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Community Facilities and Services

This section assesses the potential impacts of the proposed actions on community facilities and services. The *2021 City Environmental Quality Review (CEQR) Technical Manual* defines community facilities as public or publicly funded facilities including schools, libraries, childcare centers, health care facilities, and fire and police protection services.

Introduction

The Proposed Actions would result in the development of the Queens Future Project (the Proposed Project), which is anticipated to comprise up to approximately 3.7 million square feet (sf) of new construction, with destination entertainment that includes a music hall, hotel, gaming facility,[1] convention and meeting space, restaurant and retail space, and office and community facility space. The Proposed Project would not include any residential uses. See **Chapter 1, Project Description**, for the proposed program and city and state approvals being sought.

Principal Conclusions

The Proposed Project would not result in significant adverse impacts to community facilities and services as defined by the *CEQR Technical Manual*. Since the Proposed Project would not alter any existing community facilities, whether by displacement of the facility or other physical change, no significant adverse impacts would occur due to direct effects on community facilities and services and no further analysis of direct effects is warranted. An initial screening assessment of potential indirect impacts on public elementary and intermediate schools, early childhood programs, and libraries found no potential for indirect impacts to these services. Since the Proposed Project would not introduce a new residential population that would utilize existing public schools, early childhood

[1] The inclusion of a gaming facility is contingent upon receiving a gaming license from the New York State Gaming Commission.

programs, or libraries, no indirect impacts to these facilities would occur due to increased demand. Per *CEQR Technical Manual* guidance, analysis of police and fire services and health care facilities is warranted if a proposed action would introduce a sizeable new neighborhood where none existed before. While the Proposed Project would not introduce a new residential population, a preliminary assessment of potential indirect effects on police and fire services is included due to the size of the Proposed Project and the introduction of new worker and other non-residential populations. This analysis found no potential for significant adverse impacts to police and fire services.

Initial Screening Assessment

The *CEQR Technical Manual* provides thresholds to make an initial determination of whether detailed studies are necessary to determine potential indirect impacts on public schools, libraries, childcare centers, health care facilities, and fire and police protection services. The initial screening assessments below use the appropriate *CEQR* screening thresholds to determine whether additional analysis of each facility is needed.

Direct Effects

The Proposed Actions would not cause displacement, physical changes, or any direct effects to community facilities as defined by the *CEQR Technical Manual,* including public schools, public libraries, early childhood programs, health care facilities, or police and fire services. Therefore, no significant adverse impacts would occur due to direct effects on community facilities, and no further analysis of direct effects is warranted.

Public Schools

A detailed analysis of indirect effects on public schools would be warranted if the Proposed Actions would introduce 50 or more combined elementary and intermediate school students or 150 or more high school students, based on the School Construction Authority (SCA) projected public school ratios. The Proposed Project would not introduce any new residents, and any non-residential population (hotel guests, visitors, workers) introduced by the Proposed Project would not increase demand for public school seats. Therefore, no significant adverse impacts would occur due to indirect effects on public schools, and no further analysis is warranted.

Libraries

A detailed analysis of indirect effects on libraries would be warranted if the Proposed Actions would increase the residential population by five percent or more. Since the Proposed Actions would not result in any new residential population, no significant adverse impacts would occur due to indirect effects on libraries, and no further analysis is warranted.

Early Childhood Programs

A detailed analysis of indirect effects on early childhood programs would be warranted if the Proposed Actions would introduce 20 or more eligible children under age 5. Since the Proposed Actions would not result in any new residential population, no significant adverse impacts would occur due to indirect effects on early childhood programs, and no further analysis is warranted.

Health Care Facilities

Per *CEQR Technical Manual* guidance, analysis of health care facilities is warranted if a proposed action would introduce a sizeable new neighborhood where none existed before. Since the Proposed Project would not introduce a new residential population, no further analysis of potential indirect effects on health care facilities is warranted, and no significant adverse impacts would occur.

Police and Fire Services

Like health care facilities, the *CEQR* threshold indicating the need for an assessment of police and fire services is the introduction of a sizeable new neighborhood where none existed before. Though the Proposed Project would not create a residential neighborhood, there would be a significant increase in daily recreational visitors and workers on the site, which could lead to an increase in demand on existing police and fire protection services. As such, a preliminary assessment of potential indirect impacts on police and fire services is included below.

Preliminary Assessment for Police and Fire Services

The *CEQR Technical Manual* recommends detailed analyses of impacts on police and fire service in cases where a proposed action would affect the physical operations of, or direct access to and from, a precinct house or fire station, or where a proposed action would create a sizeable new neighborhood where none existed before. As stated above, the Proposed Project does not meet these criteria for a detailed analysis; however, the Proposed Project would result in an increase in the daily use of the Development Site and the potential need for police and fire services could increase with the addition of workers and visitors. This section assesses the Proposed Project's potential indirect impacts on police and fire services.

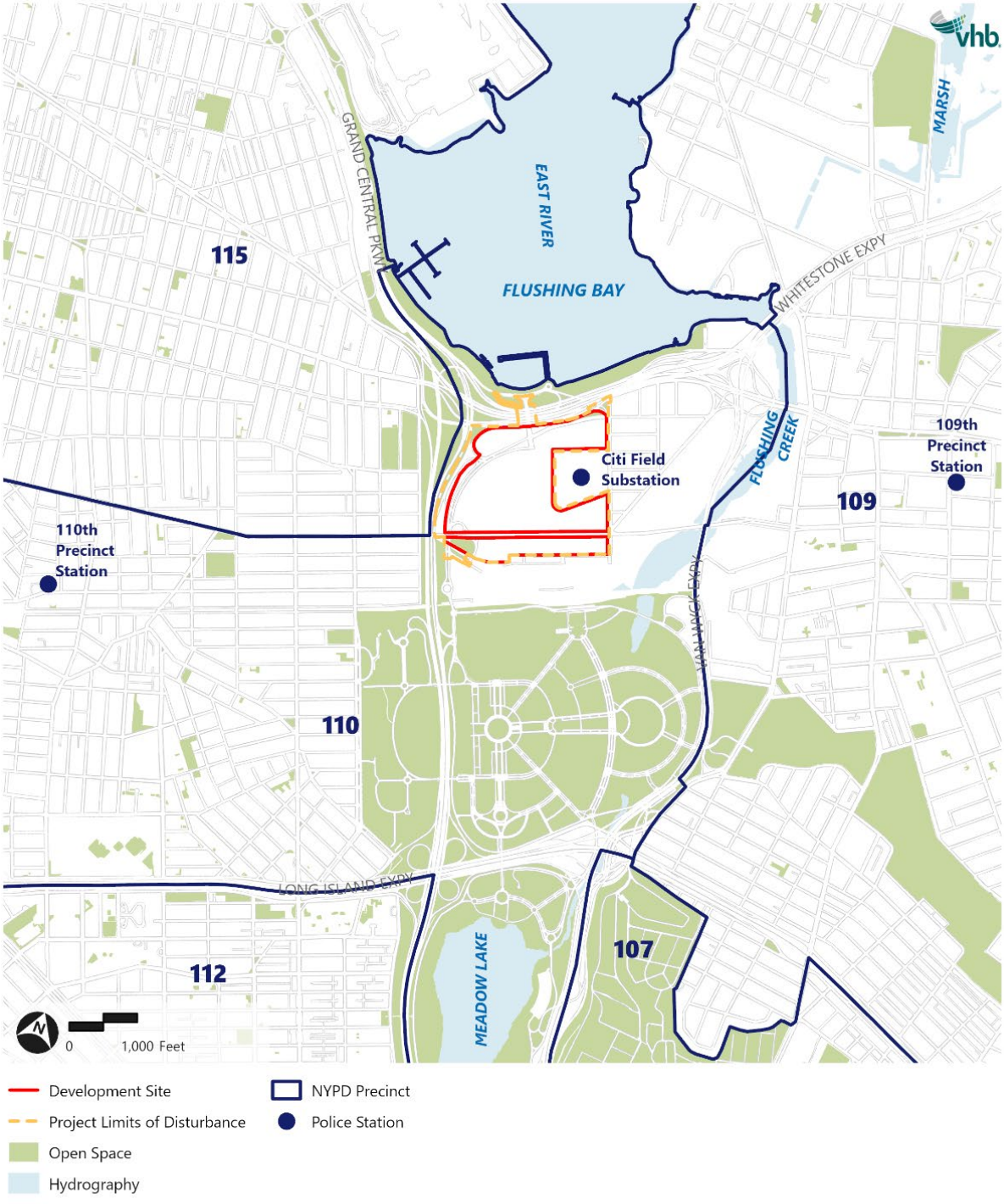
Police Protection Services

This sub-section describes existing conditions for local police services surrounding the Development Site and examines the potential of the proposed Queens Future project to indirectly impact those services through additional demand from a non-residential population.

Existing Conditions

The Development Site is served by the 110th Precinct of the New York Police Department (NYPD), located at 94-41 43rd Avenue in Elmhurst. The 110th Precinct serves an area bounded roughly by the Flushing Creek River, the Long Island Expressway, 74th Street, and Roosevelt Avenue. The 110th Precinct also serves parts of Elmhurst, Corona, and Flushing Meadows Corona Park. The Development Site is also close to the 109th Precinct, located at 37-05 Union Street in Flushing, and the 115th Precinct, located at 92-15 Northern Boulevard in Corona. There is also an NYPD substation located within Citi Field that is staffed every day, including during stadium events. **Figure 4-1** shows the location of the police precinct boundaries and nearby police stations serving the Development Site.

Figure 4-1 Police Precincts and Stations Serving the Development Site



Source: NYPD via NYC Open Data

No-Action Condition

As discussed in **Chapter 1, Project Description**, absent the Proposed Actions, it is assumed that the Development Site would continue operating under existing conditions; it would remain as a paved parking area for Citi Field. In the future without the Proposed Actions, it is anticipated that several planned development projects will be completed, as described in **Chapter 2, Land Use, Zoning, and Public Policy.** The NYPD would continue to independently review its staffing levels against the population, area coverage, crime levels, and other local factors applicable to the 109th and 110th Precincts, and it is assumed that police facilities serving the Development Site would be adequate to address any increased demand for police services.

With-Action Condition

The Proposed Project would introduce new worker and visitor populations. The Applicant would employ onsite security precautions and private security officers throughout the Development Site, monitoring the interior of the destination entertainment uses as well as the external public park spaces. These measures are intended to reduce the demand on local police services. The Applicant also intends to coordinate directly with NYPD regarding onsite security and safety measures. As discussed in **Chapter 14, Transportation,** under existing operations on gamedays, the NYPD provides security for the Mets, along with all Traffic Enforcement Agent services to facilitate gameday traffic. This is expected to continue, in coordination between the Mets and the Applicant, during future conditions with the development of the Proposed Project. Additionally, given the proximity of the NYPD substation located within Citi Field to the proposed Areas of Development, it is anticipated that NYPD response times from this substation would be minimal.

In addition, per ongoing practice and as described in the *CEQR Technical Manual*, NYPD would continue to evaluate its staffing and resource needs over time based on a variety of factors, including projected population increases and demographic shifts. Because the NYPD would continue to reevaluate its staffing and resource needs, response times are not expected to change in such a way as to result in a significant adverse impact.

As discussed in **Chapter 14, Transportation**, the Proposed Project would result in increased traffic volumes and delays at intersection movements in the local street network during the peak hours analyzed. However, with the proposed mitigation measures described in **Chapter 21, Mitigation,** a number of these potential increases in delay would be offset. Furthermore, NYPD vehicles can maneuver around and through congested areas when responding to emergencies because they are not bound by standard traffic controls or rules and are capable of adjusting to traffic conditions encountered en route to their destinations; therefore, NYPD vehicles are less affected than other vehicles by such traffic. In addition, NYPD vehicles have access to enhanced sirens and lights that enable them to safely navigate through traffic. Therefore, incremental traffic volumes projected to occur with the Proposed Project would not result in any significant adverse impacts to police protection.

Fire Protection Services

This sub-section describes existing conditions for local fire protection services surrounding the Development Site and examines the Proposed Project's potential to indirectly impact those services through additional demand from a non-residential population.

Existing Conditions

The New York City Fire Department (FDNY) is comprised of 217 firehouses, 40 Emergency Medical System (EMS) Stations, and almost two hundred administrative, training, emergency communication, vehicle maintenance, and support facilities. Fire Operations presently has 194 engine companies, 141 ladder companies, eight squad companies, five rescue companies, three marine units (supplemented by three "summer boats"), one hazardous materials company, and approximately 60 other specialized units (e.g., brush fire, mask services, recuperation & care, and satellite units).

At structural fires citywide, FDNY engine companies perform fire suppression efforts, while ladder companies provide search, rescue, and building ventilation functions. Rescue and squad companies specifically respond to fires or emergencies in support of the other units and can perform any specialized tasks or functions as necessary. In addition, FDNY operates the City's emergency medical services (EMS) system. Units responding to a fire are not limited to ones closest to it. Normally, a total of three engine companies and two ladder companies respond to each call. Each FDNY squad company is capable of operating as an engine, ladder, or technical rescue company, making them versatile for incident commanders. Each squad is also part of the FDNY HazMat Response Group and has HazMat Tech Unit capabilities. FDNY can call on units in other parts of the City as needed.

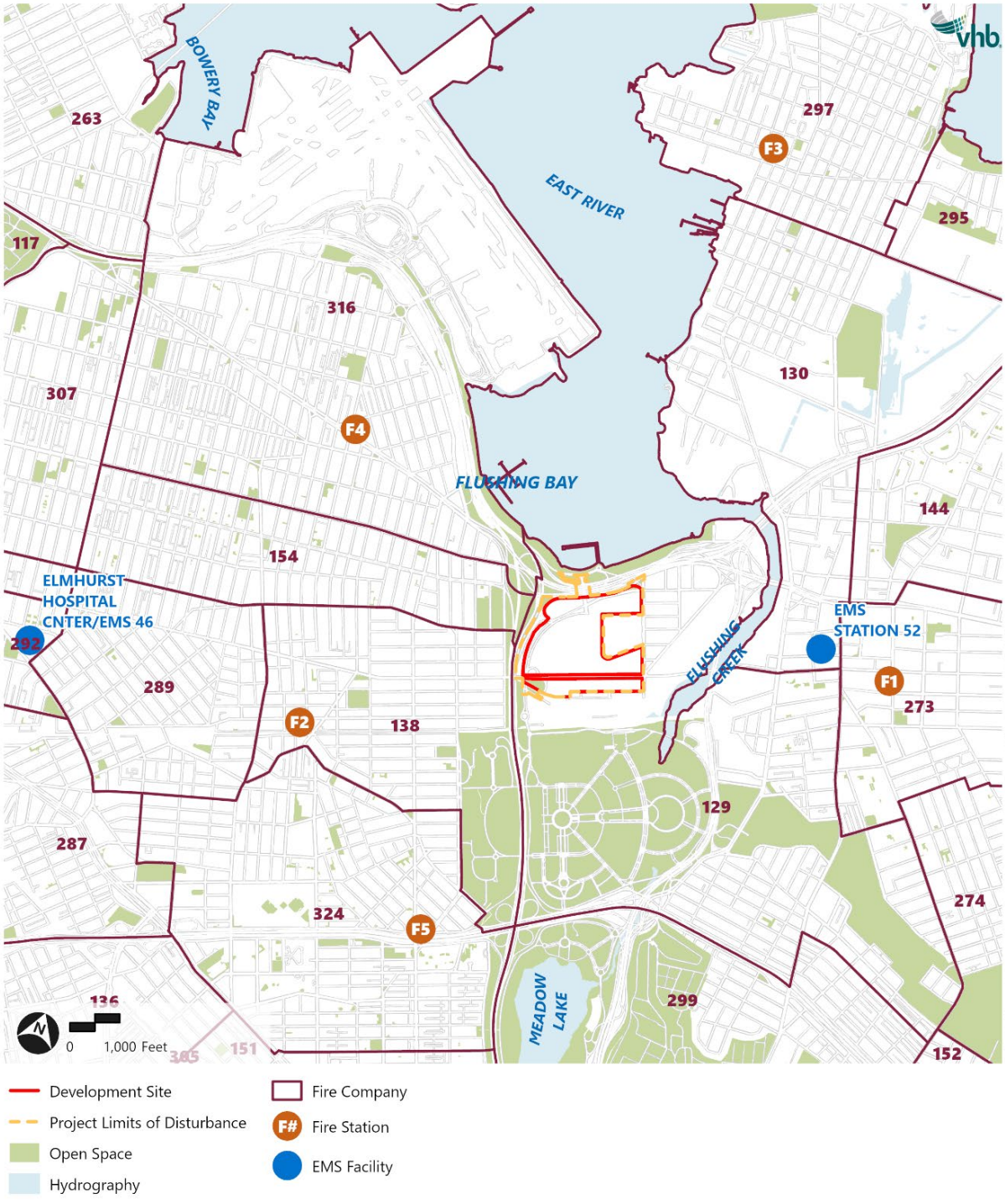
Table 4-1 lists the fire companies that may be called on to respond to a fire or other emergency at the Development Site (see **Figure 4-2**). Engine Company 289/Ladder Company 138 on Union Street in Flushing are the units located closest to the Development Site, with Engine Company 273/Ladder Company 129 on 43rd Avenue in Corona second closest. The other FDNY facilities listed are also in a position to respond promptly to the Development Site and provide response capabilities from every direction. In the area surrounding the Development Site, the FDNY is experienced with the logistical issues of providing support for single and simultaneous events occurring at Citi Field, Flushing Meadows Corona Park, and the USTA National Tennis Center.

Table 4-1 FDNY Facilities Serving the Development Site

Map No.[1]	Fire Facility	Address	Facility Type
F1	Engine 273 Ladder 129	40-18 Union Street	Fire Station
F2	Engine 289 Ladder 138	97-28 43rd Avenue	Fire Station
F3	Engine 297 Ladder 130	119-11 14th Road	Fire Station
F4	Engine 316	27-12 Kearney Street	Fire Station
F5	Engine 324 Satellite 4 Division	108-01 Horace Harding Expressway	Fire Station

Notes:
[1] Corresponds to **Figure 4-2**

Figure 4-2 Fire and EMS Services Serving the Development Site



Source: FDNY via NYC Open Data

There are two types of ambulances in the City—911 providers and those providing inter-facility transport. Municipal FDNY and hospital-based ambulances are the sole providers of 911 services, and they operate that system under contract with FDNY. (Inter-facility transports are carried out by private contractors and do not participate in the 911 system.) All hospital-based ambulances that operate in the New York City 911 System do so by contractual agreement with FDNY's EMS Command. All ambulances in the 911 system are dispatched by FDNY under the same computer-based system, regardless of hospital affiliation. All EMS units are assigned a permanent cross-street location where they await a service call; units return to this location once service is complete. These locations are determined by FDNY and based on historical call volumes by location and time of day. In addition to FDNY ambulances, the Development Site is served by ambulances operated by Flushing Hospital and the New York Hospital of Queens.

No-Action Condition

As discussed in **Chapter 1, Project Description**, absent the Proposed Actions, it is assumed that the Development Site would continue operating under existing conditions; it would remain as a paved parking area for Citi Field.

In the future without the Proposed Actions, it is anticipated that several planned development projects will be completed as described in **Chapter 2, Land Use, Zoning, and Public Policy.** The FDNY does not allocate resources based on proposed or projected developments, but continually evaluates the need for changes in personnel, equipment, or locations of fire stations and makes any adjustments necessary. As such, it is assumed that fire protection resources serving the Development Site would be substantially the same as in the existing conditions.

With-Action Condition

The new worker and visitor populations introduced by the Proposed Project could increase the demand for FDNY and EMS services. Fire protection would continue to be provided by multiple fire companies and as per established standard FDNY operating procedures. The Proposed Project would meet all relevant New York City fire safety standards.

Further, the Applicant would employ trained emergency medical providers on-site to provide basic care, including first aid and CPR, until an EMS unit arrives. These emergency medical providers can also assess the severity of an event and provide more acute care without calling on EMS. The Applicant has consulted with FDNY regarding fire protection.

As discussed in **Chapter 14, Transportation**, the Proposed Project would result in increased traffic volumes and delays at intersection movements in the local street network during the peak hours analyzed. However, with the proposed mitigation measures described in **Chapter 21, Mitigation,** a number of these potential increases in delay would be offset. Furthermore, FDNY and EMS vehicles can maneuver around and through congested areas when responding to emergencies because they not bound by standard traffic controls or rules and are capable of adjusting to traffic conditions encountered en route to their destinations; therefore, FDNY and EMS vehicles are less affected than other vehicles by such traffic. FDNY vehicles are also equipped with enhanced sirens and emergency lights that assist them in safely navigating through traffic. Therefore, incremental traffic volumes projected to occur with the Proposed Project would not result in any significant adverse impacts to fire protection or emergency services.