

date of the full build-out of the project—Phase II—has been extended from 2016 to 2019 for the same reason. The projected completion date of the various project components is noted below in Table 2. As detailed in the table, the duration of construction of most project elements would not change as a result of their modified start date within the overall construction schedule. Rather, with the exception of project elements whose construction has already commenced, the schedule’s overall timeline reflects a shift by approximately three years from what was presented in the FEIS. The duration of the LIRR rail yard’s construction—as well as the duration of construction for the site preparation and platforms on Blocks 1120, 1121, and 1128—would be longer than anticipated in the FEIS.

**Table 2
FEIS and Revised Construction Phasing**

Project Component	FEIS		Revised	
	Duration	Time Period	Duration	Time Period
Phase I				
LIRR Rail Yard*	42 months	2006-2010	79 months	2007-2013
Arena**	32 months	2007-2009	29 months	2009-2012
Building 1	41 months	2007-2010	35 months	2010-2013
Building 2	22 months	2008-2009	22 months	2010-2012
Building 3	32 months	2008-2010	32 months	2010-2013
Building 4	36 months	2008-2010	36 months	2011-2014
Site 5	41 months	2007-2010	37 months	2011-2014
Phase II				
Platform Block 1120	23 months	2009-2011	29 months	2011-2014
Building 5	24 months	2011-2012	24 months	2013-2015
Building 6	21 months	2011-2012	21 months	2014-2016
Building 7	30 months	2011-2013	32 months	2014-2017
Site Preparation Blocks 1121 & 1129	71 months	2006-2012	107 months	2007-2014
Platform Block 1121	20 months	2011-2012	20 months	2014-2015
Building 8	18 months	2012-2014	18 months	2015-2017
Building 9	21 months	2014-2015	21 months	2017-2018
Building 10	20 months	2015-2016	20 months	2018-2019
Building 11	18 months	2015-2016	18 months	2018-2019
Building 12	21 months	2015-2016	20 months	2018-2019
Building 13	18 months	2014-2015	18 months	2017-2018
Building 14	15 months	2012-2013	15 months	2015-2016
Building 15	31 months	2010-2012	32 months	2012-2015
Notes: *Extended schedule reflects periodic suspensions of construction activity since commencement of the temporary yard in 2007.				
**Includes excavation				

D. CHANGES IN BACKGROUND CONDITIONS AND METHODOLOGIES

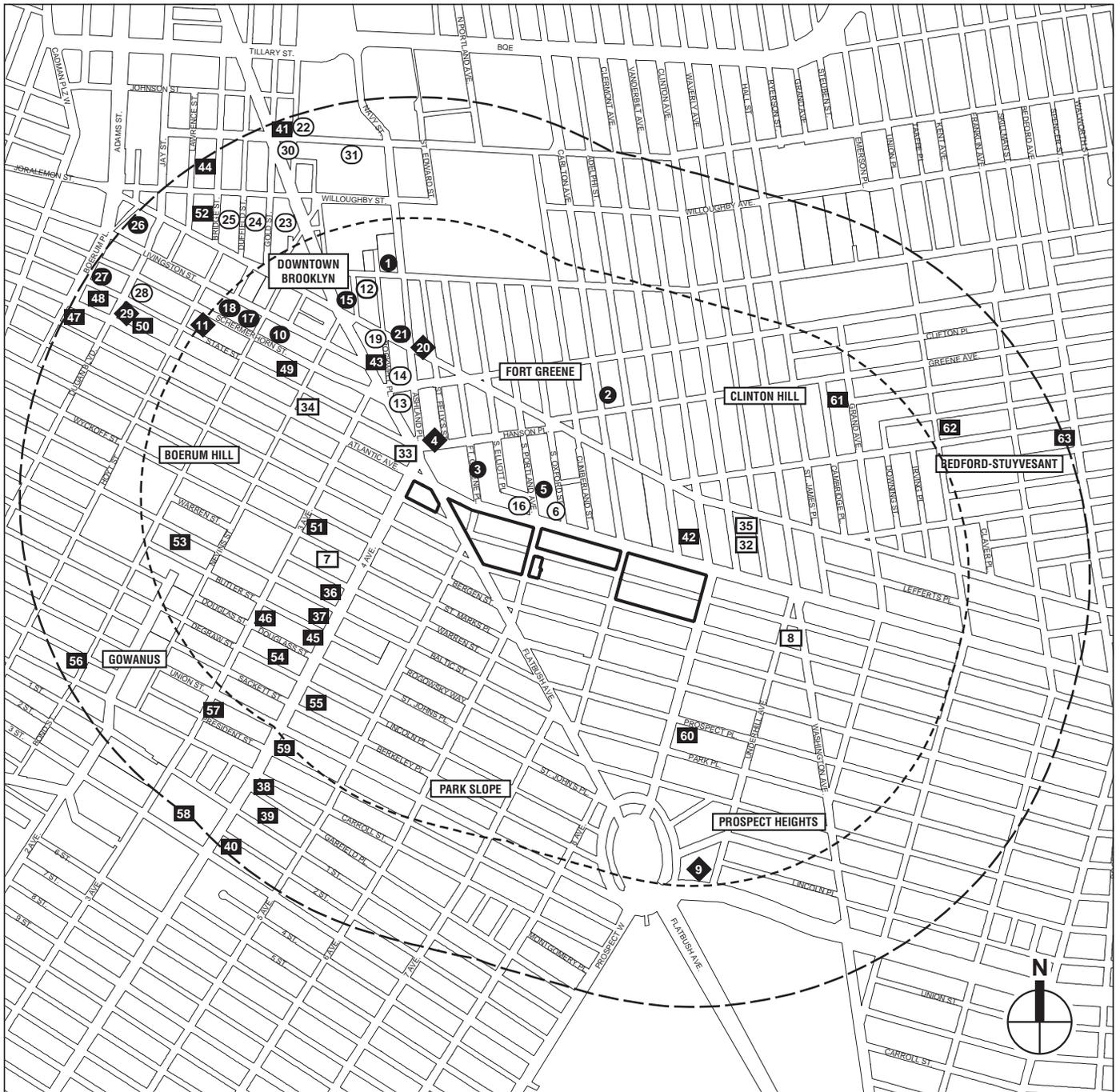
UPDATES TO BACKGROUND CONDITIONS

In connection with the preparation of this technical memorandum, background conditions and the status of development projects anticipated for completion through 2019 have been updated for the FEIS study area. Updates to the No Build list were made through review of New York City Department of Buildings permits, identification of construction sites, and review of project lists kept by various organizations. The updated No Build list includes projects that were planned prior to the current economic slowdown. Although some of these projects are now on

hold, they are assumed to still be moving forward in the future when market conditions improve. Therefore, since projects were not removed, this list is conservatively inclusive. Since the FEIS was completed in 2006, some development projects have been completed in the surrounding area; some are now on hold, due to changes in market conditions and financing availability; and some new projects are under development or are proposed (see Figure 6). Background conditions projected at this time include a higher number of residential units and less commercial development compared to the FEIS. As shown in Table 3, most of the development projects added since the FEIS will introduce new residential units, and several of the projects included as part of the FEIS, particularly those located in Downtown Brooklyn, have shifted from commercial to residential development. Table 3 provides updated information on developments in the study area. Information that has changed since the FEIS is noted in bold, italicized, and/or bracketed text (see table notes).

**Table 3
Development in the Study Area Recently Completed or Anticipated to be Complete by 2019**

Map No. ¹	Project Name/Address	Development Proposal/Program	Study Area	Build Year ⁸
1	LIU Recreation and Wellness Center (site of present Goldner Building and LIU tennis courts)	10,000 sf for Brooklyn Hospital Center/athletic staff; 117,000 sf wellness/recreation center with natatorium, tennis courts, track, 3,500 seating for athletic events	Primary	Completed
2	The Greene House, 383 Carlton Avenue between Lafayette and Greene Avenues	27 dwelling units	Primary	Completed
3	Atlantic Terminal	425,000 sf office, 470,000 sf retail, rehabilitated LIRR station ³	Primary	Completed
4	One Hanson Place (Williamsburgh Savings Bank Building)	178 [189] dwelling units; 30,000 sf dental offices; 23,000 sf retail	Primary	Completed [2007]
5	South Portland Avenue at Atlantic Avenue (Block 2004)	32 3-family houses	Primary	Completed
6	Atlantic Terrace (aka 669 Atlantic Avenue), Atlantic Ave. between South Portland Ave. and South Oxford St.	80 dwelling units; 12,100 [11,960] sf ground-floor retail, 87 subgrade parking spaces Rezoning: C6-1 to C6-2 ⁴	Primary	2010 [2008]
7	567 Warren Street between 3rd and 4th Avenues	20 dwelling units	Primary	Completed [2006]
8	The Washington, 35 Underhill Avenue between Pacific and Dean Streets	39 dwelling units	Primary	Completed [2006]
9	On Prospect Park/1 Grand Army Plaza [17 Eastern Parkway]	102 [200] dwelling units	Primary	Completed [2007]
10	Bond Street Garage	14,000 sf retail; 4,000 sf community facility	Primary	Completed
11	State Renaissance Court [Schermerhorn between Hoyt and Bond Streets (Block 171)]	158 [135] units, 14,700 sf ground-floor retail and 50 parking spaces, 14 townhouses ⁵	Primary	Completed [2009]
12	80 DeKalb Avenue between Hudson Avenue and Rockwell Place	335,000 [430,000] sf residential (365 residential units)	Primary	2010 [2009]
13	BAM LDC South (Block 2108 bounded by Ashland Place and Lafayette and Flatbush Avenues) ²	180 housing units, 187,000 sf rehearsal studio, cinema, visual arts space⁹ [140,000 sf visual and performing arts library, 40,000 sf theater, 15,000 sf commercial, 466 car public parking facility]	Primary	2013
14	BAM LDC North (Block 2107 bounded by Ashland and Rockwell Places, Lafayette Avenue, and Fulton Streets)	299 seat/30,000 sf [50,000 sf] theater, office/rehearsal space, public outdoor space, 187 [570,000 sf] residential units, 4,000 [10,000] sf retail space [7,000 sf open space, 43,000 sf dance center, 160,000 sf museum/gallery, 465-space parking facility]	Primary	2013
15	395 Flatbush Avenue Ext. ²	12,000 sf retail/office expansion	Primary	2013
16	Atlantic Center	850,000 sf residential, 500,000 [550,000] sf commercial, 395,000 sf retail on lower levels (same as in existing conditions)	Primary	TBD [2013]
17	254 Livingston Street ²	186,000 sf residential, 21,000 sf commercial	Primary	2013
18	230 Livingston Street at the southwest corner of Bond Street (Block 165, Lots 17-19 and 58) ²	271 unit/260,000 sf [163,000 sf] residential [18,000 sf commercial]	Primary	2013
19	Fulton Street/Rockwell Place (aka 29 Flatbush Avenue)	333 [140] dwelling units	Primary	2013 [2007]
20	The Forte: Fulton Street/Ashland Place	108 [100] dwelling units	Primary	Completed [2007]
21	BAM LDC East: 620-622 Fulton Street	150 [80] residential units (100,000 sf), 60,000 sf community facility [7,200 sf retail]	Primary	2013 [2009]
22	Ingersoll Community Center	18,250 sf community center (replaces former 9,000 sf center)	Secondary	2009 [2006]
23	City Point: Flatbush Avenue at Albee Square West (Block 149, Lots 1 and 49) ²	360,000 [1,233,000] sf office, 520,000 [415,000] sf retail, 650 unit/900,000 sf residential, 404 parking spaces (113,962 sf)⁶	Secondary	2013



Project Site

1/2-Mile Perimeter

3/4-Mile Perimeter

Recently Completed/No Build Projects Noted in the FEIS
(see Table 3 for reference)

New No Build Projects Since the FEIS

Projects Changed Since the FEIS

Projects Completed Since the FEIS

Projects Changed and Completed Since the FEIS

0 2000 FEET
SCALE

Recently Completed and No Build Project Locations

Atlantic Yards Arena and Redevelopment Project

Table 3 (cont'd)

Development in the Study Area Recently Completed or Anticipated to be Complete by 2019

Map No. ¹	Project Name/Address	Development Proposal/Program	Study Area	Build Year ⁸
24	Sheraton Aloft Hotel: 222-228 Duffield Street: Willoughby Street between Gold and Duffield Streets (Block 146, Lots 2, 7, 11-18, 23, 29, 34-37, 41-43, and 46-52) and Hotel Indigo (237 Duffield Street) ²	500 plus 180 hotel rooms (2 hotels), 1.25-acre [1.15-acre] public space (Willoughby Square), 700 -space [694-space] public parking facility [999,000 sf office, 48,000 sf retail]	Secondary	2009 [2013]
25	505 Fulton Street: Willoughby Street between Duffield and Bridge Streets (Block 145, Lots 8, 10, 13-16, 18-22, 26, and 32) ²	544,000 sf residential [office], 50,000 sf retail	Secondary	2013
26	Red Hook Lane: Adams Street/Boerum Place at Fulton Street (Block 153, Lots 3, 14, and 15; Block 154, Lots 1, 5, 11, 12, and 36-40) ²	788,000 sf office, 70,000 sf retail	Secondary	2013
27	53 Boerum Place	99 dwelling units, 85 parking spaces	Secondary	Completed
28	Schermerhorn House and Hoyt-Schermerhorn I and II: ESDC/HS (Block 170, south of Schermerhorn Street between Smith and Hoyt Streets)	440 dwelling units (including 217 [200] affordable)	Secondary	2009 [2008]
29	The Smith Condominiums and Hotel (75 Smith Street at Atlantic Avenue)	50 dwelling units, 93-unit hotel, 15,000 sf ground floor retail, 8,500 sf community facility, 130 space parking facility [31,500 sf commercial/office use]	Secondary	Completed [2007]
30	Toren, Myrtle Avenue at Flatbush Avenue (Block 2060, Lots 22-27, 32 [part], and 122; Block 2061, Lot 1 [part]; Block 2062, Lot 6 [part]) ²	280 residential units [300,000 sf], 60,000 sf retail; 457-space public parking facility	Secondary	2009 [2013]
31	Catsimatidis Red Apple/218 Myrtle Avenue between Fleet Place and Ashland Place (Block 2061, Lot 1 [part]) ²	660 residential units [259,000 sf], 22,000 sf [86,000 sf] retail	Secondary	2011 [2013]
32	The Collection 525 (525 Clinton Avenue)	30 dwelling units, 15,500 of medical office, 41 parking spaces	Primary	Completed [2007]
33	557 Atlantic Avenue	72 dwelling units	Primary	Completed [2006]
34	477 Atlantic Avenue	21 dwelling units	Primary	Completed [2006]
35	Waverly Avenue Charter School	Conversion of existing 80,000 sf building to a charter school	Primary	2009 [2008]
36	Park Slope Court (110 Fourth Ave near Warren)	49 residential units	Primary	2009
37	126 Fourth Avenue	50 residential units	Primary	Completed
38	255 Fourth Avenue	41 residential units	Secondary	2009
39	Elan Park Slope (255 First Street)	21 residential units	Secondary	Completed
40	Crest (302 2nd Street at 4th Avenue)	68 residential units	Secondary	Completed
41	159 Myrtle Avenue by Avalon Bay	650 residential units, 5,000 sf retail, parking	Secondary	2009
42	470 Vanderbilt Avenue	376 residential units, 115,424 sf retail, 579,645 sf office, 397 accessory parking spaces ⁷	Primary	2011
43	Rockwell Place	37 residential units	Primary	Completed
44	111 Lawrence Street (Block 148, Lot 1)	500 residential units	Secondary	2010
45	150 Fourth Avenue	95 residential units	Primary	2019
46	181 Third Avenue	130 room/65,785 sf hotel	Primary	2019
47	252 Atlantic Avenue/97 Boerum Place	65 residential units, ground floor retail, on-site parking	Secondary	2019
48	Brooklyn House of Detention (275 Atlantic Avenue)	Expansion of current jail from 815 to 1,478 beds (renovation and 40,000 sf of new construction)	Secondary	2012
49	Holiday Inn, 300 Schermerhorn Street (Block 174, Lot 24)	247 room/108,163 sf hotel	Primary	2010
50	307 Atlantic Avenue	26 residential units (27,462 sf)	Secondary	2019
51	316 Bergen Street	39 residential units (63,434 sf)	Primary	2019
52	388 Bridge Street	360 residential units	Secondary	2019
53	462 Baltic Street	35,551 sf office, 61 parking spaces	Primary	2019
54	611 DeGraw Street	25 room/12,625 sf hotel	Primary	2019
55	675 Sackett Street	38 residential units	Primary	2019
56	340-346 Bond Street	22 residential units	Secondary	2019
57	265 Third Avenue	57-room hotel	Secondary	2019
58	Consolidated Edison (block bounded by First and Third Streets)	52,000 sf office	Secondary	2019
59	225 Fourth Avenue	40 residential units	Secondary	2019
60	238 St. Marks Avenue	20 residential units	Primary	2019
61	324 Grand Avenue	29 residential units	Primary	2019

Table 3 (cont'd)

Development in the Study Area Recently Completed or Anticipated to be Complete by 2019

Map No. ¹	Project Name/Address	Development Proposal/Program	Study Area	Build Year ²
62	76 Lexington Avenue	21 residential units	Secondary	2019
63	1124 Bedford Avenue	67 residential units	Secondary	2019

Notes: Projects noted as complete (not bold text) were complete as of the FEIS. Projects noted as complete (**bold text**) have been finished since the FEIS. Changes in projects since the FEIS are noted with **bold text**; the portions of these projects that are no longer accurate are noted [in brackets] and *in italics*.

¹ See Figure 6.

² Projects anticipated as a result of the Downtown Brooklyn rezoning.

³ The LIRR station rehabilitation is currently under construction.

⁴ **Rezoning to C6-2 completed.**

⁵ **The townhouses are currently under construction.**

⁶ Includes 373,000 sf of existing retail; project will add 147,000 additional sf of retail

⁷ **Includes 578,554 sf of existing office and 200 existing parking spaces; project will add 1,091 sf office and 197 accessory parking spaces**

⁸ **Projects for which completion dates were not available were assumed to have a build year of 2019.**

⁹ **Development plan still being finalized.**

Sources: Downtown Brooklyn Council, New York City Economic Development Corporation, New York City Department of City Planning, New York City Department of Housing Preservation and Development, AKRF, Forest City Ratner Companies.

CHANGES IN ANALYSIS METHODOLOGIES

The FEIS was prepared generally in accordance with the guidelines set forth in the *CEQR Technical Manual*. As described in detail below, the *CEQR Technical Manual* methodologies for analyzing some technical areas have been updated since the FEIS. These updated analysis methodologies are noted where relevant.

E. POTENTIAL IMPACTS OF CHANGES

The purpose of the analysis that follows is to determine, with respect to each relevant technical area, whether the proposed GPP modification, design development, changes in schedule, or changes in background conditions or *CEQR Technical Manual* methodologies could result in any significant adverse environmental impacts not addressed in the FEIS. In the discussions below, for each of the environmental areas, the analysis is presented under individual headings for clarity of presentation. However, the evaluation and conclusions considered both the individual and collective effects of each component of the analysis.

LAND USE, ZONING AND PUBLIC POLICY

GENERAL PROJECT PLAN MODIFICATION

The proposed modification to the GPP would not change the FEIS conclusion that the project would not result in significant adverse environmental impacts with respect to land use, zoning and public policy. The timing of property acquisition would not affect the project's land uses, building layout, density, the amount of affordable housing and publicly accessible open space, or the project's consistency with relevant public policies.

DESIGN DEVELOPMENT

The development on the project site is governed by the GPP's Design Guidelines, which serve in lieu of the underlying zoning. Development on the project site would conform to the height and bulk limits established by the Design Guidelines. The project as currently envisioned would result in the same uses on the project site as analyzed in the FEIS, and the land uses of the proposed project will continue to be compatible with the surrounding area. Therefore, the design

Atlantic Yards Arena and Redevelopment Project

development described above would not change the FEIS conclusion that the project would not result in significant adverse environmental impacts with respect to land use, zoning and public policy.

After the completion of Phase I of the project, but while Phase II is under construction, the 100 parking spaces to be relocated from below the arena block to Block 1129 would be in a surface parking facility; however, when Phase II is fully built out, this parking would be located in a below-grade facility. The addition of a limited number of parking spaces to the surface parking lot for a period of time would not materially change its operation or appearance or effects and would not alter the conclusions of the FEIS with respect to land use, zoning and public policy.

SCHEDULE CHANGE TO 2019

The FEIS contemplated the location of a temporary surface parking facility on Block 1129, and the addition of 100 more spaces to that facility would not have notable effects on land use or cause any significant adverse impacts. The surface parking lot would be in place for no longer than described in the FEIS. The schedule change to 2019 would not change the FEIS conclusion that the project would not result in significant adverse environmental impacts with respect to land use, zoning and public policy.

CHANGES IN BACKGROUND CONDITIONS AND METHODOLOGIES

The changes in background conditions since the FEIS are discussed below.

Land Use

As anticipated in the FEIS and described above, a substantial amount of new development in and around Downtown Brooklyn has been completed recently or is currently under construction—although a number of anticipated commercial office projects have been changed to residential projects—due in part to the rezoning of this area in 2004 (see discussion below). In the FEIS, 35 projects were included in the No Build list, six of which were listed as recently completed. Ten additional projects noted in the FEIS have since been completed. Several of the projects that have been completed, as well as others on the FEIS list, have been modified since the FEIS. Specifically, the projects that have been modified would create over 600 additional residential units compared to the No Build projections utilized in the FEIS. In general, the demand for office space has not been as high as anticipated in the FEIS and the overall amount of projected commercial development in the study area is less than assumed in the FEIS, whereas the demand for residential and hotel uses has been less adversely affected by current market conditions. As noted in Table 3, there are also 28 new projects in the study area that were not identified in the FEIS list, and which have either been recently completed or are anticipated to be complete by 2019. Most of these projects are residential in nature.

It is also expected that additional smaller projects and renovations—typically those allowable under the current zoning and not requiring environmental review—have occurred and will continue to occur throughout the study area. Overall, the development programs for some of the projects listed in the FEIS have changed and several new projects have been added to the No Build list. These changes are modest in relation to the overall land use development anticipated within the study area and notwithstanding these changes, the overall land use profile of the primary and secondary study areas will remain the same in the future without the proposed project as described in the FEIS.

In summary, changes in background conditions since 2006 and future conditions anticipated through 2019 would not substantially alter the conclusions presented in the FEIS for land use. Although there is more of a trend toward residential and hotel development than office uses and additional No Build projects have been added, the essential land use patterns within the study area have remained similar to what was expected in the FEIS.

Zoning and Public Policy

With respect to conditions in the study area, most public policy and zoning initiatives anticipated in the FEIS have been implemented. These initiatives, which include the Special Downtown Brooklyn District (established in 2001, amended in 2004) and the Park Slope Rezoning (2003), focus on building the density of Downtown Brooklyn while preserving the existing low-density character of established adjacent neighborhoods. Development in the BAM Cultural District has been reconfigured in a response to market and other trends but will continue to include cultural uses that will be a resource for the arts, the local community, the borough of Brooklyn, and the City as a whole.

Several additional zoning and public policy initiatives have been implemented or proposed for consideration since completion of the FEIS. The Fort Greene/Clinton Hill Rezoning (2007) is expected to preserve the predominantly brownstone character of that neighborhood's residential core and provide opportunities for apartment house construction and incentives for affordable housing on Myrtle Avenue, Fulton Street, and Atlantic Avenue within the rezoning area.

In addition, since completion of the FEIS the New York City Landmarks Preservation Commission (LPC) has held a public hearing on the proposed designation of the Prospect Heights Historic District—a portion of which is currently listed on the State and National Historic Registers—as a New York City Historic District in order to protect and preserve the low-density and historic context of Prospect Heights. The project site is not in the footprint of the proposed historic district.

These changes in zoning and public policy and their added limits on development further strengthen the conclusions in the FEIS, which state that the proposed project is not expected to spur substantial changes in the firmly established neighborhoods that surround the project site.

PlaNYC

In April 2007, the Mayor's Office of Long Term Planning and Sustainability released *PlaNYC: A Greener, Greater New York*. It includes policies to address three key challenges that the City faces over the next twenty years: (1) population growth; (2) aging infrastructure; and (3) global climate change. Elements of the plan are organized into six categories—land, water, transportation, energy, air quality, and climate change—with corresponding goals and objectives for each. These goals include, but are not limited to, the following:

- Create homes for almost a million more New Yorkers, while making housing more affordable and sustainable;
- Ensure that all New Yorkers live within a 10-minute walk of a park;
- Clean up all contaminated land in New York City;
- Reduce pollution by implementing infrastructure upgrades, and using best management practices to prevent stormwater from entering the sewer system;
- Improve access to transit;

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- Create or enhance a public plaza in every community;
- Target large consumers to accelerate efficiency upgrades;
- Reduce automobile travel, congestion, and emissions;
- Improve the efficiency of power plants and buildings,
- Implement natural strategies such as planting 1 million trees; and
- Reduce greenhouse gas emissions by 30 percent.

The Atlantic Yards project would assist in meeting many of the goals and objectives established in PlaNYC, by providing new housing to meet the needs of current and future residents, providing new open spaces, and better utilizing land already owned by the public. The project would include the creation of approximately 6,430 dwelling units, including 2,250 affordable dwelling units, and would create new development in an area that is very well served by existing transit infrastructure. It would also deck over a rail yard and would develop an underused area to knit neighborhoods together, and would meet the housing goal of PlaNYC. The project also would meet certain of the open space goals of PlaNYC: to create or enhance a publicly accessible open space in every community. The project's eight acres of planned publicly accessible open space would help achieve the PlaNYC goal that all New Yorkers live within a 10-minute walk of a park. The proposed open space would include landscaping and plantings and thus would help to green underutilized street and sidewalk space, another open space initiative of PlaNYC.

The project is largely consistent with the goals and objectives of water, transportation, energy, air quality, and climate change PlaNYC elements in that it is a new development that is anticipated to incorporate responsible design in terms of water utilization, stormwater management, transportation efficiency, energy demand, air quality emissions, and effects on and from climate change. In addition, the project is registered with the United States Green Building Council (USGBC) as a Leadership in Energy and Environmental Design (LEED) project, and has been accepted into the LEED-Neighborhood Development pilot program. It is anticipated that the HVAC systems for Buildings 2, 3, and 4 will incorporate microturbines to generate electricity and heat (co-generation) as a LEED design element. The feasibility of incorporating combined heat and power into the design of other project buildings will be evaluated as the engineering design work for the project continues.

The development of the project site, which is located at one of the largest transportation hubs in the City, would also provide for a new subway access on the project site. This transit-oriented development would encourage use of mass transit and thus would reduce automobile travel, congestion, and emissions. The project also would promote cycling through the provision of an indoor parking station for up to 400 bicycles and the construction of new off-street bike route segments through the site. Therefore, the project is consistent with PlaNYC.

SOCIOECONOMIC CONDITIONS

GENERAL PROJECT PLAN MODIFICATION

While the proposed GPP modification would result in the postponement of property acquisition on portions of the site until 2011, thereby delaying direct displacement on certain sites, the project's potential for direct and indirect displacement and effects on specific industries at full build-out would remain the same as described in the FEIS. Therefore, the GPP modification

would not change the FEIS conclusion that the project would not result in significant adverse environmental impacts with respect to socioeconomic conditions.

DESIGN DEVELOPMENT

The design development described above would not alter the FEIS build program notably. The overall number of dwelling units, as well as the total number of units in an affordable housing program, would remain the same. Similarly, the amount of anticipated commercial use is within the range of that considered in the FEIS. Therefore, the design development would not change the FEIS conclusion that the project would not result in significant adverse socioeconomic impacts.

SCHEDULE CHANGE TO 2019

As described above, the project's potential for direct and indirect displacement and effects on specific industries at full build-out would remain the same as described in the FEIS. Therefore, the schedule change to 2019 would not change the FEIS conclusion that the project would not result in significant adverse environmental impacts with respect to socioeconomic conditions. The delay in the project's build year to 2019 would postpone the full realization of the social and economic benefits of the completed project.

CHANGES IN BACKGROUND CONDITIONS AND METHODOLOGIES

The changes in background conditions described above would not change the FEIS conclusion that the project would not result in significant adverse environmental impacts with respect to socioeconomic conditions.

COMMUNITY FACILITIES

GENERAL PROJECT PLAN MODIFICATION

The proposed modification to the GPP would not result in significant adverse environmental impacts with respect to any of the community facilities or services that were not addressed in the FEIS. The proposed GPP modification would affect the timing of property acquisition but it would not affect the proposed uses and program, which would remain the same as described in the FEIS. Thus, there would be no new demand for police protection, fire protection, emergency services, public schools, libraries, hospitals and health care facilities, or daycare centers as a result of the proposed GPP modification. Additional information on schools and day care facilities is discussed below.

DESIGN DEVELOPMENT

The design development described above would not change the FEIS build program notably. The overall number of dwelling units, as well as the total number of units in an affordable housing program, would remain the same. Similarly, the amount of anticipated commercial use is within the range of that considered in the FEIS. Space would still be made available for the anticipated on-site school, daycare, and intergenerational facility. The deadline for the New York City School Construction Authority (SCA) to decide whether or not it wants to develop a school at the project site would be extended from January 1, 2010 to January 1, 2013. Therefore, the design development would not result in significant adverse environmental impacts with respect to community facilities that were not addressed in the FEIS.

SCHEDULE CHANGE TO 2019

The proposed schedule change to 2019 would not result in significant adverse environmental impacts with respect to community facilities that were not addressed in the FEIS.

CHANGES IN BACKGROUND CONDITIONS AND METHODOLOGIES

The updated information on background conditions would not change the FEIS conclusion that the project would not result in significant adverse environmental impacts on police protection, fire protection, emergency services, libraries, or hospitals and health care facilities. Changes in background conditions would not affect the project's population, which would remain the same as described in the FEIS, and no changes have been made since the FEIS to the *CEQR Technical Manual* methodologies for analyzing the potential for significant adverse impacts on police protection, fire protection, emergency services, libraries, or hospitals and health care facilities.

Public Schools

The updated information on background conditions was reviewed to determine whether the project's potential effects on public schools would remain consistent with the conclusions in the FEIS. The schools analysis was also updated to account for new information on current school enrollment and new enrollment projections, and to use updated CEQR pupil generation rates.

Current school enrollment data and enrollment projections for up to 10 years into the future are released annually by the SCA. This analysis uses the most recent data available, which includes school enrollment for the 2007-2008 school year and enrollment projections for the 2017-2018 school year. The FEIS analysis used data on school enrollment for the 2004-2005 school year, and enrollment projections for the 2014-2015 school year (which the analysis held constant for the 2016 build year).

The updated CEQR pupil generation rates were released in November 2008 in conjunction with the release of SCA's new five-year (2010-2014) capital plan based on this information. The new student generation rates (i.e., the number of school-age children per household) differ from those used by SCA in the past, and those used in the FEIS based on 2001 *CEQR Technical Manual* guidelines. The New York City Office of Environmental Coordination (OEC) has issued an online addendum to the *CEQR Technical Manual* that incorporates these rates into a revised Table 3C-2 for CEQR schools analyses.

Future conditions at local schools were predicted based on the new school enrollment projections and estimated enrollment from the updated list of development projects in the study area. The updated CEQR pupil generation rates were applied to the build program as defined in the FEIS to determine how many school children would be introduced by the project. The effect of these school children on local schools was evaluated and compared to the effects of the project as presented in the FEIS.

As reflected in the technical analysis that follows, these changes would not result in any additional significant adverse impacts on public schools that were not identified in the FEIS.

Student Population. As described above, the FEIS analysis of the project's potential effect on public schools relied on student generation rates previously provided in Table 3C-2 of the *CEQR Technical Manual*. These rates were used to estimate the number of school age children generated per household given the location (by borough) and affordability level of new residential development. The updated CEQR pupil generation rates account for differences by borough, but do not differentiate by income mix.

As shown in Table 4, the FEIS concluded that the project would generate 1,757 elementary school students, 667 intermediate school students, and 412 high school students upon completion. Based on the updated CEQR pupil generation rates, the project would generate 1,734 elementary school students, 718 intermediate school students, and 837 high school students. This is 23 fewer elementary school students and 51 and 425 more intermediate and high school students, respectively, than disclosed in the FEIS.

Table 4
Estimated Number of Students Generated by the RWCDs Presented in the FEIS versus with Updated CEQR Generation Rates

School	FEIS Student Generation ¹	Updated CEQR Student Generation ²	Difference
PS	1,757	1,734	-23
IS	667	718	51
HS	412	837	425
Totals	2,836	3,289	453

Notes: 1. Based on student generation rates provided in the 2001 CEQR Technical Manual (0.27 elementary students, 0.10 intermediate students, and 0.06 high school students per high-income household; 0.31 elementary students, 0.13 intermediate students, and 0.08 high school students per moderate-high income household; 0.34 elementary students, 0.13 intermediate students, and 0.09 high school students per low-moderate income household; and 0.37 elementary students, 0.14 intermediate students, and 0.09 high school students per low-income household).
 2. Based on updated SCA pupil generation rates (0.29 elementary students, 0.12 intermediate students, and 0.14 high school students per household).
 Both the FEIS and this analysis assume that the 450 rental units set aside as senior housing would not introduce additional students.

As noted above, this analysis also uses the most recent school enrollment projections available. The updated projections estimate school enrollment in the 2017-2018 school year, whereas the projections used in the FEIS estimated enrollment in the 2014-2015 school year.¹ The updated projections predict lower elementary school enrollment in CSD 13, but higher elementary school enrollment in CSD 15 and CSD 13/15 combined. For intermediate schools and high schools, although the updated CEQR pupil generation rates predict greater numbers of students, the updated enrollment projections predict an overall decline in intermediate and high school enrollment compared to the projections utilized in the FEIS.

Conclusions. The FEIS concluded that the project would not result in significant adverse impacts on elementary or intermediate schools within CSD 13, CSD 15, or CSDs 13/15 combined, or on high schools within Brooklyn as a whole. The FEIS concluded that the project would result in significant adverse impacts on elementary and intermediate schools within a ½ mile of the project site.

Using the updated information on background conditions, the new school enrollment and projections data, and the updated CEQR pupil generation rates, the project’s effects on local schools would be substantially similar to those reported in the FEIS.

Table 5 below shows school enrollment, capacity and utilization based on the new methodology and updated background conditions in the 2019 future without the project and the 2019 future with the project. This analysis finds, as did the FEIS, that the project would result in a significant adverse impact on elementary schools within a ½-mile of the project site. As in the FEIS, this

¹ In both the FEIS and this analysis, the enrollment projections are held constant to project to the analysis year because the SCA does not issue school enrollment projections for more than 10 years in the future.

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analysis finds that the project would not result in a significant adverse impact on elementary schools within CSD 13, CSD 15, or CSD 13/15 combined. Although this analysis finds that CSD 15 would operate with a shortfall of 1,681 elementary seats (109.7 percent utilization) in the future with the project, this shortfall would not constitute a significant adverse impact because the project would increase the elementary school utilization rate in CSD 15 by slightly more than 1 percent compared to the future without the project. According to the *CEQR Technical Manual*, if a project causes an increase of 5 percent or more in a deficiency of available seats, a significant adverse impact may result. Because the project would increase the elementary school utilization rate in CSD 15 by less than 5 percent, the project would not result in a significant adverse impact.

Table 5

**Analysis with Updated Background Conditions and Methodology:
Estimated Public Elementary, Intermediate, and High School Enrollment, Capacity, and
Utilization 2019 Future Without and With the Project**

Study Area	2019 Future Without the Project				2019 Future With the Project			
	Total Enrollment	Capacity	Available Seats	Utilization	Total Enrollment	Capacity ¹	Available Seats	Utilization
Elementary Schools								
½-Mile Study Area	5,590	4,542	-1,048	123.1%	7,324	4,542	-2,782	161.3%
CSD 13	7,500	10,909	3,409	68.8%	9,008	10,909	1,901	82.6%
CSD 15	18,860	17,405	-1,455	108.4%	19,086	17,405	-1,681	109.7%
CSD 13 & 15	26,360	28,314	1,954	93.1%	28,094	28,314	220	99.2%
Intermediate Schools								
½-Mile Study Area	2,316	3,222	906	71.9%	3,034	3,222	188	94.2%
CSD 13	2,997	7,317	4,320	41.0%	3,621	7,317	3,696	49.5%
CSD 15	4,600	10,037	5,437	45.8%	4,694	10,037	5,343	46.8%
CSD 13 & 15	7,597	17,354	9,757	43.8%	8,315	17,354	9,039	47.9%
High Schools								
Brooklyn Total	61,230	89,951	28,721	68.1%	62,067	89,951	27,884	69.0%
Notes:	¹ The capacity column includes additional elementary, intermediate, and high school capacity identified as currently under construction in the DOE five-year capital plan. Any capacity not currently under construction was not included. The capacity does not include the school seats provided on the project site as mitigation for the FEIS impact on elementary an intermediate schools.							
Sources:	SCA <i>Enrollment Projections</i> ; DOE, <i>Utilization Profiles: Enrollment/Capacity/Utilization, 2007-2008</i> . DOE <i>FY 2010-2014 Five-Year Capital Plan</i> , Proposed February 2009							

Using the updated CEQR pupil generation rates and the new information about other projects planned in the study area, elementary schools within ½-mile of the project site and CSD 15 would have seat shortfalls that would be greater than predicted in the FEIS. This would occur for two primary reasons: 1) background conditions projected at this time include a greater number of residential units compared to the FEIS; and 2) the new CEQR pupil generation rates project greater numbers of students from market-rate residential units, which is what most of the surrounding development is expected to provide. Based on the revised SCA projections, predicted enrollment in these areas is higher compared to the FEIS.

This analysis finds that the project would not result in significant adverse impacts on intermediate schools in the ½-mile study area, CSD 13, CSD 15, or CSD 13/15 combined. As noted above, the new SCA enrollment projections predict lower intermediate school enrollment in all of the study areas. Therefore, based on the revised enrollment projections, unlike the FEIS, the project would not result in a significant adverse impact on intermediate schools within a ½-mile of the project site, as these schools would have excess capacity in the 2019 future with the project (see Table 5).

Using the updated information on background conditions, the new school enrollment and projections data, and the updated CEQR pupil generation rates, this analysis finds that the project would not result in any significant adverse impacts on high schools in Brooklyn. As noted above, the new SCA enrollment projections predict an overall decline in high school enrollment compared to the projections used in the FEIS. In this analysis, as in the FEIS, high schools would have surplus capacity in the future with the project.

Overall, as was the case in the FEIS, the revised analysis concludes that the project would result in a significant adverse impact on elementary schools within the ½-mile study area. However, based on the revised SCA enrollment projections, it would not result in a significant adverse impact on intermediate schools in the ½-mile study area.

The approved project included the provision of an approximately 100,000 square foot elementary and intermediate public school to partially mitigate the significant adverse impacts on elementary and intermediate schools within a ½-mile of the project site. The FEIS stated that additional mitigation measures such as shifting the boundaries of school catchment areas within the CSDs, creating new satellite facilities in less crowded schools, or building new school facilities off-site would be required to fully mitigate the significant adverse impacts on public schools identified in the FEIS.

As in the FEIS, the provision of an elementary and intermediate public school on the project site would alleviate but not fully mitigate the significant adverse impact on elementary schools within a ½-mile of the project site. Additional mitigation measures would still be required to fully mitigate the significant adverse impact on elementary schools within a ½-mile of the project site. As in the FEIS, upon completion of the on-site school there would still be additional capacity within CSD 13 and 15 combined (220 seats) to alleviate the shortfall within the ½-mile study area, but there would be much less extra combined CSD 13/15 capacity in 2019 than the FEIS had predicted for 2016, and there would be a shortfall of elementary school capacity in CSD 15 considered by itself.

No additional elementary school mitigation measures—beyond that proposed in the FEIS—are warranted based on these changes in background conditions and methodologies. Although larger shortfalls of seats are predicted than in the FEIS, the project would actually introduce 23 fewer elementary school students than in the FEIS. Therefore, the project's contribution to the elementary school shortfall in the ½-mile study area and CSD 15 would actually be smaller than in the FEIS. Most of the seat shortfall is the result of the greater number of residential units in background developments. Furthermore, as noted above, the shortfall of seats in CSD 15 in the future with the project would not constitute a significant adverse impact because the project would increase the elementary school utilization rate in CSD 15 by slightly more than 1 percent compared to the future without the project.

The shortfall of elementary school seats could be alleviated by the construction of new elementary schools as budgeted in the Department of Education (DOE) five-year capital plan. Any new schools that are currently under construction and expected to be complete by 2019 are included in the capacity figures reported in Table 5 above, but there are several additional schools in CSD 13 and CSD 15 that are planned but not yet under construction. According to the DOE capital plan, there are 416 seats in CSD 13 and 1,459 seats in CSD 15 that are planned but

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not yet under construction.² Should these schools be constructed as planned, they could alleviate a substantial portion of the seat shortfall within the ½-mile study area and CSD 15.

Overall, accounting for the changes in background conditions and the updated methodology, the project would not result in any significant adverse impacts on public schools not previously identified in the FEIS. In fact, the significant adverse impact on intermediate schools in the ½-mile study area would not occur. As described above, no additional elementary school mitigation measures—beyond that proposed in the FEIS—are warranted.

Day Care

The updated information on background conditions was reviewed to determine whether the project's potential effects on publicly-funded day care facilities would remain consistent with the conclusions in the FEIS. The day care analysis was also updated to account for current day care enrollment and capacity information and to use updated CEQR generation rates for the projection of day care-eligible children. Updated enrollment and capacity information was obtained from the Administration for Children's Services (ACS) for child care facilities and Head Start programs and is current as of October and December 2008, respectively. The updated CEQR generation rates for day care eligible children were released by the New York City Department of City Planning (DCP) in November 2008 and have since been incorporated into the *CEQR Technical Manual* via an online addendum on OEC's website. As with the FEIS, publicly funded day care facilities within one mile of the project site were identified and examined; private day care facilities were not considered in the analysis. Impacts were considered significant if the project would result in demand for slots in publicly funded day care centers greater than available capacity and the increased demand generated by the project would be 5 percent or more of the collective capacity of the day care centers serving the study area in the future without the project.

The new generation rates create two categories, children up to 6 years of age and children 6 to 12 years of age, to project the number of children that would be eligible for public child care services per new residential unit. The first category, children up to 6 years of age, is the primary age group receiving public child care services, and will be the focus of quantitative analysis. The second group, children ages 6 to 12, is more likely to receive after-school services and will only be discussed qualitatively. At this time there are limited enrollment and capacity data available for after-school programs and there are no criteria for a significant adverse impact on after-school programs for children age 6 to 12.

Day Care Enrollment and Capacity Projections. Based on the generation rates for day care eligible children previously presented in Table 3C-4 of the 2001 *CEQR Technical Manual*, the FEIS analysis found that the project would introduce 486 day care-eligible children.

Based on the updated CEQR generation rates, the project could generate 537 children under the age of 6 who would be eligible for publicly-funded day care programs. Although the project would introduce 1,350 units affordable to low- and low- to moderate-income households, these estimates are based on approximately 1,013 low- and low- to moderate-income units with the potential to introduce day care eligible children. Approximately 225 of the 1,350 low- to moderate-income units would be affordable to households earning between 80 and 100 percent of area median income (AMI), which would not qualify for publicly-funded day care. Therefore,

² DOE FY 2010-2014 Five-Year Capital Plan, Proposed February 2009. http://source.nycsca.org/pdf/capitalplan/2009/Feb_2009_2010-2014CapitalPlan.pdf

these households were not included in the analysis. Furthermore, approximately 112 of the 1,350 affordable units would be for seniors earning 80 percent or less of AMI. Senior housing units are not expected to introduce day-care eligible children, and therefore were also excluded from the day care analysis. Thus, a total of 337 of the 1,350 low- and low- to moderate-income units were found to not have the potential to introduce day care eligible children; therefore, this analysis is based on 1,013 units. The FEIS analysis did not exclude senior housing units or units for households earning 80 to 100 percent of AMI from the day care analysis.

As shown in Table 6, the 537 children under the age of 6 who would be eligible for publicly-funded day care programs according to the updated DCP generation rates would represent an increase of 51 children over the number of public day care-eligible children presented in the FEIS.

Table 6

Estimated Number of Publicly-Funded Day Care Eligible Children Generated by Project FEIS versus with Updated DCP Generation Rates

	FEIS Predicted Generation¹	New CEQR Child Generation²	Difference
Children Eligible for Publicly-Funded Day Care Services	486	537 ³	51
Notes: <ol style="list-style-type: none"> 1. Based on public day care-eligible child generation rates presented in Table 3C-4 of the 2001 <i>CEQR Technical Manual</i> (0.37 children per low-income unit and 0.34 children per low- to moderate-income unit). This number includes all children age 0 to 12. 2. Based on new CEQR public day care-eligible child generation rates (0.53 children under age 6 per low-income and low- to moderate-income unit). This value excludes the senior housing units affordable to low- and low- to moderate-income households. 3. This is the number of children under age 6 only because these are the children that would be eligible for publicly-funded day care programs. With the new generation rates, the project would also introduce 192 children between the ages of 6 and 12 who would be eligible for publicly-funded after school programs. 			

The project could also generate 192 children between the ages of 6 and 12 who would be eligible for publicly-funded day care services. Because these children are expected to be attending school during most of the day, their need would be for after-school care. Eligible children who qualify for ACS vouchers or other programming for after school care could be served by Family Child Care Networks or school-age slots in ACS contracted day care facilities, New York City Department of Youth and Community Development’s (DYCD) Out of School Time programs, and/or DOE-approved after school programs.

Conclusions. As described in the FEIS, a 100-seat day care facility is planned as part of the project. This facility would be publicly-funded or would accept ACS vouchers. The FEIS analysis concluded that the project would not result in a significant adverse impact on publicly-funded day care facilities because there would be remaining capacity at publicly-funded day care centers in the study area. Further, the analysis indicated that the potential increase in demand as a result of the project could be offset by several limiting factors, including: the presence of private day care facilities in the area, the use of day care facilities outside the study area (such as closer to a parent’s place of work), and the opening of new day care facilities within the study area as population increases.

Since publication of the FEIS, the changes in background conditions and the new analysis methodology would result in a shortfall in the number of available day care slots that was not predicted in the FEIS analysis. Based on the new CEQR generation rates, the project is predicted to introduce 537 day care-eligible children under the age of 6. As shown in Table 7, if no

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additional day care facilities open in the vicinity of the project site, day care facilities in the area will already be operating above capacity in the 2019 future without the project. If no new day care facilities are added in the study area to respond to this new demand, the 537 new children from the project would exacerbate the predicted shortage in day care slots and would constitute 14 percent of the collective capacity of day care and Head Start facilities (3,854 slots) in the study area.

Table 7

**Analysis with Updated Background Conditions and Methodology:
Estimated Publicly-Funded Day Care Enrollment, Capacity, and Utilization
2019 Future Without and With the Project**

Analysis	Enrollment	Capacity¹	Available Slots	Utilization
2019 Future Without the Project	3,958	3,754	-204	105%
2019 Future With the Project	4,495	3,854	-641	117%
Notes: ¹ Capacity in the future with the project includes the 100-seat day care facility included as part of the project.				
Sources: ACS.				

The projected shortfall would occur for several reasons. The updated CEQR generation rates for publicly-funded day care eligible children are substantially higher than the generation rates used in the FEIS. In addition, some day care centers have closed, some no longer accept ACS vouchers, and other programs have reduced capacity since the FEIS. As a result, there are four fewer day care and Head Start centers in the study area. The total number of day care slots available in the study area has decreased since the FEIS, from 5,241 slots to 3,854 slots. Finally, background conditions projected at this time include a greater number of low- and low- to moderate-income residential units compared to the FEIS.

Despite the predicted shortfall of slots, several factors may limit the number of children in need of publicly-funded day care slots. The number of children in need of publicly-funded day care may be smaller than presented in this analysis depending on the amount of new residential development that is completed in the area as well as the proportion of new residents who are children of low-income families. Families in the one-mile study area could make use of alternatives to publicly-funded day care facilities. There are slots at homes licensed to provide family day care that families of eligible children could elect to use instead of public day care centers. Parents of eligible children also may use ACS vouchers to finance care at private day care centers in the study area. Additionally, parents of eligible children are not restricted to enrolling their children in publicly-funded day care facilities in a specific geographical area, and could use the ACS voucher system to make use of public and private day care providers beyond the one-mile study area (some parent/guardians choose a day care center close to their employment rather than their residence).

To meet the additional demand projected based on the updated background conditions and updated CEQR generation rates, additional day care demand would need to be provided within the study area. The private market may respond to the additional demand by opening day care centers and increasing capacity in the study area as population increases. New capacity could also potentially be developed as part of ACS’s public-private partnership initiatives.

At this point, however, it is not possible to know exactly how much additional day care capacity would be needed or when its implementation would be necessary, because it is uncertain at this time whether new day care facilities will open in response to the projected increase in demand, how many new facilities will open, and how many day care slots they will add. Therefore, the