



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, N. Y. 10007

Technical Memorandum for the Coney Island Rezoning FEIS
CEQR Number 08DME007K TM002
July 22, 2009

A. INTRODUCTION

On June 5, 2009, the Office of the Deputy Mayor for Economic Development (ODMED), as Lead Agency, issued a Notice of Completion for the Coney Island Rezoning Final Environmental Impact Statement (FEIS) that was prepared in coordination with the New York City Economic Development Corporation (NYCEDC), the New York City Department of City Planning (DCP), and the New York City Department of Housing Preservation and Development (HPD). Following the issuance of the Notice of Completion, the City Planning Commission (CPC) formulated and considered modifications to the Uniform Land Use Review Procedure (ULURP) applications and the Special Coney Island District zoning text amendment (collectively, the “Applications” or the “proposed actions”) and an administrative change to the form of the mapping application. Those modifications and administrative change were assessed in a Technical Memorandum (CEQR Number 08DME007K TM001) dated June 15, 2009. The New York City Council is now considering additional proposed modifications to the Applications as a result of its review of the applications and comments made during public review of the Draft Environmental Impact Statement and the Applications.

The City Council’s proposed modifications, which are described and assessed below, would not affect the creation of the Special Coney Island District or the key zoning amendments associated with the proposed actions. In the Coney East subdistrict, the proposed modifications would alter the geometry of several new mapped streets, as well as the proposed mapped parkland boundary for the proposed amusement park.

The Council and Administration are considering ways to increase the proportion of affordable housing units within the total number of units analyzed in the RWCDs. Such an increase would not have the potential to affect the environmental analysis except with respect to publicly funded day care and health care facilities. While the extent of such an increase has not been determined, this Technical Memorandum conservatively assumes an increase of 400 affordable units for purposes of the day care and health care facilities’ analyses. The increase in affordable units

would decrease the amount of market rate units but the overall number of new housing units would stay the same.

The modifications would not affect the Urban Development Action Area Program designation and project approval, the disposition of City-owned property, nor would they affect any authorizations from the New York State Legislature related to the alienation of parkland for the purpose of entering into a long-term lease for the development and operation of the 9.39-acre mapped amusement park (which would become a 9.44-acre mapped amusement park with the proposed modifications). In addition, the proposed modifications would not affect the type of new development that would occur under the RWCDs analyzed in the FEIS. The proposed modifications would affect the mapping actions and some of the regulations of the Special Coney Island District zoning text amendment (N 090273(A) ZRK) and the residential make-up of the RWCDs that was assessed in the FEIS and Technical Memorandum 001 (dated June 15, 2009).

In addition to the proposed modifications, there is an administrative change to the City map amendment. Under the administrative change, the mapping application (C 090107 MMK) would contain five, rather than four, maps that could be filed in phases to facilitate the implementation of the mapping action. This administrative change would not alter the nature or the substance of the mapping actions and, therefore, is not considered further in this Technical Memorandum.

This Technical Memorandum describes the proposed modifications of the City Council and the potential for an increase in the proportion of affordable housing units and examines whether they would result in any new significant adverse environmental impacts not already identified in the FEIS. As discussed below, this Technical Memorandum concludes that the proposed modifications would not result in any new significant adverse environmental impacts not already identified in the FEIS. In terms of traffic (as described below), the proposed modifications would continue to result in significant adverse impacts to four Surf Avenue intersections that were determined to be significantly impacted in the FEIS with changes in the distribution of impacts during peak hours. These impacts could be fully mitigated with measures similar to those identified in the FEIS for the same intersections.

B. DESCRIPTION OF PROPOSED CITY COUNCIL MODIFICATIONS

MODIFICATIONS TO THE MAPPING ACTIONS

The proposed modifications to the mapping actions of the mapping application (C 090107 MMK) are as follows:

- Modify the proposed “Wonder Wheel Way” between West 15th and West 16th Streets and between West 12th and West 10th Streets by substituting the 56-foot street approved by the CPC with a 30-foot pedestrian way that would not be used for regular vehicular access. The currently proposed 56-foot street would remain between West 15th Street and West 12th Street, creating a loop road around Stillwell Avenue to ensure efficient vehicular circulation in the amusement and entertainment district.
- West 16th Street and West 10th Street would terminate in roundabouts, portions of which would be located in areas previously proposed to be mapped as parkland.
- As an administrative change, the 30-foot pedestrian way between West 12th Street and West 10th Street would be shown on a separate map from the other street mappings for the Coney East subdistrict and would be mapped at a later date to accommodate the continued

operation of Deno's Wonder Wheel Park, which is the last operating amusement park in Coney Island. Until this map is filed, development of open amusements would be allowed within this area, as described below in the modification to the Special District text.

- The boundary of the proposed mapped amusement park would be modified to eliminate the park mapping of the Wonder Wheel site, which corresponds to all of the property currently owned by the Vourderis family on Lot 145 south of the future mapped way. In addition, where the proposed Wonder Wheel Way is narrowed to 30 feet, the park would be expanded. With this proposed modification, the mapped amusement park would be 9.44 acres. As assessed in the FEIS, the mapped amusement park was 9.39 acres.
- Notes would be added to the Coney East maps to reflect where park use is subject to pedestrian and/or vehicular access easements related to operation of the Wonder Wheel; and to require that the park be designed to continue to provide pedestrian access between the Boardwalk and the Wonder Wheel.

MODIFICATION TO SPECIAL DISTRICT TEXT REGULATIONS

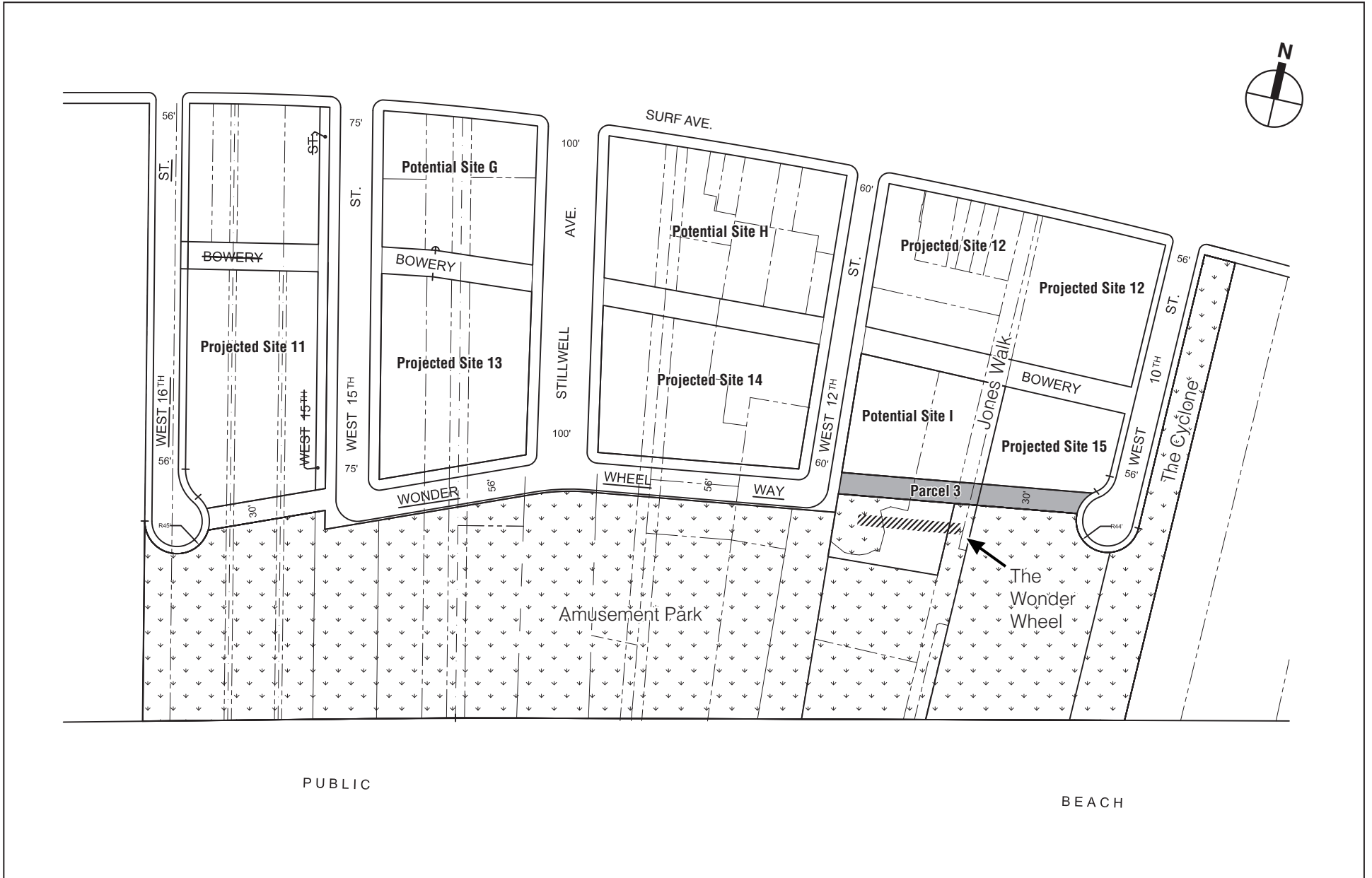
The proposed modifications to the text amendment application (N 090273(A) ZRK), establishing the Special Coney Island District and related zoning text changes, are as follows:

- To ensure that any improvements or uses developed in the 30-foot area between West 12th and West 10th Streets pending the establishment of the mapped way are restricted to open amusements, the City Council proposes the creation of a "Parcel 3," shown on the Special District map (and on Figure 1 of this Technical Memorandum 002). The underlying C7 use and bulk regulations shall apply on Parcel 3, except that uses would be limited to open amusement uses (Use Group 13A and Use Group 15), and the floor area attributable to Parcel 3 may only be used within Parcel 3.
- The modifications also include clarifications to the text relating to lot coverage for corner lots, residential parking requirements, and including ice skating rinks as an allowed use on the entirety of Parcel F in the Coney West subdistrict, as shown on Map 1 of the Special District Text (see Appendix A).

C. POTENTIAL IMPACTS OF THE PROPOSED MODIFICATIONS

The proposed modifications are not expected to affect the RWCDs site plan or the type or total amount of residential or commercial development associated with the RWCDs, as described and analyzed in the FEIS, although the proportion of affordable units within the total number of residential units would be greater and it is possible that open amusement uses could be developed on an interim basis in the area proposed as a 30-foot pedestrian way between West 12th and West 10th Streets. The proposed changes to the mapping actions (with the exception of the added notes, which would not affect the analyses or conclusions in the FEIS), are expected to result in a slight increase in the amount of mapped parkland in the Coney East subdistrict to 9.44 acres. The proposed clarifications to the Special Coney Island District text identified above would not alter the substance or nature of the special district text and would not result in any significant adverse environmental impacts not already identified in the FEIS.

For those impact areas for which the analysis was based on the RWCDs site plan and total residential and commercial program, the conclusions of the FEIS would be unchanged by the proposed modifications, because the reasonable worst-case scenarios analyzed in the FEIS for these categories would also represent the reasonable worst-case scenarios for the proposed



modifications. As appropriate, the potential for changed or new impacts associated with the potential increase in number of affordable residential units within the RWCDS and the ability to locate additional open amusement uses in the area of Parcel 3, pending the filing of the map for the proposed 30-foot pedestrian way in this area between West 12th and West 10th Streets (hereinafter the “Parcel 3 Map”), will be considered in the impact assessment. The impact areas not affected by the proposed modifications are: community facilities (schools, libraries, and police and fire protection only), neighborhood character, waterfront revitalization, natural resources, hazardous materials, infrastructure, solid waste and sanitation services, energy, air quality (stationary source only), construction, and public health.

LAND USE, ZONING AND PUBLIC POLICY

The proposed modifications to the mapping actions would result in small changes to the boundaries of the proposed streets and the mapped amusement park within the Coney East subdistrict. These boundary modifications would not affect the overall land use patterns assessed in the FEIS and established in the future with the proposed actions nor would they change the anticipated RWCDS.

Therefore, there would be no new or different significant adverse impacts to land use, zoning, or public policy generated by the proposed modifications.

SOCIOECONOMIC CONDITIONS

The proposed modifications would have a minor effect on the FEIS socioeconomic analysis in that, with the retention of the portion of Deno’s Wonder Wheel Park, which was previously to be located within the mapped amusement park, as a private parcel, there would be a slight reduction in the direct displacement of existing businesses. However, as noted in the FEIS, the proposed mapped parkland would be dedicated to preserving and expanding open amusement uses, including the Wonder Wheel, which is a New York City landmark. The continuation of open amusement business opportunities is a central goal and purpose of the proposed actions and no significant adverse impacts were identified; this is also the case with the proposed modifications.

The proposed modifications also anticipate that up to an additional 400 units of affordable housing would be provided in the RWCDS housing mix. The increase from 607 to 1,007 affordable housing units would add to the overall diversity and affordability of new housing available to current and future residents of Coney Island. The FEIS identified that the proposed actions were not likely to result in an adverse environmental impact due to direct or indirect residential displacement and this conclusion would remain the same with the additional affordable housing in the RWCDS.

COMMUNITY FACILITIES

The types of community facilities that could potentially be affected by the proposed increase in the total number of affordable residential units that would be part of the total incremental number of residential units in the RWCDS (which does not change with the proposed modifications) are day care and health care facilities. The potential increase from 607 to 1,007 affordable residential units would not alter the schools or libraries analyses of the FEIS because those analyses are not based on household income levels.

DAY CARE FACILITIES

Using the Fall 2008 updated *CEQR Technical Manual* day care multipliers, the up to 1,007 affordable housing units expected would introduce an estimated 725 children under the age of 12 (compared to 437 estimated in the FEIS) who would be eligible for publicly funded day care in 2019. As estimated, 534 of these (compared to 322 in the FEIS) would be younger than 6, and the remaining 191 would be ages 6 to 12 (compared to 115 in the FEIS). As described in the FEIS, day care facilities in the 1-mile study area do not have adequate capacity for the new day care-eligible children under age 6 expected as a result of the RWCDS, and day care facilities in the 1-mile study area would be over capacity. In the future with the proposed modifications, the publicly funded day care facilities in the study area would operate over capacity (177 percent of capacity)—as under the RWCDS assessed in the FEIS where the publicly funded day care facilities in the study area would operate at 158 percent of capacity—unless additional slots are added to meet the increased demand in the community that would result from the proposed actions. As with the RWCDS assessed in the FEIS, this potential increase in affordable units would continue to result in a significant adverse impact on publicly funded day care facilities warranting consideration of mitigation.

This potential increase in demand, like that assessed in the FEIS could be offset by a number of factors. Private day care facilities and day care centers outside of the study area (e.g., closer to parent's place of work) are not included in this analysis. Some of the increased day care demand would likely be offset by parents who choose to take their children to day care centers outside of the study area (e.g., closer to work). Some of the Family Day Care Networks serve children residing in the study area and could potentially absorb some of the demand. This new demand would also be considered in future Request for Proposal planning for contracted services. Finally, new capacity could potentially be developed as part of the New York City Administration for Children's Services's public-private partnership initiatives. However, if none of these measures are taken, then the proposed modifications would result in an unmitigated adverse day care impact like the proposed actions' impact previously disclosed in the FEIS.

HEALTH CARE FACILITIES

The proposed modifications would introduce an estimated 2,457 new low- to moderate-income residents (compared to 1,481 assessed in the FEIS) to the study area by 2019. Based on the national average of 393 annual emergency room visits per 1,000 low-income persons, the addition of approximately 2,457 low- to moderate-income residents could add an estimated 841 annual visits to study area emergency rooms (compared to 582 assessed in the FEIS). Given the tens of thousands of such visits in the study area currently, this additional low- to moderate-income population would generate a minimal change in demand over no action conditions, which would be less than an increase of 5 percent or more. Therefore, no significant adverse impacts to outpatient health care services are expected from the proposed modifications.

OPEN SPACE

As described above, the total acreage of the mapped amusement park with the proposed modifications would be 9.44 acres, compared to 9.39 acres assessed in the FEIS. This approximately 2,000 square foot increase in the mapped amusement area would not change the conclusions of the open space analysis presented in the FEIS that the proposed actions would not result in any significant direct or indirect adverse impacts to open space.

HISTORIC RESOURCES

The proposed modifications would not have adverse direct impacts on historic resources. Any excavation and foundation work, if required, for the installation of open amusements within 90 feet of the Wonder Wheel (which is a New York City Landmark) would be subject to the *New York City Buildings Department's Technical Policy and Procedure Notice (TPPN) #10/88*, which applies to New York City Landmarks, properties within New York City Historic Districts, and National Register-listed properties. *TPPN #10/88* supplements the standard building protections afforded by the Building Code by requiring a monitoring program to reduce the likelihood of construction damage adjacent to New York City Landmarks and National Register-listed properties (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. With these required measures, significant adverse construction-related impacts would not occur to the Wonder Wheel.

The proposed modifications would also not have adverse visual or contextual impacts on historic resources. The Landmark site of the Wonder Wheel includes Lot 145 on Block 8696, a portion of Lot 140 on Block 8696, and portions of Jones Walk and West 12th Street, and the installation of any open amusement uses on the Landmark site, either within the portion of Parcel 3 between West 12th Street and Jones Walk, which would be mapped at some undetermined point in the future, or within the area no longer proposed to be within the mapped amusement park would be subject to approval by the New York City Landmarks Preservation Commission.

In addition, the proposed modifications would not change the conclusion of the FEIS that the iconic presence of the Wonder Wheel would be preserved within the amusement area or that the proposed actions would have beneficial effects on the setting of the Wonder Wheel. Although the Wonder Wheel would no longer be located within the boundaries of the mapped amusement park under the proposed modifications, it would continue to be located within a zoned amusement area, surrounded by low-rise open and enclosed amusements. While the modification to the proposed Wonder Wheel Way and the administrative change to the City map amendment allowing for the future filing of the Parcel 3 Map would reduce, for an unknown period of time until such map is filed, the new east-west view corridor between the Cyclone and Parachute Jump that would have passed alongside the Wonder Wheel (providing new views of these resources and linking them visually), this modification/change would not result in a significant adverse impact, as existing views of the resources would not be diminished or eliminated and would be preserved and improved in other locations. Therefore, the Council's proposed modifications would not alter the conclusions in the FEIS with respect to historic resources impacts.

URBAN DESIGN AND VISUAL RESOURCES

The proposed modifications would not affect the FEIS conclusion that the proposed actions would positively affect the urban design of the rezoning area and would not result in significant adverse impacts to urban design and visual resources. Although the proposed Wonder Wheel Way and the northern boundary of the mapped amusement park would be modified from what was analyzed in the FEIS, the overall urban design of the Coney East subdistrict would not be materially different from what was analyzed in the FEIS. With the proposed modifications, there would still be a new street pattern in the Coney East subdistrict that would include an east-west Wonder Wheel Way and there would be an approximately 2,000 square foot increase in the mapped amusement area. Open amusements would be developed in the area around the Wonder Wheel that was to be located within the mapped amusement park and in the area between West 12th and West 10th Streets that was to be the eastern portion of the proposed mapped street,

“Wonder Wheel Way;” the new area of open amusements between West 12th and West 10th Streets adjacent to the Wonder Wheel would, until the Parcel 3 Map is filed, slightly expand the area that would include open amusements and, thus, would not change the urban design analysis presented in the FEIS.

Although the modifications to the proposed Wonder Wheel Way and administrative change would, until the Parcel 3 Map is filed, reduce the new east-west view corridor between the Cyclone and Parachute Jump that would have passed alongside the Wonder Wheel, providing new views of these resources and linking them visually, it would not result in a significant adverse impact, as other new views of those visual resources would be created and existing views of the resources would be preserved and improved. With the modifications, the proposed Wonder Wheel Way and the 30-foot mapped pedestrian way between West 15th and West 16th Streets would still provide a new east-west view corridor between the Wonder Wheel and the Parachute Jump, although the inclusion of the Cyclone in that new view corridor would likely be diminished. As noted above, the proposed administrative change to the City map amendment would allow for the future filing of the Parcel 3 Map, establishing the new east-west view corridor in this location. Therefore, the Council’s proposed modifications would not alter the conclusions in the FEIS with respect to impacts to urban design and visual resources.

TRAFFIC AND PARKING

A trip generation was performed for the proposed modifications, which would result in a slightly larger amount of amusement uses compared to that assessed in the FEIS. However, even if the Parcel 3 Map is never filed and Parcel 3 continues to be used for open amusements instead, the amount of additional person and vehicular trips generated by the additional development would be minimal as compared to the trip projections presented in the FEIS for the proposed actions. Overall, the incremental trip generation would be up to 70 person trips and fewer than 10 vehicle trips during any of the peak hours analyzed in the FEIS. These trips dispersed to various intersections in the study area would not affect the impact studies or the application of mitigation measures discussed in the FEIS. Therefore, the RWCDS presented in the FEIS was used for the traffic analysis below.

As discussed further below, four intersections along Surf Avenue were analyzed in connection with the City Council’s proposed modifications. Similar to the findings of the FEIS, this analysis indicated that all four intersections would be significantly impacted with the modification to the proposed Wonder Wheel Way and could be fully mitigated with standard traffic improvement measures typically implemented by the New York City Department of Transportation (NYCDOT).

As part of the FEIS, the proposed Wonder Wheel Way was assumed to extend from West 16th Street to West 10th Street. The current 56-foot street would remain between West 15th Street and West 12th Street, creating a loop road around Stillwell Avenue to ensure efficient vehicular circulation in the amusement and entertainment district. West 16th Street and West 10th Street would terminate in roundabouts. West 16th Street would continue to allow vehicular access to the proposed parking garage located south of Surf Avenue between West 15th Street and West 16th Street. Analyses were performed at the four key intersections that would be most affected by this change: Surf Avenue and West 16th Street, West 15th Street, Stillwell Avenue, and West 12th Street, for the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours.

Traffic directionality due to the modification of the proposed Wonder Wheel Way between West 15th and West 16th Streets and West 12th and West 10th Streets would be different from that assumed in the FEIS. In the FEIS, West 16th Street was assumed to operate as one-way

southbound with two travel lanes, West 15th Street was assumed to operate as one-way northbound with two travel lanes, West 12th Street was assumed operate as one-way southbound with one travel lane, and West 10th Street was assumed to operate as one-way northbound with two travel lanes. As a result of the modification to the proposed Wonder Wheel Way, West 16th Street would operate as a two-way roadway with one lane in each direction, West 15th Street would operate as one-way southbound with two travel lanes, West 12th Street would operate as one-way northbound with one travel lane, and West 10th Street would operate as a two-way roadway with one lane in each direction. Stillwell Avenue would continue to operate as two-way with one travel lane in each direction, and Wonder Wheel Way would continue to operate as one-way eastbound with two travel lanes. The roadway networks analyzed in the FEIS and in this Technical Memorandum are shown in Figures 2 and 3, respectively.

Vehicular trips were reassigned throughout the roadway network due to the modification to the proposed Wonder Wheel Way. Wonder Wheel Way would not extend westward to West 16th Street, and vehicles exiting the parking garage were reassigned to exit from West 16th Street onto Surf Avenue as opposed to using Wonder Wheel Way and exiting via West 15th Street or Stillwell Avenue. Taxi pick-ups and drop-offs would circulate through the site via Wonder Wheel Way, similar to the FEIS, with reassignments based on altered access/egress roadways. Due to the modification, taxi trips would enter the roadway network along West 15th Street (as opposed to West 16th Street as analyzed in the FEIS) and exit through West 12th Street (as opposed to West 10th Street as analyzed in the FEIS). Delivery truck routes would be similar to those of taxi trips; trucks could load/unload along Wonder Wheel Way.

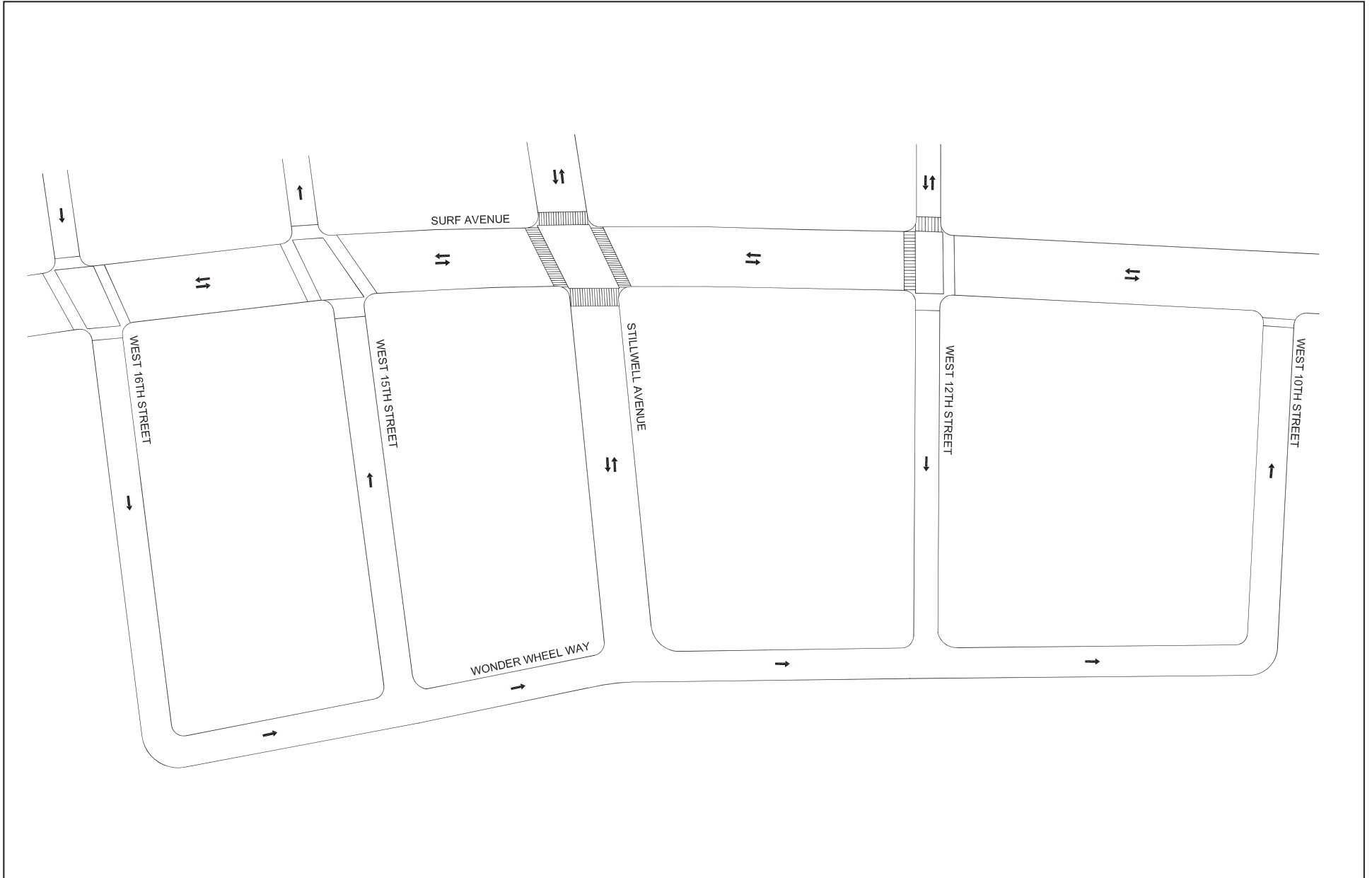
Analyses of the Build conditions indicated that, similar to that previously disclosed in the FEIS, significant traffic impacts would continue to occur at all four intersections analyzed. Significant impacts are expected during all peak hours analyzed at the intersection of Surf Avenue and Stillwell Avenue. Significant impacts are expected at the intersections of: Surf Avenue and West 16th Street during the weekday midday, PM, Saturday midday and Saturday PM peak hours; Surf Avenue and West 15th Street during the weekday PM, Saturday midday and Saturday PM peak hours; and Surf Avenue and West 12th Street during the weekday AM, PM, Saturday midday and Saturday PM peak hours. Tables 1 and 2 below show, by time period, how the proposed modifications affect the same impacted intersections analyzed in the FEIS.

**Table 1
Summary of Impacts in the FEIS**

Intersection	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Saturday PM
Surf Avenue and West 16th Street	x	X	x	x	x
Surf Avenue and West 15th Street			x	x	x
Surf Avenue and Stilwell Avenue	x	X	x	x	x
Surf Avenue and West 12th Street					x

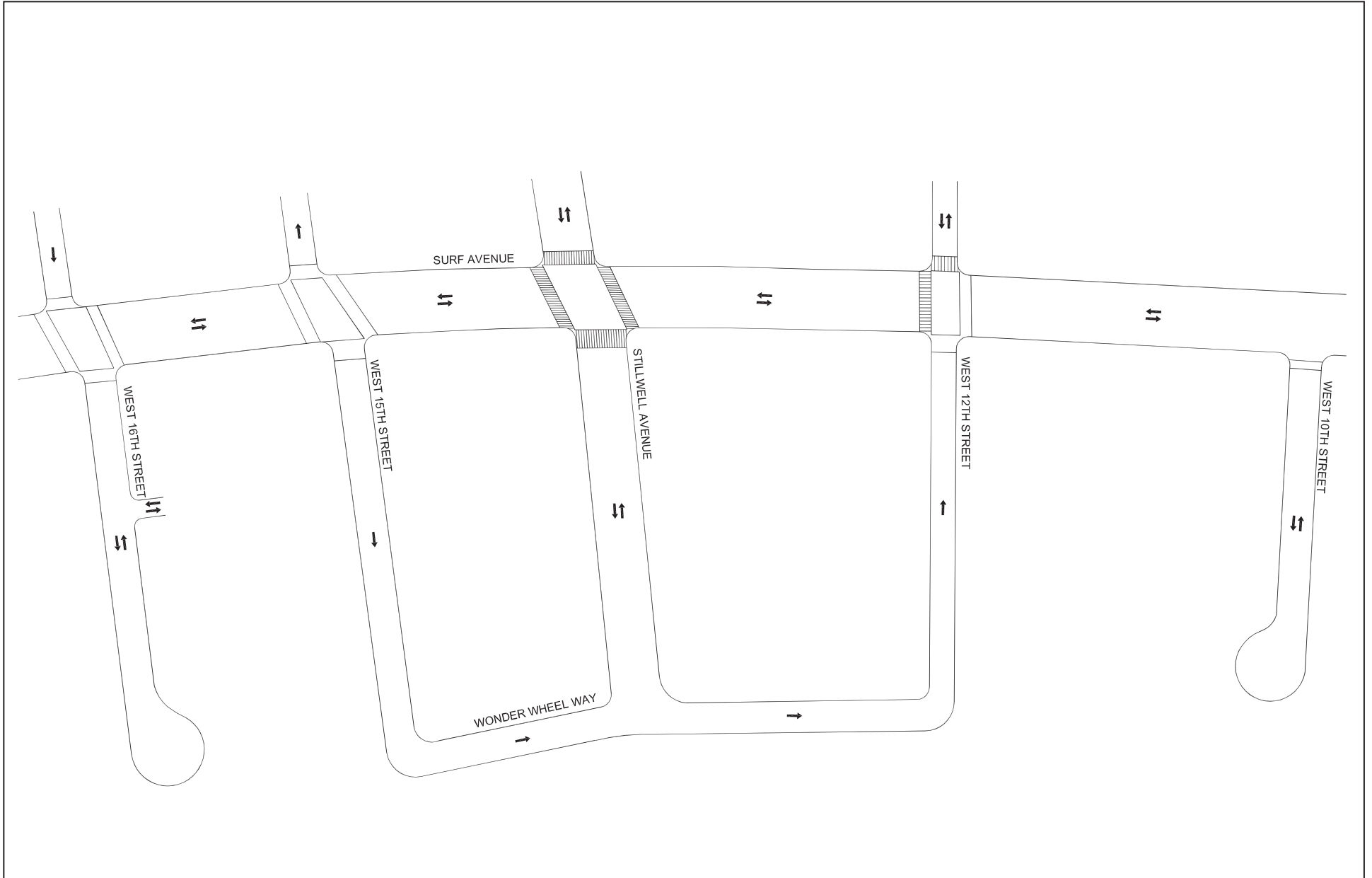
**Table 2
Summary of Impacts with Modified Wonder Wheel Way**

Intersection	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Saturday PM
Surf Avenue and West 16th Street		X	x	x	x
Surf Avenue and West 15th Street			x	x	x
Surf Avenue and Stilwell Avenue	x	X	x	x	x
Surf Avenue and West 12th Street	x		x	x	x



→ Street Direction

FEIS Coney East Roadway Network
Figure 2



→ Street Direction

Roadway Network with Modified Wonder Wheel Way
Figure 3

MITIGATION

Similar to the significant adverse impacts to the above intersections resulting from the proposed actions, the significant adverse impacts resulting from the proposed modifications could be fully mitigated at all four intersections with signal phasing and/or timing changes, parking regulation changes to gain a travel lane at key intersections, and intersection or street channelization. These measures represent the standard range of traffic capacity improvements that are typically implemented by NYCDOT and are similar to the mitigation measures identified in the FEIS.

The implementation of the proposed mitigation measures would result in a loss of approximately 18 to 33 parking or “standing” spaces during various times of the day which is less than the 28 to 67 parking or “standing” spaces within the same section needed as part of mitigation measures proposed in the FEIS. As a result, fewer curbside parking or standing spaces would be lost, due to required traffic mitigation, with the modifications to the proposed Wonder Wheel Way. No designated truck loading/unloading zones or bus layover space would be affected by the parking modifications resulting from the proposed mitigation.

TRANSIT AND PEDESTRIANS

As stated above, the modification to the proposed Wonder Wheel Way would reduce the width of the proposed eastern and western sections between West 10th Street and West 12th Street, and between West 15th Street and West 16th Street, respectively, from 56 feet to 30 feet. The proposed Wonder Wheel Way as originally conceived at 56 feet would comprise a 38 foot roadbed, a 15 foot sidewalk along the northern edge, and a 3 foot buffer along the southern edge adjacent to the proposed park. In addition, the park would contain a 15 foot sidewalk on its south side, essentially creating a 30 foot pedestrian way. The proposed modifications to the proposed Wonder Wheel Way effectively preserve a 30 foot pedestrian corridor and thus there are no changes required to the pedestrian analysis completed for the FEIS. As described above, until the Parcel 3 Map is filed, there would not be a specifically delineated pedestrian way from West 10th Street to the streets west along Wonder Wheel Way. Because the filing date is unknown, access would be limited for an undetermined length of time. Circulation on Deno’s Wonder Wheel Way park (which spans West 12th Street to West 10th Street) would remain intact.

The modifications to the proposed Wonder Wheel Way as described above would result in changes to traffic directions between Surf Avenue and Wonder Wheel Way along West 16th Street, West 15th Street, and West 12th Street. These changes, however, would not have material effects on pedestrian flow along Surf Avenue. Although pedestrian volumes at the Surf Avenue intersections would largely remain unchanged, pedestrian analyses of the following intersections were conducted to address the changes in traffic circulation and operations:

- Surf Avenue/ West 12th Street;
- Surf Avenue/West 15th Street;
- Surf Avenue/West 16th Street;
- Surf Avenue/West 17th Street; and
- Surf Avenue/Stillwell Avenue.

These analyses concluded that, as in the FEIS, the east and west crosswalks at Stillwell Avenue and Surf Avenue would be significantly impacted. The same mitigation measures described in the FEIS would mitigate these impacts and there would be no new significant adverse impacts or needed mitigation measures for the proposed modifications that were not identified in the FEIS.

AIR QUALITY

The modification to the proposed Wonder Wheel Way was evaluated for its potential effects on air quality due to traffic. The traffic study evaluated four intersections along Surf Avenue. One of the four intersections, Stillwell and Surf Avenues, was previously studied for mobile sources of air emissions in the FEIS. The proposed modifications would result in slightly higher traffic volumes at this location, as well as at the adjacent intersection at West 15th Street and Surf Avenue. Therefore, the mobile source analysis was updated.

CO concentrations with the proposed actions were determined for the 2019 analysis year at traffic intersections using the methodology described in the FEIS. Table 3 shows the future maximum predicted 8-hour average CO concentration with the proposed actions at the intersection affected by the update. (No 1-hour values are shown since no exceedances of the standard would occur and the *de minimis* criteria are only applicable to 8-hour concentrations. Therefore, the 8-hour values are the most critical for impact assessment.) The values shown are the highest predicted concentrations for all receptors at each of the time periods analyzed. The results indicate that the proposed modifications would not result in any violations of the 8-hour CO National Ambient Air Quality Standards (NAAQS). In addition, the incremental increase in 8-hour average CO concentrations would not result in a violation of the CEQR *de minimis* CO criteria. Therefore, as concluded in the FEIS for the original proposed alignment of the proposed Wonder Wheel Way, the modification to the proposed Wonder Wheel Way would not result in any significant adverse air quality impacts.

Table 3
Future (2019) Maximum Predicted 8-Hour Average
No Build and Build Carbon Monoxide Concentrations

Receptor Site	Location	Time Period	8-Hour Concentration (ppm)		
			No Build	FEIS Build	Modified Build
2	Stillwell Avenue and Surf Avenue	Weekday PM	3.2	3.5	3.4
		Weekend Midday	3.2	3.6	3.5

Note: 8-hour standard is 9 ppm.

EFFECTS OF TRAFFIC MITIGATION MEASURES ON AIR QUALITY

As reported in the traffic section of this Technical Memorandum, the analyses of the Build conditions indicated that, similar to the FEIS, significant traffic impacts are expected during all peak hours analyzed at the intersection of Surf Avenue and Stillwell Avenue. The FEIS concluded that no air quality mitigation was necessary at this location; however, the effects on air quality of the proposed actions with the implementation of the traffic mitigation measures discussed above have been updated to reflect the City Council’s proposed modifications.

Table 4 summarizes the maximum CO concentrations for the 2019 build year without the proposed actions and with the proposed actions and traffic mitigation measures, reflecting the modification to the proposed Wonder Wheel Way. The results show that with the proposed traffic mitigation measures, future concentrations of CO with the proposed actions would be below the NAAQS and would not result in any significant adverse air quality impacts using the *de minimis* criteria for CO. Therefore, the traffic mitigation measures with the modification to the proposed Wonder Wheel Way would not result in any significant adverse air quality impacts.

Table 4

**Future (2019) Maximum Predicted 8-Hour Average
No Build and Build with Traffic Mitigation CO Concentrations**

Receptor Site	Location	Time Period	8-Hour Concentration (ppm)		
			No Build	FEIS Build	Modified Build with Traffic Mitigation
2	Stillwell Avenue and Surf Avenue	Weekday PM	3.2	3.5	3.4
		Weekend Midday	3.2	3.6	3.3
Note: 8-hour standard is 9 ppm.					

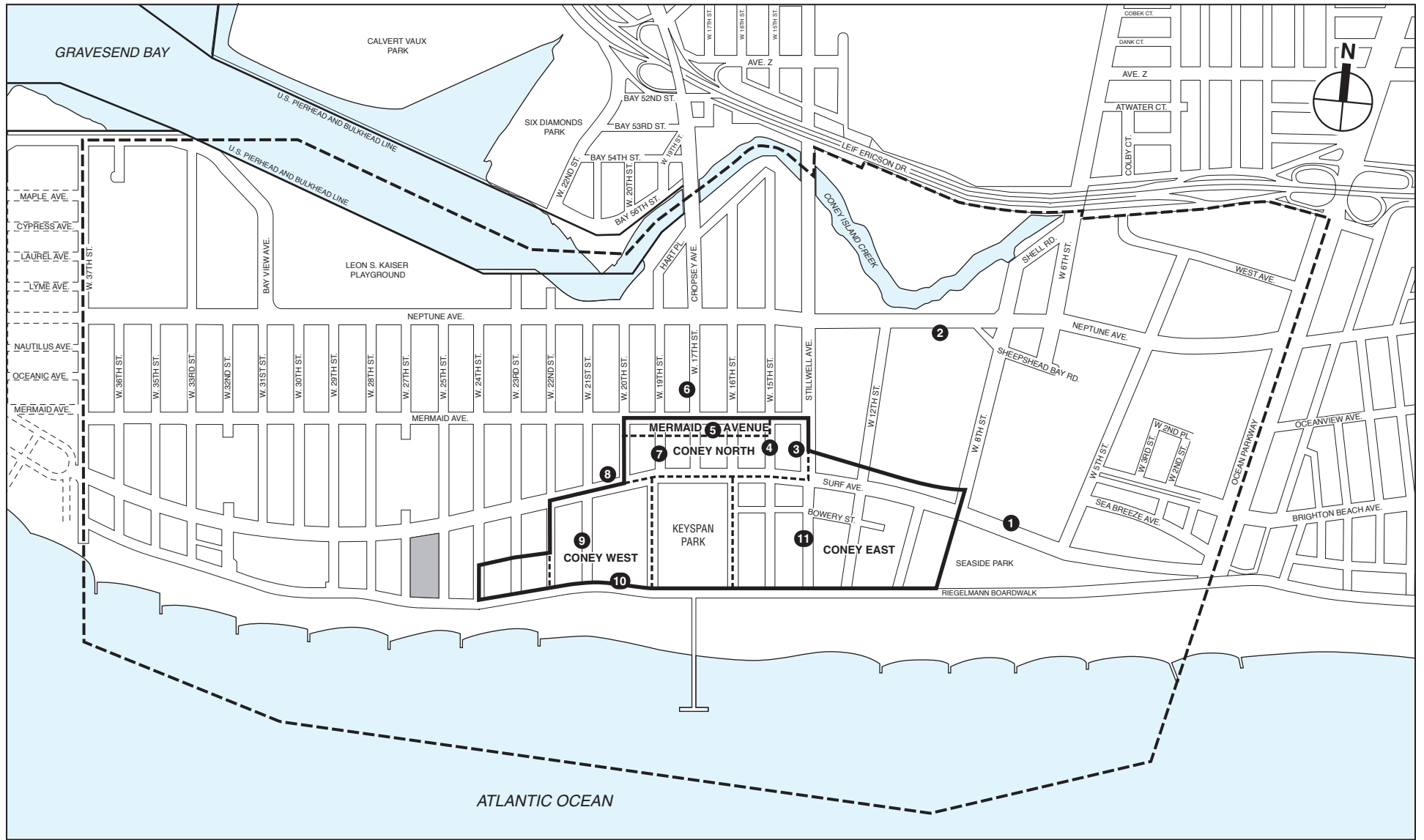
NOISE

A detailed noise analysis was performed to determine whether traffic changes due to the modification to the proposed Wonder Wheel Way would result in significant adverse impacts not previously identified in the FEIS. The methodology used for this analysis is identical to that used for the FEIS. The significance of adverse noise impacts was determined based on whether maximum predicted incremental noise levels at receptor sites would be greater than the impact criteria suggested in the *CEQR Technical Manual*.

As described above, traffic directionality and volumes due to the modification to the proposed Wonder Wheel Way would be different from those assumed for the FEIS and these traffic changes would result in changes in noise levels at adjacent sensitive receptor locations (i.e., noise receptor sites 3, 4, and 11). See Figure 4 for the location of the noise receptor sites assessed in the FEIS. Site 3 is located on Stillwell Avenue between Surf Avenue and Mermaid Avenue, Site 4 is located on West 15th Street between Surf Avenue and Mermaid Avenue, and Site 11 is located on Stillwell Avenue between Surf Avenue and the Riegelmann Boardwalk. Analyses were performed for the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours at these three receptor sites, which would be the receptor site most affected by traffic changes for the Build condition. The analysis examined potential impacts at these three receptor locations based upon traffic changes resulting from the modification to the proposed Wonder Wheel Way. The maximum predicted noise levels are shown in Table 5.

At receptor sites 3 and 4, the increase in $L_{eq(1)}$ noise levels with the proposed modifications would be less than 2 dBA. Changes of these magnitudes would be barely perceptible and insignificant, and they would be below the CEQR threshold for a significant adverse impact. In terms of CEQR Noise Exposure Guidelines, noise levels at receptor site 3 would remain in the “marginally unacceptable” category as was concluded in the FEIS, and noise levels at receptor site 4 would remain in the “marginally acceptable” category as was concluded in the FEIS. Therefore, the proposed modifications would not result in new noise impacts on receptor sites 3 and 4.

At receptor site 11, the increase in $L_{eq(1)}$ noise levels with the proposed modifications would be more than 10 dBA for all analysis peak periods except for the weekday AM peak period as was concluded in the FEIS for the proposed actions. Although this increase in noise levels with the proposed modifications would exceed the CEQR impact criteria and would constitute a significant adverse noise impact, it would not be a new or different significant adverse impact, because the FEIS also concluded that a significant adverse impact would occur at receptor site 11 with the proposed actions. The exceedances of the CEQR impact criteria at this receptor site, under the proposed actions and under the proposed modifications, would be due principally to noise generated by the activities in the proposed amusement park.



- Primary Study Area Boundary (Rezoning Area Boundary)
- Ⓛ** Noise Monitoring Location
- ⋯** Special District Subdistrict Boundary
- West 25th Street Parking Site
- - -** Secondary Study Area Boundary

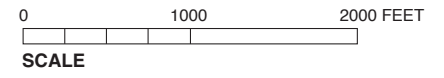


Table 5

The Future with the Proposed Modifications Noise Levels (in dBA)

Receptor	Location	Date	Time	No Build Noise Levels		Build Noise Levels		
				L _{eq(t)}	L _{10(t)}	L _{eq(t)}	L _{10(t)}	Change
3	Stillwell Avenue between Surf Avenue and Mermaid Avenue	Weekday	AM	72.8	77.0	73.3	77.5	0.5
			MD	71.9	75.6	73.2	76.9	1.3
			PM	72.9	76.6	74.0	77.7	1.1
		Saturday	MD	74.3	77.8	75.3	78.8	1.0
			PM	74.7	79.0	75.7	80.0	1.0
4	West 15th Street between Surf Avenue and Mermaid Avenue	Weekday	AM	63.4	67.0	63.8	67.4	0.4
			MD	61.1	62.3	63.0	64.2	1.9
			PM	61.5	63.2	63.2	64.9	1.7
		Saturday	MD	61.2	64.1	63.0	65.9	1.8
			PM	64.4	66.2	65.5	67.3	1.1
11	Stillwell Avenue between Surf Avenue and Boardwalk	Weekday	AM	57.7	58.4	58.9	59.6	1.2
			MD	61.7	64.0	74.3	76.6	12.6
			PM	62.4	65.0	74.4	77.0	12.0
		Saturday	MD	62.5	64.1	74.4	76.0	11.9
			PM	62.4	64.9	74.4	76.9	12.0

In summary, analyses of the modified Build conditions indicated that, similar to the Build conditions analyzed in the FEIS, no significant noise impacts would occur at receptor sites 3 and 4, and significant noise impacts would occur at receptor site 11, which was identified in the FEIS as an unavoidable adverse impact. Therefore, the proposed actions would not result in any new significant adverse noise impacts not identified in the FEIS.

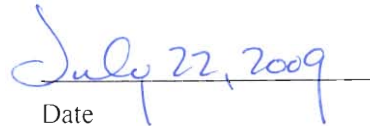
CONCLUSIONS

As described above, the City Council's proposed modifications to the proposed actions would not result in any significant adverse environmental impacts that were not previously identified in the FEIS. The proposed modifications would not affect the majority of environmental impact areas assessed in the FEIS. For those impact areas that would be affected by the proposed modifications, there would not be any new significant adverse impacts that were not previously disclosed in the FEIS.



Robert R. Kulikowski, Ph.D.

Assistant to the Mayor



Date

Appendix A: Special Coney Island District Zoning Text

PROPOSED SPECIAL CONEY ISLAND DISTRICT

‘A’ Text, CPC and City Council modifications

Matter in underline is new, to be added;

Matter in ~~strikeout~~ is old, to be deleted;

Matter within # # is defined in Section 12-10;

* * * indicate where unchanged text appears in the Zoning Resolution

11-12

Establishment of Districts

* * *

Establishment of the Special Clinton District

* * *

Establishment of the Special Coney Island District

In order to carry out the special purposes of this Resolution as set forth in Article XIII, Chapter 1, the #Special Coney Island District# is hereby established.

Establishment of the Special Coney Island Mixed Use District

* * *

12-10

Definitions

* * *

Special Coney Island District

The #Special Coney Island District# is a Special Purpose District designated by the letters “CI” in which special regulations set forth in Article XIII, Chapter 1, apply. The #Special Coney Island District# appears on the #zoning maps# superimposed on other districts and, where indicated, its regulations supplement, modify and supersede those of the districts on which it is superimposed, provided that its regulations shall not apply in Parcel 1 of the Coney East Subdistrict, which shall be governed by the provisions of the underlying C7 District.

14-44

Special Zoning Districts Where Certain Sidewalk Cafes are Permitted

#Enclosed# or #unenclosed sidewalk cafes# shall be permitted, as indicated, in the following special zoning districts, where allowed by the underlying zoning. #Small sidewalk cafes#, however, may be located on #streets# or portions of #streets# within special zoning districts pursuant to the provisions of Section 14-43 (Locations Where Only Small Sidewalk Cafes Are Permitted).

* * *

	#Enclosed Sidewalk Cafe#	#Unenclosed Sidewalk Cafe#
Brooklyn		
Bay Ridge District	Yes	Yes
<u>Coney Island District</u>	<u>No</u>	<u>Yes</u>
Coney Island Mixed Use District	Yes	Yes
Downtown Brooklyn District	Yes	Yes
Mixed Use District-8 (Greenpoint-Williamsburg)	Yes	Yes
Ocean Parkway District*	Yes	Yes
Sheepshead Bay District	No	Yes

* #Sidewalk cafes# are not allowed on Ocean Parkway

* * *

Chapter 5

Residential Conversion of Existing Non-Residential Buildings

* * *

15-011

Applicability within Special Districts

* * *

The provisions of this Chapter shall apply in the #Special St. George District# as modified by Article XII, Chapter 8 (Special St. George District).

The provisions of this Chapter shall apply in the #Special Coney Island District# as modified by Article XIII, Chapter 1 (Special Coney Island District).

* * *

ALL TEXT IN ARTICLE XIII, CHAPTER 1 IS NEW

**131-00
GENERAL PURPOSES**

The #Special Coney Island District# established in this Resolution is designed to promote and protect public health, safety and general welfare. These general goals include, among others, the following specific purposes, to:

- (a) preserve, protect and enhance the character of the existing amusement district as the location of the city's foremost concentration of amusements and an area of diverse uses of a primarily entertainment and entertainment-related nature;
- (b) facilitate and guide the development of a year-round amusement, entertainment and hotel district;
- (c) facilitate and guide the development of a residential and retail district;
- (d) provide a transition to the neighboring areas to the north and west;
- (e) provide flexibility for architectural design that encourages building forms that enhance and enliven the streetscape;
- (f) control the impact of development on the access of light and air to streets, the Boardwalk and parks in the district and surrounding neighborhood;
- (g) promote development in accordance with the area's District Plan and thus conserve the value of land and buildings, and thereby protect the City's tax revenues.

**131-01
General Provisions**

The provisions of this Chapter shall apply to all #developments#, #enlargements#, #extensions#, alterations and changes of #use# within the #Special Coney Island District#. The regulations of all other Chapters of this Resolution are applicable, except as superseded, supplemented or modified by the provisions of this Chapter. In the event of a conflict between the provisions of this Chapter and other regulations of this Resolution, the provisions of this Chapter shall control.

131-02
District Plan and Maps

The District Plan for the #Special Coney Island District# identifies specific areas comprising the Special District in which special zoning regulations are established in order to carry out the general purposes of the #Special Coney Island District#. The District Plan includes the following maps in the Appendix of this Chapter.

- Map 1 Special Coney Island District and Subdistricts
- Map 2 Mandatory Ground Floor Use Requirements
- Map 3 Coney East Subdistrict Floor Area Ratios
- Map 4 Street Wall Location
- Map 5 Minimum and Maximum Base Heights
- Map 6 Coney West Subdistrict Transition Heights

131-03
Subdistricts

In order to carry out the purposes and provisions of this Chapter, four subdistricts are established as follows:

- Coney East Subdistrict
- Coney West Subdistrict
- Coney North Subdistrict
- Mermaid Avenue Subdistrict.

In each of these subdistricts, certain special regulations apply which do not apply within the remainder of the #Special Coney Island District#. The subdistricts are specified on Map 1 in the Appendix of this Chapter.

131-04
Applicability

131-041
Applicability of Article I, Chapter 1

Within the #Special Coney Island District#, Section 11-15 (Environmental Requirements) shall apply, except that prior to issuing a demolition permit, where compliance at time of demolition is required by the (E) designation, or a building permit for any #development#, or for an #enlargement#, #extension# or a change of #use#, on a lot that has an (E) designation for potential hazardous material contamination, noise or air quality

impacts, the Department of Buildings shall be furnished with a report from the Department of Environmental Protection of the City of New York stating:

- (a) in the case of an (E) designation for hazardous material contamination, that environmental requirements related to the (E) designation have been met for that lot; or
- (b) in the case of an (E) designation for noise or air quality impacts, that the plans and drawings for such #development# or #enlargement# will result in compliance with the environmental requirements related to the (E) designation.

131-042

Applicability of Article 1, Chapter 5

The provisions of Article 1, Chapter 5 (Residential Conversion of Existing Non-Residential Buildings), shall apply in the #Special Coney Island District#, as modified in this Section. The conversion to #dwelling units#, or portions thereof, erected prior to January 1, 1977, shall be permitted subject to Sections 15-11 (Bulk Regulations), 15-12 (Open Space Equivalent) and 15-30 Minor Modifications), paragraph (b). Uses in #buildings# erected prior to January 1, 1977, containing both #residential# and non-#residential uses# shall not be subject to the provisions of Section 32-42 (Location within Buildings).

131-043

Applicability of Article 6, Chapter 2

The provisions of Article 6, Chapter 2 (Special Regulations Applying in the Waterfront Area) shall not apply in the #Special Coney Island District#.

131-044

Applicability of Article 7, Chapter 4

The provisions of Section 74-513 (In C7 Districts) shall not apply in the #Special Coney Island District#. In lieu thereof, #public parking lots# shall not be permitted, and #public parking garages# of any size shall be permitted as-of-right, provided such garages comply with the provisions of Section 131-52 (Use and Location of Parking Facilities).

131-045

Physical Culture Establishments

The provisions of Section 73-36 (Physical Culture or Health Establishments) shall not apply in the Coney East, Coney North or Coney West Subdistricts. In lieu thereof, physical culture establishments shall be allowed as-of-right.

131-046

Modification of use and bulk regulations for zoning lots fronting upon the Riegelmann Boardwalk, Keyspan Park and Highland View Park

Where the #lot line# of a #zoning lot# coincides or is within 20 feet of the boundary of the Riegelmann Boardwalk, Keyspan Park or Highland View Park, such #lot line# shall be considered to be a #street line# for the purposes of applying all #use# and #bulk# regulations of this Resolution.

131-10

SPECIAL USE REGULATIONS

The special #use# regulations set forth in this Section, inclusive, shall modify the underlying Commercial Districts, as applicable.

For the purposes of this Chapter, “ground floor level” shall mean the finished floor level within five feet of an adjacent public sidewalk or any other publicly accessible open area.

131-11

Use Group 5

For the purposes of this Chapter, the definition of #transient hotel# shall be modified to allow only such hotels used exclusively for transient occupancy. Such #transient hotels# used exclusively for transient occupancy shall be permitted only in specified locations as set forth in this Chapter.

13-12

Use Groups A, B and C

Special Use Groups are established as set forth in this Section, to promote and strengthen the commercial and entertainment character of the Special District.

131-121

Use Group A: Amusements

Use Group A consists of a group of #uses# selected from Use Groups 12, 13 and 15 as modified in this Section, and may be open or enclosed:

(1) Amusement arcades

Amusement parks, with no limitation on floor area per establishment

Animal exhibits, circuses, carnivals or fairs of a temporary nature

Camps, overnight or day, commercial beaches or swimming pools

Dark rides, electronic or computer-supported games including interactive entertainment facilities, laser tag and motion simulators

Ferris wheels, flume rides, roller coasters, whips, parachute jumps, dodgem scooters, merry-go-rounds or similar midway attractions

Fortune tellers, freak shows, haunted houses, wax museums, or similar midway attractions

Miniature golf courses and model car hobby centers, including racing

Open booths with games of skill or chance, including shooting galleries

Water parks

(2) Arenas or auditoriums, with capacity limited to 2,000 seats

Billiard parlors or pool halls, bowling alleys or table tennis halls, with no limitation on number of bowling lanes per establishment

Gymnasiums or recreational sports facilities including but not limited to indoor golf driving ranges, batting cages, basketball, volleyball, squash and other courts, without membership requirements

Skateboard parks, roller or ice skating rinks

Theaters, including movie theaters, provided such #use# does not occupy the ground floor level of a #building#, except for lobbies limited to a maximum #street# frontage of 30 feet except that on #corner lots# one #street# frontage may extend up to 100 feet

#Accessory uses# to the amusements listed above, including the display and sale of goods or services, provided:

- (a) such #accessory uses# are limited to not more than 25 percent of the #floor area# of the amusement establishment or, for open #uses#, not more than 25 percent of the #lot area#;
- (b) such #accessory uses# shall be entered only through the principal amusement establishment;
- (c) such #accessory uses# shall share common cash registers with the principal amusement #use#;
- (d) such #accessory uses# shall have the same hours of operation as the principal amusement #use#; and
- (e) the principal amusement #use# shall occupy the entire #street# frontage of the ground floor level of the establishment and shall extend to a depth of at least 30 feet from the #street wall# of the #building# or, for open #uses#, at least 30 feet from the #street line#.

131-122

Use Group B: Amusement and entertainment- enhancing uses

Use Group B consists of a group of #uses# selected from Use Groups 6, 9, 12, 13 and 18, as modified in this Section:

Art gallery, commercial

Banquet halls

Breweries

Eating or drinking establishments of any size, including those with entertainment or dancing

Historical exhibits

Spas and bathhouses

Studios, art, music, dancing or theatrical

Tattoo parlors

Radio or television studios

Wedding chapels

131-123

Use Group C: Retail and service uses

Use Group C consists of a group of retail and service #uses# selected from Use Groups 6, 7, 12 and 14, as modified in this Section:

Arts and crafts production and sales, including but not limited to ceramics, art needlework, hand weaving or tapestries, book binding, fabric painting, glass blowing, jewelry or art metal craft and wood carving

Bicycle sales, rental or repair shops

Bookstores

Candy or ice cream stores

Clothing or clothing accessory

Clothing, custom manufacturing or altering for retail including costume production and hair product manufacturing

Delicatessen stores

Fishing tackle or equipment, rental or sales

Gift shops

Jewelry manufacturing from precious metals

Musical instruments store

Toy stores

Music stores

Newsstands

Patio or beach furniture or equipment

Photographic equipment stores and studios

Sporting goods or equipment, sale or rental, including instruction in skiing, sailing or skin diving

131-13

Special Use Regulations in Subdistricts

131-131

Coney East Subdistrict

The #use# regulations of the underlying C7 District are modified as set forth in this Section. #Transient hotels# and Use Groups A, B and C, as set forth in Sections 131-11 through 131-123, inclusive, and #public parking garages# shall be the only #uses# allowed in the Coney East Subdistrict, and shall comply with the following regulations:

(a) Use Group C

Use Group C #uses# shall be limited to 2,500 square feet of #floor area# and 30 feet of #street# frontage, except that on #corner lots# one #street# frontage may extend up to 100 feet.

(b) Bowery and Wonder Wheel Way

At least 50 percent of Bowery and Wonder Wheel Way #street# frontage of any #zoning lot# shall be occupied by Use Group A1 #uses# at the ground floor level, and not more than 50 percent of the Bowery and Wonder Wheel Way #street# frontage of any #zoning lot# shall be occupied by Use Group C #uses# at the ground floor level.

(c) Surf Avenue

At least 15 percent of the #street# frontage of each #block# front bounding the south side of Surf Avenue between West 16th Street and West 10th Street shall be occupied by Use Group A1 #uses# at the ground floor level.

There shall be separate ground floor establishments fronting upon each #block# front bounding Surf Avenue, as follows:

- (1) On the #block# front bounding the southerly #street line# of Surf Avenue between Stillwell Avenue and West 12th Street there shall be at least six establishments;
- (2) On the #block# front bounding the southerly #street line# of Surf Avenue between West 12th Street and West 10th Street there shall be at least six establishments;
- (3) On all other #block# fronts there shall be at least four establishments;
- (4) The provisions of this paragraph (c) shall not apply along the southerly #street line# of Surf Avenue east of West 10th Street.

There may be fewer establishments fronting upon such #block# fronts than required pursuant to this paragraph (c) where the Chairperson of the Department of City Planning certifies to the Department of Buildings that such modification is necessary to accommodate an amusement #use# listed in Use Group A1.

(d) Stillwell Avenue and West 10th Street

At least 15 percent of the Stillwell Avenue and West 10th Street #street# frontage of any #zoning lot# shall be occupied by Use Group A1 #uses# at the ground floor level.

(e) #Transient hotels#

- (1) #Transient hotels# shall be permitted only on #blocks# with Surf Avenue frontage, except that no #transient hotels# shall be permitted on that portion of the #block# bounded by West 15th Street and West 16th Street south of the prolongation of the centerline of Bowery;.
- (2) #Transient hotel use# shall not be permitted within 50 feet of Bowery on the ground floor level of a #building#, except that where a #zoning lot# has frontage only on Bowery, a #transient hotel# lobby may occupy up to 30 feet of such frontage.
- (3) For #transient hotels# located on #zoning lots# with at least 20,000 square feet of #lot area#, an amount of #floor area# or #lot area# of Use Group A1 #uses# equal to at least 20 percent of the total #floor area# permitted on such #zoning lot# shall be provided either onsite or anywhere within the Coney East Subdistrict.
- (4) The #street wall# of the ground floor level of a #transient hotel# shall be occupied by active #accessory uses# including, but not limited to, lobbies, retail establishments, eating and drinking establishments and amusements.
- (5) #accessory# retail establishments within a #transient hotel# shall be limited to 2,500 square feet of #floor area#.

(f) Depth of ground floor uses

All ground floor #uses# shall have a depth of at least 15 feet measured from the #street wall# of the #building#, as shown on Map 2 (Mandatory Ground Floor Use Requirements).

(g) Parcel 2

On Parcel 2 as shown on Map 2, only #uses# listed in Use Group A, and #public parking garages# of any size, shall be permitted, provided such garages comply with the provisions of Section 131-62 (Use and Location of Parking Facilities).

(h) Parcel 3

On Parcel 3 as shown on Map 2, the provisions of the underlying C7 District shall apply, except as modified in this paragraph (h). Only open amusement #uses# listed in Use Group 13A and Use Group 15 as set forth in Section 32-22 and Section 32-24, respectively, shall be permitted.

131-132

Coney North and Coney West Subdistricts

In the Coney North and Coney West Subdistricts, #uses# allowed by the underlying district regulations shall apply except as modified in this Section for #uses# fronting upon designated #streets#, as shown on Map 2 (Mandatory Ground Floor Use Requirements). For the purposes of this Section, the “building line” shown on Parcel F shall be considered a #street line# of Ocean Way or Parachute Way, as applicable. Furthermore, an open or enclosed ice skating rink shall be a permitted #use# anywhere within Parcel F in the Coney West Subdistrict.

(a) Mandatory ground floor level use along designated #streets#

Any #use# listed in Use Groups A, B and C, as set forth in Sections 131-12, inclusive, not otherwise allowed by the underlying district regulations, shall be permitted within 70 feet of the Riegelmann Boardwalk and within 100 feet of all other designated streets, as shown on Map 2.

(1) Riegelmann Boardwalk

Only #uses# listed in Use Groups A, B and C and #transient hotels# located above the ground floor level are permitted within 70 feet of the Riegelmann Boardwalk, except that a #transient hotel# lobby may occupy up to 30 feet of frontage along the Riegelmann Boardwalk. Use Group C #uses# shall be limited to 2,500 square feet of #floor area# and 30 feet of #street# frontage for each establishment. All other establishments shall be limited to 60 feet of #street# frontage, except that for any establishment on a corner, one #street# frontage may extend up to 100 feet. All ground floor #uses# shall have a depth of at least 15 feet measured from the #street wall# of the #building#.

(2) Designated #streets# other than Riegelmann Boardwalk

At least 20 percent of the designated #street# frontage of a #building# shall be allocated exclusively to #uses# listed in Use Groups A, B or C. The remaining designated #street# frontage of such #buildings# shall be allocated to #commercial uses# permitted by the underlying district regulations or, where permitted, #transient hotels#. In addition, a #residential# lobby may occupy up to 40 feet of frontage along a designated #street#.

There shall be at least four separate ground floor #commercial# establishments fronting upon each #block# front bounding Surf Avenue.

All ground floor #commercial uses# shall have a depth of at least 50 feet measured from the #street wall# of the #building#. Such minimum 50 foot depth requirement may be reduced where necessary in order to accommodate a #residential# lobby and vertical circulation core.

- (b) Prohibited ground floor level #uses# along designated #streets# other than Riegelmann Boardwalk

No #use# listed in this paragraph, (b), shall be permitted within 50 feet of a designated #street# on the ground floor level of a #building#. Lobbies or entryways to non-ground floor level #uses# are permitted, provided the length of #street# frontage occupied by such lobbies or entryways does not exceed, in total, 60 feet.

From Use Group 2:
All #uses#.

From Use Groups 3A and 3B:
All #uses#, except for libraries, museums or non-commercial art galleries.

From Use Groups 4A and 4B:
All #uses#, except for houses of worship or playgrounds.

From Use Group 5A:
All #uses#, except that #transient hotels# shall be permitted within 200 feet of Surf Avenue between Stillwell Avenue and West 16th Street.

From Use Groups 6B, and 6E
Offices, veterinary medicine offices or non-commercial clubs.

From Use Group 6C
Banks (except for automated teller machines, provided the length of #street# frontage allocated for automated teller machines shall be no more than 25 feet or 40 percent of the frontage of the #zoning lot#, whichever is less, except such frontage need not be less than 20 feet), except that this prohibition shall not apply along Stillwell Avenue.

Electrolysis studios, frozen food lockers and loan offices.

From Use Group 6D:
All #uses#.

From Use Group 7:
All #uses#, except for bicycle rental or repair shops.

From Use Groups 8A and 8B:
Automobile driving schools, ice vending machines, lumber stores or pawn shops.

From Use Groups 8C, 8D and 8E:
All #uses#.

From Use Groups 9A, 9B and 9C:
All #uses#, except for gymnasiums, public auction rooms, photographic developing or printing establishments for the consumer, or art, music, dancing or theatrical studios.

From Use Groups 10A, 10B and 10C:
Depositories for storage, and wholesale offices or showrooms.

Use Group 11:
All #uses#.

Use Groups 12A and 12B:
Trade expositions.

Use Groups 12C and 12D:
All #uses#.

Use Group 14A and 14B:
All #uses#, except for bicycle sales, rental or repair shops.

131-14

Location of Uses within Buildings

The provisions of Section 32-42 (Location within Buildings) are modified to permit:

- (a) #residential uses# on the same #story# as a non-#residential use# or directly below a non-#residential use#, provided no access exists between such #uses# at any level containing #residences#, and separate elevators and entrances from the #street# are provided; and
- (b) in the Coney North and Coney West Subdistricts, any #commercial use# permitted by this Chapter shall be permitted on the second #story# of a #mixed building#. Furthermore, a #public parking garage# may occupy any #story# of a #mixed building# provided such garage complies with the provisions of Section 131-52 (Use and Location of Parking Facilities).

**131-15
Transparency**

Each ground floor level #street wall# of a #commercial# or #community facility use# other than a #use# listed in Use Group A, as set forth in Section 131-121, shall be glazed with materials which may include show windows, glazed transoms or glazed portions of doors. Such glazing shall occupy at least 70 percent of the area of each such ground floor level #street wall#, measured to a height of 10 feet above the level of the adjoining sidewalk, public access area or #base plane#, whichever is higher. Not less than 50 percent of the area of each such ground floor level #street wall# shall be glazed with transparent materials and up to 20 percent of such area may be glazed with translucent materials.

However, in the Coney East Subdistrict and along the Riegelmann Boardwalk and boundary of Keyspan Park in the Coney West Subdistrict, in lieu of the transparency requirements of this Section, at least 70 percent of the area of the ground floor level #street wall# of a #commercial use#, measured to a height of 10 feet above the level of the adjoining sidewalk, public access area or #base plane#, whichever is higher, may be designed to be at least 70 percent open during seasonal business hours.

**131-16
Security Gates**

All security gates installed after (effective date of amendment), that are swung, drawn or lowered to secure commercial or community facility premises shall, when closed, permit visibility of at least 75 percent of the area covered by such gate when viewed from the #street#. However, this provision shall not apply to entrances or exits to parking garages, or to any #use# fronting upon the Riegelmann Boardwalk, provided that security gates at such locations that permit less than 75 percent visibility when closed shall be treated with artwork.

**131-17
Authorization for Use Modifications**

Along designated #streets# other than the Riegelmann Boardwalk, as shown on Map 2, the City Planning Commission may authorize Use Group A, B or C establishments with a ground floor depth of less than 50 feet upon a finding that the design and operation of such establishments result in an effective and compelling amusement, entertainment or retail space that furthers the goals of the Special District.

**131-20
SIGN REGULATIONS**

- (a) In the Coney East Subdistrict, the underlying C7 #sign# regulations shall apply, except that:
 - (1) no #advertising signs# shall be permitted above a height of 40 feet, and
 - (2) the provisions of Sections 32-66 (Additional Regulations for Signs Near Certain Parks and Designated Arterial Highways), inclusive, and 32-67 (Special Provisions Applying along District Boundaries) shall not apply.
- (b) In the Coney North and Coney West Subdistricts, the underlying C2-4 #sign# regulations shall apply, except that the height restrictions of Section 32-655 shall be modified to allow permitted #signs# at the level of any #story# occupied by a #commercial use#.

**131-30
FLOOR AREA REGULATIONS**

The #floor area ratio# regulations of the underlying districts shall be modified as set forth in this Section, inclusive.

**131-31
Coney East Subdistrict**

Except on Parcel 3 as shown on Map 3, the maximum #floor area ratio# of the underlying C7 District shall not apply. In lieu thereof, the maximum #floor area ratio# is specified for each #block# or portion thereof, as shown on Map 3 (Coney East Subdistrict Floor Area Ratios). On Parcel 2, as shown on Map 3, the maximum #floor area ratio# for a #public parking garage# shall be 4.0.

On Parcel 3, the maximum #floor area ratio# of the underlying C7 District shall apply. Furthermore, #floor area# attributable to Parcel 3 shall be used exclusively within Parcel 3.

**131-32
Coney West, Coney North and Mermaid Avenue Subdistricts**

**131-321
Special floor area regulations for residential uses**

R7A R7D R7X

- (a) Applicability of Inclusionary Housing Program

R7A, R7D and R7X Districts within the #Special Coney Island District# shall be #Inclusionary Housing designated areas#, pursuant to Section 12-10 (DEFINITIONS), for the purpose of making the Inclusionary Housing Program regulations of Section 23-90 (Inclusionary Housing Program), inclusive, applicable as modified within the Special District.

(b) Maximum #floor area ratio#

The base #floor area ratio# for any #zoning lot# containing #residences# shall be as set forth in the following table. Such base #floor area ratio# may be increased to the maximum #floor area ratio# set forth in the table through the provision of #lower income housing#, pursuant to the provisions for #Inclusionary Housing designated area#, as set forth in Section 23-90 (INCLUSIONARY HOUSING), inclusive. Parcels A through F within R7D Districts are shown on Map 1 (Special Coney Island District and Subdistricts).

TABLE FLOOR AREA RATIO FOR BUILDINGS CONTAINING RESIDENCES

Subdistrict Zoning District	Base #floor area ratio#	Maximum #floor area ratio#
Coney West Parcels: A, B, C, D R7D	4.35	5.8
Coney West Parcels: E, FR7D	4.12	5.5
Coney North R7X	3.75	5.0
Mermaid Avenue R7A	3.45	4.6

(c) Coney West floor area distribution rules

In the Coney West Subdistrict, #floor area# attributable to #zoning lots# within the following sets of parcels, as shown on Map 1 in the Appendix to this Chapter, may be distributed anywhere within such sets of parcels:

- Parcels A and B
- Parcels C and D
- Parcels E and F.

In addition, #floor area# attributable to lot 130, #block# 7071 within Parcel B may be distributed anywhere within Parcels C or D.

(d) Height and setback

For all #zoning lots#, or portions thereof, located in the Coney West or Coney North Subdistricts, the height and setback regulations of paragraph (b) of Section

23-942 shall not apply. In lieu thereof, the height and setback regulations of this Chapter shall apply.

131-322

Special floor area regulations for community facility uses

In the Coney West and Coney North Subdistricts, the maximum permitted #floor area ratio# for #community facility uses# shall be 2.0.

131-323

Special floor area ratio regulations for hotel uses

In the Coney North Subdistrict, for #transient hotels# located within 200 feet of Surf Avenue between Stillwell Avenue and West 16th Street, the maximum permitted #floor area ratio# shall be 3.75.

131-324

Special floor area ratio regulations for entrances to stories above the base flood elevation

Up to 300 square feet of an entranceway adjoining the #street wall# of a #building# that contains ramps, stairs or handicap accessible elevators providing access from a public sidewalk to the lowest #story# above the #base flood elevation# shall be exempt from the definition of #floor area#.

131-325

Lot coverage

For #residential uses# in the Coney North and Coney West Subdistricts, no maximum #lot coverage# shall apply to any #corner lot#. For #residential uses# in the Mermaid Avenue Subdistrict, no maximum #lot coverage# shall apply to any #zoning lot# comprising a #corner lot# of 5,000 square feet or less.

Furthermore, in the #Special Coney Island District# the level of any #building# containing #accessory# parking spaces or non-#residential uses# shall be exempt from #lot coverage# regulations.

131-326

Rear Yards

Required #rear yards# or #rear yard equivalents# may be provided at any level not higher than the floor level of the lowest #story# containing #dwelling units# facing onto such #yard#.

131-40 HEIGHT AND SETBACK REGULATIONS

The underlying height and setback regulations shall not apply. In lieu thereof, the height and setback regulations of this Section shall apply. The height of all #buildings or other structures# shall be measured from the #base plane#.

131-41 Rooftop Regulations

(a) Permitted obstructions

The provisions of Section 33-42 (Permitted Obstructions) shall apply to all #buildings# within the #Special Coney Island District#, except that elevator or stair bulkheads, roof water tanks, cooling towers or other mechanical equipment (including enclosures), may penetrate a maximum height limit provided that either the product, in square feet, of the #aggregate width of street walls# of such obstructions facing each #street# frontage, times their average height, in feet, shall not exceed a figure equal to eight times the width, in feet, of the #street wall# of the #building# facing such frontage or, the #lot coverage# of all such obstructions does not exceed 20 percent of the #lot coverage# of the #building#, and the height of all such obstructions does not exceed 40 feet. In addition, dormers may penetrate a maximum base height in accordance with the provisions of paragraph (c) of Section 23-621 (Permitted obstructions in certain districts) only in the Mermaid Avenue Subdistrict.

(b) Screening requirements for mechanical equipment

For all #developments# and #enlargements#, all mechanical equipment located on any roof of a #building or other structure# shall be fully enclosed, except that openings in such enclosure shall be permitted only to the extent necessary for ventilation and exhaust.

131-42 Coney East Subdistrict

The regulations of this Section, inclusive, shall apply to all #buildings or other structures# in the Coney East Subdistrict. For the purposes of applying the height and setback regulations of this Section, Jones Walk shall not be considered a #street#. Map 4 (Street Wall Location) and Map 5 (Minimum and Maximum Base Heights) in the

Appendix to this Chapter, illustrate the #street wall# location provisions and minimum and maximum base height provisions of this Section 131-42, inclusive.

131-421

Coney East Subdistrict, south side of Surf Avenue

The following regulations shall apply along the south side of Surf Avenue and along those portions of #streets# intersecting Surf Avenue located north of a line drawn 50 feet north of and parallel to the northern #street# line of Bowery and its westerly prolongation.

(a) #Street wall# location

The #street wall# of a #development# or #enlargement# shall be located within five feet of the #street line# and extend along the entire frontage of the #zoning lot#, except that:

- (1) a sidewalk widening shall be required at the intersection of Surf Avenue and West 10th Street, extending from a point on the Surf Avenue #street line# 125 feet west of West 10th Street to a point on the West 10th Street #street line# 20 feet south of Surf Avenue. Such area shall be improved as a sidewalk to Department of Transportation standards, be at the same level as the adjoining sidewalks, and be accessible to the public at all times. Such sidewalk widening line shall be considered a #street line# for the purposes of applying the #use# and height and setback regulations of this Chapter;
- (2) ground floor level recesses up to three feet deep shall be permitted for access to building entrances. However, for building entrances providing direct access to the lowest #story# located above the #base flood elevation#, such recesses shall be permitted to have a depth of up to ten feet provided the width of such recesses does not exceed 20 feet and the height of such recessed area is not less than 15 feet at any point as measured from the #base flood elevation#;
- (3) to allow for corner articulation, the #street wall# may be located anywhere within an area bounded by intersecting #street lines# and lines 15 feet from and parallel to such #street lines#;
- (4) to allow for portions of towers to rise without setback from grade, a portion of a building base below a tower may be set back ten feet from the #street line#, provided the width of such setback area is not greater than 40 percent of the width of the #street wall# of the tower, and provided such setback area complies with the provisions of Section 131-47 (Design Requirements for Ground Level Setbacks).

(b) Building base

(1) Surf Avenue , west of West 12th Street

West of West 12th Street, the #street wall# of a #development# or #enlargement# shall rise without setback to a minimum base height of 35 feet or the height of the #building#, whichever is less, and a maximum base height of 45feet. If a tower is provided, in accordance with requirements of paragraph (d) of this Section, the maximum base height shall be 65 feet. At a height no lower than the minimum base height and no higher than the maximum base height, a setback shall be required, pursuant to the provisions set forth in paragraph (c) of this Section.

For #developments# or #enlargements# located West of West 12 Street that, provide a tower in accordance with the requirements of paragraph (d) of this Section, not more than 40 percent of the #aggregate width of street walls# facing Surf Avenue shall exceed a height of 45 feet without setback, and at least 40 percent of the #aggregate width of street walls# facing Surf Avenue shall rise without setback to a height of at least 60 feet but not more than 65 feet. Furthermore, any portion of a #street wall# which exceeds a height of 60 feet shall be located within 150 feet of the intersection of two #street lines# and shall coincide with the location of a tower. Towers shall comply with location requirements of paragraphs (d) of this Section.

(2) Surf Avenue, east of West 12th Street

East of West 12th Street, the #street wall# of a #development# or #enlargement# shall rise without setback to a minimum base height of 35 feet or the height of the #building#, whichever is less, and a maximum base height of 45 feet. At a height no lower than the minimum base height and no higher than the maximum base height, a setback is required that shall comply with the provisions set forth in paragraph (d) of this Section.

For the base of any #building# located on the south side of Surf Avenue, above the level of the second #story#, up to 30 percent of the #aggregate width of street walls# may be recessed, provided no recesses are located within 15 feet of an adjacent #building# or within 30 feet of the intersection of two #street lines#, except where corner articulation is provided as set forth in paragraph (a) (3) of this Section.

(c) Transition height

All portions of a #building# that exceed the applicable maximum base height specified in paragraph (b) of this Section, shall be set back from the #street line#

at least 20 feet except that where towers are provided, the minimum setback depth from the #street line# shall be 10 feet.

(1) East of West 12th Street

The maximum transition height shall be 65 feet, and all portions of #buildings# that exceed such height shall comply with the tower provisions of paragraph (d) of this Section, except that within 100 feet of Jones Walk on the easterly side, the maximum building height after the required setbacks shall be 85 feet.

(2) West of West 12th Street

All portions of a #building# that exceed the maximum base height as set forth in paragraph (b) (1) of this Section shall comply with the tower provisions of paragraph (d) of this Section.

(3) Special Regulations for Use Group A

The transition height regulations of paragraphs (c) (1) and (c) (2) of this Section shall not apply to #buildings# that rise to a maximum height of 85 feet to accommodate a Use Group A #use#; or to #buildings# where the Chairperson of the City Planning Department certifies to the Department of Buildings that additional height is necessary to accommodate an amusement #use# listed in Use Group A1.

(d) Towers

All #stories# of a #development# or #enlargement# located partially or wholly above a height of 65 feet shall be considered a "tower" and shall comply with the provisions of this paragraph.

(1) Maximum floorplate

Each #story# of a tower shall not exceed a gross area of 8,500 square feet.

(2) Maximum length and height

The outermost walls of all tower #stories# shall be inscribed within a rectangle, and no side of such rectangle shall exceed a length of 165 feet. The maximum height of a #building# located between West 12th Street and Jones Walk shall be 150 feet between West 12th Street and Jones Walk. The maximum height of a #building# located between West 12th Street and West 16th Street on #zoning lots# with less than 50,000 square feet of #lot area# shall be 220 feet; on #zoning lots# with 50,000 square

feet or more of #lot area#, the maximum height of a #building# shall be 270 feet. All towers that exceed a height of 150 feet shall provide articulation in accordance with Section 131-46 (Tower Top Articulation).

(3) Tower location

All towers shall be located within 25 feet of Surf Avenue and entirely within 100 feet of an intersecting #street#.

131-422

Coney East Subdistrict, north side of Surf Avenue

Any #building or other structure# fronting upon the north side of Surf Avenue shall not exceed a height of 85 feet. Furthermore, in order to protect the view from the elevated subway to the Coney East Subdistrict, no portion of such #building or other structure#, including permitted obstructions or #signs#, shall be located between a height of five feet below the upper level of the elevated subway tracks and a level 25 feet above such level, except for a vertical circulation core, supporting structural elements and related appurtenances. In no event shall more than 30 percent of the Surf Avenue frontage of the #zoning lot# be obstructed with such elements.

131-423

Along all other streets

The following regulations shall apply along Wonder Wheel Way, Bowery, and all other #streets# and portions thereof located south of a line drawn 50 feet north of and parallel to the northern #street# line of Bowery and its westerly prolongation.

(a) #Street wall# location

The #street wall# of the #development# or #enlargement#, or portion thereof, shall be located within five feet of the #street line#. However, for building entrances providing direct access to the lowest #story# located above the #base flood elevation#, a recess shall be permitted to have a depth of up to ten feet as measured from the #street line# provided the width of such recess does not exceed 20 feet and the height of such recessed area is not less than 15 feet at any point as measured from the #base flood elevation#;

(b) Maximum building height

The #street wall# of a #development# or #enlargement#, or portion thereof, shall rise to a minimum height of 20 feet and a maximum height of 40 feet before setback. The maximum height of a #building or other structure# shall be 60 feet, provided any portion of a #building# that exceeds a height of 40 feet shall be set back from the #street wall# of the #building# at least 20 feet.

West of West 12th Street, along the northern #street line# of Bowery, the maximum #building# height shall be 40 feet. If a tower is provided along the Surf Avenue portion of the #block#, 40 percent of the #aggregate width of street walls# may rise above the maximum #street wall# height of 40 feet, and such portion of the #aggregate width of street walls# shall be located within 150 feet of the intersection of two #street lines# and shall coincide with that portion of the #street wall# along Surf Avenue that rises to a height of between 60 to 65 feet, pursuant to the provisions of paragraph (b)(1) of Section 131-421. However, where the portion of the #block# that fronts on Surf Avenue is #developed# or #enlarged# pursuant to the special regulations for Use Group A, in paragraph (c)(3) of Section 131-421 (Coney East Subdistrict, south side of Surf Avenue), the #street wall may rise after a setback of 20 feet to a maximum height of 60 feet for the entire length of the Bowery #street line#, or may extend beyond the 40 percent of the #aggregate width of #street wall# for the length of the #street wall# of such Use Group A #development# or #enlargement# which fronts along Surf Avenue, whichever is less.

Furthermore, a #building# that exceeds a height of 60 feet shall be permitted where the Chairperson of the City Planning Department certifies to the Department of Buildings that such additional height is necessary to accommodate an amusement #use# listed in Use Group A1.

131-43

Coney West Subdistrict

The regulations of this Section shall apply to all #buildings or other structures# in the Coney West Subdistrict. Map 4 (Street Wall Location), Map 5 (Minimum and Maximum Base Heights) and Map 6 (Coney West Subdistrict Transition Heights), in the Appendix to this Chapter, illustrate the #street wall# location provisions, minimum and maximum base height provisions and transition height provisions of this Section, inclusive. For the purposes of this Section, the “building line” shown on Parcel F shall be considered a #street line# of Ocean Way or Parachute Way, as indicated on such maps.

131-431

Coney West District, Surf Avenue

The regulations of this Section shall apply along Surf Avenue. The #street wall# location provisions of paragraph (a) of this Section shall also apply along #streets# intersecting Surf Avenue within 50 feet of Surf Avenue, and the building base regulations of paragraph (b) of this Section shall also apply along #streets# within 100 feet of Surf Avenue.

- (a) #Street wall# location

The #street wall# of a building base of a #development# or #enlargement# shall be located on the Surf Avenue #street line# and extend along the entire Surf Avenue frontage of the #zoning lot#, except that:

- (1) ground floor level recesses up to three feet deep shall be permitted for access to building entrances; However, for building entrances providing direct access to the lowest #story# located above the #base flood elevation#, such recesses shall be permitted to have a depth of up to ten feet provided the width of such recess does not exceed 20 feet and the height of such recessed area is not less than 15 feet at any point as measured from the #base flood elevation#;
- (2) to allow for corner articulation, the #street wall# may be located anywhere within an area bounded by intersecting #street lines# and lines 15 feet from and parallel to such #street lines#; and
- (3) to allow for portions of towers to rise without setback from grade, a portion of a building base below a tower may be set back ten feet from a #street line#, provided the width of such setback area is not greater than 40 percent of the width of the #street wall# of the tower and provided such setback area complies with the provisions of Section 131-47 (Design Requirements for Ground Level Setbacks).

(b) Building base

The #street wall# of a #development# or #enlargement# fronting on Surf Avenue shall rise without setback to a minimum height of six #stories# or 65 feet, or the height of the #building#, whichever is less, and a maximum height of eight #stories# or 85 feet, whichever is less, before a setback is required. For #developments# or #enlargements# that exceed a height of eight #stories# or 85 feet, not more than 40 percent of the #aggregate width of street walls# facing Surf Avenue shall exceed a height of six #stories# or 65 feet, whichever is less, and at least 40 percent of the #aggregate width of street walls# facing Surf Avenue shall rise without setback to a height of at least eight #stories# or 80 feet, whichever is less. However, on the blockfront bounded by West 21st Street and West 22nd Street, the minimum height of a #street wall# shall be 40 feet and the maximum height of a #street wall# shall be six #stories# or 65 feet, whichever is less, before a setback is required.

Above the level of the second #story#, up to 30 percent of the #aggregate width of street walls# may be recessed, provided no recesses are located within 15 feet of an adjacent #building# or within 30 feet of the intersection of two #street lines#, except where corner articulation is provided as set forth in paragraph (a)(2) of this Section.

All portions of a #building# that exceed the maximum heights set forth in this paragraph, (b), shall be set back from the #street line# at least ten feet.

(c) Transition height

Above the maximum base height, a #street wall# may rise to a maximum transition height of nine #stories# or 95 feet, whichever is less, provided that up to 60 percent of the #aggregate width of street walls# facing Surf Avenue shall be set back a minimum distance of 10 feet from the Surf Avenue #street line#. The remaining portion of such #aggregate width of street walls# facing Surf Avenue shall be set back a minimum distance of 15 feet. All portions of #buildings# that exceed a transition height of 95 feet shall comply with the tower provisions of Section 131-434 (Coney West Towers).

131-432

Along all other Streets, other than the Riegelmann Boardwalk

The following regulations shall apply along all other #streets# in the Coney West Subdistrict, except within 70 feet of the Riegelmann Boardwalk.

(a) #Street wall# location

The #street wall# of a building base of a #development# or #enlargement#, or portion thereof, beyond 50 feet of Surf Avenue shall be located within eight feet of the #street line#, except that, to allow portions of towers to rise without setback from grade, a portion of a building base below a tower may be set back ten feet from the #street line#, provided the width of such setback area is not greater than 40 percent of the width of the #street wall# of the tower. In addition, for #street walls# facing Ocean Way, building entrances providing direct access to the lowest #story# located above the #base flood elevation# may be recessed up to a depth of ten feet as measured from the #street line# provided the width of such recess does not exceed 20 feet and the height of such recessed area is not less than 15 feet at any point as measured from the #base flood elevation#;

For #buildings# where the ground floor level is occupied by #residential uses#, any area between the #street wall# and the #street line# shall be planted except for sidewalks, steps and handicap accessible elevators that provide access to building entrances.

(b) Building base

The #street wall# of a building base of a #development# or #enlargement#, or portion thereof, located beyond 100 feet of Surf Avenue, shall rise without setback to a minimum height of 40 feet or the height of the #building#, whichever is less, and a maximum height of six #stories# or 65 feet, whichever is less. Up to

30 percent of the #aggregate width of street walls# may be recessed for #outer courts# or balconies, provided no recesses are located within 15 feet of an adjacent #building# or within 30 feet of the intersection of two #street lines#, and provided the maximum depth of such recesses is 15 feet, as measured from the #street line#. All portions of a #building# that exceed a height of 65 feet shall be set back from the #street wall# of the #building# at least ten feet, except such setback distance may include the depth of any permitted recesses.

(c) Transition heights

Beyond 100 feet of Surf Avenue, a #street wall# may rise to a maximum transition height of nine #stories# or 95 feet, whichever is less, provided that:

- (1) above the maximum base height, up to 60 percent of the #aggregate width of street walls# facing Ocean Way, and along all other #streets#, other than the Riegelmann Boardwalk, shall be set back a minimum distance of 10 feet from the #street line#. The remaining portion of such #aggregate width of street walls# facing Ocean Way, and along all other #streets# other than the Riegelmann Boardwalk, shall be set back a minimum distance of 15 feet from the #street line#, except that for #blocks# north of the Ocean Way #street line#, along a minimum of one #street line# bounding the #block# (except for Surf Avenue), the remaining portion of such #aggregate width of street walls# shall remain open to the sky for a minimum depth of 100 feet from the #street line#;
- (2) for #blocks# bounding the southern #street line# of Ocean Way, any portion of a #building or other structure# that exceeds a height of six #stories# or 65 feet, whichever is less, shall be located within 80 or 100 feet of a #street line#, as indicated on Map 6 in the Appendix to this Chapter;
- (3) for portions of #buildings# higher than six #stories# or 65 feet that are within 100 feet of the Riegelmann Boardwalk, each #story# within such portion shall provide a setback with a depth of at least ten feet, measured from the south facing wall of the #story# directly below.

A #building# may exceed such transition heights only in accordance with the tower provisions of Section 131-434.

131-433

Riegelmann Boardwalk and Building Line of Parcel F

The #street wall# of the #development# or #enlargement# shall be located on the Riegelmann Boardwalk #street line# and extend along the entire Riegelmann Boardwalk

frontage of the #zoning lot# to a minimum height of 20 feet, as shown on Map 2 (Mandatory Ground Floor Use Requirements). Any #building or other structure# within 70 feet of the Riegelmann Boardwalk shall not exceed a height of 40 feet above the level of the Riegelmann Boardwalk.

In addition, on Parcel F, the #street wall# of the #development# or #enlargement# shall be located on the Parachute Way building line and the portion of the Ocean Way building line that is within 100 feet of the Parachute Way building line, as shown on Map 2. Such #street walls# shall extend along such entire frontages of Parcel F to a minimum height of 20 feet.

131-434 Coney West District towers

All #stories# of a #development# or #enlargement# located partially or wholly above an applicable transition height shall be considered a “tower” and shall comply with the provisions of this Section.

(a) Maximum floorplate

Each #story# of a tower shall not exceed a gross area of 8,500 square feet.

(b) Maximum length and height

On #blocks# bounding Surf Avenue, the maximum height of a #building# shall be 220 feet, and on #blocks# bounding the southerly #street line# of Ocean Way, the maximum #building# height shall be 170 feet. Furthermore, the outermost walls of all tower #stories# shall be inscribed within a rectangle, and no side of such rectangle shall exceed a length of 165 feet.

For #developments# that provide #lower income housing# pursuant to Section 131-321 (Special residential floor area regulations), the maximum height of a #building# shall be increased to 270 feet, provided that the tower complies with either paragraph (b) (1) or (b)(2) of this Section.

- (1) The outermost wall of all tower #stories# shall be inscribed within a rectangle where no side of such rectangle exceeds a length of 100 feet; or
- (2) The outermost wall of all tower #stories# below a height of 120 feet shall be inscribed within a rectangle where no side of such rectangle exceeds a length of 130 feet; above a height of 120 feet, no side of such rectangle shall exceed a length of 100 feet.

Above a height of 120 feet, the maximum floor plate shall be 80 percent of the #story# immediately below such height, or 6,800 square feet,

whichever is greater. Such reduced #lot coverage# shall be achieved by one or more setbacks on each face of the tower, where at least one setback on each tower face has a depth of at least five feet and a width that, individually or in the aggregate, is equal to at least 10 percent of the width of each respective tower face.

All #buildings# that exceed a height of 170 feet shall provide articulation in accordance with Section 131-46 (Tower Top Articulation).

(c) Tower location

All towers shall be located entirely within 100 feet of Parachute Way, West 20th Street, West 21st Street or West 22nd Street and within 25 feet of the intersection of two #street lines#. When a #zoning lot# bounding Surf Avenue contains a tower, such tower shall be located within 25 feet of Surf Avenue. No more than one tower shall be permitted on any #zoning lot#, except that for #developments# that provide #lower income housing# pursuant to Section 131-321, no more than two towers shall be permitted on any #zoning lot#, and the second tower shall be located within 25 feet of Ocean Way. However, on Parcel E, any #development# may include two towers and, for #developments# that provide #low income housing# pursuant to Section 131-321, a third tower shall be permitted to be located anywhere on such parcel along Parachute Way.

131-44

Coney North Subdistrict

The regulations of this Section shall apply to all #buildings or other structures# in the Coney North Subdistrict. Map 4 (Street Wall Location) and Map 5 (Minimum and Maximum Base Heights), in the Appendix to this Chapter, illustrate the #street wall# location provisions, minimum and maximum base height provisions and maximum building height provisions of this Section, inclusive.

131-441

Coney North Subdistrict, Surf Avenue

The regulations of this Section shall apply along Surf Avenue. The #street wall# location provisions of paragraph (a) of this Section shall also apply along #streets# intersecting Surf Avenue within 50 feet of Surf Avenue, and the building base regulations of paragraph (b) of this Section shall also apply along #streets# within 100 feet of Surf Avenue.

(a) #Street wall# location

The #street wall# of a building base of a #development# or #enlargement# shall be located on the Surf Avenue #street line# and extend along the entire Surf Avenue frontage of the #zoning lot#, except that:

- (1) ground floor level recesses up to three feet deep shall be permitted for access to building entrances. However, for building entrances providing direct access to the lowest #story# located above the #base flood elevation#, such recesses shall be permitted to have a depth of up to ten feet provided the width of such recess does not exceed 20 feet and the height of such recessed area is not less than 15 feet at any point as measured from the #base flood elevation#;
- (2) to allow for corner articulation, the #street wall# may be located anywhere within an area bounded by intersecting #street lines# and lines 15 feet from and parallel to such #street lines#; and
- (3) to allow for portions of towers to rise without setback from grade, a portion of a building base below a tower may be set back ten feet from a #street line#, provided the width of such setback area is not greater than 40 percent of the width of the #street wall# of the tower and provided such setback area complies with the provisions of Section 131-47 (Design Requirements for Ground Level Setbacks).

(b) Building base

The #street wall# of a building base of a #development# or #enlargement# fronting on Surf Avenue shall rise without setback to a minimum height of six #stories# or 65 feet, or the height of the #building#, whichever is less, and a maximum height of eight #stories# or 85 feet, whichever is less, before a setback is required.

For #developments# or #enlargements# that exceed a height of eight #stories# or 85 feet, not more than 40 percent of the #aggregate width of street walls# facing Surf Avenue shall exceed a height of 65 feet without setback, and at least 40 percent of the #aggregate width of street walls# facing Surf Avenue shall rise without setback to a height of at least 80 feet, but not more than 85 feet. However, on the blockfront bounded by Stillwell Avenue and West 15th Street, for #buildings# that exceed a height of 85 feet, all #street walls# of such #building# facing Surf Avenue shall rise without setback to a height of 85 feet.

Above the level of the second #story#, up to 30 percent of the #aggregate width of street walls# may be recessed, provided no recesses are located within 15 feet of an adjacent #building# or within 30 feet of the intersection of two #street lines#, except where corner articulation is provided, as set forth in paragraph (a)(2) of this Section.

All portions of a #building# that exceed a height of 85 feet shall be set back from the #street line# at least ten feet, and comply with the tower provisions of Section 131-444 (Coney North Towers).

(c) Transition height

Above the maximum base height, a #street wall# may rise to a maximum transition height of nine #stories# or 95 feet, whichever is less, provided that up to 60 percent of the #aggregate width of street walls# facing Surf Avenue shall be set back a minimum distance of 10 feet from the Surf Avenue #street line#. The remaining portion of such #aggregate width of street walls# facing Surf Avenue shall be set back a minimum distance of 15 feet. All portions of #buildings# that exceed a transition height of 95 feet shall comply with the tower provisions of Section 131-444 (Coney North Towers).

131-442

Along all other Streets, other than Stillwell Avenue

The following regulations shall apply along all other #streets# in the Coney North Subdistrict, other than Stillwell Avenue.

(a) #Street wall# location

The #street wall# of a building base of a #development# or #enlargement#, or portion thereof, beyond 50 feet of Surf Avenue, shall be located within eight feet of the #street line#, except that, to allow portions of towers to rise without setback from grade, a portion of a building base below a tower may be recessed ten feet from the #street line#, provided the width of such recess area is not greater than 40 percent of the width of the #street wall# of the tower.

For #buildings# where the ground floor level is occupied by #residential uses#, any area between the #street wall# and the #street line# shall be planted except for sidewalks, steps and handicap accessible elevators that provide access to building entrances.

(b) Building base

The #street wall# of a building base of a #development# or #enlargement#, or portion thereof, located beyond 100 feet of Surf Avenue, shall rise without setback to a minimum height of 40 feet, or the height of the #building#, whichever is less, and a maximum height of six #stories# or 65 feet, whichever is less. Up to 30 percent of the #aggregate width of street walls# may be recessed for #outer courts# or balconies, provided no recesses are located within 15 feet of an adjacent #building# or within 30 feet of the intersection of two #street lines#, and

provided the maximum depth of such recesses is 15 feet, as measured from the #street line#.

All portions of a #building# that exceed a height of 65 feet shall be set back from the #street wall# of the #building# at least ten feet, except such setback distance may include the depth of any permitted recesses.

(c) Transition height

In all portions of #blocks# located beyond 100 feet of Surf Avenue, a #street wall# may rise above the maximum base height to a maximum transition height of eight #stories# or 85 feet, whichever is less, provided that up to 60 percent of the #aggregate width of street walls# facing Surf Avenue shall be set back a minimum distance of 10 feet from the Surf Avenue #street line#. The remaining portion of such #aggregate width of street walls# facing Surf Avenue shall be set back a minimum distance of 15 feet. All portions of #buildings# that exceed a transition height of 85 feet shall comply with the tower provisions of Section 131-444 (Coney North Subdistrict towers).

**131-443
Stillwell and Mermaid Avenues**

Within 100 feet of Stillwell and Mermaid Avenues, except within 100 feet of Surf Avenue, all portions of a #building or other structure# shall comply with the height and setback regulations of a C2 District mapped within an R7A District, except that the #street wall# of a #building# shall be located on the #street line# and rise without setback to a minimum height of 40 feet or the height of the #building#, whichever is less, except as follows:

- (a) ground floor level recesses up to three feet deep shall be permitted for access to building entrances. However, for building entrances providing direct access to the lowest #story# located above the #base flood elevation#, such recesses shall be permitted to have a depth of up to ten feet provided the width of such recess does not exceed 20 feet and the height of such recessed area is not less than 15 feet at any point as measured from the #base flood elevation#;
- (b) to allow for corner articulation, the #street wall# may be located anywhere within an area bounded by intersecting #street lines# and lines 15 feet from and parallel to such #street lines#; and
- (c) above the level of the second #story#, up to 30 percent of the #aggregate width of street walls# may be recessed, provided no recesses are located within 15 feet of an adjacent #building# or within 30 feet of the intersection of two #street lines#, except where corner articulation is provided as set forth in paragraph (b) of this Section.

131-444

Coney North Subdistrict towers

All #stories# of a #development# or #enlargement# located partially or wholly above a height of 85 feet within 175 feet of Surf Avenue and above a height of 65 feet beyond 175 feet of Surf Avenue shall be considered a ‘tower’ and shall comply with the provisions of this Section 131-444.

(a) Maximum floorplate

Each #story# of a tower shall not exceed a gross area of 8,500 square feet.

(b) Maximum length and height

On #blocks# bounding Surf Avenue, the maximum height of a #building# shall be 220 feet and beyond 175 feet of Surf Avenue the maximum height of a #building# shall be 170 feet. Furthermore, the outermost walls of all tower #stories# shall be inscribed within a rectangle and no side of such rectangle shall exceed a length of 165 feet.

For #developments# that provide #lower income housing# pursuant to Section 131-321 (Special residential floor area regulations), the maximum height of a #building# shall be increased to 270 feet, provided that the tower portion of such #building# complies with either paragraph (b)(1) or (b)(2) of this Section.

- (1) The outermost wall of all tower #stories# shall be inscribed within a rectangle, where no side of such rectangle shall exceed a length of 100 feet; or
- (2) The outermost wall of all tower #stories#, below a height of 120 feet, shall be inscribed within a rectangle, where no side of such rectangle shall exceed a length of 130 feet; above a height of 120 feet, no side of such rectangle shall exceed a length of 100 feet.

Above a height of 120 feet, the maximum floor plate shall be 80 percent of the #story# immediately below such height, or 6,800 square feet, whichever is greater. Such reduced #lot coverage# shall be achieved by one or more setbacks on each face of the tower, where at least one setback on each tower face has a depth of at least five feet and a width that, individually or in the aggregate, is equal to at least 10 percent of the width of each respective tower face

All #buildings# that exceed a height of 170 feet shall provide articulation in accordance with Section 131-46 (Tower Top Articulation).

(c) Tower location

Towers shall be located within 25 feet of Surf Avenue and entirely within 100 feet of an intersecting #street#. No more than one tower shall be permitted on any #zoning lot#, except that for #developments# that provide #lower income housing#, pursuant to Section 131-321, a second tower shall be permitted anywhere on the #zoning lot# that is entirely beyond 175 feet of Surf Avenue and ten feet from any other #street#. All towers shall be located at least ten feet from a #side lot line#.

**131-45
Mermaid Avenue Subdistrict**

All portions of a #building or other structure# shall comply with the height and setback regulations of a C2 District mapped within a R7A District, except that on Mermaid Avenue, and on intersecting #streets# within 50 feet of Mermaid Avenue, the #street wall# of a #building# shall be located on the #street line# and rise without setback to a minimum base height of 40 feet or the height of the #building#, whichever is less, except that:

- (a) ground floor level recesses up to three feet deep shall be permitted for access to building entrances. However, for building entrances providing direct access to the lowest #story# located above the #base flood elevation#, such recesses shall be permitted to have a depth of up to ten feet provided the width of such recess does not exceed 20 feet and the height of such recessed area is not less than 15 feet at any point as measured from the #base flood elevation#;
- (b) to allow for corner articulation, the #street wall# may be located anywhere within an area bounded by intersecting #street lines# and lines 15 feet from and parallel to such #street lines#; and
- (c) above the level of the second #story#, up to 30 percent of the #aggregate width of street walls# may be recessed, provided no recesses are located within 15 feet of an adjacent #building# or within 30 feet of the intersection of two #street lines#, except where corner articulation is provided as set forth in paragraph (b) of this Section.

**131-46
Tower Top Articulation**

All #buildings# that exceed a height of 170 feet shall provide articulation in accordance with at least one of following provisions:

(a) Setbacks on each tower face

The highest three #stories#, or as many #stories# as are located entirely above a height of 170 feet, whichever is less, shall have a #lot coverage# of at least 50 percent of the #story# immediately below such #stories#, and a maximum #lot coverage# of 80 percent of the #story# immediately below such #stories#. Such reduced #lot coverage# shall be achieved by one or more setbacks on each face of the tower, where at least one setback on each tower face has a depth of at least four feet, and a width that, individually or in the aggregate, is equal to at least 10 percent of the width of such respective tower face. For the purposes of this paragraph, (a), each tower shall have four tower faces, with each face being the side of a rectangle within which the outermost walls of the highest #story# not subject to the reduced #lot coverage# provisions have been inscribed. The required setbacks shall be measured from the outermost walls of the #building# facing each tower face. Required setback areas may overlap.

(b) Three setbacks

Setbacks shall be provided at the level of three different #stories#, or as many #stories# as are located entirely above a height of 170 feet, whichever is less. Such setbacks shall be located on either the north-facing or south-facing side of the #building#, but not both. Such setbacks shall have a minimum depth of 15 feet measured, as applicable, from the north or south-facing wall of the #story# immediately below. For towers with at least six #stories# located entirely above a height of 170 feet, the lowest level at which such setbacks may be provided is 170 feet, and the highest #story#, therefore, shall be located entirely within the northern or southern half of the tower, as applicable.

(c) Reverse setbacks

A minimum of 15 percent of the area of the plane surface of #street walls# enclosing #floor area# of the tower and a maximum of 50 percent of the area of the plane surface of the #street walls# enclosing #floor area# of the tower shall project at least eighteen inches but not more than five feet from the remaining plane surface of the #street walls# enclosing any #floor area# of the tower. No projections, including balconies, shall be permitted from the lowest two #stories# of the tower.

131-47

Design Requirements for Ground Level Setbacks

Wherever a building base below a tower is set back from the #street line#, and the building walls bounding such setback area are occupied by non-#residential uses#, such setback area shall comply with the provisions of this Section. Where two such setback

areas adjoin one another at the intersection of two #streets#, the combined area of such spaces shall determine the applicability of such provisions.

(a) Minimum and maximum areas

No such setback area shall be less than 240 square feet nor greater than 1,000 square feet.

(b) Pavement

The setback area shall be paved with materials distinctive from the adjoining public sidewalk.

(c) Wall treatments

All ground floor level building walls bounding such setback area not otherwise subject to the transparency requirements of Section 131-15 shall comply with the provisions of either paragraphs (c)(1) or (c)(2) of this Section.

- (1) If such building wall is a #street wall# wider than 10 feet, such #street wall# shall comply with the provisions of Section 131-15.
- (2) All other building walls shall comply with one of the following provisions:
 - (i) Such building walls shall be glazed with transparent materials which may include show windows, glazed transoms or glazed portions of doors. Such glazing shall occupy at least 50 percent of the area of each such ground floor level building wall, measured to a height of 10 feet above the level of the adjoining sidewalk, public access area or #base plane#, whichever is higher; or
 - (ii) Such building walls shall be articulated with artwork or landscaping to a height of at least ten feet.

(d) Building entrances

A public entrance to a #building# shall front upon such setback area. No ramps shall be permitted within the setback area.

(e) Landscaping

A minimum of 20 percent of such setback area shall be planted with, at a minimum, evergreen ground cover or shrubs in planting beds, with a minimum of six inches in height and a maximum height of four feet. Such planting beds may not occupy more than 50 percent of the width of the setback area, as measured along the #street line#.

(f) For setback areas of 500 square feet or more, there shall be the following additional amenities:

- (1) an additional public entrance to the #building# that fronts upon such setback area; and
- (2) a minimum of one linear feet of seating for every 20 square feet of setback area shall be provided. At least 40 percent of such seating shall be fixed, of which at least half shall have backs with a minimum height of 14 inches. All fixed seating shall have a minimum depth of 18 inches and a maximum depth of 24 inches, and a minimum seat height of 16 inches and a maximum seat height of 20 inches. At least 50 percent of required seating shall be moveable chairs.

**131-48
Street Trees**

The provisions of Section 33-03 (Street Tree Planting in Commercial Districts) shall not apply in the Coney East Subdistrict.

**131-49
Authorization for Exterior Ramps**

The City Planning Commission may authorize modifications of the #street wall# location provisions of this Chapter to allow exterior ramps for access from the public sidewalk to the lowest #story# above the #base flood elevation# provided the Commission finds that the design of such ramps:

- (a) maximizes visibility of interior ground floor space within the #building# from the public sidewalk;
- (b) incorporates amenities such as seating and planting as the Commission may find appropriate; and
- (c) relates harmoniously with the design and materials of the adjacent #building# and the surrounding streetscape.

The City Planning Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

131-50

OFF-STREET PARKING AND LOADING REGULATIONS

The special provisions of this Section shall apply to all off-#street# parking spaces and loading facilities within the #Special Coney Island District#.

131-51

Amount of Required and Permitted Parking

(a) Residential and Community Facility Parking

The underlying regulations shall apply, except that the number of #accessory# off-#street# parking spaces required pursuant to Section 36-331 shall be modified to require off-#street# parking spaces for at least 60 percent of #residences# #developed# under single ownership or control where group parking facilities are provided.

(b) Commercial parking

The underlying regulations shall apply, except as modified below:

- (1) For Use Group A #uses#: one off-#street# parking space shall be provided for every 2,000 square feet of #floor area# or #lot area# for open #uses#, except that for a water park, two off-#street# parking spaces per 1,000 square feet of #floor area# shall be provided
- (2) For #transient hotels#: one off-#street# parking space shall be provided for every six guest rooms or suites.

(c) Public parking facilities

In accordance with the provisions of Section 131-043 (Applicability of Article 7, Chapter 4), #public parking lots# shall not be permitted, and #public parking garages# of any size shall be permitted as-of-right, provided such garages comply with the provisions of Section 131-52 (Use and Location of Parking Facilities).

131-52

Use and Location of Parking Facilities

The following provisions shall apply to all parking facilities:

- (a) All #accessory# off-street parking spaces may be made available for public use. However, any such space shall be made available to the occupant of a #residence# to which it is accessory within 30 days after written request therefore is made to the landlord. Furthermore, if #accessory# parking spaces and spaces within a #public parking garage# are provided on the same #zoning lot#, all such spaces may be provided within the same parking facility.
- (b) The off-site parking space provisions of Sections 36-42 and 36-43 shall not apply. In lieu thereof, all permitted or required off-#street# parking spaces may be provided on a #zoning lot# other than the same #zoning lot# to which such spaces are #accessory#, provided that:
 - (1) In the Coney East Subdistrict, such spaces are located anywhere within an area bounded on the east by Ocean Parkway, on the south by the Riegelmann Boardwalk, on the west by West 27th Street and on the north by Coney Island Creek and the Belt Parkway, in accordance with all applicable underlying parking regulations.
 - (2) In the Coney West Subdistrict, such parking spaces #accessory# to the following sets of parcels, as shown on Map 1 in the Appendix to this Chapter, shall be located anywhere on such sets of parcels:
 - Parcels A and B
 - Parcels C and D
 - Parcels E and F.
 - (3) In the Coney North and Mermaid Avenue Subdistricts, such spaces shall be located anywhere on the same #block#.
- (c) All off-#street# parking facilities shall be located within facilities that, except for entrances and exits, are:
 - (1) entirely below the level of any #street# or publicly accessible open area upon which such facility, or portion thereof, fronts; or
 - (i) located, at every level above-grade, behind #commercial#, #community facility# or #residential floor area# with a minimum depth of 15 feet as measured from the #street wall# of the #building# so that no portion of such parking facility is visible from adjoining #streets# or publicly accessible open areas. All such parking facilities shall be exempt from the definition of #floor area#.

However, in the Coney East Subdistrict, the provisions of this paragraph (c) (2) need not apply on the north side of Surf Avenue above the level of the ground floor, on Parcel 2 beyond 70 feet of the Riegelmann Boardwalk, or on

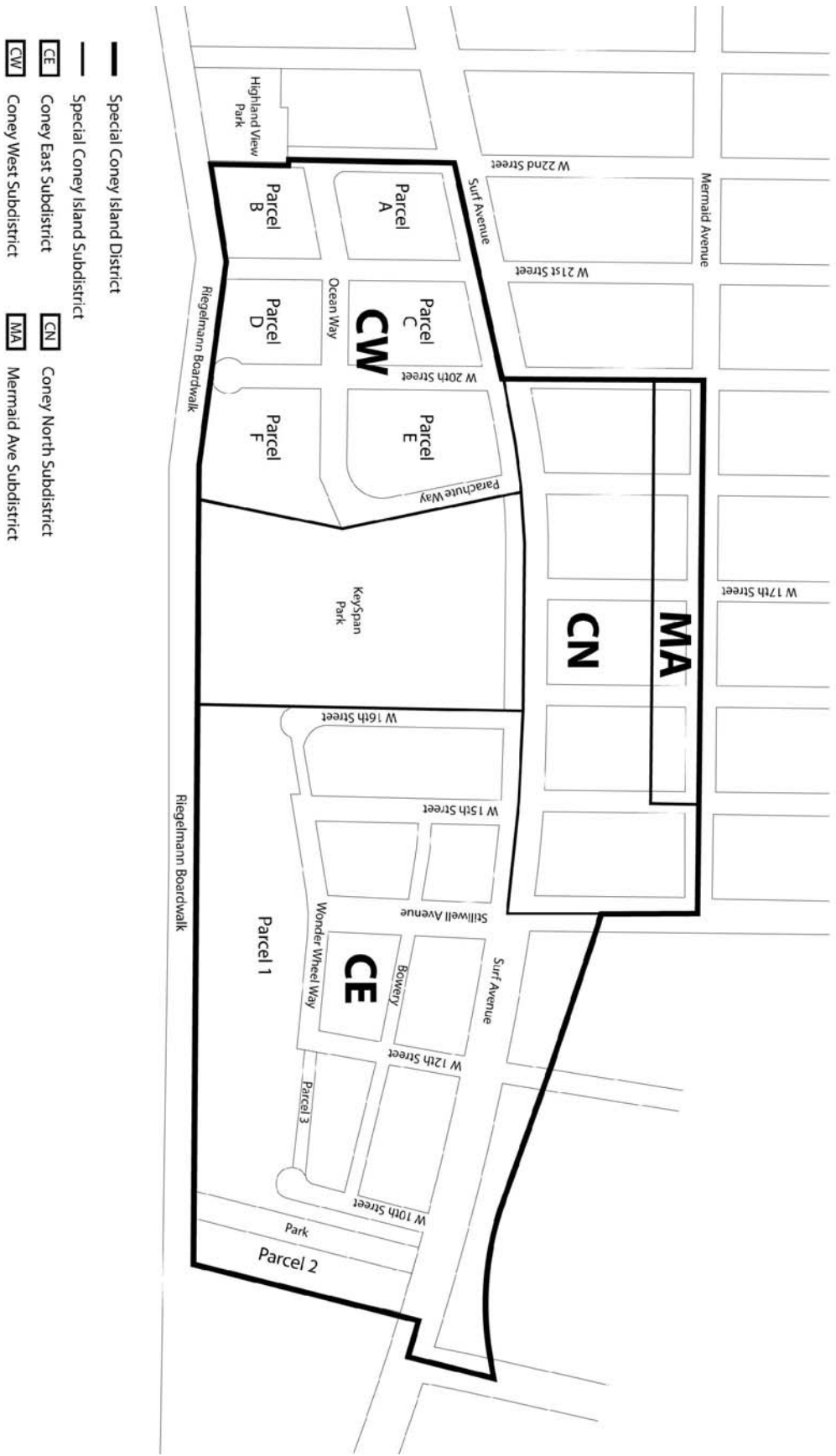
the east side of that portion of West 16th Street beyond 50 feet of Surf Avenue and Wonder Wheel Way, provided that:

- (ii) any non-horizontal parking deck structures shall not be visible from the exterior of the #building# in elevation view;
 - (iii) opaque materials are located on the exterior #building# wall between the bottom of the floor of each parking deck and no less than three feet above such deck; and
 - (iv) a total of at least 50 percent of such exterior building wall with adjacent parking spaces consists of opaque materials which may include #signs#, graphic or sculptural art, or living plant material.
- (d) Any roof of a facility containing off-street parking spaces not otherwise covered by a #building#, which is larger than 400 square feet, shall be landscaped. Up to five percent of such roof area may be used for mechanical equipment, provided that such mechanical equipment is screened from view by a fence which is at least 75 percent opaque or by at least three feet of dense planting. Up to 25 percent of such roof area may be accessible solely from an adjacent #dwelling unit# and the remaining roof area shall be accessible for the recreational use of the occupants of the building in which it is located. Hard surfaced areas shall not cover more than 60 percent of such roof area.

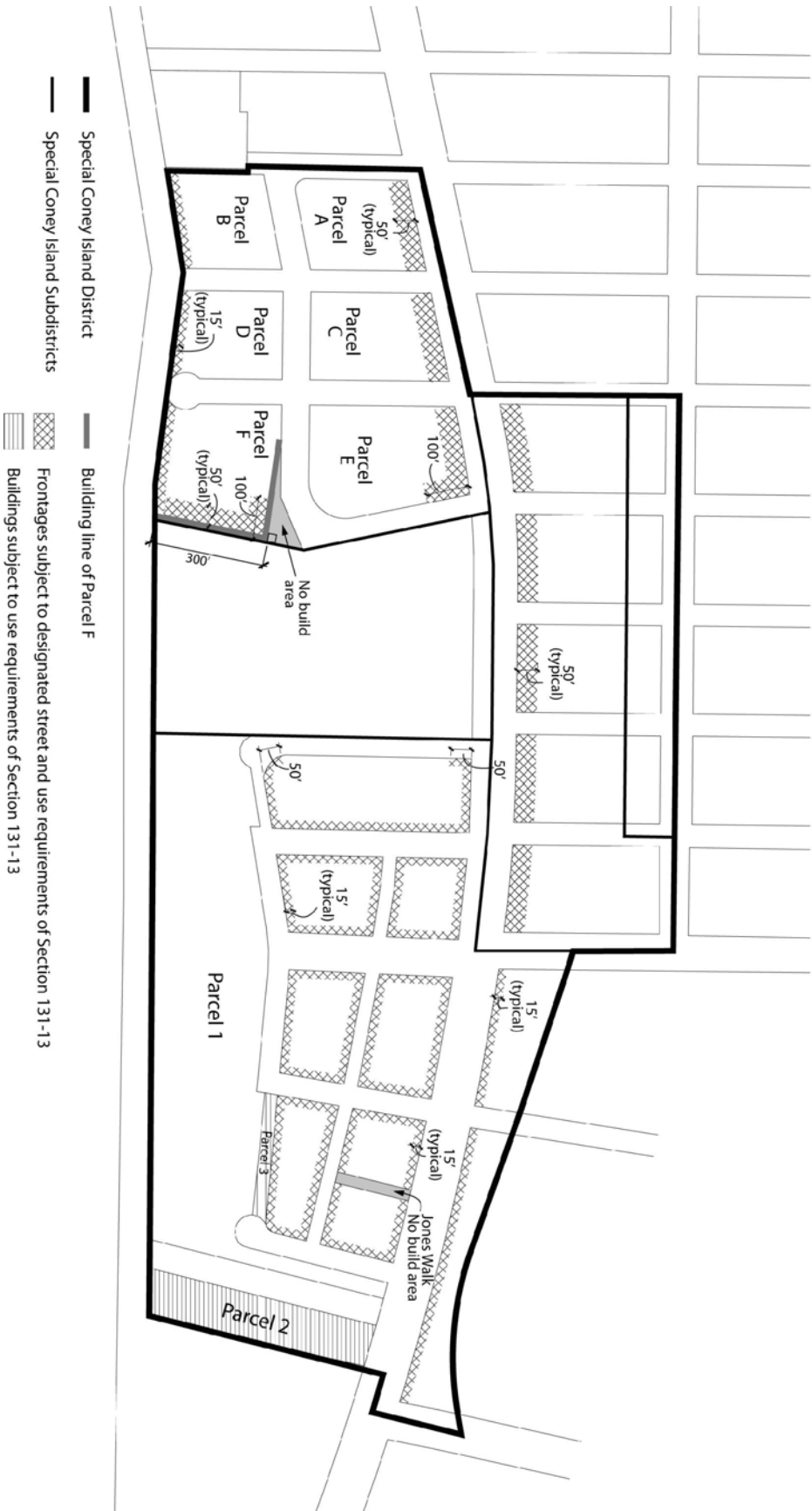
131-53 Curb Cuts

No curb cuts shall be permitted on Surf Avenue, Wonder Way or New Bowery except on a #zoning lot# with no frontage on any other #street#. The curb cut provisions of paragraph (c) of Section 36-58 shall apply to all #developments# and #enlargements#.

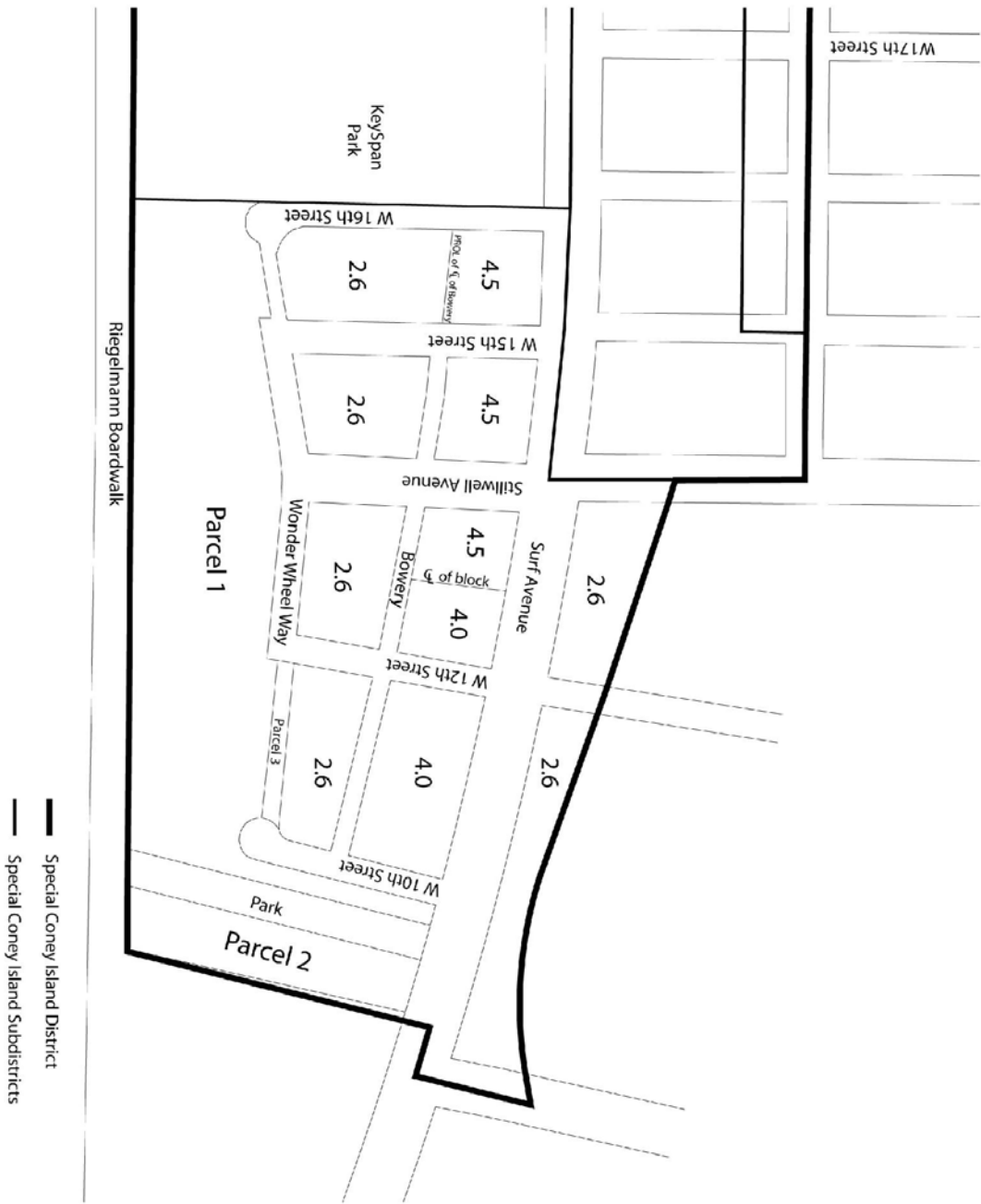
Map 1: Special Coney Island District and Subdistricts



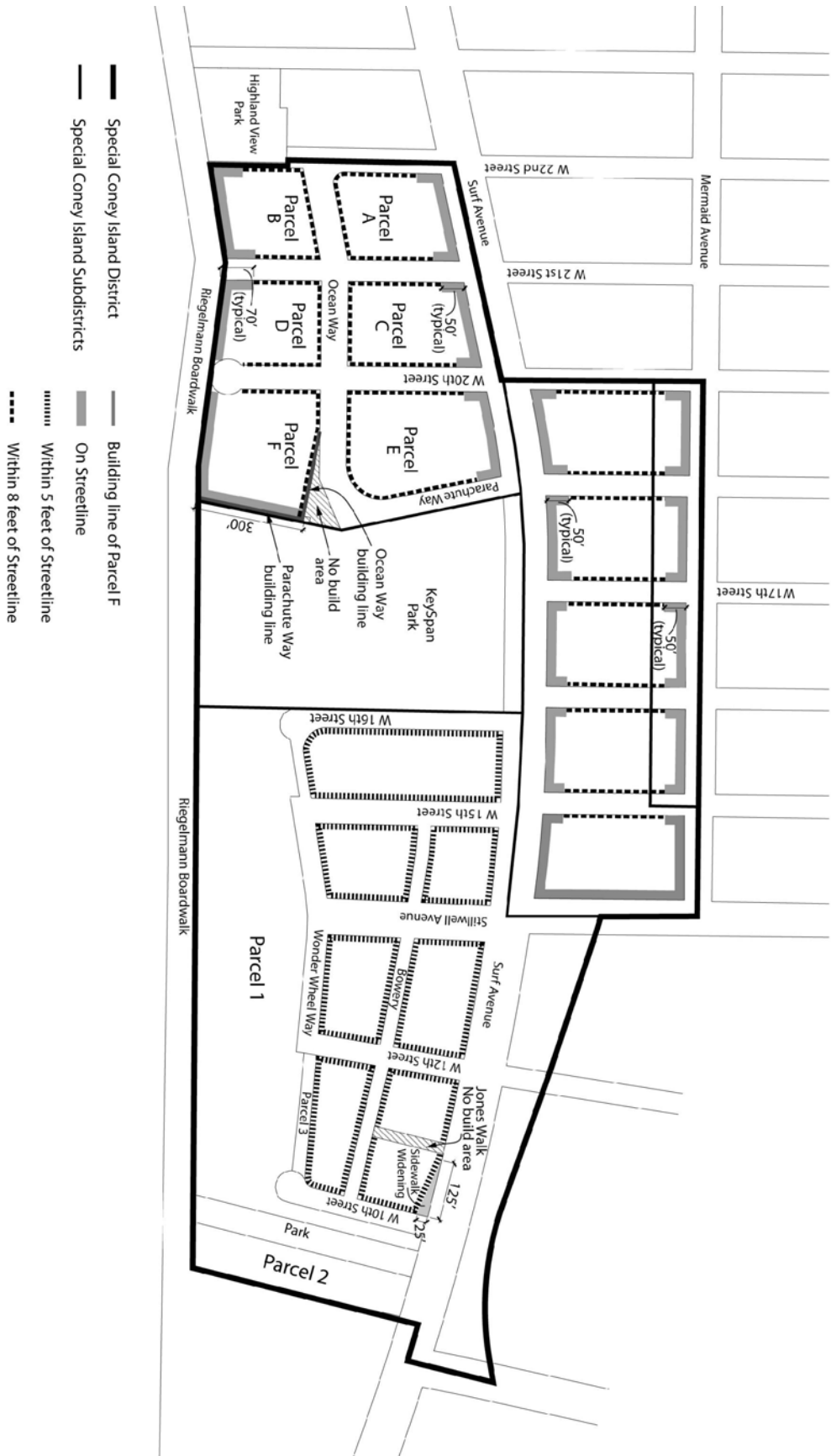
Map 2: Mandatory Ground Floor Use Requirements



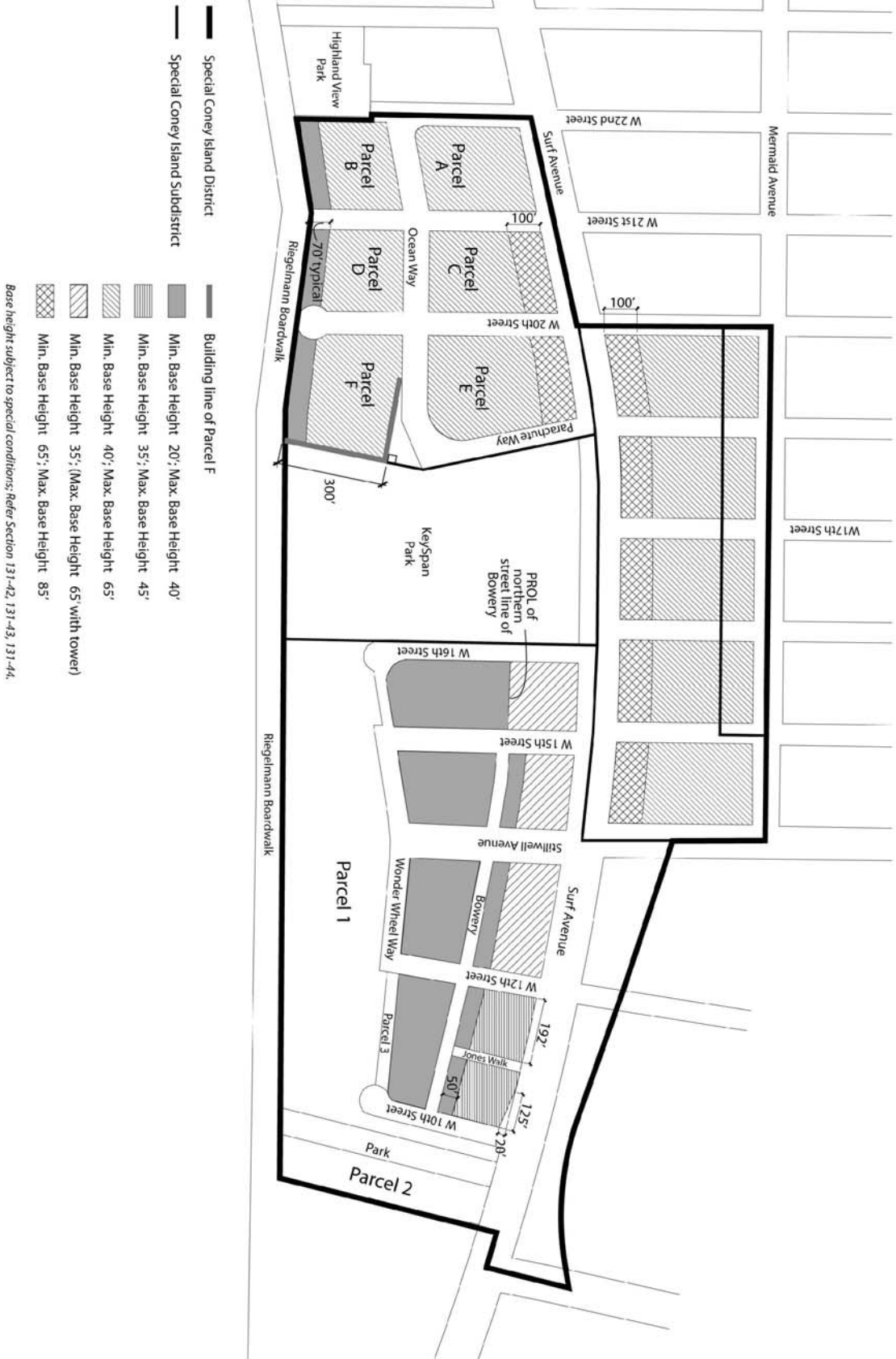
Map 3: Coney East Subdistrict Floor Area Ratios



Map 4: Street Wall Location



Map 5: Minimum and Maximum Base Heights



Map 6: Coney West Subdistrict Transition Heights

