



THE CITY OF NEW YORK **COMMUNITY BOARD SIX**

Marty Markowitz
Borough President

Jerry Armer
Chairperson

Craig Hammerman
District Manager

EMPIRE STATE DEVELOPMENT CORPORATION'S
PUBLIC SCOPING HEARING ON THE
DRAFT SCOPE OF ANALYSIS FOR THE DEIS

ATLANTIC YARDS ARENA AND REDEVELOPMENT PROJECT

OCTOBER 18, 2005

BROOKLYN COMMUNITY BOARD 6
ORAL TESTIMONY DELIVERED BY:

JERRY ARMER, CHAIRPERSON

CRAIG HAMMERMAN, DISTRICT MANAGER

PAULINE BLAKE, FIRST VICE CHAIR/LAND USE COMMITTEE CHAIR

LOUISE FINNEY, TRANSPORTATION COMMITTEE CHAIR

CELIA CACACE, BOARD MEMBER

TESTIMONY BY JERRY ARMER

GOOD EVENING! MY NAME IS JERRY ARMER AND I AM THE CHAIRPERSON OF BROOKLYN COMMUNITY BOARD 6. MY STATEMENT, TOGETHER WITH THOSE OF THE OTHER CB6 REPRESENTATIVES WITH ME THIS EVENING, WILL COMPRISE THE COMMUNITY BOARD'S ORAL TESTIMONY. WE ALSO INTEND TO SUBMIT A MORE ELABORATE WRITTEN STATEMENT BEFORE THE COMMENT PERIOD ENDS ON OCTOBER 28, 2005.

I MUST REITERATE OUR REQUEST THAT THE EMPIRE STATE DEVELOPMENT CORPORATION (ESDC), EITHER DIRECTLY OR THROUGH THE PROJECT SPONSOR, IDENTIFY RESOURCES FOR THE AFFECTED COMMUNITY BOARDS THAT COULD BE USED TO HELP OUR COMMUNITIES INDEPENDENTLY DIGEST AND ANALYZE ISSUES THAT WILL ARISE DURING THE DEVELOPMENT OF THE ENVIRONMENTAL IMPACT STATEMENT. WE UNDERSTAND THAT THE PROJECT SPONSOR IS REQUIRED TO PROVIDE RESOURCES TO THE ESDC TO ASSIST YOU IN PROCESSING THIS ACTION.

THE COMMUNITY BOARDS ARE THE CLOSEST THING TO A "DEPARTMENT OF COMMUNITY PLANNING" THAT EXISTS IN NEW YORK CITY GOVERNMENT. THE 1989 REVISED CITY CHARTER EXPANDED OUR ROLES CALLING FOR THE HIRING OF PLANNERS AT THE COMMUNITY BOARDS. YET 16 YEARS LATER WE'RE STILL HERE WITH HAT IN HAND LOOKING FOR ESSENTIAL RESOURCES THAT WILL ENABLE US TO FULFILL OUR CHARTER MANDATES. WE HOPE THAT ESDC WILL RECONSIDER THEIR POSITION AND HELP US IDENTIFY THE NECESSARY RESOURCES THAT WE NEED TO DO OUR JOBS PROFESSIONALLY.

ON TASK 3 – LAND USE, ZONING AND PUBLIC POLICY – THE STUDY AREA MUST BE EXPANDED. THE IMPACT OF THE PROJECT SHOULD BE CONSIDERED FOR ITS REGIONAL IN ADDITION TO ITS LOCAL IMPACT. CONSEQUENTLY, THE QUESTIONS OF LAND USE, ZONING AND PUBLIC POLICY SHOULD BE MEASURED BASED ON THE PROJECTS IMPACTS ON SURROUNDING NEIGHBORHOODS, NOT SIMPLY AN ARBITRARY RADIUS AROUND THE SITE. THE EXPANDED STUDY AREA MUST INCLUDE THE NEIGHBORHOODS LIKELY TO BE AFFECTED SUCH AS PROSPECT HEIGHTS, FORT GREENE, BOERUM HILL, DOWNTOWN BROOKLYN, GOWANUS AND PARK SLOPE. SECONDARY EFFECTS SHOULD BE CONSIDERED FOR COBBLE HILL, CARROLL GARDENS, CROWN HEIGHTS, BROOKLYN HEIGHTS AND CLINTON HILL.

FURTHERMORE, SINCE THIS PROJECT SEEKS TO OVERRIDE VARIOUS LOCAL LAWS – INCLUDING THE CITY'S ZONING RESOLUTION, VARIOUS CITY MAP CHANGES INCLUDING THE DEMAPPING OF VARIOUS STREETS, THE DISPOSITION OF VARIOUS CITY-OWNED PROPERTIES, THE UNIFORM LAND USE REVIEW PROCESS AND OTHER MECHANISMS THROUGH WHICH THE COMMUNITY BOARD WOULD NORMALLY PLAY AN ACTIVE ROLE IN – WE FEEL COMPELLED TO REMIND THE EMPIRE STATE DEVELOPMENT CORPORATION OF OUR POSITION

OBJECTING TO BYPASSING OF THESE IMPORTANT PROCEDURES DESIGNED TO ENSURE AN ON-GOING ROLE FOR COMMUNITIES IN THE PLANNING OF LAND USE ACTIONS. WHAT WE NEED TO KNOW IS WHAT LAND USE CONTROLS AND ZONING REGULATIONS WILL BE IN FORCE IN 2016 AT THE COMPLETION OF THIS PROJECT? ALSO, IF THERE NEED TO BE ANY CHANGES TO THE PROJECT DURING THE NEXT 11 YEARS, WHAT RULES APPLY? WHO DETERMINES IT? WHO REVIEWS IT? AND, MOST IMPORTANTLY, WHO DECIDES IT?

ON TASK 8 – URBAN DESIGN AND VISUAL RESOURCES – THE PROJECT SPONSOR SHOULD PROVIDE DETAILED DESCRIPTIONS OF PROPOSED URBAN DESIGN ELEMENTS INCLUDING BUILDING BULK, SETBACKS, DENSITY, BUILDING USES, BUILDING ARRANGEMENT, STREETScape ELEMENTS SUCH AS STREET FURNITURE, STREETWALL, FRONT LAWNS, MEDIAN STRIPS, STOOPS, LOADING DOCKS, ETC. SHOULD BE PRESENTED. IF NOT KNOWN, A STRUCTURE FOR DEVELOPING URBAN DESIGN PLANS WITH THE AFFECTED COMMUNITIES PRESENT AN OPPORTUNITY FOR COLLABORATIVE COMMUNITY PLANNING.

ON TASK 18 – MITIGATION – IF THERE WERE EVER A TASK MORE SUITED TO COLLABORATIVE COMMUNITY PLANNING, THE AFFECTED COMMUNITY BOARDS ARE IDEAL ENTITIES FOR THE PROJECT SPONSOR AND VARIOUS GOVERNMENT AGENCIES TO WORK WITH TO DEVELOP MITIGATION PLANS. WE ARE BOTH CITY AGENCIES AND THE VOICE OF OUR COMMUNITIES. NO GOVERNMENT AGENCIES KNOW OUR COMMUNITIES BETTER THAN WE DO, OR HAVE AS VESTED AN INTEREST IN MAKING SURE THE FULL AFFECTS OF THIS PROJECT ARE MITIGATED TO THE MAXIMUM EXTENT PRACTICAL.

WE ARE NOT HERE TO LAY OUR PROBLEMS AT YOUR FEET EXPECTING YOU AND THE PROJECT SPONSOR TO FIX THEM FOR US; WE HAVE EVERY INTENTION OF BEING A PART OF THE SOLUTION IF GIVEN THE OPPORTUNITY TO DO OUR JOB AND PLAN FOR OUR COMMUNITIES. WE ASK FOR YOUR SUPPORT IN THAT REGARD. THANK YOU FOR THE OPPORTUNITY TO COMMENT ON THE PROPOSED DRAFT SCOPE OF WORK FOR THIS PROJECT.

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TESTIMONY BY CRAIG HAMMERMAN

GOOD EVENING! MY NAME IS CRAIG HAMMERMAN AND I AM THE DISTRICT MANAGER OF BROOKLYN COMMUNITY BOARD 6. MY OFFICE REGULARLY ACTS AS A REPOSITORY FOR DOCUMENTS RELATED TO LAND USE ACTIONS IN OUR DISTRICT. WE MAKE THESE DOCUMENTS AVAILABLE TO THE PUBLIC AND, TO THE EXTENT POSSIBLE, HELP INTERPRET AND EXPLAIN THEM. SO FIRST AND FOREMOST, WE WOULD LIKE THE EMPIRE STATE DEVELOPMENT CORPORATION'S ASSURANCE THAT ALL DOCUMENTS, MATERIALS AND DATA RELATED TO THIS PROJECT, NOW AND IN THE FUTURE, WILL BE MADE PUBLIC. THAT COPIES WILL BE PROVIDED TO THE AFFECTED COMMUNITY BOARDS, THE AFFECTED ELECTED OFFICIALS, TO NEARBY LIBRARY BRANCHES, AND AVAILABLE ON-LINE. THE PUBLIC MUST HAVE MAXIMUM ACCESS TO ALL DOCUMENTS.

THE DRAFT SCOPE OF ANALYSIS INCLUDED A GLARING OVERSIGHT IN THE LIST OF REQUIRED ACTIONS. IT FAILED TO INCLUDE THE NECESSARY ADJUSTMENT TO THE CITY'S MAP FORCING THE REALIGNMENT OF THE COMMUNITY DISTRICT BOUNDARIES. THIS SHOULD COME AS NO SURPRISE TO ANYONE SINCE THE COMMUNITY BOARDS HAVE BEEN PUBLICLY REQUESTING THAT THE MATTER BE ADDRESSED FOR THE PAST YEAR AND A HALF. THE COMBINATION OF THE CITY BLOCKS THAT WOULD COMPRISE THE ARENA WOULD STRADDLE AND ERADICATE THE EXISTING MAPPED BOUNDARY BETWEEN BROOKLYN COMMUNITY DISTRICTS 2 AND 6, BETWEEN THE 78TH AND THE 84TH POLICE PRECINCT, AND BETWEEN PATROL BOROUGH BROOKLYN NORTH AND PATROL BOROUGH BROOKLYN SOUTH.

THE FORCED REALIGNMENT OF COMMUNITY DISTRICTS MUST TRIGGER A DETAILED ANALYSIS OF THE IMPACT ON THE EFFICIENCY AND EFFECTIVENESS OF THE DELIVERY OF MUNICIPAL SERVICES TO THESE DISTRICTS. THINGS AS BASIC AS WHICH POLICE PRECINCT GETS DISPATCHED TO EMERGENCY SERVICE CALLS AND WHICH SANITATION DISTRICT WILL BE COLLECTING MUNICIPAL WASTE MUST BE KNOWN FROM THE ONSET. HOW THE COMMUNITY DISTRICT MAP WILL BE ADJUSTED HAS A DIRECT BEARING ON THE DISTRICT WE REPRESENT AND, SADLY, 18 MONTHS LATER IS STILL A MYSTERY.

IN TASK 4 – SOCIOECONOMIC CONDITIONS – THE PROJECT SPONSOR PROPOSES TO PROVIDE INFORMATION ABOVE AND BEYOND THE REQUIREMENTS OF THE CITY ENVIRONMENTAL QUALITY REVIEW STANDARDS TO REPORT ON THE ECONOMIC AND FISCAL BENEFITS OF THE PROJECT. IF THE PROJECT SPONSOR INTENDS TO DETAIL THE EXTENT TO WHICH THE CITY AND STATE ECONOMIES WILL BENEFIT FROM THE PROJECT, THEN WHAT ABOUT THE OTHER SIDE OF THE BALANCE LEDGER? THE PROJECT SPONSOR MUST SIMILARLY DETAIL THE

ECONOMIC AND FISCAL COSTS OF THE PROJECT AS WELL. IT'S ONLY FAIR THAT IF THE PROJECT SPONSOR GETS TO INTRODUCE THE PROJECT BENEFITS, THAT THEY PROVIDE US WITH THE COSTS AS WELL.

WE NEED TO KNOW THE CONSTRUCTION-RELATED COSTS SUCH AS THE LOSS OF MOBILITY TO COMMUTERS, THE LOSS OF ACCESS FOR LOCAL BUSINESSES, THE INCREASING DEMAND ON PUBLIC SAFETY RESOURCES AS EXPERIENCED WITH THE CONSTRUCTION OF METROTECH, THE COST OF TRAFFIC CONTROL AGENTS AND OTHER TEMPORARY TRAFFIC MITIGATION PLANS, THE LOSS OR DIVERSION OF PUBLIC TRANSIT ACCESS, AND THE ACTUAL CONSTRUCTION COSTS FOR THE ARENA, HOUSING UNITS, COMMERCIAL OFFICE SPACE, RETAIL SPACE AND OTHER COMPONENTS OF THE PROJECT. FULL DISCLOSURE OF THESE COSTS IS NECESSARY SO THE PUBLIC CAN DETERMINE THE RATE OF RETURN FOR THE PUBLIC INVESTMENTS CALLED FOR IN THIS PROJECT.

BEYOND THE CONSTRUCTION COSTS, THE OPERATING PERIOD COSTS MUST ALSO BE DISCLOSED. THESE COSTS WILL INCLUDE THE MAINTENANCE OF THE ARENA, HOUSING UNITS, COMMERCIAL OFFICE SPACE, RETAIL SPACE, OPEN SPACE INCLUDING ANY RELATED AMENITIES, THE NEED FOR ADDITIONAL EMERGENCY AND UNIFORMED MUNICIPAL SERVICES, INFRASTRUCTURE MAINTENANCE, THE DEVELOPMENT AND MAINTENANCE OF ADDITIONAL MUNICIPAL FACILITIES THAT MIGHT INCLUDE SCHOOLS, LIBRARIES, DAYCARE CENTERS AND OTHER FACILITIES, AND THE COST OF RELOCATING THE FIRE DEPARTMENT FACILITY AT 648 PACIFIC STREET.

WE ARE NOT HERE TO LAY OUR PROBLEMS AT YOUR FEET EXPECTING YOU AND THE PROJECT SPONSOR TO FIX THEM FOR US; WE HAVE EVERY INTENTION OF BEING A PART OF THE SOLUTION IF GIVEN THE OPPORTUNITY TO DO OUR JOB AND PLAN FOR OUR COMMUNITIES. WE ASK FOR YOUR SUPPORT IN THAT REGARD. THANK YOU FOR THE OPPORTUNITY TO COMMENT ON THE PROPOSED DRAFT SCOPE OF WORK FOR THIS PROJECT.

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TESTIMONY BY PAULINE BLAKE

GOOD EVENING! MY NAME IS PAULINE BLAKE AND I AM THE FIRST VICE CHAIRPERSON AND LAND USE COMMITTEE CHAIR OF BROOKLYN COMMUNITY BOARD 6. I AM ALSO THE PRESIDENT OF THE 78TH PRECINCT COMMUNITY COUNCIL AND A LIFELONG RESIDENT OF PARK SLOPE, LIVING WITHIN ¼ MILE OF THE PROJECT SITE, LITERALLY WITHIN THE SHADOW OF THE PROJECT.

FOR TASK 5 – COMMUNITY FACILITIES – THE PROJECT SPONSORS SUGGEST THAT THEY NEED NOT PERFORM A DETAILED ANALYSIS OF FIRE AND POLICE PROTECTION IN THE STUDY AREA. THE 11-YEAR PROJECT CONSTRUCTION TIMELINE WILL RESULT IN THE PERMANENT LOSS OF CITY STREETS, STREET AND LANE CLOSURES, THE REMOVAL OF 2 BRIDGES, THE REMOVAL OF SUBSTANTIAL CONSTRUCTION AND DEMOLITION DEBRIS, AND THE DELIVERY OF AN EXCESSIVE AMOUNT OF HEAVY MACHINERY, EQUIPMENT AND BUILDING SUPPLIES. THE SHEER SIZE OF THIS PROJECT WILL ABSOLUTELY AND DIRECTLY AFFECT ACCESS TO AND FROM BOTH FIRE AND POLICE STATIONS RESPONDING WITHIN THE STUDY AREA. IF THE PROJECT'S AFFECT ON EMERGENCY SERVICE RESPONSES AREN'T ANALYZED IN DETAILED, OUR COMMUNITIES WILL BE AT RISK.

BASELINE TRAFFIC LEVELS ALONG FLATBUSH AVENUE IS ALREADY SUBOPTIMAL. UNFORTUNATELY FOR OUR COMMUNITY, THE PRECINCT STATIONHOUSE IS LOCATED ON THE EAST-SIDE OF FLATBUSH AVENUE, WHILE 99% OF THE PRECINCT'S LAND AREA IS LOCATED ON THE WEST-SIDE OF FLATBUSH AVENUE. AT PEAK TRAFFIC TIMES POLICE RESPONSES FROM THE 78TH PRECINCT ARE DELAYED. THEY RUN INTO A WALL OF TRAFFIC ALONG FLATBUSH AVENUE. SINCE THE PROJECT WILL BE ATTRACTING EVEN MORE TRAFFIC TO THE VICINITY, AND THE 78TH PRECINCT IS LOCATED AROUND THE CORNER FROM THE PROPOSED 19,000 SEAT ARENA, WE DO NOT NEED TO WAIT FOR THE FIRST GAME DAY TO SEE THAT THE PRECINCT WILL BE IMMOBILIZED AND GRIDLOCKED. RESPONSE TIMES WILL SUFFER.

WE HAD PREVIOUSLY RECOMMENDED TO THE CITY THAT THE NEED TO RELOCATE THE 78TH PRECINCT BE STUDIED. OUR REQUESTS HAVE FALLEN ON DEAF EARS. FOR THE PAST 2 YEARS WE HAVE RAISED THIS ISSUE WITH THE POLICE DEPARTMENT AT OUR ANNUAL BUDGET CONSULTATIONS. FOR THE PAST 2 YEARS THE DEPARTMENT HAS BEEN UNABLE TO ADDRESS EVEN OUR MOST BASIC ISSUES. NOW, THE PROJECT SPONSOR SUGGESTS THAT THERE WOULD BE NO NEED TO PERFORM A DETAILED ANALYSIS. SURELY SOMEONE MUST ADDRESS THESE CONCERNS AND STUDY THE AFFECT OF THIS PROJECT ON OUR LOCAL PRECINCT. SURELY OUR COMMUNITY DESERVES EVERY CONSIDERATION TO ENSURE THAT PUBLIC SAFETY IS NOT COMPROMISED IN

ANY WAY BY THIS PROJECT. WE STAND READY TO PLAY AN ACTIVE ROLE IN THE PLANNING OF A NEW, RELOCATED PRECINCT STATIONHOUSE.

FOR TASK 7 – CULTURAL RESOURCES – THE PACIFIC BRANCH LIBRARY ON 4TH AVENUE AND PACIFIC STREET IS A CARNEGIE-DESIGNED BUILDING IN THE BROOKLYN PUBLIC LIBRARY SYSTEM THAT HAS YET TO BE LANDMARKED LIKE THE PARK SLOPE BRANCH WAS WITHIN THE PAST DECADE. WE HOPE THAT THE PROJECT SPONSOR WILL IDENTIFY THIS SPECIFIC SITE AS A POTENTIAL LANDMARK AND THAT THE CITY WILL TAKE SWIFT ACTION AND DECLARE IT A LANDMARK BUILDING TO ENSURE ITS PROTECTED STATUS. PERHAPS THE PROCESS OF IDENTIFYING AND DECLARING APPROPRIATE LANDMARKS SUCH AS THIS BUILDING CAN BE EXPEDITED AND INCLUDED AMONG THE REQUIRED ACTIONS FOR THIS PROJECT.

FOR TASK 9 – SHADOWS – AS SOMEONE WHO LIVES WITHIN THE SHADOWS OF THIS PROJECT, WE MUST KNOW THE FULLEST EXTENT THAT THE SHADOWS CAST WILL IMPACT ON THE SURROUNDING COMMUNITY INCLUDING COMMUNITY GARDENS LIKE THE BROOKLYN BEARS GARDEN AND PACIFIC BRANCH LIBRARY GARDEN, AND PUBLIC SIDEWALKS. FURTHERMORE, SINCE THE PROJECT INCLUDES BUILDINGS THAT WOULD BE UNIQUE TO BROOKLYN HAVING IRREGULAR SURFACES IT IS IMPERATIVE THAT IN ADDITION TO SHADOWS THAT THE AFFECT OF REFLECTED LIGHT ALSO BE STUDIED. REFLECTED LIGHT HAS THE POTENTIAL TO TRANSFER HEAT TO SURROUNDING BUILDINGS AND AREAS, AND TO CREATE GLARE-RELATED NUISANCE AND SAFETY CONCERNS. THE AFFECT OF REFLECTED NATURAL AND ARTIFICIAL ILLUMINATION SHOULD BE MODELED SO THEIR FULL EFFECTS CAN BE KNOWN.

WE ARE NOT HERE TO LAY OUR PROBLEMS AT YOUR FEET EXPECTING YOU AND THE PROJECT SPONSOR TO FIX THEM FOR US; WE HAVE EVERY INTENTION OF BEING A PART OF THE SOLUTION IF GIVEN THE OPPORTUNITY TO DO OUR JOB AND PLAN FOR OUR COMMUNITIES. WE ASK FOR YOUR SUPPORT IN THAT REGARD. THANK YOU FOR THE OPPORTUNITY TO COMMENT ON THE PROPOSED DRAFT SCOPE OF WORK FOR THIS PROJECT.

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TESTIMONY BY LOUISE FINNEY

GOOD EVENING! MY NAME IS LOUISE FINNEY AND I AM THE TRANSPORTATION COMMITTEE CHAIR OF BROOKLYN COMMUNITY BOARD 6. AS THE TRANSPORTATION COMMITTEE CHAIR AND RESIDENT OF PARK SLOPE WHO FOR YEARS USED FLATBUSH AVENUE DAILY ON MY COMMUTE TO DOWNTOWN BROOKLYN, I CAN HONESTLY SAY THAT EXISTING TRAFFIC LEVELS THROUGH THIS PROJECT AREA IS OVERWHELMING ESPECIALLY WHEN TRAFFIC CONTROL AGENTS ARE NOT PRESENT. THIS PROJECT MUST IMPROVE UPON AN UNACCEPTABLE BASELINE CONDITION INVOLVING VEHICLES AND PEDESTRIAN SAFETY PARTICULARLY AT ATLANTIC, FLATBUSH AND FOURTH AVENUES. IT SURELY CANNOT MAKE MATTERS WORSE. OUR COMMUNITIES CAN NOT BEAR IT.

ON TASK 12 – TRAFFIC & PARKING/TRANSIT & PEDESTRIANS – FIRST AND FOREMOST, THE STUDY AREA MUST BE EXPANDED. SINCE THIS IS A PROJECT OF REGIONAL IMPACT, THE STUDY AREA MUST REFLECT THIS AND EXAMINE REGIONAL ACCESS AS WELL AS LOCAL STREET ACCESS. WE BELIEVE THAT THE STUDY AREA SHOULD BE EXTENDED TO INCLUDE THE FOLLOWING: BEGINNING WITH THE WILLIAMSBURG BRIDGE, IT SHOULD FOLLOW A LINE ALONG THE NORTHWESTERN BROOKLYN COASTLINE INCLUDING THE EAST RIVER CROSSINGS TO HAMILTON AVENUE/BQE TO THE PROSPECT EXPRESSWAY TO CATON AVENUE TO BEDFORD AVENUE TO BROADWAY RETURNING TO THE WILLIAMSBURG BRIDGE. ROUGHLY SPEAKING, THIS AREA VARIES IN RADIUS AROUND THE SITE BUT DOES NOT EXCEED TWO MILES.

MODAL SPLITS IN THE EXPANDED STUDY AREA MUST BE STUDIED AND SHOULD IDENTIFY THE PROJECTED TRAFFIC STREAMS THAT WOULD USE BRIDGE/HIGHWAY APPROACHES, PRIMARY THOROUGHFARES, SECONDARY THOROUGHFARES, PUBLIC TRANSPORTATION (SUBWAY/BUS), FOR-HIRE VEHICLES, PRIVATE VEHICLES, BICYCLES AND PEDESTRIANS. TRAFFIC MODELLING WILL ENABLE THE COMMUNITY TO HAVE A REALISTIC, GRASPABLE CONCEPT OF THE AFFECT OF PROJECT-INDUCED TRAFFIC. THE EFFECT OF CONGESTION PRICING ON PARKING, LIMITING THE CREATION OF NEW PARKING, EVENT TICKET AND TRANSIT PACKAGE DEALS, MODAL EVENT TICKETING FOR EXAMPLE IF ONE WANTS PARKING AT THE ARENA IT MUST BE PURCHASED WITH THE EVENT TICKET, AND POSSIBLE PARK AND RIDE OPTIONS FOR SHUTTLING VISITORS TO THE SITE SHOULD BE STUDIED AS VIABLE MITIGATION MEASURES.

WE NEED TO SEE A FULL ANALYSIS OF THE AFFECT OF COMBINING THE EFFECTS OF THE BASELINE TRAFFIC, WITH THE NEW STREAMS GENERATED BY EVENTS AT THE ARENA, NEW COMMUTER TRAFFIC STREAMS, NEW RESIDENTIAL AND RETAIL DEMANDS, BEYOND THE GAME DAY SCENARIOS PROPOSED FOR STUDY

BY THE PROJECT SPONSOR. IT IS POSSIBLE, IF NOT LIKELY, THAT THERE WILL BE SOME OVERLAP AND COMPOUNDING EFFECT FROM ALL OF THESE STREAMS WHICH WOULD NOT BE REPORTED IF THE SPONSOR SIMPLY ANALYZED GAME DAY EVENT TRAFFIC ALONE.

IN ADDITION TO THE TIME OF DAY VARIATIONS PROPOSED IN THE SCOPE, THE PROJECT SPONSOR MUST ALSO STUDY THE SEASONAL VARIATIONS IN TRAFFIC FLOW. LAST WINTER, FOR EXAMPLE, SHORTLY AFTER THE OPENING OF THE NEW ATLANTIC TERMINAL AT FLATBUSH AVENUE THE STREETS WERE NEAR IMPOSSIBLE TO TRAVEL DURING THE HOLIDAY SHOPPING SEASON. THE ATLANTIC TERMINAL AND ATLANTIC CENTER ARE LOCATED ACROSS THE STREET FROM THE PROJECT SITE AND BOTH ARE FOREST CITY RATNER DEVELOPMENTS.

FURTHERMORE, THERE MUST BE A WAY THAT THE PROJECTED TRAFFIC LEVELS CAN BE MONITORED AND ADJUSTED OVER THE 11-YEAR CONSTRUCTION PERIOD, AND BEYOND THE COMPLETION OF CONSTRUCTION. SOME REAL-TIME REPORTING IS ESSENTIAL TO ENSURE THAT ALL PLANS BASED ON THE CALCULATIONS AND ASSUMPTIONS OF TODAY DO NOT GROW STALE TOMORROW WHEN SOME UNEXPECTED CONDITION OR EVENT OCCURS.

ON TASKS 13 AND 14 – AIR QUALITY AND NOISE, RESPECTIVELY – WE SUGGEST THAT THE STUDY AREA BE EXPANDED TO MATCH THE BOUNDARIES OF THE PROPOSED EXPANDED STUDY AREA FOR TASK 12 SIMPLY BECAUSE THE AFFECT OF MOBILE SOURCE AIR EMISSIONS AND NOISE FROM VEHICULAR TRAFFIC WILL BE FELT WELL BEYOND THE PROPOSED LIMITS OF THE PROJECT AREA. TRAFFIC TRAVELING TO THE SITE WILL BRING WITH IT ATTENDANT IMPACTS ON AIR QUALITY AND NOISE AND THESE EFFECTS ON THE APPROACHES TO THE PROJECT AREA MUST BE DISCLOSED.

WE ARE NOT HERE TO LAY OUR PROBLEMS AT YOUR FEET EXPECTING YOU AND THE PROJECT SPONSOR TO FIX THEM FOR US; WE HAVE EVERY INTENTION OF BEING A PART OF THE SOLUTION IF GIVEN THE OPPORTUNITY TO DO OUR JOB AND PLAN FOR OUR COMMUNITIES. WE ASK FOR YOUR SUPPORT IN THAT REGARD. THANK YOU FOR THE OPPORTUNITY TO COMMENT ON THE PROPOSED DRAFT SCOPE OF WORK FOR THIS PROJECT.

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TESTIMONY BY CELIA CACACE

GOOD EVENING! MY NAME IS CELIA CACACE AND I AM A LONG-STANDING MEMBER OF BROOKLYN COMMUNITY BOARD 6. I AM A LIFELONG BROOKLYNITE, FROM SOUTH BROOKLYN/RED HOOK, AND CURRENTLY SERVE ON THE COMMUNITY BOARD'S LAND USE COMMITTEE, TRANSPORTATION COMMITTEE, AND HOUSING & HUMAN SERVICES COMMITTEE.

FOR TASK 6 – OPEN SPACE – WE NEED TO KNOW WHETHER THE OPEN SPACE DESCRIBED IN THIS PROJECT IS TRULY PUBLIC OPEN SPACE OR REALLY PRIVATE OPEN SPACE THAT'S PUBLICLY ACCESSIBLE. PUBLIC OPEN SPACE IMPLIES THAT A PUBLIC ENTITY OR ENTITIES WOULD BE RESPONSIBLE FOR THE MAINTENANCE AND SECURITY OF THE PROPERTY. IF IT'S REALLY PRIVATE OPEN SPACE THAT'S PUBLICLY ACCESSIBLE THEN WE WANT TO KNOW WHETHER THERE WOULD BE ANY RESTRICTIONS ON THE USE OF THE SPACE THAT WOULD DIFFER FROM OPEN SPACE FALLING UNDER GOVERNMENT JURISDICTION. WE NEED TO KNOW HOW PUBLIC THE OPEN SPACE WILL BE, WHAT LAWS AND RULES WILL APPLY TO USING IT, HOW IT WILL BE SECURED AND MAINTAINED, AND WHO WILL PAY FOR THE SECURITY AND MAINTENANCE.

FURTHERMORE, IF THE PROJECT SPONSOR CAN DESCRIBE THE OPEN SPACE FEATURES, TYPES OF EQUIPMENT, FACILITIES, HOURS OF OPERATION AND ACCESS, THAT ALL SHOULD BE DISCLOSED. IF THE PROJECT SPONSOR DOES NOT KNOW, A STRUCTURE FOR DEVELOPING OPEN SPACE PLANS WITH THE AFFECTED COMMUNITIES PRESENT AN OPPORTUNITY FOR COLLABORATIVE COMMUNITY PLANNING. WE STAND READY TO WORK WITH THE PROJECT SPONSOR TO ASSIST WITH THE PLANNING AND PROGRAMMING OF THE OPEN SPACE COMPONENT OF THE PROJECT.

THE CLOSEST NATURAL RESOURCE TO THE PROJECT, WHICH LIES WITHIN ½ MILE FROM THE PROJECT SITE, IS THE GOWANUS CANAL. I'VE LIVED MY ENTIRE LIFE WITHIN A STONE'S THROW OF THE GOWANUS CANAL. I WAS OUTRAGED TO SEE THAT THE PROPOSED DRAFT SUGGESTS THAT IT IS NOT NECESSARY TO CONSIDER THE PROJECT'S IMPACTS ON NATURAL RESOURCES OR THE CITY'S WATERFRONT REVITALIZATION PROGRAM. SURELY THIS MUST HAVE BEEN AN OVERSIGHT. IT WOULD BE TRAGIC IF THE IMPACT OF THE PROJECT WERE NOT ANALYZED WITH REGARD TO ITS IMPACT ON THE GOWANUS CANAL. THE SECTIONS MUST BE INCLUDED IN THE SCOPE OF THE ANALYSIS, ESPECIALLY SINCE THE GOWANUS CANAL IS AT A CRITICAL JUNCTURE IN ITS HISTORY.

FOR TASK 11 – INFRASTRUCTURE, ENERGY AND SOLID WASTE – WE ABSOLUTELY MUST KNOW WHAT THE AFFECT OF THIS PROJECT WILL BE ON THE GOWANUS CANAL WATERSHED AREA, PARTICULARLY ANY OUTFALLS RESULTING FROM COMBINED SEWER OVERFLOWS INTO THE CANAL FROM PEAK

RAIN EVENTS. CONSIDERATION MUST BE GIVEN FOR THE PRE-TREATMENT OF STORMWATER AND SEWAGE GENERATED BY THIS PROJECT. OUR COMMUNITY HAS BEEN FIGHTING TO GET THE CANAL CLEANED UP FOR YEARS. WE WILL NOT TAKE A SINGLE STEP BACKWARDS. NOT ONE.

CON EDISON RECENTLY REPORTED TO OUR LAND USE COMMITTEE ON SEPTEMBER 29TH THAT THEY NEED TO DEVELOP ADDITIONAL GENERATING CAPACITY FOR THE AREA'S ELECTRICAL GRID. WE WOULD LIKE TO KNOW WHAT THE PROJECT SPONSOR INTENDS TO DO NOT ONLY IN TERMS OF ENERGY CONSUMPTION, BUT THE USE OF ALTERNATIVE FORMS OF ENERGY INCLUDING ON-SITE CO-GENERATION FACILITIES. WE WOULD LIKE TO SEE A DETAILED ANALYSIS OF THE ENERGY REQUIREMENTS FOR THE PROJECT, THE PROJECT SPONSOR'S ABILITY TO PROVIDE THE REQUIRED ENERGY, AND CON EDISON'S EVALUATION OF THE PROJECT SPONSOR'S PLAN BASED ON THEIR OWN PERCEIVED DEMAND FOR THE REGION.

WE ARE NOT HERE TO LAY OUR PROBLEMS AT YOUR FEET EXPECTING YOU AND THE PROJECT SPONSOR TO FIX THEM FOR US; WE HAVE EVERY INTENTION OF BEING A PART OF THE SOLUTION IF GIVEN THE OPPORTUNITY TO DO OUR JOB AND PLAN FOR OUR COMMUNITIES. WE ASK FOR YOUR SUPPORT IN THAT REGARD. THANK YOU FOR THE OPPORTUNITY TO COMMENT ON THE PROPOSED DRAFT SCOPE OF WORK FOR THIS PROJECT.

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