

Unavoidable significant adverse impacts are defined as those that meet the following two criteria:

- There are no reasonably practicable mitigation measures to eliminate the impacts; and
- There are no reasonable alternatives to the proposed project that would meet the purpose and need of the action, eliminate the impact, and not cause other or similar significant adverse impacts.

As described in Chapter 19, “Mitigation,” a number of the potential impacts identified for the proposed project could be mitigated. However, as described below, in some cases project impacts would not be fully mitigated.

A. HISTORIC RESOURCES

The proposed project includes the demolition of the former National Cold Storage buildings to allow for the development of a new mixed-use residential and hotel development along Furman Street on the upland area adjacent to Pier 1. Because the building has been determined by New York State Office of Parks, Recreation and Historic Preservation (OPRHP) to meet eligibility criteria for listing on the State and National Registers of Historic Places (S/NR), its demolition would result in a significant adverse impact to that historic resource that cannot be fully mitigated. Retention of the National Cold Storage buildings and adapting it for residential/hotel use is not feasible due to a number of constraints, including the fact that the required program cannot be accommodated in the building, alterations to convert the building to the new uses and for it to meet the appropriate health and safety codes would result in significant adverse impacts to the historic character of the building, and the cost to convert the building instead of constructing a new would be significantly higher and would adversely affect the return for the development on this site. Since the park is required to be financially self-sustaining, the significant additional cost of renovation as compared to building new makes renovation financially unfeasible. Demolition of the building would remove a building that violates the Brooklyn Heights Promenade protected view plane, and also allow for a connection to be made from the Pier 1 upland area to Squibb Park, which would in turn connect Brooklyn Heights to the new park.

While there would be an unavoidable adverse impact on historic resources, the New York State Historic Preservation Officer (SHPO) has determined that the overall proposed park design would, with the exception of the demolition of the former National Cold Storage buildings, positively affect historic resources and would substantially mitigate the significant adverse impact from the demolition of the former National Cold Storage buildings. The park design incorporates a number of existing waterfront elements that reflect the development history of the Brooklyn waterfront. These include the planned rehabilitation and adaptive reuse of the historic Empire Stores; retention and reuse of several existing buildings in the project area built by the New York Dock Company; retention of Piers 1, 2, 3, 5, and 6 and the reuse of portions of the

piershed structures on these piers as shade canopies; retention of a float transfer bridge on Pier 4, and design elements such as walkways that allow for views of the pier infrastructure. Further mitigation measures may be developed in consultation with OPRHP as stipulated in a Letter of Resolution among Empire State Development Corporation, Brooklyn Bridge Park Development Corporation, and OPRHP.

B. TRAFFIC

As discussed in Chapters 14, “Traffic and Parking” and 19, “Mitigation,” the proposed project would result in unmitigated traffic impacts at two intersections—Tillary Street at Adams Street and Cadman Plaza West at the Brooklyn Bridge off-ramp—in all peak periods.

C. NOISE

As discussed in Chapter 17, because of noise generated independent of the proposed project (principally due to traffic on the Brooklyn-Queens Expressway and traffic and trains on the Manhattan Bridge) ambient noise levels in the proposed Brooklyn Bridge Park would exceed the 55 dBA L₁₀₍₁₎ CEQR criterion for public open spaces and would thus constitute a significant adverse noise impact. The park design contains earth hills on the project site, along Furman Street between Pier 2 and Pier 5. These earth hills were designed to avoid causing increases in noise levels along the Brooklyn Heights Promenade and nearby residences due to reflected sound. Acoustically, these earth hills were designed and located to shield park areas from Furman Street and Brooklyn-Queens Expressway noise. As a result, within this section of the park the Build condition is significantly quieter (2 to 10 dBA) than the No Build condition. However, even with this notable mitigation built into the project, noise levels at many locations in the park would still be above the 55 dBA L₁₀₍₁₎ CEQR criterion. No other feasible and practicable mitigation measures have been identified that could be implemented to reduce and eliminate these impacts. There are also no practicable mitigation measures to reduce the noise contribution from the Manhattan Bridge on the eastern portion of the park. Since there are no practicable measures identified at this time to fully mitigate the noise conditions, the high noise levels in the park would be considered an unmitigated significant adverse impact. *