

# Public Notice:

## Borough Hall Station, Installation of ADA (Americans with Disabilities Act) Elevators, Brooklyn. New York City Transit Contract # A-37145

Public Notification of the land use for the ADA Elevator installation, temporary partial closure and walkway detour at the Borough Hall Station in accordance with 23 CFR 774.17 governing the Section 4(f) de minimis impact determination

### Description of Borough Hall Station in Brooklyn

The Borough Hall station of the Lexington, IRT, Line was opened on January 9, 1908. It is an underground New York City Subway station serving the Lexington IRT Line (4, 5 trains) – connections are also available to the 2, 3 trains.

MTA Construction & Development (C&D) proposes to make Borough Hall Station ADA compliant and also to address a number of deficient conditions in the station. The major purpose of this project is to make the station ADA compliant.

MTA C&D is planning to provide three (3) new elevators (**One (1) street to mezzanine elevators and two (2) mezzanine to platform elevators**) to allow vertical access from street level to the station mezzanine and from the mezzanine to the station's two side platforms consistent with ADA requirements.

### Impact of Project to a Section 4(f) Resource

The Borough Hall Station ADA work will necessitate the use of a small area owned by New York City and under the jurisdiction of the New York City Department of Parks & Recreation (NYCDPR) located above the underground station which is considered a Section 4(f) resource. Section 4(f) of the U.S. Department of Transportation Act of 1966 states that projects that receive funding or require approval by an agency of the U.S. DOT cannot consider use of land from a significant publicly-owned park, recreation area, wildlife or waterfowl refuge, or any significant historic site for transportation project development unless the following conditions apply:

- There is no feasible and prudent alternative to the use of land; and
- The action includes all possible planning to minimize harm to the property resulting from use; or
- The use of the Section 4(f) property, including any measures(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) will have a de minimis impact, as defined in 23 CFR § 774.17, on the property.

A *de minimis* impact involves the use of Section 4(f) property that is generally minor in nature. A *de minimis* impact is one that—after taking into account avoidance, minimization, mitigation, and enhancement measures that are committed to by the applicant—results in no adverse effect to the activities, features, or attributes qualifying a park for protection under Section 4(f).

The northern edge of the Joralemon Street sidewalk adjacent to Borough Hall falls within mapped parkland as part of Columbus Park. The site of the project is primarily used as a sidewalk, serving as one of several access points available to Columbus Park in the area, and also provides access to the Borough Hall Station via two station staircases located within the park area.

The street to mezzanine elevator would permanently occupy approximately 240 square feet of the sidewalk (approximately 15 feet by 16 feet). Approximately 96 square feet of that area (6 feet by 16 feet) would be within a portion of the sidewalk that is within the boundaries of Columbus Park. The new ADA elevator that would provide access from street level to the station mezzanine, would be located adjacent to one of the street-level station staircases on the north side of Joralemon Street in front of Brooklyn Borough Hall. Additionally, beneath the sidewalk, the sub-surface station mezzanine box would be extended eastward by approximately 24.5 feet, which would include an underground expansion within the boundaries of Columbus Park.

Construction activity for the installation of the street to mezzanine elevator and the expanded below-grade station mezzanine box would require temporary excavation in the Joralemon Street sidewalk in front of Borough Hall. The total excavation area would be approximately 1,550 square feet, of which approximately 816 square feet falls within a portion of the sidewalk within the boundaries of Columbus Park. The excavation area would also include an existing area of plantings and pavement adjacent to the existing subway station stairs measuring about 30 feet by 9 feet (270 square feet). The planted area consists of a combination of grass and shrubs. The remainder of the excavated area is sidewalk of approximately 73 feet long and 15 to 20 feet wide (the full width of the sidewalk varies from 21.5 feet to 25.5 feet).

Construction activity would last about two years. During construction, best management practices would be used to limit temporary impacts. This includes a maintenance and protection of traffic plan to maintain pedestrian flows using a detour around the work zone, and measures to manage noise and dust. Upon completion of the project MTA C&D will restore the site to its original condition in accordance with NYC Parks' standards and requirements. Paved surfaces and green areas will be restored to NYC Parks' specifications.

NYCT will provide the community with advance notice of the detour through various media such as the MTA website, local Newspaper and project site postings.

### Please send us your comments.

Based on the aforementioned information, which involves the use of a small area of park space for ADA Elevator installation and mezzanine expansion, NYCT invites you to submit comments. Comments will be accepted through Thursday, August 19, 2021.

### Please send all comments to:

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