

A. INTRODUCTION

This chapter of the Final Environmental Impact Statement (FEIS) summarizes and responds to the substantive oral and written comments received during the public comment period for the Draft Environmental Impact Statement (DEIS) for the Admirals Row Plaza project. The public hearing on the DEIS was held concurrently with the hearing on the project's Uniform Land Use Review Procedure (ULURP) applications on September 7, 2011 at Spector Hall at the New York City Department of City Planning located at 22 Reade Street, New York, NY 10007. The comment period for the DEIS remained open until 5:00 PM on Monday, September 19, 2011. In addition, this chapter responds to substantive comments submitted as part of the Community Board meeting on June 9, 2011 and the Borough President's hearing on July 27, 2011, both undertaken pursuant to ULURP.

Section B identifies the individuals who provided relevant comments on the DEIS. Section C contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim.

B. LIST OF INDIVIDUALS WHO COMMENTED ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

1. Angela Battaglia, City Planning Commissioner, oral comments at September 7, 2011 hearing (Battaglia)
2. Anna Levin, City Planning Commissioner, oral comments at September 7, 2011 hearing (Levin)
3. Marty Markowitz, Borough President of Brooklyn, Brooklyn Borough President Recommendation written comments dated August 10, 2011 (Markowitz)
4. Karen Philips, City Planning Commissioner, oral comments at September 7, 2011 hearing (Philips)

C. COMMENTS AND RESPONSES

Comment 1: In recognition of families that would be relying on bus transit for grocery shopping, the Borough President believes that it would be appropriate to: provide shelter structures to one or more bus stop locations to provide adequate protection from the elements for shoppers waiting for bus service, and extend

* This chapter is new to the FEIS.

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the B69 for weekend service. Ensuring that the public transit experience for patrons to this proposed development [is improved], and adding vital weekend service, would be paramount to encouraging mass transit use to and from this location. In addition, there are those constituents that might not have access to cars and might find car service an option beyond their means.

To that end, the Borough President has requested in a letter to the New York City Department of Transportation (DOT) to evaluate the feasibility of installing bus shelters at the bus stops for the B57, B62, and B69 in proximity to the proposed Admirals Row Plaza. Furthermore, the Borough President is sharing his concerns with the Metropolitan Transportation Authority (MTA) to evaluate the future B69 weekend service to provide better access for residents of Fort Greene and Clinton Hill. (Markowitz)

Response: The MTA has said that there is no currently available funding for implementing B69 weekend service. If future funds were to become available, implementation of B69 weekend service would be at the discretion of the MTA. The transportation analysis in the EIS (see Chapter 9, “Transportation”) did not identify any significant adverse impacts to the B69 line from the proposed project.

The DOT has indicated there is available money for adding new bus shelters in the vicinity of the project site. It is likely that the DOT would replace the makeshift shelter at Navy Street and Sands Street with a new shelter, as the existing overhang along Navy Street is a remnant from the U.S. Navy’s ownership of the site and would be removed by the proposed project along with the perimeter fence. In addition, it could be possible for the DOT to locate a new bus shelter on Nassau Street, assuming it could be coordinated with the Brooklyn Waterfront Greenway project.

Comment 2: Would the supermarket have a green roof and would it be farmed? (Philips)

Response: As described in Chapter 1, “Project Description” and Chapter 8, “Water and Sewer Infrastructure” of the EIS, a green roof would be located on the Nassau Street retail building. A green roof is not proposed for the supermarket and light industrial building. It is not anticipated that the green roof on the Nassau Street retail building would be an active rooftop farm, but the details of the green roof will be developed between the Brooklyn Navy Yard Development Corporation (BNYDC) and the developer to be designated pursuant to the Request for Proposals (RFP).

Comment 3: Is the operator of the supermarket known? (Philips)

Response: An operator of the proposed supermarket has not been selected, but ShopRite has shown interest in the proposed project and has had discussions with BNYDC.

Comment 4: Will the RFP be for just the supermarket or the entire development? (Philips)

Response: BNYDC intends to issue an RFP to develop the entire proposed project as it is described and assessed in the EIS.

Comment 5: What is the status of the Timber Shed? (Battaglia)

Response: As stated in Chapter 5, “Historic and Cultural Resources” of the EIS, BNYDC continues to believe that it is possible to preserve and rehabilitate the Timber Shed, along with Building B. BNYDC has incorporated both buildings into the design for the proposed project and would stabilize and rehabilitate or reconstruct Building B to the Secretary of the Interior’s Standards for the Treatment of Historic Properties and the Timber Shed with the goal of meeting the Secretary of the Interior’s Standards. BNYDC will make preserving and rehabilitating and/or reconstructing Building B and the Timber Shed a commitment in the lease or other legally binding agreement with the developer to be designated pursuant to the RFP.

Comment 6: What trees will be preserved on the project site? Trees along the frontages of Nassau Street and Navy Street may have been there since the Civil War, but may be reaching the end of their lives anyway. (Levin)

Response: As described in Chapter 5, “Historic and Cultural Resources” and Chapter 6, “Natural Resources” of the EIS, four large trees along Nassau Street would be retained under the proposed project as stipulated in the final Memorandum of Agreement among the federal Advisory Council for Historic Preservation, the New York State Historic Preservation Office, and the United States Army-National Guard Bureau: one scarlet oak and three American elms. The proposed project would remove the remaining vegetation on the project site but would provide new plantings, including street trees along Nassau and Navy Streets and trees within the proposed parking lot.

Comment 7: Will the proposed parking lot have any time restrictions? (Philips)

Response: The developer to be designated pursuant to the RFP will develop the parking plan.

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