



IN THE MATTER OF an application submitted by Long Island University pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 *et seq.* of the New York City Administrative Code for an amendment to the City Map involving:

- the narrowing by elimination, discontinuance and closing of Willoughby Street between Fleet Place and Ashland Place;
- the narrowing by elimination, discontinuance and closing of Ashland Place between Willoughby Street and DeKalb Avenue;
- the elimination of Public Place between Willoughby Street, Fleet Street, and Fleet Place;
- the delineation of public access easements in Willoughby Street and Ashland Place;
- the adjustment of grades necessitated thereby;

including authorization for any acquisition or disposition of real property related thereto, in Community District 2, Borough of Brooklyn, in accordance with Map Nos. X-2737 and X-2738 dated June 26, 2013 and signed by the Borough President.

The application (C 130040 MMK) for an amendment to the City Map involving the narrowing, by elimination, discontinuance and closing, of a portion of Willoughby Street between Fleet Place and Ashland Place, and a portion of Ashland Place between Dekalb Avenue and Willoughby Street, a change of the treatment lines in Fleet Place between Willoughby Street and Flatbush Avenue, and the delineation of public access easements, including any acquisition or disposition of real property related thereto, in Community District 2, Borough of Brooklyn, was filed by Long Island University (“LIU”) on August 16, 2012 in order to facilitate the expansion of Long Island University athletic fields.

BACKGROUND

The applicant, Long Island University (LIU), is proposing a change to the City Map that would enable LIU to extend and reconfigure its athletic field to achieve regulation dimensions for NCAA—Division I and Northeast Conference soccer field standards, which would enable LIU to host Division I playoff games. In addition, the applicant is proposing enhancements to City public space, including improved street lighting, public seating areas at Fleet Plaza and along street frontages, and additional plantings and street trees along Willoughby Street and Ashland Place.

LIU's soccer field is located on a large block bounded by Willoughby Street to the north, Ashland Place to the east, Dekalb Avenue to the south, and Flatbush Avenue and Fleet Place to the west. It is located at the northeast corner of LIU's campus, which comprises approximately 11-acres in Downtown Brooklyn. The LIU campus contains a number of interconnected academic buildings, a residence hall, parking, and recreational facilities, including an outdoor athletic field and the Wellness Recreational and Athletic Center. LIU's main entrance to the campus is located at the northeast corner of Flatbush and DeKalb Avenues.

The subject portion of Willoughby Street to be eliminated comprises a 20-foot-wide portion of sidewalk on its southerly side, which abuts LIU's campus. Willoughby Street is City-owned, mapped at a width of 80 feet, and is open to one-way traffic westbound, with one 14-foot travel lane, two 8-foot parking lanes, a 15-foot-wide sidewalk on the north and a 35-foot-wide sidewalk on the south. There would be no changes to the Willoughby Street travel way or the northerly sidewalk as a result of this application.

The portion of Willoughby Street to be discontinued and closed comprises approximately 13,403 square feet. This area includes a portion of the southerly sidewalk which would be reduced to a width of 15 feet for a length of approximately 670 feet. As a result, the City-owned public right-of-way would be narrowed to 60 feet, matching the current built widths of Willoughby Street to the east and west of the project site. LIU would acquire the eliminated portion of Willoughby Street and add it to its property on the south side of the street. A 20-foot-wide public access easement, approximately 300 feet long (5,963 square feet, more or less), would be delineated within the westerly eliminated portion of Willoughby Street. This easement would allow for the new width of the mapped street line to remain constant, while preserving the 35-foot-wide sidewalk at the street's westerly end.

The subject portion of Ashland Place to be eliminated comprises a 14-foot-wide portion of its westerly side, which abuts LIU's campus. Ashland Place, which currently has a mapped width of 80-feet between Willoughby Street and DeKalb Avenue, includes two 13-foot sidewalks and a 54-foot roadway with an approximately 6-foot-wide central striped median and an 11-foot travel lane, an 8-foot parking lane, and a 5-foot-wide bicycle lane in each direction. The area to be discontinued and closed comprises approximately 9,600 square feet, which would narrow the

width of Ashland Place to 66 feet. The two-way roadbed of Ashland Place would continue to have one 11-foot travel lane in each direction, a 6-foot southbound bicycle lane, and a 5-foot northbound bicycle lane, as well as an 8-foot wide parking lane on its easterly side for the entire length of the block. However, the existing 6-foot wide striped median would be removed, and the 8-foot wide westerly parking lane would also be removed along the northerly portion of the block.

At the northerly end of Ashland Street, the roadbed would be narrowed by 14 feet, creating a 41-foot roadbed, for a length of approximately 384 feet, extending south from the intersection of Willoughby Street and Ashland Place. South of this point, the roadbed would widen to its present 54 feet and extend south for approximately 317 feet to the intersection of DeKalb Avenue and Ashland Place. The westerly sidewalk would be mapped at 14 feet for approximately 384 feet, extending south from Willoughby Street. South of this point, the westerly sidewalk would narrow and be mapped at 1 foot for approximately 317 feet to the intersection of DeKalb Avenue and Ashland Place. The easterly sidewalk would be mapped at 11 feet for the entire block (length of approximately 701 feet), which is consistent with existing conditions.

LIU would acquire the eliminated portion of Ashland Place and add it to its property on the west side of the street. A 14-foot-wide public access easement, approximately 317 feet long (4,425 square feet more or less) would be delineated within the southerly eliminated portion of Ashland Place. This easement would allow for the new width of the mapped street line to remain constant, while providing a 15-foot wide sidewalk at the street's southerly end (consisting of a mapped 1-foot wide sidewalk and a 14-foot wide public access easement). LIU would be responsible for the maintenance of the sidewalk in the public access easement.

ENVIRONMENTAL REVIEW

This application (C 130040 MMK) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 *et seq.*, and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR Number is 13DCP018K. The lead is the City Planning Commission.

After a study of the potential environmental impact of the proposed action, a Conditional Negative Declaration was issued. The lead agency has determined that the proposed action will have no significant effect on the quality of the environment, once it is modified as follows:

The applicant, LIU agrees via the mapping agreement to submit a Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP) to DEP for review and approval prior to construction, for implementation during construction.

The applicant signed the Conditional Negative Declaration on July 2, 2013. The Conditional Negative Declaration was published in the City Record on July 25, 2013 and in the New York State Environmental Notice Bulletin on July 24, 2013. Pursuant to the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 *et seq.*, a 30-day comment period followed. No comments were received and the Conditional Negative Declaration was issued on November 20, 2013.

UNIFORM LAND USE REVIEW

This application (C 130040 MMK), was certified as complete by the Department of City Planning on July 8, 2013, and was duly referred to Brooklyn Community Board 2 and the Brooklyn Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

COMMUNITY BOARD PUBLIC HEARING

Community Board 2 held a public hearing on this application (C 130040 MMK) on August 26, 2013, and on September 11, 2013, by a vote of 23 to 10 with 3 abstentions, adopted a resolution recommending approval of the application, with the following conditions:

- Applicant and the City of New York shall establish a better arrangement for bus passenger drop-off and bus driver lay-over off of City streets, and
- Applicant shall meet regularly with its neighbors and other stakeholders to address quality of life and other concerns.

BOROUGH PRESIDENT RECOMMENDATION

This application (C 130040 MMK) was considered by the Borough President of Brooklyn, who on October 1, 2013 issued a recommendation approving the application, with the following recommendations:

- A. Undertaking the plaza improvement as soon as it is fully funded, whether or not the field improvements are funded and to reach out to incoming local elected officials to solicit funding for plaza development (in addition to that allocated by the Borough President).
- B. Establishing a Community Advisory Committee (CAC) in consultation/participation with Community Board 2, local elected officials, University Hospital, University Towers and other neighborhood stakeholders and that such matters before the CAC should include but not be limited to: event programming and operational logistics; field lighting and amplification design; and site preparation and construction activities, including remediation planning.
- C. Coordinating with the Department of Environmental Protection to confirm whether test borings are adequately located based on where deeper excavation is contemplated, whether additional borings should be required during the excavation to determine possible existence of contaminants that might not have been present in test borings, and that sampling be ongoing.
- D. Initiating negotiations with its security workers and any organizations designated on their behalf.

CITY PLANNING COMMISSION PUBLIC HEARING

On October 9, 2013 (Calendar No. 1), the City Planning Commission scheduled October 23, 2013 for a public hearing on this application (C 130040 MMK). The hearing was duly held on October 23, 2013 (Calendar No. 15).

There were eleven speakers in favor of the application and eight in opposition. The speakers in favor were the applicant, two attorneys representing the applicant, architectural, environmental and transportation consultants representing the applicant, a representative of the Brooklyn Chamber of Commerce, and counsel for the University Towers. The speakers in favor described

the proposal and its intent and the positive impacts it would have on the students and downtown Brooklyn. The applicant's representatives stated in response to published reports that there would be no street closures associated with the proposal and further described the proposed improvements. The applicants representatives stated in response to Community Board 2's concerns related to bus layover that the applicant has created a bus layover area on campus.

The speakers who spoke against the proposal were the City Council member representing the 35th District, an assistant to the district assemblyman, community residents and security officers employed by LIU. The Council member expressed concerns about community involvement in the construction process, funding for the project, and the phasing of construction. The Council member also discussed the possible need for remediation due to possible hazardous materials on site and expressed hope that LIU will work closely with the Department of Environmental Protection. Lastly, the Council member encouraged LIU to continue labor negotiations with the security officers. The community residents voiced concerns over the narrowing of Ashland Place and exposure to hazardous materials located on site during construction. One speaker expressed the desire to have the community notices related to construction activities be tied to the mapping agreement. The security officers expressed that LIU needed to provide them fair wages and job benefits. An assistant to the district assemblyman speaking in support of the security officers stated that LIU should provide good jobs, with fair wages and health benefits. There were no other speakers and the hearing was closed.

CONSIDERATION

The City Planning Commission believes that this amendment to the City Map is appropriate.

The Commission believes that the proposed elimination of portions of Willoughby Street and Ashland Place is necessary for LIU to extend and reconfigure its athletic field to achieve regulation dimensions for NCAA—Division I and Northeast Conference soccer field standards. The Commission notes that the reduction in the street widths would be accomplished in a manner that would not diminish the width or number of lanes servicing vehicular traffic on those streets.

The Commission believes that the proposed public realm improvements including improved

street lighting, public seating areas at Fleet Plaza and along street frontages, and additional plantings and street trees along Willoughby Street and Ashland Place, will be of great value to the students of LIU as well as the local community and is a continuation of the ongoing transformation of downtown Brooklyn.

The Commission acknowledges the challenges posed by the loss of 18 existing parking spaces along Ashland Place and is pleased that the Department of Transportation has developed a plan to reconfigure the on-street parking along DeKalb Avenue to provide an additional 18 parking spaces.

The Commission acknowledges the desire expressed by Community Board 2 that the applicant establish a better arrangement for bus passenger drop-off and bus driver lay-over off of City streets, and a plan to meet regularly with its neighbors and other stakeholders to address quality of life and other concerns. The Commission is pleased that that the applicant has provided a bus layover area on campus and has agreed to apprise the community of its progress through various means and to attempt to address issues and suggestions through a forum organized under the auspices of Community Board 2 as explained in a letter to the Commission dated October 31, 2013.

The Commission acknowledges the recommendation of the Borough President that the applicant undertake the plaza improvement as soon as it is fully funded, establish a Community Advisory Committee (CAC), confirm whether test borings are adequately located, and initiate negotiations with its security workers. In a letter to the Commission dated October 31, 2013 the applicant stated that it will secure a performance bond with the City for the public realm improvements prior to closing with the City on the disposition. The Commission also acknowledges that the subject application is only for the elimination of portions of Willoughby Street and Ashland Place, and therefore the recommendation that the applicant initiate labor negotiations with its security officers is outside the scope of the application.

Furthermore, the Commission notes that the mapping agreement required between the applicant and the City will govern any required testing or remediation of any contaminants or hazardous materials found on site.

RESOLUTION

Therefore, the City Planning Commission, deeming the proposed amendment to the City Map and any related acquisition or disposition to be appropriate, adopts the following resolution:

RESOLVED, that the City Planning Commission finds that the action described herein will have no significant impact on the environment, subject to the following condition:

The applicant, LIU agrees via the mapping agreement to submit a Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP) to DEP for review and approval prior to construction, for implementation during construction;

And be it further;

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 199 of the New York City Charter, and Section 5-430 et seq. of the New York City Administrative Code, that based on the environmental determination and the consideration described in this report, the application (C 130040 MMK) for the amendment to the City Map involving:

- the narrowing by elimination, discontinuance and closing of Willoughby Street between Fleet Place and Ashland Place;
- the narrowing by elimination, discontinuance and closing of Ashland Place between Willoughby Street and DeKalb Avenue;
- the elimination of Public Place between Willoughby Street, Fleet Street, and Fleet Place;
- the delineation of public access easements in Willoughby Street and Ashland Place;
- the adjustment of grades necessitated thereby;

including authorization for any acquisition or disposition of real property related thereto, in the Borough of Brooklyn, Community District 2, in accordance with Map Nos. X-2737 and X-2738 dated June 26, 2013 and signed by the Borough President, is approved; and be it further

RESOLVED that, pursuant to Section 5-432 of the New York City Administrative Code, the City Planning Commission determines that “such closing or discontinuance will further the

health, safety, pedestrian or vehicular circulation, housing, economic development or general welfare of the City”; and be it further

RESOLVED that, pursuant to Section 5-433 of the New York City Administrative Code, the City Planning Commission adopts the legally required number of counterparts of Map No. X-2738 dated June 26, 2013 providing for the narrowing by elimination, discontinuance and closing of Willoughby Street between Fleet Place and Ashland Place; the narrowing by elimination, discontinuance and closing of Ashland Place between Willoughby Street and DeKalb Avenue; the elimination of Public Place between Willoughby Street, Fleet Street, and Fleet Place; said streets to be discontinued and closed being more particularly described as follows:

DISCONTINUING AND CLOSING A PORTION OF WILLOUGHBY STREET BETWEEN FLEET STREET AND ASHLAND PLACE

Starting at a Point of Beginning located at the intersection of the former southerly street line of Willoughby Street and the easterly street line of Fleet Street, as those streets were hereinbefore laid out on the City Map;

- 1) Running thence easterly, along said former southerly street line of Willoughby Street, discontinued and closed, 684.30 feet to its intersection with the newly established westerly street line of Ashland Place;
- 2) Running thence northerly, along said newly established westerly street line of Ashland Place, said course forming a deflection angle to the left with the last mentioned course of 99 degrees 04 minutes 06 seconds, 20.25 feet to its intersection with the newly established southerly street line of Willoughby street;
- 3) Running thence westerly, along said newly established southerly street line of Willoughby Street, said course forming a deflection angle to the left with the last mentioned course of 80 degrees 55 minutes 54 seconds, 669.99 feet to the newly established easterly street line of Fleet Street;

- 4) Running thence southerly, along said newly established easterly street line of Fleet Street, said course forming a deflection angle to the left with the last mentioned course of 60 degrees 55 minutes 22 seconds, 22.88 feet to its intersection with the former southerly street line of Willoughby Street, discontinued and closed, the point or place of beginning.

The area described above consists of 13,542.88 square feet, more or less.

DISCONTINUING AND CLOSING A PORTION OF ASHLAND PLACE BETWEEN
WILLOUGHBY STREET AND DEKALB AVENUE

Starting at a Point of Beginning located at the intersection of the northerly street line of DeKalb Avenue and the former westerly street line of Ashland Place, as those streets were hereinbefore laid out on the City Map;

- 1) Running thence easterly, along the newly established northerly street line of DeKalb Avenue, 14.18 feet to its intersection with the newly established westerly street line of Ashland Place;
- 2) Running thence northerly, along said newly established westerly street line of Ashland Place, said course forming a deflection angle to the left with the last mentioned course of 99 degrees 01 minute 34 seconds, 700.16 feet to its intersection with the newly established southerly street line of Willoughby Street;
- 3) Running thence westerly, along said newly established southerly street line of Willoughby Street, said course forming a deflection angle to the left with the last mentioned course of 80 degrees 55 minutes 54 seconds, 14.18 feet to its intersection with the former westerly street line of Ashland Place;
- 4) Running thence southerly, along said former westerly street line of Ashland Place, discontinued and closed, said course forming a deflection angle to the left with the last mentioned course of 99 degrees 04 minutes 06 seconds, 679.92 feet to its intersection with the

northerly street line of DeKalb Avenue, the point or place of beginning.

The area described above consists of 9,518.78 square feet, more or less.

**DISCONTINUING AND CLOSING PUBLIC PLACE BETWEEN WILLOUGHBY STREET,
FLEET PLACE AND FLEET STREET**

Starting at a Point of Beginning located at the intersection of the former southerly street line of Willoughby Street and the former northwesterly street line of Fleet Street, as those streets were hereinbefore laid out on the City Map;

- 1) Running thence westerly, along said former southerly street line of Willoughby Street, discontinued and closed, 15.33 feet to its intersection with the former easterly street line of Fleet Place;
- 2) Running thence southerly, along said former easterly street line of Fleet Place, discontinued and closed, said course forming a deflection angle to the left with the last mentioned course of 90 degrees 40 minutes 55 seconds, 27.00 feet to its intersection with the former northwesterly street line of Fleet Street;
- 3) Running thence northeasterly, along said former northwesterly street line of Fleet Street, discontinued and closed, said course forming a deflection angle to the left with the last mentioned course of 150 degrees 14 minutes 27 seconds, 30.89 feet to its intersection with the former southerly street line of Willoughby Street, the point or place of beginning.

The area described above consists of 207.00 square feet, more or less.

RESOLVED that, pursuant to subdivision 1a of Section 5-433 of the New York City Administrative Code, public utility facilities within the subsurface of the streets cited herein which are to be discontinued and closed by this action, may be maintained in place or relocated within such subsurface by the public utility, so that such maintenance in place or relocation of

such facilities is consistent with the proposed use of the closed portion or portions of such subsurface, and the requirements of other facilities located therein;

All such approvals being subject to the following conditions:

- a. The subject amendment to the City Map shall take effect on the day following the day on which certified counterparts of Map Nos. X-2737 and X-2738 are filed with the appropriate agencies in accordance with Section 198 subsection c of the New York City Charter and Section 5-435 of the New York City Administrative Code; and
- b. The subject street to be discontinued and closed shall be discontinued and closed on the day following the day on which such maps adopted by this resolution shall be filed in the offices specified by law.
- c. The subject amendment to the City Map shall not be filed with the appropriate agencies in accordance with condition “a” above until the applicant shall have executed a mapping agreement protecting the city's interest, approved as to form and sufficiency by the Corporation Counsel and accepted by the City Planning Commission (the “Mapping Agreement”). If such agreement is not accepted by the City Planning Commission within two years of the date of this resolution, the approved amendment to the City Map may be returned to the City Planning Commission for rescission; and
- d. The Mapping Agreement shall contain provisions governing, in connection with development of the former street, the testing for and remediation of hazardous materials in accordance with DEP requirements, as such environmental requirements are specified in the Conditional Negative Declaration dated November 20, 2013. The applicant or its successor shall submit proof of recording of the restrictive declaration to counsel for the Department of City Planning and DEP; and

The above resolution (C 130040 MMK), duly adopted by the City Planning Commission on November 20, 2013 (Calendar No. 7), is filed with the Office of the Speaker, City Council and

the Borough President, in accordance with the requirements of Section 197-d of the New York City Charter.

AMANDA M. BURDEN, FAICP, Chair

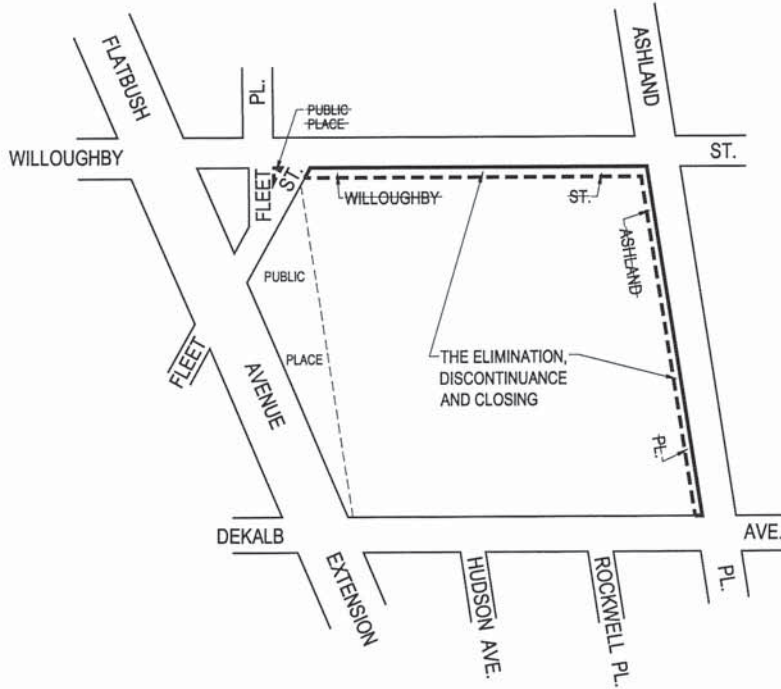
KENNETH J. KNUCKLES, Esq., Vice-Chairman

ANGELA M. BATTAGLIA, RAYANN BESSER, IRWIN G. CANTOR, P.E.,

ALFRED C. CERULLO, III, BETTY CHEN, MICHELLE R. DE LA UZ,

MARIA M. DEL TORO, RICHARD W. EADDY,

ANNA HAYES LEVIN, ORLANDO MARIN, Commissioners



CITY PLANNING COMMISSION
CITY OF NEW YORK
DIAGRAM SHOWING PROPOSED
MAP CHANGE
ON SECTIONAL MAP

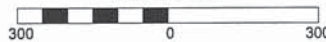
16c

BOROUGH OF
BROOKLYN

New York, Certification Date
JULY 08, 2013

I. Sadko, P.E.
Chief Engineer

SCALE IN FEET



NOTE:

- Indicates line of street legally adopted.
- Indicates line of street proposed to be established.
- - - Indicates line of street proposed to be eliminated.
(Discontinuance and Closing is shown on Alt. Map No. X-2738).



CITY OF NEW YORK
Community Board No. 2

350 JAY STREET - 8TH FL.
BROOKLYN, N.Y. 11201

(718) 596-5410 FAX (718) 852-1461
cb2k@nyc.rr.com

MARTY MARKOWITZ
Borough President

JOHN DEW
Chairperson

ROBERT PERRIS
District Manager

September 12, 2013

Ms. Amanda M. Burden, FAICP
Chair, City Planning Commission
22 Reade Street
New York, New York 10007

Dear Chair Burden:

Brooklyn Community Board 2 has reviewed and made a determination on the "LIU Athletic Field Expansion," Uniform Land Use Review Procedure application #C130040MMK. Attached herewith is an executed copy of the Department of City Planning's "Community/Borough Board Recommendation" form.

On September 11, 2012, Community Board 2 voted 23 in favor, ten opposed, three abstentions (23-10-3) to recommend approval of the application with the following conditions:

- Applicant and the City of New York shall establish a better arrangement for bus passenger drop-off and bus driver lay-over off of City streets, and
- Applicant shall meet regularly with its neighbors and other stakeholders to address quality of life and other concerns.

Community Board 2 requests that these conditions be codified in the City's approval. Thank you for the opportunity to comment.

Sincerely,

Irene Janner
First Vice Chairperson

cc: Hon. Marty Markowitz
Brooklyn Borough President
Hon. Letitia James
New York City Council
Purnima Kapur, Brooklyn Borough Director
Calendar Office
Department of City Planning
Kenneth K. Fisher, Esq., Member
Cozen O'Connor



Brooklyn Borough President Recommendation

CITY PLANNING COMMISSION

22 Reade Street, New York, NY 10007

FAX # (212) 720-3356

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.

2. Send one copy with any attachments to the applicant's representatives as indicated on the Notice of Certification.

APPLICATION #: 130040 MMK

LIU Athletic Field Expansion

In the matter of an application submitted by Long Island University pursuant to Sections 197-c and 199 of the New York City Charter and Section 5-430 of the New York City Administrative Code for an amendment to the City Map involving: a) the narrowing by elimination, discontinuance and closing of Willoughby Street between Fleet Place and Ashland Place; b) the narrowing by elimination, discontinuance and closing of Ashland Place between Willoughby Street and Dekalb Avenue; c) the elimination of Public Place between Willoughby Street, Fleet Street, and Fleet Place; d) the delineation of public access easements in Willoughby Street and Ashland Place; e) the adjustment of grades to facilitate expansion of the existing ball field.

COMMUNITY DISTRICT NO. 2

BOROUGH OF BROOKLYN

RECOMMENDATION

130040 MMK

APPROVE

APPROVE WITH

MODIFICATIONS/CONDITIONS

DISAPPROVE

DISAPPROVE WITH

MODIFICATIONS/CONDITIONS



BOROUGH PRESIDENT

October 15, 2013

DATE

RECOMMENDATION FOR THE PROPOSED LIU ATHLETIC FIELD EXPANSION 130040 MMK

PUBLIC HEARING

On September 17, 2013, the Borough President held a public hearing on the proposal by Long Island University (LIU) which seeks an amendment to the City Map in order to facilitate an expansion of the college's existing ball field. Staff of the Borough President requested clarification from representatives for the applicant on a number of concerns including potential upgrades to the public plaza and quality-of-life issues brought to the Borough President's attention. The concern that public improvements would not necessarily occur as the field is expanded was discussed as the representative explained that, in total, the project will cost \$7.5 million to complete, of which \$5 million is for public realm improvements including benches along Ashland, new street trees and light posts and other improvements to the area surrounding the campus. Funding for the field would be achieved through a campaign for contributions from alumni. All improvements are tied to the mapping agreement which has terms that require LIU to put up all of the funds for the entire project in order to accomplish any of it. A performance bond will also need to be issued as collateral against the college finishing the entire project. In addition, Fleet Plaza is another part of the project aimed towards creating an engaging public space.

In response to those quality-of-life issues that were brought to the Borough President's attention, the applicant's representative explained that the proposal seeks to include a state-of-the-art lighting and sound plan. The goal will be for the lighting to not interfere with the surrounding area, and the sound will be more focused and attenuated to the playing field. The representative also commented on issues of LIU not being responsive to the concerns of the community. The college intends to act as a good neighbor, giving forewarning and keeping the community informed of construction details, as well as maintaining constant communication through the completion of construction.

Assembly Member Walter Mosley provided testimony in support of the security force employed by LIU that have helped make it one of the safest campuses in the country. Mosley commented on such workers' inability to secure living wages and affordable access to healthcare benefits, in spite of the college's plans to move forward with a potential multimillion dollar expansion that it cites not having money for, despite holding \$124 million in bonds from the Dormitory Authority of the State of New York. He urged the Provost and Administration of LIU to sit down with their security workers and negotiate in good faith a way to improve on their life.

Sixteen speakers presented testimony at the Borough President's public hearing with a majority speaking in opposition to the LIU proposal. Community members highlighted concerns with loss of public space to a private institution, potential hazardous materials below the field, prior commitments made by the college to enhance its façade that has gone unrealized, amplified music and lights, field machinery, and a lack of dialogue from LIU. The lack of dialogue was also expressed by representatives of SEIU 32BJ and LIU security staff along with expressing concern pertaining to achieving living wages and benefits. Proponents for the expansion cited the benefits for the school to attract top

talent by having a regulation sized playing field. A representative for LIU stated that the voices of the community are being heard by the college and that LIU is willing to work with the community to address concerns.

CONSIDERATION

Community Board 2 (CB 2) voted to conditionally approve the application. The Board called for the applicant to work with the City of New York to establish a better arrangement for bus passenger drop-off and driver lay-over to be kept off of City streets and for the applicant to meet regularly with neighbors and other stakeholders to address quality-of-life issues and other concerns.

The project site comprises LIU's athletic field, which is located at the northeast corner of LIU's campus along Willoughby Street and Ashland Place in Downtown Brooklyn. The project site also includes adjacent portions of the sidewalk and street-bed of Willoughby Street and Ashland Place. These actions would result in changes to the configuration of adjacent portions of Willoughby Street and Ashland Place and enhancement of the pedestrian environment on the sidewalks along Willoughby Street and Ashland Place.

Despite having NCAA Division I men's and women's soccer teams, LIU is currently unable to host NCAA Division I soccer playoff tournament games on its Brooklyn campus athletic field. The field does not meet applicable National Collegiate Athletic Association (NCAA)—Division I or Northeast Conference standards for soccer competition. LIU wishes to enhance its campus culture, which is enlivened by its NCAA Division I athletic teams.

LIU also envisions that the expanded field would play host to a variety of other university and community events. Track and field, tennis and golf teams will make use of the field for conditioning and practice, and the local community will have access for youth camps and clinics. The venue also hosts Public Schools Athletic League (PSAL) championships for soccer, baseball and softball.

To build the field, a 14-foot-wide portion of Ashland Place and a 20 foot wide portion of Willoughby Street would be eliminated. The project would also require the disposition of to-be-demapped city-owned right-of-way portions of Willoughby Street and Ashland Place. LIU's outdoor athletic field would be expanded by approximately 5,100 square feet (sf). The expansion to the field itself would result in fixed bleacher seating constructed around the perimeter of the field, with 800 seats for LIU soccer games, and 400 seats for softball and baseball games. Total seating capacity would remain the same as exists now. A 5,000 sf building with accessory services to the athletic field, such as concessions, restrooms, bleacher seats above and dugouts with a service entrance, would also be constructed (approximately 160 feet long with a varying width from approximately 15 to 40 feet). The Willoughby Street entrance gate to the athletic field would be comprised of multiple doors, primarily oriented away from the curb. It would be clad in cast stone with similar fencing and entrance features on Ashland Place, which would accommodate a concession stand of approximately 150 gross sf; a small ticket booth would also be constructed in close proximity to this gate.

New perimeter fencing would be constructed around the athletic field. On Ashland Place, the fencing would include a mesh panel (to a height of 14 feet) and protective netting to a height of 60 feet. The wall would be covered with wood vamp-climbing hydrangea. The existing field light posts would be replaced with 70-foot-tall light posts projecting from the cast stone wall. On

Willoughby Street the fencing would be 11 to 14 feet in height and would be cast stone with metal railings. Protective netting would also be provided along Willoughby Street up to a height of 60 feet.

Reconfiguration of the site would result in changes to the pedestrian environment and pedestrian circulation surrounding the athletic field. Landscaping and lighting is expected to encourage walking and pedestrian activity at the campus perimeter. Most event attendees currently enter the LIU athletic field through a gate and open passageway from DeKalb Avenue at Hudson Avenue. Upon completion of the proposed project, event attendees would enter the fields through two new entrances at the northwest and southeast corners of the field, on Willoughby Street and Ashland Place, respectively. Additional gates may be provided on Ashland Place for access and egress from the athletic field, as needed.

Other project improvements would also include new public art landscaping and lighting along the affected portions of Willoughby Street and Ashland Place, as well as on Fleet Street adjacent to Willoughby Street. These changes would be consistent with the Willoughby Corridor Streetscape Guidelines published by the Department of Transportation Urban Design and Art Unit. New street trees would be planted every 20-30 feet on center on Ashland Place. The western end of Willoughby Street would feature a double row of street trees. Bicycle racks, trash receptacles, and benches would be installed along these streets, although no benches would be placed along the length of the field along Willoughby Street. Willoughby Street benches would be located between the field and Fleet Plaza with the benches shifted away from the curb and oriented to face the LIU campus. The sidewalk would be repaved. A new public art element would be installed at the intersection of Willoughby and Fleet Streets. LIU also would build and maintain Fleet Plaza at this intersection, for which a Maintenance Agreement would be executed between the Department of Transportation (DOT) and LIU.

Construction would be phased to suit fundraising capacity of the University. Work on the Willoughby Street frontage and streetscape to expand the field dimension to adequate NCAA regulations would be the priority and would commence first. Any work that disrupts the field would be done after the commencement at the end of May and on through the summer months.

To accommodate the enlargement of the athletic field, the Willoughby Street south sidewalk would be reduced from 36 feet to 15 feet between Ashland Place and Fleet Street. The remaining portion of Willoughby Street right-of-way would align with the 60-foot-wide segment of Willoughby Street to the east of Ashland Place. Ashland Place would be narrowed to 66 feet from its present width of 80 feet. From Willoughby Street to DeKalb Avenue, the right-of-way would continue to have one 11-foot travel lane in each direction, though the existing 6-foot-wide central striped median would be removed and the bicycle lanes in each direction would be increased in width to six feet (from the current 5). At the street's northerly intersection with Willoughby Street, the roadbed would be narrowed by 13 feet to 41 feet for a length of approximately half of the block, with the adjoining sidewalk being 14 feet wide along the ball field. The westerly parking lane would be removed along the northerly portion of the block. The remainder of the roadbed would continue to be 54 feet wide to DeKalb Avenue. From the midpoint of the block at the Ashland Place entrance of the ball field, a new lay-by area for vehicles would be established for approximately 120 feet extending to the southern edge of the Wellness, Recreation and Athletic Center (WRAC). This lane would likely serve as the new, main vehicular drop-off point for event attendees.

To accommodate the field extension and lay-by area on the Ashland Place frontage, up to 25 metered parking spaces on the west side of Ashland Place would be displaced in order to provide additional on-street parking capacity in the immediate area. Based on this loss of spaces, DOT has already removed the parking restriction on a portion of DeKalb Avenue adjacent to LIU.

The reconfigured athletic field would maintain the existing seating capacities for various sporting events and is expected to attract comparable numbers of attendees. The expansion will not generate any incremental vehicle or transit trips.

The potential impact of the loss of Ashland Place parking spaces is expected to be minor given DOT's removal of the parking restriction on a portion of DeKalb Avenue adjacent to LIU, as well as the eventual curb length to be established along the south side of Willoughby Street when the plaza is completed, which will also add on-street parking capacity.

It is the Borough President's policy to support Brooklyn's institutions of higher education. He believes that access to high-quality learning opportunities is necessary for academic achievement. LIU provides an effective and moderately priced education for people from all walks of life throughout the borough and abroad. In addition to being the home to prestigious awards in journalism, LIU also has successful athletic programs, which the Borough President believes is part of a valued education. By providing an NCAA regulation athletic field during intercollegiate play, the expansion will enhance school pride and further efforts for LIU to enhance its enrollment.

The Borough President believes that concerns regarding possible traffic congestion hindering emergency services are unfounded, given that the current use of the median would be compensated by the increased width of the bicycle lane. Also, the location of the oxygen deliveries coincides with the location of the lay-by lanes, thus there would be sufficient width to accommodate traffic movement even when delivery is in progress.

While the Borough President is generally supportive of the proposal, he shares the interests of CB 2 and the community regarding the timing of public infrastructure/improvements and LIU's participation with quality-of-life issues and site conditions needing to be remediated.

Fleet Plaza Improvement

The Borough President supports those actions that seek to increase the amount of land devoted to open space. The Department of Transportation (DOT) has proposed a curb-line extension that will thus create Fleet Plaza, which will bring to the community additional opportunities for outdoor passive recreation. The Borough President supports the inclusion of street furniture, according to the designs for the Public Design Commission, as an effective way to activate the Plaza. The Borough President believes that the completion of this Plaza, with permanent fixtures, should be done as soon as all of the necessary funds are in order. In that regard, he has provided City capital funds in Fiscal Year 2015 towards this initiative. Due to the benefits this will bring to both LIU and the surrounding community, advancement of Fleet Plaza should not be contingent on the completion of the field expansion, and thus should move forward as funds are available. At the moment, additional funding still needs to be identified. He believes that LIU should continue to engage the community's elected officials to solicit additional funds so that this component of the plan might proceed in Fiscal Year 2015.

Community Advisory Committee

Residents in the community are concerned that LIU has not acknowledged or responded to their concerns as it pertains to issues that are seen as likely compromising their quality-of-life. The Borough President believes that it would be essential for LIU, in consultation with Community Board 2 (CB2), to establish a Community Advisory Committee (CAC) that would remain in place for the duration of design-development and construction of the field and its ongoing operation. During the design-development and construction phases of this project, the CAC should be used as a method to garner community input into the design of the field as well as the construction logistics and operation. This will allow both LIU and the resident stakeholders to find a common ground with the design of the lighting and amplification systems towards assuring that both serve the events while respecting the quality-of-life for the nearby residents. As LIU outlines what types of event programming that will be allowed by the community to hold on the expanded field, the CAC should be informed of which events will occur to provide feedback to LIU regarding logistics.

Site Remediation

The Borough President believes that environmental safety in the area around this project must be guaranteed beyond a reasonable doubt throughout the construction process.

The field expansion would involve soil disturbance to approximately four feet below grade for a proposed new entrance/concession stand in the northwestern corner of the athletic field, and pile driving to a depth of up to 20 feet for light pole installation. Environmental consultants characterize the "urban fill" under the LIU athletic field as, "highly variable," suggesting that contamination may not be uniform. The fill under the field may contain remnants from the dyeing shop, small chemical factory, carpet cleaner, four underground gasoline storage tanks and electrical transformer station that once operated on the property (these uses are known to release volatile organic compounds and heavy metals into the ground). According to the environmental assessment statement, concentrations of semi-volatile organic compounds, metals and pesticides in excess of State Department of Environmental Conservation guidelines have been noted on the site. These substances might present the risk of release of airborne contaminants during excavation.

LIU will have to prepare a Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP) to contain and dispose of hazardous soil during excavation. These plans will be submitted to the Department of Environmental Protection (DEP). The RAP will require appropriate soil stockpiling, soil disposal and transportation as well as dust control and contingency measures should petroleum storage tanks or other contamination be found. The CHASP will include measures for worker and community protection, including personal protective equipment, dust control, air monitoring and emergency response procedures. Plans to keep the community updated on construction and remediation plans must be incorporated into project agreements.

The Borough President believes that it would be appropriate for a Community Advisory Committee (CAC) to be memorialized into the City Map Agreement as a means to assure that stakeholders and leaders in the community—including CB 2 representatives, local elected officials, University Hospital, University Towers and other neighborhood stakeholders—may be kept abreast of site programming and operational logistics, have adequate input on design and

installation of field lighting and sound amplification, and be adequately informed regarding site preparation.

Given the extent of urban fill, the Borough President believes that it should be confirmed that soil borings have been conducted where proposed digging will take place during construction. If not, additional borings should be conducted to confirm the status of sub-surface contamination and that sampling be ongoing.

Workers of LIU

The Borough President believes that the concerns presented by the LIU security workers at his public hearing warrant consideration by LIU. He was pleased to learn of LIU's willingness to work with the community in regards to their concerns with the field expansion and believes that same attention needs to be placed among its staff. The college ranks among the highest in campus safety and that comes in part due to the work of its security staff. The Borough President believes that a well secured campus is in the best interest of Brooklyn and that paying respect to its security staff can only benefit the LIU campus community. LIU should make itself available to negotiate with its security staff, in good faith, to find a mutually beneficial outcome.

Recommendations

Be it resolved that the Borough President of Brooklyn, pursuant to section 197-c of the New York City Charter, recommends that the City Planning Commission and City Council **approve** the zoning map amendment proposal.

Be it further resolved that, in the interest of Long Island University to seek completion of the full design in a timely manner, while seeking out recommendations of its neighboring stakeholders, Long Island University minimizes potential quality-of-life impacts associated with construction and operation through the following:

- a. Undertaking the plaza improvement as soon as it is fully funded, whether or not the field improvements are funded and to reach out to incoming local elected officials to solicit funding for plaza development (in addition to that allocated by the Borough President).
- b. Establishing a Community Advisory Committee (CAC) in consultation/participation with Community Board 2, local elected officials, University Hospital, University Towers and other neighborhood stakeholders and that such matters before the CAC should include but not be limited to: event programming and operational logistics; field lighting and amplification design; and site preparation and construction activities, including remediation planning.
- c. Coordinating with the Department of Environmental Protection to confirm whether test borings are adequately located based on where deeper excavation is contemplated, whether additional borings should be required during the excavation to determine possible existence of contaminants that might not have been present in test borings, and that sampling be ongoing.
- d. Initiating negotiations with its security workers and any organizations designated on their behalf.