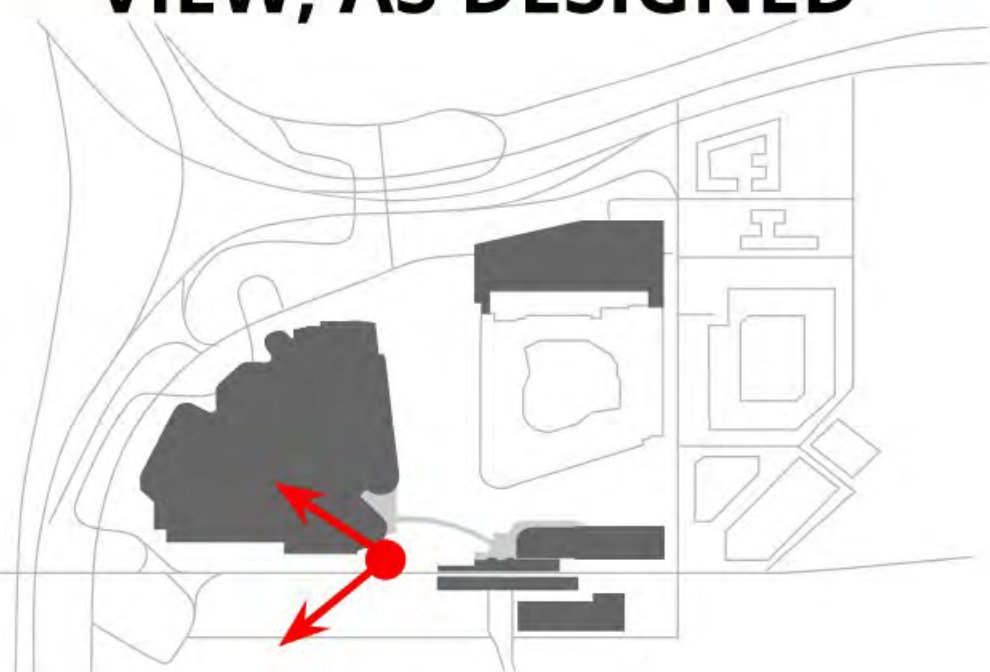
New, protected East/West Bike Lanes

New plantings and seating

AFTER / PROPOSED

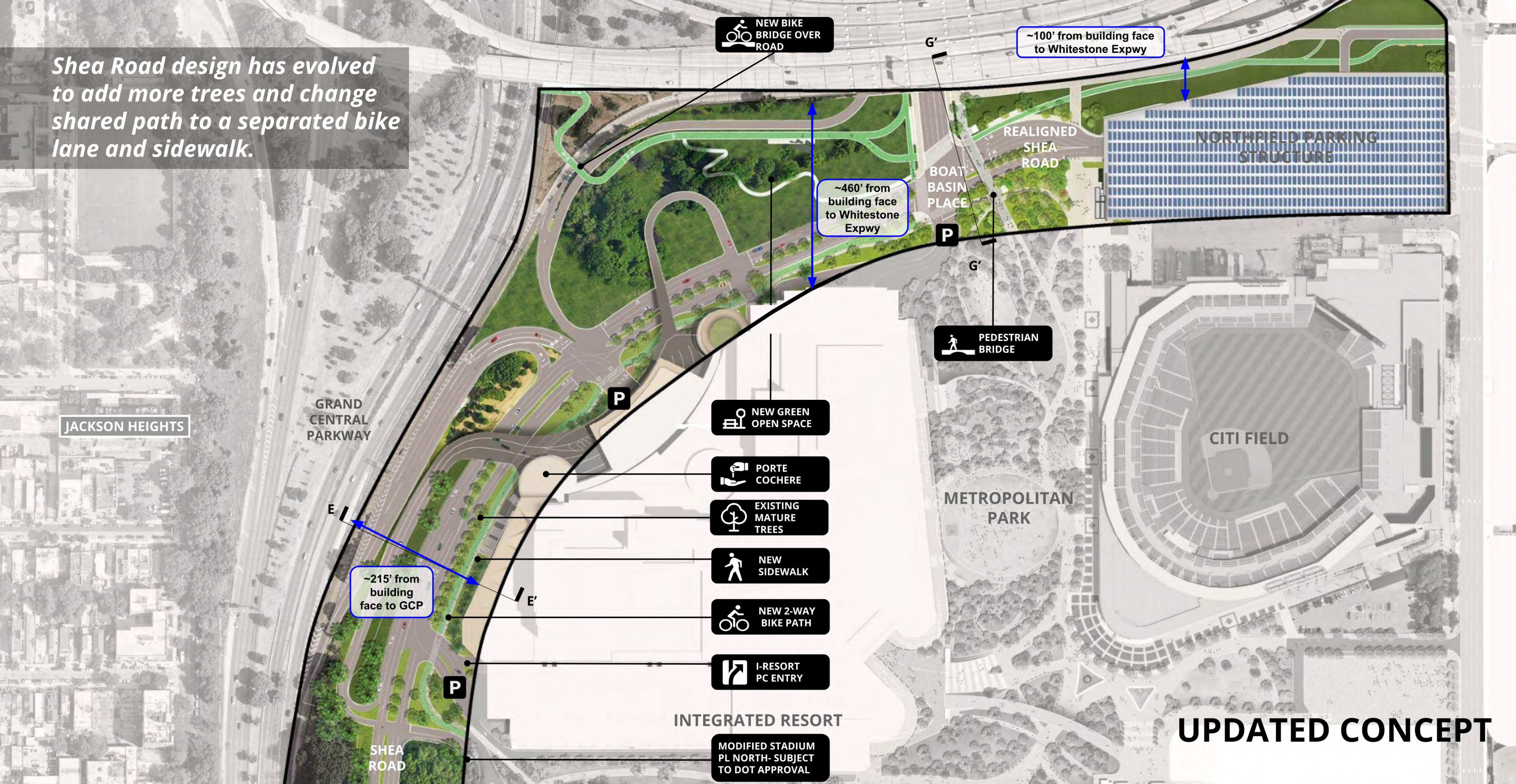


VIEW, AS DESIGNED



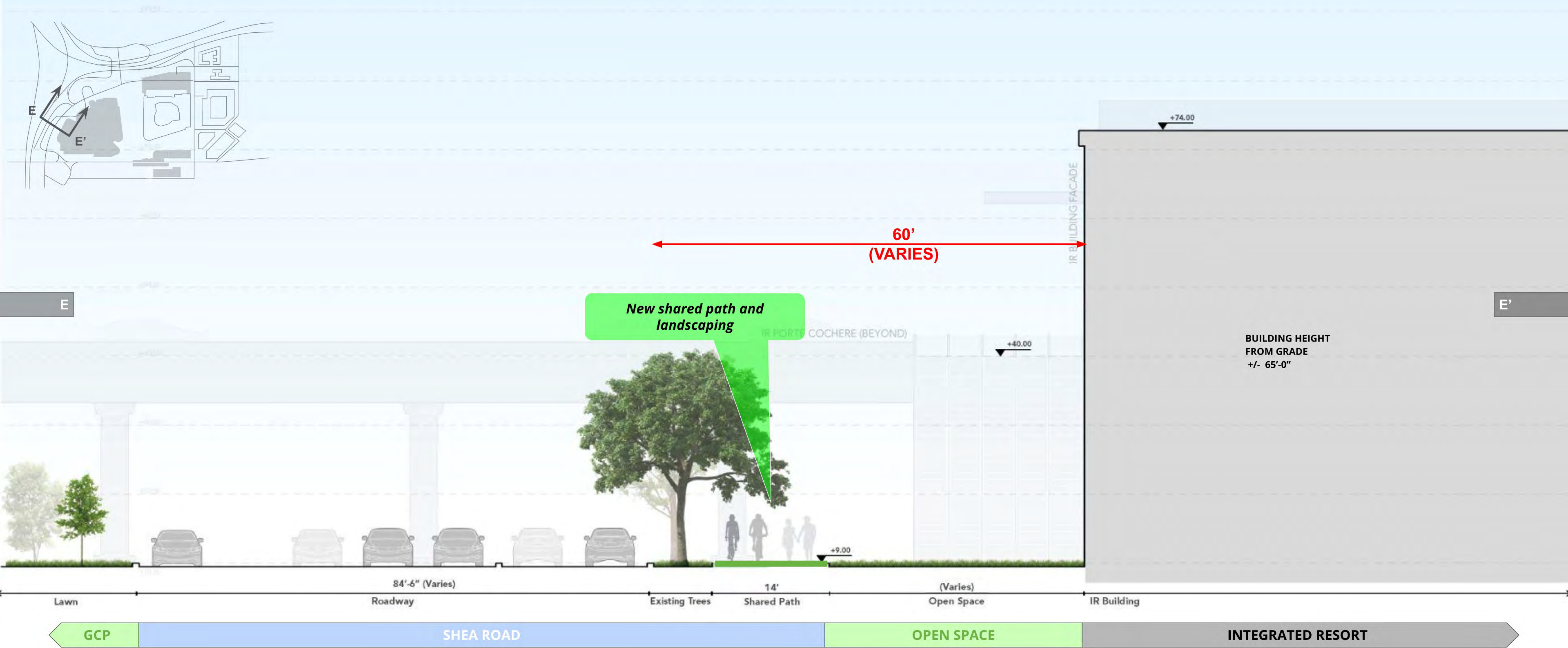
VIEW WITH TREES REMOVED
FOR ILLUSTRATIVE PURPOSES ONLY

Shea Road design has evolved to add more trees and change shared path to a separated bike lane and sidewalk.



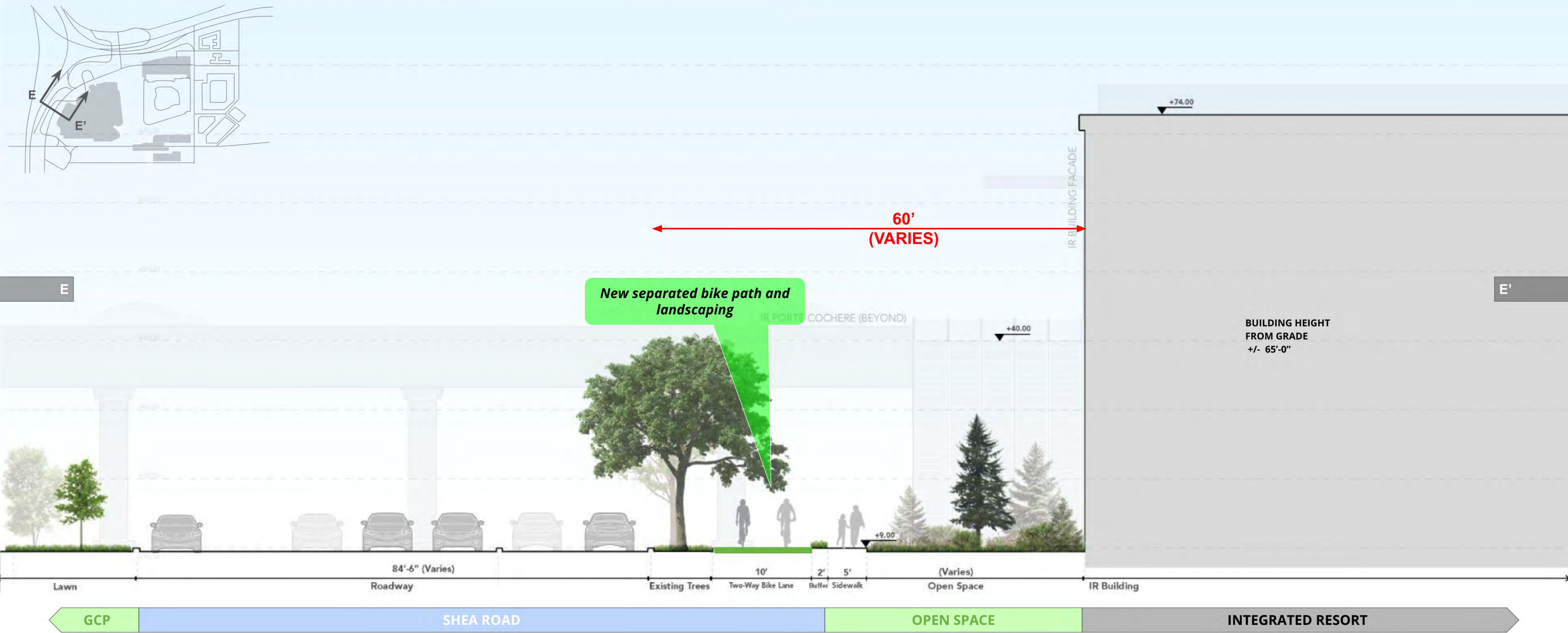
Shea Road is improved with a shared path, linking north and south. Existing Trees are preserved where possible.

INITIAL CONCEPT



The updated concept for Shea Road includes a separated bike path and pedestrian path, along with more trees and landscaping.

UPDATED CONCEPT



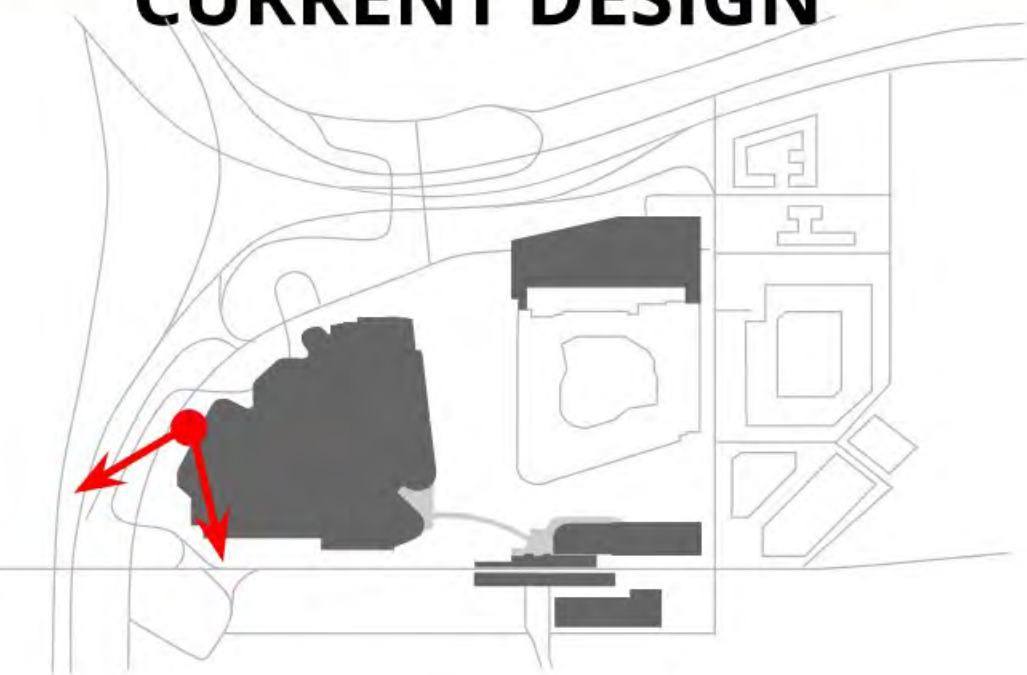
Shea Road design evolution



CURRENT DESIGN



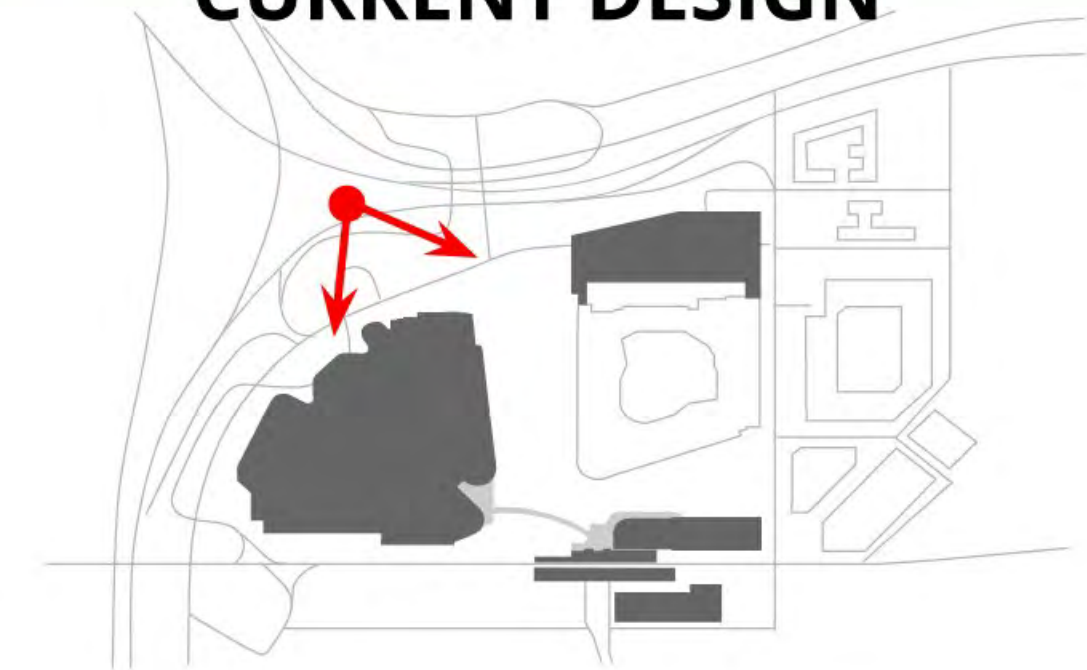
PREVIOUS CONCEPT



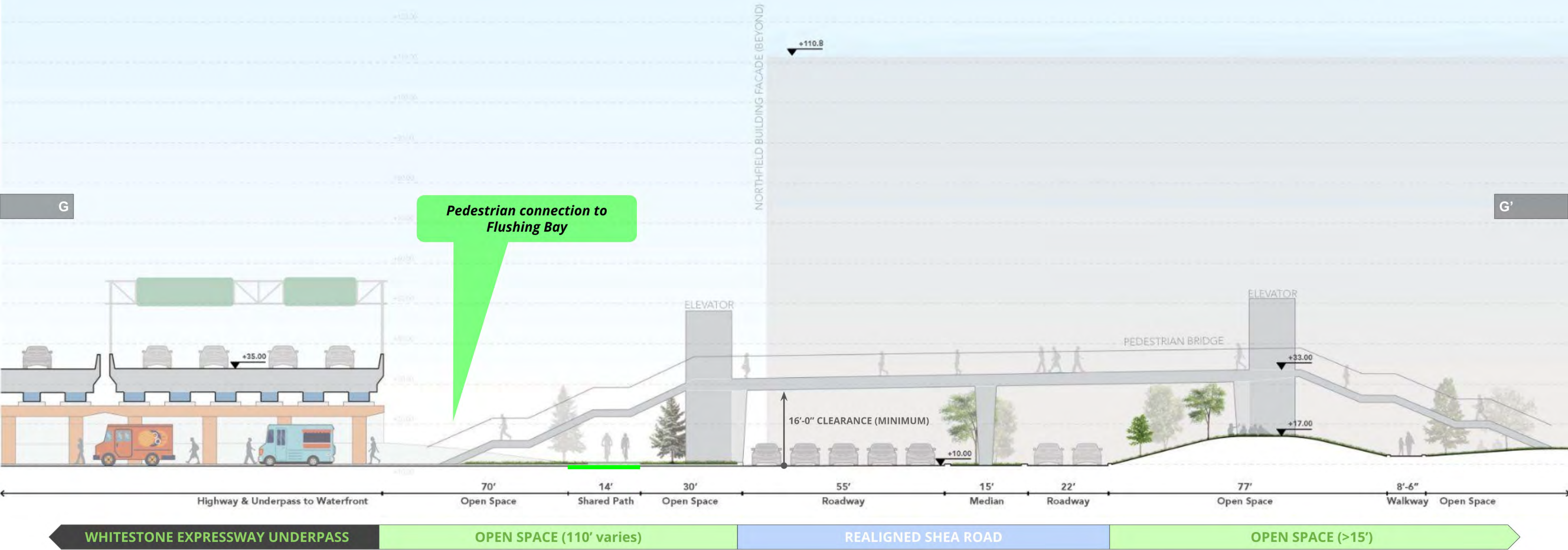
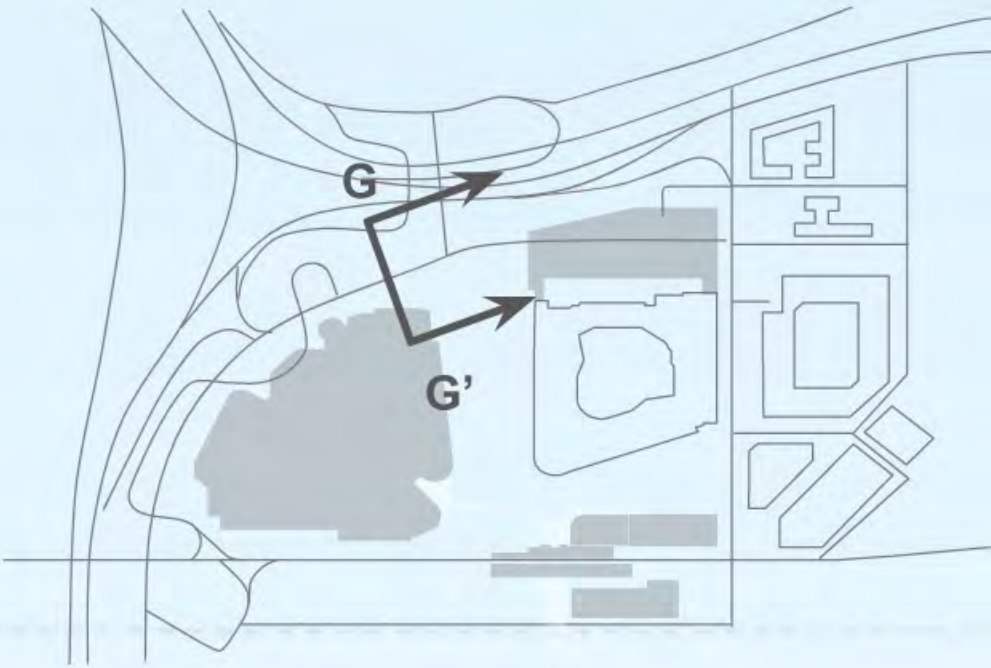
New building and new bike/pedestrian bridge to 34th Avenue as viewed from Pork Chop Hill



CURRENT DESIGN



North Gateway establishes waterfront connections and enhances the project's northern edge with a newly landscaped area



The project extends under the Whitestone Expressway to connect to the Flushing Bay waterfront



*Spaces for vendors
and Rideshare Hub*

*Safe pedestrian
connections to Park*

APPENDIX

03 NORTHFIELD

Northfield Parking Structure as viewed from North Gateway
Pedestrian Bridge over Shea Road



Northfield Parking Structure as viewed from 35th Avenue



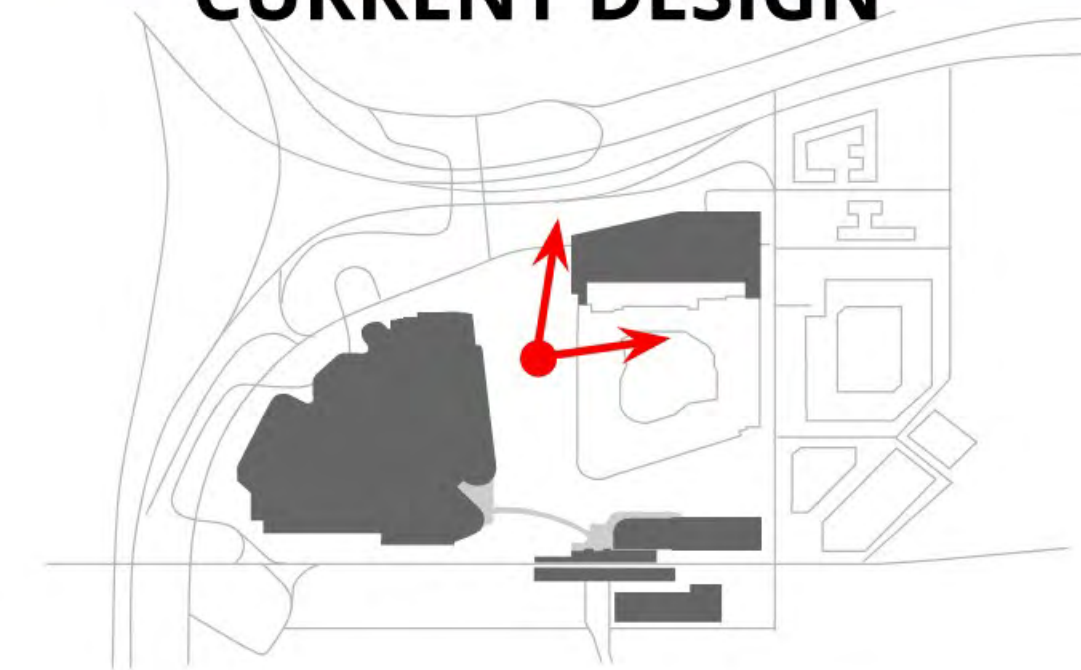
Northfield Parking Structure as viewed from Seaver Way and 36th Avenue



Northfield Parking Structure as viewed from Metropolitan Park



CURRENT DESIGN



Northfield Parking Structure as viewed from Metropolitan Park



PREVIOUS CONCEPT



CURRENT CONCEPT

Northfield Parking Structure from Seaver Way and 34th Avenue intersection



PREVIOUS CONCEPT



CURRENT CONCEPT

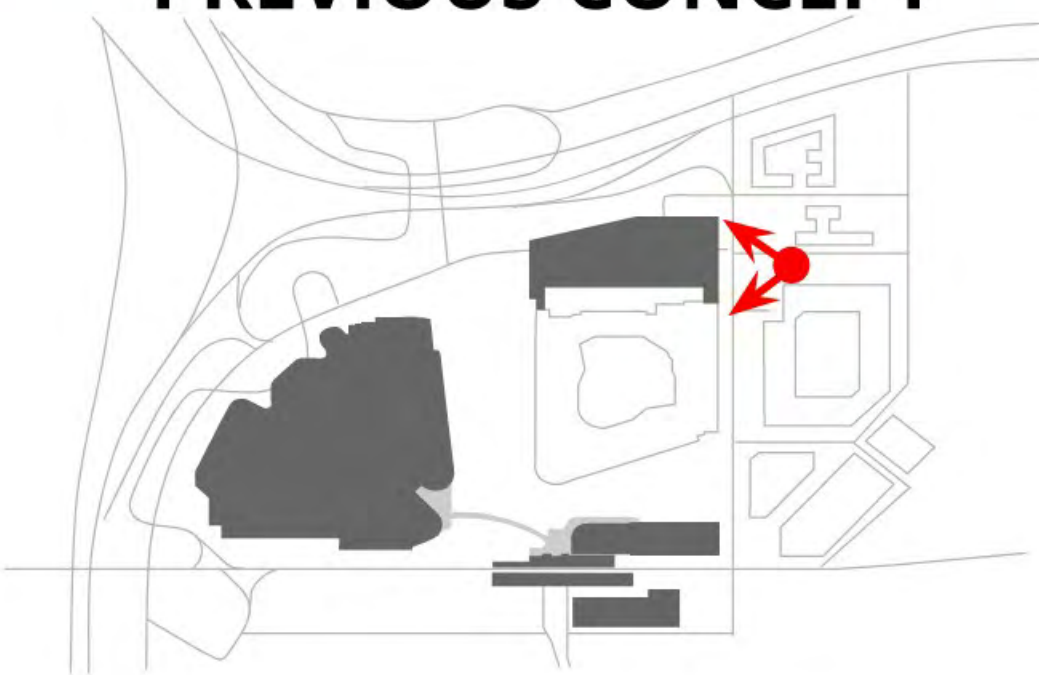
Northfield Parking Structure as viewed from 35th Avenue



PREVIOUS CONCEPT



CURRENT CONCEPT



Northfield Parking Structure as viewed from North Gateway
Pedestrian Bridge over Shea Road



PREVIOUS CONCEPT



CURRENT CONCEPT



Northfield Parking Structure as viewed from Seaver Way and 36th Avenue



PREVIOUS CONCEPT



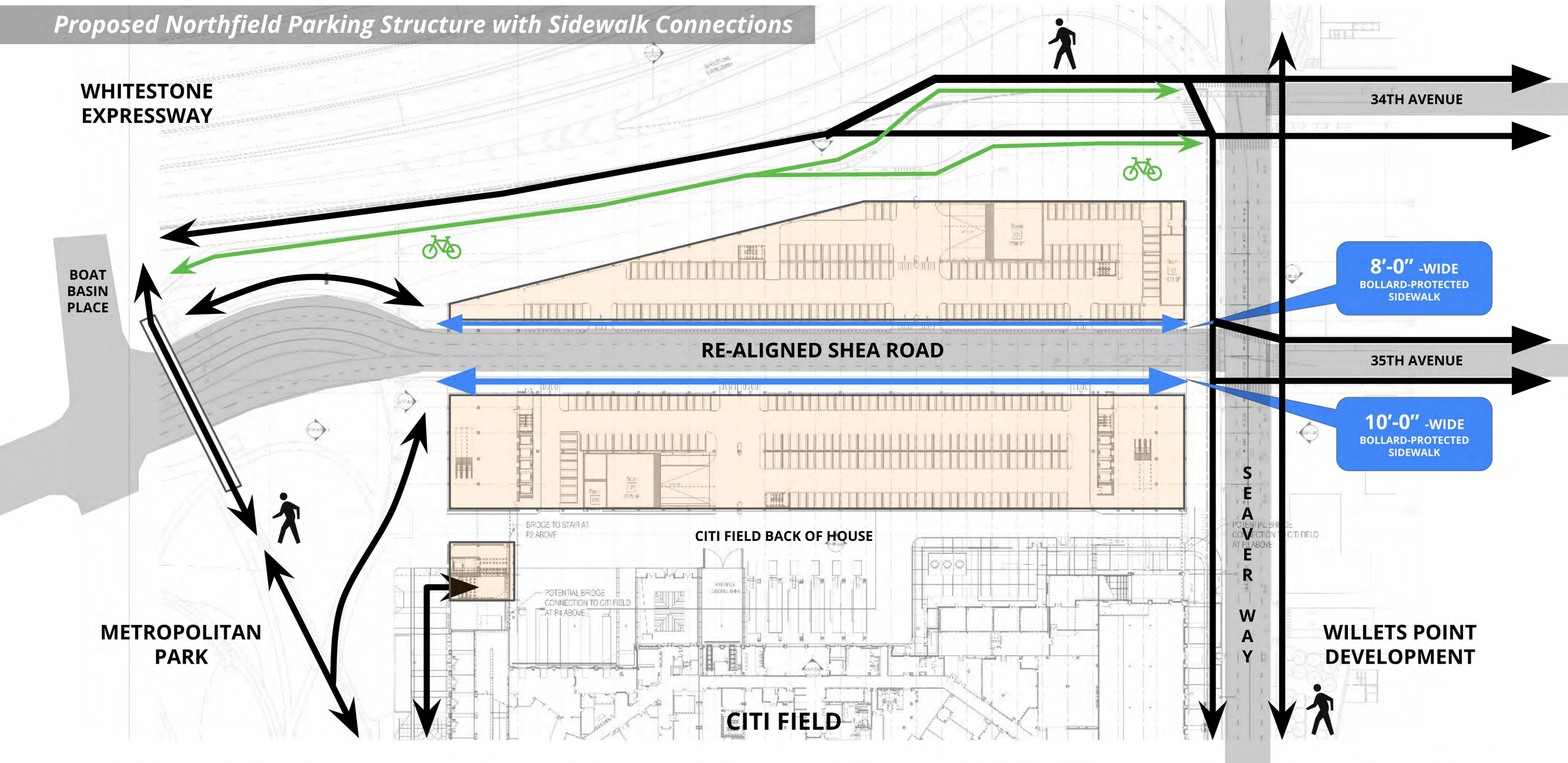
CURRENT CONCEPT



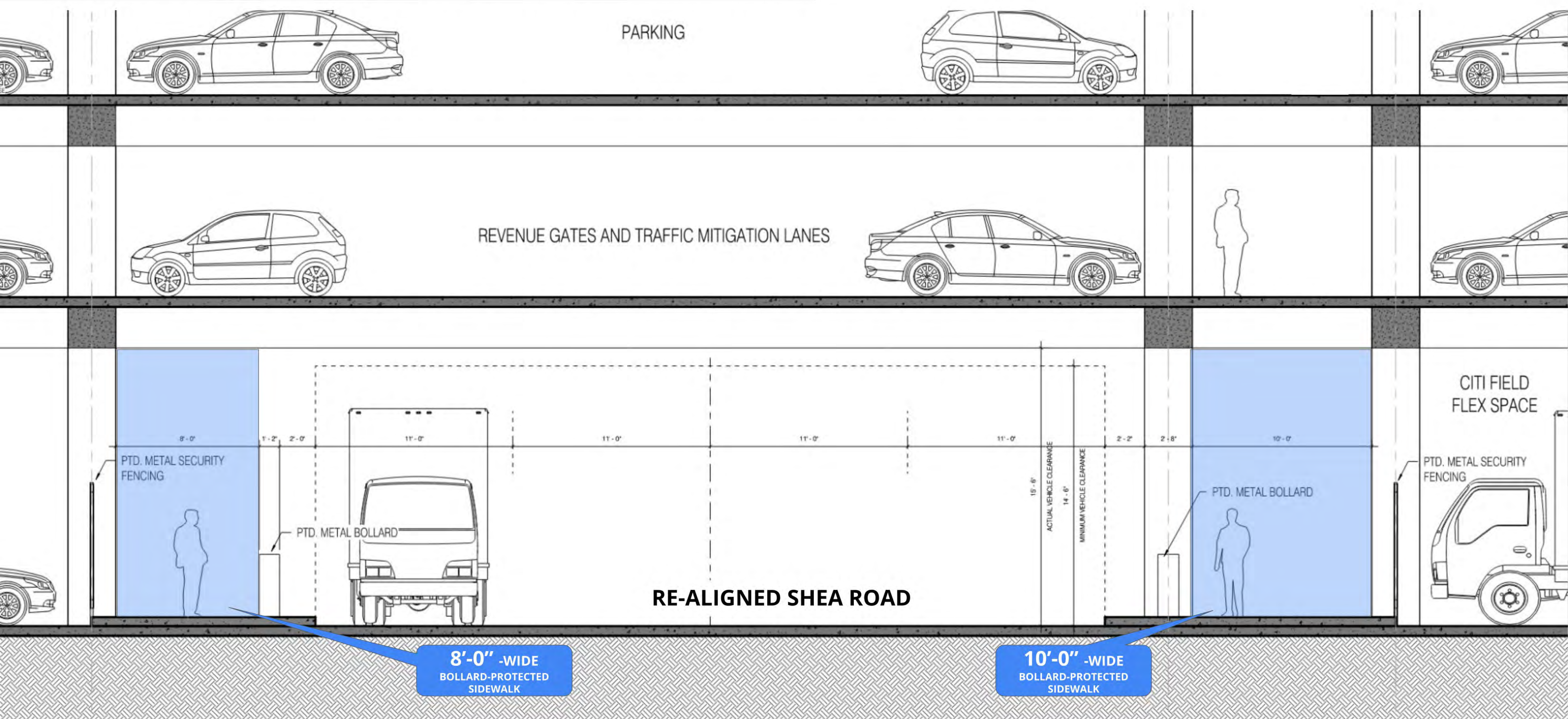
Existing Site (Lot A) With Existing Pedestrian Connections



Proposed Northfield Parking Structure with Sidewalk Connections



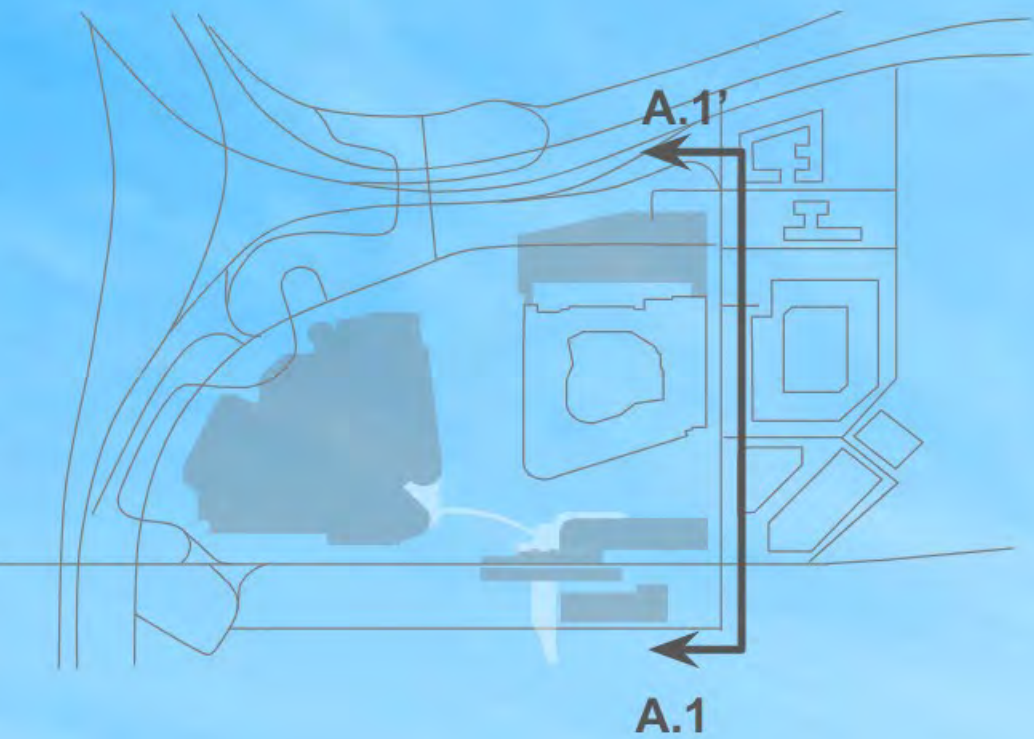
Proposed Northfield Parking Structure with Sidewalk Connections



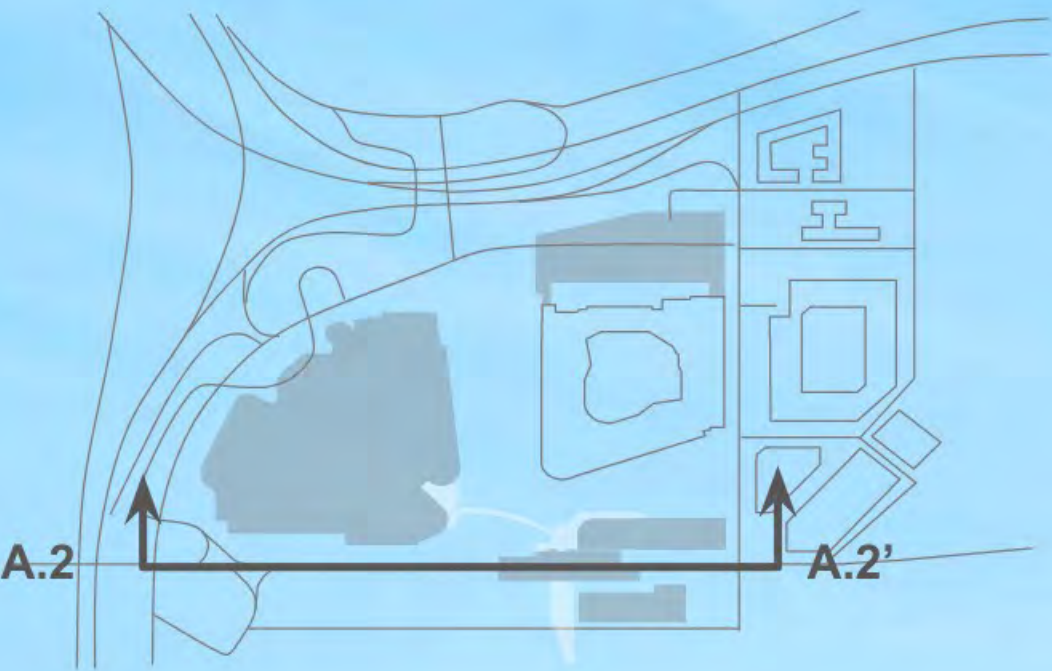
APPENDIX

04 SITE SECTIONS

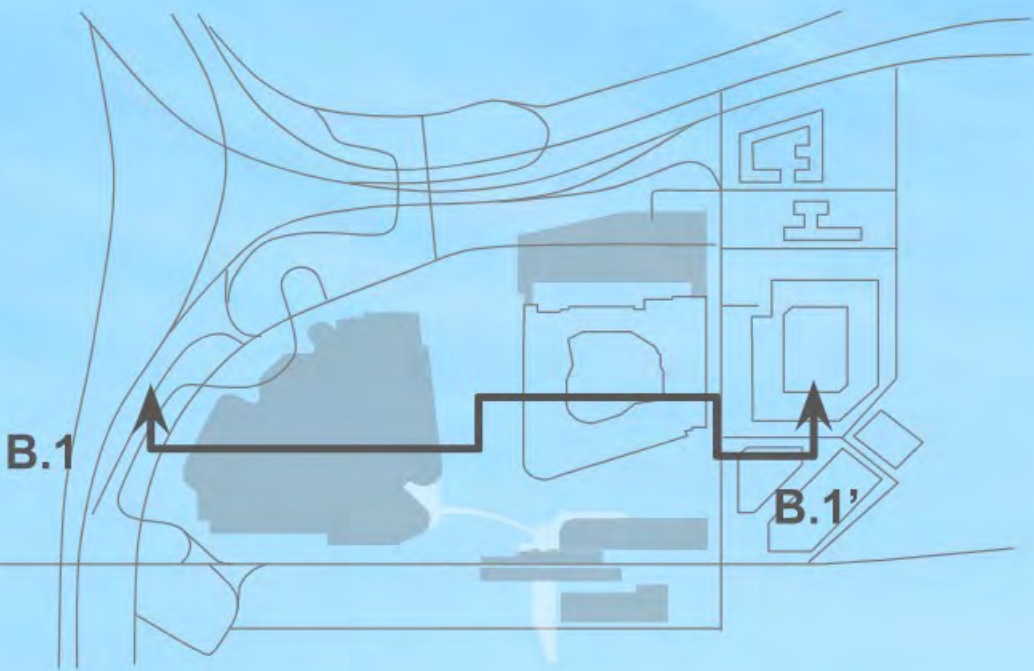
A.1 - Seaver Way



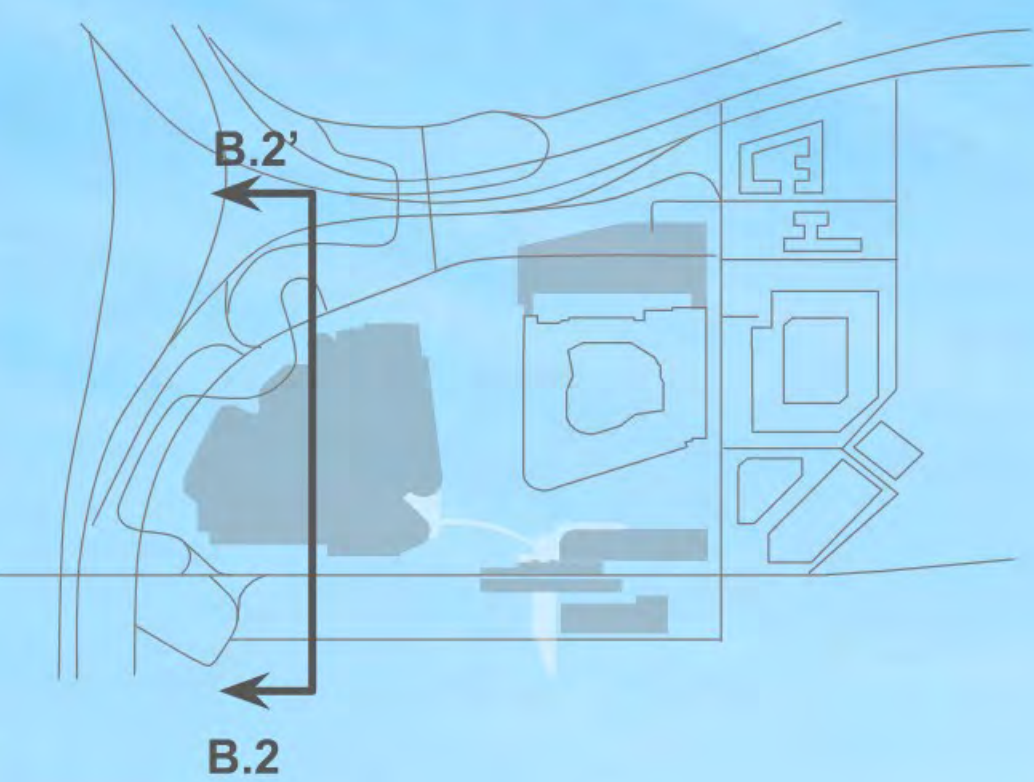
A.2 - Roosevelt Elevation



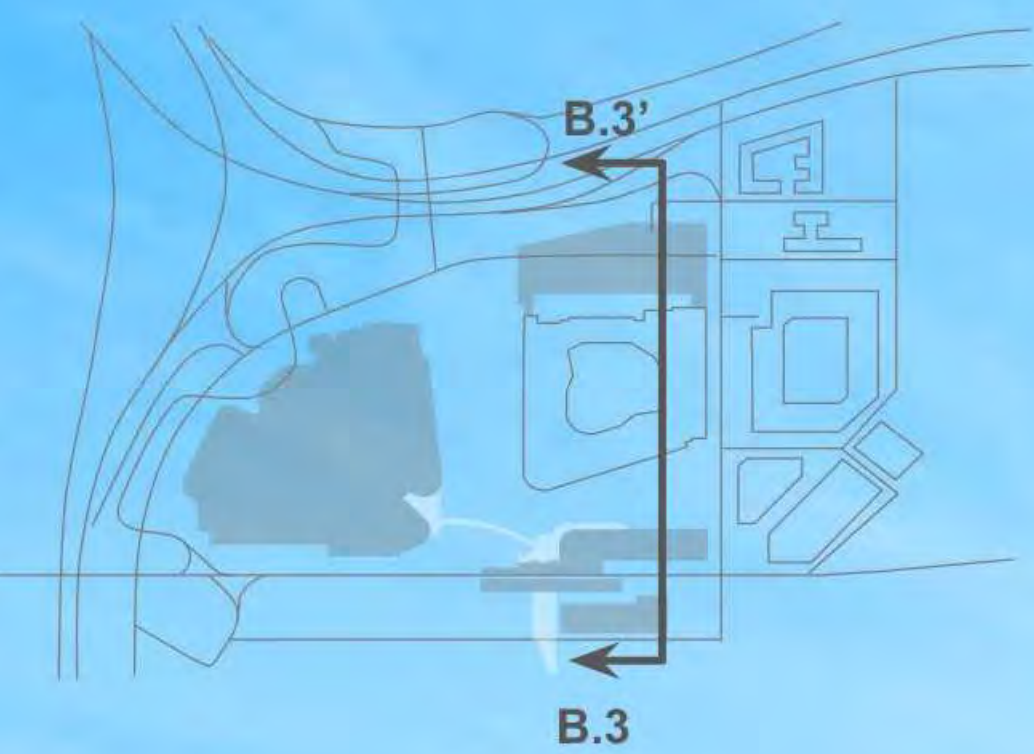
B.1 - East/West Section



B.2 - North/South Section - New Building



B.3 - North/South Section - Parking Structure and Citi Field



END OF APPENDIX