A. INTRODUCTION

The preceding chapters of the EIS discuss the potential for significant adverse impacts to result from the Proposed Action. Where such significant adverse impacts have been identified, pursuant to *CEQR Technical Manual* guidelines, measures are examined to minimize or eliminate the anticipated significant adverse impacts. This chapter provides a description of the measures needed to mitigate identified significant adverse impacts in the areas of hazardous materials and traffic.

B. HAZARDOUS MATERIALS

Human exposure to hazardous material can be reduced or eliminated using proven remedial technologies and/or institutional and engineering controls. Typical hazardous materials mitigation measures include remedial activities (remediation) such as excavation of contaminated soil or the installation of a groundwater pump and treat system. Mitigation also includes institutional and engineering controls that may already be in place or may be inherent to the proposed redevelopment (e.g., paving an area for parking results in a "cap" that prevents direct contact with contaminated soil below). As discussed in Chapter 7, "Hazardous Materials," there is a potential for adverse impacts during construction activities resulting from the presence of possible subsurface contamination due to historic and existing uses at the Project Site. The ESA reports prepared for the Project Site have identified *recognized environmental conditions* (e.g., hazardous materials and/or petroleum product contamination) that could have the potential to impact the proposed development. Excavation and construction activities on the Project Site could disturb potential hazardous materials and increase pathways for human exposure. However, it is anticipated that impacts would be avoided by performing construction activities in accordance with all applicable regulations related to the removal and/or containment of contaminated soil.

Intrusive activities (construction) at most previously developed urban sites would involve mitigation in the form of proper soil handling and management, preparation and adherence to a site-specific Construction Health and Safety Plan (CHASP) that considers the presence of contaminants, and implementation of a Community Air Monitoring Plan (CAMP) to minimize the creation and dispersion of fugitive airborne dust.

A CHASP and Remedial Action Plan (RAP) have been prepared in accordance with the applicable requirements set forth by the Occupational, Safety and Health Administration (OSHA), NYSDOH, NYCDEP, and any other applicable regulations to address the recognized environmental concerns on-site. The CHASP identifies the possible locations and risks associated with the potential contaminants that may be encountered during construction, and the administrative and engineering controls that would be utilized to mitigate concerns. The RAP addresses the implementation of remedial measures that would be required to safely construct the proposed project on-site. NYCDEP has reviewed and approved the CHASP and RAP for the proposed project. The New York State Department of Environmental Conservation (NYSDEC) must also approve any remedial plans related to spill cleanup.

The following measures would ensure that no significant adverse impact related to hazardous material would occur. Impacted soils in the area of proposed excavation should be removed and disposed of in accordance with all applicable local, state and federal laws. Application of engineering controls, including the use of an impervious medium (i.e., concrete slab foundation, impermeable bituminous asphalt pavement, concrete sidewalks and curbs) and/or a 24-inch soil cover media consisting of clean fill and vegetative topsoil to cap the entire site. The project would include installation of a 20-mil vapor barrier underneath the floor slab and underlain by a sub-slab vapor venting system (that will have that ability to be retrofitted to an active system) to prevent the migration and intrusion of methane gas and potential volatile organic compounds (VOCs) from soils and groundwater at the site and/or the surrounding area into the constructed buildings. Finally, implementation of institutional controls such as a deed restriction may be required to prevent accidental exposure to contaminants.

Due to the presence of VOC, SVOC and metal concentrations above applicable standards at several sampling locations, dust control procedures are recommended during excavation activities to minimize the creation and dispersion of fugitive airborne dust. A CAMP should be developed in accordance with NYSDEC DER-10 Regulations. The CAMP requires real-time monitoring for VOCs and particulates (i.e., dust) at the downwind perimeter of each designated work area when certain activities are in progress at contaminated site. The CAMP is intended to provide a measure of protection for the downwind community from potential airborne contaminant releases as a direct result of investigative and remedial work activities.

At areas of the Project Site where contaminants are found in excess of groundwater quality standards, the groundwater must be addressed prior to or during redevelopment. Human exposure pathways can be reduced or eliminated during construction and for the future with the Proposed Action by the use of engineering controls and by prohibiting groundwater use for potable purposes in the future; however, at areas with significant concentrations of contaminants in groundwater, remediation may be required prior to construction.

If water would be discharged to a NYCDEP combined sanitary and storm sewer, the water must be sampled for NYCDEP sewer discharge parameters. Based on the above findings, a NYCDEP sewer discharge permit may be required, and prior to discharge into sanitary and combined sewers, sampling, laboratory analysis, and pretreatment of water from this location would be required. A NYSDEC SPDES permit may also be required to discharge into a storm sewer.

Contract documents should identify provisions and a contingency plan for managing, handling, transporting and disposing of non-hazardous petroleum impacted soil and potentially hazardous soil. The Contractor should be required to submit a Materials Handling Plan, to identify the specific protocol and procedures that will be employed to manage the waste in accordance with applicable regulations. At the completion of remedial activities at the Site, a Remedial Action Report, certified by a Professional Engineer or Registered Architect, will be completed to document that the activities identified in the RAP have been completed.

With these precautions in place, development of the proposed Academy site would not have significant adverse impacts related to hazardous materials.

C. TRAFFIC AND PARKING

The Proposed Action's significant adverse traffic impacts are summarized in Chapter 11, "Traffic and Parking." As also described in Chapter 11, there are significant adverse traffic impacts at five different intersections. This chapter analyses feasible mitigation measures to address these traffic impacts. Significant adverse impacts to parking are not anticipated. The 2,000 parking spaces proposed for the

site (includes the 1,800-space above-grade parking garage and 200 additional parking spaces that would be located throughout the proposed Academy within surface parking lots and along the interior road network) would provide enough capacity to accommodate all of the anticipated demand generated by the proposed Police Academy at 100-percent occupancy due to the HOV restrictions that the NYPD would impose on recruits, as discussed in Chapter 11, "Traffic and Parking."

Traffic

As discussed in Chapter 11, the Proposed Action would result in significant adverse traffic impacts at a total of five intersections (three intersections which would be impacted in the AM, and three intersections that would be impacted in the PM) when the Academy is fully staffed and training classes are at their maximum. A traffic mitigation plan was therefore developed to address these impacts. This mitigation plan, summarized in Table 17-1, consists of geometric improvements, changes to signal timing and phasing, and changes to curbside parking regulations at impacted intersections.

According to the *CEQR Technical Manual*, a significant traffic impact can be considered mitigated if measures implemented return projected future conditions to what they would have been if the Proposed Action were not in place, or to an acceptable level. For a future No-Build LOS A, B or C, mitigating to mid-LOS D is required (45 seconds of delay for signalized intersection and 30 seconds for unsignalized intersections).

The effectiveness of the proposed traffic plan, in terms of addressing significant adverse impacts that would result from the proposed Police Academy when it is operating at full capacity is shown in Table 17-2. As discussed below, the proposed traffic mitigation measures would fully mitigate the traffic impacts that would occur as a result of the Proposed Action in both the AM (6:00 AM to 7:00 AM) and PM (3:00 PM to 4:00 PM) peak hours. These mitigation measures and their effectiveness are discussed below for each impacted intersection.

College Point Boulevard at 31st Avenue

The mitigation plan for this intersection would provide a new dedicated 11-foot wide westbound right-turn lane approaching College Point Boulevard by re-striping 31st Avenue for approximately 200 feet east of the intersection. As such, the westbound approach would have on 11-foot wide left-turn/thru/right-turn lane and a right-turn-only lane. The mitigation plan also calls for changes to signal timing as described in Table 17-1. As shown in Table 17-2, under this mitigation plan, the westbound movement (aggregate) would operate with approximately 44.7 seconds of delay (LOS D) compared to 127.3 seconds of delay (LOS F) under the No-Build condition in the AM peak hour, fully mitigating the project's impact in the AM peak hour.

College Point Boulevard at Roosevelt Avenue (Southside)

The mitigation plan for this intersection would consist of minor signal timing changes in the PM peak hour as shown in Table 17-2. Under this mitigation plan, the northbound exclusive left-turn approach would operate with approximately 139.7 seconds of delay (LOS F) compared to 145.8seconds of delay (LOS F) under the No-Build condition in the PM peak hour.

Ulmer Street and Southbound Whitestone Expressway Service Road

The mitigation plan for this intersection would redesign the Ulmer Street approach as well as modify the cycle length to 120 seconds. As shown in Table 17-1, the Ulmer Street approach would be re-aligned to more efficiently process the traffic movement headed to the Whitestone Expressway on-ramp (presently it is an inefficient right-turn) as shown in Figure 17-1. The original mitigation for the southbound Ulmer Street approach was to widen both lanes to 13 feet each. The originally proposed configuration was perceived to be more efficient than existing conditions for large trucks that try to

make the right turn from Ulmer Street onto the service road. However, upon consulting with Queens Community Board 7 during the community outreach, it was determined that the Ulmer Street should be realigned and re-striped to include two thru-lanes and one exclusive right turn at the southbound approach. Figure 17-1 shows the originally proposed configuration as well as the updated mitigation plan for this approach. As shown in Table 17-2, with this updated mitigation plan, the significant adverse impact at the westbound (u-turn) movement in the AM peak hour would be fully mitigated, with the delay declining from 136.5 seconds of delay (LOS F) under No-Build conditions to 44.6 seconds of delay (LOS D) under Build conditions. Also under this mitigation plan, the southbound Ulmer Street movement would operate with approximately 105.1 seconds of delay (LOS F) compared to 103.1 seconds of delay (LOS F) under the No-Build condition in the PM peak hour.

It must be noted that the revised mitigation plan and realignment for the intersection of Ulmer Street and the southbound Whitestone Expressway Service Road would require modifications to the slip-ramp onto the southbound Whitestone Expressway at this location. Modifications would include widening the ramp to two lanes, creating a formal merge within the ramp, and adjusting the alignment of the ramp entry to account for the proposed alignment of Ulmer Street. This improvement is subject to review and approval by NYCDOT and NYSDOT. The ramp redesign would improve access to the Whitestone Expressway at this location (see Figure 17-2).

Linden Place and Northbound Whitestone Expressway Service Road

The mitigation plan for this intersection consists of minor signal timing changes in the PM peak hour as shown in Table 17-1. This signal timing adjustment would fully mitigate the significant adverse impact at the eastbound service road approach in the PM peak hour. Under this mitigation plan, the eastbound approach would operate with 56.1 seconds of delay (LOS F), compared to 91.4 seconds of delay (LOS F) under the No-Build condition in the PM peak hour.

20th Avenue and the Southbound Whitestone Expressway Service Road

At the intersection of 20th Avenue and the southbound service road, the proposed Academy would result in the addition of 20 vehicles in the AM peak hour. As shown in Table 11-6, several movements at this intersection operate at LOS E and F under No-Build and Build conditions. Between the DEIS and FEIS, alternate mitigation concepts have been reviewed with NYCDOT for feasibility. Alternative measures that were considered include:

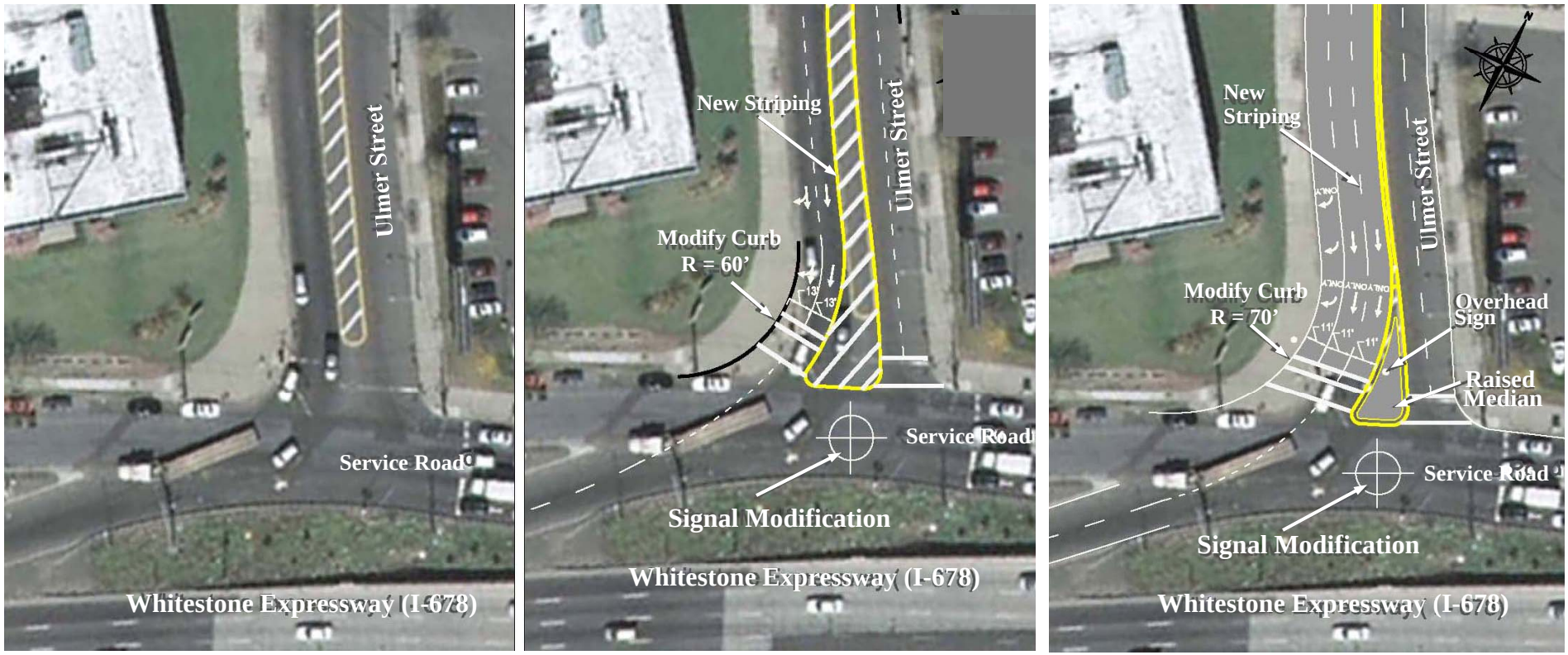
- Widening of the Southbound Service Road from 30 feet (three 10 foot lanes) to 33 feet (three 11 foot lanes).
- Introducing an additional phase that permits the westbound left-turn movement along with the southbound right-turn movement. The green time for this phase would be taken from the existing westbound only phase that permits both the thru and left-turn movements.

NYCDOT determined that these proposed mitigation measures were not feasible, so this impact would remain non-mitigable.

General Traffic Improvement Measure Proposed for the Area

During discussions of traffic conditions in the study area with Community Board 7, it was noted that there has long been a need for improved access within this area of College Point. The community requested a free-flow u-turn at Linden Place from the southbound Whitestone Expressway Service Road under the mainline Whitestone Expressway and onto the northbound Whitestone Expressway Service Road (see Figure 17-3). As mentioned above, all project-induced traffic impacts at this location would be mitigated by the abovementioned mitigation measures according to *CEQR Technical Manual* criteria. However, the City has agreed to investigate a free-flowing u-turn underpass at this location in conjunction with NYCDOT and NYSDOT. A feasibility study has been initiated and

Ulmer Street Mitigation Design



1. Existing Condition

2. DEIS Proposal

3. FEIS Proposal

Figure 17-2
Slip-Ramp Design Modifications

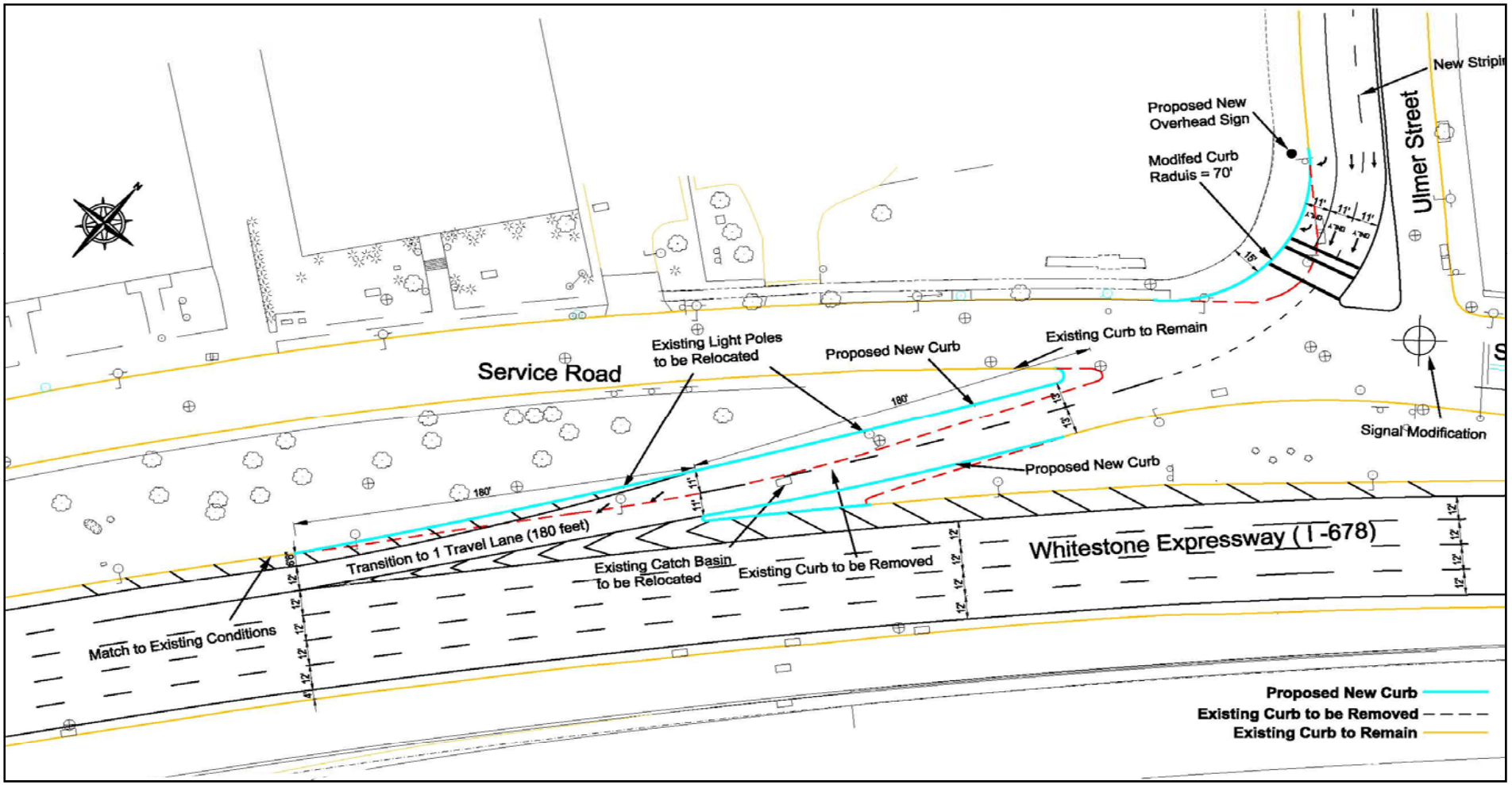


Table 17-1: Proposed 2014 Traffic Mitigation Measures

Intersection	Approach	No-Build Signal Timing (Seconds) (1)	Proposed Mitigation	
			Mitigation Signal Timing (Seconds) (1)	Description of Mitigation
College Point Blvd. (N-S) @	NB/SB	47.7 (all times)	40.7/47.7	Restripe WB appoach for exculsive right-turn only and left-thru-right
31st Ave (E-W)	EB/WB	29.7 (all times)	36.7/29.7	Transfer 7 seconds from NB / SB phase to EB / WB in AM
	NB + LT	12.6 (all times)	12.6 (all times)	
College Point Blvd. (N-S) @	NB/SB	50/45	50/45	Transfer 1 second from EB/WB phase to NB+LT in the PM
Roosevelt Ave. (E-W)	NB+LT	17/14	17/15	
	NB+LT (cl)	13/16	13/16	
	EB/WB	40/45	40/44	
Ulmer Street (N-S) @	SB	27 (all times)	32/44	Change Signal Cycle length from 90 seconds to 120 seconds
Southbound Service Road (WB) &	WB	36 (all times)	42/38	Reconfigure the SB Ulmer Street approach of this intersection as shown in Figure 17-1 and
U-Turn (WB)	WB (U-Turn)	27 (all times)	46/38	17-2
Linden Place (NB/SB) @	NB/SB	29 (all times)	29/29	Transfer 6 seconds from SB +LT phase to EB in PM
Northbound Service Road (EB)	SB+LT	23 (all times)	23/17	
	EB	38 (all times)	38/44	

Notes:

(1) Signal timings shown indicate green plus yellow (including all-red) for each phase. AM/PM

n/c - no change.

(cl) - clearance phase.

ped. - pedestrian phase.

_ - Underline represents change from DEIS.

Table 17-2a, 2014 AM Mitigation Traffic Conditions

SIGNALIZED INTERSECTIONS	LANE GROUP	NO-BUILD AM PEAK HOUR V/C RATIO	NO-BUILD AM PEAK HOUR Delay (sec.)	NO-BUILD AM PEAK HOUR LOS	BUILD AM PEAK HOUR V/C RATIO	BUILD AM PEAK HOUR Delay (sec.)	BUILD AM PEAK HOUR LOS		MITIGATION AM PEAK HOUR V/C RATIO	MITIGATION AM PEAK HOUR Delay (sec.)	MITIGATION AM PEAK HOUR LOS
College Point Boulevard											
College Point Blvd. (N-S) @	EB-LTR	0.65	34.6	C	0.65	34.6	C		0.49	25.4	C
31th Ave. (E-W)	WB-LTR	0.54	30.9	C	1.18	127.3	F	*	0.87	44.7	D
	WB-R								0.85	44.8	D
	NB-L	0.46	12.2	B	0.47	12.3	B		0.57	19.0	B
	NB-T	0.23	8.2	A	0.26	8.4	A		0.30	12.1	B
	SB-L	0.04	13.1	B	0.04	13.1	B		0.05	17.3	B
	SB-T	0.35	15.8	B	0.35	15.8	B		0.43	21.0	C
Ulmer Street											
Ulmer St. (SB) @											
Whitestone Expressway Southbound	WB-TR	0.61	26.8	C	0.71	29.2	C		0.79	44.1	D
Service Road (WB)	SB-T								1.09	106.5	F
	SB-R	1.12	103.1	F	1.12	103.6	F		0.05	36.8	D
Ulmer St. Approcah LOS										105.1	F
Service Road U-Turn (WB)	WB-TR	0.80	40.8	D	1.20	136.5	F	*	0.85	44.6	D

Table 17-2b, 2014 PM Mitigation Traffic Conditions

SIGNALIZED INTERSECTIONS	LANE GROUP	NO-BUILD PM PEAK HOUR V/C RATIO	NO-BUILD PM PEAK HOUR Delay (sec.)	NO-BUILD PM PEAK HOUR LOS	BUILD PM PEAK HOUR V/C RATIO	BUILD PM PEAK HOUR Delay (sec.)	BUILD PM PEAK HOUR LOS		MITIGATION PM PEAK HOUR V/C RATIO	MITIGATION PM PEAK HOUR Delay (sec.)	MITIGATION PM PEAK HOUR LOS
College Point Boulevard											
College Point Blvd. (N-S) @	WB-LTR	0.25	29.7	C	0.25	29.7	C		0.26	30.5	C
Roosevelt Ave. (E-W)	NB-L	0.69	41.2	D	0.70	43.1	D		0.69	41.4	D
(North Side)	NB-T	0.40	14.2	B	0.40	14.8	B		0.39	13.7	B
	SB-TR	0.68	37.1	D	0.72	38.5	D		0.72	38.5	D
College Point Blvd. (N-S) @	EB-LTR	0.76	41.7	D	0.76	41.7	D		0.78	43.4	D
Roosevelt Ave. (E-W)	NB-L	1.15	145.8	F	1.18	158.5	F	*	1.13	139.7	F
(South Side)	NB-TR	0.86	38.1	D	0.86	38.3	D		0.84	36.5	D
	SB-T	0.59	35.0	C	0.62	35.7	D		0.62	35.7	D
Ulmer Street											
Ulmer St. (SB) @											
Whitestone Expressway Southbound	WB-TR	0.55	25.8	C	0.56	26.0	C		0.70	43.6	D
Service Road (WB)	SB-T								1.06	85.2	D
	SB-R	1.18	128.1	F	1.66	317.0	F	*	0.25	31.1	D
Ulmer St. Approach LOS										80.5	D
Service Road U-Turn (WB)	WB-TR	0.76	38.2	D	0.80	40.6	D		0.73	44.8	D
Linden Place											
Linden Pl. (N-S) @	EB-LT	1.11	91.4	F	1.21	131.9	F	*	1.03	56.1	F
Whitestone Expressway Northbound	EB-R	0.26	21.3	C	0.26	21.3	C		0.22	16.8	B
Service Road (EB)	NB-T	0.73	35.7	D	0.73	35.8	D		0.73	35.8	D
	SB-L	0.79	38.6	D	0.80	38.9	D		0.70	38.1	D
	SB-T	0.33	13.0	B	0.30	12.7	B		0.35	16.5	B

Key: * - Impacted intersection under With-Action Conditions (asterisk, shading)
_ - Underline represents change from DEIS

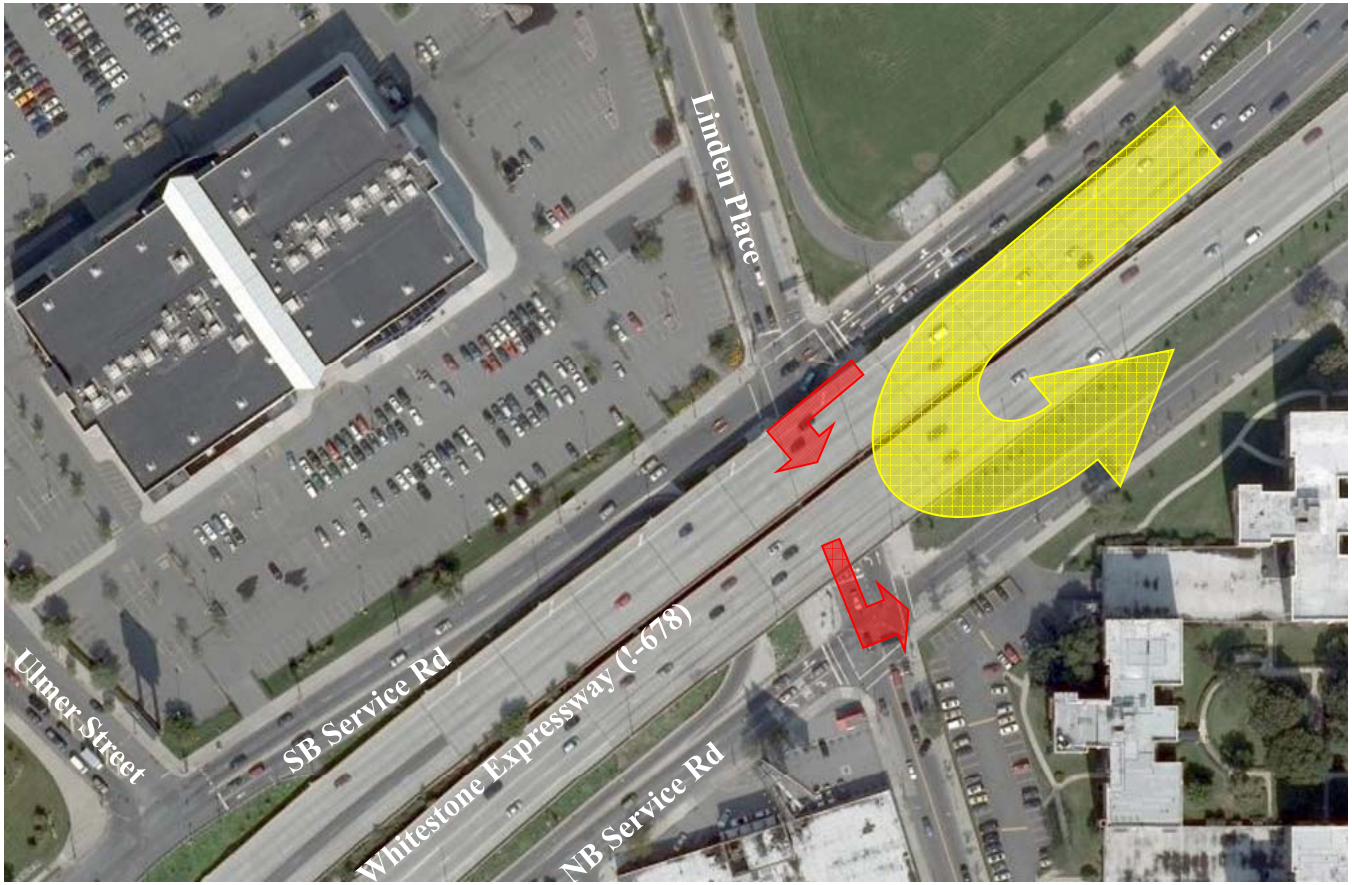
Table 17-3: Analysis of 2014 Future Conditions Without And With the Proposed U-Turn

Intersection		2014 No-Action AM V/C Ratio	2014 No-Action AM Delay (sec.)	2014 No-Action AM LOS	2014 With-Action AM V/C Ratio	2014 With-Action AM Delay (sec.)	2014 With-Action AM LOS	2014 With Action AM + Improvement V/C Ratio	2014 With Action AM + Improvement Delay (sec.)	2014 With Action AM + Improvement LOS
Linden Pl. (N-S) @ Whitestone Expresseay Southbound Service Road (WB)	WB -L	0.70	37.9	D	0.70	37.9	D	0.36	28.3	C
	WB-TR	0.61	31.5	C	0.77	36.5	D	0.77	36.5	D
	NB-L	0.50	22.9	C	0.50	22.9	C	0.50	22.9	C
	NB-T	0.57	12.8	B	0.59	13.1	B	0.59	13.1	B
	SB-TR	0.68	34.7	C	0.68	34.7	C	0.68	34.7	C
Linden Pl. (N-S) @ Whitestone Expresseay Northbound Service Road (EB)	EB-LT	0.77	30.0	C	0.83	32.0	C	0.77	29.3	C
	EB-R	0.14	19.6	B	0.14	19.6	B	0.14	19.6	B
	NB-T	0.72	35.5	D	0.74	36.2	D	0.74	36.2	D
	SB-L	0.65	30.4	C	0.66	30.9	C	0.34	21.9	C
	SB-T	0.22	11.9	B	0.22	11.9	B	0.22	11.9	B
Proposed U-Turn (SB) @ Whitestone Expresseay Northbound Service Road (EB) (Unsignalized)	SB -L								12.7	B

Intersection		2014 No-Action PM V/C Ratio	2014 No-Action PM Delay (sec.)	2014 No-Action PM LOS	2014 With-Action PM V/C Ratio	2014 With-Action PM Delay (sec.)	2014 With-Action PM LOS	2014 With Action PM + Improvement V/C Ratio	2014 With Action PM + Improvement Delay (sec.)	2014 With Action PM + Improvement LOS
Linden Pl. (N-S) @ Whitestone Expresseay Southbound Service Road (WB)	WB -L	0.89	53.0	D	0.89	53.0	D	0.71	41.6	D
	WB-TR	0.60	31.3	C	0.60	31.5	C	0.69	36.3	D
	NB-L	0.48	24.2	C	0.48	24.3	C	0.44	21.5	C
	NB-T	0.59	13.2	B	0.59	13.2	B	0.56	11.1	B
	SB-TR	0.82	41.9	D	0.87	46.9	D	0.87	46.9	D
Linden Pl. (N-S) @ Whitestone Expresseay Northbound Service Road (EB)	EB-LT	1.11	91.4	F	1.21	131.9	F	1.03	56.1	E
	EB-R	0.26	21.3	C	0.26	21.3	C	0.22	16.8	B
	NB-T	0.73	35.7	D	0.73	35.8	D	0.73	35.8	D
	SB-L	0.79	38.6	D	0.80	38.9	D	0.70	38.1	D
	SB-T	0.33	13.0	B	0.30	12.7	B	0.35	16.5	B
Proposed U-Turn (SB) @ Whitestone Expresseay Northbound Service Road (EB) (Unsignalized)	SB -L								20.7	C

Notes: Recommended Linden Place U-turn alternative analyzed with stop-control on the approach to the Northbound Service Road, and includes modification to PM signal timing to reflect reduction in Linden Place eastbound traffic diverted to the U-turn.

Free-Flow U-Turn Location



Legend:

Proposed location of the free-flow u-turn

Traffic volume reduced from this existing movement

preliminary design options are being evaluated. Approval of the final design must be granted by NYCDOT and NYSDOT.

While this physical improvement is not technically a mitigation measure, once constructed and opened, it would help to alleviate congestion at the intersection of Linden Place and the two Whitestone Expressway service roads. As such, this physical improvement is seen as an opportunity for the City to improve traffic flow along one of the critical access points to the College Point neighborhood. Table 17-3 shows the analysis of future conditions without and with the proposed u-turn.

Parking

As noted in Chapter 11, "Traffic and Parking," the peak parking demand of 2,059 between 2PM – 3PM would exceed the proposed capacity of 2,000 parking spaces by 59 parking spaces when the Academy is operating at its full design capacity (meaning every program is 100 percent occupied). As such, the NYPD has indicated that it will implement an HOV/ride share requirement of either three or four recruits per vehicle, depending on the class size (as compared to the 1.9 recruits per vehicle assumed in the parking analysis), to reduce the number of parking spaces within the garage that would be used by the recruit population. This policy would be strictly enforced by the Police Academy's integrity officers who will closely monitor the local streets and parking lots to ensure that no recruits park off-site. Any recruits not abiding by the Academy's parking policies would be reprimanded. As such, assuming that recruits who choose to travel via vehicle to the Police Academy would arrange ride shares of at least three people per vehicle to take advantage of the on-site parking, there would be no parking shortfall. This would make more spaces available for the instructors, in-service, and other police officers that are working or training at the Academy. All parking would be accommodated on-site and no on-street parking would be provided or allowed for Police Academy visitors. There will be no authorized parking of Police Department vehicles in the vicinity of the new Academy. Due to the proposed HOV requirements, no additional measures would be required to meet the Academy's parking demand.

D. NOISE

As noted in Chapter 13, "Noise," significant adverse impacts are projected for the Fairfield Inn west of the site and the All Nations Church and Christian Gospel School southeast of the site. These impacts are solely due to the brief periods of up to half an hour when EVOC activities would be in progress. During these periods, noise level increases would range from 9.8 dBA at the church/school to 13.2 dBA for the Fairfield Inn. These projections of impacts are conservative, as the walls along the EVOC area on the roof of the parking area would provide partial shielding. It is unlikely that these temporary noise impacts could be mitigated.

Due to the configuration of building heights and segments, the office, academic, and lodging components of the Proposed Action would be protected from the EVOC noise levels. This is due to their distances of at least 100 feet from the EVOC location as well as the barrier effects of the Central Service and Tactical Village structures that would be higher than the EVOC rooftop by approximately 34 to 60 feet.

As shown in Table 14-9, L_{10} noise levels on the streets around the site would range from 74.9 dBA on Ulmer Street to 81.3 dBA on 31st Avenue. Since the site buildings would be approximately 400 feet from 31st Street, the traffic noise levels on the southern side of the site would be lower and similar to noise levels for the rear of the All Nations Church as discussed in Chapter 14. Based on this information, noise levels at the exterior of the project buildings would generally fall into the 75.0 to

80.0 dBA range, which would place them in the Marginally Unacceptable II CEQR category. The recommended building attenuation would be 35 dBA as shown in Table 14-3. This attenuation can be achieved through installing double-glazed windows on a heavy frame in masonry structures or windows consisting of laminated glass. The *NYC CEQR Technical Manual* states that when maximum L_{10} levels are greater than 70 dBA, alternate means of ventilation should be incorporated into building, and building attenuation is required. All buildings will be serviced by central HVAC systems. Since some of the buildings would be used for office purposes, more refined analyses during final design may indicate that a lower building attenuation value of 30 dBA may be suitable.

E. CONCLUSION

As described above in the discussion of Hazardous Materials, the Project Site contains identified *recognized environmental conditions* (e.g., hazardous materials and/or petroleum product contamination) that have the potential to impact the proposed development. Excavation and construction activities on the Project Site could disturb potential hazardous materials and increase pathways for human exposure. Intrusive activities would involve mitigation in the form of proper soil handling and management, preparation and adherence to a site-specific CHASP and RAP that consider the presence of contaminants, and implementation of a CAMP in accordance with NYSDEC DER-10 Regulations to minimize the creation and dispersion of fugitive airborne dust. With these precautions in place, construction of the proposed Academy would not result in significant adverse impacts to Hazardous Materials.

As discussed above, the Proposed Action would result in significant adverse traffic impacts at a total of five intersections (three intersections which would be impacted in the AM, and three intersections that would be impacted in the PM) when the Academy is fully staffed and training classes are at their maximum. A traffic mitigation plan was therefore developed to address these impacts. As discussed above, the proposed traffic mitigation measures would fully mitigate the traffic impacts that would occur as a result of the Proposed Action in both the AM (6:00 AM to 7:00 AM) and PM (3:00 PM to 4:00 PM) peak hours. Application and implementation of the traffic engineering improvements described above would require the approval of NYCDOT and coordination with NYCDOT would be undertaken in order to implement the proposed mitigation measures. In the absence of the implementation of the mitigation plans discussed above, a total of up to five signalized intersections (three in the AM and three in the PM) would remain unmitigated. In addition, as discussed above, it is expected that the significant adverse impact at the intersection of 20th Avenue and the Southbound Whitestone Expressway Service Road would remain unmitigable.

As described above in the parking analysis, the proposed HOV/ride share requirements for the recruit population would ensure that the parking shortage is addressed. The proposed modification to the on-street parking regulations would provide new on-street parking capacity on 28th Avenue, immediately adjacent to the Academy, reducing the demand for available on-street parking elsewhere.

Intermittent noise from tire squeal and occasional siren use would result in temporary noise impacts on sensitive uses to the south and west for short periods of time. These impacts are thought to be unmitigable. Potential noise impacts to on-site uses would be mitigated with the appropriate building attenuation value by installing double-glazed windows on a heavy frame in masonry structures or windows consisting of laminated glass.