

## Police Academy – College Point, Queens FOREWORD<sup>1</sup>

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This document is the Final Environmental Impact Statement (FEIS) for the Police Academy project. The Draft Environmental Impact Statement (DEIS) for the Police Academy project was accepted as complete by the New York City Police Department (NYPD), as lead agency under City Environmental Quality Review (CEQR), and issued for public review and comment on April 20, 2009. Public notice of completion of the DEIS was distributed, and a public notice addressing the hearing on the DEIS was published in the New York State Department of Environmental Conservation Environmental News Bulletin (ENB) and was also placed in a local newspaper, the New York Post, on August 5, 2009. A public hearing on the DEIS was held on August 19, 2009 by the New York City Planning Commission (CPC) in conjunction with the Uniform Land Use Review Procedure (ULURP) at Spector Hall, 22 Reade Street. Oral and written comments were accepted at that hearing and throughout the public comment period, which was held open until August 31, 2009.

This FEIS reflects changes to the proposed project since publication of the DEIS, revisions made to impact studies, and all substantive comments made during the public review period of the DEIS. Notable changes subsequent to publishing the DEIS include the following:

- ◆ Due to the City's current financial situation, project funding has been limited to what will be described as "Sequence 1" with a hope that the entire project can be funded by the 2014 analysis year that is evaluated throughout the FEIS. However, the project's full build is analyzed as the realistic worst-case development scenario throughout the FEIS.
- ◆ As a result of extensive community outreach and coordination, the NYPD has agreed to increase the parking capacity for the full build condition from 1,800 on-site accessory parking spaces to 2,000 on-site accessory parking spaces. As described in subsequent chapters, on-site parking would consist of an approximately 1,800-space above-grade accessory parking garage and 200 additional at-grade parking spaces that would be located in small parking lots and along interior roadways throughout the site. This change is noted throughout the FEIS.
- ◆ Revisions to the discussion of zoning. Subsequent to the publication of the DEIS, the City formally adopted the Special College Point District (090318ZRQ) and related zoning map modifications (090319ZMQ) on July 29, 2009. As such, the project site and the area immediately surrounding the site were rezoned. The discussion of zoning was updated to reflect the new zoning controls. This change is noted throughout the FEIS.
- ◆ Updates to the zoning overrides that are required from the deputy mayor. The zoning overrides have been revised to reflect the project site's new zoning which was changed in conjunction with the Special College Point District rezoning. This change is noted throughout the FEIS.
- ◆ Updates to the parking discussion to reflect the HOV requirements that the NYPD has agreed to impose on the recruit population to ensure that 100 percent of the parking demand from the proposed Police Academy would be accommodated on-site. This change is noted in Chapter 11 (Traffic and Parking) and 17 (Mitigation) of the FEIS.

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<sup>1</sup> This foreword is new to the FEIS.

- ◆ Chapter 17, “Mitigation” was updated for the FEIS to reflect concerns raised by Queens Community Board 7 during public review of the DEIS with respect to traffic mitigation. Specifically, the mitigation measure proposed for the intersection of Ulmer Street and the Southbound Whitestone Expressway Service Road has been updated from a two-lane southbound approach to a three-lane southbound approach. Additionally, two new mitigation measures have been added. The first new mitigation measure is a consequence of the revised mitigation measure at Ulmer Street and the Southbound Whitestone Expressway Service Road. The revised mitigation requires the realignment and widening of the slip-on ramp onto the Whitestone Expressway which is located at Ulmer Street and the Southbound Whitestone Expressway Service Road. This new mitigation is required to accommodate the proposed modifications to the southbound Ulmer Street approach. The final mitigation measure, a stop-controlled u-turn from the southbound Whitestone Expressway Service Road to the Northbound Whitestone Expressway Service Road (beneath the Whitestone Expressway) is a traffic improvement measure that does not specifically mitigate a particular impact caused by the proposed Police Academy project. Rather it is the City’s response to community concern about limited traffic access to and from the College Point neighborhood. Additionally, it is expected that this proposed traffic improvement measure would help to ease congestion in the area. Even though the severity of the congestion at the two affected intersections does not specifically comprise a traffic impact according to *CEQR Technical Manual* criteria, the City has agreed to implement this traffic improvement measure.

In addition to these changes, the FEIS identifies the comments received during the public review period and provides responses in a new chapter, Chapter 22, “Comments and Responses.” A new appendix has also been added to the FEIS, Appendix B, “Written Comments” which includes relevant correspondence. Where appropriate, the text of other chapters of this FEIS was revised in response to comments, revisions in the analyses, or changes in the project. Unless otherwise indicated by a footnote, and this Foreword, all revisions changes to the text are indicated by double underlining.