

CITY OF NEW YORK

**BROOKLYN STADIUM
AND RELATED DEVELOPMENTS**

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MADIGAN - HYLAND Consulting Engineers New York

SYNOPSIS OF REPORT

This report deals with the site problems and estimated costs of a stadium and related facilities at two alternative sites in downtown Brooklyn. Site I is east of the Atlantic Avenue-Flatbush Avenue intersection; site II is west of that intersection.

The total cost of the stadium, together with the necessary auxiliary developments, such as a pedestrian concourse to railroad and subway terminals, a grade separation between Atlantic Avenue and Flatbush Avenue, parking facilities, and street widenings, is of the general magnitude of fifty million dollars.

It is evident that such an expenditure cannot seriously be considered for the sake of a stadium alone. Its only justification is a large-scale rehabilitation scheme for the general area.

If the City desires to expedite and to finance improvements such as the grade-separation of Atlantic Avenue and Flatbush Avenue, the parking facilities, the relocation of the Fort Greene Meat Market, and other local improvements, a stadium would fit into such a scheme. In that event, site I would have an advantage, inasmuch as several of these improvements, including the rehabilitation of the Long Island Rail Road Terminal, could be combined in one physical project. Furthermore, site I involves a much smaller number of dwelling units to be condemned than does site II. Site I is excellent for accessibility by railroad and rapid transit; site II is somewhat more advantageous with respect to vehicular traffic flow and arrangement of parking facilities.

Relocation of the Fort Greene Meat Market, which occupies about one third of the area to be used for the site I stadium, would impose a timing problem, if the City should decide to take a hand in the development of a new market, instead of merely condemning the properties now occupied by the meat merchants. In that event demolition for the site I stadium construction could not begin until a new market facility were available, and completion of the stadium within less than four years would appear to be a minimum expectation. Effective coordination and processing of plans would be necessary by Borough and City departments in working out the Atlantic Avenue Overpass, by the Long Island Rail Road in developing their

plans and in coordinating them with the plans for the stadium and for the parking structures, and by the Department of Markets in agreeing on a new location and in designing and building a new market, if City participation in the market development should be decided upon. A serious lag in the plans, or later in the construction, by any one of these agencies might delay completion still further. For site II extensive condemnation problems (over 1,100 dwelling units — as against 150 for site I) may present an additional obstacle to expediting construction.

One of the weak elements in connection with the project is that of traffic circulation and parking facilities. A serious problem is created by locating, in an already congested neighborhood, a facility which is a major traffic generator, and particularly of a type where all visitors desire to leave simultaneously.

We find that 2,500 parking spaces is the maximum that can be recommended without creating major traffic tie-ups in the area. The accumulation of parking facilities of such magnitude at one location in this particular vicinity is not sound from the economic point of view. No large centers of activity are nearby which would guarantee full use of such facilities by non-stadium visitors, and the parking areas will not be used to capacity by car-subway commuters, because, in order to reach the parking locations, motorists would have to fight their way through miles of congested streets.

This factor, together with the high cost of real estate and the high cost of construction, means that the parking facility by itself will not be a producer of net revenue, but will have to be subsidized.

The attached summary provides a review of the principal data and characteristics of the site I and site II developments.

