



CITY PLANNING COMMISSION

September 23, 2009 / Calendar No.8

C 090403 PSQ

IN THE MATTER OF an application submitted by the New York City Police Department and the Department of Citywide Administrative Services, pursuant to Section 197-c of the New York City Charter, for site selection of property generally bounded by 28th Avenue, Ulmer Street, 31st Avenue and College Point Boulevard:

BLOCK	LOTS
4301	p/o 1
4321	48
4323	19
4324	1
4325	1
4326	1
4327	p/o 1
4328	p/o 1
4329	1, 7, 10, 75
4359	p/o 1
4358	p/o 1
4357	p/o 1
4356	p/o 30
4354	50

including all portions of the former streets located within the boundaries of the project site that are shown on the available tax maps (including portions of the following streets which were demapped on City Map 4700 as of February 28, 1977: 124th Street, 125th Street, 126th Street, 127th Street, 128th Street, 129th Street/20th Street, 130th Street/21st Street, 22nd Street) for use as a police academy, Community District 7, Borough of Queens.

This application (C 090403 PSQ) was filed by the Police Department and the Department of Citywide Administrative Services on April 28, 2009, for site selection of city-owned properties, including all portions of the former streets, generally bounded by 28th Avenue, Ulmer Street, 31st Avenue, and College Point Boulevard in the College Point neighborhood of Queens, Community District 7 for use as a new Police Academy.

BACKGROUND

The Police Department (NYPD) and the Department of Citywide Administrative Services (DCAS) are requesting site selection of all or portions of 17 city-owned properties to facilitate the construction of a new Police Academy in the College Point neighborhood of Queens, Community District 7.

The project site encompasses 35 acres of city-owned land bounded by 28th Avenue to the north, Ulmer Street and the Whitestone Expressway southbound service road to the east, 31st Avenue to

the south, and College Point Boulevard to the west. The site is bisected by an open, man-made drainage channel in the shape of an inverted “L” that separates the eastern third of the site from the western two-thirds. Two internal road bridges cross over the channel and link the two sections of the site. The channel contains tidal and fresh water, vegetation along its edges, storm sewers, culverts and pipes that collect and circulate storm water and drainage from adjacent areas to Flushing Bay. Tide gates in the northern section prevent tidal flow to upland areas.

The project site is occupied by the NYPD College Point Tow Pound which accommodates approximately 3,000 vehicles and 1,300 motorcycles, a two-story 17,000 SF administrative building at 31st Avenue and a 1,125 SF structure near Ulmer Street. Both pedestrian and vehicular entrances to the tow pound are located on 31st Avenue. The tow pound operations will be relocated to a city-owned site in Springfield Gardens near John F. Kennedy International Airport that was the subject of a prior site selection action (C090087 PSQ) approved in January, 2009, and to other existing tow pound facilities in Brooklyn. The northwest corner of the project site at College Point Boulevard and 28th Avenue is occupied by a small auto service station, on land owned by the City but leased on a month-to-month basis.

The site is zoned M2-1 and located within the Special College Point District (SCPD) that was adopted by the City Council on July 29, 2009 (N 090318 ZRQ). It is also located within the 550-acre College Point Corporate Park. The SCPD was established to maintain the high quality business campus environment of the College Point Corporate Park subsequent to the April 24, 2009 expiration of the College Point II Industrial Urban Renewal Plan which established the corporate park. The SCPD regulations supersede the underlying M2-1 zoning district regulations and make M1 bulk regulations and performance standards applicable to any development within the SCPD. Therefore, the maximum FAR on the site is limited to 1.0 FAR with a maximum building base height of 30 feet and a 15-foot minimum planted front yard would be required. Any development within the SCPD is also subject to special landscaping, signage and parking provisions.

Zoning districts surrounding the project site and within the Corporate Park boundary include M2-1 north and south of the site and M1-1 further north and to the east. Land uses within these districts are primarily light industrial, office and commercial uses developed with accessory parking and landscaping to complement the campus-like environment of the Corporate Park. The

78-acre former Flushing Airport is north of the site near Linden Place and 25th Avenue and is vacant. Commercial uses include offices, a multiplex cinema, a newspaper printing plant and large retail establishments clustered east and northeast of the project site along the Whitestone Expressway southbound service road at Linden Place and Ulmer Street. Manufacturing uses, a self-storage facility and a car wash are located south of 31st Avenue. To the west across College Point Boulevard, commercial, light-manufacturing and industrial uses predominate and include a hotel, a home supply center, a Department of Sanitation garage and a concrete plant. The Flushing Bay waterfront lies further west where a NYC Sanitation marine transfer station is proposed to be developed. Land uses that abut the site within the Corporate Park include a nine-story structure to the east that houses the world headquarters of a church and vacant land to the south which is proposed to be a relocation site for several Willets Point businesses.

Outside the Corporate Park boundary, two M1-1 zoning districts are located north and west of the project site. The MTA College Point Bus Depot occupies the M1-1 district on the north side of 28th Avenue and manufacturing uses occupy the M1-1 district to the west near 120th Street. The College Point residential area is located further north and west of the site and extends to the waterfront. The neighborhood is zoned R2A, R4, R4A, R4-1 and R5B and is characterized by lower-density residential development.

The site is located approximately 1.25 miles north of Downtown Flushing where the No. 7 transit line terminates at Main Street and Roosevelt Avenue. The Long Island Rail Road Flushing station is also located near this intersection. Two bus routes (Q65 and Q25) originate at this transit hub and serve the proposed academy site, operating along College Point Boulevard and Ulmer Street with stops at 28th Avenue on the northwest and northeast corners of the site. Vehicular access to the Whitestone Expressway is less than one-quarter mile east of the site.

Project Need

The proposed Police Academy would integrate all of NYPD's existing training facilities throughout the City onto one consolidated campus in College Point. Currently, the NYPD training occurs at 10 facilities located in four boroughs:

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 existing academy opened in 1965 and was originally intended to serve a department that is half the size of the current 56,800 officers and civilian employees. In addition to its recruit training activities, the department provides in-service officers with driver training, gun requalification, management and promotional training courses. Over the years, the department expanded its staffing to include the former Housing Authority and Transit police forces as well as civilians who are employed as school safety and traffic enforcement agents. As a result, the current training facilities are overcrowded, outdated, decentralized and inaccessible, with many facilities leased at great expense to the City. The department lacks modern equipment, adequate learning spaces and insufficient tactical training spaces to accommodate the NYPD's scenario-based training methods.

The proposed Police Academy development program is intended to improve the quality of police training and maximize the NYPD's facility, staff and recruit resources. It will allow the NYPD to eliminate a nighttime tour for recruit training and graduate up to 4,000 recruits per year in two, six-month recruit classes. The new facility will also relocate pistol firing ranges into interior ranges, provide an adequately-sized Emergency Vehicle Operations Course (EVOC) for in-service officers and recruits and provide state-of-the-art, scenario-based tactical and simulated training environments.

Project Description

The proposed Police Academy would consist of approximately 2.4 million square feet of indoor training facilities, classrooms, administrative and support space, a library, central plant, dining hall, a new police museum, a visiting police/lecturer dormitory facility, a tactical village, outdoor track and indoor pistol training facilities. Accessory parking for 2,000 cars would be provided on site.

The portion of the project site east of the canal would be where academic/administrative activities and their accessory functions would be concentrated. Buildings would be developed around a courtyard and include the eight-level academic and administrative building along 28th Avenue housing classrooms, lecture halls and offices; the library, the police museum and offices along Ulmer Street and dining and lodging facilities along the southern end of the site. The buildings along 28th Avenue and Ulmer Street would be setback behind a landscaped security buffer.

The western portion of the site would serve both recruits and in-service officers, and include the indoor pistol range, the field house and gymnasium, the tactical village and the central utility plant. A two-level 1,800-car accessory garage would be located along College Point Boulevard with two gated security entrances with approximately 50 reservoir spaces distributed between the two entrances. The proposed Emergency Vehicle Obstacle Course (EVOC) training course would be located on the roof of the garage. A central receiving facility for all truck deliveries would be located at the southwest corner of the site with an entrance on College Point Boulevard with approximately four reservoir spaces. All trucks would use this entry for security screening and either unload deliveries or circulate through the campus on internal service roads. Twenty-one loading berths are dispersed throughout the site. An additional 200 accessory spaces would be located along the interior roadways throughout the site.

The campus would have one main pedestrian entrance on 28th Avenue near Ulmer Street. A second pedestrian entrance would also be located mid-block on 28th Avenue but used primarily for commencement and other ceremonial occasions. The site has five vehicular access points: one on Ulmer Street; two garage access points from College Point Boulevard; one curb cut into the central receiving facility on College Point Boulevard near 31st Avenue and one service driveway (egress only) on 28th Avenue.

Architectural treatments will vary among the buildings, but unifying materials such as stone or concrete bases will be used throughout the development. Building heights would range from the two-level dining hall (approximately 70.5 feet) to the eight-level academic and administrative building (approximately 135 feet) and the 154-foot tall field house and auditorium. Landscaping will be an extensive component of the academy site. Upland sections of the water channel will

be restored and planted with non-invasive plants and shrubs. Buildings would be setback at varying distances from the property lines behind a landscaped buffer. An undulating green wall is proposed for the College Point Boulevard façade of the garage and a narrow planting area between the building and property line.

The Police Academy would be a 24-hour facility and staffed 24 hours a day / 7 days a week. Most training would occur between 7:00 AM and Midnight. Like the existing training facilities, the population would generally be split into three separate shifts with shift changes typically occurring at approximately 7:00 AM, 4:00 PM, and midnight. The largest (or peak) shift would generally be the 7:00 AM to 4:00 PM shift. The next largest shift would be the 4:00 PM to midnight shift, followed by the midnight to 7:00 AM shift. Weekend use of the facility is not expected to occur on a regular basis.

When completed, the Academy will accommodate up to 1,980 recruits per class, graduating up to approximately 4,000 recruits per year. The majority of recruits would be on a 7 AM to 4 PM schedule. Other trainees on site (totaling approximately 2,422) would include in-service officers, Traffic Enforcement, School Safety, Cadets and Crossing Guards whose training schedules would be staggered throughout the day to allow for efficient use of staff, space and training resources. Approximately 954 staff (including central services) would be on-site throughout the day and would also be staggered to correspond with the student / trainee population. Up to 100 visiting lecturers and/or visiting police officers and 35 museum visitors are also expected at the Academy. Overall, when the Academy is fully constructed and at maximum occupancy, a daily peak population of approximately 5,491 people is expected on-site between 2 PM and 3 PM.

When the academy is in full operation, peak parking demand is expected to occur between 2 PM and 3 PM when the greatest portion of each user population is on site. The NYPD would institute ride-sharing and a high occupancy vehicle (HOV) parking requirements for its recruits. As a result, the 2,000 spaces on-site are expected to accommodate 100% of the anticipated parking demand.

The master plan for the Police Academy project was designed under zoning regulations in effect prior to July, 2009, when the City Council approved the SCPD and related zoning map change (C 090319 ZMQ). Consequently, the proposed project would not comply with the following

sections of the Zoning Resolution:

1. Section 42-00 Permitted Uses
2. Section 126-22 Floor Area Ratio
3. Section 43-23 Permitted Obstructions in Required Yards or Rear Yard Equivalents and Section 126-231 Minimum Required Front Yards
4. Section 126-234 Planting Requirements in Front Yards and Section 126-231 Parking Regulations
5. Section 43-23 Permitted Obstructions in Required Yards or Rear Yard Equivalents and Section 126-232 Minimum Required Sid Yards
6. Section 43-23 Permitted Obstructions in Required Yards or Rear Yard Equivalents and Section 43-261 Beyond 100 feet of a Street Line and Section 43-28 Special Provisions for Through Lots
7. Section 43-43 Maximum Height of a Front Wall and Required Front Setback in M1-1 and M2-1 and Section 126-24 Height and Setback Regulations
8. Section 44-21 Required Accessory Off-Street Parking Spaces

In this instance, the city is exercising its option not to be subject to its zoning requirements when performing a government function.

ENVIRONMENTAL REVIEW

This application (C 090403 PPQ) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the New York City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 07NYP003Q. The lead is the Police Department.

After a study of the potential environmental impacts of the proposed action, it was determined that the proposed project may have a significant effect on the environment and that an Environmental Impact Statement would be required for the following reasons:

1. The project, as proposed may result in substantial impacts related to land use, zoning and public policy;

2. The project, as proposed may result in substantial impacts related to open space impacts;
3. The project, as proposed may result in substantial impacts as a result of shadows;
4. The project, as proposed may result in substantial impacts related to urban design and visual resources;
5. The project, as proposed may result in substantial impacts related to neighborhood character;
6. The project, as proposed may result in substantial impacts related to natural resources;
7. The project, as proposed may result in substantial impacts related to the Waterfront Revitalization Program;
8. The project, as proposed may result in substantial impacts related to hazardous materials;
9. The project, as proposed may result in substantial impacts related to infrastructure;
10. The project, as proposed may result in substantial impacts related to solid waste and sanitation services;
11. The project, as proposed may result in substantial impacts related to area energy consumption;
12. The project, as proposed may result in substantial impacts related to traffic, parking, transit and pedestrians;
13. The project, as proposed may result in substantial impacts related to air quality;
14. The project, as proposed may result in substantial impacts related to noise;
15. The project, as proposed may result in substantial construction impacts;
16. The project, as proposed may result in substantial public health impacts.

A Positive Declaration was issued on February 21, 2008 and distributed, published and filed and the applicant was asked to prepare a Draft Environmental Impact Statement (DEIS). A Draft Scope of Work for the Draft Environmental Impact Statement (DEIS) was issued on November 15, 2007. A public scoping meeting was held on the DEIS on April 3, 2008 and Final Scope of Work was issued on April 16, 2009.

The lead agency prepared a DEIS and issued a Notice of Completion on April 20, 2009. Pursuant to the SEQRA regulations and the CEQR procedures, a joint public hearing was held on the DEIS on August 19, 2009, in conjunction with the Uniform Land Use Review Procedure (ULURP) application (C 090403 PSQ). The Final Environmental Impact Statement (FEIS) was completed, and a Notice of Completion of FEIS was issued on September 3, 2009. The Notice of Completion for the FEIS identified significant impacts and proposed the following mitigation measures:

HAZARDOUS MATERIALS

Based on the Phase I Environmental Assessment completed for the development site, the analysis has not ruled out the presence of hazardous materials. The materials could be petroleum based or non-petroleum based or both. The potential for the presence of hazardous materials in the soil, groundwater, and building materials results from the previous and existing uses of the site and the surrounding areas.

TRAFFIC

The proposed Police Academy development would generate approximately 514 and 573 vehicle trips (in and out combined) in the AM and PM peak hours, respectively. Since recruits typically generate the highest amount of travel demand in the AM and PM peak periods, the NYPD intends to impose HOV requirements on recruits to reduce the parking demand generated by the recruit population.

Build Typical Condition

Under the Build typical condition, five of the 14 analyzed intersections in the study area would experience significant traffic impacts during one or more of the analyzed peak periods: College Point Boulevard (westbound approach at 31st Avenue AM peak hour weekdays; northbound exclusive left-turn at Roosevelt (south side) PM peak hour weekdays); Ulmer Street (at Whitestone Expressway Southbound Service Road both AM and PM peak hours weekdays); Linden Place (at Whitestone Expressway Northbound Service Road eastbound approach PM peak hour weekdays); 20th Avenue (at Whitestone Expressway Southbound Service Road the southbound left-through-right-movement AM peak hour weekdays). Overall, would be

significantly impacted in one or both of the analyzed peak hours in the future with the proposed action.

All impacts can be mitigated using standard traffic mitigation measures, as discussed below in “Mitigation.”

NOISE

Significant adverse impacts are projected for the Fairfield Inn west of the site and the All Nations Church and Christian Gospel School southeast of the site. These impacts are solely due to the brief periods of up to half an hour when EVOC activities would be in progress.

MITIGATION

HAZARDOUS MATERIALS

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

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

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

Contract documents should identify provisions and a contingency plan for managing, handling, transporting and disposing of non-hazardous petroleum impacted soil and potentially hazardous soil. The Contractor should be required to submit a Materials Handling Plan, to identify the specific protocol and

procedures that will be employed to manage the waste in accordance with applicable regulations. At the completion of remedial activities at the Site, a Remedial Action Report, certified by a Professional Engineer or Registered Architect, will be completed to document that the activities identified in the RAP have been completed.

TRAFFIC

All significant adverse traffic impacts expected to result from the Proposed Project could be mitigated using standard traffic mitigation measures, as described below.

College Point Boulevard at 31st Avenue

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

College Point Boulevard at Roosevelt Avenue (Southside)

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

Ulmer Street and Southbound Whitestone Expressway Service Road

The mitigation plan for this intersection would redesign the Ulmer Street approach as well as modify the cycle length to 120 seconds. The Ulmer Street approach would be re-aligned to more efficiently process the traffic movement headed to the Whitestone Expressway on-ramp (presently it is an inefficient right-turn). The original mitigation for the southbound Ulmer Street approach was to widen both lanes to 13 feet each. The originally proposed configuration was perceived to be more efficient than existing conditions for large trucks that try to make the right turn from Ulmer Street onto the service road. However, upon consulting with Queens Community Board 7 during the community outreach, it was determined that the Ulmer Street should be realigned and re-striped to include two thru-lanes and one exclusive right turn at the southbound approach. Figure 17-1 shows the originally proposed configuration as well as the updated mitigation plan for this approach. As shown in Table 17-2, with this updated mitigation plan, the significant adverse impact at the westbound (u-turn) movement in the AM peak hour would be fully mitigated, with the delay declining from 136.5 seconds of delay (LOS F) under No-Build conditions to 44.6 seconds of delay (LOS D) under Build conditions. Also under this mitigation plan, the southbound Ulmer Street movement would operate with

approximately 105.1 seconds of delay (LOS F) compared to 103.1 seconds of delay (LOS F) under the No-Build condition in the PM peak hour.

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

Linden Place and Northbound Whitestone Expressway Service Road

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

NOISE

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

Noise levels on the streets around the site would range from 74.9 dBA on Ulmer Street to 81.3 dBA on 31st Avenue. Since the site buildings would be approximately 400 feet from 31st Street, the traffic noise levels on the southern side of the site would be lower and similar to noise levels for the rear of the All Nations Church as discussed in Chapter 14 of the EIS. Based on this information, noise levels at the exterior of the project buildings would generally fall into the 75.0 to 80.0 dBA range, which would place them in the Marginally Unacceptable II CEQR category. The recommended building attenuation would be 35 dBA as shown in Table 14-3. This attenuation can be achieved through installing double-glazed windows on a heavy frame in masonry structures or windows consisting of laminated glass. The *NYC CEQR Technical Manual* states that when maximum L₁₀ levels are greater than 70 dBA, alternate means of ventilation should be incorporated into building, and building attenuation is required. All buildings will be serviced by central HVAC systems. Since some of the buildings would be used for office purposes, more refined analyses during final design may indicate that a lower building attenuation value of 30 dBA may be suitable.

UNMITIGATED IMPACTS

TRAFFIC

20th Avenue and the Southbound Whitestone Expressway Service Road

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

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

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

NOISE

These impacts are solely due to the brief periods of up to half an hour when EVOC activities would be in progress. During these periods, noise level increases would range from 9.8 dBA at the church/school to 13.2 dBA for the Fairfield Inn. These projections of impacts are conservative, as the walls along the EVOC area on the roof of the parking area would provide partial shielding. It is unlikely that these temporary noise impacts could be mitigated.

UNIFORM LAND USE REVIEW

This application (C 090403 PSQ) was certified as complete by the Department of City Planning on May 4, 2009 and was duly referred to Community Board 7 and the Queens Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

Community Board Public Hearing

Community Board 7 held a public hearing on this application (C 090403 PSQ) on June 29, 2009, and on that date, by a vote of 29 in favor, 0 opposed and 0 abstaining, adopted a resolution recommending approval of the application subject to the following conditions:

Including the 17 items detailed in the letter to the community board from Deputy Mayor Edward Skyler and to request the following: 1) letter from Deputy Mayor Skyler and Police Commissioner Raymond Kelly assuring that no parking, including authorized parking be allowed on the street. All parking must be

contained on site, and 2) a contingency fund be established for unforeseen (sic) capital improvements or repairs that might arise due to the development of this site.

Borough President Recommendation

This application (C 090403 PSQ) was considered by the Queens Borough President, who issued a recommendation on August 4, 2009 approving the application subject to the following conditions:

- As soon as design is complete and capital projects for infrastructure improvements have been identified, as detailed in the Deputy Mayor's letter to CB7, full construction funding should be committed to the capital budget starting with FY 2011. All of these infrastructure improvements should be completed no later than the full build out of the academy;
- The Office of the Borough President should be a member of the Police Academy Construction Task Force and should be notified of all task force meetings;
- Construction of the new Police Academy should commence with the following in pace: A Project Labor Agreement to assure that all workers receive prevailing wages and benefits, outreach to area residents to apply for any related construction or permanent job opportunities, and opportunities for qualified Queens firms to provide goods and services for this project.

City Planning Commission Public Hearing

On August 5, 2009 (Calendar No. 6), the City Planning Commission scheduled August 19, 2009 for a public hearing on this application (C 090403 PSQ). The hearing was duly held on August 19, 2009 (Calendar No. 37). There were five speakers in favor of the application and none opposed. Those speaking in favor included representatives from the Mayor's Office and the NYPD, the project architect, the project manager from the Department of Design and Construction (DDC) and the head of the consultant firm which prepared the environmental impact statement.

A Senior Advisor to the Deputy Mayor of Operations spoke about the extensive efforts by the project team to work with the community board and College Point community to reduce project impacts and the ultimately secure their unanimous support for the application. He spoke about the Administration's commitment to infrastructure improvements in the area which are detailed in a letter from the Deputy Mayor of Operations to Queens Community Board 7 dated July 1, 2009, and the NYPD's commitment to retain all project-related parking on site. He also spoke

about the jobs generated by the project during construction and after completion and project funding.

The NYPD Commanding Officer of Special Projects described the NYPD's existing training facilities and the need for a modern Police Academy. He explained the Academy's program, the training to be offered on site and how all parking will be contained within the campus. The project architect gave an overview of the Police Academy site plan and described the construction program, the parking and landscaping plans during the initial construction sequence (Sequence 1) and at full project build out. The project manager from DDC described construction staging and how parking could be accommodated on site during construction. The EIS consultant described vehicular and mass transit access to the site. He explained some of the assumptions used to determine the project's parking demand and described the proposed roadway improvements and traffic mitigations.

There were no other speakers and the hearing was closed.

Waterfront Revitalization Program Consistency Review

This application was reviewed by the Department of City Planning for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 13, 1999 and by the New York State Department of State on May 28, 2002, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981 (New York State Executive Law, Section 910 et seq.). The designated WRP number is # 09-049.

This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

CONSIDERATION

The City Planning Commission believes that the application (C 090403 PSQ) filed by the New York City Police Department (NYPD) and the New York City Department of Citywide Administrative Services (DCAS) for site selection of properties in Community District 7, Borough of Queens, to facilitate the construction of a new Police Academy, is appropriate.

The Commission believes the proposed development is critical for the NYPD to improve its

instructional environment, maximize efficiencies in its facilities, staff and resources and provide modern scenario-based training techniques for its recruits and personnel.

The Commission notes the existing NYPD training facilities are now decentralized in ten locations throughout the city, that many of the facilities are inadequate and inefficient and that much of the training equipment outdated. The Commission also notes that the scope of the NYPD's training responsibilities has significantly expanded since the existing Academy was constructed in 1965. NYPD facilities now handle training for the NYC Transit Police, the NYC Housing Authority Police, the School Safety Division and Traffic Enforcement. The Commission believes that proposed action will allow the consolidation of the NYPD training facilities onto one campus which will eliminate current redundancies in instructional and support staff, maximize efficient use of instructional space and provide facilities and equipment used in modern NYPD training techniques.

The Commission notes the proposed site is zoned M2-1, is city-owned and measures approximately 35 acres. The project site is adequate in terms of its size, configuration and compatibility with neighboring land uses

The Commission commends the project team for its efforts in incorporating sustainable design features into the proposed development in compliance with the recently enacted Green Buildings Law (Local Law 86). The Commission believes the design team should also be commended for a visually interesting design and for skillfully combining the security needs of the project and the surrounding streetscape with the proposed landscaping treatments, fencing and building materials.

The Commission shares the concerns of the community board with respect to possible traffic and parking impacts in the area surrounding the Academy. In response to concerns raised by the Commission at its public hearing, the NYPD's consultant submitted a Technical Memorandum dated September 2, 2009 which describes how the Academy's parking demands can be accommodated with the proposed garage and on-site parking spaces, in combination with an HOV parking policy.

The Commission is aware that 2,000 on-site accessory spaces will be provided when the Police Academy is in full operation (1,800 garage spaces and 200 spaces onsite) and 900 spaces will be

available on site during the construction phases. The Commission is also aware of the NYPD's commitment to contain all academy parking on site and that in a letter to the community board dated July 7, 2009, the NYPD stated:

...the Community Board requested that police vehicles be limited to off-street parking at this location. The NYPD concurs with this recommendation and will make every effort to adhere to this policy. The fact that the New Campus contains a great deal of off-street parking spaces for NYPD personnel will greatly support these efforts.

The Commission notes the conditional support of the application by Community Board 7 and believes the July 1, 2009 letter to the board from the Deputy Mayor for Operations adequately addresses the City's commitment to proceed expeditiously with roadway and sewer infrastructure improvements that will help reduce impediments to traffic movement in the vicinity of the project. The Commission also believes the Deputy Mayor's letter addresses the board's parking and enforcement issues. The Deputy Mayor's letter states:

DDC and NYPD will incorporate additional parking spaces to the Academy's plans. NYPD will impose driving restrictions (including mandatory car sharing for new recruits) to ensure that the number of spaces is adequate.

- a. In Sequence 1, parking will be increased from 700 to 900 spaces.
- b. At full build out, parking will be increased from 1,800 to 2,000 spaces.

The Police Academy and its visitors will be required to comply with all parking regulations (no parking, no standing, etc.) within the College Point Corporate Park.

The Commission, however, considers the community board's request for a contingency fund to cover the cost of unforeseen capital improvements or repairs beyond the scope of this application.

The Commission encourages continued community outreach efforts by the NYPD, DDC and other City agencies with the formation of a Construction Task Force Subcommittee within the community board. The Commission believes such a subcommittee will keep open lines of communication during construction and after project completion when the Academy is in full operation.

The Commission supports the participation of the Borough President's office in the new Construction Task Force Subcommittee. The Commission also notes the Borough President's

concerns regarding prevailing wages for workers on site, access to job opportunities by area residents and provision of services and resources by Queens business firms. Although these issues are beyond the scope of this application, the Commission believes the Construction Task Force Subcommittee would be the appropriate forum to discuss outreach for business and job opportunities.

RESOLUTION

RESOLVED, that having considered the Final Environmental Impact Statement (FEIS), for which a Notice of Completion was issued on September 3, 2009, with respect to this application (CEQR No. 07NYP003Q), the City Planning Commission finds that the requirements of Part 617, State Environmental Quality Review, have been met and that, consistent with social, economic and other essential considerations:

1. From among the reasonable alternatives thereto, the action to be approved is one which minimizes or avoids adverse environmental impacts to the maximum extent practicable; and,
2. The adverse environmental impacts revealed in the environmental impact statement will be minimized or avoided to the maximum extent practicable by incorporating as conditions to the approval those mitigative measures that were identified as practicable.

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

RESOLVED, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application (C 090403 PSQ) and finds that the proposed action is consistent with WRP policies; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c of the New York City Charter that, based on the environmental determination and the consideration described in this report, the application submitted by the Department of Citywide Administrative Services, pursuant to Section 197-c of the New York City Charter, for site selection of property generally bounded by 28th Avenue, Ulmer Street, 31st Avenue and College Point Boulevard:

BLOCK	LOTS
4301	p/o 1
4321	48
4323	19
4324	1
4325	1
4326	1
4327	p/o 1
4328	p/o 1
4329	1, 7, 10, 75
4359	p/o 1
4358	p/o 1
4357	p/o 1
4356	p/o 30
4354	50

including all portions of the former streets located within the boundaries of the project site that are shown on the available tax maps (including portions of the following streets which were demapped on City Map 4700 as of February 28, 1977: 124th Street, 125th Street, 126th Street, 127th Street, 128th Street, 129th Street/20th Street, 130th Street/21st Street, 22nd Street) for use as a police academy, Community District 7, Borough of Queens is approved.

The above resolution (C 090403 PSQ), duly adopted by the City Planning Commission on September 23, 2009 (Calendar No. 8), is filed with the Office of the Speaker, City Council and the Borough President, in accordance with the requirements of Section 197-d of the New York City Charter.

AMANDA M. BURDEN, FAICP, Chair
KENNETH J. KNUCKLES, ESQ., Vice Chairman
ANGELA M. BATTAGLIA, RAYANN BESSER, IRWIN G. CANTOR, P.E.,
ALFRED C. CERULLO, III, BETTY Y. CHEN, MARIA M. DEL TORO,
RICHARD W. EADDY, NATHAN LEVENTHAL, SHIRLEY A. McRAE,
KAREN A. PHILLIPS, Commissioners

ANNA HAYES LEVIN, Commissioner, **Abstaining**