DSEIS

THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N.Y. 10007

NOTICE OF COMPLETION FOR
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

NOTICE OF PUBLIC HEARING ON
DRAFT ENVIRONMENTAL IMPACT STATEMENT &
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

DOWNTOWN BROOKLYN DEVELOPMENT

Date Issued:	March 8, 2004
CEQR No.	03DME016K
SEQRA Classification	Type I
Lead Agency	Office of the Deputy Mayor for Economic Development and Rebuilding 100 Gold St., 2nd Floor New York, NY 10038
Location	Area bounded generally by Tillary Street to the north, Ashland Place to the east, Schermerhorn Street to the south and Adams Street/Boerum Place to the west

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Pursuant to the City Environmental Quality Review, Mayoral Executive Order 91 of 1977 as amended, and the City Environmental Quality Review Rules of Procedure found at Title 62, Chapter 5 of the Rules of the City of the City of New York (CEQR), the State Environmental Quality Review Act Article 8 of the State Environmental Conservation Law and its implementing regulations found in part 617 of 6 NYCRR (SEQRA), a Draft Supplemental Environmental Impact Statement (DSEIS) has been prepared for the actions described below and is available for public inspection at the offices listed on the last page of this notice. A draft Scope of Work was issued and distributed on January 22, 2004. A public scoping meeting was held on February 23, 2004 at Brooklyn Borough Hall to accept oral comments. Written comments on the draft Scope were accepted through March 4, 2004. The Final Scope of Work was issued on March 5, 2004.

1. PROJECT DESCRIPTION

The Downtown Brooklyn Development project is a public planning effort to stimulate economic development in the Downtown Brooklyn area. Discretionary actions included as part of the project include zoning map and text changes, street mapping changes, urban renewal actions, the disposition of City-owned property, special permits for public parking facilities, and related land use actions.

A Notice of Completion for the Draft Environmental Impact Statement (DEIS) for the Downtown Brooklyn Development project was issued on November 28, 2003. Completion of the DSEIS was then required to revise the future baseline, or No Build conditions, analyzed in the DEIS to account for a potential mixed-use arena development in the Atlantic Terminal area of Brooklyn that could affect the conditions assessed in the DEIS. The size of the potential arena development and its proximity to the Downtown Brooklyn Development project area necessitated these revisions to the DEIS. (This DSEIS does not represent an environmental review of the arena project. Should the arena project proceed, it would be the subject of its own environmental review and would require the preparation of an EIS.)

The DSEIS includes under No Build conditions the potential arena project in addition to the other projects the DEIS assumed would be developed in the absence of the proposed actions. As such, the DSEIS includes and replaces the previously issued DEIS, and the probable impacts of the proposed project and mitigation described below are reflective of the project in its entirety.

2. PROPOSED ACTIONS

The project entails a number of public approvals which were previously disclosed in the DEIS, and which are summarized below. An additional project action is included in the DSEIS and is described under "3. Revisions to the DEIS."

- Zoning map amendments to increase the floor area ratio (FAR) of portions of the Special Downtown Brooklyn District (SDBD), to allow for greater commercial and residential density in the downtown area; to allow commercial use where such use is not currently allowed; to permit residential use on sites where such use is not currently allowed; and to expand the SDBD;
- Zoning text changes to the SDBD to provide special height and setback regulations and other massing controls for higher-density commercial districts, and new requirements for sidewalk widenings, security-gate transparency, indoor bicycle parking, signage controls, and subway stair relocation;
- Zoning text changes to the SDBD to add or remove requirements for ground-floor retail continuity, ground-floor glazing, street wall continuity, curb cut prohibition, and street tree planting on selected streets;
- Zoning text changes to the SDBD to extend the Schermerhorn Street Height Limitation Area "B" of 140 feet and establish a new Height Limitation Area "C" of 250 feet on the blocks bounded by Smith, Nevins, Livingston, and Schermerhorn Streets and establish a height limit of 160 feet on the south side of Myrtle Avenue between Fleet Place and Ashland Place;

- Mapping actions that would demap the following existing streets: Red Hook Lane, between Fulton Street and Boerum Place; Pearl Street, between Fulton Street and Willoughby Street; Prince Street, between Flatbush Avenue Extension and Myrtle Avenue; and Fair Street between Fleet Place and Prince Street;
- Mapping actions that would widen Fleet Place from Willoughby Street to Fair Street and extend Fleet Place north from Fair Street to Myrtle Avenue; and widen the south side of Willoughby Street between Albee Square West/Gold Street and Flatbush Avenue Extension, and the south side of Myrtle Avenue between Flatbush Avenue Extension and Fleet Place;
- Amendments to the Brooklyn Center Urban Renewal Plan (BCURP) to extend the expiration date of the plan from 2010 to 2044; to extend the Urban Renewal project boundary by 10 blocks; to designate 59 lots within six proposed development sites; to remove certain previously designated urban renewal sites; to modify the definition of Commercial land use to permit residential and community facility uses; to modify the definition of Public Space land use to permit below-grade parking and accessory uses; to delete Industrial and Related use and Institutional/Commercial use as land use categories; to eliminate Q parcels from the text and maps; and to revise the plan text to reflect the standard format for urban renewal plans;
- Amendments to the MetroTech Urban Renewal Plan to change the land use for Block 2060, Lot 8, from street widening to open space; to eliminate Q parcels from the text and maps; and to revise the plan text to reflect the standard format for urban renewal plans;
- Modification of the MetroTech General Large-Scale Development Special Permit to reallocate existing floor area, to allocate newly created floor area generated from the proposed rezoning of Block 142, Lot 1, and to clarify that Commercial and Community Facility uses are allowed at this projected development site;
- Amendments to the Atlantic Terminal Urban Renewal Area Plan (ATURAP) to extend the expiration date of the plan from 2008 to 2044; to modify the definition of Commercial land use within the plan to permit community facilities and below-grade parking; to change the land use and eliminate restrictions on maximum floor area ratios and maximum commercial floor area for certain sites; to eliminate Q parcels from the text and maps; and to revise the plan text to reflect the standard format for urban renewal plans;
- Disposition of City-owned property pursuant to Urban Renewal as well as Block 140, Lot 111 and Block 2107, Lot 36;
- Site selection for a visual and performing arts public library on Block 2110, Lot 3; and
- Special permits for four proposed public parking facilities: 1) A 694-space below-grade public parking facility at Willoughby Street between Albee Square West/Gold Street and Duffield Street; 2) a 457-space partially below-grade parking facility on the south side of Myrtle Avenue and east side of Flatbush Avenue Extension; 3) a 466-space below-grade parking facility on Block 2110; and 4) a 465-space below-grade parking facility on Block 2107.

3. REVISIONS TO THE DEIS

The revision of the No Build conditions to include the potential mixed-use arena development required changes to the DEIS in all chapters except Chapters 10 through 13, 18 and 19. In addition to updating the No Build conditions, an additional project action is included and certain chapters were also revised to incorporate either a modification to the assessment methodology or additional analysis. A brief summary of the chapter revisions is provided below.

- Chapter 1, "Project Description" was revised to include a description of the arena project as part of the list of potential future development projects in the study area. In addition, the chapter was revised to include a new project action: It is now anticipated that the Empire State Local Development Corporation will authorize funding in support of the proposed development on Block 2110.
- Chapter 2, "Land Use, Zoning and Public Policy" was revised to include a description of the arena project as part of the list of potential future development projects in the study area that could affect future land use patterns and trends.
- Chapter 3, "Socioeconomic Conditions" was revised to include new future population, employment and housing projections to account for the arena project in the future baseline condition.
- Chapter 4, "Community Facilities"
  The quantified analysis has been revised to consider the additional No Build population associated with the potential arena development in addition to the previous No Build projects included in the DEIS. The analysis approach for public schools also has been adjusted to reflect the latest methodology used by the New York City Department of City Planning (DCP) for large-scale development projects. In addition, more recent school enrollment, capacity, and utilization data from DOE and updated school enrollment projections from DOE and DCP have become available subsequent to issuance of the DEIS.
- Chapter 5, "Open Space and Recreational Facilities"
  The quantified analysis has been revised to consider the additional No Build population associated with the potential arena project, as well as to account for the potential public open space associated with the arena. This chapter also incorporates a change in the methodology used to determine the recommended open space ratio of passive open space acres per 1,000 residents and workers.
- Chapter 6, "Shadows" was revised to consider the potential for the arena project to have shadow impacts on the open spaces and public spaces considered in the analysis in the future baseline condition.
- Chapter 7, "Historic Resources" was revised to include an assessment of future baseline conditions with the arena project.

- Chapter 8, "Urban Design and Visual Resources" was revised to include an assessment of future baseline conditions with the arena project.
- Chapter 9, "Neighborhood Character" was revised to include an assessment of future baseline conditions with the arena project.
- Chapter 14, "Traffic and Parking"
  The arena project will alter future baseline traffic volumes, and these changes have been accounted for in the DSEIS traffic analysis. In addition, the analysis reflects the reconfiguration of the traffic network associated with the arena project. The November 2003 conversion of Smith Street from two-way to one-way northbound operation between Atlantic Avenue and Schermerhorn Street has also been incorporated in the analysis of future baseline conditions.
- Chapter 15, "Transit and Pedestrians"
  The arena project will also alter future baseline transit conditions, primarily on bus routes serving the study area, and therefore these changes are accounted for in the analysis. Updated data on the effects of the February 2004 restoration of full subway service across the Manhattan Bridge have also been incorporated in the analysis of future baseline subway conditions. In addition, an analysis of subway line-haul conditions is provided.
- Chapter 16, "Air Quality"
  The mobile source air-quality analysis has been revised to consider the altered future baseline condition with the addition of the arena project. In addition, the vehicular exhaust emission factors were computed using the EPA Mobile Source Emissions Model, MOBILE 6.2, which was recently released by the New York State Department of Transportation, instead of MOBILE 5B.
- Chapter 17, "Noise" was revised to reflect changes to future baseline traffic conditions.
- Chapter 20, "Mitigation" was revised to reflect changes to the traffic mitigation measures proposed in the DEIS, due to the altered future baseline traffic network.
- Chapter 21, "Alternatives" was revised to reflect changes to the project alternatives considered in the DEIS, resulting from revisions to the future No Build traffic network.
- Chapter 22, "Unavoidable Significant Adverse Impacts" was revised to consider any new or different unavoidable significant adverse impacts resulting from revisions to the future No Build traffic network.

4. PROBABLE IMPACTS OF THE PROPOSED PROJECT

HISTORIC RESOURCES

The analysis of archaeological resources determined that 21 lots on four "projected" development sites (sites that are likely to undergo development within a ten-year timeframe) and 10 lots on five potential development sites (sites that are unlikely to be developed within a ten-year timeframe) are considered to be potentially sensitive for 19th century archaeological resources. Individual Stage 1A Archaeological Assessments would be prepared for these sites, as directed by the Landmarks Preservation Commission (LPC), before development of these sites would commence. If determined necessary by LPC, as a result of the Stage 1A Archaeological

Assessment, Stage 1B field testing would be undertaken prior to development of these sites. With these measures, the proposed actions would not have any significant adverse impacts on archaeological resources.

Two potential architectural resources are located on projected development sites—the Joseph J. Jacobs Building at 305-315 Jay Street (Block 142, p/o Lot 1) and the Board of Education Building at 131 Livingston Street (Block 154, Lot 1)—and one potential architectural resource is located on a potential development site (565-571 Fulton Street, on site R). The removal of the buildings for these developments would constitute a significant adverse impact on architectural resources. Measures to mitigate this impact are being developed in consultation with LPC. In addition to these direct effects, several of the known and potential architectural resources are located within 90 feet of projected and potential development sites, and, therefore, could be potentially physically affected by ground-borne construction-period vibrations or other potential construction-related issues. Construction protection plans would be instituted for these developments in order to avoid potential physical impacts on these architectural resources.

HAZARDOUS MATERIALS

Potential contaminants were identified at or close to all of the projected and potential development lots. Specifically, potential hazardous materials impacts were identified for all 74 projected development lots and all 91 potential development lots. Given this, procedures to reduce the potential for unnecessary and unacceptable exposure to these contaminants were developed. Prior to construction, further investigation would be performed on each development site to determine the presence and nature of contaminants of concern and the proper remedial and/or health and safety measures that would be employed during redevelopment.

Mechanisms to ensure that the appropriate investigation and, if necessary, remediation occur include the placement of an E-designation on lots that are neither City-owned nor intended for future City ownership and a comparable mechanism (currently under development) for the lots which are City-owned or proposed for City ownership. These mechanisms would reduce or avoid the potential that significant adverse impacts would result from the proposed action on all development sites.

TRAFFIC & PARKING

Projected developments would result in a net increase of 865 inbound and 242 outbound vehicle trips in the AM peak hour (auto, taxi and truck), 402 inbound and 416 outbound vehicle trips in the midday, and 278 inbound and 1,016 outbound vehicle trips in the PM peak hour. This new demand, and the effects of street system changes related to the proposed actions, would combine to result in significant traffic impacts at 29 signalized intersections in one or more peak periods.

The proposed actions would facilitate the development of three new public parking facilities with a total of approximately 1,617 parking spaces. With this additional capacity, which would be sufficient to accommodate all of the anticipated public parking demand from projected development sites, the surplus of off-street public parking spaces in the AM would increase to 2,581 from 2,029 in the No Build condition. In the midday, there would be a deficit of 998 spaces within the study area, compared to a deficit of 1,179 in the No Build condition. As the proposed actions would increase the surplus of study area parking spaces in the AM by 552, and

would reduce the No Build midday parking deficit by 181 spaces, no significant adverse impacts to off-street parking conditions would result from the proposed actions.

TRANSIT AND PEDESTRIANS

The proposed actions would generate a net total of 6,013 inbound and 691 outbound trips by subway in the AM peak hour, and 1,163 inbound and 7,408 outbound in the PM peak hour. Trips by local bus would total 546 inbound and 83 outbound in the AM peak hour and 211 inbound and 782 outbound in the PM. Trips by walking only, bicycle or other non-vehicular modes would total 1,360 inbound and 623 outbound in the AM peak hour, and 1,780 inbound and 2,753 outbound in the PM. The additional subway demand would significantly impact two street stairs at the Jay Street-Borough Hall subway station in one or both peak periods. Bus trips generated by projected development would result in a significant PM peak hour impact to NYC Transit's B25 bus route in the eastbound direction. Pedestrian trips en route to and from projected development sites would impact one crosswalk on Jay Street at Willoughby Street and one crosswalk on Albee Square West/Gold Street at Willoughby Street.

AIR QUALITY

The analysis showed that the maximum predicted carbon monoxide (CO) and particulate matter (PM_{10} and PM_{25}) concentrations from mobile sources would be lower than the corresponding ambient air standards, with the development of the projected development sites under the proposed actions. The analysis also determined that the project's public parking facilities would not result in any significant adverse air quality impacts. In addition, with the revised emissions estimates using the MOBILE6.2 model, the *de minimis* impact from the cumulative parking garage analysis previously determined in the DEIS no longer exists.

With respect to stationary sources, a screening analysis and subsequent detailed dispersion modeling determined that there would be no potential significant adverse air quality impacts from the proposed HVAC systems of the projected development sites. In addition, there would be no significant adverse air quality impacts from industrial facilities on the proposed developments sites.

NOISE

Noise monitoring at a receptor location at Duffield Street between Willoughby and Fulton Streets determined that noise increases at the site as a result of the proposed project would be greater than 3 dBA and therefore perceptible. Based upon CEQR noise impact criteria, this would constitute a significant noise impact. There is no feasible mitigation to eliminate this impact at this site during the AM period, and thus it would constitute an unmitigated project impact.

In addition, as part of the development that would occur with the proposed actions, a 1.15-acre public space, Willoughby Square, is proposed to be built over the below-grade public parking facility at the Duffield site. Based upon the analysis results, noise levels of approximately 69 to 73 dBA would be expected at this new public space. These noise levels would be higher than those generally recommended for outdoor activities, but would be comparable to levels in existing parks in New York City which are adjacent to moderately to heavily trafficked streets

and roadways. There are no feasible mitigation measures to reduce noise levels within an urban public space such as this to within recommended levels for this type of use.

Based upon the $L_{10(1)}$ values measured at the analysis sites, a maximum of 40 dBA of building attenuation would be required to achieve interior noise levels of 45dBA or lower as recommended in the CEQR Technical Manual. The provision of sufficient building attenuation would be mandated by placing "E" designations on projected and potential development sites. In addition, mechanical equipment such as heating, ventilation, and air conditioning (HVAC), and elevator motors would utilize sufficient noise reduction devices to comply with applicable noise regulations and standards. With the attenuation measures in place, the proposed actions would not result in any significant interior noise impacts

5. MITIGATION

HISTORIC RESOURCES

Architectural Resources

Two potential architectural resources—the Joseph J. Jacobs Building at 305-315 Jay Street, and the Board of Education Building at 131 Livingston Street—would be directly affected by the development of projected development sites. In addition, one other potential architectural resource—565-571 Fulton Street—would be directly affected by the development of a potential development site. The removal of the buildings for these developments would constitute a significant adverse impact on architectural resources.

Measures to mitigate the impact on these buildings are currently being contemplated in consultation with LPC. In accordance with the guidelines of the 2001 *CEQR Technical Manual*, possible mitigation measures for significant adverse effects on architectural resources include redesign, adaptive reuse, construction protection plan, data recovery, or relocation. LPC has indicated that data recovery (i.e., recordation to the standards of the Historic American Building Survey) will be sufficient mitigation for the Joseph J. Jacobs Building and the Board of Education Building. The scopes of work for all HABS-level documentation will be provided to LPC for review and approval prior to the start of demolition.

The cast-iron buildings at 565-571 Fulton Street, however, are considered to be a greater resource, and therefore will require additional efforts to avoid an adverse impact. It is unlikely that the potential site development could be relocated within the project area. The screening criteria for commercial development were considered for all of the parcels affected by the proposed actions in order to determine a site's attractiveness for commercial use, its bulk, and its development timeframe. The site met all of the criteria for commercial development, where other blocks and lots within the project area did not. Therefore, it is reasonable to assume that the development projected to occur on the site could not occur on another site within the project area. Further, it is not considered feasible to retain the 565-571 Fulton Street buildings since this would constrain the site's potential for office development. This site was previously designated as an Urban Renewal site in 1970 as part of the BCURP. The proposed actions would not alter the status of this site in the BCURP. It is possible that the façades of the three buildings could be preserved in place and incorporated into the façade of a modern office building; however, this would affect the structure and character of the resource. As partial mitigation, the buildings will be recorded to HABS standards. Commitment for mitigation beyond the HABS standards is not possible given that neither the development program nor project developer is yet known.

However, once a developer has been identified, there may be the potential to preserve architectural elements as part of the proposed development.

Archaeological Resources

LPC has determined that there are 31 lots that are considered to be potentially sensitive for 19th century archaeological resources. Individual Stage 1A Archaeological Assessments will be prepared for those lots that are currently City-owned or would be acquired by the City, as directed by LPC, before development of these sites would commence. If determined necessary by LPC, as a result of the Stage 1A Archaeological Assessment, Stage 1B field testing—for which a protocol will be submitted to and approved by LPC—and further testing, if needed, will be undertaken prior to development of these sites. In the event that Stage 1B field testing confirms that there are significant archaeological resources on the lots, which cannot be recovered during the testing phase, full archaeological excavation will occur, or the development will be redesigned to leave the resources protected in place. All archaeological work will be completed under LPC review and would adhere to the standards set forth in the 2001 *CEQR Technical Manual* and the Archaeological Guidelines for work in New York City. It is contemplated that this protocol for future archaeological work will be implemented through a Memorandum of Understanding other comparable mechanism. With these measures, the proposed actions would not result in any significant adverse impacts on archaeological resources on these lots.

For the lots which are not now and would not become City-owned, a mechanism does not exist to ensure that Stage 1A Archaeological Assessments (and, if necessary, archaeological field testing) would be undertaken prior to development. Therefore, the potential loss of archaeological resources on these lots pursuant to their development is a potential unmitigated, significant adverse impact.

TRAFFIC

Demand from projected development sites and the effects of street system changes related to the proposed actions would result in significant traffic impacts at 29 signalized intersections in one or more peak periods. To address these impacts, a mitigation plan for the Downtown Brooklyn street network was developed. As demonstrated below, the proposed traffic mitigation plan would fully address all impacts at 17 intersections in the AM peak hour, 16 in the midday and 21 in the PM peak hour. Eighteen out of 29 intersections impacted by the proposed actions would no longer be impacted with implementation of the proposed mitigation plan.

However, unmitigable impacts would remain in one or more peak periods at a total of eleven intersections. The intersection of Adams Street and Tillary Street would have four unmitigated impacts in the AM peak period and two each in the midday and PM peak periods. The intersection of Atlantic Avenue and Bond Street would have one unmitigated impact in the midday peak period, while the intersection of Atlantic and Flatbush Avenues would have one unmitigated impact in the PM. The intersection of Atlantic and Fourth Avenues would have one unmitigated impact in the AM peak period, while the intersection of Atlantic Avenue and Smith Street would have one unmitigated impact in the AM. The intersection of Flatbush Avenue and Fulton Street would have two unmitigated impacts in the PM, as would the intersection of Flatbush Avenue/Hanson Place/Fourth Avenue. The Flatbush Avenue and Livingston Street intersection would have one unmitigated impact in the AM, and the intersection of Flatbush and

Myrtle Avenues would have four unmitigated impacts in the AM and two in the PM. The intersection of Flatbush Avenue and Tillary Street would have one unmitigated impact in the AM, two in the midday and three in the PM peak hour.Finally, the intersection of Flatbush Avenue with Schermerhorn Street and Lafayette Avenue would have three unmitigated impacts in the PM peak period.

Summary of Mitigated Traffic Impacts

Intersections		AM	MD	PM
Atlantic Avenue and	Flatbush Avenue	X	X	U
	Fourth Street	U	X	X
	Bond Street	X	U	
	Hoyt Street	X	X	X
	Smith Street	U		X
	Boerum Place	X		X
Flatbush Avenue and	Tillary Street	U	U	U
	Myrtle Avenue	U	X	U
	Willoughby Street	X	X	X
	DeKalb Avenue	X		X
	Fulton Street	X	X	U
	Livingston Street	U		X
	Schermerhorn Street/Lafayette	X	X	U
	Fourth Avenue/Hanson Place			U
Jay Street and	Tech Place			X
Livingston Street and	Bond Street	X	X	X
	Hoyt Street		X	X
	Smith Street		X	X
	Boerum Place	X	X	X
Myrtle Avenue and	Prince Street	X	X	X
	Ashland Place	X	X	X
Schermerhorn Street and	Bond Street	X		X
	Hoyt Street			X
	Smith Street	X	X	X
Tillary Street and	Adams Street	U	U	U
	Jay Street	X	X	X
Willoughby Street and	Albee Square West/Gold Street			X
	Bridge Street	X	X	X
	Jay Street	X	X	X

Notes:
X: All impacts fully mitigated.
U: One or more unmitigated impacts in the peak period.

TRANSIT AND PEDESTRIANS

Subway Service

Transit demand from projected development sites would significantly impact two street stairs at the Jay Street-Borough Hall subway station in one or both peak periods. At Stair S3, at the northwest corner of Jay and Fulton Streets, a one-foot widening would restore this stair to LOS C in the PM peak hour, comparable the No Build condition and below NYC Transit's minimum standard of 10 persons per foot-width per minute (PFM). However, while such mitigation is feasible, it would not be practical to undertake for this moderate level of impact. (Stair S3 would operate at a functional LOS D in the PM). In addition, urban renewal changes for the project would also allow for the creation of a transit plaza at Jay Street between Willoughby and Fulton Streets that would potentially include a new subway entrance/exit to the Jay Street-Borough Hall station. A new subway entrance/exit located within this plaza would fully address the PM peak hour impact to Stair S3. Therefore, pending the implementation of a new transit plaza, the proposed actions' impact to Stair S3 would remain unmitigated.

To mitigate the AM and PM peak hour impacts to Stair S4 on the northeast corner of Jay and Willoughby Streets, it is proposed to double the width of this stair from its current five feet to ten feet in width. To accommodate this widened stairway and provide sufficient sidewalk space for pedestrians, an eight-foot-wide sidewalk extension or "neckdown" would be installed within the curb lane along the east sidewalk on Jay Street adjacent to the stair. The proposed neckdown, along with a similar installation along the east sidewalk on Jay Street approaching Willoughby Street (to channel traffic), would not adversely impact traffic flow conditions.

With the proposed widening, Stair S4 would operate at LOS C (8.26 PFM) in the AM peak period, comparable to the No Build condition and below NYC Transit's minimum standard of 10 PFM. In the PM peak period, this stair would also operate at an acceptable LOS C (9.01 PFM). The proposed five-foot widening would therefore return this stair to a functional level of operation in both peak periods, fully mitigating the project's impacts. Further detailed development of this proposed mitigation would be undertaken in consultation with NYC Transit-Operations Planning.

Local Bus Service

Project demand would significantly impact eastbound B25 service in the PM peak hour. As standard practice, New York City Transit routinely conducts ridership counts and adjusts bus service frequency to meet its service criteria, within fiscal and operating constraints. Therefore, no mitigation is proposed for the impact to eastbound B25 service.

Pedestrians

Project demand would significantly impact the north crosswalk on Jay Street at Willoughby Street in the PM peak hour and the south crosswalk on Albee Square West at Willoughby Street in both the AM and PM peak hours. These crosswalk impacts would all be fully mitigated by widening each crosswalk by from one to four feet.

AIR QUALITY

Under the 2013 build condition, with the development of the projected sites, impacts on carbon monoxide (CO) would be well below ambient air quality standards and the City's *de minimis* criteria. The proposed traffic mitigation measures, which include new roadway configurations

and volume diversions, were evaluated to determine the potential effects on air quality in the study area. Because the proposed mitigation measures seek to avoid or reduce the levels of congestion and delays at a intersections, an overall improvement in traffic conditions is expected for the study area as compared to the Build condition. Based on the traffic mitigation analysis presented above, the proposed changes in volume, levels of service, and delays through the network would result in similar, if not lower, predicted CO concentrations under the build with mitigation condition. Similarly, the build with mitigation scenario would not alter the conclusions of no significant impact on inhalable particulate (PM_{10} and $PM_{2.5}$) levels.
The proposed traffic mitigation measures would not affect the stationary or industrial source analyses provided in Chapter 16, which determined that there would be no significant air quality impacts resulting from the proposed actions.

NOISE

At the noise receptor located at Duffield Street between Willoughby and Fulton Streets, future noise levels with the proposed actions would increase by up to 3.4 dBA compared to future noise levels without the proposed actions during the AM peak period. Increases of this magnitude would be perceptible and, based upon CEQR noise impact criteria, would constitute a significant noise impact. This impact would occur because of the relatively low volumes at this location without the proposed actions, and the number of vehicles (particularly trucks) generated by the development expected on this street and in the surrounding area. While no residences would be impacted with the proposed actions, the increase in noise levels during the AM peak period would exceed the CEQR impact criteria and thus, the project would have a significant noise impact at this location. There is no feasible mitigation to eliminate this impact at this site during this time period, and thus it would constitute a significant adverse project impact.

6. ALTERNATIVES

Four alternatives were examined with the goal of avoiding or reducing project-related significant adverse impacts: the No Action Alternative, the No Unmitigated Impacts Alternative, the Modified BCURP Alternative and the Brooklyn-Queens Expressway (BQE) Ramp Alternative.

Under the No Action Alternative, which analyzes future conditions without the proposed actions, certain project impacts would be reduced or avoided; however the objective of facilitating new development would not be achieved.

The No Unmitigated Impacts Alternative finds that projected development anticipated under the proposed project would need to be reduced by 95% to avoid impacts. As with the No Action Alternative, the No Unmitigated Impact Alternative would not achieve the objective of facilitating future development.

The Modified BCURP Alternative considers the project in the absence of new Urban Renewal site designations. This alternative would limit certain project impacts but would not allow for the creation of new public spaces through Urban Renewal; would not achieve the objectives of the Urban Renewal Plan; and would not facilitate future development.

The BQE Ramp Alternative examines future traffic conditions with the inclusion of a new ramp to Navy Street from the westbound Brooklyn-Queens Expressway. This alternative would help to reduce or avoid traffic impacts along Flatbush Avenue by diverting traffic exiting the BQE and

heading southbound onto Navy Street/Ashland Place. This alternative requires further review and investigation in coordination with the State Department of Transportation, which has jurisdiction over the BQE.

7. PUBLIC HEARING ON DEIS & DSEIS

A public hearing will be held to receive comments on the Draft Environmental Impact Statement (DEIS) and Draft Supplemental Environmental Impact Statement (DSEIS) for the Downtown Brooklyn Development project. The public hearing will be held in conjunction with the City Planning Commission's public hearing pursuant to the Uniform Land Use Review Procedure (ULURP).

The public hearing will be held on Wednesday, March 24, 2004 at 10:00 A.M. at the NYC College of Technology, 285 Jay Street, Klitgord Auditorium, Brooklyn, New York 11201. Interested persons are requested to appear at the hearing and present their comments, or submit written comments to the Contact Person noted below. Written comments will be accepted until 5:00 PM on Monday, April 5, 2004.

7. CONTACT OFFICE

Requests for copies of the DSEIS and public comments and questions regarding the DSEIS should be forwarded to the contact office, listed below. In addition, the DSEIS will be available to the public on-line at nycedc.com as of Wednesday, March 10, 2004.

Contact: Mr. Hardy Adasko, Senior Vice President
New York City Economic Development Corporation
110 William Street
New York, New York 10038
(212) 312–3703

Robert R. Kulikowski

Robert R. Kulikowski, Ph.D. by ERJ
Assistant to the Mayor,
On behalf of the Deputy Mayor
for Economic Development & Rebuilding

3/8/04
Date

NOTICE OF PUBLIC HEARING ON DRAFT ENVIRONMENTAL IMPACT STATEMENT & DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

PROJECT:	**LEAD AGENCY:**
Downtown Brooklyn Development Borough of Brooklyn CEQR: 03DME016K	Office of the Deputy Mayor for Economic Development and Rebuilding 100 Gold Street, 2nd floor New York, New York 10038

Notice is hereby given pursuant to Section 5-07(b) of the Rules of Procedure for City Environmental Public Review (CEQR) that a public hearing will be held to hear comments from the public on the Draft Environmental Impact Statement (DEIS) and Draft Supplemental Environmental Impact Statement (DSEIS) for the Downtown Brooklyn Development project. The public hearing will be held in conjunction with the City Planning Commission's public hearing pursuant to the Uniform Land Use Review Procedure (ULURP).

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Contact: Mr. Hardy Adasko, Senior Vice-President, Planning
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Written comments will be accepted until 5:00 P.M. on April 5, 2004 and may be submitted at the public hearing or to Mr. Hardy Adasko at the above address.