

**Police Academy – College Point, Queens**  
**CHAPTER 2: LAND USE, ZONING, & PUBLIC POLICY**

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**A. INTRODUCTION**

A detailed assessment of land use, zoning, and public policy is appropriate if a Proposed Action would result in a significant change in land use or would substantially affect regulations or policies governing land use. Under *City Environmental Quality Review (CEQR) Technical Manual* guidelines, an assessment of zoning is typically performed in conjunction with a land use analysis when the action would change the zoning on the site or result in the loss of a particular use. Similar to zoning, some assessment of public policy typically accompanies an assessment of land use. Under CEQR, a land use analysis characterizes the uses and development trends in the study area, and assesses whether a Proposed Action is compatible with or may affect those conditions.

The Proposed Action involves a site selection of a public facility to facilitate the construction of a new Police Academy. A new Academy would allow the NYPD to consolidate many of their current training facilities, which are currently spread throughout the City, into one central location. The directly affected area (“site” or “proposed development site”), located in the College Point neighborhood of Queens, encompasses approximately 35 acres and consists of the following parcels: Block 4321, Lot 48; Block 4323, Lot 19; Block 4324, Lot 1; Block 4325, Lot 1; Block 4326, Lot 1; Block 4327, part of Lot 1; Block 4328, part of Lot 1; Block 4329, Lots 1, 7, 10, and 75; Block 4301, part of Lot 1; Block 4359, part of Lot 1; Block 4358, part of Lot 1; Block 4357, part of Lot 1; Block 4356, part of Lot 30; and Block 4354, Lot 50.<sup>1</sup>

As discussed in Chapter 1, “Project Description,” the proposed Academy consists of approximately 2.4 million gsf, including academic space, physical training facilities, administrative and support components, an indoor pistol range, a field house, a tactical village, a drivers training course, a police museum, and a visiting housing/lecture housing facility. Additionally, a minimum of 2,000 parking spaces would be provided on-site, including an above-grade parking garage of approximately 1,800 spaces and 200 additional parking spaces that would be located in at-grade parking lots and along the interior road network throughout the site.

Based on the currently proposed development program, in addition to the site selection action, the proposed development will require the following overrides from the deputy mayor:

1. 42-00 Permitted Uses:  
An override of ZR 42-00 to permit the NYPD Museum and a guest lecturer lodging facility (dormitory), both use group 3A, within the M2-1 district.
2. 126-22 Floor Area Ratio:
  - An override of the FAR requirements of the M2-1 district limits to permit an FAR of 2.0, consistent with the site’s previous M3-1 zoning. The proposed floor area of the project is approximately 500,000 square feet more than is permitted by the new M2-1 district.
3. 43-23 Permitted Obstructions in Required Yards or Rear Yard Equivalents; 126-231 Minimum Required Front Yards:

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<sup>1</sup> The Block and Lot information includes all portions of the former streets located within the boundaries of the project site that are shown on the available tax maps (including portions of the following streets which were demapped on City Map 4700 as of Feb. 28, 1977: 124<sup>th</sup> St., 125<sup>th</sup> St., 126<sup>th</sup> St., 127<sup>th</sup> St., 128<sup>th</sup> St., 129<sup>th</sup> St./20<sup>th</sup> St., 130<sup>th</sup> St./21<sup>st</sup> St., and 22<sup>nd</sup> St.)

- An override to allow the required parking structure and the museum to be located within portions of the required front yard (10-foot on one frontage of a corner lot). The physical constraints of the site require the parking structure and the museum to be situated in portions of the front yard.

3a. 126-234 Planting Requirements in Front Yards; 126-31 Parking Regulations:

- An override to allow the proposed parking use to be located in portions of the required 15-foot front yard and a waiver of planting requirements in the same locations. An override of planting requirements in portions of the required 10-foot and 15-foot front yards occupied by the museum. The physical constraints of the site to accommodate the entire program require the parking use and museum to be situated in portions of the front yard which then cannot accommodate the required planting.

4. 43-23 Permitted Obstructions in Required Yards or Rear Yard Equivalents; 126-232 Minimum Required Side Yards:

- An override to allow the required parking structure to be located in the required 10-foot side yard. The physical constraints of the site to accommodate the entire program require the parking structure to be situated in portions of the side yard.

5. 43-23 Permitted Obstructions in Required Yards or Rear Yard Equivalents; 43-261 Beyond 100 Feet of a Street Line; and 43-28 Special Provisions for Through Lots:

- An override of ZR 43-23, “Permitted Obstructions in Required Yards or Rear Yard Equivalent” to allow a structure in excess of 23-feet tall to be constructed in a 20-foot deep rear yard and a 20-foot deep rear yard equivalent along College Point Boulevard and the southern lot line. The physical constraints of the site require the parking structure to be situated in a portion of the rear yard and rear yard equivalent.

6. 43-43 Maximum Height of a Front Wall and Required Front Setback Regulations in the M1-1 and M2-1 Zoning Districts; 126-24 Height and Setback Regulations:

- An override of ZR 43-43 for to allow an encroachment by the parking structure and the stair towers to project into the initial setback and sky exposure plane along College Point Boulevard and 28<sup>th</sup> Avenue.
- An override to allow an encroachment by the ramp and Firearms and Tactics building to project into the initial setback and sky exposure plane along 28<sup>th</sup> Avenue.
- An override to allow an encroachment by the fieldhouse to project into the sky exposure plane along 28<sup>th</sup> Avenue.
- An override to permit a minor encroachment of the proposed police museum into the initial setback and sky exposure plane along 28<sup>th</sup> Avenue and Ulmer Street.
- An override of ZR 43-43 to permit an encroachment of the administration building to project into the sky exposure plane along Ulmer Street.
- The physical constraints of the site to accommodate the entire program require these structures to be situated in the initial setback and to encroach beyond the sky exposure plane.

7. 44-21 Required Accessory Off-Street Parking Spaces:

- An override of ZR 44-21 for a modification of accessory parking requirements to allow fewer on-site accessory parking spaces than required by zoning in the M1-1 and M2-1 zoning districts. Approximately 2,000 parking spaces would be provided on-site, including approximately 1,800 accessory parking spaces within the proposed on-site parking garage and 200 additional parking



spaces that would be located in at-grade parking lots throughout the site and along the Academy's interior street network. Approximately 5,683 parking spaces are required per zoning for the proposed on-site uses. As the proposed development would operate 24-hours per day, 7-days a week with a variety of overlapping shifts, the required accessory parking is not warranted and the proposed development will require a zoning override to modify the accessory parking requirements. The NYPD has committed to accommodate 100 percent of the parking demand on-site. HOV requirements would be imposed on the recruit population to facilitate this self-imposed parking policy. No on-street parking would be permitted in the vicinity of the proposed Academy site.

The master plan for the Police Academy represents the total build out of the project. It has been designed using the recently adopted zoning regulations of the Special College Point District, and will require the overrides enumerated above. If all necessary approvals are received, construction of the proposed development is expected to commence in late 2009. It is expected that the proposed development would be constructed in several consecutive stages with the recruit-centric facilities completed and operational by 2012 during the first construction sequence and full build out of the program anticipated by the end of 2014.

As the Proposed Action is expected to result in substantial changes to land use on the proposed development site, and the proposed development would require a mayoral override of applicable zoning regulations for the abovementioned conditions, a detailed assessment of the Proposed Action's effects on land use, zoning, and public policy is warranted.

To determine existing conditions and assess the potential for action-related impacts, the land use study area has been defined as an approximate quarter-mile radius from the proposed development site which is the area in which the Proposed Action has the greatest potential to affect land use or land use trends (see Figure 2-1, "Land Uses Within the Quarter-Mile Study Area"). As shown in Figure 2-1, the study area is generally bounded by 25<sup>th</sup> Avenue to the north, the Flushing River inlet/Whitestone Expressway to the south, Flushing Bay to the west, and a point east of Linden Place at the east. Various sources were utilized to prepare a comprehensive analysis of land use, zoning, and public policy characteristics of the study area, including field surveys and land use and zoning maps, as well as public policy documents.

Overall, as described in detail below, it is concluded that the Proposed Action would not have any significant adverse impacts on land use, zoning, and public policy. The Proposed Action would represent a change in land use and an increase in density on the proposed Academy site, replacing largely unimproved land (comprised predominantly of the paved NYPD tow pound site) with a new NYPD Police Academy consisting of approximately 2.4 million gsf. Given the variety of uses within the quarter-mile study area, the introduction of the proposed development at this location is not expected to adversely affect land uses in the area. Therefore, the proposed Academy would be consistent with prevailing land uses in the surrounding area, including major commercial, light manufacturing, industrial, residential, and institutional uses, and would complement current on-going development trends.

As mentioned in Chapter 1, and as described in greater detail below, the Project Site is located within the boundaries of the former College Point II Industrial URA, which the City of New York designated in 1969 pursuant to §504 of Article 15 ("Urban Renewal Law") of the General Municipal Law. The URA was located in Queens Community District 7 and was generally bounded by Fourteenth Road and Fifteenth Avenue on the north, the Whitestone Expressway on the east, Thirty-first Road on the south, and 130<sup>th</sup> Street, 127<sup>th</sup> Street, 120<sup>th</sup> Street, and 122<sup>nd</sup> Street on the west. The Urban Renewal Plan for this URA expired in April 2009. With construction of the proposed Academy commencing after April 2009, it would not be bound to the controls of the Urban Renewal Plan. However, the site

planning and campus-wide design has been sensitive to the underlying goals of the Urban Renewal Plan.

Upon selection of the project site for the proposed Academy, site planning and schematic design began for the Proposed Project based upon the Site's former M1-1 and M3-1 zoning. Subsequently, the City issued a rezoning proposal for College Point that includes the Project Site, in an effort to continue the intent of the College Point II Industrial Urban Renewal Area beyond the April 2009 expiration date. These zoning changes include the creation of the "Special College Point District" (090318ZRQ) and a zoning map amendment (090319ZMQ). The College Point rezoning application was formally adopted on July 29, 2009. The special district upholds many of the specific guidelines and requirements of the College Point II Industrial URA and is intended to codify the controls of that former Urban Renewal Plan.

The master plan for the Police Academy represents the total build out of the project site. It has been designed using the zoning regulations of the recently adopted Special College Point District, and will require the zoning overrides enumerated below. The EIS, ULURP application, and zoning override letter have been updated to reflect the new zoning.

Except for the overrides mentioned above, the proposed Academy would comply with the applicable height and setback regulations. As the proposed development would not comply with the applicable accessory parking requirements, and would introduce uses which are not permitted as-of-right within a manufacturing zone (a museum and short-term residence for visiting police officers and lecturers), a mayoral override is being sought to allow modifications.

The Proposed Action is consistent with the City's Waterfront Revitalization Program (WRP) as described in detail in Chapter 6, "Waterfront Revitalization Program." Further, the Proposed Action is not expected to have any effects on any additional public policies.

A 204(g) letter was written by the NYPD and sent to the Queens Borough President and the local Community Board. No written response was sent to the NYPD in response to the 204(g) letter; however, an open dialogue was initiated between all three of these involved parties as the project evolved through the early planning stages. As stated in the 204(g) letter, the proposed Police Academy is an essential public facility that would help to upgrade and consolidate essential police training facilities. While the current arrangement of satellite facilities has met the immediate training needs, a number of redundancies and inefficiencies result, including: staff redundancy; instructional space and equipment redundancy; wasted time traveling between facilities for staff and trainees; as well as hindered communications between units. Further, as many of the leased spaces are modular units and trailers, there is no flexibility for the type of instruction that is increasingly required. Consolidating the appropriate facilities will maximize economies in facility, staff, and recruit resources, allowing resources to be allocated towards more advanced instructional environments.

## **B. EXISTING CONDITION**

### **Land Use**

The following discussion describes existing land use on the proposed development site, as well as the land use patterns and trends in the surrounding quarter-mile study area. As described in Chapter 1, "Project Description," the proposed development site encompasses a total of approximately 35 acres, and includes a City-owned vehicle service station (the City owns the land and leases the property to the operator of the service station on a month-to-month basis), a City-owned strip of vacant land

which is located between the Tow Pound and College Point Boulevard, and the balance of the site is comprised of the northern portion of the NYPD's College Point Tow Pound.

### ***Proposed Development Site***

The proposed development site consists of the following parcels: Block 4321, Lot 48; Block 4323, Lot 19; Block 4324, Lot 1; Block 4325, Lot 1; Block 4326, Lot 1; Block 4327, part of Lot 1; Block 4328, part of Lot 1; Block 4329, Lots 1, 7, 10, and 75, Block 4301, part of Lot 1, Block 4359, part of Lot 1; Block 4358, part of Lot 1; Block 4357, part of Lot 1; Block 4356, part of Lot 30; and Block 4354, Lot 50.

The proposed development site has frontage on College Point Boulevard, 28<sup>th</sup> Avenue, and Ulmer Street, and is located within Queens Community Board 7. The approximately 35-acre property is entirely City-owned, consisting primarily of the NYPD's College Point Tow Pound. Also included are a vehicle service station (the City owns the land and leases the property to the operator of the service station on a month-to-month basis), and a City-owned strip of vacant land that is located between the Tow Pound and College Point Boulevard (see Figure 1-2, Aerial View of Proposed Development Site in Chapter 1, "Project Description").

Historical information about the proposed development site was obtained from aerial photographs (1954, 1966, 1975, 1984, and 1994) and topographic maps (1897, 1947, 1955, 1966, 1979, and 1995), and the Property Clerk's Division. According to these sources, the proposed development site was located within a tidal marsh from 1897 up until at least 1947. Topographic maps from 1947 continue to show wetlands, however, the presence of structures to the south of the proposed development site suggest that some marsh filling was underway. The 1954 aerial photo and 1955 topographic map suggest that the marsh had been at least partially filled. According to previous investigations, the proposed development site was filled prior to 1972 to an elevation near its current grade. The depth of fill in the immediate area was found to be as much as 20 feet. Subsequent filling of the site occurred in the 1980s based on the appearance of the drainage basin at the eastern edge of the site in the 1984 aerial photo. According to the NYPD, the College Point Tow Pound was established in 1991 when the site was filled further and paved.

As described in Chapter 1, "Project Description," an exposed drainage ditch (part tidal and part freshwater) in the shape of an inverted "L" bisects the proposed Academy site, separating the eastern third from the western two thirds of the site. The drainage ditch originates in the northeastern section of the proposed Academy site where two 84-inch storm sewers discharge drainage from offsite. The northern and central sections of the ditch are connected via two 84-inch culverts beneath the northern bridge. These culverts have tide gates constructed on the downstream end, limiting tidal flow to the central and southern sections of the ditch. The ditch ultimately drains offsite to the south via three 72-inch pipes located at the southern boundary at 31<sup>st</sup> Avenue. The structure provides drainage for upland areas of College Point via culverts to Flushing Bay to the south, emptying near the Whitestone Expressway (approximately 700 feet south of the proposed Academy site). The drainage structure was constructed by the New York City Economic Development Corporation (NYCEDC) in the early 1980's. The tide gates were recently replaced by NYCEDC.

The proposed development site consists predominantly of paved parking areas and two small buildings. A one-story, approximately 1,820 sq. ft. service station occupies the 20,315 sq. ft. parcel (Block 4321, Lot 48) located at the northwestern corner of the proposed development site at the southeastern corner of the College Point Boulevard and 28<sup>th</sup> Avenue intersection. This service station is City-owned and currently leased to a private party on a month-to-month basis. A second building is located on the proposed development site at the northeastern corner of the Tow Pound property. This 1,125 sq. ft., 1-story building is located at the Tow Pound's secondary access along Ulmer Street (this

access point is closed except for on-site auction activities) on Block 4301, part of Lot 1. This parcel is part of the NYPD property.

A third building, the main administrative building for the College Point Vehicle Impoundment, is part of the project site. The approximately 17,000 sq. ft. main building, is located at the NYPD's primary entrance on 31<sup>st</sup> Avenue, to the east of College Point Boulevard. As the property would be divided into two parcels as part of the Proposed Project, this building would not be located on the Academy Site.

The approximately 35-acre northern parcel, consisting of the service station parcel, the strip of land between the College Point Tow Pound and College Point Boulevard, would be developed as the Police Academy.

Currently, a majority of the Site is an impoundment area used by the NYPD, which contains approximately 3,000 vehicles, 1,300 motorcycles and 600 auto parts on a paved asphalt lot. All of the vehicles, motorcycles and auto parts will be relocated to other City-owned sites as the NYPD reorganizes its citywide operations.

### ***Study Area***

The land use study area has been defined as an approximate quarter-mile radius from the proposed development site, which is the area in which the Proposed Action has the greatest potential to affect land use or land use trends. In terms of local land use, the Whitestone Expressway separates the Site and College Point to the north from Flushing to the southeast. As described in greater detail below, the area immediately to the north of the Whitestone Expressway, including the Site, is a mixed commercial and industrial zone which consists of mostly manufacturing and industrial uses, with various commercial uses mixed in. Further from the proposed development site, commercial and residential uses become more prevalent. The local area is an urban setting with limited vegetation.

As mentioned above, the MTA Bus College Point Depot is located directly to the north of the Site located at 128-15 28th Avenue within the 400-foot study area. The College Point Depot, located on 28th Avenue near 124th Street in the College Point neighborhood of Queens, is a bus garage owned by the NYCDOT and leased to MTA Bus, and formerly leased to Queens Surface Corporation before it was taken over by MTA Bus in February 2005. The facility comprises the majority of the block bounded by 28<sup>th</sup> Avenue, Ulmer Street, 26<sup>th</sup> Avenue, and 124<sup>th</sup> Street.

A number of residential units are located at the intersection of 124<sup>th</sup> Street and 26<sup>th</sup> Avenue. Several assisted care facilities are located along the waterfront to the northwest of the Site. College Point Boulevard, as it proceeds north, changes character, with low intensity commercial giving way to mixed commercial and residential, which culminates in the commercial district of College Point and the charming town center.

The 78-acre former Flushing Airport is located approximately 0.3 miles northeast, at 25<sup>th</sup> Avenue and Linden Place. Flushing Airport opened in 1927 and was used until 1984. A frequent flooding problem on the airport site led to the close of this facility in 1984. The former airport property is overgrown and is comprised of a freshwater wetland. The Flushing Airport was one of the busiest airports in New York City before the emergence of the larger LaGuardia Airport. LaGuardia Airport is located approximately 0.6 miles west of the Site, across Flushing Bay.

A variety of commercial uses are located to the east/southeast of the Site, within the Study Area. A commercial complex, which includes a multiplex cinema and two big-box retailers, is located to the east of Ulmer Street on the block bounded by Ulmer Street, 28<sup>th</sup> Avenue, Linden Place, and the southbound Whitestone Expressway Service Road. To the northeast of Ulmer Street and 28<sup>th</sup> Avenue, is home to a construction company. Immediately to the north of this building, is a satellite/overflow





Police Academy - College Point, Queens

Figure 2-2  
College Point Corporate Park Boundaries



parking lot for the multiplex cinema. A local open space resource, the College Point Sports Park, is located to the north of this parking lot.

To the south of the Site, on the project block, to the east of the exposed drainage channel, are several commercial uses and a church. The Department of Motor Vehicles has an office located within this plaza.

Crystal Windows, a window and door manufacturer is located on the block immediately to the south of 31<sup>st</sup> Avenue. A self-storage facility, a car wash, and several other manufacturing uses are also located on this block. Uses further to the south, west of College Point Boulevard and south of 31<sup>st</sup> Avenue, include a Home Depot, a concrete plant, and several other light-manufacturing and industrial uses. Additionally, construction has begun on the property to at the southwest intersection of 31<sup>st</sup> Avenue and College Point Boulevard for a new 82,000 sq. ft. building for Ares Printing and Packaging.

A hotel is located immediately to the west of the proposed development site. Other predominant uses to the southwest/west of the Site include a New York City Department of Sanitation facility, including a marine transfer station, a ConEdison facility, a Daily News Printing plant, an asphalt plant, a heavy equipment/machine rental company and a variety of other manufacturing and industrial uses.

The waterfront in the vicinity of the Site is industrial and largely inaccessible; however, the Williamsburgh Marina is located on Flushing Bay, to the north of the Department of Sanitation marine transfer facility.

#### College Point Corporate Park

The proposed development site is also located in the area of College Point, Queens that has become known by many as the College Point Corporate Park. Set on 550 acres in northern Queens, this area of College Point has been the focus of a City redevelopment effort for many years (see Figure 2-2, "College Point Corporate Park Boundaries"). The corporate park includes over 175 companies, which employ approximately 6,000 workers. Industries represented include office operations, light manufacturing, printing, distribution, and retail. Adding to the park's diversity are major retailers and consumer service operations including Home Depot, Staples, BJ's Wholesale Club, Target, the United States Postal Service, a multiplex cinema, and the New York Times printing plant.

#### College Point

A majority of the Study Area, including the proposed development site, is located in the College Point neighborhood of Queens, north of Flushing on Flushing Bay and the East River. Willets Point Boulevard and the Whitestone Expressway are often considered as the neighborhood's approximate boundaries with Flushing and Whitestone. The original settler of this area was Captain William Lawrence. A German-American industrialist, Conrad Poppenhusen, who made his fortune in manufacturing hard rubber combs, later expanded the town. He founded the community primarily for his workers. He connected College Point to Flushing by the Flushing and North Side Railroad, later called Whitestone Branch. College Point was named for St. Paul's College, a seminary founded in 1835 by the Reverend Augustus Muhlenberg. The college closed circa 1850, but the name remains. Today, College Point is a mildly industrial (at its southern limits) but predominantly residential community featuring mostly one and two family homes and condominiums.

#### Flushing

Flushing, located to the south, was founded in 1645. It is an expansive neighborhood in the north central part of the Queens. Flushing is bounded by Flushing Meadows-Corona Park and Citi Field on the West, Francis Lewis Boulevard on the East, Jewel Avenue on the South and Willets Point Boulevard on the North. The area is serviced by five railroad stations on the Long Island Rail Road Port Washington Branch and the New York City Subway Number 7 subway line has its terminus at Main Street in Flushing. This area is characterized by low-to mid-density residential development comprised of large one-and two-family detached homes and some larger apartment buildings near the

downtown Flushing area. Only a small section of Flushing is within the Study Area, including the area from the Whitestone Expressway along 32<sup>nd</sup> Avenue, to a point just west of 137<sup>th</sup> Street.

### ***Other Major Land Uses Extending Beyond the Study Area***

#### **Flushing Meadows-Corona Park**

Flushing Meadows-Corona Park, consisting of approximately 1,255 acres of parkland, is located to the southwest of the Site. Flushing Meadows Corona Park features athletic fields, landscaped meadows, lakes, fountains, playgrounds, stadia, museums and a zoo. The park contains baseball diamonds, soccer fields, tennis courts and cricket fields, all available by permit. Basketball and handball courts are also located in the park. The park is home to six modern playgrounds: Dinosaur Playground, Jurassic Playground, Triassic Playground--each with a dinosaur theme, along with Laurence Playground, Mauro Playground and Saturn Playground. Meadow Lake is an 84-acre man-made lake with boating, fishing, barbecuing, picnicking, a model airplane field, and the Jurassic and Triassic Playgrounds. The American Small Craft Association is located within the park and offers sailing lessons. Willow Lake is the park's designated natural area. Flushing Bay Promenade extends from LaGuardia Airport to Citi Field.

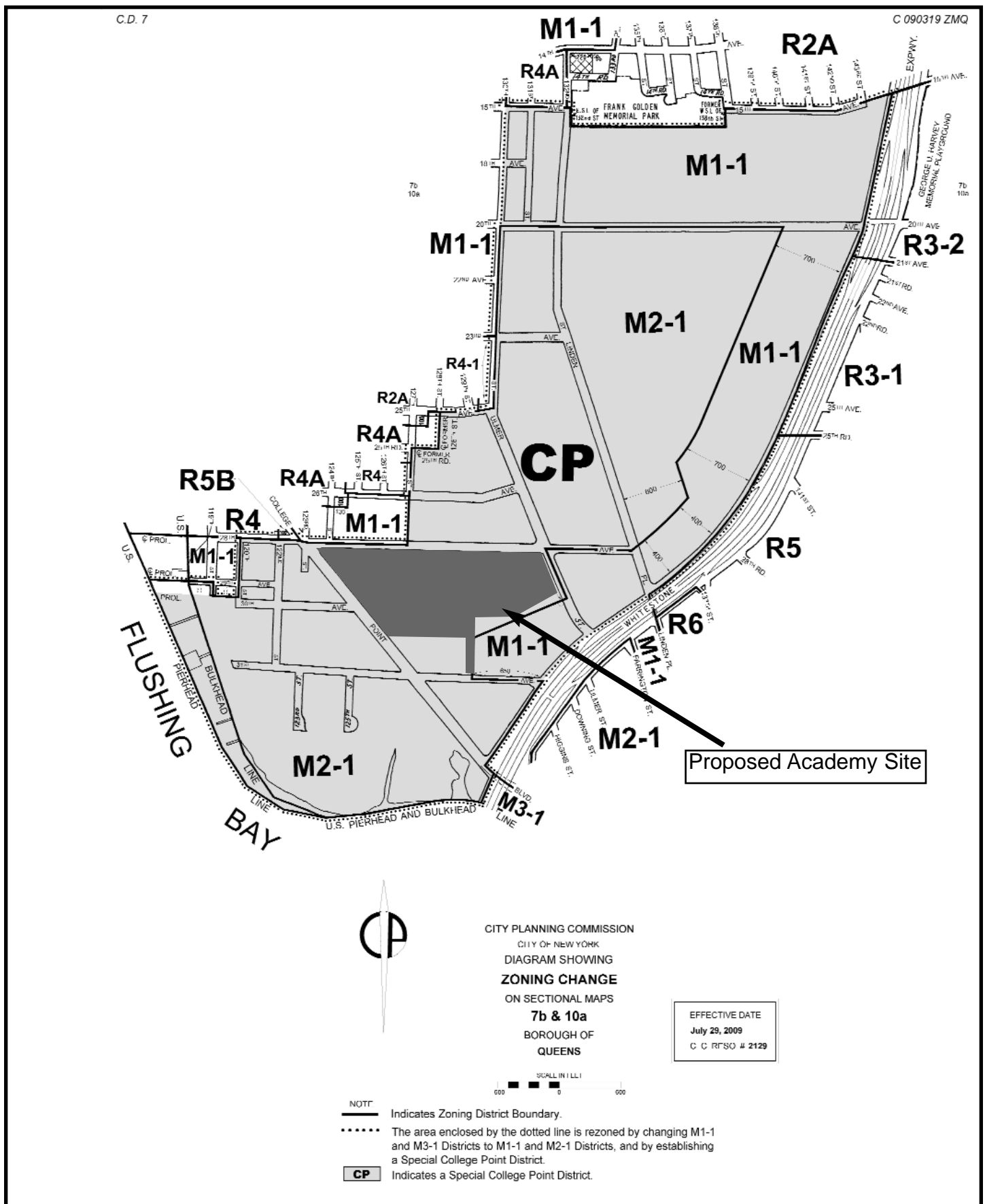
Flushing Meadows-Corona Park also includes the abovementioned Citi Field and the National Tennis Center. The National Tennis Center is a state of the art sporting complex, which consists of both the Louis Armstrong Stadium and the Arthur Ashe Stadium. The National Tennis Center is home to the United States Open, one of the World's most prestigious grand slam tennis tournaments. During the rest of the year, courts are available for public play, instructional programs and tournaments.

Flushing Meadows-Corona Park also contains several cultural attractions. The New York Hall of Science, built for the 1964 World's Fair, is New York City's only hands-on science and technology museum. The Queens Museum of Art, a visual arts center, is located in the New York City Building. It is home to the Panorama of New York City, the World's largest architectural scale model of an urban area. The Queens Wildlife Conservation Center exhibits North American animals on naturalistic grounds, allowing an unusual intimacy between visitor and wildlife. The Children's Farm offers exhibitions of domestic animals. The Queens Botanical Garden is a 39-acre botanical garden filled with garden displays and tree and flower collections. Queens Theatre in the Park presents a variety of professional performing artists and serves as a showcase for local arts groups. The facility accommodates a 500- seat main auditorium and a 100 seat lower level theatre.

#### **Willets Point**

Willets Point, also known locally as the Iron Triangle, is an industrial neighborhood of Flushing with no sidewalks or sewers, and as of 2007 only one resident. It is bounded by Northern Boulevard to the north, 126th Street and Citi Field to the west, Roosevelt Avenue to the south and the Flushing River to the east. The IRT 7 Train stops near the southwest corner of the "Triangle", at Roosevelt Avenue and 126 Street, near Corona Yard.

The area is very industrial and is filled with auto repair shops, scrap yards, waste processing sites, and similar small businesses. In times of severe rain, flooding is common. Plans are underway to replace the scrap yards and industrial sites with a sustainable and affordable mixed-use development. The Willets Point Redevelopment Plan has been designed to include retail and entertainment uses, a hotel and convention center, thousands of mixed-income residential units and new public open spaces and other community amenities. The mixed-use program, as planned, would create thousands of new permanent jobs and construction jobs. The Willets Point Redevelopment is expected to become a major engine for economic growth for Queens, create local employment and business opportunities and improve the overall quality of life for local residents. The plans include environmental clean-up and business relocation. Additionally, a new baseball stadium for the New York Mets, Citi Field, has recently opened immediately to the east of the former Shea Stadium.



## Zoning

### ***Proposed Development Site***

As mentioned above, the City has recently amended the zoning regulations and zoning map for the area. These zoning changes include the creation of the “Special College Point District” (090318ZRQ) and zoning map amendment (090319ZMQ). The proposed development site is a split lot located primarily in the M2-1 zoning district, with a small portion of the site (approximately 15,000 sq. ft.) within M1-1 zoning district (see Figure 2-3, “Existing Zoning”).

M1-1 districts are light manufacturing/industrial districts, which have strict performance standards, and often serve as industrial front yards or buffers to adjacent residential or commercial districts. M1-1 districts permit use groups 4 (community facility); 5-11 (retail and commercial); 12-14 (recreation); 16 (general services); and 17 (manufacturing). The maximum Floor Area Ratio (FAR) for commercial and manufacturing uses in an M1-1 district is 1.0. M1-1 districts require office uses (Use Group 6, parking requirement 1b) to provide one parking space per 300 zoning square feet (zsf).

M2 districts are for industries that occupy the middle ground between light and heavy industrial areas. Required performance standards in M2 districts are lower than M1 districts. M2 districts are typically located near the city’s older industrial areas along the waterfront. M2-1 districts permit use groups 6-11 (retail and commercial); 12-14 (recreation); 16 (general service) and 17 (manufacturing). This M2-1 zoning district has a maximum FAR of 2.0 and a maximum base height before setback of 60 feet. M2-1 districts are also subject to the parking requirements of Section 44-21 of the Zoning Resolution.

### ***Study Area***

Table 2-1 provides a summary of zoning regulations for each of the existing zoning districts within the quarter-mile study area, including maximum FAR, and permitted uses/zone type. Figure 2-3, “Existing Zoning” shows the current zoning districts in the study area. As shown in Figure 2-3, the area surrounding the proposed development site is largely zoned for low-to moderate-density residential or light industrial uses. In terms of existing zoning, the site is adjacent to the following zoning districts: M1-1, R2A, R4, R4A, R4-1, and R5B to the north; M1-1, M2-1, R2, and R5 to the east; M2-1 and M3-1 to the south; and M1-1 and M2-1 to the west.

The M3-1 district, which includes a majority of the proposed development site, encompasses the bulk of the land to the immediate south and southwest of the Site, including all of the land along Flushing Bay, from to the Whitestone Expressway to the south side of 30<sup>th</sup> Avenue. In addition, the M1-1 district includes the approximately 160-foot wide swath of land on western portion of the Site, parallel to College Point Boulevard. The M1-1 zone extends to the west, north, and east of the Site, and includes the former Flushing Airport property.

M2 districts occupy the middle ground between the light and heavy industrial areas of the City. The M2-1 district mapped to the southeast of the Whitestone Expressway has lower performance standards than a M1 district. Specifically, more noise and vibration are permitted, smoke is also allowed, and industrial activities are not required to be entirely enclosed. M2-1 districts have a maximum FAR of 2.0 and a maximum base height before setback of 60 feet. Parking requirements of Section 44-21 of the Zoning Resolution are applicable and vary according to use. Loading berth requirements also differ according to type of use and size of establishment.

R2A districts allow single-family detached homes at a maximum residential FAR of 0.5. The minimum lot width in this district is 40 feet. A sky exposure plane limits maximum building height. As in other low-density residential districts, one off-street parking space is required for each dwelling unit.



**Table 2-1: Existing Zoning Districts and Regulations in the Study Area**

District	Maximum FAR <sup>1,2</sup>	Uses/Zone Type
<b>Manufacturing Districts</b>		
<b>M1-1</b>	M: 1.0 C: 1.0 CF: 2.4	Light manufacturing and most commercial uses; located adjacent to low-density residential areas
<b>M2-1</b>	M: 2.0 C: 2.0	Medium manufacturing and most commercial uses, moderate manufacturing performance standards
<b>M3-1</b>	M: 2.0 C: 2.0	Heavy manufacturing and most commercial areas, minimum manufacturing performance standards
<b>Residential Districts</b>		
<b>R2A</b>	R: 0.5 with a maximum lot coverage of 30%	General residence district, low-density housing
<b>R4A</b>	R: 0.75 plus a 0.2 attic allowance <sup>3</sup>	General residence district, low-density housing
<b>R4</b>	R: 0.75 plus a 0.2 attic allowance	General residence district, low-density housing
<b>R5B</b>	R: 1.35 CF: 2.0	General residence district, low-density housing
<b>R5</b>	R: 1.25 CF: 2.0	General residence district, low-density housing
<b>R6</b>	R: 0.78 to 2.43 QH: 3.0 CF: 4.8	General residence district, medium-density housing
<b>Notes:</b>		
<sup>1</sup> FAR is a measure of density establishing the amount of development allowed in proportion to the base lot area. For example, a lot of 10,000 sq. ft. with a FAR of 1 has an allowable building area of 10,000 sq. ft. The same lot with an FAR of 10 has an allowable building area of 100,000 sq. ft.		
<sup>2</sup> CF = community facility, R = residential, QH = quality housing, C = commercial, M = manufacturing		
<sup>3</sup> The maximum FAR is increased by the attic allowance which provides up to 20 percent additional FAR for space beneath a pitched roof that has structural headroom of between five and eight feet.		
<b>Source:</b> New York City Zoning Resolution, New York City Department of City Planning Zoning Handbook, January 2006.		

R4 districts allow all types housing at a maximum residential FAR of 0.75, plus an attic allowance of up to 20 percent. Typical buildings in this district are 3-stories. Community facility development in R4 districts has a maximum FAR of 2.0. R4A districts have the same FAR restrictions, though development is restricted to only one- and two-family detached residences. Houses in this district are typically two stories and an attic beneath a pitched roof.

R5 districts permit a variety of housing types. The FAR of 1.25 typically produces three-story attached houses and small apartment houses. With a height limit of 40 feet, R5 districts can provide transition between lower and higher-density neighborhoods. Although the R5B district permits detached and semi-detached buildings, it is primarily a three-story row-house district. The FAR of 1.35 typically produces three-story rowhouses with a maximum street wall height of 30 feet, above which the building slopes or is set back to a maximum building height of 33 feet. Front yards in this district must be at least five feet deep and must be at least as deep as one adjacent front yard, but no deeper than the other, to a maximum depth of 20 feet. Attached row houses do not require side yards, but there must be at least eight feet between the end buildings in a row and buildings on adjacent zoning lots. Parking is waived for one- and two-family homes and curb cuts are prohibited on zoning lots less than 40 feet wide. Where parking is required, on-site spaces must be provided for two-thirds of the dwelling units.

R6 districts are widely mapped in built-up medium density areas of Queens and allow all housing types. The standard bulk regulations, or height factor regulations for R6 districts encourage small apartment buildings on small zoning lots and, on larger lots, tall, narrow buildings that are set back from the street with a maximum FAR of 2.43. There is no height limit, but height is regulated by a sky exposure plane and setback regulations. The optional Quality Housing program regulations produce lower buildings with a higher lot coverage, which typically allow for more apartments that might be achievable under height factor regulations. In Queens, the R6 optional regulations for buildings on or

within 100 feet of a wide street allow residences with a maximum FAR of 3.0 and a maximum base height of 60 feet before setback with a maximum building height of 70 feet. On a narrow street, the maximum FAR is 2.2; the base height before setback is 30 to 45 feet with a maximum building height of 55 feet. Community facility development in R6 districts has a maximum FAR of 4.8.

### ***Recent Rezoning Actions***

In recent years there have been a number of rezoning actions adopted within and in the vicinity of the study area to encourage and guide new development so that it better reflects the existing scale and character of the area, including the College Point Rezoning and the Willets Point Redevelopment. Each of these rezonings is described briefly below:

#### College Point Rezoning

In 2005, 161 blocks within the College Point area to the north of the proposed development site underwent a rezoning to address the community's concerns about recent development that was out-of-character with the neighborhood context of one-and two-family detached residences. The new zoning preserves neighborhood scale and character with lower density contextual districts. These districts ensure that new development would be more consistent with traditional, predominantly detached building types. Also, several blocks that were zoned for manufacturing were changed to residential districts to reflect their predominant character. Additionally, the new zoning along College Point Boulevard encourages mixed-use buildings and reinforces its "Main Street role" in the community. Parking requirements for commercial overlay areas were slightly modified to require less parking in order to match the existing development patterns on the boulevard. Additionally, commercial overlays were removed from two block fronts on 18<sup>th</sup> Avenue that have mainly residential uses and an overlay was added to one block front on 14<sup>th</sup> Avenue to reflect existing commercial uses.

#### Willets Point Redevelopment

As mentioned above, the proposed Willets Point redevelopment could result in a large new development within close proximity to the proposed Academy site. The proposed Willets Point redevelopment plan is intended to stimulate the redevelopment of the Willets Point area in accordance with the zoning Special District and Willets Point Urban Renewal Plan (URP). The proposal envisions residential and retail uses as the core uses within the Special District. Other proposed uses include: office, hotel, convention center, community facilities and open space. Although no developer or specific development plan is in place at this time, the URP prescribes a maximum permitted floor area of 8.94 million gsf in the Special District, and allows flexibility in the combination of uses to be developed in the Special District.

#### Special College Point District

As indicated above, the City has recently rezoned the area surrounding the Proposed Academy site. The intent of this Special Purpose District is to encourage and retain high performance manufacturing establishments in New York City; maintain the high quality business campus environment with landscaped yards within the area known as the College Point Corporate Park; and to promote the most desirable use of land and thus conserve and enhance the value of land and buildings, and thereby protect the City's tax revenues. The Special Purpose District replaces the Urban Renewal Plan for the area, which expired in April 2009. While the urban renewal plan has not been renewed, the Special Purpose District formalizes and builds upon many of the same objectives and design standards that were a fundamental part of the College Point II Urban Renewal Plan, including: enclosure regulations, screening requirements, sign regulations, street tree planting requirements, planting requirements in front yards, storage of materials within yards, and parking and loading regulations.

## Public Policy

The College Point area has been the focus of policy initiatives for decades. As described in detail below, the Site is located within the College Point Corporate Park, a 550-acre section of northern Queens that is home to approximately 175 companies and employs approximately 5,500 people. This land was once considered a blight on the surrounding community. In 1969, the City planning Commission approved the College Point I Urban Renewal Plan, an action that paved the way for the City of New York to condemn the neglected and underutilized properties and bring them under the City's control. By improving the land and attracting investment from national and local companies, the City has been able to create an extraordinarily successful industrial, commercial, and retail center.

Additional public policies that apply either to the Site or the study area are also described below. The Proposed Action involves the siting of a public facility, a new Police Academy that would require a Fair Share analysis as part of the ULURP application. As the proposed Police Academy is not listed in the Citywide Statement of Needs, a 204(g) letter was submitted by the NYPD to the Queens Borough President and the local Community Board. While no written responses were received, an open dialogue began between the NYPD, the Community Board, and the Borough President's office. As stated in the 204(g) letter, the proposed Police Academy is an essential public facility that would help to upgrade and consolidate the police training facilities.

### ***College Point II Industrial Urban Renewal Area***

The Site is located within the College Point Corporate Park. As described above, the 1969 City Planning Commission approval of the College Point I Urban Renewal Plan enable the City to acquire more than 100 abandoned, vacant, underutilized or substandard parcels within the 500-acre College Point Corporate Park. The City set out to redevelop the area in a comprehensive manner, removing blight and maximizing appropriate use. The City also made available a variety of economic benefit programs to qualified companies, providing them with valuable energy and real property tax benefits.

Between 1971 and 1990 more than two million square feet was developed, primarily for office and manufacturing facilities, and more than 3,000 jobs were created. Companies like Edward Fields, a high-end custom carpet manufacturer located on Ulmer Street, and the Octagon office building, located on the Whitestone Service Drive, were two of the first developments in the park. Beginning in 1990, NYCEDC made great strides in developing the Corporate Park, spurred by increased interest from Fortune 500 companies. The New York Times Company recognized the potential of the park, and in 1994 decided to build a state-of-the-art color printing facility on a parcel of City-owned land in the Park with over 600 jobs.

The construction of a major multiplex cinema and national retailer within the Corporate Park also spurred interest from a diverse group of companies that were mainly involved in retail and service activities. Between 1990 and 2003, more than \$4400 million in private money was invested in the park, resulting in the creation of more than 1.5 million square feet of development and more than 2,500 jobs.

In 2002, NYCEDC opened a satellite office in the Park, enabling their staff to more effectively and efficiently manage the Park and ensure the timely completion of all improvement projects, maintenance, and land sales. The Park's on-site management and maintenance program is financed by small quarterly contributions from member businesses. This "improvement fund" provides tenants with benefits that include marketing support and business assistance training, and also pays for capital improvements and beautification projects at the park. All College Point Corporate Park businesses are encouraged to support the fund to help ensure a well-maintained and successful environment for all

tenants. To date, more than \$110 million in new roadways, water mains, sewer systems, and drainage systems in the Corporate Park have been completed under NYC EDC's guidance.

### ***Waterfront Revitalization Program (WRP) / Coastal Zone Management***

The federal Coastal Zone Management Act of 1972 established to support and protect the nation's coastal areas set forth standard policies for the review of new projects along coastlines. As part of the Federal Coastal Zone Management Program, New York State has adopted a state Coastal Zone Management Program, designed to achieve a balance between economic development and preservation that will promote waterfront revitalization and water-dependent uses; protect fish, wildlife, open space, scenic areas, public access to the shoreline, and farmland. The program is also designed to minimize adverse changes to ecological systems, including limiting erosion and flood hazards.

The state program contains provisions for local governments to develop their own local waterfront revitalization programs (WRPs). New York City has adopted such a program (*New York City Waterfront Revitalization Program*, New York City Department of City Planning, revised 1999). The Local WRP establishes the City's Coastal Zone, and includes policies that address the waterfront's economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives.

As the proposed development site falls within the City's designated coastal zone (refer to Figure 6-1 in Chapter 6, "Waterfront Revitalization Program"), the Proposed Action is assessed for its consistency with the policies of the City's Local Waterfront Revitalization Program (LWRP). LWRP policies that particularly apply to the proposed action include encouraging commercial and residential development in appropriate coastal zone areas, and minimizing loss of life, structures and natural resources caused by flooding and erosion. Chapter 6, "Waterfront Revitalization Program," reviews the New York City coastal zone policies and assesses the consistency of the Proposed Project with these policies.

### ***PlaNYC 2030 (2007)***

Released by the City in April 2007, this 128-point plan was prepared to create an environmentally sustainable city over the next two decades. PlaNYC focuses on the many facets of New York's environment, including its transportation network, housing stock, land and park system, energy network, water supply, and air quality, and sets a course to achieve 10 goals to create a more sustainable New York by the year 2030. Specific goals of the plan include:

- Create enough housing for almost a million more people, and find ways to make housing more affordable;
- Ensure that every New Yorker lives within a 10-minute walk of a park;
- Add to the capacity of New York City's regional mass transit system;
- Develop critical back-up for New York City's water network, ensuring a dependable source of water;
- Reach a full "state of good repair" for New York City's roads, subways, and rail;
- Provide cleaner, more reliable power by upgrading New York City's energy infrastructure;
- Reduce New York City's global-warming emissions by more than 30 percent by 2030;
- Achieve the cleanest air quality of any big city in America;
- Clean up all contaminated land in New York City; and,
- Open 90 percent of New York City's rivers, harbors, and bays for recreation by reducing water pollution and preserving natural areas.

The proposed Academy would comply with all applicable laws and ordinances, including the recently enacted Green Buildings Law (Local Law 86) governing sustainable design. Green building design, or sustainable design, strives to reduce a building's impact on its occupants and the environment.



Sustainable design integrates architectural elements and engineering systems to optimize performance of a proposed buildings and their interaction with the environment. It is expected that the proposed Academy would meet, at minimum, LEED Silver requirements.

### ***“Fair Share” Criteria***

The proposed Police Academy is subject to the *Criteria for Location of City Facilities* (the “Fair Share” Criteria) and requires a Site Selection approval by the New York City Planning Commission (CPC). The new NYPD Police Academy would incorporate all of NYPD’s existing training facilities throughout the City into one consolidated campus in College Point. The total size of the proposed development is approximately 2.4 million gsf consisting of academic and indoor and outdoor physical training facilities, the police museum, drivers training, visiting officers’ dorms and accessory parking. The discretionary action requiring environmental review includes site selection for the proposed public facility. As a regional/citywide facility, Articles 4 and 6 of the *Fair Share Criteria* must be applied to the proposed facility, and the findings for these criteria included in the ULURP application for the proposed development. Applicants are required to explain how each of the criteria was applied, justify any inconsistencies with the criteria, and attach appropriate documentation. These considerations must be taken into account by City agencies when they select sites for new facilities or substantially change existing facilities. No ULURP application will be certified unless the “fair share” submission is complete.

## **C. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITION)**

### **Land Use**

#### ***Proposed Development Site***

Although the proposed development site could be developed as-of-right under the existing M1-1 and M2-1 zoning, the analysis conservatively assumes that in the future without the Proposed Action the proposed development site would be vacant as the tow pound operations would be consolidated and relocated to other City-owned sites as the citywide operations are reorganized. The exposed drainage ditch that bisects the property would remain unimproved under future No-Build conditions. No changes are anticipated to the drainage ditch in the future without the Proposed Action. This will serve as the baseline for comparing the effects of the future without and with the Proposed Action.

The southern five acres of the Site, currently part of the NYPD’s College Point Tow Pound, are not included in the 35-acre Police Academy site.

#### ***Primary Study Area***

Separate from the proposed development, it is expected that the current land use trends and general development patterns would continue in the study area in the future without the Proposed Action. These trends and patterns are characterized by anticipated increases in the development of as-of-right commercial, manufacturing, and light industrial uses.

In the 2014 future without the Proposed Action, several new developments are expected to be completed within and immediately adjacent to the land use study area. Information on major known “No-Build” developments is provided in Table 2-2 and the location of these developments is shown in Figure 2-4 “No-Build Project Locations.” These include projects recently completed, currently under construction, as well as planned developments. Most of the No-Build projects are new developments or expansions. No-Build developments were identified from a variety of sources, including recent environmental assessment documents, and information provided by the Queens Office of NYC Department of City Planning (NYC DCP), NYC EDC and the Mayor’s Office of Environmental Coordination (MOEC).

As mentioned above, the approximately five-acre property directly south of the proposed development site will not be included within the approximately 35-acre Police Academy development site. The City acknowledges that the property could be developed by the 2014 build year. Three No-Build developments could be constructed on this five-acre parcel as part of the Willets Point to College Point relocation efforts. An auto parts distributor would construct a new 17,000 sq. ft. building and an additional 23,000 sq. ft. of enclosed storage space (in Figure 2-4, Map No. 1, as well as Table 2-2). A plumbing supply distributor would construct a new 10,000 sq. ft. building and an additional 45,600 sq. ft. of storage space (in Figure 2-4, Map No. 2, as well as Table 2-2). An iron fabricator would construct a new 60,000 sq. ft. building (in Figure 2-4, Map No. 3, as well as Table 2-2). It is thought that these projects could be completed and occupied by 2011.

The New York Times has recently completed an expansion of its 500,386 sq. ft. printing facility in College Point, Queens (see Figure 2-4, Map No. 4). The 70,613 gsf expansion resulted in the relocation of approximately 190 employees to the College Point Facility (bringing the total from 640 to 830 employees), and the operation of approximately 20 additional (from a range of approximately 70 to 80 to approximately 90 to 100) truck deliveries. While this expansion has already been completed, it is a development of note in the study area.

A transportation project is planned for the study area. NYC EDC proposes to construct Linden Place in two phases. As described in Table 2-2, the first phase would consist of surcharge work – installation of vertical drain layers, sand layers and sediment/erosion control measures; placement of surcharge materials; compaction operations; demolition of surcharge and rough-grading operations; and maintenance of sediment and erosion control measures. The second phase would consist of roadway work – ground stabilization; drainage facilities construction; sub-base installation; flexible pavement construction; and final grading and landscaping. Ultimately the project would extend Linden Place approximately between 28<sup>th</sup> and 23<sup>rd</sup> Avenues; extend 23<sup>rd</sup> Avenue approximately between Linden Place and 130<sup>th</sup> Street; and extend 130<sup>th</sup> Street approximately between 25<sup>th</sup> and 23<sup>rd</sup> Avenue (see Figure 2-4, Map No. 5 and No. 6). Construction is expected to end in Spring 2011.

The North Shore Marine Transfer Station is proposed at the western limits of the Study Area on 31<sup>st</sup> Avenue at 122<sup>nd</sup> Street (see Figure 2-4, Map No. 7). The converted marine transfer station is included in DSNY's Solid Waste Management Plan for long-term waste export, and would receive and containerize waste from Queens Community Districts 7 through 14, exporting waste by barge. The facility is expected to begin operating in 2011.

Two developments are planned for the vacant property located at the southwest corner of 31<sup>st</sup> Avenue and College Point Boulevard. Ares Printing and Packaging is currently constructing a 107,000 sq. ft. printing and packaging facility on a 41,250 sq. ft. site (in Figure 2-4, Map No. 8). A second proposal from GGC Printing is planning to construct a new 97,000 sq. ft. printing facility at 125-12 31<sup>st</sup> Avenue by 2010. The facility would provide 120 accessory parking spaces for employees and visitors (in Figure 2-4, Map No. 9).

Two new developments are anticipated at 29<sup>th</sup> Avenue and 122<sup>nd</sup> Street. Both new developments would consist of new construction companies. The first development would consist of an approximately 5,000 sq. ft. building and 9,400 sq. ft. of either open or enclosed storage (in Figure 2-4, Map No. 10). The second development would consist of an approximately 7,500 sq. ft. building and approximately 5,500 sq. ft. of either open or enclosed storage (in Figure 2-4, Map No. 11). Both developments are expected to be completed and operational by 2011.

**Table 2-2: No-Build Developments**

Map No.	Project Name / Address	Build Year	Development Program
<b>Notable Developments Within Quarter-Mile Land Use Study Area</b>			
1	Auto Parts Distributor Southern portion of Blocks 4356, 4357, 4358, 4359, 4360	2011	17,000 sq ft building and 23,000 sq ft of enclosed storage
2	Plumbing Supply Distributor Southern portion of Blocks 4356, 4357, 4358, 4359, 4360	2011	10,000 sq ft building and 45,600 sq ft of storage (either open or enclosed)
3	Iron Fabricator Southern portion of Blocks 4356, 4357, 4358, 4359, 4360	2011	60,000 sq ft building
4	New York Times Expansion Linden Pl and 20 <sup>th</sup> Ave	2008	Includes a 70,613 sq. ft. expansion to the existing, approximately 500,386 sq. ft. printing facility. Approximately 190 employees relocated to the College Point facility.
5	Linden Place Extension – Phase I	2010	Surcharge work – installation of vertical drain layers, sand layers and sediment/erosion control measures; placement of surcharge materials; compaction operations; demolition of surcharge and rough-grading operations; and maintenance of sediment and erosion control measures.
6	Linden Place Extension – Phase II	2011	Roadway work – ground stabilization; drainage facilities construction; sub-base installation; flexible pavement construction; and final grading and landscaping. Ultimately extend Linden Pl approx. between 28 <sup>th</sup> and 23 <sup>rd</sup> Ave; extend 23 <sup>rd</sup> Ave approximately between Linden Pl and 130 <sup>th</sup> St; and extend 130 <sup>th</sup> St approximately between 25 <sup>th</sup> and 23 <sup>rd</sup> Ave.
7	North Shore Marine Transfer Station – 31 <sup>st</sup> Ave and 122 <sup>nd</sup> St	2011	Converted facility will receive and containerize DSNY-managed waste from Queens Community Districts 7 through 14
8	Ares Printing & Packaging- Block 4382, p/o Lot 1 Block 4383, Lot 5	2009	107,000 sq ft for new printing and packaging facility 57 accessory parking spaces for employees
9	GGC Printing 125-12 31st Avenue	2010	97,000 sq ft printing facility 120 parking spaces
10	Construction Company 29 <sup>th</sup> Ave at 122 <sup>nd</sup> St	2011	5,000 sq ft building and 9,400 sq ft storage (either open or enclosed)
11	Construction Company 29 <sup>th</sup> Ave at 122 <sup>nd</sup> St	2011	7,500 sq ft building and 5,500 sq ft storage (either open or enclosed)
12	Commercial or Industrial Use 29 <sup>th</sup> Ave at 122 <sup>nd</sup> St	2011	121,212 sq ft of new commercial or industrial uses
<b>Notable Developments Beyond the Study Area Boundaries</b>			
13	132 <sup>nd</sup> Street Extension	2011	Construction of 132 <sup>nd</sup> Street (paper street) between 20 <sup>th</sup> and 23 <sup>rd</sup> Ave
14	Industrial Recycling, Wholesaling & Distribution 130 <sup>th</sup> St and 23 <sup>rd</sup> Ave	2011	7,000 sq ft building
15	Auto-Related Business 130 <sup>th</sup> St and 23 <sup>rd</sup> Ave	2011	7,000 sq ft building
16	New Millennium Northern Blvd – 137-61 Northern Blvd	2010	91 residential units, 60 hotel rooms, 35,722 sq ft community facility, 17,167 sq ft retail, 223 parking spaces
17	New Millennium – 134-03 35 <sup>th</sup> Ave	2009	84 residential units, 33,600 sq ft community facility, 3,600 retail, 222 parking spaces
18	RKO Keith Theater – Main St and Northern Blvd	2012	200 residential units, 10,000 sq ft retail, 12,500 sq ft community facility, 229 parking spaces
19	Queens Crossing – Main St and 39 <sup>th</sup> Ave	2008	144,400 sq ft office, 110,000 sq ft retail, 29,600 sq ft community facility, 400 parking spaces
20	Flushing Commons (Municipal Parking Lot 1) – 138 <sup>th</sup> St, 37 <sup>th</sup> Ave, 39 <sup>th</sup> Ave, Union St	2011	500 residential units, 200,000 sq ft retail, 100,000 sq ft office, 100,000 sq ft community facility, 1,600 parking spaces, and either 250 hotel rooms or an additional 120,000 sq ft of office space
21	Downtown Flushing One-Way Pair	2011	Transportation project – Main St to become one-way northbound; Union Street to become one-way southbound
22	Flushing River Center – 39-08 Janet Place (at Roosevelt Ave)	2011	4,475 residential units, 346,500 sq ft commercial, 787 accessory parking spaces
23	Sky View Parc – College Pt Blvd and 40 <sup>th</sup> Rd	2011	750 residential units, 760,000 sq ft retail, 51,800 sq ft restaurant, 3,000 parking spaces (the residential component to be developed in phases)
24	Willetts Point Development – Willetts Point, Queens	2017	5,500 housing units, 1.7 million sq ft of retail, 500,000 sq ft office space, convention center, hotels



Site boundaries are approximate



<b>Map No.</b>	<b>Project Name / Address</b>	<b>Build Year</b>	<b>Development Program</b>
25	Citi Field/Shea Stadium Redevelopment– Flushing, Queens	2009	44,100-seat stadium to replace existing 56,000-seat Shea Stadium Redistribution of 8,800 existing parking spaces
26	Luggage Importer – 18-31 131 <sup>st</sup> Street (Block 4137, Lot 1)	2010	20,000 sq ft expansion of warehouse/office space
27	College Pt Retail & Restaurant Project – 133-11 (aka 132-01) 20 <sup>th</sup> Ave	2010	Conversion of existing 15,000 sq ft warehouse into retail space, and New construction of 5,900 sq ft restaurant in the SW corner of the existing parking lot
28	Commercial or Industrial Use – 15 <sup>th</sup> Ave at 142 <sup>nd</sup> St	2010	Vacant land may be developed with a 60,000 sq ft commercial / industrial building
29	Expansion of Glaceau Facility – Block 4148, Lot 78	2010	Possible expansion of 17,000 sq ft of office space

**Sources:** Queens Office of the New York City Department of City Planning, NYC EDC, and the Mayor's Office of Environmental Coordination.

The final development within the quarter-mile study area is located at Ulmer Street and 26<sup>th</sup> Avenue. As no formal plans have been established for the site, the City considers commercial and industrial uses to be feasible at this location (in Figure 2-4, Map No. 12). The maximum development size would be approximately 121,200 sq. ft. This development would be completed and operational by 2011.

There are also a number of other development proposals and possible future developments which at the time this EIS was prepared, were in preliminary stages or for which detailed information is not yet available. These developments are not formally considered as part of the 2014 No-Build conditions as there are not specific development proposals for these sites or it is considered unlikely to result in a completed development by 2014 and in any event would be subject to its own environmental review. Smaller projects were evaluated as part of the area's background growth.

### ***Large Projects Beyond the Study Area Boundaries***

As described above in Table 2-2, several large developments are expected to be constructed and occupied by 2014 beyond the study area boundaries. These No-Build projects, while they are located beyond the quarter-mile radius, represent noteworthy land use changes and, as such, are worth documenting.

As shown in Table 2-2, NYC EDC proposes to construct an extension for 132<sup>nd</sup> Street by 2011. The project scope involves the construction of 132<sup>nd</sup> Street between 20<sup>th</sup> and 23<sup>rd</sup> Avenues in the College Point Corporate Park (see Figure 2-4, Map No. 13). Currently, the street exists on City maps as a "paper street" and has never been constructed. This new street connection would serve to disburse local traffic in the area, as Linden Place would be a viable alternate route for those who currently travel along Ulmer Street.

The largest of these planned projects is the Willets Point Development. The maximum development expected as a result of the Willets Point project would be 5,500 housing units, 1.7 million sq. ft. of retail, 500,000 sq. ft. office space, a convention center, and possibly a few hotels. While there is no established building program, the projects listed in the above table represent the worst-case development scenario as reported in the Willets Point DEIS.

There are fifteen additional No-Build projects that are expected to be completed by the 2014 build year in the secondary study area, and many other notable projects that are also expected to be completed during this time, including: Citi Field, Sky View Parc, Queens Crossing, New Millennium, New Millennium Northern Boulevard, Flushing Commons, RKO Keith Theater, Flushing River Center, an industrial recycling, wholesale and distribution center, and auto-related business, a luggage importer, a new national retailer and restaurant (known as the College Point Retail and Restaurant Project), a new 60,000 commercial or industrial use, and a 17,000 sq. ft. expansion of the Glaceau

offices. Additionally, a significant transportation project would be put into effect in Downtown Flushing that would result in Main Street becoming northbound and Union Street becoming southbound between Northern Boulevard and Roosevelt Avenue.

## **Zoning**

### ***Proposed Development Site***

No site-specific actions are proposed for the proposed Academy site. However, as mentioned above, the proposed development site has been rezoned in conjunction with the “Special College Point District” (090318ZQR) and zoning map amendment (090319ZMQ). As a result, the project site is now located within M1-1 and M2-1 zoning districts.

### ***Study Area***

The Special College Point District was recently mapped over a substantial segment of the study area. As described above, this special district intends to maintain the specialized land use controls provided by the College Point II Industrial Urban Renewal Area, which expired in 2009. While the urban renewal plan would not be renewed, the Special Purpose District formalizes and builds upon many of the same objectives and design standards that were a fundamental part of the College Point II Urban Renewal Plan, including: enclosure regulations, screening requirements, sign regulations, street tree planting requirements, planting requirements in front yards, storage of materials within yards, and parking and loading regulations.

These zoning changes included the creation of the Special College Point District (090318ZRQ) and zoning map amendment (090319ZMQ). An M2-1 zone was superimposed over the existing M1-1 and M3-1 districts and its regulations supplement or supersede those of the underlying zoning district. Section 126-22 of the Zoning Resolution (Floor Area Ratio) indicates that the floor area permitted within the Special College Point District for commercial, community facility, and manufacturing uses shall be 1.0. However, the portion of the Site that is located within the M2-1 District, south of 30<sup>th</sup> Avenue and its prolongation maintains its maximum permitted FAR in accordance with the underlying zoning for portions of the zoning lot within 600 feet of College Point Boulevard. As such, most of the site now has an FAR of 1.0 while the approximately 197,000 sq. ft. portion of the site that is south of the 30<sup>th</sup> Avenue prolongation and within 600 feet of College Point Boulevard would have an FAR of 2.0.

The Special College Point District includes performance standards of an M1 district. The new special district also modifies special bulk regulations of the underlying zoning district. For example, minimum required yards, floor area ratio, street tree requirements, planting requirements within front yards, storage of materials within yards, and height and setback regulations are defined.

Other than this recent change, no zoning changes are anticipated within the study area.

## **Public Policy**

### ***Proposed Development Site***

In the future without the Proposed Action, no changes to public policy have been identified specifically for the proposed development site.

### ***Study Area***

As mentioned above, the current College Point II Urban Renewal Plan recently expired and was replaced by the Special College Point District regulations. The Special College Point District encompasses the entire project site and much of the surrounding neighborhood. As described above,

the special district incorporates many of the features of the former Urban Renewal Plan. No other public policy initiatives have been identified in the study area.

#### **D. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITION)**

As discussed in Chapter 1, “Project Description,” the Proposed Action would facilitate the construction of a new Police Academy and training facility for the NYPD. The proposed development would consist of an approximately 2.4 million gsf and would include indoor training facilities, classrooms, and related support space, an indoor pistol training facility, a tactical village, an outdoor track, a police museum, a visiting police/lecturer housing facility and approximately 2,000 parking spaces, including an approximately 1,800-space above-grade parking garage.

#### **Land Use**

The *CEQR Technical Manual* states that significant adverse land use impacts may occur if an action would generate a land use that would be incompatible with surrounding uses. It also states that in many cases, land use changes do not result in significant adverse land use impacts, but they can cause significant adverse impacts in other technical areas. Therefore, in addition to making impact determinations, it is also important to identify the land use effects of the Proposed Action to make impact determinations for other technical areas in this EIS.

#### ***Proposed Development Site***

The Proposed Action would represent a change in land use and an increase in density on the proposed development site, replacing the northern portion of the NYPD’s College Point facility (an automotive or vehicle storage use), an auto repair facility located at the intersection of 28<sup>th</sup> Avenue and College Point Boulevard, and a City-owned vacant parcel along College Point Boulevard with a new NYPD training facility consisting of approximately 2.4 million gsf that would primarily accommodate NYPD physical training and academic facilities, as well as a police museum and a visiting police/lecturer housing facility (paid student sleeping quarters). Additionally, parking would be provided on site for no fewer than 2,000 vehicles. The proposed Academy is expected to become a world-class police training facility, which would accommodate both recruit and in-service training.

While a bulk of the training would occur on weekdays between 7:00 AM and midnight, the facility would be staffed 24 hours a day and 7 days per week. Weekend use would typically be limited to a small number of maintenance and central services staff. Once completed, the Academy would accommodate up to 1,980 recruits in one graduating class, with up to 3,960 recruits graduating per year. The recruits would be on a 7 AM to 3 PM schedule. The Academy would also train approximately 650 Traffic Enforcement and School Safety personnel per class and an additional 230 Cadets/School Crossing/EPCS personnel. The Academy, in its capacity as the primary in-service training facility, would accommodate two daily shifts of 500 officers for re-qualification. The first re-qualification tour would be on-site from 10 AM to 6 PM and the second shift would be on-site from 2 PM to 10 PM. Additional in-service training would occur on a daily basis with approximately 543 officers from 9 PM to 5 PM. Approximately 1,000 staff would be on-site throughout the day, staggered to correspond with their student / trainee population. Additionally, up to approximately 100 visiting lecturers and/or visiting police officers (extended stay, paid students) and 35 museum and facility visitors (daily-visitors in excess of police recruits) are also expected at the Academy. It is expected that the visiting lecturers and visiting police officers that would stay in the on-site dorm facility would participate in short-term training programs. Overall, at maximum occupancy, a daily peak population of nearly 5,500 people could be expected on-site between 1 PM and 2 PM, as shown in Table 1-1.

The proposed Academy would be an NYPD facility with both physical training and academic uses. The 35-acre campus would be comprised of several different components, including: academic, student support, administration, library, central plant, service and screening, circulation, dining, tactical village, field house, tactical gyms, and parking. The master plan for the Site was developed around the idea of an enclosed courtyard on the eastern half of the Site, surrounded by the academic, administration, paid student lodging, auditorium and dining functions. The proposed academic/administrative building would be a long, relatively tall structure, which would be constructed along the north side of the courtyard overlooking the lower auditorium and dining functions on the south side. The proposed field house is a freestanding structure west of the canal, creating a powerful focal point at the end of the courtyard. Tactical gyms are proposed under the field house. The tactical village would be located to the south of the field house, and the firearms and tactics building, a linear structure proposed along the northern property line, would be located to the west of the field house. The proposed EVOC course, to be located above the two-story parking garage, would be located west of the tactical village and field house and borders College Point Boulevard.

As shown in Figures 1-3, 1-4 and 1-5, the tallest proposed building would be the 155-foot tall field house. Mechanical systems and other communications equipment may rise above the roofline of some buildings, but would remain under the applicable FAA/Port Authority height limits for buildings within close proximity to LaGuardia Airport.

The campus would have one main pedestrian entrance, which is currently proposed on 28<sup>th</sup> Avenue near Ulmer Street. A ceremonial pedestrian entrance would be located midblock on 28<sup>th</sup> Avenue; this entrance would be primarily used for commencement and other ceremonial occasions.

The above-grade parking garage, expected to accommodate approximately 1,800 vehicles, would be constructed at the western edge of the development site. The accessory garage would have an elevation of approximately 45 feet (height of approximately 35 feet) in two levels of above-grade parking. Access to the parking garage would be provided on College Point Boulevard through two secured entrances to the site. Primary access is proposed at the intersection of College Point Boulevard and 30<sup>th</sup> Avenue. This intersection would be signalized to accommodate the anticipated traffic volume at this location. A secondary garage entry is proposed on College Point Boulevard to the north of the primary garage entrance. This secondary access would accommodate right turns into and out of the garage. A third driveway, limited to service vehicles only, is proposed at the southern limit of the Site on College Point Boulevard for access to the central receiving area. All deliveries and sanitation vehicles would use this entry and then circulate through the campus on internal service roads. A fourth and final vehicle access is proposed on Ulmer Street. This access, which leads to a proposed at-grade parking lot, would be a restricted-access lot for high-ranking officers.

The proposed Academy, largely comprised of academic and physical training uses, would not interfere with adjacent uses. The academic and physical training components of the Academy would complement existing and proposed uses in the local area. The proposed Academy, which is expected to achieve a LEED Silver certification at minimum, would replace the NYPD's vehicle impoundment facility with an environmentally friendly development.

The existing land uses that are currently located on the proposed Academy site would not remain in the future with the proposed Academy. The NYPD's current impoundment operations would be relocated under No-Build conditions as the City consolidates its citywide operations. The vehicle service station at the northwest corner of the block is currently leasing the property from the City on a month-to-month basis. As such, while the Proposed Project would utilize this parcel as part of the Proposed Site, the service station's lease would not be renewed and would therefore not be directly displaced by the Police Academy. Additionally, the vacant strip of land along College Point, also owned by the City, would be used for the Proposed Action.

The proposed development would be compatible with existing land use patterns and recent development trends in the area, and would not cause a significant adverse impact to land use. As described in detail above, the area immediately surrounding the proposed Academy site is comprised of a diverse mix of uses. As the proposed Academy would function as an academic and physical training facility, it is expected that it would not represent a significant change as compared to existing uses.

As mentioned above, an on-site drainage ditch bisects the site. The waterway carries drainage from both on-site and upland sources. The water flows off-site via 72-inch pipes, which are located at the southern boundary at 31<sup>st</sup> Avenue. The structure empties near the Whitestone Expressway (approximately 700 feet south of the Project Site). As described in Chapter 5, "Natural Resources," the project team is currently exploring options to preserve and enhance the waterway. The intent is to improve the aesthetics, reduce the unpleasant odor, improve the viability of landscaping, and improve ecological conditions within the waterway and along the banks. The project team is coordinating with NYSDEC, USACOE, and NYCDEP to secure the appropriate permits for any work that would be done within or along the banks of the drainage ditch.

The proposed site is well suited to accommodate the proposed development in terms of its location, size, configuration, and compatibility with neighboring land uses.

### ***Study Area***

The Proposed Action would result in a new use within the surrounding area, but the proposed Academy would be consistent with the prevailing land uses in the surrounding area, including large NYPD and institutional uses. The change in land use and density at the proposed development site would not result in a significant adverse impact on adjacent land uses. Land uses in the study area are generally well established and would not be adversely impacted by the proposed Academy. The surrounding area supports a number of large commercial offices, manufacturing light industrial, and institutional uses on relatively large properties. This area is also experiencing some new development of manufacturing uses to the southwest of the proposed development site, as discussed above. The proposed Academy would be consistent with and reinforce the existing and proposed uses in the immediate area and would add to its mixed-use character.

No incompatible uses would be introduced to the study area as a result of the Proposed Action, nor would the proposed development affect or limit the existing land uses. The area's existing mixture of commercial, community facility, manufacturing, light industrial, transportation-related, residential and open space uses would be preserved.

### **Zoning**

The *CEQR Technical Manual* states that a significant adverse zoning impact may occur if a proposed action would result in land uses or structures that substantially do not conform to or comply with underlying zoning; or an action that would result in significant material changes to zoning regulations.

### ***Proposed Development Site***

No zoning changes are being proposed in conjunction with the Police Academy. As mentioned above, the approximately 35-acre development site is located within M1-1 and M2-1 zoning districts. As mentioned above, the proposed Academy site is located within the boundaries of the Special College Point District.

The zoning of the project site allows for the training facilities and academy classrooms associated with the proposed Academy; however, as discussed below, the proposed museum and guest lodging uses are not permitted in these zones on an as-of-right basis. Further, because of the large space

requirements associated with the building program, certain building elements would result in minor encroachments into the applicable yard requirements, or would not comply with height and setback requirements. Therefore, the proposed Academy would require a zoning override from the Mayor's office.

As discussed in the "Existing Conditions" section above, M1-1 districts are light manufacturing/industrial districts, which have strict performance standards, and often serve as buffers between industrial districts and adjacent residential or commercial districts. M1-1 districts permit use groups 4 (community facility); 5-11 (retail and commercial); 12-14 (recreation); 16 (general services); and 17 (manufacturing). The maximum FAR is 1.0. As approximately 15,300 sq. ft. of the proposed development site is located within the M1-1 zoning district, an FAR of 1.0 would allow up to 15,300 sq. ft. of zoning floor area. Additionally, M1-1 districts require one parking space per 300 zoning square feet (zsf) (Use Group 6, parking requirement 1b).

As described above, M2 districts are for moderate industries. M2-1 districts permit use groups 6-11 (retail and commercial); 12-14 (recreation); 16 (general service) and 17 (manufacturing). This zoning district has a maximum FAR of 2.0; however, due to the special district regulations, most of the site has an available FAR of 1.0. Approximately 197,256 sq. ft. of the lot is located within the portion of the lot that has an FAR of 2.0, resulting in a permitted floor area of 394,512. The balance of the site, approximately 1,344,275 sq. ft., has a permitted floor area of approximately 1,344,275 sq. ft. M2-1 districts are also subject to the parking requirements of Section 44-21 of the Zoning Resolution.

	<u>M1-1</u>	<u>M2-1</u>	<u>M2-1<sup>3</sup></u>	<u>Total</u>
<b>Lot Area<sup>1</sup> (zsf)</b>	<u>15,300</u>	<u>1,344,275</u>	<u>197,256</u>	<u>1,556,831</u>
<b>FAR (zsf)</b>	1.0	<u>1.0</u>	<u>2.0</u>	=
<b>Max. Permitted Floor Area (zsf)</b>	<u>15,300</u>	<u>1,344,275</u>	<u>394,512</u>	<u>1,754,087</u>
<b>Proposed Floor Area<sup>2</sup> (zsf)</b>	<u>0</u>	<u>1,841,925</u>	<u>199,399</u>	<u>2,041,324</u>
<b>Underbuilt / (Overbuilt)</b>	<u>15,300</u>	<u>(497,650)</u>	<u>195,113</u>	<u>(287,237)</u>
<b>Notes:</b>				
<sup>1</sup> Based on available survey information.				
<sup>2</sup> Proposed Floor Area refers to the approximate total zoning square feet of proposed enclosed space.				
<sup>3</sup> The portion of the site which is permitted per underlying district at 2 FAR.				

The total combined FAR for the proposed development site is approximately 2.4 million sq. ft., which would be above the allowable bulk (total of 1.8 million sq. ft.). As such, while the proposed development was within the permissible FAR under the previous zoning, the new zoning has reduced the FAR for the site. As such, a zoning override is required to accommodate the proposed development.

The existing M1-1 and M2-1 zoning on the proposed development site allows new commercial and light industrial development that meets high performance standards as-of-right, as well as some community facility development. However, as mentioned above, an override is requested to allow two uses that are not permitted on an as-of-right basis within the M1-1 and M2-1 zoning districts. Both the proposed visiting police/guest lecturer facility (to be used as a dormitory for short-term visiting officers and lecturers) and the proposed police museum are classified as use group 3A. The NYPD has indicated that both of these proposed on-site uses are integral components of the Academy. As both of these proposed uses are secondary to the proposed educational, physical and tactical training purpose of the Academy, and not the central uses, they would not represent significant adverse zoning impacts.



Based on the currently proposed development program, in addition to the site selection action, the proposed development will require the following overrides from the deputy mayor:

1. 42-00 Permitted Uses:
  - An override of ZR 42-00 to permit the NYPD Museum and a guest lecturer lodging facility (dormitory), both use group 3A, within the M2-1 district.
  
2. 126-22 Floor Area Ratio:
  - An override of the FAR requirements of the M2-1 district limits to permit an FAR of 2.0, consistent with the site's previous M3-1 zoning. The proposed floor area of the project is approximately 500,000 square feet more than is permitted by the new M2-1 district.
  
3. 43-23 Permitted Obstructions in Required Yards or Rear Yard Equivalents; 126-231 Minimum Required Front Yards:
  - An override to allow the required parking structure and the museum to be located within portions of the required front yard (10-foot on one frontage of a corner lot). The physical constraints of the site require the parking structure and the museum to be situated in portions of the front yard.
  
- 3a. 126-234 Planting Requirements in Front Yards; 126-31 Parking Regulations:
  - An override to allow the proposed parking use to be located in portions of the required 15-foot front yard and a waiver of planting requirements in the same locations. An override of planting requirements in portions of the required 10-foot and 15-foot front yards occupied by the museum. The physical constraints of the site to accommodate the entire program require the parking use and museum to be situated in portions of the front yard which then cannot accommodate the required planting.
  
4. 43-23 Permitted Obstructions in Required Yards or Rear Yard Equivalents; 126-232 Minimum Required Side Yards:
  - An override to allow the required parking structure to be located in the required 10-foot side yard. The physical constraints of the site to accommodate the entire program require the parking structure to be situated in portions of the side yard.
  
5. 43-23 Permitted Obstructions in Required Yards or Rear Yard Equivalents; 43-261 Beyond 100 Feet of a Street Line; and 43-28 Special Provisions for Through Lots:
  - An override of ZR 43-23, "Permitted Obstructions in Required Yards or Rear Yard Equivalent" to allow a structure in excess of 23-feet tall to be constructed in a 20-foot deep rear yard and a 20-foot deep rear yard equivalent along College Point Boulevard and the southern lot line. The physical constraints of the site require the parking structure to be situated in a portion of the rear yard and rear yard equivalent.
  
6. 43-43 Maximum Height of a Front Wall and Required Front Setback Regulations in the M1-1 and M2-1 Zoning Districts; 126-24 Height and Setback Regulations:
  - An override of ZR 43-43 for to allow an encroachment by the parking structure and the stair towers to project into the initial setback and sky exposure plane along College Point Boulevard and 28<sup>th</sup> Avenue.
  - An override to allow an encroachment by the ramp and Firearms and Tactics building to project into the initial setback and sky exposure plane along 28<sup>th</sup> Avenue.
  - An override to allow an encroachment by the fieldhouse to project into the sky exposure plane along 28<sup>th</sup> Avenue.

- An override to permit a minor encroachment of the proposed police museum into the initial setback and sky exposure plane along 28<sup>th</sup> Avenue and Ulmer Street.
- An override of ZR 43-43 to permit an encroachment of the administration building to project into the sky exposure plane along Ulmer Street.
- The physical constraints of the site to accommodate the entire program require these structures to be situated in the initial setback and to encroach beyond the sky exposure plane.

7. 44-21 Required Accessory Off-Street Parking Spaces:

- An override of ZR 44-21 for a modification of accessory parking requirements to allow fewer on-site accessory parking spaces than required by zoning in the M1-1 and M2-1 zoning districts. Approximately 2,000 parking spaces would be provided on-site, including approximately 1,800 accessory parking spaces within the proposed on-site parking garage. Approximately 5,683 parking spaces are required per zoning for the proposed on-site uses. As the proposed development would operate 24-hours per day, 7-days a week with a variety of overlapping shifts, the required accessory parking is not warranted and the proposed development will require a zoning override to modify the accessory parking requirements.

While approximately 5,600 parking spaces are required for the proposed project, the parking analysis in Chapter 11, “Traffic and Parking” illustrates that the 2,000 on-site parking spaces would meet the anticipated parking demand. Additionally, the NYPD has committed to accommodating all parking demand on-site by enforcing HOV requirements for recruits when total enrollment at the Police Academy approaches the facility’s design capacity. No on-street parking would be permitted for Police Academy users. As such, no significant adverse impacts to parking are anticipated with the requested reduction in parking spaces.

Use Group	Use	Quantity	Required Parking-Rate	On-Site Parking Required
9A_16A	Academy / Training	1,690,921 sq. ft.	1 / 300 sq. ft. (a)	5,636
3A	Dorm	100 Beds	1 / 6 beds (b)	17
3A	Museum	29,100	1 / 1,000 sq. ft. (c)	29
<b>Required Parking</b>				<b>5,682</b>
<b>Proposed Parking (d)</b>				<b>2,000</b>
<b>Notes:</b>				
(a) The total required parking could be reduced by a BSA special permit (73-44) to 1 / 600 sq. ft. or 2,818 spaces – though this approach is not being pursued because a Mayoral Override would still be required to waive over <u>800</u> parking spaces.				
(b) As this use is not a permitted use, there is no listed parking requirement; however, in an equivalent FAR commercial district such as C4-1, dormitory-type uses require 1 parking space per 6 beds				
(c) As this use is not a permitted use, there is no listed parking requirement; however, in an equivalent FAR commercial district such as C4-1, dormitory-type uses require 1 parking space per 1,000 sq. ft. (exclusive of storage)				
(d) Reduced parking will require a Mayoral Override				

The master plan for the Police Academy represents the total build out of the project. It has been designed using the new zoning regulations associated with the Special College Point District, and will require the overrides described above. With the requested zoning overrides, no significant adverse zoning impacts are expected to result from the Proposed Action.

**Study Area**

No zoning changes are expected to result in the study area as a result of the proposed development. As described above, a large portion of the study area was rezoned in conjunction with the Special College Point District. Additionally, this area is already well developed and there are plans in place for most of the large parcels of vacant land in the study area. Additionally, the Proposed Action, including the

requested zoning overrides, would not conflict with plans for the surrounding area. As such, no direct or indirect zoning impacts are expected as a result of the Proposed Action.

## **Public Policy**

As described above, the proposed Police Academy is not listed in the *Citywide Statement of Needs*; however, a 204(g) letter was written by the NYPD to the Queens Borough President and local Community Board. An open dialogue was initiated between the NYPD, Community Board 7 and the Queens Borough President's Office as the project advanced through the early planning stages. The proposed Academy is an essential component of the City's police recruit and in-service training. It would provide recruit and in-service training as well as long-term advancement of the NYPD into the 21<sup>st</sup> Century. Based on the guiding principles established for the Site, the proposed project combines a mix of Police uses, including the consolidation of many of the existing training facilities, into one central location. The NYPD's *Integrated Facility Program* requires the dispersed training facilities to be relocated to the Tow Pound site, where all of the program elements would be physically integrated or connected so as to minimize site coverage while maximizing program proximities. Consolidating the appropriate facilities would maximize economies in facility, staff, and recruit resources, allowing resources to be allocated towards more advanced instructional environments.

### ***Waterfront Revitalization Program***

The Proposed Action is consistent with the City's Waterfront Revitalization Program (WRP) as discussed in greater detail in Chapter 6, "Waterfront Revitalization Program." The proposed development site is not located on the waterfront, nor is the site within a designated Special Natural Waterfront Area, or a Significant Maritime and Industrial Area. While the Site contains an exposed drainage ditch that collects runoff from the proposed development site and other nearby areas, it would not impact any unique or significant natural features. Other than the on-site drainage structure, the nearest surface water body is located approximately 700 feet south of the Site. The Proposed Action would redevelop an underutilized City-owned site in a manufacturing zoning district with an essential public facility that would meet LEED-silver certification, at minimum. The project would introduce a variety of design components that result in reduction of the volume and speed of stormwater flow into the local drainage systems and waterways.

### ***College Point II Industrial Urban Renewal Area***

The proposed Academy site is located within the former College Point II Industrial Urban Renewal Area. The City of New York designated the College Point II Industrial Urban Renewal Area as an urban renewal area pursuant to §504 of Article 15 ("Urban Renewal Law") of the General Municipal Law. HPD represents the City in carrying out the provisions of the Urban Renewal Law pursuant to §502(5) of the Urban Renewal Law and §1802(6)(e) of the Charter.

The intent of the Urban Renewal Plan was to:

- Redevelop the Area in a comprehensive manner, removing blight and maximizing appropriate land use;
- Remove or rehabilitate substandard and insanitary structures;
- Remove impediments to land assemblage and orderly development;
- Strengthen the tax base of the City by encouraging development and employment opportunities in the Area;
- Provide appropriate community facilities, parks and recreational uses, retail shopping, public parking, and private parking; and,
- Provide a stable environment within the Area which will not be a blighting influence on surrounding neighborhoods.

Additionally, the plan included the following design objectives:

- The Area should be developed in a manner compatible with or beneficial to the surrounding community;
- The project should harmonize in scale, configuration, and materials to the prevailing neighborhood pattern; and,
- In areas with exceptionally strong or uniform street character, the new construction should reinforce the existing urban pattern.

As mentioned above, this Urban Renewal Plan expired in April 2009 and the new Special College Point District has been adopted. This Special District formalizes many of the design objectives, goals and features of the expired URA. Aside from the stated overrides that would be required for the Police Academy, the project would be consistent with the controls of Special District.

The site planning and building design for the proposed Academy is sensitive to the underlying goals of both the recently expired College Point Urban Renewal Plan, listed above, and the Special College Point District. The proposed use would be compatible with adjacent land uses, would be compatible in scale, configuration and materials to the prevailing neighborhood pattern, and would help to reinforce the existing urban pattern in the area. Further, the Academy would activate a site that has been used as an NYPD tow pound for many years. The proposed Academy is expected to reinforce the redevelopment efforts outlined in the urban renewal plan.

### ***PlaNYC 2030 (2007)***

As described above, the proposed Academy would comply with all applicable laws and ordinances, including the recently enacted Green Buildings Law (Local Law 86) governing sustainable design. Green building design, or sustainable design, strives to reduce a building's impact on its occupants and the environment. Sustainable design integrates architectural elements and engineering systems to optimize performance of proposed buildings and their interaction with the environment.

As part of the effort to obtain this certification, the proposed Academy will be using a variety of sustainable design features and best management practices to meet, at minimum, LEED Silver requirements. One goal is to increase the quality and decrease the quantity of stormwater that leaves the Project Site and flows into Flushing River/Flushing Bay. These features would complement each other and provide numerous levels of stormwater treatment prior to discharge. For example, as the majority of the stormwater would fall on roofs of the buildings and on landscaped surfaces and would be collected and treated through a combination of natural and mechanical means. This treatment is expected to include removal of total suspended solids and total phosphorous, as applicable.

The proposed Academy would also use a green roof system (vegetated) to collect and utilize rainwater. The system would retain rainwater, promote evapotranspiration, decrease the amount of runoff from the Project Site, and provide treatment through biological means. A bio-retention system is also proposed and would be located on the north side of the Project Site, along 28<sup>th</sup> Avenue. It would include a shallow stormwater basin with underdrainage that utilizes engineered soils and vegetation to collect, convey and treat runoff. The system would slow the discharge of runoff from the site, promote infiltration, increase landscape aesthetics and provide stormwater treatment through biological means.

Finally, a bio-swale is proposed on the east side of the Project Site. The bio-swale consists of an open channel system with underdrainage which utilizes engineered soils and vegetation to collect, convey, and treat runoff. The bio-swale will also slow the discharge of runoff from the site, promote infiltration, and provide stormwater treatment through biological means.

With all of these sustainable design features incorporated into the proposed Academy, the project will be consistent with the goals of PlaNYC 2030.

### ***“Fair Share” Criteria***

The NYPD has initiated a Uniform Land Use Review Procedure (ULURP) action for locating or selecting a site for a public facility on City-owned land. The ULURP application is for an approximately 35-acre area which is predominantly comprised of a NYPD Tow Pound facility in the College Point neighborhood of Queens. It is expected to be certified into ULURP by NYCDCP following the completion of the DEIS. The proposed Police Academy is subject to the City’s “fair share” criteria and would be approved only if it is found to be consistent with this public policy.

There are no other public policies applicable to the proposed development site or to the proposed development that should be considered under CEQR. Accordingly, the Proposed Action would not result in any adverse impacts to public policy.

## **E. CONCLUSION**

The Proposed Action would not have any significant adverse impacts on land use, zoning and public policy. The Proposed Action would represent a significant change in land use and an increase in density on the proposed development site, replacing largely unimproved site (the NYPD vehicle impoundment and auto repair facility) with a necessary public facility. This change in land use would be substantial and therefore, considered significant. Given the proposed development site’s prior use and relative isolation from adjacent development, the introduction of the proposed development at this location is not expected to adversely affect or limit existing and anticipated land uses in the area or alter neighborhood character. The proposed development would be consistent with prevailing land uses in the surrounding area, including major commercial, manufacturing, and institutional uses, and would complement current on-going development trends.

The proposed development would be consistent with the site’s new M1-1 and M2-1 zoning and the controls of the Special College Point District. As described above, multiple overrides are required for the proposed Academy. Overrides are being sought for various height, setback, and yard requirements; an override is being sought for an exceedance of the site’s FAR (a result of the new Special College Point District); an override is being sought for two proposed uses (the proposed police museum and visiting officer/guest lecturer facility); and an override is being sought to reduce the required accessory parking requirements. All of the requested overrides are deemed necessary. With the abovementioned overrides, no significant adverse zoning impacts are expected to result from the Proposed Action.

The Proposed Action is consistent with the Waterfront Revitalization Program (WRP), the intent of the former College Point II Industrial Urban Renewal Area, the proposed Special College Point District, and PlaNYC 2030 and is not expected to have any effects on any applicable public policies. A 204(g) letter was written by the NYPD to the Queens Borough President and to Community Board 7 and an open dialogue was initiated between these parties as preliminary plans for the site evolved. Therefore, the proposed Academy would not conflict or be inconsistent with public policy or plans for the area.