The City of New York

POLICE DEPARTMENT

MEMORANDUM

To: Circulation

From: Inspector Anthony T. Tria, Commanding Officer
New York City Police Department

Subject: Final Scope of Analyses for an Environmental Impact Statement
For the Police Academy
CEQR No. 07NYP003Q

Date: April 16, 2009

Enclosed please find a copy of the Final Scope of Analyses for an Environmental Impact Statement for the proposed Police Academy development in Queens Community District 7.

Pursuant to Section 5-07(b) of the Rules of Procedure for City Environmental Quality Review (CEQR), a Public Scoping for the project was held on Thursday April 3, 2008. The purposed of the scoping hearing was to provide the public with the opportunity to comment on the Scope of Analyses proposed to be included in the Draft Environmental Impact Statement (DEIS) for the above referenced project. Comments were accepted at the Public Scoping, and written comments on the scope were accepted up to 10 days after the hearing. The Final Scope incorporates those comments and is revised in response to the comments, as applicable.

Any member of the public may obtain a copy of the Scoping Document for the project from:

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Michael Plottel, NYC Department of Design and Construction

FINAL
SCOPE OF WORK FOR AN ENVIRONMENTAL IMPACT STATEMENT

POLICE ACADEMY – COLLEGE POINT, QUEENS

CEQR NO. 07NYP003Q

ULURP No. PENDING

April 16, 2009

A. INTRODUCTION

This scope of work outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed Police Academy ("the action") in Queens Community District 7. The New York City Police Department (NYPD or "the Department") is proposing to construct a new Police Academy to incorporate many of the NYPD's existing training facilities throughout the City of New York ("the City") into one consolidated campus, which would be located on approximately 35 acres of City-owned land in College Point, Queens. The proposed action would allow for the development of a modern academic and physical training complex, to be operated by the NYPD, which would consolidate in a single campus facilities for recruits, civilians, and active police officers that are currently spread across the City. The total development size would consist of approximately 2.4 million gross square feet (gsf) of built space and would include indoor training facilities, classrooms, and related support space, an indoor pistol training facility, a tactical village, an indoor track, a police museum, a visiting police/lecturer lodging facility and an above-grade parking facility to accommodate on-site parking demand ("proposed Academy" or "proposed development"). The analysis year (Build Year) will be 2014. This document provides a description of the action and includes task categories for all technical areas to be analyzed in the EIS.

The EIS will be prepared in conformance with all applicable laws and regulations, including Article 8 of the New York State Environmental Conservation Law, 6 NYCRR Part 617, Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, dated August 24, 1977, and will follow the guidelines of the *CEQR Technical Manual*. The EIS will contain:

- A description of the action and its environmental setting.
- A statement of the environmental impacts of the action, including its short- and long-term effects, and typical associated environmental effects.
- An identification of any adverse environmental effects that cannot be avoided if the action is implemented.
- A discussion of alternatives to the action.
- A discussion of any irreversible and irretrievable commitments of resources that would be involved in the action, should it be implemented.
- A description of any mitigation measures proposed to eliminate or minimize adverse environmental impacts.

The environmental analyses in the EIS will assume a Build year of 2014 for the Proposed Project, and identify the cumulative impacts of other projects in areas affected by the Proposed Action. The NYPD, as lead agency, will coordinate the review of the Proposed Action among the involved and interested agencies and the public.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Action requires City Planning Commission (CPC) and City Council approvals through the Uniform Land Use Review Procedure (ULURP), and consists of the following action:

- Site selection for a public facility to locate a new Police Academy and training facility for the NYPD at the proposed 35-acre Academy site in the College Point neighborhood of Queens, which would consolidate many training facilities throughout the City into one centralized location.

Although the proposed public facility is still in schematic design, the maximum size of 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 paid student/guest lecturer lodging facility. Additionally, an accessory-parking garage of approximately 1,800 spaces would be provided on-site.

No zoning changes are proposed for the site in conjunction with the proposed Academy. The proposed development would be consistent with the site's M1-1 and M3-1 zoning. The proposed project would generally conform to the New York City Zoning Resolution's bulk requirements regarding floor area. However, based on the currently proposed development program the proposed development will require several zoning overrides from the deputy mayor. Overrides are being sought for various height, setback, and yard requirements; 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 modifications are deemed necessary. With the requested overrides, no significant adverse zoning impacts are expected to result from the Proposed Action.

The master plan for the Police Academy represents the total build out of the project. It has been designed in conjunction with the existing zoning regulations, and will require overrides from the deputy mayor. As a new special purpose district, the Special College Point District, and related map change have been proposed and will still be in ULURP and subject to modification at the time of this project's submission, the EIS and requested zoning overrides reflect the existing M1-1 and M3-1 zoning. Upon approval of the Special College Point District, additional zoning overrides will be required to allow for construction of the proposed Academy.

The above listed actions are subject to the CEQR procedures. An Environmental Assessment Statement (EAS) was completed on February 21, 2008. The NYPD, acting as lead agency, has determined that the Proposed Action has the potential for significant adverse impacts. Therefore, a detailed assessment of likely effects in those areas of concern must be prepared and disclosed in an EIS.

This scoping document sets forth the analyses and methodologies which will be utilized for the EIS. The public, interested agencies, Queens Community Board 7, and elected officials were invited to comment on the draft scope, either in writing or orally, at a public scoping meeting held on Thursday, April 3, 2008 at 7:00 PM at 33-23 Union Street (located at the Union Street and 33rd Avenue). The public scoping meeting will be held at the Union Plaza Care Center on the 1st Floor. Comments received during the draft scope's public hearing, and written comments received up to 10 days after the hearing were considered and incorporated as appropriate into a final scope of work. The final scope of work serves as a framework for preparing the Draft EIS (DEIS) for the Proposed Action.

Once the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the ULURP application through the public hearings at the Community Board, Queens Borough President, CPC, and City Council. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision makers at permitting agencies to prepare CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

C. DESCRIPTION OF THE PROPOSED ACTION

Existing Conditions

The Project Site, the majority of which is the Department's College Point vehicle impoundment ("Tow Pound") site is identified by several different addresses, including: 26-02 Ulmer Street and 28-11 28th Avenue[1]. Located in the College Point, Queens neighborhood of Community District 7, the proposed development would be located on a portion of the block bounded by 28th Avenue to the north, Ulmer Street and the Southbound Whitestone Expressway Service Road to the east, 31st Avenue to the South, and College Point Boulevard to the west (see Figure 1 for the proposed Site boundaries). The 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 Lot 1, Block 4328 part of Lot 1, Block 4329 Lots 1 and 7, the southern portion of Block 4301 Lot 1 (south of 28th Avenue), 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 ("Project Site" or "proposed Academy site"). The entire Project Site is City-owned.

As mentioned above, the proposed Academy site consists 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. On a daily basis, the Tow Pound contains approximately 3,000 vehicles, 1,300 motorcycles and 600 auto parts on a paved asphalt lot. All of the vehicles, motorcycles and parts are being relocated to other City-owned sites as the City consolidates several vehicle impound facilities and reorganizes its citywide operations.

[1] According to the NYC Open Accessible Space Information System Cooperative (OASIS): www.oasisnyc.net

Current buildings at the College Point Tow Pound include the two-story, approximately 17,000 square-foot main administrative building/garage at the 31st Avenue entrance and an outlying building, a one-story, approximately 1,125 square-foot structure which is located near its secondary access along Ulmer Street at the northeastern edge of the property. The southern five acres of the existing Tow Pound, including the main administrative building/garage, is located to the south of the proposed Academy's southern property line. As such, the main building is not located within the limits of the proposed Academy site.

Currently, the NYPD has 61 (47 uniformed and 14 civilian) employees staffing the Tow Pound in three tours (10 in the first platoon, 33 in the second platoon, and 18 in the third platoon). It should be noted that the current staffing levels at the College Point Tow Pound are below typical staffing levels at this facility as a consequence of attrition through retirements, transfers, and promotions. According to the NYPD, these staffing levels are a deviation from the optimal personnel staffing levels of the 2001 calendar year when 57 uniformed members and 21 civilian members were employed. On a typical day, 30 people arrive at the Tow Pound to pick up their property (vehicle, motorcycle, auto parts) during the second platoon (7 AM to 4 PM), and 20 people arrive during the third platoon (4 PM to 12 midnight). The facility is not open to the public for property retrieval during the first platoon (overnight, 12 midnight to 8 AM).

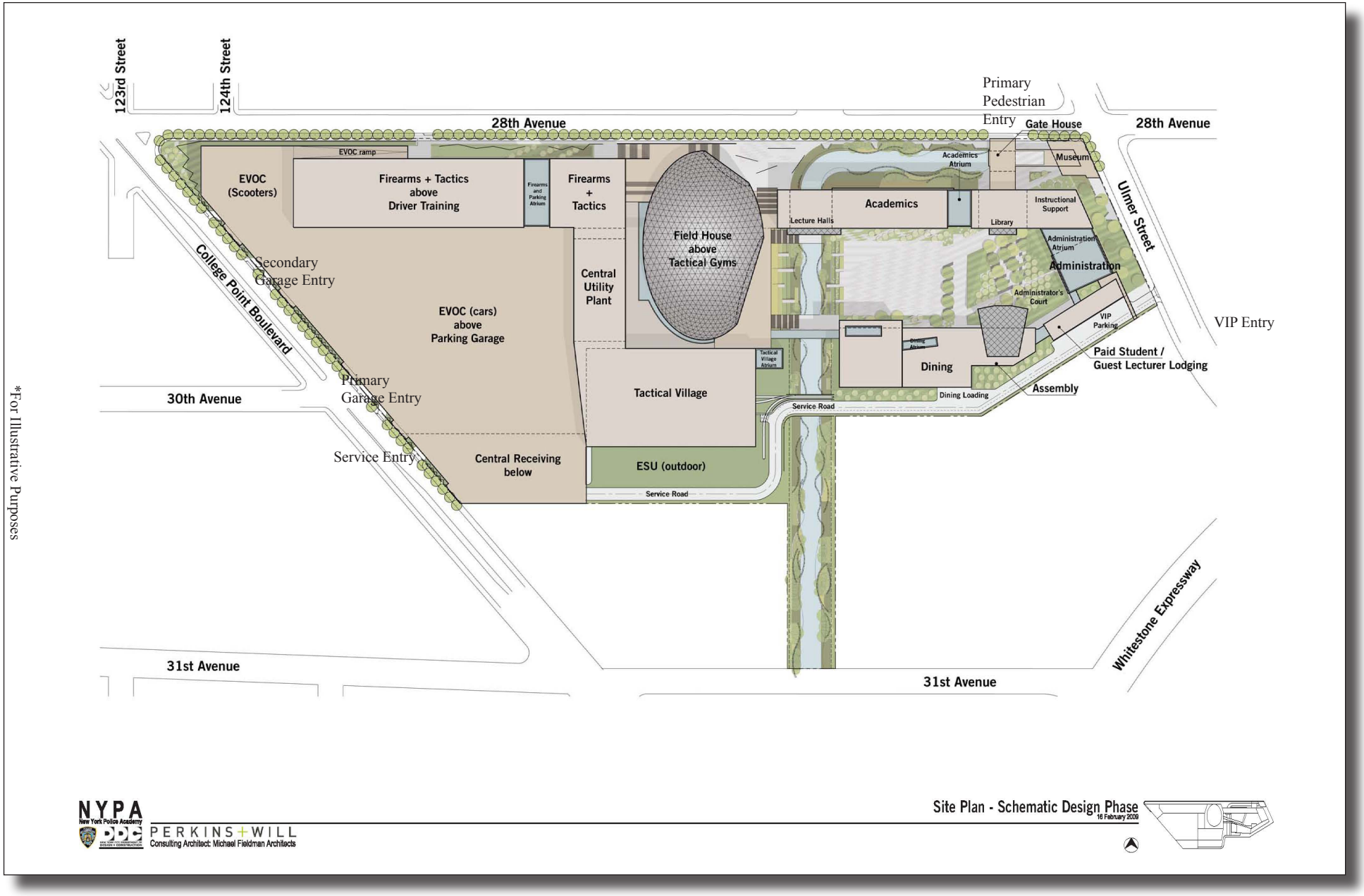
An exposed drainage ditch (part tidal and part freshwater) in the shape of an inverted "L" bisects the proposed Academy site, separating the eastern third from the western two thirds of the site. The long leg of the "L" runs north-south while the short leg runs east at the northern end of the inverted "L" to the intersection of 28th Avenue and Ulmer Street. The detention ditch contains open water with upland vegetation along its edges. Two internal road bridges, referred to as the northern bridge and southern bridge, cross over the ditch separating it into a northern section, central section, and southern section. Corrugated metal stormwater outfalls discharge stormwater runoff from the proposed Academy site at several locations throughout the drainage ditch. The detention ditch originates in the northeastern section of the proposed Academy site where twin 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 central and southern sections are connected via two 84-inch culverts beneath the southern bridge. The ditch ultimately drains offsite to the south via three 72-inch pipes located at the southern boundary at 31st 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 Project Site). The drainage structure was constructed by the New York City Economic Development Corporation (NYC EDC) in the early 1980's. The tide gates were recently replaced by NYC EDC.

The Project Site is located within the College Point II Industrial Urban Renewal Area (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 is located in Queens Community District 7 and is generally bounded by Fourteenth Road and Fifteenth Avenue on the north, the Whitestone Expressway on the east, Thirty-first Road on the south, and 130th Street, 127th Street, 120th Street, and 122nd Street on the west. The Urban Renewal Plan for this URA is set to expire in April 2009. With construction of the proposed Academy commencing after April 2009, it would not be bound to the controls of the Urban

Figure 1

Aerial View of the Proposed Academy Site

Site boundaries are approximate



*For Illustrative Purposes

Police Academy - College Point, Queens

Figure 2
Illustrative Site Plan

Renewal Plan. However, the site planning and campus-wide design will be sensitive to the underlying goals of the Urban Renewal Plan.

The Proposed Action

The proposal for the Police Academy includes the following discretionary action that requires approval through the Uniform Land Use Review Procedure (ULURP) under City Charter Section 197(c):

- Site selection for a public facility to locate a new Police Academy and training facility for the NYPD at the proposed Academy site in the College Point neighborhood of Queens, which would consolidate many training facilities throughout the City into one centralized location.

Although the proposed public facility is still in schematic design, the reasonable worst-case development scenario (RWCDS) for 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 paid student/guest lecturer lodging facility. Additionally, an accessory-parking garage of approximately 1,800 spaces would be provided on-site.

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 existing 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 likely would be voted on by the City Council in July and it is subject to modification until it is formally adopted. As the proposed zoning changes will be finalized after the Police Academy project application is certified into ULURP and the DEIS is issued, the project design, the zoning override letter, the EIS and the ULURP application were prepared based on the existing zoning. Therefore, while the proposed Academy site is within the boundaries of the possible future Special College Point District, it was not possible for the Police Academy EIS and ULURP application to incorporate and fully evaluate the pending future zoning.

The master plan for the Police Academy represents the total build out of the project. It has been designed using the existing zoning regulations, and will require several zoning overrides. As the proposed special purpose district and related map change are still in ULURP and subject to modification, the DEIS and zoning overrides reflect the existing M1-1 and M3-1 zoning. Upon approval of the Special College Point District, additional zoning overrides will be required to allow for construction of the Academy as it is currently proposed.

If all necessary approvals are granted, 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.

Future No Action Condition (No-Build)
The "Future without the Proposed Action," or "No-Build Condition," describes a baseline condition, which is evaluated and compared to the incremental changes due to the proposed development. The No-Build condition is assessed for the same 2014 analysis year as the proposed development.

For conservative CEQR analysis purposes, it is assumed that, in absence of the Proposed Action, the NYPD would continue to use their overcrowded training facilities, which are located throughout the City. The NYPD would relocate all of the current Tow Pound operations to other City facilities. No other on-site development is expected in the future without the Proposed Action.

The City has commissioned a study to examine, document and evaluate the existing operations of the NYPD Vehicle Impoundment system, including the following locations: the College Point Auto Pound, the Gowanus Auto Pound, the South Brooklyn Marine Terminal, and the Erie Basin. The goal of the study is to provide operational recommendations regarding how the existing operations may be consolidated, ideally to one site. The report describes and documents the changes in operations that would be required and includes recommendations for how best to consolidate the current operations, including potential site acquisition, construction of new facilities, and operational changes. Therefore, it is expected that the abovementioned vehicle impoundment facilities, including the College Point facility, would be reorganized and/or consolidated in the future without the proposed project. As such, the No-Build conditions assume that the College Point Auto Pound will be relocated in the Future Without the Proposed Action.

The No-Build condition uses existing conditions as a baseline and adds to it changes known or expected to be in place by 2014. For many technical areas, the No-Build condition incorporates known development projects that are likely to be built by the analysis year. This includes development currently under construction or which can be reasonably anticipated due to the current level of planning and public approvals. The No-Build analyses for some technical areas, such as traffic, use a background growth factor to account for a general increase expected in the future. Such growth factors may also be used in the absence of known development projects. The No-Build analyses must also consider other future changes that will affect the environmental setting. These could include technology changes, such as advances in vehicle pollution control and roadway improvements, and changes to City policies, such as zoning regulations.

The No-Build conditions will also consider planned developments in the area that are likely to occur by the 2014 build year, including any changes to the local street network. In the future without the Proposed Action, it is expected that the immediate area would experience nominal growth in commercial and light manufacturing uses. Most of the projected growth in the immediate area is expected to include new commercial and light manufacturing uses, with additional developments near the edge of the study area including also including residential, community facility, and parking uses, consistent with existing trends in this area of Queens. Several large projects which are planned in Willets Point and Flushing will be evaluated for their potential to impact the project area.

Future With-Action Condition (Build)
The NYPD proposes to construct a new 2.4 million gsf, Leadership in energy and Environmental Design (LEED) silver-rated, Police Academy on approximately 35 acres of City-owned land in College Point, Queens. The project area is located in College Point Corporate Park, a 550-acre area in the northern section of Queens that has been the focus of a concentrated effort by the City through

zoning amendments and urban renewal policy measures to foster new commercial and waterfront development.

The NYPD intends to incorporate many of its existing training facilities throughout the City into one campus. The proposed action would allow for the development of a modern academic and physical training complex, to be operated by the NYPD, which would consolidate in a single campus facilities for recruits, civilians, and active police officers that are currently spread across the City. The proposed Academy would include indoor training facilities, classrooms, and related support space, an indoor pistol training facility, a tactical village, an indoor track, a police museum, a visiting police/lecturer lodging facility and an above-grade parking facility to accommodate on-site parking demand. These project components are assumed to be the worst-case for the purpose of environmental analysis.

Based on the guiding principles established for the proposed Academy site, the RWCDS combines a mix of police uses, including the consolidation of many of the NYPD's existing training facilities, into one central location. The NYPD is pursuing an *Integrated Facility Program*, a strategy that would require uses to be located on the proposed Academy site. All program elements would be physically integrated or connected so as to minimize site coverage while maximizing program proximities.

The components of the proposed Academy have been carefully selected based on certain guiding principles for the construction of a new Police Academy, which must meet the current, and future training needs of the Police Department.

As shown in the preliminary conceptual site plan ("Illustrative Site Plan" Figure 2 [this figure is schematic and is for illustrative purposes only as the facility's design has not yet been finalized]), the proposed Academy would consist of approximately 2.4 million gsf of indoor training facilities, classrooms, and related administrative and support space, a new police museum, a paid student/guest lecturer lodging facility, plus a variety of outdoor training components and an above-grade accessory parking facility. The outdoor component would include a new Tactical Village Complex (including COBRA training areas), a rope rescue/confined space rescue-training tower, EVOC fields, and an outdoor muster area.

The master plan for the proposed Academy was developed around the idea of an enclosed courtyard on the eastern half of the Project Site surrounded by the academic, administration, paid student lodging, assembly space and dining functions. The proposed academic/administrative building is a long, relatively tall structure, which is proposed along the north side of the courtyard overlooking the lower assembly space and dining functions on the south side (See Figure 2). The proposed field house is a freestanding structure to be constructed west of the drainage ditch, 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 two levels of parking, would be located west of the tactical village and field house and borders College Point Boulevard.

As shown in Figure 3 and Figure 4, "Illustrative Sections," (these figures are schematic and are for illustrative purposes only), the tallest proposed building would contain the academic uses and would

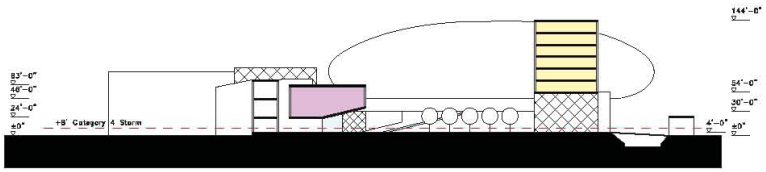
consist of approximately eight stories above grade with a height of approximately 145 feet (an elevation of approximately 155 feet). Mechanical systems and other communications equipment may rise above the roofline on some buildings, but would remain under the applicable height restrictions by the FAA / Port Authority for new developments near LaGuardia Airport.

The campus would have one main pedestrian entrance for day-to-day use, which is proposed on 28th Avenue near Ulmer Street. Additionally the proposed Academy would have a ceremonial pedestrian entrance on 28th Avenue that would be located mid-block. This access would be primarily used for commencement and other ceremonial occasions.

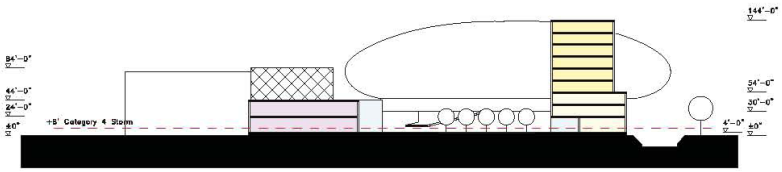
The accessory parking structure would be constructed at the western edge of the proposed Academy site. The proposed garage would accommodate approximately 1,800 vehicles. The accessory garage would have a height of approximately 45 feet containing two levels of parking. A small security control office would be located on the ground floor of the new garage structure at each access point to house security and screening operations for incoming vehicles.

The proposed accessory parking garage would be accessible from College Point Boulevard through two gated security entrances to the Project Site. As shown in Figure 2, the primary garage access is proposed at the intersection of College Point Boulevard and 30th Avenue. This intersection would be signalized to accommodate the new volumes of traffic at the garage. A second garage entry is proposed on College Point Boulevard to the north of the primary garage entrance, approximately 400 feet to the south of 28th Avenue. 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 proposed Academy site on College Point Boulevard. All deliveries would use this entry and then circulate through the campus on internal service roads as required and permitted by NYPD. The fourth and final vehicle access is proposed on Ulmer Street. This access, which leads to a proposed 20-space accessory parking lot, would be restricted to high-ranking officers.

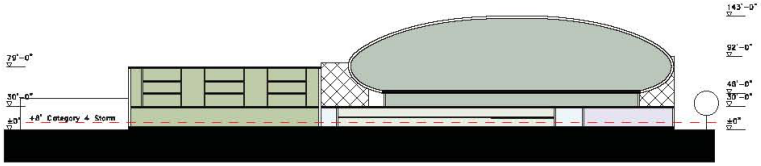
The proposed Academy would comply with all applicable laws and ordinances, including the recently enacted Green Buildings Law (Local Law 86) governing sustainable design. As part of the effort to obtain this certification, the proposed Academy will be using a variety of sustainable design features and best management practices that would 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 28th 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



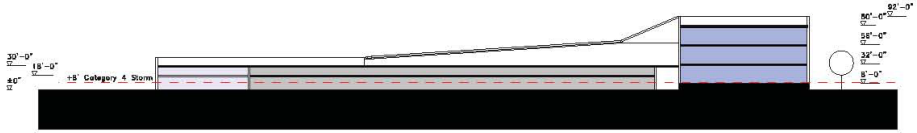
Section A - Thru Assembly and Academic



Section B - Thru Dining and Academic



Section C - Thru Fieldhouse and Tactical Village



Section D - Thru Parking and Firearms & Tactics

FIREARMS & TACTICS
DRIVER TRAINING
FIELDHOUSE
TACTICAL VILLAGE
TACTICAL GYMS

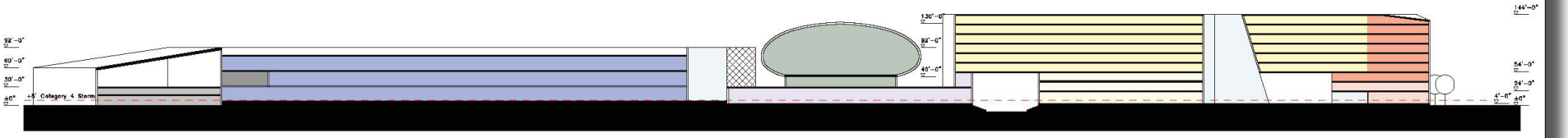
CIRCULATION
PARKING
CENTRAL PLANT
SERVICE & LOADING

ADMINISTRATION
LIBRARY
ACADEMIC
STUDENT SUPPORT SERVICES
ASSEMBLY
DINING

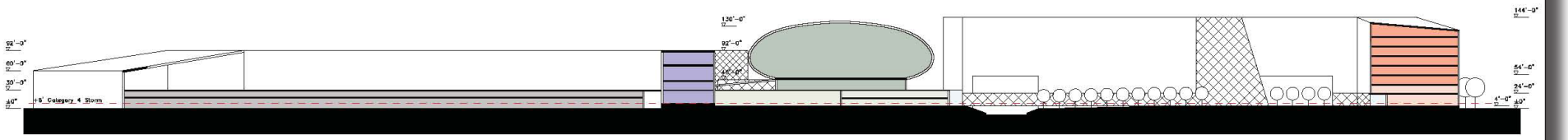
*For Illustrative Purposes

Police Academy - College Point, Queens

Figure 3
Illustrative Sections



Section E



Section F

- FIREARMS & TACTICS
- DRIVER TRAINING
- FIELDHOUSE
- TACTICAL VILLAGE
- TACTICAL GYMS
- CIRCULATION
- PARKING
- CENTRAL PLANT
- SERVICE & LOADING
- ADMINISTRATION
- LIBRARY
- ACADEMIC
- STUDENT SUPPORT SERVICES
- ASSEMBLY
- DINING

*For Illustrative Purposes

Police Academy - College Point, Queens

Figure 4
Illustrative Sections

discharge of runoff from the site, promote infiltration, and provide stormwater treatment through biological means.

The proposed Academy would be a unique public facility that would operate on a schedule that is similar to prevailing police shifts. Operationally, the typical first platoon (overnight, 12 midnight to 8 AM) would have the smallest population at the proposed Academy, the second platoon (7 AM to 4 PM) would have the bulk of the daily population, and the third shift (4 PM to 12 midnight) would have moderate activity.

While a bulk of the training would occur between 7:00 AM and midnight, the facility would be staffed 24 hours a day and 7 days per week. Once completed, the Academy would be able to 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 on an 8 AM to 4 PM schedule. 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 training programs that last between two to four weeks. Overall, at maximum occupancy, a daily peak population of nearly 5,500 people could be expected on-site between 1 PM and 2 PM.

Project Purpose and Need

The proposed 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. The discretionary action requiring environmental review includes site selection for the proposed public facility.

Currently, the Department's training facilities are located throughout the City. NYC EDC and NYPD conducted a joint survey during January and February 2006 to assess the existing conditions at the various training facilities throughout Manhattan, Brooklyn, the Bronx and Queens. As described in the report, each facility surveyed had significant and immediate space needs in almost every category, and, to varying degrees, each was found to be deficient in terms of infrastructure, life safety, and environmental condition. The following comprises a list of the existing training or training-related facility locations:

Manhattan

- NYPD Academy, 235 East 20th Street
- NYPD Museum, 100 Old Slip

Brooklyn
- Floyd Bennett Field: Driver Training, Emergency Services Unit, Highway Patrol
- 300 Gold Street: LEAD and Detective Training
- Brooklyn Tech High School: School Safety Enforcement
- Avenue X Range, 2556 MacDonald Avenue: COBRA Training
- Counter-terrorism Facility

Bronx
- Rodman's Neck: Firearms and Tactics, Bomb Squad
- 1278 Sedgwick Avenue: Disorder Control Unit

Queens
- 28-11 Queens Plaza North: Traffic Enforcement

The February 2006 survey identified many deficiencies in the existing training facilities. Focus group studies conducted by the NYPD among former police recruits have indicated that recruit training facilities are in a dire state and sited the following examples: lack of modern equipment; inadequate learning spaces; inadequate tactical training spaces and amenities; and the difficulty of the nighttime training tour. The survey found the existing classroom facilities to be inefficient and outdated. Many classrooms can fit a maximum of 40 students, or roughly one recruit company. Much of the standard academic curriculum could be taught in much larger groups of three or more companies to maximize space and instructor efficiencies. Further, there is a general lack of space and modern equipment to adequately accommodate the NYPD's scenario-based training methods.

As indicated above, the NYPD currently conducts training in numerous facilities, which are scattered throughout the City. Each facility is described briefly below.

Police Academy, Manhattan

The primary recruit training facility, the eight-story, 289,000 square-foot Police Academy, is located on East 20th Street in the Gramercy Park neighborhood of Manhattan. This facility handles the bulk of recruit training activities, particularly the academic phase of a recruit's six month training cycle. The Department estimates that 42 percent of all NYPD training currently occurs at the Academy, including entry-level, in-service, executive, civilian, and cadet training courses. Floors 1 through 5 are primarily devoted to the training of new police recruits and include: general classrooms; computer classrooms; offices; a gym and locker rooms; and an assembly space. Recruits muster at either the Campus Deck outside the East 20th Street lobby or on the third floor Muster Deck. Floors 6 through 8 include the library, lecture rooms, computer rooms, classrooms, offices and support spaces, primarily for in-service use.

Today, the recruit curriculum is often compromised as a result of the lack of space at the facility. This is true for classroom space as well as for physical training and tactics spaces, which must deliver the daily staple of the recruit curriculum. Because there is no running track at the facility, 250 recruits at a time are forced to run around the gym for a warm-up portion of the class, forcing the average running pace down to the slowest common denominator. Tactical spaces are also scarce; excessive recruit time is wasted standing around waiting for an opponent once they have been shown a given tactical technique.

In spite of space constraints, many in-service training programs are still held at the Academy, most notably Promotional Training courses, Executive Training, and Computer Training. The eighth floor of the Academy is dedicated specifically to in-service training administration and classes. In the sub-basement, the pool and firing range are used for specialized in-service training.

State-of-the-art when it opened in 1965, this facility was originally intended for a police department of 27,000, or roughly half the size of the current force. The Police Academy is operating well over capacity and is unequipped to meet the needs of any 21st century police force, much less the largest police force in the U.S. While lack of space is the most pressing issue as far as immediate training needs, the poor quality of those spaces is also a major concern: classroom sizes are not matched to curriculum delivery, instructional environments lack basic multi-media and instructional systems; equipment and furnishings are inoperable and out of date; storage is hard to come by; and HVAC systems are outdated and/or otherwise impaired.

Rodman's Neck, the Bronx

The Rodman's Neck facility, located in the northeast section of the Bronx adjacent to Pelham Bay Park, is operated by NYPD's Firearms and Tactics Section (FATS) and is comprised of a series of modular trailers housing classrooms, offices, storage, bathroom, and locker facilities. The facilities are used for firearms training for new police recruits, basic in-service firearms re-qualifications, special operations training, counter-terrorism, disorder control, bomb squad, and OCCB training. For the most part, temporary trailers and modular units comprise the bulk of the buildings. The grounds include two 54-point fixed target ranges and three 27-point moving target ranges used by both recruits and in-service officers. A 25,800 square-foot Tactical Village, coined "simmunitions," was recently constructed for urban training scenarios using detergent-based ammunition. This Tactical Village includes two, four-story mock apartment buildings, streetscape and related tactical classrooms and offices.

A separate "Tac House" was built to accommodate scenario-based training courses for new recruits. Most firearms training classes occur in trailers and modular structures, as do gun cleaning and FATS firearm simulation classes. Ammunitions and gun storage is housed in trailers while bulk storage for the site is housed in a series of shipping containers. The Bomb Squad uses the southernmost part of the island, known as the "Pit", for destroying unexploded bombs. The area also has a helipad and docks for Harbor Patrol launches.

The NYPD notes that there are several issues with the current facility condition, including: training courses and tactical programs have had to conform to the size and systems afforded by temporary modular structures; gun cleaning facilities are inadequate and do not permit sufficient space per trainee; storage is highly inadequate and substandard; the Tactical Village is sufficient for certain types of training, but it cannot be tailor-fit for specialized programs such as those required by the Emergency Services Unit; and flooding is a constant problem throughout the entire site, and is a severe problem on the firing ranges where lead mitigation measures have hindered proper drainage patterns.

The proposed Police Academy would include indoor pistol training ranges, which would be well insulated to ensure that noise from the firing range is not audible outside. An expanded number of fixed and moving targets would be provided to accommodate both in-service and recruit needs. The

new facility would also provide state-of-the-art learning environments for specialized, scenario-based training activities.

Floyd Bennett Field, Brooklyn

The NYPD occupies a portion of the old Floyd Bennett Field airport, New York's first municipal airport that was dedicated by Mayor Walker in 1930. Located on the Barren Island landfill at the eastern end of Flatbush Avenue in Brooklyn, this facility is currently preserved by the National Park Service as part of the Gateway National Recreation Area. The NYPD uses a portion of the historic airfield that until 1998 was occupied by the U.S. Coast Guard. The Department currently leases approximately 18 acres from the National Parks Service.

NYPD's Driver Training Unit (DTU) and Emergency Services Unit (ESU) occupy all floors of the former Coast Guard building and use the attached aviation hangar for its helicopter fleet. The Department also occupies portions of the "Hotel", a former two-story hotel once used by Coast Guard employees. A number of smaller sheds surrounding the Coast Guard building house storage and repair shops related to NYPD training and operations. ESU has also constructed a number of its own specialized training courses throughout the grounds. Some of these include: 1) ropes training tower constructed from shipping containers; 2) a confined spaces course located around a crashed bus; 3) a subway training course located above-ground, and 4) a "Tac House" with apartments for "simmunations" firearms training.

In addition to classroom and administration space in the former Coast Guard administration building, DTU uses approximately 474,000 square feet (10 acres) of the abandoned airfield as an Emergency Vehicle Operations Course (EVOC) for both recruit and in-service driver training. Driver training includes automobile, van, large vehicle, motorcycle, scooter, and bike training. The EVOC course is configured with cones in a "U" shape around the field, surrounding large vehicle training in the center.

A training fleet of all the above vehicles is stored on-site while the bulk of repairs are done off-site. DTU also repairs the Department's fleet of bicycles in the bike repair shop. This repair shop is located adjacent to the Highway Patrol's vehicle shed.

Both DTU and ESU have considerable storage needs (related to both training and departmental operations), which are not being adequately met at the facility. Most storage is provided outside in shipping containers that have no climate controls and are often vulnerable to the elements.

Both DTU and SOD have kept their respective facilities in excellent states of cleanliness and, to the extent possible, repair. In spite of this, however, the general condition of the facilities is poor. More specific facility issues include: insufficient classroom space for driver training programs; the EVOC field is inadequate in size and design to meet training needs within one tour; classrooms lack basic equipment and IT systems; the makeshift tactical environments are insufficient; the administrative space is inadequate; there is no potable water on-site; there are no cafeteria or food services on-site other than vending machines, a problem given the site's remote location; the records storage space is inadequate; the bathroom and locker room space is inadequate; and equipment storage is provided in shipping containers that have no climate control.

A new Police Academy offers the Department an opportunity to re-design the EVOC field and to provide more space in general to meet both in-service and recruit training demands. This includes all-weather training courses. Additionally, the new facility would be able to co-locate the driver training classrooms and the EVOC field, with state-of-the-art training environments for specialized, scenario-based training activities. The Academy would also provide state-of-the-art facilities for the growing COBRA program. Further, the Academy would provide a central location with a cafeteria and potable water as well as the other requisite services for all of its users.

Brooklyn Technical High School

The Brooklyn Technical High School facility is the largest high school in New York City, with over 4,200 students. The school has been generous enough to lend space to the Department during evenings and school vacations for the purpose of conducting both entry-level and in-service courses for its School Safety Agents. Facilities used by the School Safety Training Unit include five to six classrooms, the gym, and the assembly space. The 24 instructors, all of whom work the 4 PM-12 AM tour, have a small locker room attached to a small administrative area. Currently, recruit training consists of a 14-week, entry-level School Safety Agent Academy. In-service training at this location consists of approximately 336 in-service school safety agents.

The high school, while over 60 years old, is kept in good repair. Issues include: no dedicated spaces for NYPD training; limited access to certain spaces because of nighttime and vacation-time high school programs; classrooms are not designed with adult learning needs in mind; instructors must leave no trace of training activities for the morning high school classes; there is a large drop out rate due to the inflexible training hours; and the Departmental hiring needs exceed the ability to train due to space constraints.

A new Police Academy would allow the Department to co-locate training of the School Safety Officers within a consolidated facility. This would enable the Department to offer a day tour, which is expected to attract and retain qualified recruits for this expanding field. A new facility would also allow for expanded administrative areas.

300 Gold Street, Brooklyn

Located at 300 Gold Street in Downtown Brooklyn, this leased facility has multiple NYPD users. It is located across the street from the 84th Precinct and administrative offices at 301 Gold Street, lending a campus feel to the complex of buildings. A semi-enclosed 0.27-acre yard forms the approach to the building where small "Tac" houses, including a simulated neighborhood grocery store, subway, and apartment line the eastern edge of the yard. Limited parking is available at this location.

The Management Training Units and the Detective Bureau's training programs are the only training-related programs housed in the facility. The Management Training Unit has four classrooms on the second, third, and fifth floors, including a large mock testimony room for scenario-based training courses. Storage is located on the fourth floor.

The Detective Bureau's Training Unit has administrative offices on the fifth floor as well as two classrooms and a 20-seat computer classroom, which is dedicated to detective training. Due to the limited space at the facility, the Detective Bureau conducts a number of inter-departmental courses off-site, including a homicide course at the Department of Health, and a hostage negotiation course at New York University. Demand for these one-week courses is very high.

In-service training for sergeants, lieutenants, and civilian supervisors is provided through the Management Training Unit. This unit produces the Civilian and Uniformed LEAD Programs, which uses simulation and situational training models. The Professional Seminar Series, which is comprised of single-topic, full-day seminars, workshops, and symposia, augments the LEAD Programs.

All civilian and uniformed supervisors in bureaus other than the OCCB and Detective Bureaus attend at least one seminar of their choice each calendar year; twice, if they are assigned to units not under the Patrol Services, Housing, and Transit Bureaus. Those in the Patrol Services, Housing, and Transit Bureaus also attend LEAD once per calendar year.

The Detective Bureau currently has approximately 3,500 uniformed investigators working in precinct detective squads or specialized units and requires a number of highly specialized course offerings. The Detective Bureaus' Training Unit, which does not fall within the Training Bureau's command, conducts daily courses for NYPD detectives, as well as week-long seminars which are open to outside agencies in subjects such as homicide, hostage negotiation, fraudulent documents, interview and interrogation, real-time crime, as well as a tri-agency bio-terrorism investigation course. Demand from both within and outside the Department is very high for these courses, many of which have to be conducted off-site due to the lack of adequate space.

The facilities dedicated to training are in fair condition although they are inadequate in terms of size and flexibility to properly serve the Management Training Unit and the Detective Bureaus' training needs. The Detective Bureau specifically requires large lecture areas, in excess of 150-seats for its featured courses, which are currently offered at rented space off-site. The Management Training Unit does not have adequate space for its scenario-based training courses, some of which involve tactical training and firearms.

A new Police Academy would allow the Department to move out of these leased facilities, would maximize functional adjacencies within units, would expand the number of large lecture rooms, would provide specialized "Tac" houses for leadership development, and would provide expanded records storage areas.

Queens Plaza North

Located in Long Island City, Queens, the Traffic Enforcement Training occupies leased space on the third floor of an office building that has multiple agency users. The elevator lobby serves as the muster area for the recruit program, an area much too small for that use. There are three classrooms under 750 square feet and two classrooms that each fit approximately 35 recruits and two classrooms over 1,100 square feet located along Queens Plaza North. Clerical and administrative space is configured along the 29th Street side of the building. Lockers are provided for both male and female instructors. Storage is inadequate with respect to archives and recruit coats and bags.

In 2005, the NYPD trained over 1,250 civilian members of the force in Traffic Enforcement: 338 Traffic Enforcement Recruits in the fifty-day recruit training course and 176 training Coordinators for Command-level training, and 763 members of the PED in parking ticket device training.

The building is in fair condition but building systems are old and outdated. The third floor specifically is not sufficiently sized to meet the ongoing needs of the civilian Traffic Enforcement Curriculum. A new Police Academy would allow the Department to move out of this leased facility. A new facility

would also provide larger classrooms to respond to variations in civilian recruit classes (up to 200), provide adequate muster space for a class of up to 200 civilian recruits, and would also provide storage for coats and bags.

NYPD Museum, Manhattan

Located at 100 Old Slip in Lower Manhattan, the museum building was constructed from 1909-1911 and designed by the notable architectural firm of Hunt and Hunt. The building was constructed as the new home for the First Precinct. It was considered a model police facility when built and chiefs of police throughout the country visited the new stationhouse looking to copy some of its features in their own new police buildings.

The First Precinct was housed here until 1973, at which time the First and Fourth Precincts were merged. As a result of the merger, the First precinct name was kept, but the personnel were moved to the larger Fourth precinct's stationhouse further uptown. In December 2001, the building was re-opened as the home of The New York City Police Museum.

This City-owned facility consists of an array of uses within 19,568 square feet. The ground floor and mezzanine of the facility contain the reception lobby and ticketing, museum store, and exhibit space. The second and third floors are largely dedicated to exhibit space with a mix of exhibit, event, and classroom space on the third floor. The fourth floor is devoted to administrative offices collections and general storage.

While the facility is old, it is generally in good condition as upgrades in 2001-2002 have improved the building systems and general condition. However, the Department notes that there are several issues with the current Police Museum, including: the functional distance from the current Police Academy; the insufficient space for research and expanding collections; the lack of adequate exterior signage to identify this building as housing the NYPD Museum.

While no police training occurs there today, the Police Museum has traditionally been co-located with the Academy; understanding the Department's heritage is considered a crucial component of police officer training. To reinforce this tradition, the NYPD Museum should be considered a component of the proposed Police Academy.

Overall Purpose and Need – Department-Wide

The current movement to improve the state and effectiveness of the NYPD's training facilities began with five Departmental goals:

1. Eliminate the 4-12 nighttime tour for recruit training; train recruit classes in a single daytime tour to conform to national uniform training standards.
2. Mitigate noise and environmental issues at the existing Rodman's Neck firearms facility by relocating pistol firing ranges offsite into interior ranges.
3. Graduate a maximum of 4,000 recruits per year in two, six-month recruit classes.
4. Consolidate entry-level, in-service, and civilian training facilities to gain efficiencies in training delivery and operation.
5. Ensure that NYPD's training facilities serve to enhance the delivery of the ideal training curriculum, a curriculum that places increased emphasis on scenario-based and tactical training, as well as computer training.

There are many items that can be listed as justification for the proposed Police Academy, including: the current facilities are overcrowded, outdated, decentralized, inaccessible, and many of the satellite facilities are leased at a great cost to the City. According to recent NYPD studies, approximately 42 percent of the total training occurs at the East 20th Street Police Academy, while the remainder is conducted at leased facilities throughout the City and some training is even conducted out-of-state. While the current arrangement of satellite facilities has met the immediate space 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 would maximize economies in facility, staff, and recruit resources, allowing resources to be allocated towards more advanced instructional environments.

Today, the Department trains over 54,800 officer and civilian employees, a number that is approximately two times the size of the 1965 force, the year the current Academy opened. Due to the space constraints, less than half of the training can occur at the East 20th Street Academy. Lack of space has forced the Department to implement a day shift and a night shift to accommodate the current police training. The balance of the training occurs within leased facilities scattered across the five boroughs. As opposed to 1965, the graduating class of 2006 had a total of 1,450 people; 21.5 percent, or 313 of these people were women.

In addition to its New York City training facilities, the NYPD sends a considerable number of officers each year out-of-state to receive specialized certification and training. The out-of-state facilities include: Louisiana State University, Texas A&M University, New Mexico Institute of Mining and Technology, the Department of Energy's Nevada Test Site, and OJP's Center for Domestic Preparedness in Anniston, Alabama. The cost for sending NYPD officers for out-of-state training is an increasingly costly practice. Much of this training would now be provided at the proposed College Point Police Academy.

Over the past 15 years, the overall scope of the Department has expanded to include the NYC Transit Police, the NYC Housing Authority, the School Safety Division, and Traffic Enforcement. New technology has also required the Department to change methodologies in many different areas of recruit training and in-service training. Additionally, the increased terror threat has changed expanded the focus of the police to also include international counter-terrorism and intelligence gathering. As such, the quantity and frequency of entry-level and in-service training has expended dramatically, and has become increasingly specialized. The Department's modern training methodologies now emphasize scenario-based, simulated training techniques, including fundamental coursework and hands-on, scenario-based training.

As such, the proposed Police Academy is a critical component of the NYPD as it aims to improve its services to the City.

While the fate of the NYPD's current training facilities is unknown, the NYPD will re-evaluate its inventory of properties on a case-by-case basis once the Academy is constructed and ready to be occupied.

Given the overall size of the proposed Police Academy, it is expected that an EIS with technical attachments will be the required document to satisfy CEQR as the project, based on its size, would be Type I Action.

SCOPE OF WORK

Environmental Impact Statement (EIS)

As the proposed action, construction of a new Police Academy would affect various areas of environmental concern and was found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, an EIS pursuant to CEQR will be prepared for the proposed action. Screening analyses have been conducted for all aspects of the proposed project, using the methodologies presented in the *CEQR Technical Manual*, as outlined below. The screening analyses indicate that the proposed action triggers the CEQR threshold for environmental effects on the technical areas described in detail below. The EIS will provide a detailed analysis of these areas most likely to be impacted by the proposed action and evaluate alternatives to the proposed action. Other technical areas do not trigger the CEQR threshold, and are screened out below, and will not be discussed/assessed in the EIS.

EIS Tasks

The following provides a detailed description for what is required under CEQR for an EIS analysis.

Task 1. Project Description

The first chapter of the EIS introduces the reader to the proposed action and sets the context in which to assess impacts. The chapter contains a proposed action identification (brief description and location of the proposed action); the background and/or history of the proposed action; a statement of the public purpose and need for the proposed action; key planning considerations that have shaped the current proposal; a detailed description of the proposed action; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the proposed action and its impact, and gives the public and decision-makers a base from which to evaluate the proposed action.

The project description chapter will present the planning background and rationale for the proposed action. The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Queens Borough President's office, the CPC, and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

Task 2. Land Use, Zoning, and Public Policy

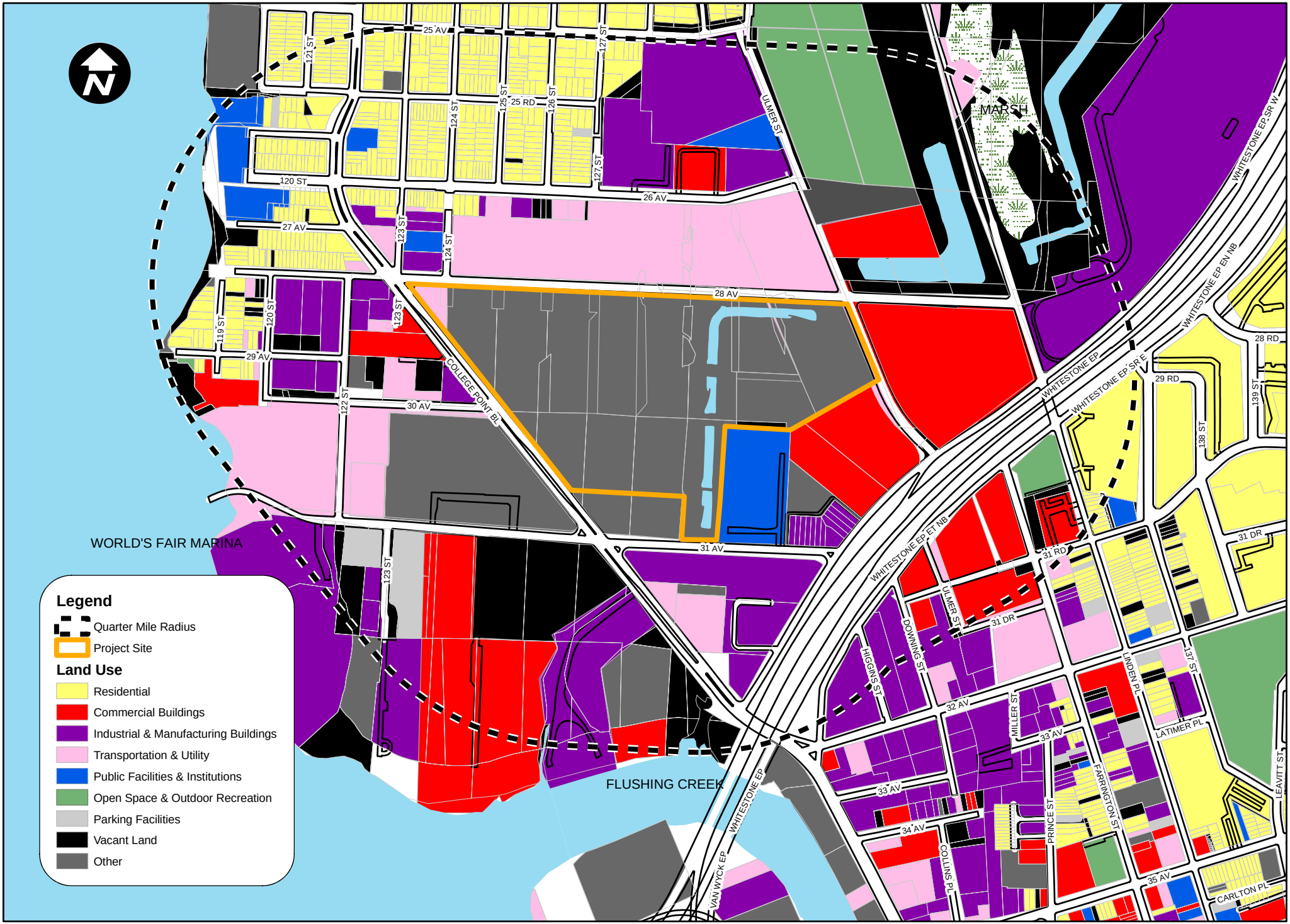
The land use, zoning and public policy analysis will be consistent with the methodologies presented in the *CEQR Technical Manual*. In completing the following subtasks, the land use study area will consist of the Project Site, where the land use impacts will be straightforward and direct (reflecting the proposed development), and the neighboring areas where indirect impacts may be felt. For the purpose of environmental analysis, the study area will extend approximately a quarter-mile from the borders of the Project Site (see Figure 5). Tasks include:

- Provide a brief development history of the project area and surrounding study area.
- Provide a description and map of existing land uses and zoning in the project area and the surrounding study area. Other public policies that apply to the study area will be described. Recent development trends in the land use study area will also be noted.
- Based on field surveys, identify, describe, and graphically portray predominant land use patterns for the balance of the land use study area. Based on discussions with New York City Department of City Planning (NYCDCP) and other public or private agencies and local real estate brokers, describe recent land use trends in the study area and major factors influencing those land use trends.
- Prepare a list of future development projects in the quarter mile study area that would be expected to influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area in coordination with NYCDCP. Based on these changes, assess future conditions in land use and zoning without the proposed action.
- Describe and assess the potential land use changes based on the proposed project.
- Assess effects of the proposed project on land use and land use trends, public policy, and zoning. Discuss the proposed action's potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policy, the effect of the loss of manufacturing zoning, and the effect of the proposed project on ongoing development trends and conditions in the area.

Task 3. Open Space

The proposed training facility would add more than 500 workers and students to the project area, the CEQR threshold for detailed open space analysis. This additional population would increase the demands for existing local parks and recreational facilities. Therefore, the proposed project will be evaluated for its potential indirect impacts on open space resources within the study area. A detailed open space analysis will be conducted according to the following tasks:

- Prepare a demographic analysis of the commercial open space study area worker and residential populations, including information available from the 2000 Census.
- Based on the inventory of facilities, and resident and worker populations, calculate the passive open space ratio for the study area and compare to City guidelines to assess adequacy. This is expressed as the amount of open space acreage per 1,000-user population.
- Assess expected changes in future levels of open space supply and demand in the 2014 Analysis year based on other planned development projects within the study area. Also take account of any new open space and recreational facilities expected in the study area. Open space ratios will be developed for future without the action conditions and compared with existing ratios to evaluate changes in future levels of adequacy.
- Based on the worker population added by the project, assess the effects on passive open space supply and demand using CEQR criteria. Any new accessory open space facilities proposed as part of the project would also be taken into account. The assessment of impacts due to the proposed project will be based on a comparison of open space ratios with the proposed project and open space ratios in the future without the action. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes



Police Academy - College Point, Queens

Figure 5
Land Use Study Area

resulting from the proposed project will result in a substantial change or an adverse effect to open space conditions.
- If the results of the impact analysis identify a potential for a significant impact, discuss potential mitigation measures.

Task 4. Urban Design and Visual Resources

An area's urban design components and visual resources together define the look and character of the neighborhood. The urban design components encompass the characteristics of buildings and streets in the area, including building bulk, use and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. The concept of bulk is created by the size of a building and the way it is massed on the site. Height, length, and width define a building's size; volume, shape, setbacks, lot coverage, and density define its mass. An area's visual resources are its unique or important public view corridors, vistas, or natural or built features.

The area surrounding the Project Site is characterized by a varied building stock, with a mix of building types, styles, bulks, uses, and age. The study area also contains a number of vacant lots and parking lots. The area contains several superblocks, and features an irregular street pattern, which results in large irregularly shaped blocks. As a predominantly industrial area, the study area contains limited visual resources, which are defined under CEQR as an area's unique or important public view corridors, vistas, or natural or built features.

The proposed project would change the urban design and visual character of the Project Site and most likely alter the urban design character of this section of Queens. Therefore, this chapter of the EIS will assess the urban design patterns and visual resources of the study area and any changes that would occur as a result of the proposed project, based on *CEQR Technical Manual* methodologies.

- Based on field visits, describe the Project Site and the urban design and visual resources of the surrounding area, using text and photographs as appropriate.
- In coordination with the land use task, describe the changes expected in the urban design and visual character of the study area due to planned development projects in the future without the proposed action.

Task 5. Natural Resources

The Project Site is developed with buildings and paved parking areas, including an NYPD tow pound, administrative office building and a small, private auto-related business. The eastern area of the project site features a man-made, open water drainage ditch (part tidal and part freshwater) containing upland vegetation typical of a disturbed site and providing minimal habitat opportunities. The ditch contains tide gates that prevent tidal water from flowing to adjacent upland areas. The northern area of the ditch contains freshwater from runoff from adjacent areas and the former Flushing Airport freshwater wetland area, which is located approximately a quarter-mile northeast of the proposed Academy site. The drainage ditch is the Project Site's sole non-structural, surface water feature and a critical component to the primary flood control and stormwater management system in the area. The ditch is part of the connection between Flushing Bay and the freshwater wetland area located approximately 0.3 miles northeast of the Project Site on the 78-acre former Flushing Airport site. As the development Site is bisected by a tidal wetland, which connects to Flushing Bay, the EIS will provide an assessment of natural resources.

The *CEQR Technical Manual* defines a natural resource as a plant or animal species and any area that is "capable of providing habitat for plant and animal species or capable of functioning to support environmental systems and maintain the City's environmental balance." Included in these resources are surface and groundwaters, soils, wetlands, landscaped areas, gardens, parks, and built structures that are used by wildlife. This chapter will characterize existing terrestrial and marine ecology and other important natural features on and around the Project Site, based on field surveys, published information and agency consultation, and describe how these natural resources would change in the future, both with and without the Proposed Action.

New York State Department of Environmental Conservation (NYSDEC) and United States Army Corps of Engineers (USACE) permits will be required for construction work associated with the proposed Academy, specifically actions located near and within the "L-shaped" drainage ditch located on the eastern area of the Project Site.

The purpose of this chapter is to:
- Identify and describe the Federal, State and New York City regulatory programs that may apply to the proposed Academy with respect to natural resources;
- Describe existing natural resources (e.g., plants, wildlife, and threatened or endangered species) on the Project Site; and
- Assess the potential impacts of the proposed Academy on natural resources on the immediate Project Site and the adjacent areas within a quarter-mile radius of the Project Site.

Task 6. Waterfront Revitalization Program

The New York City Waterfront Revitalization Program (WRP) is the city's principal coastal zone management tool. As originally adopted in 1982 and revised in 1999, it establishes the City's policies for development and use of the waterfront and provides the framework for evaluating the consistency of all discretionary actions in the coastal zone with those policies. A review of the City's coastal zone boundary maps indicates that entire Project Site is located within the designated NYC coastal zone boundary.

A preliminary evaluation was undertaken for the proposed action including completion of the WRP Consistency Assessment Form. The Consistency Assessment Form indicated that the Proposed Action requires further assessment of several policies. As such, a detailed assessment of the proposed project's consistency with the applicable policies of the WRP will be provided in this chapter of the EIS. These policies include:

- Policy 1: Support and facilitate commercial and residential redevelopment in areas well suited to such development.
  - Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.
  - Policy 1.2: Encourage non-industrial development that enlivens the waterfront and attracts the public.
- Policy 5: Protect and improve water quality in the New York City Coastal Area.
  - Policy 5.1: Manage direct or indirect discharges to waterbodies.
  - Policy 5.3: Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.

- Policy 6: Minimize loss of life, structures and natural resources caused by flooding and erosion.
  - Policy 6.1: Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the condition and use of the property to be protected and the surrounding area.
- Policy 7: Minimize environmental degradation from solid waste and hazardous substances.
  - Policy 7.2: Prevent and remediate discharge of petroleum products.
- Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.
  - Policy 9.1: Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

Task 7. Hazardous Materials

A Phase I Environmental Site Assessment (ESA) has been completed for the Site in accordance with the procedures recommended by the American Society of Testing and Materials (ASTM) including, but not limited to, ASTM E 1527 and E 1528. A Phase I ESA is a review to identify environmental concerns related to toxic or hazardous materials based on site history, available regulatory records, and visual reconnaissance of the Site. As the Phase I ESA identified potential hazardous materials on the Project Site, it a Phase II Environmental investigation was prepared to adequately identify/ characterize the surface/subsurface soils and groundwater at the Proposed Academy site. A Phase II Investigative Work Plan/Health and Safety Plan (HASP) and Remedial Action Plan (RAP) have been prepared and sent to NYCDEP for review and approval. All hazardous materials work, including the Phase I and Phase II reports will be coordinated with and reviewed by NYCDEP.

The hazardous materials chapter for the EIS will include a detailed discussion of current environmental conditions on the Project Site and will examine how the proposed action will affect these conditions. The discussion of current environmental conditions will rely on information provided in the Phase I ESA that has been prepared for the Project Site. The hazardous materials chapter will include a discussion of the proposed project's potential to result in significant adverse hazardous materials impacts and will include a description of any mitigation measures that would be necessary to avoid significant impacts. If necessary, the identification of any remedial measures would be completed and disclosed as part of the EIS process.

Task 8. Infrastructure, Solid Waste, and Energy

As described in the *CEQR Technical Manual*, because of the size of the City's water supply system and because the City is committed to maintaining adequate water supply and pressure for all users, few actions would have the potential to result in significant adverse impact on the water supply system. Similarly, an evaluation of potential solid waste or energy impacts is not generally necessary unless a project is unusually large. Therefore, although the proposed Academy may increase the demand on water supply and energy, and increase the generation of stormwater, sewage, and solid waste, it would not be expected to create an adverse impact on these services. However, as recommended by the *CEQR Technical Manual*, the project's potential demands on water supply and energy and potential generation of stormwater, sewage, and solid waste will be disclosed.

The analyses will include the following:

Water Supply

- Based on information obtained from NYCDEP, the existing water supply network and capacity will be described, and any planned changes to the system will be discussed.
- Using water usage rates for typical land uses provided in the *CEQR Technical Manual*, the average and peak water demand for the proposed project will be projected.
- The effects of the incremental demand on the water system will be assessed to determine if there is sufficient capacity to maintain adequate supply and pressure to the service area.

Storm Water

- Describe the existing storm water drainage system on the Project Site and amount of storm water generated by the Site.
- Assess the effects of any changes to the stormwater runoff due to the development of the proposed project and describe how stormwater would be managed in the future with the project.

Sewage

- The existing sewer system serving the Site will be described based on information obtained from NYCDEP. The existing flows to the water pollution control plant (WPCP) that serves the site will be obtained for the latest 12-month period. The average monthly flow rate will be presented.
- Using the water demand determined in the task above, sanitary sewage generation for the proposed Academy will be estimated.
- The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the WPCP.

Solid Waste

- Existing and future New York City solid waste disposal practices will be described, including the collection system and status of landfilling, recycling, and other disposal methods.
- Using solid waste generation rates for typical land uses provided in the *CEQR Technical Manual*, provide an estimate of solid waste demand for the proposed project.
- The impacts of the proposed Academy's solid waste generation on the City's collection needs and disposal capacity will be assessed to determine whether the City's municipal service can adequately handle the future solid waste demand for the proposed project.

Energy

- The energy systems that would supply the project with electricity and/or natural gas will be described.

Task 9. Traffic and Parking

The proposed action would facilitate construction of a new Police Academy, which would generate additional vehicular travel and increase demand for parking, as well as pedestrian traffic and subway and bus riders. These new trips have the potential to affect the area's transportation systems. Therefore, the traffic and transportation studies will be a focus of the EIS, including four significant issues: (1) the size of the traffic study area and the number of intersections to be addressed both immediately adjacent to the Project Site and along the major routes leading to it; (2) the likelihood

that the proposed project and the amount of development envisioned will generate significant impacts requiring significant levels of mitigation; (3) potential increase in the parking demand; and (4) an increased level of subway and bus use. The fourth issue is addressed in Task 11, "Transit and Pedestrians" below.

Traffic

Based on preliminary estimates, the proposed project is expected to generate an aggregate of more than 50 additional (net) vehicular trips, with the highest traffic concentration in the weekday traffic expected to be during the hours of 6:00 – 7:00 AM, and 3:00 – 4:00 PM. However, due to the high number of trips anticipated at the Police Academy during hours that are not "typical" peak hours, the EIS will evaluate the peak travel demand for the Academy traffic in the AM (6:00 – 7:00) and incorporate it into the 7:00 – 8:00 AM network for background traffic. This would cause the project to analyze its anticipated peak AM traffic during the peak AM period for the surrounding street network. Though this situation is not a likely scenario, it would help to evaluate the worst-case situation for the surrounding traffic network.

The 3:00 – 4:00 PM period and the 4:00 – 5:00 PM period for existing traffic are very similar. However, the anticipated travel demand from the Police Academy is expected to be higher in the 3:00 – 4:00 PM period. As such, there would potentially be more project-generated impacts to the street network during the 3:00 – 4:00 PM peak period than the 4:00 – 5:00 PM peak period. Therefore, it is logical for the proposed project to evaluate the 3:00 – 4:00 PM peak period because it is expected to be the period that could experience the largest incremental increase in Project-generated traffic. Consequently, the EIS would analyze the 7:00 – 8:00 AM period for its peak AM period and the 3:00 – 4:00 PM period for its peak PM period. This scope of work considers the weekday AM and PM peak periods for detailed studies, focusing on those intersections handling the highest concentrations of project-generated demand (see Appendix A).

Due to the scheduling of personnel and cadets at the proposed Academy, the Project is not expected to add a significant amount of vehicular traffic to the surrounding street network during the midday (between 11 AM and 2 PM). As the proposed development would include an on-site cafeteria that would make lunch available for all Academy users, it is unlikely that a significant number of new trips would be added during the peak midday period. Provision of on-site dining facilities and the overall training schedule for the Academy will eliminate the need to analyze the midday period.

Based on the preliminary assumptions for the proposed project, it is anticipated that 14 intersections would be analyzed in detail for potential traffic impacts (Please see attached Figure 6, "Count Locations and Intersections to be Analyzed").

The traffic analyses will include the following:

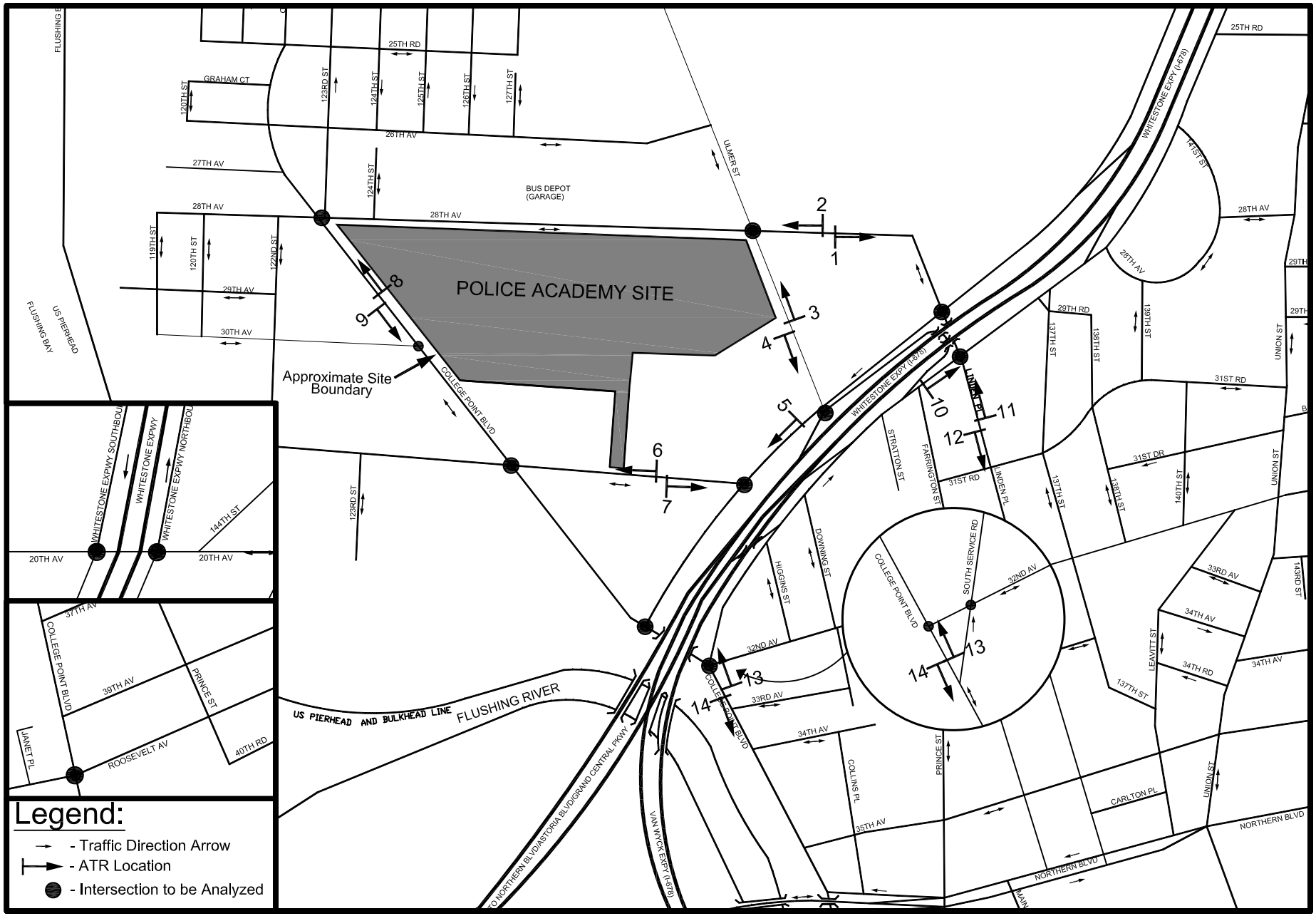
- Define a traffic study area to account for the principal travel corridors to/from the Project Site.
- Conduct traffic counts at traffic analysis locations via a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts. ATRs will provide 24-hour traffic volumes for a full week at selected arterial locations. Traffic counts

will be conducted during the AM and PM peak periods. Where applicable, compile available information from both the recent and current studies of the area.

- Conduct travel speed and delay runs and vehicle classification counts along key routes in the study area as support data for air quality and noise analyses. These speed-and-delay runs and vehicle classification counts will be conducted in conjunction with the traffic volume counts.
- Inventory physical data at each of the analysis intersections needed for capacity analyses, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, typical parking regulations, and signal phasing and timing data.
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. *2000 Highway Capacity Manual* procedures will be used. Allowances for any on-going construction or temporary road closures will be made.
- The future No-Build projects in the area and associated future No-Build traffic volumes will be determined. Traffic volumes will be determined, v/c ratios and levels of service will be calculated, and problem intersections will be identified. The future traffic volumes from these sites will be estimated using EISs, U.S. Census data, and other sources. An annual growth rate of 1.0 percent will be applied in the No-Build condition of the traffic analysis to account for general background growth. Mitigation measures accepted for all No-Build projects and other NYCDOT initiatives will be included in the future No-Build network.
- The trips generated by the proposed project, and the modes of transportation used for these trips will be determined. Patterns for recruit and in-service classes and schedules at the present Police Academy and other training facilities will be used as a guide. New trips will be assigned to the respective travel modes in each peak hour.
- Determine the volume of vehicle traffic expected to be generated by the proposed action, assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future Build condition for each analysis period.
- Determine the resulting v/c ratios, delays, and LOS for the future Build condition, and identify significant traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area. This includes potential mitigation for the street system, including possible roadway modifications, new signal installations, signage, signal changes, and parking regulation changes.

Parking

The proposed accessory parking garage would be accessible from College Point Boulevard through two gated security entrances to the Project Site. The primary garage access is proposed at the intersection of College Point Boulevard and 30th Avenue. This intersection would be signalized to accommodate the new volumes of traffic at the garage. A second garage entry is proposed on College Point Boulevard to the north of the primary garage entrance, approximately 400 feet to the south of 28th Avenue. 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 proposed Academy site on College Point Boulevard. All deliveries would use this entry and then circulate through the campus on internal service roads as required and permitted by NYPD. The fourth and



Police Academy - College Point, Queens

Figure 6

Count Locations and Intersections to be Analyzed

final vehicle access is proposed on Ulmer Street. This access, which leads to a proposed 20-space accessory parking lot, would be restricted to high-ranking officers.

The parking studies will focus on the amount of parking to be provided as part of the proposed project, and its ability to accommodate projected parking demand associated with the project components. In addition, any changes to parking supply and demand in the future without the proposed action will also be considered. As per CEQR guidelines, the parking study area will extend approximately a quarter-mile from the boundaries of the Project Site.

The parking analyses will include the following:

- Conduct an inventory of any public parking lots and garages in the study area, noting their locations, capacities, and peak weekday midday levels. Conduct an inventory of the number of legal on-street parking spaces within the study area and their general utilization levels on a typical weekday. This information will be used as the basis for determining the ability of existing parking resources to accommodate increased demands in the future.
- Project future parking availability based on an annual background growth rate. Any existing parking facilities expected to be removed or relocated or other changes to parking conditions in the future as a result of the proposed action will be factored into this assessment.
- Develop net parking accumulation profiles for each of the proposed project. After accounting for the new parking demand and on-site supply due to the proposed project, any impacts of the proposed project will be based on excess parking demand generated by the proposed new development versus available supply in the study area.

Task 10. Transit and Pedestrians

The proposed project is expected to generate a net increase of more than 200 subway and bus trips, the threshold for detailed transit analysis, in the weekday AM and afternoon peak hours. Subway and bus modes will be examined in these two peak commuting periods to determine existing, future No-Build, and future Build conditions. New pedestrian trips are also expected to be generated by the proposed project, and pedestrian analyses will be provided in the EIS. It is expected that a bus-to-subway connection will be established to facilitate student travel.

- The analysis of subway conditions will focus on the Flushing Main Street subway station serving No. 7 subway line, which is located south of the Project Site. A quantitative analysis of the impact of the proposed project on this station will be prepared for the weekday AM and afternoon peak hours. The station elements (street stairs and fare control areas) to be analyzed are those most likely to be used by demand from the proposed project. The peak hour transit trips from the proposed project will be estimated and assigned to the individual subway lines and station elements. The station impact analysis will include existing and No-Build conditions, as well as Build conditions with the proposed project. Any potential impacts on the analyzed subway station will be identified using CEQR impact criteria. Transit mitigation, if any, will be determined in conjunction with the lead agency and NYC Transit.
- A quantitative analysis of the local bus system in the study area will also be performed for the EIS. Bus routes serving the study area include the Q25 and Q65 bus routes. The Q25

route runs along Ulmer Street and 28th Avenue. The Q65 runs along College Point Boulevard. Any new services to be established with the proposed project will also be analyzed. The analysis will include documenting existing weekday AM and Afternoon peak hour route services and peak load point ridership, determining conditions in the future without the proposed action and assessing the effects of new project-generated peak hour trips for the specific bus routes anticipated to serve the Project Site. Transit mitigation, if any, will be determined in conjunction with the lead agency and MTA Bus.

- Prepare a qualitative analysis of pedestrian conditions in the vicinity of the Project Site, which will evaluate the pedestrian characteristics on the public sidewalks, corners and crosswalks connecting the Site to the surrounding system.

Task 11. Air Quality

The Proposed Action would alter land uses and affect traffic conditions in the study area. Air quality, which is a general term used to describe pollutant levels in the atmosphere, would be affected by these changes. The key issues that would be addressed in the air quality analyses of the stationary sources regarding the potential impacts of the proposed project are:

1. The potential for significant air quality impacts from increases in the number of project-generated vehicles on the local traffic network, and the accompanying reduction in vehicular speeds;
2. The potential impacts from the proposed parking facilities (lots, garages);
3. The potential for emissions from the heating, ventilation and air conditioning (HVAC) systems of the proposed development buildings to significantly impact existing land uses;
4. The potential for emissions from the HVAC systems of the proposed development buildings to significantly impact other proposed development buildings (project-on-project impacts);
5. The potential combined impacts from HVAC emissions of proposed developments that are located in close enough proximity to one another (clusters) to significantly impact existing land uses and other proposed development sites;
6. The potential for significant air quality impacts from the emissions of existing "major" emission sources (e.g., HVAC systems with 20 or more million Btu/hr heat input) on the proposed dormitories, training facilities, classrooms; and
7. The potential for significant air quality impacts on the proposed classrooms and dormitories from air toxic emissions generated by nearby existing industrial sources.

Mobile Source Analysis

The increased traffic associated with the proposed facilities would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections would have the potential to significantly increase air quality levels at nearby sensitive land uses. Decreased traffic volumes in the area as a result of the relocation of the existing Tow Pound would offset some of these local impacts. It is assumed that all necessary traffic data would be provided by the project's traffic engineers.

The primary air quality issue related to the proposed Academy that would need to be addressed in the EIS is whether the traffic associated with the proposed activities during peak traffic periods would cause or exacerbate a violation of the 8-hour National Ambient Air Quality Standard (NAAQS) for

carbon monoxide (CO) or the 24-hour ambient air quality standard NAAQS for particulate matter smaller that 10 microns (PM_{10}) or exceed the NYCDEP CO *de minimis* criteria near any of these locations.

A determination would also be made as to whether the number of project-generated vehicles would cause an exceedance of the NYCDEP *de minimis* criteria for CO or an exceedance of significant threshold values (STVs) established by NYSDEC's Commissioner Policy #33 (CP 33) and NYCDEP *Interim $PM_{2.5}$ Guidance* criteria for *$PM_{2.5}$*. It is anticipated that these screening-level criteria would be exceeded, and that detailed $PM_{2.5}$ analyses would need to be conducted.

Sites for Screening Analysis
A screening level analysis would be conducted to identify which analysis sites would be analyzed in detailed evaluation. This analysis would estimate the potential for the proposed project to significantly impact air quality levels near these sites based on projected Build and No Build traffic volumes, levels of service, and surrounding land uses. A volume threshold of 100 additional project-related vehicles through an intersection, as defined by the CEQR screening guidelines for this study area, would be utilized to select analysis sites.

Sites for Detailed Analysis
One worst-case air quality analysis site for detailed analysis would be selected based on the results of the screening level analysis and ranked according to the results of the traffic evaluation based on levels of service, total approach volumes, operating speeds, etc. This site would include locations of critical roadway links and heavily congested intersections adjacent to sensitive land uses that may be affected by the traffic generated by the proposed developments.

CO Dispersion Analysis
A screening-level microscale mobile source analysis using *CEQR Technical Manua*l procedures would be conducted to estimate potential impacts near the selected analysis site. This analysis would employ the USEPA CAL3QHC (Version 2) dispersion model with the standard set of "worst-case" meteorological conditions and the latest USEPA emission factor algorithm (currently MOBILE 6.2) with the latest NYSDEC local input data. An intersection geometry would be developed.

Modeling inputs appropriate for the study area, as well as background levels, would be obtained from the New York State Department of Environmental Conservation (NYSDEC) and NYCDEP.

The methodology and input parameters needed to compute emission source strengths would be selected. Proper credits to account for the State's inspection and maintenance and anti-tampering programs, the recently revised vehicles registration data that includes SUVs, and other inputs would be incorporated.

For the purpose of this proposal, it is assumed that one "worst-case" peak-hour time period (e.g., weekday AM or PM) would be modeled. The number of air quality receptor locations would be determined based on roadway configuration. Approximately twenty (20) air quality receptor locations would be considered. While pollutant levels would be estimated at each of these receptor locations, only the highest levels predicted at any of these locations would be reported as being the maximum levels for the analysis site as a whole.

CO levels would be estimated for existing conditions and one future analysis year. No Build and Build conditions would be considered for each future analysis year. Maximum one- and eight-hour CO concentrations would be calculated for each condition.

Estimated eight-hour CO levels would be compared with federal National Ambient Air Quality Standards (NAAQS), and project-generated impacts would be compared with the NYCDEP *de minimis* levels.

The possibility of attaining ambient air quality standards by incorporating mitigation measures at sites where exceedances are estimated would be examined. Should these exceedances occur, the possibility of using the CAL3QHCR program with actual, as opposed to worst-case, meteorological data would be considered. Analyses would be conducted, where necessary, using mitigation measures to identify the potential effectiveness of ameliorative measures designed to minimize any potential significant adverse impacts of the proposed project. It is anticipated that a Tier 1 analysis would be sufficient to demonstrate compliance with 8-hr CO NAAQS.

PM_{10}/$PM_{2.5}$ Dispersion Modeling Incremental Impact Analysis
Detailed PM_{10}/$PM_{2.5}$ mobile source analyses would be conducted, following NYCDEP's Interim $PM_{2.5}$ Guidance, at the selected analysis site. Future Build and future No Build annual and 24-hour levels of $PM_{2.5}$ and 24-hr levels of PM_{10} would be estimated. Resulting 24-hour PM_{10} levels would be compared to the applicable NAAQS; incremental Build/No Build changes in 24-hour and annual $PM_{2.5}$ levels would be compared to significant threshold levels (STVs), as defined by NYSDEC's *Commissioner Policy (CP) 33 Guidelines* and NYCDEP's *Interim $PM_{2.5}$ Guidance*, to determine the potential for significant impacts.

The CAL3QHCR model with the latest five years of meteorological data (2002-2006) from LaGuardia Airport would be used. It is anticipated that a Tier 1 analysis would be sufficient to demonstrate compliance with NYSDEC or NYCDEP STVs.

Parking Facilities Analysis
The proposed above-grade parking garage would be analyzed according the guidelines in the *CEQR Technical Manual Appendices*. Vehicular emission factors would be obtained from MOBILE6.2. Analysis would be based on the worst-case peak period for parking facilities, which is typically the hour that has the highest number of exiting vehicles. Exiting vehicles, which are in cold-start mode, have higher CO emissions of CO than arriving vehicles.

The primary emphasis would be on CO impacts from parking facilities under proposed action conditions. Receptor points would be located at the near and far sidewalks of the parking facilities. CO impacts from the parking facility emissions would be estimated and added to appropriate background values and the total estimated concentrations and would be compared to the NAAQS standards. A cumulative impact assessment, which would take into account the potential impacts of garage emissions and adjacent roadway emissions, would also be conducted.

HVAC Analyses
The analysis process would be conducted, in accordance with *CEQR Technical Manual* procedures, as follows:

- Potential impacts of emissions from the HVAC systems of the proposed development buildings to significantly impact existing land uses and other proposed development buildings (project-on-project impacts) would be conducted. Impacts would be initially analyzed using the *CEQR Technical Manual* nomographic procedures. If the analysis results exceed established threshold values, detailed analyses would be conducted using the EPA's AERMOD dispersion model.
- Potential impacts of emissions from "major" emission sources (e.g., HVAC systems with 20 or more MMBtu/hr heat input) within 400 feet of the Project Site on the proposed developments would be estimated – both individually and combined. A detailed analysis would be conducted using EPA's AERMOD dispersion model.
- An additional examination would be conducted to determine if large combustion emission source (e.g., power plants, co-generation facilities, etc, or sources) are located within 1,000 feet of the proposed development site. Potential impacts of HVAC emissions from these emission sources, if any, would be estimated. Detailed analyses would be conducted, if necessary, using EPA's AERMOD dispersion model.

Construction impacts from mobile source emissions, construction equipment, and fugitive dust emissions would be discussed qualitatively, including measures to reduce potential impacts, if applicable.

The analyses would be conducted as follows:

- The pollutants that would be considered for all detailed stationary source analyses are NO_2, SO_2, PM_{10}, and PM2.5.
- Emission factors for the pollutants of concern for HVAC emissions would be obtained from EPA's "Compilation of Air Pollutant Emission Factors" (AP-42) based on HVAC fuel type use and fuel consumption rates. Fuel consumption rates would be estimated using factors presented in CEQR Technical Manual Appendix 7.
- Stack parameters for the analysis of HVAC system emissions would be estimated based on the size of the building and HVAC system heat input utilizing NYCDEP's Permit Information database. If no data are available, stack parameters (i.e., temperature, stack diameter, exit velocity, etc.) would be obtained using conservative *CEQR Technical Manual* default stack parameters (i.e., temperatures, stack diameters, exit velocities, etc.). Analyses would be conducted with and without building downwash using latest five consecutive years of meteorological data from LaGuardia Airport (2002-2006).
- Estimated short-term and annual pollutant concentrations would be added to appropriate background levels, and total pollutant concentrations would be compared with NAAQS to determine whether there would be a potential a violation of these standards.
- Maximum $PM_{2.5}$ incremental impacts (i.e., Build concentrations minus No Build concentrations) would be compared with NYCDEP and NYSDEC significant impact thresholds (STVs) to determine whether these impacts would be considered significant. Mitigation measures would be identified, where necessary, to ensure compliance with the NAAQS and applicable significant impact thresholds (STVs).

Air Toxics Analysis

The analysis process to determine the potential impacts from emissions of toxic air pollutants from nearby existing industrial and manufacturing facilities would be conducted as follows:

- An analysis area with a radius of approximately 400 feet around the proposed Police Academy would be identified;

- Air permits for all facilities within this analysis area on NYSDEC, NYCDEP, and EPA Environfacts databases would be acquired and reviewed;
- Dispersion analyses would be conducted to determine the potential of the toxic emissions released from the permitted emission sources to adversely affect the new facilities, as follows:
  The dispersion modeling analysis would initially be conducted using NYSDEC's DAR-1 model to determine whether the existing currently operating permitted facilities within the air toxics study area would have the potential to adversely affect the sensitive analysis sites. (In addition to containing a database, DAR-1 includes software –SCREEN and more refined ISCLT2 subroutine model - and that would be used to determine whether facilities have the potential to exceed short-term or annual health-related guideline values [.e., SGCs or AGCs]. DAR-1 also includes unit risk factors for inhalation and health-related guideline values for EPA's Hazard Index Approach. Impacts of carcinogenic and non-carcinogenic toxic air pollutants would be estimated using unit risk factors and hazard indexes.

A more refined analysis using the AERMOD model would be conducted to estimate potential impacts for facilities, if any, which fail the screening level analysis with DAR-1 software.

Task 12. Noise

The noise chapter will examine potential noise impacts due to mobile and stationary sources on noise sensitive resources. For the former, the EIS needs to determine whether increased traffic associated with the proposed project would generate impacts to noise levels at noise sensitive land uses in the vicinity of the Project Site. Noise from the proposed firing range and emergency vehicle operators' course will also be addressed. For the latter, the EIS needs to determine the appropriate level of window wall attenuation necessary to provide acceptable noise levels in the proposed visiting police / lecturer quarters.

Mobile Sources

In general, a significant noise impact occurs when a project results in an increase of 3 dBA or more. From a traffic standpoint, this would require the equivalent of a doubling of Passenger Car Equivalents (PCEs) based on projected Build traffic volumes on any street adjacent to surrounding noise sensitive land uses. A screening analysis would be performed to determine whether traffic volumes at intersections within the study area are likely to double. If a doubling of traffic volumes is projected, then a more detailed noise impact analysis based on calculations of PCEs would be carried out to determine the potential for impacts on the Project Site or other nearby sensitive noise receptors.

Stationary Sources

The Police Academy would introduce classrooms, a museum and the temporary dormitory-type housing in what is currently a manufacturing zone. High ambient noise levels from existing land uses may affect the new sensitive uses introduced by the proposed action. Existing noise levels will be determined by monitoring noise levels at future the dormitory location. The sites and peak periods would be selected based on preliminary traffic analysis. Future traffic noise levels will be estimated based on the proportionate change in traffic volume between existing and future conditions (Future Noise Level (dBA) = Existing Noise Level (dBA) + 10Log (Future PCE/Existing PCE)).

Tasks

Specifically, the noise studies for the proposed project will include the following tasks:

- Select appropriate noise descriptors. Appropriate noise descriptors to describe the noise environment and the impact of the proposed project will be selected based on the *CEQR Technical Manual*. Key descriptors include the L_{10} and the 1-hour equivalent (Leq(1)) noise levels.
- Select representative receptor locations to characterize existing noise levels. Up to three receptor locations would be analyzed.
- Determine existing noise levels. Monitoring would be carried out at each of the selected representative receptor sites to determine existing noise levels. At each site, 20-minute measurements will be made during a typical weekday AM, Midday, and PM peak period. Hourly Leq, L1, L10, and L90 values (indicating "equivalent sound level" and noise levels that are exceeded 1, 10, and 90 percent of the time, respectively) will be recorded.[1] Traffic classification counts and aircraft flyovers during the monitoring period would be tabulated. No late-night or 24-hour monitoring is anticipated, as background traffic volumes would be lower at night.
- Determine future traffic noise levels. Using proportional modeling techniques, a screening analysis will be performed to identify locations where project-generated traffic would have the potential to cause a significant noise impact on surrounding sensitive land uses. As described in the *CEQR Technical Manual*, the potential for impacts from mobile sources would be an increase of 3dBA due to the proposed project in an area of ambient 62 dBA or greater, or an increase of up to 5 dBA where existing noise levels are 60 dBA or less.
- Review potential for impacts due to rooftop HVAC sources. Review Project Site plans to determine whether rooftop HVAC sources have the potential to cause noise levels impacts to existing or proposed uses. Based on the site configuration, no impacts are anticipated.
- Review the 65 dBA Ldn noise contours for La Guardia Airport to determine the potential impacts of the airport on the proposed uses.
- Determine the potential for impacts from the proposed firing range and emergency vehicle operators' course on both surrounding sensitive receptors and the proposed dormitories. The firing range would be used only for pistols and would be fully enclosed in a soundproof room. A brief literature review on noise from enclosed firing ranges would be prepared and appropriate mitigation measures for soundproofing would be recommended. No additional noise monitoring is anticipated for the enclosed facility.
- Determine the required degree of building attenuation to be provided by construction materials. Compare projected future noise levels at the Site with the City's noise exposure guidelines (Table 3R-3 in the *CEQR Technical Manual*), and determine the level of mitigation that is necessary to satisfy CEQR requirements (e.g., the degree of building attenuation).
- Review construction noise levels. Construction noise is typically addressed in a qualitative manner. Construction-related noise during hours of construction activity will be qualitatively assessed, along with the identification of noise-sensitive uses adjacent to the proposed project area. Where appropriate, recommendations would be made to comply with NYCDEP guidelines and the NYC Noise Control Code.

[1] Leq is the constant sound level that, in a given situation and time period (e.g., 1 hour, denoted by Leq(1), or 24 hours, denoted as Leq(24)), conveys the same sound energy as the actual time-varying sound.

Task 13. Construction Impacts

The construction schedule for the proposed action will be described, on-site activity will be estimated, and a qualitative analysis of the effects of construction activities will be performed. The analysis will be based on the peak construction period of the project. Technical areas to be analyzed include the following:

- Project Site. This section will assess any physical changes to the Project Site resulting from the proposed construction. A discussion of construction staging, compliance with building codes and other applicable laws, etc. will be provided.
- Economics. This section will estimate the cost of construction of the project including site preparation costs and economic activity, employment and tax benefits realized by the City and State during construction.
- Transportation. This section will consider any losses in lanes, walkways, and other above and below grade transportation services, and increases in vehicles from construction workers. Potential temporary impacts to these transportation systems will be discussed.
- Air Quality. The construction air quality impact section will contain a qualitative discussion of both mobile source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce potential impacts, as applicable.
- Noise Impacts. The construction noise impact section will contain a qualitative discussion of noise from construction activity.
- Hazardous Materials. This section will assess the potential for construction workers to be exposed to any potential contaminants during the construction process.
- Natural Resources. The Site's potential impacts on identified natural resources would be assessed, including both short-term construction effects, as well as any potential long-term effects, including any new outfalls, expected run-off, etc.

Task 14. Public Health

Following the guidelines presented in the *CEQR Technical Manual*, this task will examine the proposed project's potential to significantly impact public health concerns related to air quality, noise, hazardous materials, and construction. Drawing on other EIS sections, this task will assess and summarize the potential for significant adverse impacts on public health from project activities.

Task 15. Mitigation

EIS requirements include the development of mitigation measures to address any significant impacts. Mitigation measures will be developed in close coordination with the responsible city and state agencies, including NYCDOT, NYCDEP, MTA, and other City and State agencies as necessary.

Task 16. Alternatives

Environmental impact regulations require the consideration of alternatives, which are often formulated in response to impacts as a result of the action. The alternatives are usually defined when the full extent of the proposed action's impacts are identified. At this time, this scope assumes a No-Build alternative and a no-impact alternative (in which there is a change in density or program design in order to avoid the potential impacts associated with the proposed project). Other options may be developed as the project moves through the ULURP process. For technical areas where impacts have been identified, the alternatives analysis will determine whether these impacts would still occur under each alternative.

Task 17. Summary EIS Chapters

In accordance with CEQR guidelines, the EIS will include the following three summary chapters, where appropriate to the proposed action:

- Unavoidable Adverse Impacts - which summarizes any significant impacts that are unavoidable if the proposed action is implemented regardless of the mitigation employed (or if mitigation is impossible).
- Growth-Inducing Aspects of the proposed action - which generally refer to "secondary" impacts of a proposed action that trigger further development.
- Irreversible and Irretrievable Commitments of Resources - which summarizes the proposed action and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

Task 18. Executive Summary

The executive summary will utilize relevant material from the body of the EIS to describe the proposed action, its environmental impacts, measures to mitigate those impacts, and alternatives to the proposed action. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.

Screening Analyses

As discussed above, other technical areas that do not trigger the CEQR thresholds for detailed analysis would not be included in the EIS, as impacts are very unlikely. Those areas are expected to be assessed qualitatively in the EIS, or screened out during the scoping process. Technical areas falling into this category include: socioeconomic conditions, community facilities and services, shadows, historic resources, and neighborhood character.

Appendix A

Preliminary
Transportation Planning Assumptions &
Demand Forecast Summary

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APPENDIX A:

POLICE ACADEMY – COLLEGE POINT, QUEENS
PRELIMINARY
TRANSPORTATION PLANNING ASSUMPTIONS

The New York City Police Department (NYPD or "the Department") is proposing to construct a new Police Academy to incorporate many of the NYPD's existing training facilities throughout the City of New York ("the City") into one consolidated campus, which would be located on approximately 35 acres of City-owned land in College Point, Queens. The proposed Police Academy site is bounded by College Point Boulevard, 31st Avenue, Ulmer Street, and the Southbound Service Road of the Whitestone Expressway.

The proposed Academy would consist of approximately 2.4 million gsf of indoor training facilities, classrooms, and related administrative and support space, a new police museum, a paid student/guest lecturer lodging facility, plus a variety of outdoor training components and an above-grade accessory parking facility. The outdoor component would include a new Tactical Village Complex (including COBRA training areas), a rope rescue/confined space rescue-training tower, EVOC fields, and an outdoor muster area.

While a bulk of the training would occur between 7:00 AM and midnight, the facility would be staffed 24 hours a day and 7 days per week. Once completed, the Academy would be able to 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 on an 8 AM to 4 PM schedule. 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 training programs that last between two to four weeks. Overall, at maximum occupancy, a daily peak population of nearly 5,500 people could be expected on-site between 1 PM and 2 PM.

This scope of work considers the weekday AM and afternoon peak periods for detailed studies, focusing on those intersections handling the highest concentrations of project-generated demand.

The 1,800-space accessory parking garage would be constructed at the western edge of the proposed Academy site. The accessory garage would have a height of approximately 45 feet containing two levels of above-grade parking. The proposed accessory parking garage would be accessible from College Point Boulevard through two gated security entrances to the Project Site. The primary garage access is proposed at the intersection of College Point Boulevard and 30th Avenue. This intersection would be signalized to accommodate the new volumes of traffic at the garage. A second garage entry is proposed on College Point Boulevard to the north of the primary garage entrance, approximately 400 feet to the south of 28th Avenue. This secondary access would accommodate right turns into and out of the garage. A third driveway, limited to deliveries and service vehicles, is proposed at the southern limit of the proposed Academy site on College Point Boulevard. All deliveries would use this entry and then circulate through the campus on internal service roads as required and permitted by NYPD. The fourth and final vehicle access is proposed on Ulmer Street. This access, which leads to a proposed 20-space accessory parking lot, would be restricted to high-ranking officers.

The campus would have one main pedestrian entrance for day-to-day use, which is proposed on 28th Avenue near Ulmer Street. Additionally the proposed Academy would have a ceremonial pedestrian entrance on 28th Avenue that would be located mid-block. This access would be primarily used for commencement and other ceremonial occasions.

It is important to note that the plans are preliminary, as such, the exact location of the Site access and internal circulation is not known at this time. However, the NYPD has indicated its preference for site access as discussed herein.

Project Generated Demand

Planning Assumptions

In order to estimate the trips generated by the Proposed Academy, and the modes of transportation used for these trips, various sources of data were used. These include 2000 Census reverse journey-to-work data as well as data supplied by the NYPD for the current staff and previous recruit classes. Environmental studies for similar projects were used as secondary data sources for determining project-generated trips.

Appendix A, Table 1 shows the preliminary transportation planning assumptions used in the forecast of the trips generated by the proposed Police Academy. Under normal future operating conditions, it is expected that the Academy would not be filled to capacity on a daily basis due to fluctuations in the size of each recruit class. However, for CEQR analysis purposes, it is conservatively assumed that the Academy will be filled on a daily basis. As mentioned above, a maximum total of approximately 5,500 persons are expected on-site at any time, with several overlapping shifts. Various activities at the Police Academy, except for the recruit training, are expected to occur in three separate shifts. Based on the planned

schedule, the travel patterns of the recruit population into the site between 6:00 – 7:00 AM and out of the site between 3:00 – 4:00 PM represents the two peak hours.

The proposed development would include an on-site cafeteria that cadets, in-service officers, instructors and other employees would be able to use for lunch and therefore, it is unlikely that a significant number of employees would use their vehicles to purchase meals off-site. Provision of this amenity will eliminate the need to analyze impacts from lunch trips at the proposed Academy. Further, the scheduling of the cadets, in-service officers, instructors and other employees does not lend itself to trips during the typical midday peak period. As such, no midday analyses is required for the proposed Academy project.

Demand Forecast

Police Academy peak hour trips were assumed to occur during the hour before each shift change (i.e., 6:00 – 7:00 AM, and 3:00 – 4:00 PM). The total number of peak hour trips was based on the combined incoming and outgoing shift workers during each shift change and is bi-directionally balanced.

Appendix A, Table 2 provides the overall trip generation for the Proposed Academy during the above peak hours. This table shows both the expected peak hour person trips and vehicle trips generated by the Project. For example, during the AM peak period 925 people would arrive via auto, 18 people would arrive via taxi, 98 people would arrive via bus, 668 people would arrive via subway-to-bus and 86 people would arrive via walk/other.

Trip Distribution

The demand generated by the Proposed Academy would be assigned to the area roadway and transit facilities in order to assess any transportation impacts created by the Proposed Academy.

In order to reasonably project the future distribution of Project traffic to the Police Academy, the NYPD provided zip code information for all current NYPD employees. This would provide an accurate portrayal of the origin data for the NYPD staff, instructors, and in-service populations that will come to the Academy. The composition of each recruit class varies in terms of geographic origin, so the origin data would be different for each new class. As such, the recruit origin information was assumed to be similar to the current NYPD employees. The aggregate of the current NYPD employee origins determined the overall expected trip distribution for this facility. Appendix A, Figure 1 illustrates the study area network and the estimated percentage distribution of inbound/outbound Project generated vehicular trips for the proposed Academy.

As shown in Appendix A, Figure 1, is it expected that a heavy concentration (31%) of Project traffic will utilize the Van Wyck Expressway south of the proposed development site. The remaining traffic will be split among other area roadways. On the Grand Central Parkway, it is expected that 28% would arrive (and depart) to the southwest of the site, 11% would arrive (and depart) from the south on College Point Boulevard, 3% would arrive and depart on Linden Place. Traffic to and from the north will be split between the Whitestone Expressway

(23%), and the 20th Avenue northbound and southbound service roads (2%), and College Point Boulevard (2%).

Traffic Analyses

Appendix A, Figure 1 shows the 14 intersections expected to be analyzed in the EIS. Traffic analyses would be conducted for the weekday AM and weekday afternoon peak periods of shift overlap.

Mitigation

For impact and mitigation purposes, the project will assess conditions at the Police Academy under full build-out of the Academy and maximum occupancy of the facility. At those locations with impacts, mitigation measures will be proposed to reduce the delay and improve the level of service.

Parking Analyses

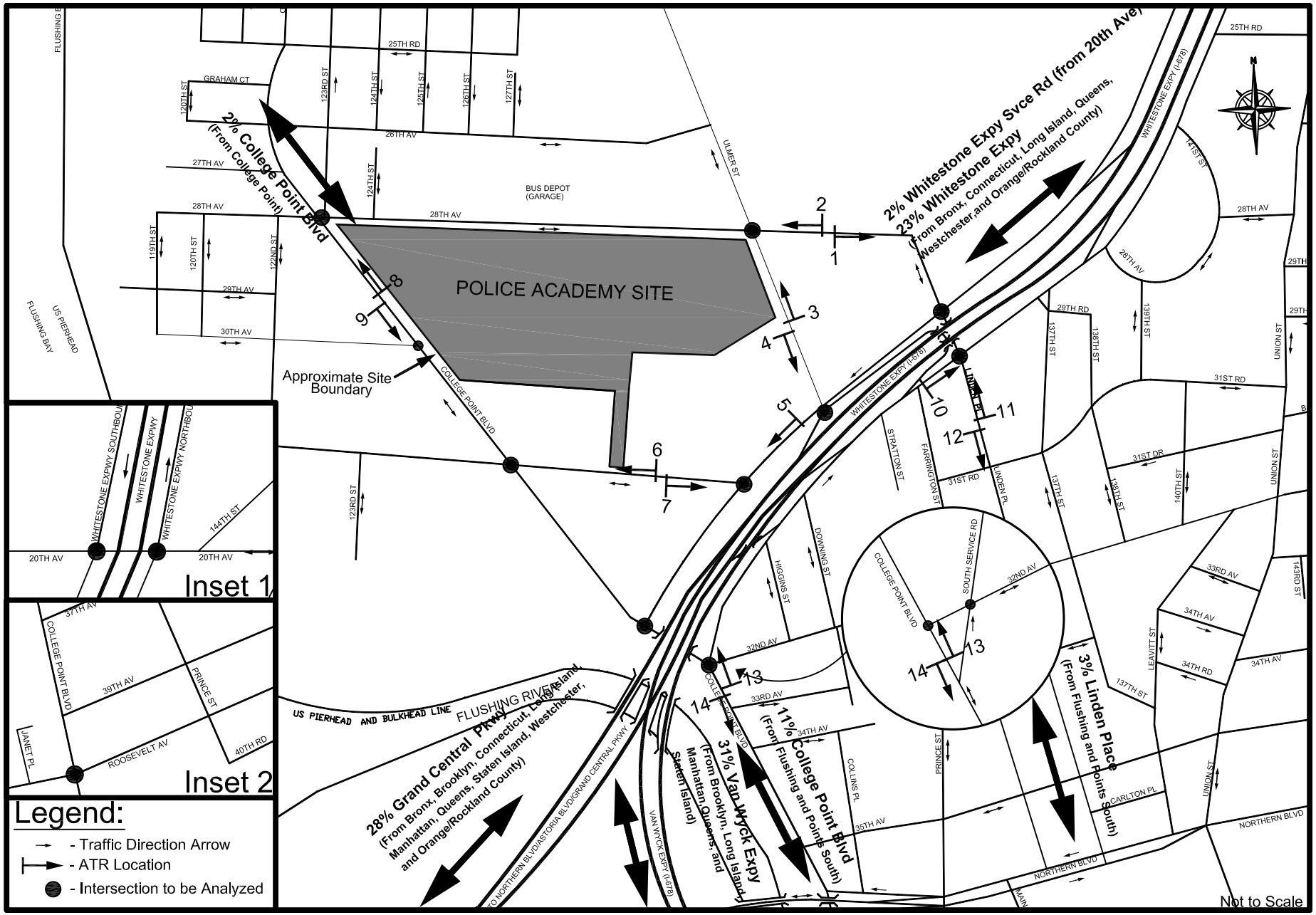
The parking studies in the EIS will focus on the proposed parking garage to be provided as part of the project, and its ability to accommodate the projected parking demand from the users of the Police Academy. As part of this task, net parking accumulation profiles will be developed for the combined population during each shift, as well as for the overlap periods when one shift is leaving and the next is arriving. Area-wide on-street parking inventories will be conducted to determine if there is available on street parking capacity within a quarter-mile radius of the proposed Academy to accommodate any overflow demand from the garage.

The proposed Academy requires the acquisition of existing surface parking areas for the College Point Tow Pound. However, as the NYPD is closing this facility in conjunction with a department-wide effort to consolidate and relocate several tow pound facilities throughout Queens and Brooklyn, and as a new replacement facility has not yet been identified, the EIS will not separately quantify and assess the movement of the tow pound to its new location.

Transit and Pedestrian Analyses

Appendix A, Figure 2 shows the proposed development site in relation to the area bus and subway transit facilities. As shown, there are no subway stations in the immediate vicinity of the proposed Academy site. The nearest subway station is the Main Street - Flushing station on the 7 subway line, which is located more than a half a mile to the south of the proposed development site. This station has a direct connection to the Q25, and Q65 bus routes. The Q25 route runs along Ulmer Street and 28th Avenue. The Q65 runs along College Point Boulevard. It is expected that both bus and subway based trips will use these bus routes to access the Academy.

Transit analyses will focus on the above referenced transit facilities to assess potential project-related impacts during peak hour conditions.



Police Academy - College Point, Queens

Appendix A - Figure 1
Traffic Distribution

Appendix A-Table 1, Trip Generation Assumptions

		RECRUITS	TRAINING STAFF & SECURITY	MUSEUM VISITORS
APPROXIMATE FACILITY SIZE:			2,400,000 GSF	
TOTAL POPULATION:(1) PERSONS [1]		1,980	1,369	50
PEOPLE PER SHIFT: [2]				
1st PLATOON		0%	2%	0%
2nd PLATOON		100%	68%	70%
3rd PLATOON		0%	30%	30%
TOTAL:		100%	100%	100%
TRIPS PER PERSON:		2	2	2
TEMPORAL DISTRIBUTION (%):		(2)	(2)	(3)
AM PEAK	IN	90%	9%	0%
(6:00 TO 7:00 AM)	OUT	0%	0%	0%
AFTERNOON PEAK	IN	0%	0%	0%
(3:00 TO 4:00 PM)	OUT	90%	12%	50%
MODAL SPLIT:		(4)	(5)	(5)
AUTO		50%	67%	51%
TAXI		1%	1%	1%
PUBLIC BUS (ONLY)		5%	11%	9%
SUBWAY TO BUS		39%	20%	15%
WALK / OTHER		5%	1%	1%
TOTAL:		100%	100%	100%
AUTO OCCUPANCY:		(6) 1.9	(5) 1.6	(6) 3.1
TRUCK TRIPS: [7] PER 1000 SF			0.15	
TRUCK TEMPORAL DISTRIBUTION: [8]				
AM			0.1%	
PM			9.9%	
IN / OUT SPLIT		IN		OUT
AM / AFTERNOON / NIGHT		50%		50%

NOTES:

(1) INCLUDES NYPD AND SUPPORT PERSONNEL UNDER EXPECTED MAXIMUM OCCUPANCY CONDITIONS

(2) PER STANDARD NYPD PLATOON STAFFING.

(3) BASED ON MoMA EXPANSION FEIS, OCTOBER 6, 2000.

(4) PHA ASSUMPTION. BASED ON 2000 CENSUS DATA FOR TRAVEL PATTERNS IN VICINITY OF PROJECT SITE.

(5) BASED ON 2000 CENSUS DATA FOR TRAVEL PATTERNS IN VICINITY OF PROJECT SITE.

(6) BASED ON NEW YORK CITY POLICE TRAINING FACILITY DEIS, 1991.

(7) BASED ON EXISTING NYPD FACILITIES.

(8) FEDERAL HIGHWAY ADMINISTRATION, "CURBSIDE PICKUP AND DELIVERY AND ARTERIAL TRAFFIC IMPACTS," 1981.

Appendix A-Table 2 Trip Generation Forecast

	RECRUITS*		TRAINING STAFF & SECURITY		MUSEUM VISITORS		TOTAL		
	IN	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**TOTAL**
AM PEAK (6:00 TO 7:00 AM)	1,693	0	118	0	0	0	**1,811**	**0**	**1,811**
AFTERNOON PEAK (3:00 TO 4:00 PM)	0	1,693	0	162	0	25	**0**	**1,879**	**1,879**

PEAK HOUR PERSON TRIPS-BY MODE:
AM PEAK

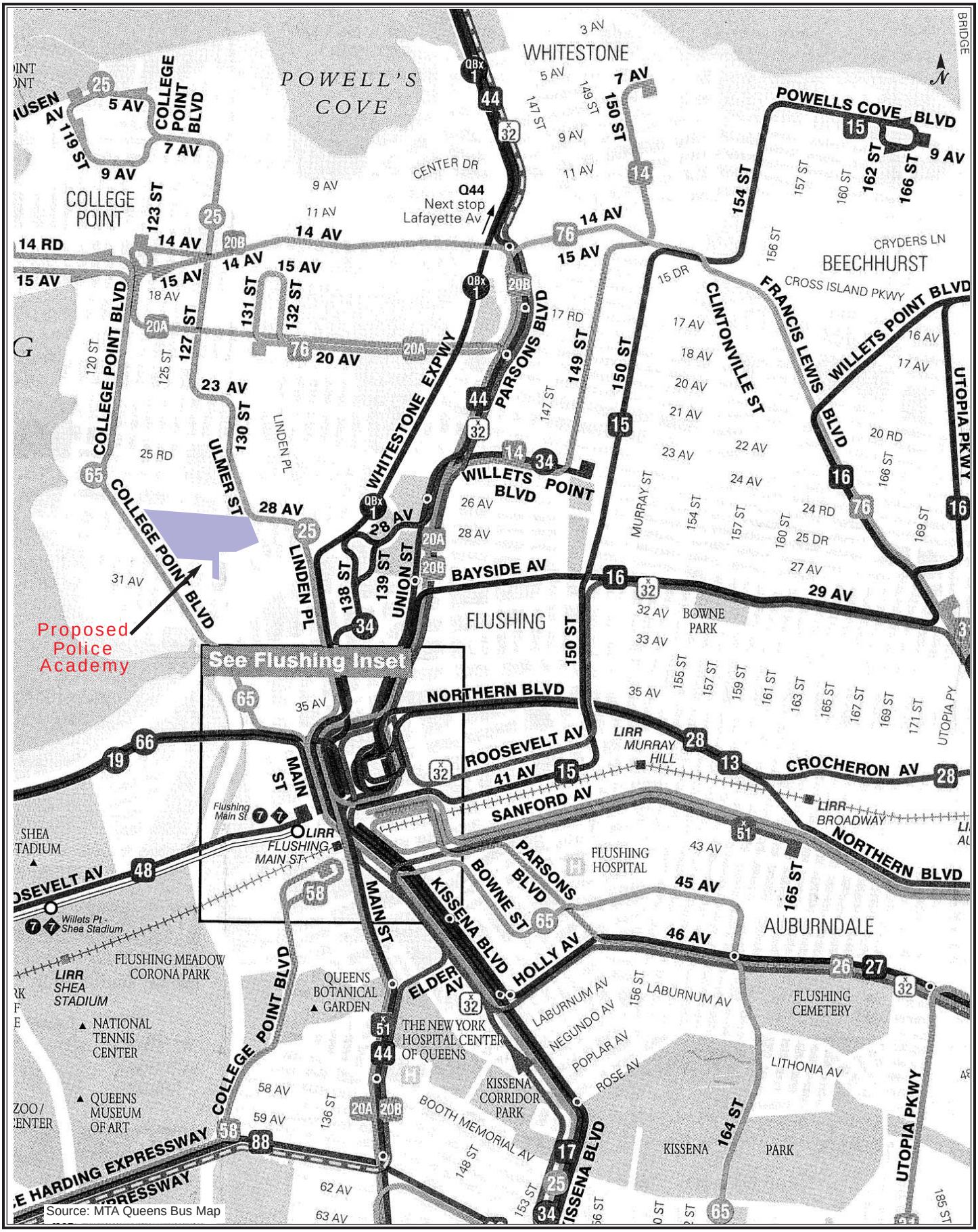
	IN	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**TOTAL**
AUTO	846	0	79	0	0	0	**925**	**0**	**925**
TAXI	17	0	1	0	0	0	**18**	**0**	**18**
PUBLIC BUS (ONLY)	85	0	13	0	0	0	**98**	**0**	**98**
SUBWAY TO BUS	660	0	8	0	0	0	**668**	**0**	**668**
WALK / OTHER	85	0	1	0	0	0	**86**	**0**	**86**
TOTAL	**1,693**	**0**	**102**	**0**	**0**	**0**	1,795	**0**	1,795
	IN	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**TOTAL**
AUTO	0	846	0	108	0	13	**0**	**967**	**967**
TAXI	0	17	0	2	0	0	**0**	**19**	**19**
PUBLIC BUS (ONLY)	0	85	0	18	0	2	**0**	**105**	**105**
SUBWAY TO BUS	0	660	0	32	0	2	**0**	**694**	**694**
WALK / OTHER	0	85	0	2	0	0	**0**	**87**	**87**
TOTAL	**0**	**1,693**	**0**	**162**	**0**	**23**	**0**	1,878	1,878

PEAK HOUR VEHICLE TRIPS:
AM PEAK

	IN	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**TOTAL**
AUTO	445	0	49	0	0	0	**494**	**0**	**494**
TAXI (BALANCED)	9	9	1	1	0	0	**10**	**10**	**20**
TRUCK TRIPS (PER 1000 SF)							**0**	**0**	**0**
TOTAL**	**454**	**9**	**50**	**1**	**0**	**0**	504	10	514

	IN	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**IN**	**OUT**	**TOTAL**
AUTO	0	445	0	68	0	4	**0**	**517**	**517**
TAXI (BALANCED)	9	9	1	1	0	0	**10**	**10**	**20**
TRUCK TRIPS							**18**	**18**	**36**
TOTAL**	**9**	**454**	**1**	**69**	**0**	**4**	28	545	573

*Typical Average daily attendance of 95% is used for police academy recruits in the analysis.
**Equals the sum of Auto + Taxi (Balanced)


Proposed Police Academy
See Flushing Inset
COLLEGE POINT
POWELL'S COVE
WHITESTONE
FLUSHING
BEECHHURST
AUBURNDALE
BOWNE PARK
FLUSHING MEADOW CORONA PARK
NATIONAL TENNIS CENTER
QUEENS MUSEUM OF ART
QUEENS BOTANICAL GARDEN
THE NEW YORK HOSPITAL CENTER OF QUEENS
FLUSHING HOSPITAL
FLUSHING CEMETERY
KISSENA CORRIDOR PARK
KISSENA PARK
LIRR FLUSHING MAIN ST
LIRR SHEA STADIUM
LIRR MURRAY HILL
LIRR BROADWAY
Willets Pt - Shea Stadium
Flushing Main St
Q44 Next stop Lafayette Av
COLLEGE POINT BLVD
WHITESTONE EXPWY
PARSONS BLVD
WILLETS POINT BLVD
FRANCIS LEWIS BLVD
CLINTONVILLE ST
POWELLS COVE BLVD
CROSS ISLAND PKWY
CRYDERS LN
UTOPIA PKWY
NORTHERN BLVD
ROOSEVELT AV
SANFORD AV
CROCHERON AV
BAYSIDE AV
UNION ST
MAIN ST
KISSENA BLVD
HOLLY AV
ELDER AV
LABURNUM AV
NEGUNDO AV
POPLAR AV
ROSE AV
LITHONIA AV
BOOTH MEMORIAL AV
ULMER ST
LINDEN PL
BOWNE ST
LE HARDING EXPRESSWAY
Source: MTA Queens Bus Map

Pedestrian access to the Academy site is available from multiple points. The campus would have one main pedestrian entrance for day-to-day use, which is proposed on 28th Avenue near Ulmer Street. Additionally the proposed Academy would have a ceremonial pedestrian entrance on 28th Avenue that would be located mid-block. This access would be primarily used for commencement and other ceremonial occasions. Due to the location of the available bus routes (described above), it is expected that the majority of pedestrians will utilize the main pedestrian entry to access the proposed Academy. Pedestrian analyses will focus on pedestrian connections to the project site along all three frontages.