



**STATE ENVIRONMENTAL QUALITY REVIEW**

**STATEMENT OF FINDINGS**

**JULY 11, 2006**

Pursuant to Article 8 of the Environmental Conservation Law and the regulations of the State Environmental Quality Review Act ("SEQRA") as found in 6 NYCRR Part 617, the New York City School Construction Authority ("SCA"), as Lead Agency, makes the following findings:

**Name of Action:** Proposed Conversion of Former Brooklyn Family Court into a New High School Facility

**SEQR Project No.:** 06-010

**SEQR Status:** Unlisted

**Description of Action:**

On behalf of the New York City Department of Education (DOE), the New York City School Construction Authority (SCA) proposes to convert the former Brooklyn Family Court building in Downtown Brooklyn into a public high school facility containing up to approximately 1,075 seats.

The former Brooklyn Family Court building is located at the southeast corner of Adams and Johnson Streets (Block 140, Lot 10). The building, which contains a total of approximately 140,000 gross square feet, is currently vacant, owned by the City of New York, and under DOE's control. The proposed project would involve the full renovation of the existing five-story building for school use and occupancy, as well as replacement of the building's existing penthouse with a new, approximately 40-foot-tall sixth-floor addition.

The proposed facility would be located within the boundaries of DOE Region No. 8/Community School District No. 13, and is expected primarily to serve Brooklyn residents, although it could serve students from other City boroughs. Design and construction of the proposed project would be undertaken pursuant to the DOE's Five-Year Capital Plan for Fiscal Years 2005 through 2009.

According to preliminary design plans, the proposed school facility would contain classrooms, administrative space, special education instruction rooms, a gymnasium/multi-purpose area, library, music rooms, computer/technical labs, kitchen/lunchroom, and support space. The front entrance to the school and main student entry area would be on Adams Street, along which the existing building possesses approximately 206 feet of frontage.

The SCA would begin construction activities in 2006, with student occupancy of the renovated building expected to begin in September 2008.

**Location:** 283 Adams Street  
Brooklyn, New York  
Tax Block 140, Tax Lot 10

**Agency Jurisdiction:**

The New York City School Construction Authority is the Lead Agency pursuant to the Public Authorities Law (§1725 et seq.).

**Date Final Environmental Impact Statement Filed:** June 29, 2006

**Facts and Conclusions Relied upon to Support the Decision:**

In accordance with the regulations promulgated pursuant to the State Environmental Quality Review Act ("SEQRA"), 6 NYCRR Part 617, a Draft Environmental Impact Statement ("DEIS") was prepared and issued by the Lead Agency for the proposed project on May 22, 2006. On June 6, 2006, the Lead Agency conducted a public hearing at the Benjamin Banneker Academy, located at 71-77 Clinton Avenue, Brooklyn, New York, to receive comments on the DEIS. The Lead Agency accepted written comments on the DEIS for seventeen (17) days following the public hearing, through June 23, 2006.

The Lead Agency prepared and issued a Final Environmental Impact Statement ("FEIS") for the project on June 29, 2006. The FEIS determined that the proposed action would not result in significant adverse impacts to the following areas: land use, zoning and community character; historic resources; urban design and visual resources; shadows; parking; air quality; noise; soil and groundwater conditions; infrastructure and solid waste; and, construction-related impacts. However, significant adverse impacts to traffic and transportation could occur; these impacts could be partly mitigated through the implementation of measures identified in the FEIS.

**POTENTIAL SIGNIFICANT ADVERSE IMPACTS**

**Traffic and Transportation**

A number of intersection turning movements and approaches at intersections in the study area would experience significant traffic impacts as a result of vehicular traffic

generated by the proposed project. However, mitigation measures were identified that, if implemented, would improve all but one of the impacted intersection approaches/lane groups such that they would operate at the same or better service conditions than under the No Build conditions. The intersection of Tillary Street and Flatbush Avenue in the AM peak hour would remain unmitigated. The affected intersections and proposed mitigation measures are as follows:

#### **Tillary Street at Adams Street**

The impacts at the southbound left-turn movement at this intersection during the AM and PM peak hours could be mitigated by shifting one second of green time from the northbound/southbound phase to the southbound lagging phase.

#### **Tillary Street at Jay Street**

The impact at the eastbound shared through-right movement at this intersection during the AM peak hour could be mitigated by shifting one second of green time from the northbound/southbound phase to the eastbound/westbound phase, and by prohibiting parking at the eastbound approach during the AM peak hour.

#### **Tillary Street at Flatbush Avenue**

The impacts at both the eastbound left-turn movement and the shared through-and right-turn movement at this intersection during the AM peak hour would remain unmitigated. The traffic conditions at this intersection are very congested and standard traffic engineering measures would not mitigate significant traffic impacts during the AM peak hour. At this intersection, roadway design modifications may be required to improve the traffic operating condition.

The impact at the eastbound left-turn movement at this intersection during the PM peak hour could be mitigated by shifting one second of green time from the eastbound/westbound through phase to the eastbound/westbound left-only phase.

#### **Willoughby Street at Jay Street**

The impacts at the westbound approach at this intersection during the AM and PM peak hours could be mitigated by shifting two seconds of green time during the AM peak hour and one second during the PM peak hour from the northbound/southbound phase to the eastbound/westbound phase.

#### **Willoughby Street at Flatbush Avenue**

The impact at the eastbound left-turn movement at this intersection during the AM peak hour could be mitigated by shifting one second of green time from the northbound/southbound phase to the eastbound/westbound phase. The impacts at the northbound left-turn movement at this intersection during the AM and PM peak hours could be mitigated by shifting two seconds of green time from the northbound/southbound phase to the northbound leading phase.

All the mitigation measures discussed above are subject to review and approval by the New York City Department of Transportation (NYCDOT), which makes the final determination of the need for these improvements.

#### BENEFICIAL IMPACTS

Development of the proposed school facility would provide up to approximately 1,075 additional public school seats at the high school level within Region No. 8/Community School District No. 13.

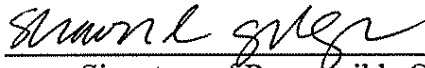
**CERTIFICATION OF FINDINGS TO APPROVE/FUND/UNDERTAKE**

Having considered the Draft and Final Environmental Impact Statements, and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR 617.11, this Statement of Findings certifies that:

1. The requirements of 6 NYCRR Part 617 have been met;
2. The beneficial impacts of the construction of the proposed new school facility far outweigh the adverse environmental impacts, which can be largely mitigated by the measures identified in the FEIS. The balance of benefits and mitigatable impacts provides a full and compelling rationale to proceed with the project; and,
3. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is one which minimizes or avoids adverse environmental impacts to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures which were identified as practicable.

**New York City School Construction Authority**

Name of Agency



Signature of Responsible Official

**Sharon L. Greenberger**

Name of Responsible Official

**President & CEO**

Title of Responsible Official

**July 11, 2006**

Date

**30-30 Thomson Avenue, Long Island City, NY 11101**

Address of Agency