



**STATE ENVIRONMENTAL QUALITY REVIEW
NOTICE OF COMPLETION OF
FINAL ENVIRONMENTAL IMPACT STATEMENT**

DATE: June 29, 2006

SEQR PROJECT NO.: 06-010

LEAD AGENCY: New York City School Construction Authority
30-30 Thomson Avenue
Long Island City, New York 11101-3045

Pursuant to the State Environmental Quality Review Act (Article 8 of the New York State Environmental Conservation Law) and the regulations adopted pursuant thereto (6 NYCRR Part 617), a Final Environmental Impact Statement (FEIS) has been prepared covering the action described below and is available for public inspection at the office of the Lead Agency and applicant as set forth below. Pursuant to §1730.2 of the Public Authorities Law, the New York City School Construction Authority (SCA) is SEQR Lead Agency. The FEIS is also available at the SCA's website (www.nycsca.org).

A Draft Environmental Impact Statement (DEIS) for the proposed project was issued on May 22, 2006. A public hearing on the DEIS was held on June 6, 2006, at the Benjamin Banneker Academy, located at 71-77 Clinton Avenue, Brooklyn, New York, in order to accept comments from the public and the environmental issues considered therein. The public comment period remained open for seventeen (17) days following the hearing, and closed on June 23, 2006.

NAME OF ACTION: Proposed Conversion of Former Brooklyn Family Court
into a New High School Facility
Downtown Brooklyn, New York City

LOCATION: 283 Adams Street (at Johnson Street)
Brooklyn, New York
Tax Block 140, Tax Lot 10

SEQR STATUS: Unlisted

DESCRIPTION OF THE PROPOSED 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

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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.

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 would remain unmitigated during the AM peak hour. 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.

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Other potential environmental impact assessment areas were fully examined, including land use, zoning and community character; historic resources; urban design and visual resources; shadows; parking; transit and pedestrians; air quality; noise; soil and groundwater conditions; infrastructure and soil waste; and, construction impacts. No other significant adverse impacts were identified.

BENEFICIAL IMPACTS

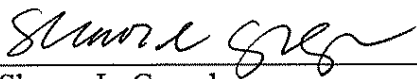
Development of the proposed school facility would provide up to approximately 1,075 additional public school seats at the high school level within Region No. 8/Community School District No. 13.

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June 29, 2006
Date