

A. INTRODUCTION

The Office of the Deputy Mayor for Economic Development (ODMED), as Lead Agency, and in coordination with the New York City Economic Development Corporation (NYCEDC) and the New York City Department of City Planning (DCP), and the New York City Department of Housing Preservation and Development (HPD) proposes to rezone, obtain other land use approvals, and implement a comprehensive development plan for a 20-block portion of Coney Island, Brooklyn. The primary goal of the proposed actions is to safeguard and expand upon Coney Island's iconic amusements and to transform the area into an affordable, year-round urban amusement and entertainment destination while building upon the prime beachfront location to facilitate the development of new housing, including affordable housing, and retail uses outside the amusement area.

In total, the rezoning area encompasses 47 acres of developable land. The proposed Coney Island plan would facilitate the creation of a 27-acre amusement and entertainment district that would include a 9.39-acre mapped open amusement park as its centerpiece. In addition, the proposed rezoning and Special Coney Island District would govern the blocks located outside of the proposed mapped parkland and are anticipated to result in an incremental increase in development of approximately 584,664 square feet (sf) of amusement uses and amusement-enhancing uses like eating and drinking establishments, 606 hotel rooms, 2,408 residential units, of which 607 would be affordable units, 43,236 sf of small-screen accessory retail uses in the amusement and entertainment district (the Coney East subdistrict, defined below), 277,715 sf of general retail uses outside of the amusement and entertainment district, and 3,803 parking spaces, including 566 spaces for public parking, a portion of which will serve the Coney East subdistrict.

The plan includes the demapping of 9.30 acres of parkland currently used primarily as asphalt parking lots for the KeySpan Park, a minor-league baseball stadium. The Abe Stark Rink is also located in the area to be demapped. The demapped parkland would be replaced by the mapping of two parks along the Riegelmann Boardwalk: a 9.39-acre open amusement park and a 1.41-acre neighborhood park, resulting in the creation of an additional 1.5 acres of parkland in Coney Island. The relocation and replacement of the Abe Stark Rink would be required before the disposition and demolition of the facility. Implementation of the demapping of parkland would require approval of alienation legislation by the New York State legislature.

This Draft Environmental Impact Statement (DEIS) has been prepared in accordance with applicable laws and regulations, including Article 8 of the State Environmental Conservation Law, Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review (CEQR) found at Title 62, Chapter 5 of the Rules of the City of New York, and follows the guidance of the *CEQR Technical Manual* (October, 2001). It contains this description of the proposed actions and their environmental setting; the short- and long-term environmental impacts of the proposed actions; the identification of any significant

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adverse environmental impacts; a discussion of alternatives to the proposed actions; any irreversible and irretrievable commitments of resources as a result of the proposed actions; and a description of any mitigation measures necessary to minimize significant adverse environmental impacts that could occur under the proposed actions. This set of proposed actions is also subject to the City's Uniform Land Use Review Procedures (ULURP), and review pursuant to City Charter Section 200.

B. PROJECT IDENTIFICATION

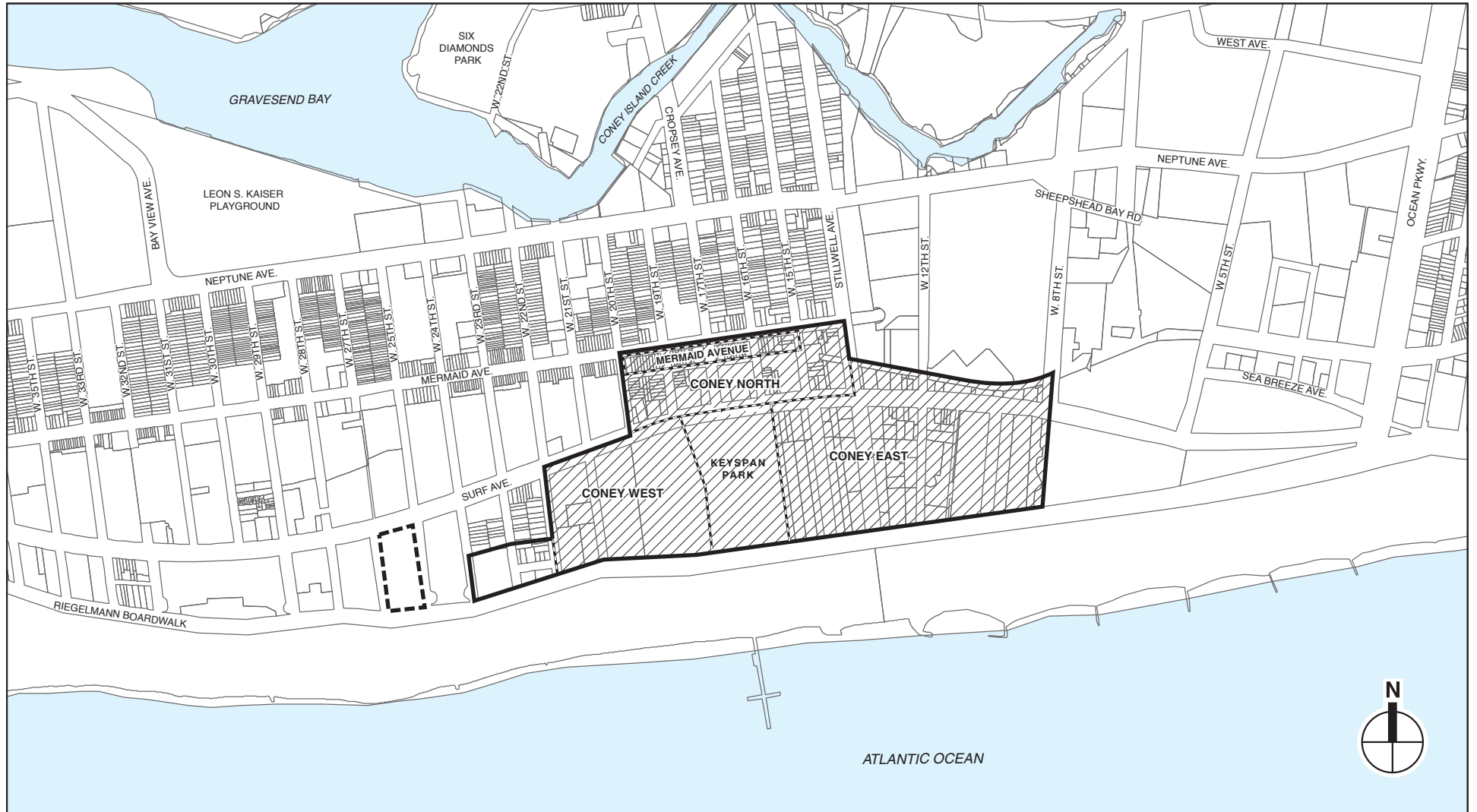
The comprehensive Coney Island plan encompasses approximately 47 acres of developable land on the Coney Island peninsula in southern Brooklyn and within Community District 13. The area affected by the proposed actions covers approximately 20 blocks in Coney Island, and is bounded generally by West 8th Street to the east, West 24th Street to the west, the Boardwalk to the south, and Mermaid Avenue to the north. The Coney Island plan also includes Block 7069, which is located between West 25th and West 27th Streets and between Surf Avenue and the Boardwalk outside of the proposed rezoning area. This site, which is a New York City Department of Parks and Recreation (DPR) maintenance facility, is expected to accommodate a portion of the parking demand generated by the proposed amusement park.





Table S-1 presents a list and map of all the blocks and lots that fall within the proposed rezoning area. The area comprises 200 tax lots located on 20 blocks.

Table S-1
Tax Blocks and Lots in the Proposed Rezoning Area

Block	Lots
7060	1, 3-12, 14, 16-22, 24, 27, 31, 32, 35, 41-51, 147 (entire block)
7061	1-6, 8, 9, 11, 14, 16, 20, 21, 27, 39, 40-43, 45 (entire block)
7062	1, 4-11, 14, 25, 28, 34 (entire block)
7063	1-4, 6, 8, 9, 11, 12, 32-35, 38-41 (entire block)
7064	1, 2, 4, 5, 7, 14, 16, 27, 28, 31, 32, 35, 37, 38, 43, 45, 101 (entire block)
7069 ¹	14 (entire block)
7070	148, portion of 138 (southern portion of the block)
7071	26, 27, 28, 30, 32, 34, 76, 79, 81, 83, 85, 226, 231 (portion of block west of West 22nd Street)
7071	100, 123, 130, 142 (portion of block east of West 22nd Street)
7072	1 (entire block)
7073	portion of 101 (western portion of block/lot)
7074	1, 4, 6, 20, 23, 89, 105, 170, 190 (portion of block west of West 15th Street)
7074	250, 254, 256, 300, 310, 340, 348, 360, 382 (portion of block east of West 15th Street)
8694	1, 5, 11, 12, 14, 16, 18, 25, 30, 33, 421 (entire block)
8695	61, 64, 72, 85, 104, 120, 433, 468 (entire block)
8696	35, 37, 44, 47-50, 53, 70, 75, 140, 145, 166, 211, 212 (entire block)
8697	4, 8 (entire block)
8698	Portion of Lot 50 (western portion of block/lot)
7268	190, 213, 218, 225, 228, 234, 236, 244, 250, 254, 344 (southern portion of block)
7266	249, 250, 252, 254, 260, 261, 265, 270 (southern portion of block)
Note: ¹ Block 7069 is a project site but it is located outside of the proposed rezoning area.	
Source: MapPluto, DCP, 2006	

For the purpose of this analysis and the proposal, the rezoning area has been divided into four subdistricts: Coney East, Coney North, Mermaid Avenue, and Coney West (see **Figure S-1**). The Coney East subdistrict comprises all or parts of seven blocks (8697, 8696, 8695, 8694,



-  Rezoning Area Boundary
-  Special Coney Island District
-  Special District Subdistrict Boundary
-  West 25th Street Parking Site

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SCALE

7074, 7268, and 7266) encompassing the historic amusement area located between Steeplechase Plaza and KeySpan Park to the west, and the New York Aquarium to the east. It also includes a narrow portion of Block 8698 at the easternmost edge of the rezoning area. The Coney North subdistrict includes portions of five blocks between Mermaid and Surf Avenues, West 20th Street, and Stillwell Avenue (7064, 7063, 7062, 7061, and 7060). The portions of four blocks located between West 15th Street and West 20th street that are within 100 feet of Mermaid Avenue constitute the Mermaid Avenue subdistrict (7060, 7061, 7062, and 7063). The Coney West subdistrict includes Block 7062 and portions of Blocks 7071 and 7072 located between KeySpan Park and West 22nd Street. The rezoning area also includes portions of Blocks 7070 and 7071 located between West 22nd and West 24th Streets. The DPR maintenance facility (Block 7069) is located outside of the rezoning area between West 25th and West 27th Streets and between Surf Avenue and the Boardwalk.

C. PURPOSE AND NEED

BACKGROUND AND HISTORY

Coney Island's emergence as a world-renowned, one-of-a-kind amusement destination dates back to the mid-19th century. Over the years, Coney Island has experienced the development and the destruction of some of the most well-known amusement parks in America, including Luna Park (1902-1946), Dreamland (1904-1911), and Steeplechase Park (1897-1964). In the 1930s, Coney Island contained sixty bathhouses, thirteen carousels, eleven roller coasters, two hundred restaurants and five hundred businesses ranging from newsstands to arcades and hotels.

The Great Depression of the 1930s, followed by the Second World War and the democratization of automobile ownership, which allowed New Yorkers to travel further away from the City for recreation, made it more difficult for businesses in Coney Island to prosper. Robert Moses's plan to relocate the Boardwalk further north to enlarge the beach, cutting through existing amusements, also sent a strong message to the amusement community. With the proliferation of the air conditioning in the 1950s, fewer people sought refuge from the summer heat by the sea. Finally, New York City's economic decline beginning in the mid-1970s combined with extensive urban renewal changed the face of Coney Island, from a vibrant and unique entertainment destination to a mix of residential uses and vast stretches of vacant land adjacent to a shrinking amusement area.

Some of the historic amusement structures remain and are Coney Island icons. A number of these structures are New York City Landmarks (NYCLs), including the Cyclone roller coaster, the Wonder Wheel, the Parachute Jump, and the Childs Restaurant building on the Boardwalk. Despite its decline, Coney Island's amusement area continues to attract thousands of visitors per year, demonstrating the power of its unique legacy and its potential as an urban beachfront amusement destination. The seaside location, its easy access to public transit, and the extensive Boardwalk remain unique assets in the City. The Coney Island plan is rooted in these strengths and opportunities.

Currently, the amusement area consists of a few blocks of largely seasonal amusement attractions. In the last few years, real estate speculation has led to the closings of some of the last remaining open amusements. The land on which Astroland Amusement Park sits has been sold to a private developer and the amusement park permanently closed at the end of the summer 2008. In addition, it is expected that the Astroland site will be vacated by the end of January 2009.

Coney Island Rezoning

Aside from Coney Island's few remaining historic icons and some residential and commercial buildings on Mermaid Avenue, much of the land throughout the proposed rezoning area is either vacant or underutilized. Most block frontages on both the north and south sides of Surf Avenue, the district's major east-west thoroughfare, are either vacant or used as parking lots.

EXISTING SITE DESCRIPTION

Coney Island is located at the southern border of Brooklyn, on the Coney Island peninsula, which is defined by Coney Island Creek and the Atlantic Ocean. The Sea Gate neighborhood is located at the western end of the peninsula, and Brighton Beach and Manhattan Beach are located to the east. The rezoning area is accessible to the entire New York City metropolitan area via the N, Q, D, and F subway lines at the recently renovated Stillwell Avenue subway station. The area is accessible by car from the Belt Parkway, which connects Brooklyn to Staten Island via the Verrazano-Narrows Bridge, and which also connects the area with Manhattan and Queens via the Brooklyn-Queens Expressway. The area is also in close proximity to JFK International Airport.

The largest open spaces and recreational resources on the peninsula are the Boardwalk and the beach and Leon S. Kaiser Park on Gravesend Bay with the beach and the Boardwalk together being the largest in the area. The beach is the main attraction during the summer months. The Boardwalk is fronted by two large City-owned recreational facilities: the New York Aquarium, which is an important visitor attraction at the eastern end of the proposed rezoning area that reflects the type of entertainment uses that the rezoning seeks to preserve and grow, and the KeySpan Park, which houses the Cyclones minor league baseball team.

CONEY EAST

Most of the blocks in Coney East are vacant. The area containing active amusements and entertainment venues is limited to portions of three block frontages along Surf Avenue, and two blocks between Surf Avenue and the Boardwalk between West 12th Street and the Cyclone roller coaster. The rest of the subdistrict is either vacant or used as parking lots. In the Surf Avenue buildings, generally only ground-floors are active, with the upper floors shuttered. Astroland, a long-standing amusement park historically located on a long block between Surf Avenue and the Boardwalk, right next to the Cyclone, officially closed at the end of Summer 2008. Deno's Wonder Wheel Park remains the only open amusement park in Coney Island. Most of the land on which the Wonder Wheel Park sits is in contract for purchase by NYCEDC as the first piece of the proposed mapped open amusement park.

The vast majority of active uses are seasonal. During the summer, hundreds of thousands of visitors come to enjoy the famous attractions: Nathan's Famous restaurant, Astroland, Deno's Wonder Wheel, the Cyclone, and Coney Island USA. During the winter, the area is largely boarded up and empty. Nathan's and Coney Island USA are some of the only uses open during the off-season. Blocks located to the north of Surf Avenue contain several vacant lots and non-complying uses, including an automobile showroom and furniture stores.

The Aquarium is currently coordinating with the City on a plan that may include new capital improvements to its campus, but a final program has not yet been determined. The Aquarium is an important visitor attraction at the eastern end of the proposed rezoning area that reflects the type of year-round entertainment uses that the rezoning seeks to preserve and grow.

Since 2007, DPR has been reconstructing the most deteriorated sections of the Boardwalk. Construction will continue throughout 2009 and will be coordinated accordingly with the summer merchants. The existing boardwalk must be constantly maintained and replaced at considerable cost. New construction will employ a variety of new designs using sustainable materials to be monitored for performance in order to create a more environmentally friendly structure.

KeySpan Park—built by the City in 2001—occupies the central portion of the rezoning area between the Coney North, Coney East, and Coney West subdistricts. It is home to the Brooklyn Cyclones, a minor league baseball team owned by the New York Mets. KeySpan Park attracts hundreds of thousands of visitors a year during the summer baseball season, which runs from the end of June through early September.

CONEY WEST

To the west of KeySpan Park and south of Surf Avenue, between West 19th and West 22nd Streets, are two parking lots and the Abe Stark Rink currently mapped as parkland. The parking lots, totaling approximately 405,000 sf in area, serve the Brooklyn Cyclones during baseball season and are inactive the rest of the year. The seasonality of these lots creates a desolate landscape between Surf Avenue and the Boardwalk for most of the year, separating the surrounding community from the beach and the amusement area. The Abe Stark Rink is used by ice hockey leagues and is available for public skating sessions on the weekend.

West of the KeySpan parking lot and Abe Stark Rink is a vacant block that formerly housed a bathhouse during Coney's heyday. The landmarked Childs Restaurant building and a mostly vacant lot that contains an underused GreenThumb community garden front on the Boardwalk between West 21st and West 22nd Streets. In the summer season of 2008, the Childs Restaurant building was reused as a roller skating rink. North of Childs is a privately owned office building containing offices for the Human Resources Administration of New York City.

The rezoning area also includes portions of two blocks located between West 22nd Street and West 24th Street. On the block between 22nd and West 23rd Streets are vacant lots interspersed with parking lots. A senior citizen center occupies the portion of the block located at the westernmost end of the rezoning area.

The DPR maintenance facility located outside of the proposed rezoning area between West 25th and West 27th Streets is currently used for surface level vehicle storage by DPR; the remainder of the site contains an operations and maintenance building for DPR, an auto repair yard, a playground, and a handball court.

CONEY NORTH

The Coney North subdistrict contains predominantly vacant land and accessory parking lots fronting on Surf Avenue. The vacant Shore Theater, located at the corner of Surf and Stillwell Avenues, is one of the remaining icons of Coney Island and has been sitting vacant for decades. Gargiulo's Restaurant, located between Stillwell Avenue and West 15th Street, one of Coney Island's long-standing neighborhood institutions, celebrated its 100th year in 2007. Stillwell Avenue is characterized by 1- to 2-story commercial spaces. Throughout the five-block area, there are scattered 2- to 4-story residential buildings and single-story commercial buildings, as well as a church on West 20th Street between Surf and Mermaid Avenues.

MERMAID AVENUE

Mermaid Avenue functions as the local retail corridor for the adjacent residential neighborhood. Most of the parcels are currently occupied by 1-story commercial uses and 2- to 4-story, pre-war residential buildings with ground-floor retail interspersed with vacant lots. The entire block frontage between West 19th Street and West 20th Street comprises vacant land and vacant buildings. Several buildings have vacant ground-floors or upper-floors. Retail uses are not diversified and there is a lack of standard neighborhood services such as grocery stores, bookstores, clothing stores, and sit-down restaurants.

IMMEDIATELY ADJACENT NEIGHBORHOODS

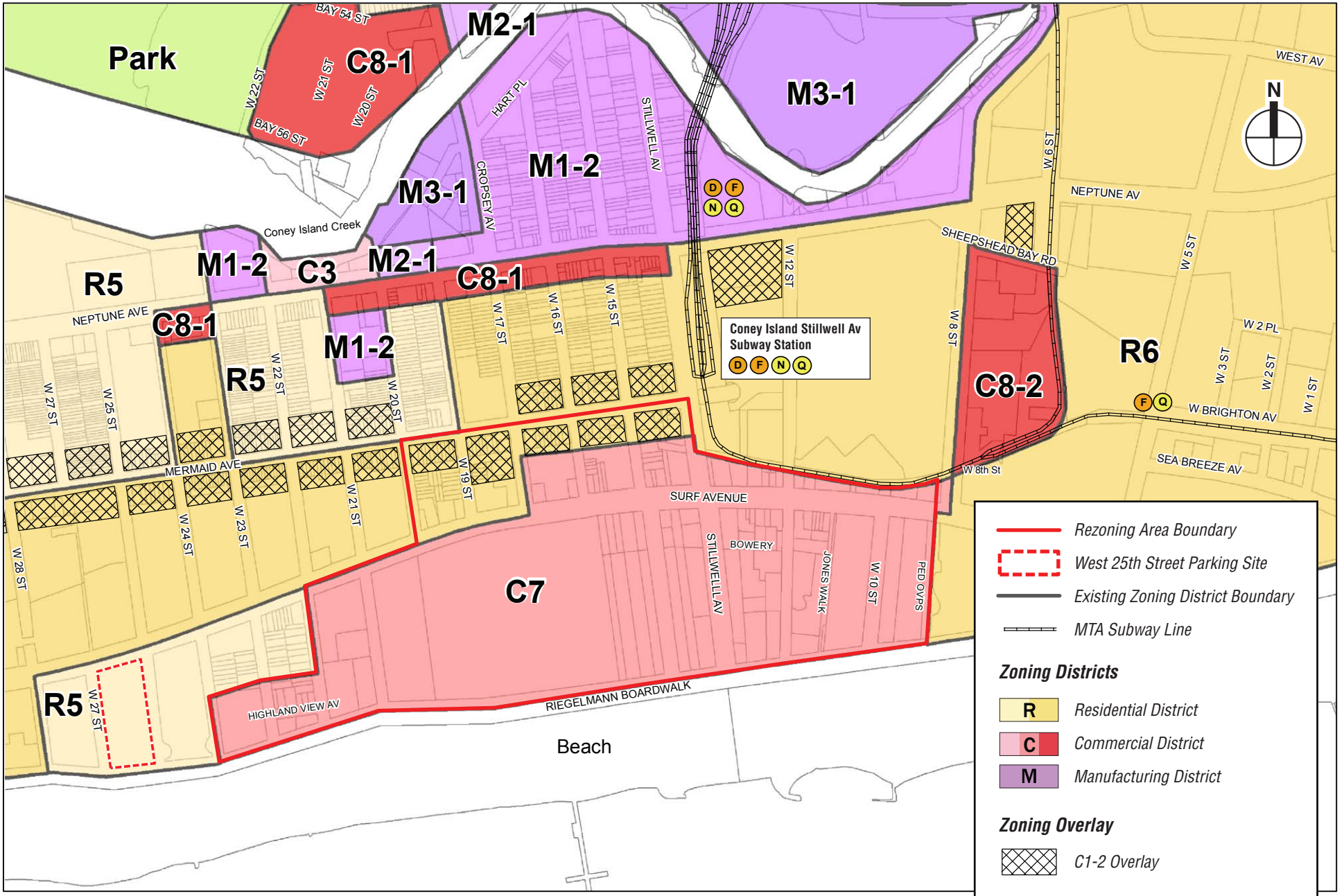
The existing residential communities to the north and the west of the rezoning area contain a mixture of housing types: pre-war, privately owned buildings, mostly concentrated to the north of the rezoning area and Seagate, a gated residential community at the western tip of the peninsula; post-war developments publicly subsidized and facilitated through an Urban Renewal Plan approved in 1968 and the Mitchell-Lama housing program; and privately owned houses developed through HPD's Partnership New Home Program. The built context is a mixture of low-rise, 1- and 2-family houses primarily developed through the Partnership New Home Program from the 1980s until today, pre-war low-rise apartment buildings, and 15- to 20-story residential complexes built largely as a result of urban renewal plans of the 1960s and 70s; many of these large housing complexes are administered by the New York City Housing Authority. Local retail is primarily located along Mermaid Avenue. The area also contains a number of churches, most of them located on Mermaid Avenue.

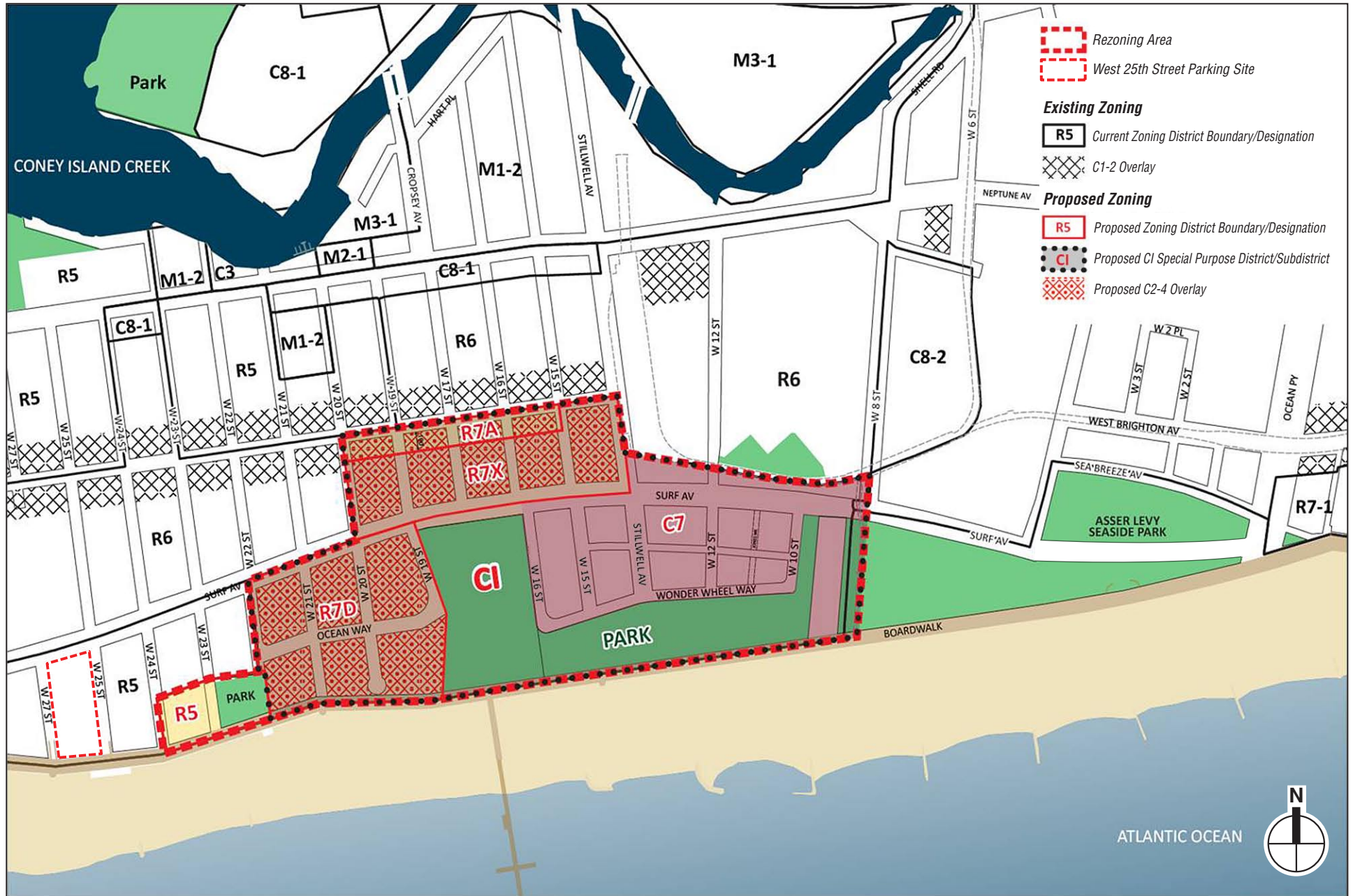
EXISTING ZONING

Current zoning in most of the rezoning area is outdated and restricts the growth and expansion of the amusement area and the surrounding residential neighborhoods. With the exception of a limited number of sites that are zoned R6 in the Coney North and Mermaid Avenue subdistricts, the vast majority of the proposed rezoning area is zoned C7, which limits development to large-scale open amusements at a Floor Area Ratio (FAR) of 2.0, and prohibits essential complementary uses to the amusements. Along with the seasonality of the current amusement uses and the negative influence of long-term vacant properties along Surf Avenue and the Boardwalk, the low-density and restricted uses of the current C7 zoning limit development opportunities in the heart of the amusement district and the surrounding area.

The existing R6 zoning district, which is mapped on the Mermaid Avenue frontages and two blocks in the Coney North subdistrict, permits a maximum FAR of 2.43 for residential developments and does not have maximum building heights. Pursuant to the Quality Housing regulations, the maximum FAR is 3.0 with height limits. R6 also allows for up to 4.8 FAR for developments containing community facilities. The current C7 zoning district in the Coney North and Coney West subdistricts does not permit residential development in areas directly adjacent to existing established residential communities with excellent subway access.

The Mermaid Avenue frontages, as well as larger portions of some of the blocks in the Coney North subdistrict, are also mapped with a C1-2 commercial overlay, which permits local retail and service uses up to a maximum FAR of 2.0. It has a high parking requirement (one space for 300 sf of commercial space). **Figure S-2** shows the existing zoning in the area. **Figure S-3** shows the proposed zoning.





Proposed Zoning
Figure S-3

PLANNING CONTEXT FOR THE COMPREHENSIVE REZONING

The Coney Island Development Corporation (CIDC) was created in September 2003 by the Mayor, the City Council, and the Brooklyn Borough President to spearhead and implement a comprehensive planning process for Coney Island and to create a coordinated economic development strategy for the area. The CIDC consists of 13 members, including City officials, local and Brooklyn-wide business and community leaders, and area residents.

In 2005, Mayor Michael Bloomberg announced the release of the Coney Island Strategic Plan, developed by the CIDC. Based on an analysis of the area's assets and development constraints, the Strategic Plan identified a set of land use and economic goals to be achieved through development within Coney Island, as follows:

- Strengthen the Coney Island amusement area by creating an enhanced district with new uses that are complementary to those allowed under existing zoning;
- Create a vibrant new mixed-use destination that capitalizes on the beachfront location and historic amusement area;
- Create year-round activity through new entertainment, retail, and residential uses; and
- Provide new job opportunities.

In November 2007, to implement and realize the goals of the Strategic plan, Mayor Bloomberg unveiled the Comprehensive Coney Island Rezoning plan, putting forward a vision for the future of Coney Island, and forming the basis of the actions considered in this Environmental Impact Statement (EIS).

Following the mayoral announcement, DCP, EDC, and CIDC conducted extensive public outreach to elected officials, key stakeholders and local residents to solicit feedback on the plan. The formal public review process for the plan was initiated at a first public scoping meeting for the preparation of an EIS held on February 13, 2008. Subsequent to the initial public scoping meeting, the City remained engaged in dialogue with all stakeholders and reviewed and considered comments received which resulted in a revised Draft Scope of Work being issued concurrently with a revised Positive Declaration on May 22, 2008. The revisions reflected primarily a balancing of indoor and outdoor amusement uses in the Coney East subdistrict and a modification of the proposed mapped parkland boundary. The continued public dialogue, including a second public scoping meeting held on June 24, 2008 with comments accepted until July 11, 2008, is reflected in the current proposed comprehensive Coney Island Rezoning Plan as set forth in this DEIS and the ULURP application.

PLANNING PRINCIPLES AND GOALS

The planning principles that underlie the development of the proposed Coney Island Rezoning plan include:

- Development of a 27-acre, year-round amusement and entertainment district with open and enclosed amusements, eating and drinking establishments, hotels and small scale complementary retail directly adjacent to the amusement park;
- Preservation and growth of amusement uses through the mapping of 9.39 acres of parkland in order to facilitate the creation of a world-class amusement park therein that would become the centerpiece of the 27-acre amusement and entertainment district;

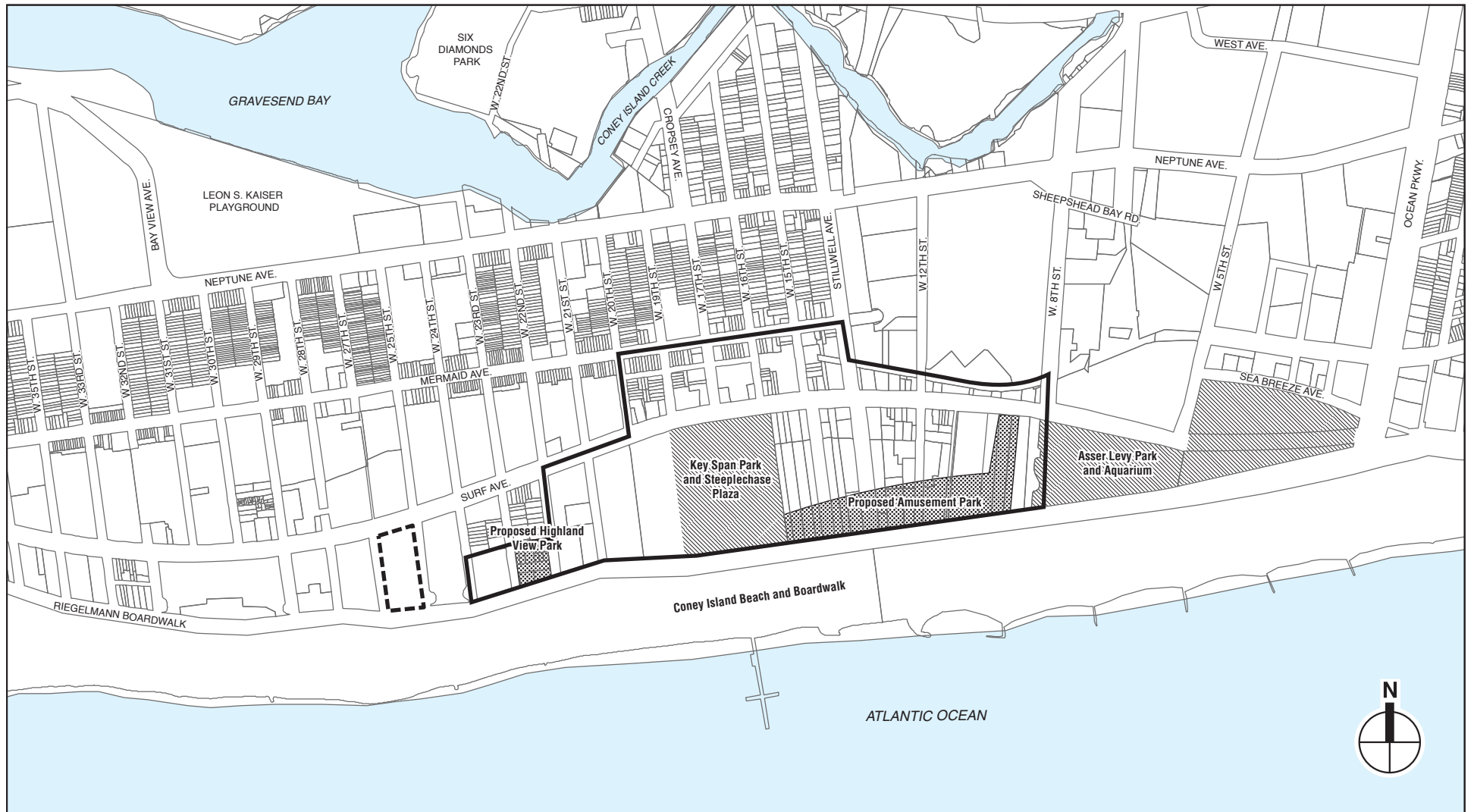
Coney Island Rezoning

- Facilitating neighborhood revitalization through the development of vacant and underutilized land for housing, including affordable housing, and local retail, providing services and job opportunities for the local residents.

In summary, the proposed Coney Island Rezoning plan seeks to build on the area's unique legacy to create a development framework that will respect and enhance Coney Island's history while providing the basic services and amenities the existing community lacks.

The objectives of the Coney Island Rezoning include:

- *Update the zoning* to allow the amusement area to grow and transform into a year-round vibrant entertainment and amusement destination.
- *Ensure the long-term viability of the amusement district* by prohibiting residential and large-scale retail uses.
- *Preserve and grow amusement uses in Coney Island* by protecting 9.39 acres of land fronting on the Boardwalk in perpetuity through the mapping of parkland. The mapping action is the first step towards the development of an affordable world-class urban amusement park.
- *Ensure a seamless transition between open and enclosed amusement and entertainment uses.* The amusement park and the rezoned area will both contain open and enclosed amusements as well as restaurants and amusement related small scale retail such as souvenir stores or galleries. Special District regulations will require ground-floors to be porous and active for developments fronting on the open amusements park.
- *Ensure the existing iconic amusements* such as the Parachute Jump, the Cyclone, Wonder Wheel, Childs Restaurant building on the Boardwalk, and the Shore Theater are integral to the redevelopment effort.
- *Encourage the development of entertainment uses on Surf Avenue and the Boardwalk* by mandating that a percentage of all frontages along Surf Avenue throughout the rezoning area contain specified entertainment and amusement uses and prohibiting residential uses on Boardwalk frontages.
- *Facilitate development that would connect the existing community to the beachfront* by creating new streets between Surf Avenue and the Boardwalk and limiting building heights on parcels directly adjoining the Boardwalk.
- *Promote housing and retail opportunities* outside of the amusement district through the rezoning of vacant and underused land to a residential district with commercial overlays, facilitating the development of mixed-use apartment buildings and providing the existing community with a wider range of housing options and with much-needed neighborhood retail and amenities.
- *Facilitate the creation of affordable housing* via the establishment of an Inclusionary Housing zoning bonus in the newly rezoned residential blocks.
- *Address transitions to neighborhood context* through the mapping of new zoning districts and urban design controls through the Special District text.
- *Create a network of Boardwalk recreational parks.* The mapping of a new 1.41-acre neighborhood park and a 9.39-acre open amusement park would establish a 44-acre recreational network of parks along the beachfront from the proposed "Highland View Park" to Asser Levy Park through the KeySpan Park and Steeplechase Plaza, the proposed amusement park and the Aquarium Park (**Figure S-4**).



- Rezoning Area
- West 25th Street Parking Site
- Existing and No Build Publicly Accessible Parks
- Proposed Publicly Accessible Parks

- *Foster economic activity* that creates job opportunities for local residents by creating year-round activity and bringing new housing and retail services to the neighborhood.

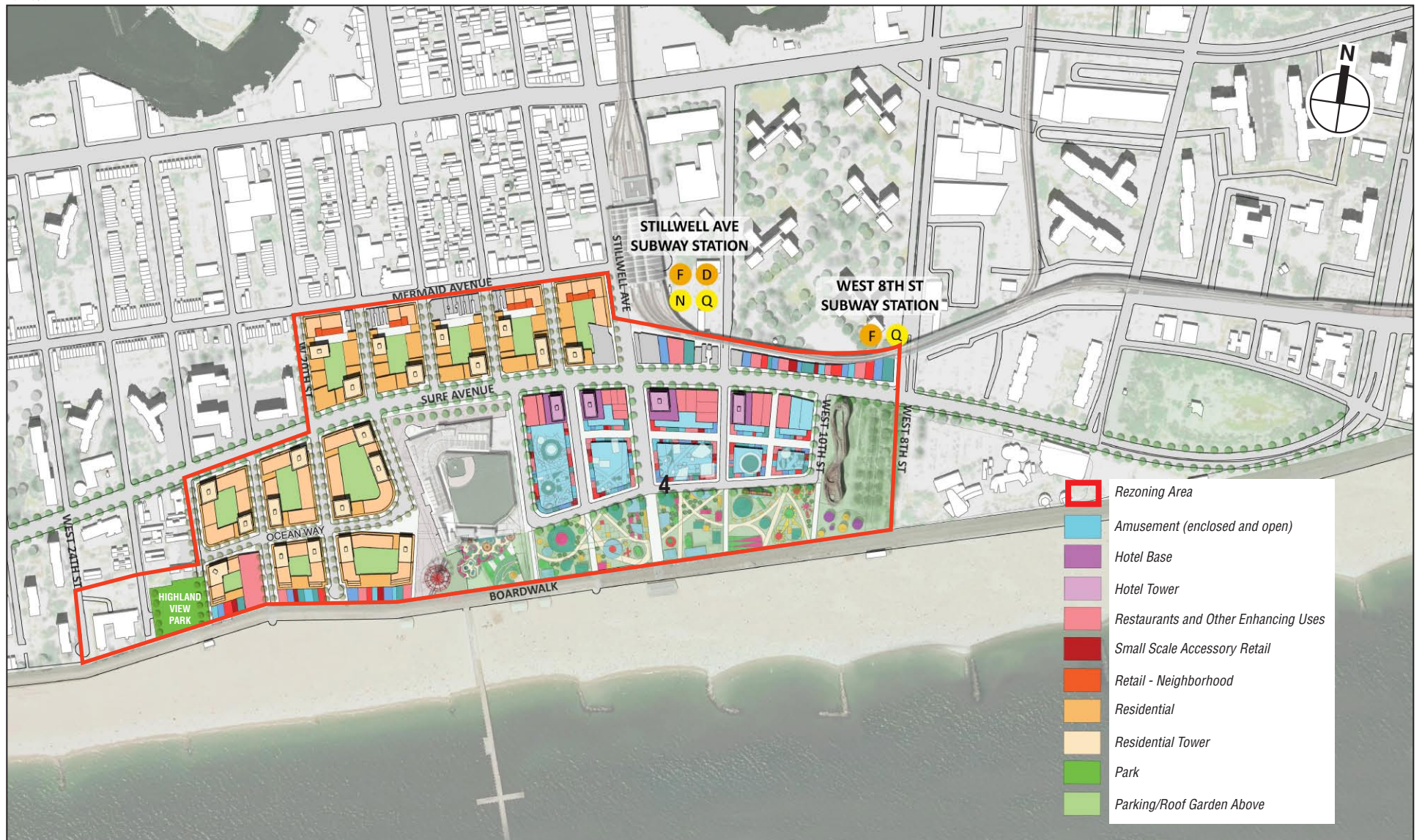
Figure S-5 presents an illustrative site plan of the redevelopment envisioned under the Coney Island Rezoning plan. It should be noted that nothing in the proposed rezoning precludes interim amusement uses in the proposed 27-acre amusement district; in fact, in order to ensure a vibrant Coney Island amusement area for years to come, the City encourages the use of temporary amusements (transportable carnival rides, games, and food stalls) in the Coney East subdistrict on an immediate interim basis.

D. SUMMARY OF THE PROPOSED ACTIONS

CITY ACTIONS

The proposed actions require City Planning Commission (CPC) and City Council approvals pursuant to ULURP, and City Charter Section 200, and include the following actions:

- Mapping Actions:
 - Mapping as parkland 9.39 acres of land fronting on the Boardwalk between the KeySpan Park and the Cyclone Park for the purpose of protecting open amusement uses in the historic amusement area, and for the development of an affordable, vibrant, open amusement park. Portions of West 10th Street, West 12th Street, Stillwell Avenue, and West 15th Street would be demapped as streets and mapped as parkland as part of the open amusement park. Private properties to be mapped as parkland would be acquired by the City through sale or land transfer, or could be acquired through condemnation, as necessary.
 - Mapping as parkland 1.41 acres of land on the Boardwalk between West 22nd and West 23rd Streets for the purpose of creating a new neighborhood park, tentatively named “Highland View Park.” Highland View Avenue and portions of West 22nd Street would be demapped as streets and mapped parkland as part of Highland View Park. Private properties to be mapped as parkland would be acquired by the City through sale or land transfer, or could be acquired through condemnation, as necessary.
 - Demapping of the portion of Bowery between West 15th Street and West 16th Street to facilitate the creation of a larger development block able to accommodate large-scale amusement uses.
 - Mapping of new streets to facilitate the redevelopment of vacant and underutilized land through the creation of new block configurations, enhance the access to the Boardwalk and develop new connections between the residential community and the amusement area. The new proposed streets are the following: Wonder Wheel Way from West 10th Street to Steeplechase Plaza; West 16th Street from Surf Avenue to Wonder Wheel Way; West 20th Street from Surf Avenue to the Boardwalk; West 19th Street (a.k.a Parachute Way) from Surf Avenue to the proposed Ocean Way; Ocean Way from the proposed Parachute Way to West 22nd Street. Private properties to be mapped as streets would be acquired by the City through sale or land transfer or could be acquired through condemnation, as necessary.
 - Raising the grades of the following existing streets to meet the elevations of the proposed new streets and to enable ground floor commercial space to be at, or closer to,



For Illustrative Purposes Only

Coney Island Rezoning

the 100-year floodplain elevation as defined by Federal Emergency Management Agency (FEMA) regulations; Surf Avenue between West 16th Street and West 21st Street, and segments of West 17th Street, West 19th Street, and West 20th Street.

- Zoning map amendment:
 - A zoning map amendment to change the zoning in the affected areas from C7, R6 and R6/C1-2 districts to a Special Coney Island District that would define uses, density, bulk regulations and parking regulations for four subdistricts: Coney East, Coney West, Coney North and Mermaid Avenue.
 - In the Coney East subdistrict, the existing C7 zoning district regulations would be amended to include higher densities and a wider range of uses. The Coney West subdistrict would be rezoned from C7 to R7D/C2-4. The Coney North subdistrict would be rezoned from C7, R6 and R6/C1-2 to R7X/C2-4. The Mermaid Avenue subdistrict would be rezoned from R6/C1-2 to R7A/C2-4. Underlying rules for the proposed zoning districts would be superseded by the regulations created for the Special Coney Island District.
 - Portions of Blocks 7070 and 7071 between West 22nd Street and West 24th Street would not be part of the Special Coney Island District and would be rezoned from C7 to R5, extending the existing adjacent R5 district eastward.
- Zoning text amendment:
 - A zoning text amendment would establish a Special Coney Island District with the four subdistricts listed above. The Special Coney Island District would define uses, density, bulk regulations and parking regulations to facilitate the development of a year-round entertainment and amusement district as well as extensions of the existing residential community to the north and the west on long-time vacant land. Through urban design controls, the Special District would encourage varied building heights, control tower dimensions to respect, and transition new development to, the neighborhood context, and ensure that new development respects views to and from landmarked structures such as the Parachute Jump, the Wonder Wheel, the Cyclone roller-coaster, and the Childs Restaurant building on the Boardwalk.
 - The Special Coney Island District would include the Coney North, Coney West, and Mermaid Avenue subdistricts within the Inclusionary Housing Program to facilitate the development of affordable housing.
- Acquisition of private property:
 - Acquisition of privately owned property by HPD on Block 7060 to be consolidated with existing City-owned properties on the block.
 - Acquisition of privately owned property by the City through the Department of Citywide Administrative Services (DCAS) and the Department of Small Business Services (SBS) in the Coney East subdistrict (Blocks 7074, 8694, 8695, and 8696) to facilitate the development of a 27-acre amusement and entertainment district.
- Urban Development Action Area Program (UDAAP) designation and project approval:
 - UDAAP designation of HPD-owned property on Blocks 7060 and 7061 and project approval for the purpose of disposition and development pursuant to the proposed zoning.

- Disposition of City-owned property:
 - Disposition by HPD of the City-owned assemblage on Blocks 7060 and 7061 to private entities for development of residential buildings with ground-floor retail pursuant to the proposed zoning.
 - Disposition by DCAS of City-owned property in the Coney East subdistrict (Blocks 7074, 8694, 8695, and 8696) to facilitate the development of a 27-acre amusement and entertainment district.
 - Disposition of City-owned property to a private entity for development under proposed zoning on Block 7071 (Lot 142), and Block 7073 (portion of Lot 101) and Block 7071 (Lot 100), which are currently mapped parkland. The latter two parcels would need to be demapped as parkland in order to be rezoned and disposed.

STATE ACTIONS

The following proposed actions require approval from the New York State legislature:

- Authorization to alienate 9.3 acres of parkland on Block 7073 and Block 7071. The two parcels, located in the Coney West subdistrict, are currently used as asphalt parking lots for KeySpan Park and the Abe Stark Rink. The parcels would be demapped, rezoned as part of the Coney West subdistrict in the Special Coney Island District, improved through the building of new streets, and disposed of to a private entity for development pursuant to the proposed zoning. This proposed development would necessitate the relocation and replacement of the Abe Stark Rink (to a location to be determined prior to redevelopment). The demapping of parkland would be accompanied by the replacement of an equivalent parkland area. The mapping of the 9.39-acre amusement park and the 1.41-acre Highland View Park, as described above under the City actions, would replace the currently mapped parkland, and would further result in the establishment of an additional 1.5 acres of parkland.
- Authorization to enter into a long-term lease for the development and operation of the 9.39-acre mapped amusement park.

E. DESCRIPTION OF THE PROPOSED ACTIONS

As summarized above, the Coney Island plan incorporates a variety of actions developed to achieve the project goals. This section provides a complete description of the proposed actions.

MAPPING ACTIONS

PARKLAND MAPPING

Open Amusement Area

The following Blocks and Lots would be affected by the mapping of the proposed 9.39-acre amusement park: Block 7074 (portion west of West 15th Street), portions of Lots 20, 23, 105 and 190; Block 7074 (portion east of West 15th Street), Lot 382 and portions of Lots 256, 310 and 360; Block 8695, Lots 85, 104, 468, and portions of Lots 72, 120 and 433; and Block 8696, Lots 75, 166 and portions of Lots 70, 140, 145, and 212. Private properties within this proposed mapped parkland would be acquired by the City through sale or land transfer or could be acquired through condemnation as necessary. The City would then issue a Request for Expression of Interest (RFEI) or Request for Proposal (RFP) to seek an amusement developer to build, manage,

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and maintain the amusement park. The mapping of parkland combined with the creation of a world-class amusement park would enable the future of open amusement uses in the historic amusement area in perpetuity. Uses within the mapped park would range from rides, open and enclosed amusements, restaurants, indoor and outdoor performance venues, and accessory retail to park activities. As part of the State legislation, the City would seek authorization to enter into a long-term lease for the development and long-term management of the amusement park mapped pursuant to ULURP. It is envisioned that the park would include—but not necessarily be limited to—entrances on Surf Avenue at the location of the existing landmarked Cyclone and through all the existing mapped streets and proposed streets.

Highland View Park

The following Block and lots would be affected by mapping of a proposed 1.41 acre neighborhood park: Block 7071, Lots 27, 28, 30, 32, 34, 76, 79, 81, 226, and 231. Private properties within this proposed mapped parkland would be acquired by the City through sale or land transfer or could be acquired through condemnation, as necessary. The park would be developed as a neighborhood amenity with a mixture of active and passive recreation spaces.

STREET DEMAPPING AND MAPPING

The portions of the following streets located within the proposed mapped parkland would be demapped as streets and mapped as parkland: West 10th Street, West 12th Street, Stillwell Avenue, West 15th Street, Highland View Avenue, and West 22nd Street.

The following streets would be mapped to provide feasible development sites: a segment of West 16th Street between Surf Avenue and the newly established Wonder Wheel Way at a width of 56 feet, Wonder Wheel Way between the newly established West 16th Street and the newly established West 10th Street at a width of 56 feet, West 10th Street between the newly established Wonder Wheel Way and Surf Avenue at a width of 56 feet, an extension of Bowery from Jones Walk to the newly established West 10th Street at a width of 38 feet, an extension of West 19th Street (a.k.a. Parachute Way) from Surf Avenue to the newly established Ocean Way at a width of 56 feet, an extension of West 20th Street from Surf Avenue to the Boardwalk at a width of 68 feet, and Ocean Way between West 22nd Street and the newly established West 19th Street at a width of 75 feet.

The width of the following streets would be modified to provide an enhanced circulation and Block configuration: widening of West 22nd Street between Surf Avenue to the new established Ocean Way from a mapped width of 60 feet to 68 feet, and narrowing of West 15th Street from 88.65 feet to 75 feet. For the same purpose, the portion of Bowery between West 15th Street and West 16th Street would be demapped.

Public access corridors would be mapped along at West 16th and West 19th Streets from Surf Avenue to the Boardwalk and along West 22nd Street on the eastern edge of the proposed Highland View Park to guarantee continuous pedestrian access to the Boardwalk and the beach.

The grades of the following existing streets would be raised to meet the elevations of the proposed new streets and to enable active ground-floor space to be at, or closer to, the 100 year floodplain elevation as defined by FEMA regulations for waterfront areas: Surf Avenue between West 16th Street and West 21st Street, segments of West 17th Street, West 19th Street and West 20th Street north of Surf Avenue, West 21st Street between Surf Avenue and the public beach, Bowery between West 15th Street and Jones Walk, a segment of West 15th Street south of Surf

Avenue, a segment of Stillwell Avenue between Surf Avenue and Wonder Wheel Way, and a segment of West 12th Street between Surf Avenue and Wonder Wheel Way.

ZONING MAP CHANGES

DCP proposes the creation of a Special Coney Island District that would define development parameters and urban design controls. The Special Coney Island District includes four subdistricts: Coney East, the amusement and entertainment core; Coney North, with residential, hotel, and retail uses; Mermaid Avenue, with residential and neighborhood retail uses and contextual zoning regulations transitioning to the existing neighborhood; and Coney West, a new beachfront residential neighborhood with retail and improved connections between KeySpan Park and western Coney Island, and between Surf Avenue and the Boardwalk.

The Special Coney Island District would not include the portions of Blocks 7071 and 7070 located between West 22nd Street and West 24th Street that are included in the proposed rezoning area boundary. The proposed zoning change on these blocks would bring existing land uses into conformance. **Figure S-3** shows the proposed zoning map, and **Table S-2** summarizes the existing and proposed maximum FARs for the subdistricts.

Table S-2:
Summary of Existing and Proposed Allowable Densities – Special Coney Island District

Subdistricts	Existing Zoning District	Existing maximum FAR			Proposed Zoning District	Proposed maximum FAR		
		Residential	Commercial	Community Facilities		Residential	Commercial	Community Facilities
Coney East	C7		2.0		C7		2.6- 4.5	
Coney North	C7		2.0		R7D/C2-4	3.75- 5.0	2.0	2.0
	R6	3.0	-	4.8	R7D/C2-4	3.75- 5.0	2.0	2.0
	R6/C1-2	3.0	2.0	4.8	R7D/C2-4	3.75- 5.0	2.0	2.0
Coney West	C7		2.0		R7X/C2-4	4.12- 5.5 4.35 - 5.8	2.0	2.0
Mermaid Avenue	R6/C1-2	3.0	2.0	4.8	R7A/C2-4	3.45- 4.6	2.0	4.0

SPECIAL CONEY ISLAND DISTRICT

Coney East Subdistrict

The Coney East subdistrict comprises all or parts of seven blocks (8697, 8696, 8695, 8694, 7074, 7268, and 7266) encompassing the historic amusement area located between Steeplechase Plaza and the New York Aquarium. It also includes a narrow portion of Block 8698 at the easternmost edge. These blocks and portions of blocks outside of the mapped parkland would be affected by the amendment of the underlying C7 district to permit a broader range of amusement-related uses, including enclosed amusements, hotels, small-scale accessory retail, dining and drinking establishments of all sizes, and performance venues. These uses would complement the uses allowed within the mapped parkland and would facilitate the creation of a year-round entertainment and amusement district. Hotel uses would be restricted to the blocks fronting Surf Avenue.

The proposed FARs would range from 2.6 FAR for blocks located north of Surf Avenue and south of the existing Bowery to 4.0 FAR on blocks fronting Surf Avenue located between West 10th Street and 145 feet from West 12th Street on Block 8694. The remaining lots on Block 8694 as well as the two blocks fronting Surf Avenue and located between Stillwell Avenue and

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West 16th Street would be rezoned to 4.5 FAR. These blocks front on wide streets (West 15th Street, Stillwell Avenue, and Surf Avenue) and are further away from existing landmarks such as the Cyclone and the Wonder Wheel, which makes them more suitable for additional bulk and height.

Uses under the proposed actions on Block 8697, lot 8, which is part of the New York Aquarium site, would be limited to parking garages and uses permitted under the underlying proposed amended C7 district.

Coney North Subdistrict

The Coney North subdistrict, which includes portions of five blocks (7064, 7063, 7062, 7061, and 7060) between Mermaid and Surf Avenues, West 20th Street, and Stillwell Avenue, would be rezoned from C7, R6 and R6/C1-2 to R7X with a C2-4 overlay, allowing for high-density residential development with ground-floor retail. Developments in this district would have a maximum base FAR of 3.75, which could be increased up to 5.0 with the provision of affordable housing. Hotel uses would be permitted on Blocks 7063 and 7064 at a maximum depth of 200 feet from Surf Avenue at up to 3.75 FAR. These two blocks are located across the street from the Coney East subdistrict and would provide a transition between the amusement and entertainment uses in Coney East and the residential community to the north and west. Retail ranging from local stores and services to regional retail and entertainment uses would be allowed up to two stories, and commercial ground floors would be mandated on Surf Avenue. Community facilities would be allowed but limited to the second floor. Residential building heights and setback regulations would differ from the standard R7X zoning regulations and would be defined in the proposed Special District text.

Mermaid Avenue Subdistrict

Portions of Blocks 7060, 7061, 7062, and 7063 between West 15th Street and West 20th street within 100 feet of Mermaid Avenue would be rezoned from R6/C1-2 to R7A with a C2-4 overlay.

R7A contextual zoning districts permit a maximum FAR of 4.6 for residential developments with the provision of affordable housing through the Inclusionary Housing Program. Developments that do not elect to participate in the Inclusionary Housing Program would be limited to an FAR of 3.45. The contextual regulations of R7A zoning districts would apply to all new developments. Overall building heights would be limited to 80 feet and streetwall heights limited to 65 feet; base heights would be required to be a minimum of 40 feet. New multi-family residences would be required to provide one off-street parking space for 50 percent of the dwelling units. The proposed C2-4 commercial overlay district permits 2.0 commercial FAR and allows for a broader range of commercial retail and service uses than the existing C1-3 district. The proposed C2-4 district would reduce the parking requirement for most commercial uses from 1 parking space for every 300 sf to 1 parking space for every 1,000 sf for commercial development with more than 40,000 sf of commercial floor area.

Coney West Subdistrict

The Coney West subdistrict would include Block 7072 and portions of Blocks 7071 and 7073 located between KeySpan Park and West 22nd Street. Under the proposed actions, portions of Block 7073, Lot 101 within the Coney West subdistrict, and Block 7071, Lot 100 would be demapped as parkland through State alienation and rezoned to allow future development. Coney West would be rezoned from C7 to R7D with a C2-4 commercial overlay. Developments located

between the proposed Parachute Way and West 20th Street in this district would have maximum base FAR of 4.15, which could be increased up to 5.5 with the provision of affordable housing, and on the two westernmost blocks a maximum base FAR of 4.35, which could be increased up to 5.8 with the provision of affordable housing. Massing controls for this district would be defined by the proposed Special District zoning text.

Local retail and community facilities, and offices would be allowed up to two stories and local retail would be mandated on the ground-floor frontages along Surf Avenue. Residential building heights and setback regulations would differ from the R7D regulations and would be defined in the Special District text.

MAP CHANGES OUTSIDE THE SPECIAL CONEY ISLAND DISTRICT

Portions of Blocks 7070 and 7071 located between West 22nd and West 24th Streets and within the C7 district that would not be mapped as parkland as part of the creation of Highland View Park would be rezoned from C7 to R5 as an extension of the existing adjacent R5 zoning district. These two portions of blocks contain vacant land, surface parking, and a health care facility. The R5 district designation allows for residential development at 1.25 FAR with a maximum building height of 40 feet. This zoning change will bring the existing nursing care facility into conformance.

ZONING TEXT AMENDMENTS

The proposed zoning map and text amendment would create the Special Coney Island District (see **Figure S-1**). This proposed Special District would establish four subdistricts: Coney East, Coney West, Coney North and Mermaid Avenue. It would cover all or portions of approximately 17 blocks between West 8th Street on the east and West 22nd Street on the west, Mermaid Avenue on the north and the Riegelmann Boardwalk on the south, and would encompass areas proposed to be rezoned to C7 (with amendments), R7X/ C2-4, R7D/C2-4, and R7A/C2-4. Properties within the proposed Special Coney Island District would be subject to special bulk, use, parking, and urban design provisions that would supplement or supersede the underlying zoning districts.

The goals of the Special District are to grow the amusement district by facilitating the development of amusement-related and entertainment uses, and to extend existing residential uses to the north and the west of the rezoning area by allowing for residential development with ground floor retail. The Special District would redevelop Surf Avenue as a commercial boulevard with entertainment uses, establishing the 120-foot-wide road as the spine of the district. Use regulations would facilitate the development of the Boardwalk as a low-scale entertainment and beach-related commercial corridor, prolonging the experience of the amusement park. Mermaid Avenue would be strengthened as the local neighborhood commercial street. To promote a vibrant and diverse pedestrian-friendly streetscape, the proposed Special District text would establish ground-floor regulations for Surf Avenue that would ensure transparency, limit the size of street frontages, and require that portions of all frontages include amusement and entertainment uses. Special District regulations for the Coney East subdistrict would establish use and bulk regulations to promote the development of a wide range of open and enclosed amusement and entertainment uses and establish urban design controls to ensure a seamless transition between open and enclosed amusements and encourage a unique and engaging pedestrian experience.

The proposed Special District text would establish height limits and massing controls, creating visual corridors to ensure that future developments do not block views to the historic icons and the

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ocean. Views to and from the beach and the Boardwalk would be protected by limiting the location and heights of towers within the proposed development areas. The remaining historic icons have guided the definition of tower regulations: tower location and footprint sizes of the towers are strictly defined to protect views to the icons and the ocean. The maximum heights in different areas are guided by the height of the Parachute Jump, the Cyclone, and the Wonder Wheel. Base heights on Surf Avenue refer to the scale of the Shore Theater and other remaining buildings along Surf Avenue. The Boardwalk district takes the height of the Childs Restaurant building on the Boardwalk as its reference. The plan establishes a framework for development that respects the surrounding context and creates a variety of building types rather than a monotonous project. Residential building heights and setback regulations defined in the Special District text would facilitate the transition between the proposed higher density developments and the existing lower density residential context north of Mermaid Avenue and west of West 22nd Street.

A summary of the proposed special text provisions applicable to the Special Coney Island District per subdistrict are discussed below.

SPECIAL USE REGULATIONS

Coney East:

Proposed special use provisions in the Coney East subdistrict would include:

- The amendment of the C7 zoning district to establish four groups of uses: hotel, open and enclosed amusements with limited accessory retail (use group A); eating and drinking establishments without any limitation and other complementary uses called enhancing uses such as bath houses and tattoo parlors (use group B), and complementary retail uses limited in size and frontage (use group C) ;
- Hotels would be limited to blocks located between Surf Avenue and the Bowery, with ground-floor presence would be limited to lobby and active accessory uses;
- Amusements would have to occupy at least 50 percent of the frontages along the Bowery and Wonder Wheel Way;
- Surf Avenue frontages, including hotel lobbies, would be limited to 60 feet;
- Hotels located on lots larger than 20,000 sf would have to provide amusements with a minimum size of 20 percent of their floor area, located either on-site or off-site anywhere in the Coney East subdistrict; and
- Unenclosed sidewalk cafes would be permitted.

Coney North and Coney West:

Proposed special use provisions in the Coney North and Coney West subdistricts would include the following:

- On the Surf Avenue frontages, ground-floor retail would be mandated at a depth of 50' and frontages, including lobbies, would be limited to 60 feet;
- Twenty percent of the Surf Avenue frontages would have to include uses in use groups A through C from the C7 zoning district;
- Community Facilities FAR would be limited to 2.0; and
- Unenclosed sidewalk cafes would be permitted.

Coney North:

- Hotel uses would be permitted on Blocks 7063 and 7064 at a maximum depth of 200 feet from Surf Avenue up to 3.75 FAR.

Coney West:

Proposed special use provisions in the Coney West subdistrict would include the following:

- The first 70 feet of the depth of all Boardwalk frontages would be limited to commercial uses and at least one level of such uses would be mandated; and
- On the Boardwalk frontages, uses permitted under the C2-4 overlay would be limited to include Use Groups A through C from the C7 zoning district.

Inclusionary Housing Program:

The proposed rezoning would apply the Inclusionary Housing Program to the Coney North, Mermaid Avenue, and Coney West zoning districts. Under the *New York City Zoning Resolution*, the Inclusionary Housing Program permits an increase in the floor area of residential developments in exchange for the permanent provision of below-market-rate housing for low-, moderate-, and middle-income households. Base FARs apply to development that does not use the Inclusionary Housing bonus. The full bonused FAR is available to buildings that take full advantage of the program by providing 20 percent of the total new housing floor area as affordable residential floor area in accordance with the Inclusionary Housing Program. Affordable units can be provided either on the same site as the development earning the bonus or off-site either through new construction or preservation of existing affordable units. Off-site affordable units must be located within the same Community District or within ½-mile of the compensated development. Available City, State, and federal housing finance programs may be used to finance affordable units.

The proposed base and bonused FARs within applicable zones are presented in **Table S-3** below.

Table S-3:
Proposed Inclusionary Housing Zoning – Special Coney Island District

Zoning District	Base FAR	Bonused FAR
R7A	3.45	4.6
R7X	3.75	5.0
R7D – KeySpan site	4.12	5.5
R7D – Other sites	4.35	5.8

SPECIAL BULK REGULATIONS

Table S-4 provides a summary of the proposed height regulations in each of the proposed zoning districts.

Coney East:

A Chairperson Certification would be created to allow an increase in the maximum building height for those buildings limited to 60 feet in maximum height on the blocks fronting on Wonder Wheel Way.

The streetwall of development would be required to be located on the street line, except for a sidewalk widening at the intersection of Surf Avenue and West 10th Street that would enhance visibility to the amusement park entrance and the Cyclone roller coaster.

Table S-4:
Summary Proposed Height Regulations – Special Coney Island District

Proposed Zoning District/ FAR	Bulk regulations			
	Base (min. - max.)	Setbacks	Max. building height before tower	Towers (max. height)
Coney East: C7				
South of Surf Avenue frontages between West 16th St. and West 12th St.	40'- 85'	10'	85'	220'/270' for lots >50,000 sf
South of Surf Avenue frontages between West 12th St. and Jones Walk	40'- 85'	10'	85'	85'/150'
South of Surf Avenue frontages between Jones Walk and West 10th St.	40'- 60'	10'	60'	85' allowed only w/i 100' of Jones Walk
Bowery frontages	20'- 40'	20'	60'	-
Wonder Wheel Way/West 10th Street frontages	20'-40'	20'	60'	-
North of Surf Avenue frontages between Stillwell and West 12th St.	20'- 60'	10'	85'	-
North of Surf Avenue frontages between West 12th St. and West 8th St.	20'-30'	*viaduct void	85'*	-
Coney West: R7D				
Surf Avenue frontages between West 19th St. and West 21st St.	65'- 85'	10'	105'	220'/270'
Surf Avenue frontages between West 21st St. and West 22nd St.	45'- 65'	10'	105'	220'/270'
Blocks fronting on Surf Avenue: Ocean Way and side streets frontages	40'- 65'	10'	90'	220'/270'
Blocks fronting on Boardwalk: Ocean Way and side streets frontages	40'- 65'	10'	90'	170'
Boardwalk frontages	20'-40'	10'	90'	170'
Coney North: R7X				
Surf Avenue frontages	60'- 85'	10'	-	220'/270'
Side streets frontages	40'- 65'	10'	-	170'
Stillwell Avenue and Mermaid Avenue frontages	40' -65'	10'	85'	-

Buildings located on the north side of Surf Avenue between Stillwell Avenue and West 8th Street would have a maximum height of 85 feet. To ensure continued visibility of the amusement district from the subway cars arriving in the Stillwell Avenue station, no portion of buildings would be allowed between a height of five feet below the level of the elevated subway tracks and a height of 25 feet above such level, except for building columns.

Coney North and Coney West:

Proposed special bulk provisions in the Coney North and Coney West subdistricts would include the following:

- Streetwall would be required for all new developments on the Surf Avenue frontage; and
- Variation in the base would be mandated through mechanisms such as streetwall recess, sheer tower, reverse setback, and street wall height ratios.

Transition area between Coney North and Mermaid Avenue subdistricts:

- To provide a transition between the proposed higher densities in the Coney North subdistrict and the lower density scale on Mermaid Avenue, the Special District would specify that for lots or portions of lots located in the Coney North subdistrict within 40 feet of the Mermaid Avenue subdistrict, the maximum building height would be limited to 23 feet.

Tower regulations applicable to Coney East, Coney North, and Coney West:

- Tower location would be defined within 100 feet of a corner;
- Footprints would be limited to 8,500 square feet;
- Towers exceeding 170 feet in height would have to abide by tower top articulation regulations;
- Broad towers (towers with a linear dimension that exceeds 95 feet) would be limited to a maximum length of 165 feet, limited to one per block, and would be required to have their narrow side facing the ocean;
- For developments that do not take advantage of the Inclusionary Housing program, point tower heights would be limited to 220 feet and broad tower heights would be limited to 180 feet.

SPECIAL PARKING REGULATIONS

Table S-5 provides a summary of the proposed parking regulations in each of the proposed zoning districts.

Table S-5:

Summary Proposed Parking Regulations – Special Coney Island District

Zoning District	Parking Requirements
Amended C7	Hotel: 1 space/6 rooms Amusements: No change* Enhancing uses: 1 space/1,000 SF* Small scale retail: 1 space/1,000 SF
R7A	No change
R7X	60% units Hotel: 1 space/6 rooms
R7D	60% units
C2-4	No change
Notes: * Waterparks and movie theatres would have a higher requirement of 2 spaces/1,000 SF. * Banquet halls and eating and drinking establishments would abide by the standard rated capacity requirement.	

Parking regulations applicable to Coney East, Coney North and Coney West:

- Required accessory parking spaces and as-of-right public parking provided in addition to required accessory parking would be exempted from the FAR definition;
- Parking must be wrapped by active uses on all street frontages, except for the West 16th Street frontage;
- Parking entrances and curb cuts would be prohibited on Surf Avenue, Ocean Way, Wonder Wheel Way, and the Bowery.

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Parking regulations applicable to Coney East:

- Accessory parking could be provided off-site from Ocean Parkway to West 26th Street from the Creek to the Boardwalk; and
- Public parking garages with more than 150 spaces would be allowed as-of-right on the portion of the NY Aquarium site that is not mapped parkland.

Parking regulations applicable to Mermaid Avenue:

- Required parking spaces for developments within the Mermaid Avenue subdistrict could be accommodated within the portions of the development blocks that are located within the Coney North subdistrict.

ACQUISITION OF PRIVATE PROPERTY

Table S-6 shows the proposed affected lots for acquisition.

**Table S-6:
Proposed City Acquisition Sites**

Affected lots for acquisition by HPD	Block 7060, Lots 19, 20, 31
Affected lots for acquisition by DCAS/SBS	Block 7074, Lots 4, 6, 89, portion of Lots 23 and 105 Block 7074, Lots 250, 254, 300, 340, 348, portions of Lots 256, 310 and 360 Block 8694, Lots 1, 5, 11, 12, 14, 16, 18, 25, 30, 33, 421 Block 8695, Lots 61, 64, portions of Lots 72, 120, 433 Blocks 8696, Lots 35, 37, 44, 47-50, 53, portions of Lots 70, 140, 145, 212

HPD is proposing the acquisition of privately owned properties on Block 7060 to consolidate with the existing City-owned properties on the block for future development.

The City is proposing to acquire privately owned properties on Blocks 7074, 8694, 8695, and 8696 located both within and outside of the area to be mapped as parkland to facilitate the development of a 27-acre amusement and entertainment district. Private properties proposed for redevelopment would be acquired only through negotiation. Private properties proposed for mapped parkland or streets would be acquired through sale or land transfer or could be acquired by condemnation, as necessary.

UDAAP DESIGNATION AND PROJECT APPROVAL

HPD would designate the City-owned assemblage under the Urban Development Action Area Program (UDAAP) and approve the project. The assemblage would then be disposed of to a developer pursuant to the proposed zoning. **Table S-7** show the proposed affected lots for UDAAP designation and project approval.

**Table S-7:
Proposed UDAAP Designation and Project Approval Sites**

Block 7060	Lots 1, 3-5, 7-9, 14, 16-22, 24, 27, 31, 32, 35, 44-51, 147
Block 7061	Lots 16, 21, 39-43, 45

DISPOSITION OF CITY-OWNED PROPERTY

Table S-8 shows the proposed affected City-owned lots for disposition.

**Table S-8:
Proposed City-Owned Disposition Sites**

Affected lots for disposition by HPD	Block 7060, Lots 1, 3-5, 7-9, 14, 16-22, 24, 27, 31, 32, 35, 44-51, 147 Block 7061, Lots 16, 21, 39-43, 45
Affected lots for disposition by NYCEDC	Block 7074, Lots 1, 4, 6, part of 20, part of 23, 89, part of 105, 170, part of 190 Block 7074, Lots 250, 254, part of 256, 300, part of 310, 340, 348, part of 360 Block 8694, Lots 1, 5, 11, 12, 14, 16, 18, 25, 30, 33, 421 Block 8695, Lots 61, 64, part of 72, part of 120, part of 433 Blocks 8696, Lots 35, 37, 44, 47-50, 53, 70, part of 140, part of 145, part of 212 Block 7073, part of lot 101 (parkland) Block 7071, Lots 100 (parkland) and 142

HPD is proposing the disposition of City-owned property on Blocks 7060 and 7061 to a private developer for development of residential buildings with ground-floor retail pursuant to the proposed zoning. There are two community gardens located on HPD property whose occupancy is subject to the settlement between the New York State Attorney General and the City of New York. The settlement requires that the City offer sites within ½-mile of the existing garden for relocation, if such sites are available. If such sites are available, the gardeners may relocate to them and have the gardens become permanent Parks Department sites.

The City is proposing the disposition of City-owned properties on Blocks 7074, 8694, 8695, and 8696 that are located outside of the area to be mapped as parkland to NYCEDC to facilitate the development of a 27-acre amusement and entertainment district pursuant to the proposed zoning.

NYCEDC is proposing the disposition of City owned-land located on Blocks 7073 and 7071 to a private entity for development pursuant to the proposed zoning. The parcels that are mapped parkland, and currently used as asphalt parking lots for KeySpan Park and Abe Stark Rink, would require state alienation legislation approval and parkland demapping in order to be rezoned and disposed of. The two lots would be disposed under the conditions that 750 spaces on Block 7073 and 350 spaces on Block 7071, Lot 100 are replaced as part of the development. This disposition would also require the relocation and replacement of the Abe Stark Rink to a location to be determined.

The City would dispose through DCAS of Block 7071, Lot 142, which is partially vacant and contains the GreenThumb community garden fronting on the Boardwalk between West 21st and 22nd Streets. As part of the previous KeySpan Park Project, the gardeners in that lot signed a relocation agreement. The GreenThumb community garden would be replaced in the Coney Island area at a location to be determined.

STATE APPROVALS

PARKLAND ALIENATION

The City of New York is proposing to demap two parcels currently under the jurisdiction of DPR. The parcels (Block 7071, Lot 100, and portions of Block 7073, Lot 101) contain the Abe Stark Rink and two asphalt parking lots currently leased for use as accessory parking for KeySpan Park during the baseball season, an average of 90 days a year. The lots are used for public parking and are inactive the rest of the year.

Demapping would require approval of alienation legislation by the New York State legislature and would result in the demapping of:

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- 331,291 sf of the 11.7-acre KeySpan Park lot, located between KeySpan Park and the proposed West 20th Street between Surf Avenue and Ocean Way. This mapped parkland contains the asphalt parking lot for KeySpan Park and the Abe Stark Rink. This parcel would be rezoned to permit residential and retail development. The Abe Stark Rink would either be replaced on-site or off-site at a location to be determined. An interim parking plan would be developed for the KeySpan parking lot during the construction period.
- A 73,560-square-foot parcel located on Surf Avenue between West 21st and West 22nd Streets. This parkland is also used as a satellite parking lot for KeySpan Park. This parcel would also be rezoned to permit residential and retail uses.

The proposed actions would result in the creation of an additional 1.5 acres of parkland in Coney Island, The creation of the 1.41-acre Highland View Park and the 9.39 mapped amusement park would replace more than the area of the proposed demapped parkland in the Coney West subdistrict, which would total approximately 9.3 acres.

LONG-TERM LEASE

The City of New York would also seek authorization from the New York State Legislature to enter into a long-term lease for the development and operation of the amusement park.

F. REASONABLE WORST-CASE DEVELOPMENT SCENARIO

OVERVIEW

As stated above, the proposed actions are subject to CEQR, which requires the analysis of impacts from both the long- and short-term effects of proposed actions. For area-wide rezonings not associated with a specific development, the foreseeable future is generally considered to be a 10-year build-out period. This is assumed to be the length of time over which developers would act on the change in zoning and the effects of the proposed actions would be felt. Therefore, the “Build” scenario identifies the amount, type, and location of development that is expected to occur by 2019 as a result of the above-described proposed actions. The future without the proposed actions, or “No Build” scenario, identifies development projections for 2019 absent the proposed actions. The incremental difference between the Build and No Build scenarios serves as the basis for the environmental impact analyses presented in this DEIS.

For the purpose of the EIS analyses, uses as of August 2008 were considered to be the existing condition uses. This survey may differ from existing uses at the time of certification, especially in the Coney East subdistrict, where the property under Astroland Amusement Park was sold to a developer and the Park permanently closed at the end of Summer 2008. However, where appropriate, the EIS technical analysis account for the closure of Astroland.

Included in the No Build scenario are several City initiatives in the Coney Island area, including developing the residential and community center Coney Island Commons project in western Coney Island, developing a public gathering and performance space at Steeplechase Plaza, and securing funding for a world-class amphitheater at Asser Levy Park. As fully discussed in Chapter 2, “Land Use, Zoning and Public Policy,” these initiatives carry independent utility and, consequently, have undergone or will undergo separate environmental reviews, as appropriate. To the extent practicable, this EIS takes into account all of these discrete City initiatives in the No Build scenario and, therefore, the potential environmental effects caused individually or

cumulatively will be taken into account in considering the potential impacts of the proposed actions.

To determine both the No Build and Build development conditions, DCP has established a RWCDs using the planning criteria described below in a manner that evaluates existing development patterns and anticipates how private development would likely be generated over the next ten years both with and without the proposed rezoning. The RWCDs is defined by “Projected Development Sites” that reflect the most likely location of new development. As shown on **Figure S-6**, the Coney Island Rezoning plan is expected to result in new development that would occur on 20 Projected Development Sites. These 20 sites are the basis for estimating the total amount of development expected to occur as a result of the proposed actions.

However, the analysis recognizes that predictions can never be certain and that there are a number of other sites that could potentially be developed under the proposed zoning actions and could be substituted for some of the projected development sites. These “Potential Development Sites” consist primarily of smaller assemblages and/or irregularly shaped parcels. DCP has determined that the RWCDs contains 11 of these second tier Potential Development Sites (denoted as sites A through K on **Figure S-6**). Since Potential Development Sites are less likely to be developed, they do not represent additional potential development overall but are examined in the DEIS for their potential site-specific impacts if they were to be developed.

GENERAL CRITERIA FOR DETERMINING DEVELOPMENT SITES

To determine the RWCDs under the proposed actions, methodologies were employed following the *CEQR Technical Manual* guidelines, using reasonable build-out assumptions. These methodologies have been used to identify the amount and location of projected and potential future residential, commercial, and community facility growth. In determining the amount and location of new development, several factors were considered, including known development proposals, current market demands, past development trends, and DCP’s “soft site” criteria (described below), for identifying likely development sites.

The first step in establishing the RWCDs for the proposed actions was to identify those sites where new development is reasonably be expected to occur. Development sites selected based on the assumptions identified below were organized into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the foreseeable future. Potential development sites are less likely to be developed within a 10-year period. For the Coney Island Rezoning plan, the following general development criteria were utilized:

- Individual, assembled, or partially assembled lots of 5,000 sf or larger. For some sites, this criteria is pending land transfer from the City to a developer.
- Lots located in areas where an increase in permitted FAR or a change in permitted use is proposed.
- Sites for which owners have expressed interest in redevelopment.
- Residential sites are assumed to get developed to the maximum allowed FAR which includes affordable units developed as part of the Inclusionary Housing Program.
- Buildings with six or more residential units were determined to be potential sites. These buildings are likely to be rent-stabilized and difficult to legally demolish due to tenant relocation requirements.



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- Each residential unit is assumed to be 1,000 sf.
- The hotel gross square footage (including lobby and common space) is assumed to be 650 to 1,000 sf per room.
- The Shore Theater and the landmarked Childs Restaurant building on the Boardwalk were assumed to be reused under the No Build. Their original use is permitted under the existing C7 zoning district.

THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO BUILD SCENARIO)

In the future without the proposed actions, given the current zoning and commercial and residential housing trends in the area, it is anticipated that the proposed rezoning area would experience growth in residential and commercial uses on the projected development sites located in the R6 district. Consistent with the last decade's development trends, the Coney East subdistrict is not expected to undergo any development under the RWCDs. The existing C7 district has proven to not be conducive to development. Similarly, no development is expected in the Coney West areas proposed for rezoning to R5 under the proposed actions. This development is listed on **Table S-9** for all of the projected development sites identified in the RWCDs.

Table S-9
Summary of No Build Development Sites
(Future Without the Proposed Actions)

Parcel	Existing				No Build				
	Vacant Land/ Parking (sf)	Commercial (sf)	Residential (sf)	Dwelling Units	Vacant Land/ Parking (sf)	Commercial (sf)	Residential (sf)	Dwelling Units	Comm. Facs (sf)
Coney West									
1	181,007	0	0	0	181,007	0	0	0	0
2	117,888	69,500	0	0	117,888	129,500	0	0	0
Coney North									
3	12,234	64,024	6,562	5	12,234	26,573	65,706	66	16,621
4	62,218	0	0	0	50,218	9,600	16,800	17	0
5	68,896	0	0	0	59,393	7,602	13,304	13	0
6	69,659	0	0	0	0	27,210	208,977	209	27,210
7	65,495	0	3,746	4	0	7,602	217,250	217	0
Mermaid Avenue									
8	3,825	2,329	4,221	6	0	7,509	28,158	28	7,509
9	0	8,000	0	0	0	6,400	24,000	24	6,400
10	15,758	0	0	0	0	14,206	53,274	53	14,206
Total	596,980	143,853	14,529	15	420,740	236,202	627,469	627	71,946
Note: sf = square feet									
Source: DCP, August 2008.									

THE FUTURE WITH THE PROPOSED ACTIONS CONDITION (BUILD SCENARIO)

In the future with the proposed actions, the rezoning and other public actions are expected to generate new development in the rezoning area. For Coney East, as shown in **Table S-10**, additional amusement uses, hotel development and accessory/enhanced uses will add considerably to the current or future baseline without the project. The conversion of vacant land and the redevelopment of parcels can be expected to add about 251,411 sf of new amusement uses in addition to the 9.39-acre mapped amusement park, create about 411,300 sf of new hotel space (or about 468 hotel rooms), and 333,253 and 43,236 sf of enhancing uses and small scale accessory retail, respectively.

Table S-10

Summary of Total and Net Incremental Development (Projected Development Sites)
Coney East Subdistrict
Future With the Proposed Actions (Build)

Projected Development Site	Build				Net Increase				
	Amusement	Hotel	Enhancing Uses	Accessory Retail	Vacant (sf)	Amusement	Hotel	Enhancing Uses	Accessory Retail
11	45,965	288,800	10,000	0	-105,000	45,965	288,800	10,000	0
12	85,756	122,500	100,000	7,500	-10,281	14,463	122,500	95,244	2,206
13	65,000	0	67,956	10,000	-54,983	65,000	0	67,956	10,000
14	59,544	0	70,000	15,000	-55,594	59,544	0	70,000	15,000
15	26,947	0	26,947	7,500	0	3,334	0	26,947	7,500
16	10,752	0	10,752	5,500	-10,386	10,752	0	10,752	5,500
17	7,764	0	7,765	5,500	-12,000	7,764	0	7,765	5,500
18	22,250	0	22,250	7,500	0	22,250	0	22,250	-6,500
19	6,223	0	6,223	5,000		6,223	0	6,223	-2,970
20	16,116	0	16,116	7,000	-15,089	16,116	0	16,116	7,000
Total	346,317	411,300	338,009	70,500	-263,333	251,411	411,300	333,253	43,236

Notes: See Figure S-6.
sf = square feet
Source: DCP, August 2008.

The Special District would facilitate off-site parking in the Coney East subdistrict by defining a “parking zone” between from Ocean Parkway to West 26th Street and from the Creek to the Boardwalk. 1,100 parking spaces would be required by zoning to satisfy demand generated by the hotels, restaurants, enhancing uses, and accessory retail located in Coney East. Because the rezoning analysis year is far in the future (2019), it is standard practice to make reasonable assumptions regarding parking for EIS analysis purposes. Five parking locations have been identified:

- Aquarium Parking Lot: 400 spaces
- Coney North residential buildings: 300 spaces
- Larger Block (Block 7074): 200 spaces
- Stillwell Avenue development site: 200 spaces
- DPR Maintenance Facility: About 340 spaces

Aquarium Lot. Conceptual site studies have shown that parking at the existing Aquarium parking lot can be increased with a multi-story structure; there is potential interest from the Aquarium in increasing parking on the site possibly in a shared arrangement with the amusement area.

Coney North Residential Buildings. The proposed residential buildings in Coney North could receive additional parking should the developers of those buildings take advantage of zoning incentives provided in the Special District, such as not counting public parking towards FAR. It is assumed that most developers will take advantage of the parking bonus given the parking demand projections for Coney East.

Block 7074 (between West 16th Street and West 15th Street). This is the largest block in Coney East and has the capacity to accommodate up to 200 spaces in an above ground structured parking facility in the core of the building, wrapped by active uses.

Stillwell Avenue Development Site. It is expected that this City-owned vacant parcel located on Stillwell Avenue and Coney Island Creek will be developed for office and commercial uses and that the parking developed for the project will be available to support Coney East uses. The developer of this site will be required to provide shuttle bus service to and from the amusement district.

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Department of Parks and Recreation Maintenance Facility. It is expected that the DPR maintenance facility on 25th Street and Surf Avenue will be used to accommodate the parking demand generated by the 9.39-acre amusement park to be developed in Coney East. Over half of the 130,000 square foot site is currently used for surface level vehicle storage; the remainder of the site contains an auto repair yard, a playground, and a handball court, all of which would remain in a redevelopment scenario.

For traffic analysis purposes, arriving traffic is routed to all five parking areas, primarily to the Aquarium site and on Block 7074 since those are immediately adjacent to the Coney East development and would have the shortest walk access from parking to the amusement and entertainment attractions of Coney East. Traffic routes to development parcels at Coney North would entail pedestrian traffic crossing Surf Avenue, which would be accounted for in both the traffic and pedestrian analyses of the EIS.

For the Mermaid Avenue, Coney West, and Coney North subdistricts, the RWCDs identifies a substantial level of new development primarily with residential and commercial uses. In total, as shown in **Table S-11**, these subdistricts are expected to result in the development of about 596,977 sf of commercial uses and 3.0 million sf of residential space (approximately 3,035 new dwelling units). The net increase of the proposed actions over conditions in the future without the proposed actions includes about 360,774 sf of new commercial space (including 138 hotel rooms) and 2.4 million sf of residential space, which would be equivalent to 2,408 dwelling units. Of those dwelling units, 607 would be affordable units. The RWCDs also anticipates the development of an increment of 2,703 parking spaces, 566 of which would be public parking spaces. A portion of the 566 public parking spaces would serve the Coney East subdistrict as explained above.

Table S-11

**Summary of Total and Net Incremental Development on Projected Development Sites
Coney West, Coney North, and Mermaid Avenue Subdistricts
Future With the Proposed Actions (Build)**

Projected Development Site	Build				Net Increase					
	Commercial (sf)	Residential (sf)	Dwelling Units	Parking Spaces	Vacant/ Parking (sf)	Commercial (sf)	Residential (sf)	Dwelling Units	Parking Spaces	Community Facility (sf)
Coney West										
1	107,096	780,269	780	575	-181,007	107,096	780,269	780	575	0
2	153,743	739,668	740	948	-117,888	24,243	739,668	740	948	0
Sub-total	260,839	1,519,938	1,520	1,523	-298,895	131,339	1,519,938	1,520	1,523	0
Coney North										
3	113,243 ¹	185,416	185	368	-12,234	86,670	119,710	120	279	-16,621
4	43,533	267,537	268	328	-50,218	33,953	250,737	251	307	0
5	48,227	296,253	296	314	-59,393	40,625	282,949	283	297	0
6	48,761	299,534	300	316	0	21,551	90,557	91	116	0
7	54,240	333,186	333	376	0	46,637	115,935	116	216	0
Sub-total	308,023	1,381,925	1,382	1,702	-121,845	229,435	859,888	860	1,215	-16,621
Mermaid Avenue										
8	7,509	35,667	36	25	0	0	7,509	8	-9	-7,509
9	6,400	30,400	30	22	0	0	6,400	6	-8	-6,400
10	14,206	67,480	67	48	0	0	14,206	14	-18	-14,206
Sub-total	28,115	133,547	134	95	0	0	28,115	28	-35	-28,115
Total	596,977	3,035,410	3,035²	3,320	-420,740	360,774	2,407,941	2,408³	2,703	-44,736
Notes: sf = square feet 1. Includes 138 hotel rooms. 2. The 3,035 dwelling units include 607 affordable units. 3. This number includes the 607 affordable units, which are incremental over conditions in the future without the proposed actions.										
Source: DCP, August 2008.										

G. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

LAND USE, ZONING, AND PUBLIC POLICY

LAND USE

In the future with the proposed actions, the primary study area (which is coterminous with the rezoning area) is expected to be redeveloped with a mix of amusement, commercial, and residential uses, which would often be located in mixed-use buildings. The secondary study area would not undergo development as a result of the proposed actions. The proposed actions, including zoning map and text amendments, would encourage amusement, amusement-enhancing, hotel, and small-scale accessory retail development in the proposed Coney East subdistrict and a mix of commercial and residential development in the proposed Mermaid Avenue, Coney North, and Coney West subdistricts. As a result, the proposed actions would result in an increase over conditions in the future without the proposed actions of approximately 584,664 sf of amusement uses and amusement-enhancing uses like eating and drinking establishments, 606 hotel rooms, 2,408 residential units, of which 607 would be affordable units, 43,236 sf of small-scale accessory retail uses in the Coney East subdistrict, 277,715 sf of general retail uses outside of the Coney East subdistrict, and 3,808 parking spaces, including 566 spaces for public parking. Detailed analyses of the four proposed subdistricts and the sites of proposed actions are presented below for conditions in the future with the proposed actions.

Under the proposed actions, amusement and supporting commercial uses in the proposed Coney East subdistrict would be permitted at greater densities than the future without the proposed actions. In this proposed subdistrict, new commercial uses such as hotels would be introduced and limitations on eating and drinking establishments would be removed. The proposed actions would increase the permitted density of residential uses in the proposed Mermaid Avenue, Coney North, and Coney West subdistricts and increase the range of permitted commercial uses in them. Collectively, the land uses in the future with the proposed actions would be compatible with surrounding land uses and would eliminate underutilized conditions. Therefore, no significant adverse impacts to land use would occur as a result of the proposed actions.

Overall, the proposed actions would encourage land uses that support the revitalization of the Coney Island amusement core while providing for appropriately scaled development in the neighboring residential communities in the primary study area. It is intended that future development would act as an extension of neighborhood activity to the north and west of the rezoning area, forging a strengthened connection with the amusement district, beach, and Boardwalk. The proposed actions would not generate land uses that would be incompatible with surrounding uses, nor would they displace land uses in such a way as to adversely affect surrounding land uses. Density would be increased only in appropriate areas and those density increases would be consistent with public policy, as described below. The proposed actions would not create land uses or structures that would be incompatible with the underlying zoning, nor would they cause a substantial number of existing structures to become nonconforming. For these reasons, the impacts of the proposed actions are considered to be compatible and consistent with existing land uses and the proposed actions would have no significant adverse impact on land use in the primary study area.

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ZONING AND CITY MAP

As described in detail above under “Description of the Proposed Actions,” the proposed actions include zoning map changes, zoning text amendments, and changes to the City map intended to achieve the goals outlined above.

The existing C7 zoning district, along with other contributing factors, has been ineffective in stimulating the development necessary to create a successful amusement area. Currently, most of the amusement area is vacant. The proposed zoning would establish regulations and incentives not available under the current zoning. These regulations would be tailored to the distinct needs of the proposed subdistricts, and would be consistent with the strategic plan for the larger Coney Island neighborhood. The existing C7 district is also mapped in areas that are occupied by non-conforming residential uses, so a zoning change would enable these areas to conform to the surrounding area’s zoning. The proposed changes would allow better transitions to adjacent residential districts and would provide local commercial opportunities than the vacant or underutilized properties that exist under current zoning.

The proposed zoning map and zoning text amendments would create the Special Coney Island District and the Coney East, Coney West, Coney North, and Mermaid Avenue subdistricts and would change the zoning districts within the area by increasing maximum FARs and allowing and encouraging the development of a broader range of uses not currently permitted in C7 districts. However, the proposed actions would not have any significant adverse impacts on the rezoning area, as these changes would permit development consistent with the goals and objectives of the planning process for Coney Island.

The proposed changes to the City map would protect the open amusement uses in the historic amusement area and provide for the development of an open amusement park. Street demappings on Highland Avenue and West 22nd Street would enable the development of a new neighborhood park. The City map changes would facilitate the creation of a larger block between West 15th and West 16th Streets, aiding the redevelopment of vacant land. The mapping of new streets would create new block configurations that encourage access to the Riegelmann Boardwalk and develop new east-west connections south of Surf Avenue.

Pursuant to New York State legislation, the proposed alienation of 9.3 acres of parkland would be accompanied by the replacement of an equivalent parkland area. The area proposed for parkland mapping described above, 9.39 acres in the amusement area and 1.41 acres at the proposed Highland View Park, would create 1.5 more acres of mapped parkland (10.8 total acres) than the 9.3 acres proposed for demapping.

For these reasons, the proposed actions would not result in any significant adverse impacts related to zoning or parkland.

PUBLIC POLICY

The proposed actions directly address the land use and development goals of revitalizing Coney Island as set forth in the public policies applicable to the area. The proposed actions would support the goals of the Coney Island Development Corporation’s Coney Island Strategic Plan by facilitating the development of year-round uses on Surf Avenue; helping achieve an active amusement area and allowing for new entertainment uses; and providing recreational uses for community residents at a new Highland View Park.

The proposed actions would also support the goals of the city's Inclusionary Housing Program by including the Coney North, Coney West, and Mermaid Avenue subdistricts within the program, which permits an increase in the floor area of residential developments in exchange for the permanent provision of below-market-rate housing for low-, moderate-, and middle-income households.

The residential, commercial, and mixed-use development that would occur under the proposed actions in the Coney North and Mermaid Avenue subdistricts, would support the goals of the recently expired Coney Island I URA by encouraging development and employment opportunities, providing new housing of high quality, and by maximizing appropriate land use.

As discussed below under "Waterfront Revitalization Program," the proposed actions would be consistent with the goals of the WRP, providing waterfront public access and economic development opportunities on Coney Island's waterfront.

The proposed actions would be consistent with many of the planning goals and objectives established in PlaNYC. The proposed actions would meet land use goals by providing housing opportunities, providing for new and improved open spaces, better utilizing land already owned by the public, and capitalizing upon transit improvements. The proposed actions would contribute to PlaNYC housing goals by creating opportunities for new housing, expanding inclusionary zoning, developing underutilized land, direct growth transit centers, and adapting outdated buildings to new uses. The proposed new open space areas and street tree planting requirements would contribute to PlaNYC open space goals.

Overall, the proposed actions would be consistent with public policies applicable to the Coney Island area and therefore would not result in any significant adverse impacts with respect to public policy.

SOCIOECONOMIC CONDITIONS

By 2019, the proposed actions would not result in significant adverse impacts measured by the five socioeconomic areas of concern prescribed in the *CEQR Technical Manual*.

DIRECT RESIDENTIAL DISPLACEMENT

It is anticipated that all of the projected development sites with existing dwelling units would undergo redevelopment in the future without the proposed actions. Therefore, tenants on these sites would be displaced independent of the proposed actions. Given that the proposed actions would not directly displace any existing residential uses, there would be no significant adverse impacts resulting from direct displacement.

INDIRECT RESIDENTIAL DISPLACEMENT

The proposed actions would not result in significant adverse indirect residential displacement impacts. The proposed actions would increase the study area population by 5,876 residents (or 11.7 percent) over the future No Build scenario. Of that population, an estimated 4,394 residents would be living in market-rate units and would have higher incomes than most households within the study area. The proposed actions would therefore introduce a substantial new population, and that population is expected to have different socioeconomic characteristics compared with the overall character of the study area population.

According to the *CEQR Technical Manual*, if an action introduces a trend or accelerates a trend of changing socioeconomic conditions and if the study area contains population at risk, then it can be concluded that the action may have an indirect displacement impact. There is an existing trend towards increased rents in the study area that is expected to accelerate in the future without the proposed actions. The study area already has experienced a noteworthy increase in the number of new market-rate housing, and will receive substantially more irrespective of the proposed actions. Nevertheless, there is the potential for the proposed actions to accelerate the study area's trend toward increased rents, resulting in a greater amount of indirect residential displacement than expected in the future without the proposed actions.

The proposed actions, by potentially accelerating trends toward increased rents in the study area, could result in the indirect displacement of an at-risk population who would not be likely to find comparable replacement housing in the neighborhood. There are an estimated 1,497 study area residents in 487 units that are potentially vulnerable to displacement, if their rents were to increase. While the potential displacement would be an adverse impact, it would not be a significant adverse impact requiring mitigation as defined under CEQR. The potentially displaced residential population (1,497 residents) represents only 3.2 percent of the estimated 2007 population in the study area. A population loss of this magnitude would not substantially alter the demographic composition of the study area. Within the study area there are over 4,000 New York City Housing Authority (NYCHA) owned dwelling units and approximately 780 other government-financed units that house low- to moderate-income families. These affordable units account for roughly a quarter of the entire housing stock in the study area (25.3 percent), and would maintain a wide range of incomes in the future with the proposed actions. In addition, the effects of potential displacement on study area demographics would be further offset by the proposed actions' introduction of approximately 607 new affordable housing units.

DIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

The proposed actions would not result in significant adverse impacts due to direct business and institutional displacement. By 2019, the proposed actions could directly displace up to 40 businesses and approximately 92 employees associated with those businesses (there would be no direct institutional displacement). The potentially displaced businesses provide a variety of products and services, mostly within the arts, entertainment, recreation, accommodation and food services sector (26 businesses)¹. This industry sector accounts for 55 of the 92 potentially displaced workers.

The proposed actions, by facilitating development of active uses on projected development sites, are intended to provide better transitions to nearby residences and local commercial opportunities than the existing vacant or underutilized properties.

The detailed business displacement analysis finds that the amusement-related businesses located on projected development sites collectively have a unique and substantial economic value to the City as defined under CEQR, and they are a defining element of neighborhood character from a socioeconomic perspective. However, the existing C7 zoning district has been ineffective in stimulating the development necessary to create a successful amusement area. In November 2008, most of the amusement area consists of largely seasonal amusement attractions and vacant

¹ It should be noted that for purposes of a conservative analysis, while Astroland was one business, all businesses within the leasable confines of Astroland Amusement Park (e.g., Pirate Ship or Dante's Inferno) were assumed to be separate business entities.

land. In the last few years, many of the amusements have closed, the land on which Astroland sits has been sold and, as of site observations conducted in December 2008, its amusement uses are now permanently closed—only a handful of adjacent amusement-related uses remain. The proposed actions, by facilitating new development of active uses on projected development sites, are intended to provide better transitions to nearby residences and local commercial opportunities than the existing vacant or underutilized properties. Economic activities in the rezoning area historically have been defined in part by Coney Island amusement uses and visitation; with the proposed actions there would be new, year-round amusement-related uses and a substantial net increase in employment. In the future with the proposed actions the area would continue to be characterized by a high level of local, New York City, and out-of-City visitation, with substantial activities and employment within the arts, entertainment, and recreation industry sector.

The detailed analysis also concludes that while the potentially displaced businesses contribute to the City's economy and therefore have economic value, neither the products nor services of the non-amusement businesses that would be displaced by the proposed actions contribute to neighborhood character in a socioeconomic sense, and can be relocated without great difficulty.

INDIRECT BUSINESS AND INSTITUTIONAL DISPLACEMENT

The proposed actions would not result in significant adverse impacts due to indirect business and institutional displacement. While the proposed actions could result in the indirect displacement of some existing retail establishments in the immediate vicinity of the rezoning area due to rent increases, their dislocation would not constitute a significant adverse impact under CEQR. The stores that could be vulnerable to indirect displacement would not meet the *CEQR Technical Manual* criteria for significant displacement impact—i.e., collectively, they are not of substantial economic value to the City; they could be relocated elsewhere in the City; they are not subject to regulations or publicly adopted plans to preserve, enhance, or protect them; and they are not a defining element of neighborhood character.

The proposed actions would not offset positive trends in the study area, impede efforts to attract investment, or create a climate for disinvestment. To the contrary, the proposed actions would introduce new populations and generate new employment opportunities, create affordable housing units and enhance public open space in order to meet the growing demands of the neighborhood.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The proposed actions would not result in significant adverse impacts on a specific industry in Coney Island or within the broader New York City economy. The 40 businesses located on projected sites where displacement could occur—if the sites are redeveloped as assumed under the proposed actions—represent various industries, and their 92 employees account for only a small fraction (approximately 1.0 percent) of the total employment in the study area.

Amusement businesses in Coney Island accounted for a substantial portion of amusement-related uses in Brooklyn and the City, and historically have generated substantial economic activity. Based on the closings of most of the area's amusement-related businesses, the remaining businesses are not likely to remain viable in the future without the proposed actions. It is the intent of the proposed actions to retain as well as enhance amusement uses in the rezoning area, further attracting visitors from the Coney Island neighborhood and the broader New York City metropolitan area. Thus, both new and enhanced establishments and attractions, as well as

their associated employment, would add an additional consumer population that would contribute to the viability of the retail trade and arts, entertainment, recreation, accommodation and food services industries in the rezoning area.

COMMUNITY FACILITIES

The increase in residents, workers, and visitors to the rezoning area as a result of the RWCDs would increase demands on community facilities serving the area. Other than day care facilities, these increases would not result in significant adverse impacts. The conclusions of the analyses are as follows:

- **Public Schools:** Elementary schools serving the ½-mile study area would be slightly over capacity with the new students generated by the proposed actions. However, the deficiency increase would be less than 5 percent over the collective existing capacity of the schools in the study area, and there is adequate capacity in CSD 21 as a whole to serve the new students. Intermediate schools serving the ½-mile study area have adequate capacity to serve the new students. Therefore no significant adverse impacts on public elementary or intermediate schools would occur as a result of the proposed actions. The new high school students introduced also would not adversely affect high schools serving Brooklyn.
- **Libraries:** The new population associated with the RWCDs would increase demand on the Coney Island Branch and Brighton Beach Branch of the Brooklyn Public Library. However, residents of the study area, like all Brooklyn residents, will have access to all circulating volumes within the entire Brooklyn Public Library system and, therefore, the increase in population would not impair library services and no significant adverse impact would occur.
- **Day Care Facilities:** The introduction of day care eligible children associated with the affordable housing units included in the RWCDs would bring the day care facilities in the study area above their capacity. In addition, the increase in demand resulting from the proposed actions (322 children under age 6) would constitute an increase of 43.7 percent over the existing capacity of day care facilities in the study area. With the proposed actions, public day care facilities within 1 mile of the rezoning area are projected to operate at 150 of capacity with a shortage of approximately 368 slots. Therefore, the proposed actions would result in a significant adverse impact on publicly funded day care facilities warranting mitigation. Potential mitigation measures for this significant adverse impact are discussed below under “Mitigation.”
- **Health Care Facilities:** The residents of the affordable housing units introduced by the proposed actions may increase demand on emergency rooms and outpatient health care services. However, 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 (approximately 1 percent). Therefore, no significant adverse impacts to outpatient health care services are expected.
- **Police and Fire Protection:** The proposed actions would not affect the physical operations of, or access to and from, a fire station or police precinct house, and therefore the proposed actions would not have a significant adverse impact on police and fire services. It is the practice of the New York City Police and Fire Departments to conduct ongoing evaluations of the need for personnel and equipment and make necessary adjustments to adequately serve the area. The FDNY has indicated that it would have no problem in supporting the expected development, but that the new residential units and increased visitor population

resulting from the proposed actions would likely require allocation of additional Emergency Medical Services (EMS) tours and fire resources.

OPEN SPACE

DIRECT EFFECTS

The proposed actions include the mapping of an open amusement area (portions of Blocks 7074 and 8696) as parkland. This mapping of parkland is intended to protect the historic amusement area as an open amusement area and to allow for the development of an affordable vibrant open amusement and entertainment park. This mapping of parkland would not alter the open space currently in the study areas. It would allow for the development of new amusements, and approximately 3 acres of the proposed open amusement park would function as passive open space. The mapping of new parkland would not result in any significant adverse impacts on open space. Additionally, the creation of the 1.4-acre Highland View Park in the proposed Coney West subdistrict as part of the proposed actions would provide new open space opportunities. Overall, the proposed actions would result in a net increase in the amount of open space in the study areas.

The proposed actions also include the alienation of Block 7073, portions of Lot 101 and Block 7071, Lot 100, which are currently mapped parkland, for disposition to a private entity for development. The portion of Block 7073, Lot 101 proposed for alienation includes the Abe Stark Rink and a parking lot. The Abe Stark Rink would be replaced at a new location to be determined within the non-residential study area prior to its displacement from its current location. For this reason, and because the remainder of the parcel is used for parking rather than as open space, its alienation would not result in a significant adverse impact on open space. Because all of the parkland on Block 7071, Lot 100 is currently used as a parking lot rather than as public open space, alienation of it would not result in any significant adverse impact on open space in the study area.

As part of the proposed actions, a new parking garage would be constructed on a parcel of DPR-owned land located along the Riegelmann Boardwalk between West 25th and West 27th Streets that currently includes Poseidon Playground. The construction of the garage would require the relocation of handball courts and a playground area, which would be reconstructed on the same site in a new configuration. While the design for the parking garage and the reconfigured open space has not been finalized, it is expected that the playground would be usable for all but approximately 18 months during construction and that the reconfigured open space would have the same amenities and size as the existing courts and playground. The recreational amenities in this open space, which are currently in fair condition, would be improved with relocation and reconstruction. The maintenance and operations facility that is currently located on this site would either remain in its current location or be incorporated into the new parking facility building. Therefore, the relocation would not result in any significant adverse impacts on this open space.

The proposed actions would directly displace El Jardin de Boardwalk, a community garden just north of Riegelmann Boardwalk at West 22nd Street. This community garden, only a portion of which is currently in use, would be relocated within the Coney Island area at a location to be determined. Therefore, the displacement of this open space would not result in a significant adverse impact.

Coney Island Rezoning

The proposed actions would not result in any significant adverse impacts on open space due to shadows, noise, or air emissions.

Overall, the proposed actions would not result in any significant adverse direct impacts on public open space.

INDIRECT EFFECTS

Non-Residential Study Area

In the future with the proposed actions, the passive open space ratio for workers would remain well above guidelines established by DCP but would decline by 53 percent. The combined passive open space ratio for residents and workers (total population) would also remain well above the DCP guideline recommended weighted average, though it would decrease by about 32 percent.

Although the proposed actions would result in large declines in open space ratios in the ¼-mile non-residential study area, they would not cause the study area population to be underserved with respect to open space. Compared to other areas of Brooklyn and the City as a whole, Coney Island has a very high ratio of open space per population, due primarily to the beach and Riegelmann Boardwalk. The entire rezoning area is adjacent to and within three blocks of these open space resources, and the new worker population introduced by the proposed actions would have easy access to them, and the non-residential study area would continue to be well served by passive open space. Therefore, the proposed actions would not result in any significant adverse impacts on the non-residential study area.

Residential Study Area

Within the ½-mile residential study area, the passive open space ratio for residents, the total open space ratio for residents, and the passive open space ratio for the total population (residents and workers) would remain above DCP guidelines in the future with the proposed actions, although they would decline by approximately 8, 9, and 12 percent, respectively. The active open space ratio for residents, which would decline by approximately 10 percent, would continue to be below the DCP guideline of 2.0 acres per 1,000 residents. As additionally noted, the value of Coney Island Beach as a recreational resource is somewhat diminished during the non-beach season. Therefore, the City acknowledges the need to provide additional active open space for the future population resulting from the proposed actions. This could include creating publically accessible playgrounds in existing school yard sites such as has been accomplished through the City's "Schoolyards to Playgrounds Program," improvements to Kaiser Park, and adding additional year-round active recreation opportunities to the beach. The City will seek funding for these projects as the population increases due to the proposed action. In the interim however, the residential study area would continue to be generally well served with respect to both passive and active open space. As with the non-residential study area, the residential study area has a higher ratio of passive and active open space per population than most areas in the borough and the city as a whole due to the presence of the Beach and Boardwalk.

Several qualitative considerations not reflected in the quantitative analysis contribute to the open space resources that can be used in the residential study area. The study area includes active open space—the ocean—at the beach that is not reflected in the quantitative analysis but is used for activities such as swimming and jet skiing. Additionally, three large public parks totaling 143 acres—Kaiser, Six Diamonds, and Calvert Vaux Parks—lie just outside of the residential open

space study area and offer a broad range of active recreational opportunities of which many residents in the study area would likely take advantage. Given these qualitative considerations and the fact that open space ratios in the residential study area would remain relatively high, the proposed actions would not result in any significant adverse indirect impacts on open space within the residential study area.

SHADOWS

Development of new buildings resulting from the proposed actions would not have significant adverse shadow impacts on any public open spaces or sun-sensitive architectural historic resources. In the future with the proposed actions, new development on projected and potential development sites under the RWCDs would result in incremental shadows on the windows of Our Lady of Solace Roman Catholic Church, an architectural resource on Mermaid Avenue, for 45 minutes on the morning of the December 21 analysis day. For the remainder of the December 21 analysis day, portions of the church windows would experience incremental shadow, while other portions would experience a reduction in shadow due to the fact that as-of-right buildings that would likely be built on the projected sites absent the proposed actions would no longer cast shadow on the church. The extent and duration of incremental and reduced shadow would be roughly equivalent over the course of the day after 9:45 AM, and a significant adverse impact would therefore not be expected to occur as a result of the Build RWCDs. No incremental shadow would reach the church during the spring, summer, or fall.

Some incremental shadow would fall on several publicly accessible open spaces in and around the rezoning area at certain times of year, but in these cases the limited extent and duration of the new shadow would not result in any significant adverse impacts.

The two new areas of parkland that would be mapped with the proposed actions would experience very little shadow in any season.

HISTORIC RESOURCES

ARCHAEOLOGICAL HISTORIC RESOURCES

The New York City Landmarks Preservation Commission (LPC) reviewed the City blocks and tax lots within the rezoning area for the purpose of identifying lots with the potential to contain archaeological resources. As written in Environmental Review letters dated November 6, 2007, June 16, 2008, and November 13, 2008, LPC determined that none of the lots within the rezoning area or the proposed parking garage site on West 25th Street possess any archaeological significance. Therefore, no further consideration of archaeological resources is warranted.

ARCHITECTURAL HISTORIC RESOURCES

Development pursuant to the proposed actions could have potential adverse impacts on architectural historic resources from direct physical impacts—demolition and alteration of architectural resources, or accidental damage to architectural resources from adjacent construction—and indirect impacts (for example, by blocking significant public views of a resource or altering the setting of a resource).

Potential Direct Impacts

There is one architectural resource that could be redeveloped under the reasonable worst-case development scenario for the proposed actions. Nathan's Famous restaurant (S/NR-eligible) at 1308 Surf Avenue is located on Potential Development Site G in the Coney East subdistrict and is assumed to be replaced under the proposed actions with a new building containing hotel, amusement, retail, and enhancing uses. In the absence of NYCL designation for this resource located on a development site, and as the site is privately owned, there are no procedures in place that would ensure pre-construction design review or preventative measures to minimize effects of construction and potential demolition. Therefore, the potential development identified on the site containing Nathan's Famous would result in direct significant adverse impacts to this S/NR-eligible resource through demolition or potential alteration. It should be noted that Nathan's Famous is located on a potential development site, which is considered less likely to be redeveloped than a projected development site.

There are two additional known architectural resources located on development sites—the Childs restaurant (NYCL-eligible, S/NR-eligible) at 1208 Surf Avenue and the Childs restaurant (NYCL, S/NR) on the boardwalk—but they are expected to remain under the reasonable worst-case development scenario (RWCDS) and the proposed actions would not result in significant adverse impacts on either of them.

Development in the rezoning area pursuant to the proposed actions could have adverse physical impacts on seven architectural resources that are located within 90 feet of proposed construction activities. The resources that could experience accidental damage from adjacent construction would be offered some protection through DOB controls governing the protection of adjacent properties from construction activities. In addition, with the required measures of *TPPN #10/88* in place, there would be no significant adverse construction-related impacts on New York City Landmarks or properties listed on the National Register that are located within 90 feet of development resulting from the proposed actions. However, construction under the proposed actions could potentially result in impacts to three non-designated or listed resources, because they would not be afforded special protections under *TPPN #10/88*.

Potential Visual and Contextual Impacts

For the most part, it is not expected that the proposed actions would have adverse visual or contextual impacts on the majority of architectural resources, because new development pursuant to the proposed actions would not eliminate or screen publicly accessible views of a resource, or introduce an incompatible visual, audible, or atmospheric element to a resource's setting. However, development pursuant to the proposed actions could potentially result in significant adverse visual and contextual impacts to the Shore Theater (NYCL-eligible, S/NR-eligible) by diminishing its visual prominence on Surf Avenue.

URBAN DESIGN AND VISUAL RESOURCES

URBAN DESIGN

The proposed actions would positively affect the urban design of the rezoning area. Urban design regulations set forth in the proposed Special Coney Island District zoning text would create a cohesive, coordinated design for the rezoning area that would include mandatory streetwall requirements, restrictions to building heights, specific use-groups, new east-west and north-south vehicular and pedestrian routes, and ground floor transparency requirements.

Required active ground floor uses and glazing and transparency requirements for these ground floor uses would provide street-level visual interest, pedestrian activity, and neighborhood amenities on Surf and Mermaid Avenues and portions of the cross streets. Urban design improvements that would enliven the streetscape throughout the rezoning area include the new, 9.39-acre mapped amusement park, two new public access corridors through the rezoning area to the boardwalk, a community park on the boardwalk between West 22nd and 23rd Streets, and streetwall requirements on Surf Avenue and portions of the cross streets. The new, mapped amusement park would create a large amusement area between KeySpan Park and the Aquarium.

The proposed actions would alter the existing topography, street pattern, and block shapes of the rezoning area through the regrading of new and existing streets, mapping of new streets and demapping of existing streets in the proposed Coney East and Coney West subdistricts. The grade changes would alter the topography of the proposed Coney East and West subdistricts to meet the elevation of Riegelmann Boardwalk, which would enhance views throughout the rezoning area by increasing views to Coney Island Beach and the Atlantic Ocean. The new mapped sections of West 16th, 19th, and 20th Streets south of Surf Avenue would break up the several existing superblocks in the rezoning area and result in regularly shaped block forms. The creation of two new east-west streets—Wonder Wheel Way and Ocean Way—south of Surf Avenue would further alter block shapes by creating shorter blocks and improving access through the Coney East and West subdistricts. The extension of pedestrian corridors—Jones Walk and Bowery—would further improve pedestrian access in the Coney East subdistrict and provide additional connections to the open amusement area. Although the proposed rezoning would alter topography, street pattern, and block shapes in the rezoning area, these changes would not result in any significant adverse impacts.

The proposed Special District would alter existing building arrangements in the Coney East, West, and North subdistricts, by replacing vacant and underutilized land and attached buildings with small footprints with mostly freestanding buildings with large footprints. These buildings' arrangements would differ from existing conditions in the rezoning area but would not result in any significant adverse impacts. In Coney East, north of the new Wonder Wheel Way, the existing mix of attached buildings with small footprints would be replaced with freestanding buildings with large footprints. In Coney West and North, the numerous vacant lots and parking lots that are interspersed with several attached buildings with small footprints would be replaced with freestanding buildings with large footprints. In the Mermaid Avenue subdistrict, vacant parcels of land would be replaced by attached buildings with small footprints to match the existing building arrangements along the avenue.

The proposed Special District would improve the streetscape throughout the rezoning area. All new development on projected and potential sites would have required streetwalls and be built out to the lot line in order to create a cohesive urban design and streetscape. In Coney East, the openness and accessibility of the new amusement park area would enhance the streetscape in the subdistrict and provide an improved setting for Riegelmann Boardwalk and the beach by replacing vacant lots, parking lots, and disjointed amusement parks separated by roadways and fencing. Development north of the open amusement area in Coney East would replace the existing mix of low-rise amusement, restaurant, and retail buildings, vacant buildings, and vacant land and create a vibrant, active streetscape with amusements, enhancing uses, small-scale local retail, and hotel uses. Throughout the rezoning area, ground floor retail with transparency requirements would create a vibrant commercial corridor on Surf Avenue between West 8th and 23rd Streets. In Coney West, new, low-rise, and open retail establishments lining

Coney Island Rezoning

the boardwalk would create active uses and enhance the boardwalk. In the Coney West and Coney North subdistricts, the replacement of vacant lots and parking lots with residential buildings with ground floor retail uses would improve the streetscape.

Buildings constructed in the Coney East, Coney West, and Coney North subdistricts would be taller and bulkier than existing buildings in the rezoning area and buildings that would be constructed in the future without the proposed actions. They would also have tower on a base forms that would differ from the typical form of the high-rise buildings in the study area and of the two buildings that would be constructed in the Coney North subdistrict in the future without the proposed actions. Throughout the Special District, the heights of new buildings and the placement of towers would be regulated to: defer to the height of the Parachute Jump; mandate low-rise buildings along Wonder Wheel Way adjacent to the new mapped amusement park and along the boardwalk in the Coney West subdistrict; and step down in height toward the Cyclone, the boardwalk and beach, and the low-rise residential neighborhood along Mermaid Avenue. Permitted uses in the rezoning area would be in keeping with existing uses and would enhance the amusement area.

VISUAL RESOURCES

The proposed actions are not expected to have any significant adverse impacts on the other visual resources in the rezoning area—the Parachute Jump, the Cyclone, the Wonder Wheel, Coney Island Beach, and the Atlantic Ocean. Views of two visual resources, Coney Island Beach and the Atlantic Ocean would be enhanced by the proposed grade changes in the Coney East and Coney West subdistricts, because the views would be elevated to the level of the boardwalk so that these resources would be visible. The creation of Wonder Wheel Way in Coney East would provide unobstructed views to the historic visual resources in the subdistrict —the Wonder Wheel, Cyclone, and Parachute Jump. Further, the extension of West 19th Street south of Surf Avenue would provide direct views to the Parachute Jump. Although the visual prominence of the Stillwell Avenue Station and the Shore Theater would be somewhat diminished under the proposed actions, they would still be prominently visible from the intersection of Surf and Stillwell Avenues, and therefore, there would be no significant adverse visual impacts to these two visual resources.

NEIGHBORHOOD CHARACTER

The proposed actions would change the character of the proposed rezoning area for the better. Aside from Coney Island's few remaining historic icons, a few active frontages on Surf Avenue and some residential and commercial buildings on Mermaid Avenue, much of the land throughout the proposed rezoning area is currently either vacant or underutilized. The proposed actions would safeguard and expand upon Coney Island's iconic amusements, while building upon the prime beachfront location to create a vibrant mixed-use community that includes new market-rate and affordable housing as well as retail and neighborhood services.

Land uses introduced by the proposed actions would be consistent with existing land uses and would improve upon existing conditions and conditions in the future without the proposed actions. The amusement, eating and drinking establishments, and hotel development would be consistent with existing land uses in Coney East and would be supportive of preserving and growing the amusement character of Coney Island. The residential, commercial, and mixed-use development expected to occur in the other subdistricts would serve to revitalize areas that are largely vacant or underutilized. The proposed actions would not be expected to affect land use

patterns in neighborhoods surrounding the rezoning area, which are predominantly built out. However, future development resulting from the proposed actions would have the beneficial effect of strengthening the connection between neighborhoods to the north and west of the rezoning area and the amusement district, beach, and boardwalk.

Although the proposed actions would introduce a substantial new population and could result in limited indirect residential displacement, the mix of market-rate and affordable housing introduced by the proposed actions, in combination with the existing NYCHA and other government-financed housing, would ensure that the rezoning area and surrounding neighborhoods would maintain a wide range of incomes. In addition, the proposed actions would introduce to the rezoning area an additional consumer population that would contribute to the viability of the retail trade and the arts, entertainment, recreation, accommodation, and food services industry in the rezoning area, thereby helping to retain and enhance the historical amusement component of the rezoning area's economic character.

The proposed actions would substantially change the urban design and visual character of the proposed rezoning area, which would in turn have a positive effect on neighborhood character in the rezoning area. The proposed Special District would improve the streetscape and create a cohesive, coordinated design for the area. The existing topography, street pattern, and block shapes of the rezoning area would be altered, enhancing views and improving pedestrian and traffic circulation. Buildings constructed in the rezoning area would be taller and bulkier than those constructed in the future without the proposed actions. However, building heights and forms would be regulated through the special district zoning text to preserve the prominence of existing historic and visual resources, and the new buildings would be consistent with the tall residential developments in surrounding neighborhoods.

While the proposed actions could potentially result in the redevelopment of Nathan's Famous, a reduction in the visual prominence of the Shore Theater, and potential construction impacts to three non-designated or listed resources, it would also improve the context for historic resources such as the Cyclone and Wonder Wheel, thereby maintaining and improving the historic character of the proposed rezoning area.

As described below under "Traffic and Parking," development projected to occur under the proposed actions would result in substantial increases in vehicular traffic. Levels of service would deteriorate at a number of traffic intersections and significant adverse traffic impacts would occur at 16 to 19 of the 30 intersections analyzed within the rezoning area and surrounding neighborhoods. However, some of these impacts would be fully or partially mitigated with a series of traffic improvements and traffic increases at the remaining intersections would not result in significant adverse impacts to neighborhood character because the change in traffic over conditions in the future without the proposed actions would be small enough that it would not have a noticeable effect on the character of the rezoning area or surrounding neighborhoods.

Pedestrian traffic and public transit ridership would also increase with the proposed actions. Significant adverse impacts would occur at certain crosswalks and on certain bus lines. However, these impacts would be fully mitigated and would not negatively impact neighborhood character. To the contrary, the increase in pedestrian activity throughout the rezoning area would enliven the streets and have a markedly positive effect on neighborhood character within the rezoning area.

As noted below, the proposed actions would result in significant adverse noise impacts at receptor site 11 within the proposed rezoning area and receptor site 6 in the secondary study

area. However, these significant adverse noise impacts would not result in significant adverse impacts to neighborhood character. The exceedances at receptor site 11 would be due principally to noise generated by the activities in the proposed amusement park and site 11 is not located in an area where a low level of noise is a defining feature of the neighborhood's character. Further, there are no existing noise-sensitive uses around receptor site 11. The exceedances at receptor site 6 would be due principally to noise generated by the large incremental traffic volume on West 17th Street. However, the proposed actions would not result in a change in acceptability category at this site, with noise levels at site 6 remaining in the "marginally unacceptable" category.

Overall, the proposed actions would not result in any significant adverse impacts to neighborhood character.

HAZARDOUS MATERIALS

The Hazardous Materials Assessment identified potential historical and present sources of contamination in portions of the rezoning area. These Recognized Environmental Conditions (RECs) included the past or present existence of gasoline stations, dry cleaners, and/or petroleum storage tanks in portions of the rezoning area, as well as off-site releases from underground petroleum storage tanks with a potential of affecting the rezoning area. To reduce the potential of adverse impacts associated with potential new construction resulting from the proposed actions, further environmental investigation will be required at sites where potential hazardous materials conditions were identified.

E-designations would be placed on the following privately owned properties that would be developed under the proposed actions:

- Block 7060: Lots 6, 10-12
- Block 7061: Lots 1-9, 11, 14, 20, 27
- Block 7062: Lots 1, 4-11, 14, 25, 28, 34 (entire block)
- Block 7063: Lots 1-4, 6, 8, 9, 11, 12, 32-35, 38-41 (entire block)
- Block 7064: Lots 1, 2, 4, 5, 7, 14, 16, 27, 28, 31, 32, 35, 37, 38, 43, 45 (entire block)
- Block 7071: Lots 123 and 130
- Block 7072: Lot 1 (entire block)
- Block 7266: Lot 250
- Block 7268: Lots 213 and 218

Land Disposition Agreements would be placed on the following properties, which are currently owned or would be acquired by HPD for disposition to a private developer:

- Block 7060: Lots 1, 3-5, 7-9, 14, 16-22, 24, 27, 31, 32, 35, 41-51, 147
- Block 7061: Lots 16, 21, 39-43, 45

Memorandums of Understanding would be applied to the following properties that are owned or would be acquired by City agencies other than HPD and would be developed under the proposed actions:

- Block 7069: Lot 14
- Block 7071: Lots 100 and 142

- Block 7073: Lot 101 (western portion of block)
- Block 7074: Lot 256
- Block 8694: Lots 5 and 11
- Block 8696: Lot 212
- Block 8697: Lot 8
- Block 8698: Lot 50

Restrictive declarations would subsequently be placed on the lots (and in two cases, partial lots) on Blocks 7071, 7073, 7074, 8694, and 8696 at the time of their disposition by the City to a private developer, in accordance with the Memorandum(s) of Understanding that would be entered into between NYCEDC and DEP. The portions of Block 7074, Lot 256 and Block 8696, Lot 212 will remain in City ownership under the proposed actions and site investigation and remediation prior to any construction on them will be ensured through a Memorandum of Understanding between NYCEDC and DEP. The lots on Blocks 7069, 8697, and 8698 will remain under DPR ownership and site investigation and remediation prior to any construction on them will be ensured through a Memorandum of Understanding between DPR and DEP.

These E-designations, Land Disposition Agreements, and Memorandums of Understanding require the owner of the property to conduct a Phase I ESA in accordance with ASTM E1527-05, prepare and implement a soil and groundwater testing protocol, prepare a Phase II report where potential contamination is identified and conduct remediation where appropriate, to the satisfaction of DEP before development-related building permits can be issued by the Department of Buildings (pursuant to Section 11-15 of the Zoning Resolution – Environmental Requirements). Additionally, construction-phase health and safety plans, which must also be approved by DEP, are required including procedures to address both any known concerns as well as contingencies should unexpected contamination be encountered. For HPD-owned sites on Tax Blocks 7060 and 7061, Phase I ESA reports, subsurface investigation work plans and reports, and remediation reports (where applicable) would be submitted to HPD as well as DEP for approval. A closure report is required at the completion of all remedial activities). This closure report should be approved by DEP and, for Blocks 7060 and 7061, by HPD as well.

NATURAL RESOURCES

GROUNDWATER

Significant adverse impacts to groundwater are not expected to occur as a result of construction or operation of the RWCDs. A hazardous materials assessment identified potential historical and present sources of contamination (see Chapter 11, “Hazardous Materials,” for more information). Further environmental investigation would be required prior to development, by placing E-designations (for privately owned land) or Land Disposition Agreements and Memorandums of Understanding (for City-owned land). Additionally, construction-phase health and safety plans are required to address known concerns and contingencies should unexpected contamination be encountered. With the implementation of these measures, the projected development that would occur as a result of the proposed actions would not result in significant adverse impacts to groundwater resources.

FLOODPLAINS AND WETLANDS

The entire rezoning area is within the 100-year floodplain. Construction of new structures as a result of the proposed actions and the discharge of stormwater generated within the project site would not exacerbate flooding conditions within this portion of Coney Island because the floodplain within and adjacent to the rezoning area is affected by coastal flooding rather than fluvial or local flooding. The floodplain within and adjacent to the rezoning area is affected by coastal flooding, which is influenced by astronomic tide and meteorological forces, rather than fluvial or local flooding. Furthermore, any development that would occur within the project site would be consistent with the New York City Building Code (Title 27, Subchapter 4, Article 10) which requires that residential buildings have a finished floor elevation (FFE) at or above the 100-year floodplain, and the FEMA requirement that the FFE to be one foot above the 100-year floodplain.

The majority of the rezoning area is covered by impervious surfaces, such as buildings and paved parking lots, and therefore new development generated by the proposed actions would not result in a significant increase in stormwater generated within the rezoning area. Stormwater runoff discharged to the separate DEP storm sewer from the rezoning area would be treated to ensure compliance with NYSDEC standards, including the SPDES General Permit For Construction Activity GP-0-08-001 requirements for the development of an SWPPP that would include post-construction stormwater management practices. Implementation of erosion and sediment control measures, and stormwater management measures identified in the SWPPP, would minimize potential impacts to tidal wetlands within Coney Island Creek from the discharge of stormwater runoff generated within the project site during construction of the proposed actions.

Operation of the proposed actions would not result in long-term significant adverse impacts to existing NYSDEC-designated littoral zone and coastal shoals and mudflats within Coney Island Creek or adversely affect tidal wetlands within Shell Bank Creek.

TERRESTRIAL RESOURCES

Most of the plant communities present within undeveloped portions of the rezoning area are common to urban vacant land and are primarily populated by introduced, invasive, and urban tolerant species. The construction of proposed actions would impact these terrestrial resources from activities such as grading, land clearing, excavation, and removal of the existing urban structure exterior habitat. However, the wildlife species expected to occur within this area are common to urban areas, and the loss of some individuals would not result in a significant adverse impact on wildlife resources of the New York City metropolitan region.

AQUATIC RESOURCES

Incrementally over time, potential benefits to water quality may result from the implementation of on-site stormwater best management practices by specific development projects. Over the long term, area-wide investment in new infrastructure associated with new streets or large-scale development may also require infrastructure upgrades that may have a beneficial effect on water quality associated with stormwater management when combined with additional stormwater quality and quantity controls. Ultimately, with or without the proposed Coney Island Rezoning, the City may invest in an area-wide Amended Drainage Plan (ADP) that comprehensively addresses both sanitary and stormwater demand on Coney Island (see Chapter 13, "Infrastructure," for more detailed information).

ENDANGERED, THREATENED, AND SPECIAL CONCERN SPECIES

The endangered, threatened, and candidate species with the potential to occur within the rezoning area are likely to be limited to transient individuals. The rezoning area does not contain habitat required to support threatened and endangered species listed for the area that depend on beach habitat. A peregrine falcon individual was observed within the site in 2007 outside of the nesting season. Because peregrine falcons are accustomed to the intensely developed habitats of New York City, construction of the proposed actions would not be expected to result in significant adverse impacts to individuals foraging within the project site.

ESSENTIAL FISH HABITAT

The proposed actions would not result in significant adverse impacts on fish listed by NMFS as having essential fish habitat (EFH) for the Lower New York Harbor and Coney Island Creek. The proposed actions would not result in significant adverse impacts to water quality, nor would they adversely affect aquatic habitat within the vicinity of stormwater outfalls receiving stormwater runoff generated within the project site. Implementation of stormwater management measures that would occur as a result of this project may result in water quality improvements that would benefit aquatic biota of Lower New York Harbor and Coney Island Creek.

WATERFRONT REVITALIZATION PROGRAM

The RWCDS anticipated as a result of the proposed actions would be consistent with the City's 10 WRP policies. The RWCDS would be consistent with the WRP's policies of supporting and facilitating residential and commercial development where appropriate; providing public access to and along the City's coastal waters; protecting scenic resources that contribute to the visual quality of New York City; avoiding adverse effects to historic and cultural resources; protecting and improving water quality in the coastal area; and avoiding adverse effects to the coastal area as a result of solid waste and hazardous substances. Policies that are not applicable to the proposed actions or where the proposed actions would have no adverse impact include policies regarding maintaining commercial boating and a working waterfront; and protecting coastal ecological systems.

INFRASTRUCTURE

By 2019, the uses from the proposed actions are expected to generate net new water usage of about 2,008,279 gallons per day (gpd) and net new wastewater flows of 1,192,721 gpd within the rezoning area. The difference between water demand and sewage generation is caused by water demand for air conditioning, which evaporates and does not enter the sewer system.

The projected development that would likely result from the proposed actions would create new demands for water and wastewater treatment. With the proposed actions, an amended drainage plan (ADP) would be instituted for the rezoning area, and a new separate sewer system may be constructed to divert storm flows from the Atlantic Ocean to Coney Island Creek, provide storm sewers beneath streets that currently do not provide storm sewers, provide necessary sanitary sewer capacity to support the proposed rezoning, and provide sanitary and storm sewers beneath proposed streets that are to be constructed as part of the proposed actions. Stormwater attenuation and treatment mechanisms would be included in the City's design of streets, parks, and open spaces within the rezoning area and the designs of these systems would be guided by the City's sustainability initiatives described in PlaNYC and the Mayor's Office's Sustainable Stormwater Management Plan, NYSDEC regulatory requirements and Stormwater Management

Design Manual, and DEP's detention requirements and guidance documents. Additionally, all development would be required to manage site developed stormwater through a feasible combination of detention facilities and stormwater best management practices (BMPs) that would meet DEP's detention requirements. Through the use of detention facilities and stormwater BMPs, the peak stormwater discharge rate would be reduced and new development would not exacerbate the surcharged storm sewer system.

Absent the proposed ADP improvements, development is anticipated to occur over a short-term and intermediate period. Development that would occur during the short-term period (immediately) would occur on sites with frontage to both sanitary and storm sewers, provided that the adjacent sanitary sewer and all downstream segments have adequate capacity to accommodate wastewater flows generated by the development and that developed site stormwater would be managed through feasible detention facilities and stormwater BMPs, according to DEP sizing and rate requirements. It is noted that interim amusement uses in Coney East are likely to occur earlier than the full development of the RWCDS.

Absent the proposed ADP improvements, incremental infrastructure improvements would allow for sites that are not fronting an existing storm sewer or a sanitary sewer with adequate capacity to be developed during the intermediate period prior to the implementation of an ADP. If a site's fronting sanitary sewer and any downstream segments do not have adequate capacity to accommodate wastewater flows generated by the development, the developer would be required to upgrade critical sewer segments to ensure satisfactory operations of the sanitary sewer system (provided that developed site storm flow from this area can be adequately addressed with detention facilities and stormwater BMPs and therefore without exacerbating the surcharged storm sewer system). If the site is not located adjacent to an existing sanitary/storm sewer, the developer would be required to construct a private sewer system that would connect to an existing sanitary/storm sewer. They would also be required to provide stormwater detention facilities and BMPs and discharge at a rate that would not exacerbate the surcharged condition of the downstream storm sewers.

Finally, long-term development includes the full build out of the rezoning area in conjunction with the implementation of an ADP. With the proposed ADP sewers built, the local stormwater and wastewater collection systems would have the capacity to meet the expected demand. Therefore, no significant adverse impacts on these services are expected to result.

SOLID WASTE

The proposed actions would not cause any significant adverse impacts on solid waste and sanitation services. The New York City Department of Sanitation (DSNY), which collects solid waste and recyclables, currently provides municipal solid waste and sanitation services to the rezoning area. Private carters also provide these services to non-residential users. The proposed actions would increase the volumes of solid waste and recyclables, but would not affect the delivery of these services or place a significant burden on the City's solid waste management services (both public and private). Compared the future without the proposed actions, development resulting from the proposed actions would generate approximately 8 additional tons per day of solid waste from residential uses and 189 tons per day from non-residential uses. Given that the typical collection truck averages a 12.5-ton capacity, the RWCDS under the proposed actions would require up to 2.5 private contractor truckloads per day, assuming a six-day work week. This is not a significant increase in demand and would be met by private-sector response to the increase in service needs.

ENERGY

The proposed actions would not have a significant adverse impact on energy systems and services. The proposed actions would increase demands on electricity and gas; however, relative to the capacity of these systems and the current levels of service within New York City, the increases in demand would be insignificant. In addition, as determined by NYCEDC and DCP in consultation with Con Ed, local improvements in electricity and gas distribution infrastructure would be made where necessary to accommodate new demand. It is therefore concluded that the demands of the proposed actions would not result in significant adverse impacts on the supplies of electricity and gas in the City or the region as a whole.

TRAFFIC AND PARKING

The RWCDs would generate a significant volume of vehicular traffic. In the weekday AM peak hour, it would generate 339 vehicle trips arriving at the project sites and 677 vehicle trips leaving the sites, for a total of 1,016 vehicle trips. In the weekday midday peak hour, it would generate 965 inbound vehicle trips plus 826 outbound vehicle trips for a total of 1,791 vehicle trips. In the weekday PM peak hour, 1,104 inbound vehicle trips plus 878 outbound vehicle trips would be generated for a total of 1,982 vehicle trips. In the Saturday midday peak hour, the proposed actions would generate 1,201 inbound vehicle trips plus 1,025 outbound vehicle trips for a total of 2,226 vehicle trips. In the Saturday PM peak hour, 857 inbound vehicle trips plus 977 outbound vehicle trips would be generated for a total of 1,834 vehicle trips. The proposed actions would also include the mapping and demapping of roadways south of Surf Avenue between West 23rd Street and West 10th Street to provide access to the project site.

As shown in Tables S-12 and S-13, the proposed actions would create significant traffic impacts at 15 intersections in the weekday AM peak hour, 16 intersections in the weekday midday peak hour, 18 intersections in the weekday PM peak hour, 17 intersections in Saturday midday peak hour, and 19 intersections in the Saturday PM peak hour. The unsignalized intersection of Surf Avenue and West 20th Street would be significantly impacted during all peak hours and is included in these tables.

Table S-12
Intersection Level of Service Summary Comparison
2019 No Build vs. 2019 Build Scenarios (Weekday)

	2019 No Build			2019 Build		
	AM	Midday	PM	AM	Midday	PM
Overall LOS A/B/C	24	25	21	19	19	14
Overall LOS D	3	1	4	4	3	4
Overall LOS E	0	2	2	2	1	3
Overall LOS F	3	2	3	5	7	9
Number of intersections with significant impacts	-	-	-	15	16	18
Number of movements at LOS E or F (of approximately 132 movements analyzed)	19	16	23	29	32	43
Note: Includes the unsignalized intersection of Surf Avenue and West 20th Street which operates at LOS F during all traffic analysis hours in both scenarios.						

Table S-13

**Intersection Level of Service Summary Comparison
2019 No Build vs. 2019 Build Scenarios (Saturday)**

	2019 No Build		2019 Build	
	Midday	PM	Midday	PM
Overall LOS A/B/C	24	13	15	10
Overall LOS D	4	5	3	0
Overall LOS E	0	6	3	2
Overall LOS F	2	6	9	18
Number of intersections with significant impacts	-	-	17	19
Number of movements at LOS E or F (of approximately 132 movements analyzed)	22	38	43	55
Note: Includes the unsignalized intersection of Surf Avenue and West 20th Street which operates at LOS F during all traffic analysis hours in both scenarios.				

This summary overview of the Build condition indicates that:

- During the weekday AM peak hour, the number of intersections analyzed that are projected to operate at overall LOS E or F would increase from three under the No Build condition to seven under the Build condition. Overall, 15 of the 30 intersections would have significant impacts. The number of traffic movements projected to operate at LOS E or F would increase from 19 under the No Build condition to 29 under the Build condition.
- During the weekday midday peak hour, the number of intersections that would operate at overall LOS E or F would increase from four under the No Build condition to eight under the Build condition. Overall, 16 intersections would be significantly impacted. The number of traffic movements at LOS E or F would increase from 16 to 32.
- During the weekday PM peak hour, the number of intersections that are projected to operate at overall LOS E or F would increase from five under the No Build condition to 12 under the Build condition. Eighteen intersections would experience significant impacts. The number of traffic movements projected to operate at LOS E or F would increase from 23 to 43.
- During the Saturday midday peak hour, the number of intersections analyzed that are projected to operate at overall LOS E or F would increase from two under the No Build condition to 12 under the Build condition. Overall, 17 intersections would be significantly impacted. The number of traffic movements at LOS E or F would increase from 22 to 43.
- During the Saturday PM peak hour, the number of intersections that would operate at overall LOS E or F would increase from 12 under the No Build condition to 20 under the Build condition. Overall, 19 intersections would be significantly impacted. The number of traffic movements at LOS E or F would increase from 38 to 55.
- Thirteen of the intersections where significant impacts would occur would have those impacts during all five peak analysis hours. These intersections include the intersections of: Surf Avenue with West 20th Street, West 19th Street, West 17th Street, West 16th Street and Stillwell Avenue; Mermaid Avenue with West 20th Street and West 17th Street; Neptune Avenue with Cropsey Avenue/West 17th Street, Stillwell Avenue, West 8th Street/Shell Road, Ocean Parkway; and Cropsey Avenue with Bay 50th Street and Bay 52nd Street.

Traffic capacity improvements that would be needed to mitigate these significant impacts are discussed below under “Mitigation.”

Parking demand generated from the proposed actions would be fully accommodated by the off-street parking facilities. The proposed actions would provide a total of 3,304 off-street parking spaces during weekday and 3,504 off-street spaces during Saturdays within or in close proximity to the rezoning district.

TRANSIT AND PEDESTRIANS

Development resulting from the proposed actions would generate 1,695, 3,359, 4,313, 4,585, and 3,809 transit (subway and bus) trips during the weekday AM, weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours, respectively. The proposed actions would also generate 1,250, 5,914, 3,419, 3,742, and 3,586 walk only trips during the weekday AM, weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.

SUBWAY STATION OPERATIONS

Overlaying these trips onto the future baseline transportation network is not expected to result in significant adverse impacts to subway station control areas or stairways. Although there would be some deterioration in service levels at some station elements, as compared to the No Build scenario, as shown in **Tables 17-28** and **17-29**, all subway station elements would continue to operate at acceptable levels of service during the analysis peak periods under the Build scenario.

BUS LINE HAUL LEVELS

Significant adverse impacts were identified for the B36, B68, B74, B82, and X38 bus routes during the weekday analysis peak periods and for the B36 bus route during the Saturday analysis peak periods. Significant adverse line-haul impacts to study area bus routes during the weekday and Saturday analysis peak periods are summarized below.

Weekday Analysis Periods

- Eastbound and westbound B36 during the AM and PM peak periods;
- Eastbound and westbound B68 during the AM and PM peak periods;
- Westbound B74 during the AM and PM peak periods;
- Northbound B82 during the AM and PM peak periods, and southbound B82 during the PM peak period; and
- Northbound X38 during the AM peak period.

Saturday Analysis Periods

- Eastbound and westbound B36 during the midday and PM peak periods.

STREET-LEVEL PEDESTRIAN OPERATIONS

Study area sidewalks and corners would operate acceptably while some crosswalks at intersections near the Coney Island-Stillwell Avenue subway station would operate at congested levels during certain peak analysis periods under the Build scenario. Significant adverse pedestrian impacts were identified for the east and west crosswalks at the Stillwell Avenue and Surf Avenue intersection, as detailed below.

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Weekday Midday Peak Period

- *Stillwell Avenue and Surf Avenue:* The east crosswalk would deteriorate from LOS C (25.0 SFP) to LOS D (17.9 SFP).

Weekday PM Peak Period

- *Stillwell Avenue and Surf Avenue:* The east crosswalk would deteriorate from LOS D (22.2 SFP) to LOS E (14.3 SFP) and the west crosswalk would deteriorate from LOS C (34.6 SFP) to LOS D (17.0 SFP).

Saturday Midday Peak Period

- *Stillwell Avenue and Surf Avenue:* The east crosswalk would deteriorate within LOS F (6.4 SFP to 5.1 SFP) and the west crosswalk would deteriorate from LOS C (29.1 SFP) to LOS D (15.7 SFP).

Saturday PM Peak Period

- *Stillwell Avenue and Surf Avenue:* The east crosswalk would deteriorate within LOS F (4.7 SFP to 4.0 SFP) and the west crosswalk would deteriorate from LOS D (22.2 SFP) to LOS E (14.1 SFP).

Although the reduction in pedestrian space at the east crosswalk of Stillwell Avenue and Surf Avenue during the Saturday PM peak period is predicted to be less than the CEQR impact threshold of 1.0 SFP between No Build and Build scenarios, due to the severe level of pedestrian flow identified, the condition is disclosed here as a significant adverse impact.

Potential measures to mitigate these projected significant adverse impacts are described below under “Mitigation.”

AIR QUALITY

Based on the analyses conducted, the proposed actions would not result in any significant adverse air quality impacts on sensitive uses in the surrounding community, and the proposed actions would not be adversely affected by existing sources of air emissions in the study area.

MOBILE SOURCES

The traffic that would be generated by the proposed actions would not have the potential for significant adverse impacts on air quality. Carbon monoxide (CO) and fine particulate matter less than 10 microns in diameter (PM₁₀) concentrations in the future with the proposed actions would not result in violations of National Ambient Air Quality Standards (NAAQS). It was also determined that CO impacts would not exceed CEQR *de minimis* criteria, while increments of fine particulate matter less than 2.5 microns in diameter (PM_{2.5}) would not exceed the City’s interim guidance criteria. In addition, the parking garage analysis determined that the parking facilities under the proposed actions would not cause any significant adverse air quality impacts.

STATIONARY SOURCES

The only potential for impacts on air quality from HVAC systems associated with the proposed actions stems from use of No. 4 oil in certain individual towers on potential or projected development sites. To preclude the potential for significant air quality impacts, E-designations or

a Memorandum of Understanding that would restrict the use of No. 4 oil would be incorporated into the zoning proposal for the following sites.

The text of the E-designations would be as follows:

Block 7072, Lot 1 (Projected Development Site 1)

Any new residential and/or commercial development on Block 7072, Lot 1 (southwest tower on Site 1) must ensure that No. 2 fuel oil or natural gas is used for the heating, ventilation, and air conditioning systems.

Block 7063, Lot 12 (Projected Development Site 4)

Any new residential and/or commercial development on Block 7063, Lot 12 (southeast tower on Site 4) must ensure that No. 2 fuel oil or natural gas is used for the heating, ventilation, and air conditioning systems.

Block 7061, Lots 6 and 8 (Potential Development Site F)

Any new residential and/or commercial development on Block 7061, Lots 6 and 8 (Site F) must ensure that No. 2 fuel oil or natural gas is used for the heating, ventilation, and air conditioning systems.

Block 7064, Lot 45 (Potential Development Site C)

Any new residential and/or commercial development on Block 7064, Lot 45 (Site C) must ensure that No. 2 fuel oil or natural gas is used for the heating, ventilation, and air conditioning systems.

The text of the Memorandum of Understanding and subsequent Restrictive Declaration would be as follows:

Block 7073, Lot 101 (Potential Development Site A, portion north of Ocean Way)

Any new residential and/or commercial development on Block 7073, Lot 101 (220 ft tower on Site A) must ensure that No. 2 fuel oil or natural gas is used for the heating, ventilation, and air conditioning systems.

Block 7073, Lot 101 (Potential Development Site A, portion south of Ocean Way)

Any new residential and/or commercial development on Block 7073, Lot 101 (southwest tower on Site A) must ensure that No. 2 fuel oil or natural gas is used for the heating, ventilation, and air conditioning systems.

A detailed dispersion modeling analysis will be performed for these six development sites between Draft and Final EIS to confirm whether there would be a need for fuel use restrictions under more design-specific information and refined modeling in lieu of conservative screening assumptions.

INDUSTRIAL SOURCES

Existing industrial sources, businesses with air emission permits, and institutional, commercial, and large-scale residential developments within 400 feet of a residential projected or potential development site were identified. A search for large industrial sources within 1,000 feet of proposed sensitive uses was also conducted. It was concluded that no existing sources of air toxic emissions of concern or large sources would have the potential to impact the proposed actions.

NOISE

The proposed actions would result in a significant adverse noise impact at sensitive noise receptors at two locations—at receptor site 6 outside of the rezoning area on West 17th Street between Neptune Avenue and Mermaid Avenue, and at receptor site 11 within the Coney East subdistrict on Stillwell Avenue between Surf Avenue and the Boardwalk. While these impacts are now identified as unmitigated, between the Draft and Final EIS, additional studies will be performed to examine whether there are any feasible and practicable mitigation measures that could be implemented to reduce or eliminate these impacts. At receptor 6, both traffic and façade treatment (i.e., storm windows and air conditioners for alternative ventilation) mitigation options will be explored. At receptor 11, traffic mitigation measures and noise attenuation measures for the proposed amusement uses will be evaluated. Identified feasible and practicable mitigation will be described in the FEIS and with such mitigation in place there would be no adverse noise impacts around the two receptor sites. However, absent the implementation of such measures the proposed actions would result in significant unmitigated noise impacts at these locations.

Noise levels within the new mapped neighborhood park (Highland View Park) on the Boardwalk between West 22nd and West 23rd Streets would be above the 55 dBA $L_{10(1)}$. This exceeds the noise level for outdoor areas requiring serenity and quiet contained in the *CEQR Technical Manual* noise exposure guidelines. Average $L_{10(1)}$ noise levels would be in the high 60s dBA in the proposed park. These predicted noise levels would result from the noise generated by traffic on nearby Surf Avenue and there are no practical and feasible mitigation measures that could be implemented to reduce noise levels to below the 55 dBA $L_{10(1)}$ guideline. However, the noise levels in the new park would be comparable to noise levels in portions of other public open spaces in Coney Island that are also located adjacent to trafficked roadways, including Asser Levy Park, Luna Park, and Carey Gardens. Further, the proposed Highland View Park, which would be located on the Boardwalk, is intended to take advantage of the beach and Boardwalk setting and is not intended to be a secluded neighborhood park. Although the 55 dBA $L_{10(1)}$ guideline is a worthwhile goal for outdoor areas requiring serenity and quiet, this relatively low noise level is typically not achieved in parks and open space areas in New York City. Consequently, noise levels in the proposed Highland View Park, while exceeding the 55 dBA $L_{10(1)}$ CEQR guideline value, would not result in a significant adverse noise impact.

In order to satisfy CEQR attenuation requirements and ensure an acceptable interior noise environment, the RWCDs buildings (residential uses and hotel uses) would provide a closed window condition with a minimum of 25-35 dBA window/wall attenuation on all façades in order to maintain an interior L_{10} noise level of 45 dBA. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation include, but are not limited to, central air conditioning. With these measures, interior levels within these buildings would satisfy CEQR requirements. These measures are conservative and will be further refined between the Draft and Final EIS.

To ensure that these building attenuation requirements are met, a combination of E-designations, Land Disposition Agreements, and Memorandums of Understanding would be placed on the projected and potential development sites. E-designations would be placed on the following privately owned development sites—Projected Development Sites 1, 3, 4, 5, 8, 9, 16, 17, 18, 19, and 20; and Potential Development Sites B, C, D, E, F, J, and K. Land Disposition Agreements would be entered into between the New York City Department of Housing Preservation and Development (HPD) and DEP for Projected Development Sites 6, 7, and 10 that would be disposed of by HPD to a private developer. Memorandums of Understanding would be placed on

the following development sites that would either be disposed of or to the New York City Economic Development Corporation—Projected Development Sites 2, 11, 12, 13, 14, and 15; and Potential Development Sites A, G, H, and I. Restrictive declarations would subsequently be placed on these lots at the time of their disposition by the City, in accordance with the Memoranda of Understanding that would be entered into between NYCEDC and DEP.

CONSTRUCTION IMPACTS

Construction of the buildings and other development that would result from the proposed actions is expected to occur over a 10-year period, with construction activities and intensities varying, depending on what components of the overall development are under way at any given time. While construction resulting from the proposed actions would cause some temporary disruptions to pedestrian circulation, traffic, noise, and air quality, none of these would result in significant adverse impacts on land use since they would not occur at a single location over a prolonged time period.

Construction would not affect the access to and therefore the viability of any business, and therefore it would not result in any significant adverse impacts with respect to socioeconomic conditions. Rather, construction would have a positive effect by creating major direct benefits resulting from expenditures on labor, materials, and services, as well as substantial indirect benefits created by expenditures by material suppliers, construction workers, and other employees involved in the direct activity.

As described above under “Historic Resources,” construction is not expected to have significant adverse impacts on archaeological resources since no properties in the rezoning area were determined sensitive for archaeological resources.

Nathan’s Famous restaurant at 1308 Surf Avenue, an architectural historic resource located on a potential development site, is assumed in the RWCDS to be replaced under the proposed actions. In the absence of New York City Landmark designation for this resource located on a development site, and as the site is privately owned, there are no procedures in place that would ensure pre-construction design review or preventative measures to minimize effects of construction and potential demolition. Therefore, the potential development identified on the site containing Nathan’s Famous would result in direct significant adverse impacts to this resource through demolition or potential alteration.

Development in the rezoning area could have adverse physical impacts on seven architectural resources that are located within the rezoning area or within 90 feet of the proposed construction activities. With the required measures of *TPPN #10/88* in place, there would be no significant adverse construction-related impacts on New York City Landmarks or properties listed on the National Register that are located within 90 feet of development resulting from the proposed actions (the Parachute Jump, the Cyclone roller coaster, the Wonder Wheel, and the Childs restaurant on the boardwalk). However, construction under the proposed actions could potentially result in impacts to three non-designated or listed resources, because they would not be afforded special protections under *TPPN #10/88*, which would only become applicable if the three resources are designated or listed in the future prior to the initiation of adjacent construction.

As discussed above under “Hazardous Materials,” in areas to be excavated or disturbed under the proposed actions, there is the potential to encounter lead-based paint and/or asbestos-containing building materials as well as contaminated materials. E-designations, Land Disposition Agreements, and Memorandums of Understanding would be used to ensure that appropriate additional hazardous materials investigation and remediation would occur on sites

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where potential historical and present sources of contamination have been identified. With these measures, no significant adverse impacts from hazardous materials are expected.

As described above under “Natural Resources, Water Quality, and Floodplains,” construction resulting from the proposed actions would not result in significant adverse impacts in these areas.

Traffic levels generated by construction activities would be less than the levels expected under the completed buildout of the RWCDS, and therefore construction would not result in any significant adverse traffic impacts beyond those identified in Chapter 16, “Traffic and Parking.” Construction activities would not result in any significant adverse impact with respect to transit or pedestrians.

With the implementation of emission and dust control measures, construction activities associated with the proposed actions would not result in significant adverse air quality impacts from stationary and non-road sources. Based on the construction traffic volumes during the peak construction period and the expected use of diesel particulate filters (DPF) in concrete trucks, which would constitute a large portion of the construction trucks, significant adverse impacts on air quality from on-road construction sources would not be expected.

While construction would result in noise increases exceeding the CEQR impact criteria for less than two consecutive years, they are not considered to be significant adverse noise impacts due to their limited duration. The level of construction activity would vary and move throughout the rezoning area, and no immediate area would experience the effects of the project’s construction for the full construction duration. While it is possible that construction activities may result in noise impacts on the open spaces to be constructed as part of the proposed actions, they would not be considered significant adverse impacts. As part of the New York City Noise Control Code, a noise mitigation plan is to be developed and implemented that would include required source controls, path controls, and receptor controls. During each phase of construction, source control measures (i.e., reducing noise emission levels at the source or during the most noise sensitive time periods) and path control measures (e.g., placement of equipment, implementation of barriers between equipment and noise sensitive receptors) would be implemented to reduce construction noise and vibration levels to the lowest practicable limits and to within the limits required by applicable codes and regulations.

Overall, construction resulting from the proposed actions would not result in any significant adverse impacts.

PUBLIC HEALTH

The proposed actions would not result in increased vehicular traffic or emissions from stationary sources would cause significant air quality impacts; an increased potential for exposure to contaminants in soil or dust during construction; solid waste management practices that could attract vermin and result in an increase in pest populations; the creation of new odor sources; generation of dangerous noise levels; or exceedances of accepted federal, state, or local health standards. For these reasons, a full assessment of the proposed actions’ potential impacts on public health is not necessary, and no significant adverse impacts are expected as a result of the proposed actions.

H. MITIGATION

COMMUNITY FACILITIES

As discussed above, the proposed actions would result in a significant adverse impact on publicly funded day care facilities warranting consideration of mitigation. This potential increase in demand 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 planning for contracted services. Finally, new capacity could potentially be developed as part of the New York City Administration for Children's Services' public-private partnership initiatives. Children's Services will monitor the demand and need for additional capacity and implement change to the extent practicable.

TRAFFIC AND PARKING

Table S-14 summarizes the number of locations that would be significantly impacted and whether they could be fully or partially mitigated with the implementation of traffic improvement measures, or whether any could not be mitigated at all. The major overall finding of the traffic mitigation analysis is that the majority of the 30 study area locations analyzed for the future with the proposed actions in the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours would either not be significantly impacted or could be mitigated with traffic improvement measures, including:

Table S-14
Traffic Impact Mitigation Summary

Intersections	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour	Saturday PM Peak Hour
No significant impact	15	14	12	13	11
Fully mitigated impact	11	13	12	8	12
Partially mitigated impact	2	1	1	7	4
Unmitigated impact	2	2	5	2	3

- Signal phasing and/or timing changes
- Parking regulation changes to gain a travel lane at key intersections
- Intersection or street channelization improvements
- Lane markings and signage
- Installation of traffic signal at one currently unsignalized intersection

These measures represent the standard range of traffic capacity improvements that are typically implemented by the New York City Department of Transportation (NYCDOT).

Significant adverse traffic impacts that would result from the proposed actions could not be fully mitigated at several locations. The intersections of Surf Avenue with West 17th Street and with West 8th Street could only be partially mitigated during the Saturday midday and Saturday PM peak hours, respectively. The intersection of Mermaid Avenue and West 17th Street could only

be partially mitigated during the weekday AM peak hour and the Saturday midday and PM peak hours, and could not be mitigated at all during the weekday PM peak hour. Along Neptune Avenue, the intersection with Stillwell Avenue could only be partially mitigated during the Saturday midday peak hour, and the intersection with West 8th Street/Shell Road could only be partially mitigated during the weekday AM and midday peak hours and the Saturday midday and PM peak hours. The intersection of Cropsey Avenue with Bay 50th Street could only be partially mitigated during the Saturday midday peak hour, and the intersection of Cropsey Avenue with Bay 52nd Street could only be partially mitigated during the weekday PM peak hour and the Saturday midday and PM peak hours. The intersection of Ocean Parkway with Shore Parkway South could not be mitigated at all during the weekday PM peak hour, and the intersection of Ocean Parkway with Shore Parkway North could not be mitigated at all during the weekday PM and Saturday PM peak hours (and could only be partially mitigated during the Saturday midday peak hour). The intersections of Neptune Avenue and Cropsey Avenue/West 17th Street, and Ocean Parkway and Neptune Avenue, could not be mitigated at all for all peak hours analyzed.

Each of the traffic capacity improvements described as mitigation in the DEIS fall within the jurisdiction of NYCDOT for implementation. The implementation of these measures would result in the loss of approximately 101 to 134 parking or “standing” spaces during various times of the day and days of the week, including approximately 27 to 41 metered parking spaces. Surf Avenue would lose approximately 56 to 69 spaces (including 9 to 23 meters) between West 21st Street and West 12th Street, Mermaid Avenue would lose about 18 metered spaces, and Neptune Avenue would lose about 3 spaces between West 15th Street and Stillwell Avenue. Along the side streets south of Mermaid Avenue between West 21st Street and West 16th Street, approximately 18 to 44 parking spaces would be lost. No designated truck loading/unloading zones or bus layover space would be affected by the proposed parking modifications for mitigation.

Of the traffic mitigation measures discussed in this chapter, one new traffic signal is proposed at the unsignalized intersection of Surf Avenue and West 20th Street and would be implemented by NYCDOT. Also, traffic signal equipment upgrades would be required along Surf Avenue, Mermaid Avenue, Neptune Avenue and Cropsey Avenue to accommodate variable signal phase green times during the five analysis time periods, and would also fall under the jurisdiction of NYCDOT.

TRANSIT AND PEDESTRIANS

As discussed above under “Transit and Pedestrians,” the proposed actions would result in significant adverse impacts to the B36, B68, B74, B82, and X38 bus routes during weekday analysis peak periods and to the B36 bus route during Saturday analysis peak periods. Significant adverse impacts were also identified for the east and west crosswalks at the Stillwell Avenue and Surf Avenue intersection during the weekday and Saturday analysis peak periods.

BUS LINE HAUL OPERATIONS

Impacts to bus line haul levels are considered significant if additional ridership associated with a proposed action is anticipated to result in operating levels above guideline capacities. Based on the analysis results presented in Chapter 17, “Transit and Pedestrians,” the proposed actions would result in significant adverse impacts to study area bus routes during the weekday and Saturday analysis peak periods. **Table S-15** provides a comparison of the existing service of the impacted bus routes to the number of buses required to fully mitigate the identified significant adverse line-haul impacts, as well as, the number of buses required to accommodate the projected ridership levels at guideline capacities.

Table S-15
2017 Mitigated Build Condition: Bus Line Haul Levels

Route	Peak Period	Eastbound/Northbound Buses per Hour			Westbound/Southbound Buses per Hour		
		Existing	Mitigated Build Condition		Existing	Mitigated Build Condition	
			To No Build Levels	To Within Guideline Capacities		To No Build Levels	To Within Guideline Capacities
Weekday							
B36	AM	18	20	22	15	16	20
	PM	9	11	12	8	--	13
B68	AM	8	9	10	11	12	13
	PM	9	--	10	8	9	10
B74	AM				7	8	9
	PM				9	10	12
B82	AM	13	--	15	Not impacted		
	PM	13	--	14	10	11	12
X38	AM	9	--	10			
	PM				Not impacted		
Saturday							
B36	MD	5	--	9	5	--	6
	PM	5	--	6	5	--	9
Notes: Local buses operate with a guideline capacity of 54 passengers per bus; express buses operate with a guideline capacity of 55 passengers per bus.							

While the MTA and NYCT routinely monitors changes in bus ridership and would make the necessary service adjustments where warranted, these service adjustments are subject to the agencies' fiscal and operational constraints and, if implemented, are expected to take place over time.

STREET-LEVEL PEDESTRIAN OPERATIONS

Significant adverse pedestrian impacts were identified for the east and west crosswalks at the Stillwell Avenue and Surf Avenue. The proposed traffic mitigation measures at this intersection would provide additional crossing time for the east and west crosswalks but reduce the crossing time currently available at the north crosswalk. In addition, the bulb-out proposed at the southeast corner of the intersection along Surf Avenue would effectively reduce the crossing distance of the east crosswalk by approximately 8 feet. As a result, the pedestrian impacts identified for the east and west crosswalks would be mitigated with the implementation of the proposed traffic mitigation measures. But the shortened crossing time at the north crosswalk would result in a new significant adverse crosswalk impact at this location. Restriping the width of the north crosswalk from its existing width of 16 to 18.5 feet would mitigate this projected significant adverse crosswalk impact.

AIR QUALITY

EFFECTS OF TRAFFIC MITIGATION MEASURES ON AIR QUALITY

Chapter 18, "Air Quality," reported the maximum predicted carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}) concentrations from mobile sources (traffic) that would be generated by the proposed actions, and concluded that there would be no potential for any significant adverse air quality impacts. Therefore, no air quality mitigation is required.

As presented above, a variety of traffic mitigation measures have been highlighted for many of the 30 intersections with identified adverse traffic impacts. Future concentrations of CO would be well below the National Ambient Air Quality Standards (NAAQS) with the traffic mitigation in place, and would not result in any significant adverse air quality impacts using the *de minimis* criteria for CO impacts. However, once the mitigation measures have been confirmed and finalized by DOT (between Draft and Final EIS), the air quality effects of traffic mitigation will be analyzed and summarized in the FEIS.

NOISE

The proposed actions would result in a significant adverse noise impacts at two of the eleven receptor locations—at receptor site 6 outside of the rezoning area on West 17th Street between Neptune Avenue and Mermaid Avenue, and at receptor site 11 within the Coney East subdistrict on Stillwell Avenue between Surf Avenue and the Boardwalk. At receptor site 6, project-generated traffic on West 17th Street would impact noise sensitive uses on the block, which include both residential uses and the Our Lady of Solace Roman Catholic Church. This significant adverse impact is identified in this DEIS as unmitigated. However, between the Draft and Final EIS, additional studies will be performed to examine whether there are any feasible and practicable mitigation measures that could be implemented to reduce or eliminate this impact. At receptor site 6, both traffic and façade treatment (i.e., storm windows and air conditioners for alternative ventilation) mitigation options will be explored. Identified feasible and practicable mitigation will be described in the FEIS.

At receptor site 11, which is located within the Coney East subdistrict, project-generated traffic, combined with noise generated by the proposed amusement uses, would result in a significant adverse noise impact at this location. This significant adverse impact is also identified in this DEIS as unmitigated. Additional studies will be performed to examine whether there are any feasible and practicable mitigation measures that could be implemented to reduce or eliminate this impact. For receptor site 11, traffic mitigation measures and noise reduction measures for the amusement uses will be evaluated. Identified feasible and practicable mitigation will be described in the FEIS.

The attenuation requirements for buildings of the RWCDS, including those that will require mitigation through an E-designation or other mechanism are summarized in Chapter 19, “Noise.”

With mitigation in place, there would be no adverse noise impacts around the two receptor sites. However, absent the implementation of such measures the proposed actions would result in significant unmitigated noise impacts at these locations.

I. UNAVOIDABLE ADVERSE IMPACTS

As described above under “Mitigation,” a number of the potential impacts identified for the proposed actions could be mitigated. However, in some cases project impacts may not be fully mitigated. As described below, unmitigated adverse impacts could remain in the areas of community facilities (day care), historic resources, traffic, and noise.

COMMUNITY FACILITIES

The introduction of day care eligible children associated with the RWCDS would cause a 43.7 percent increase in demand over the existing capacity of day care facilities in the study area.

Therefore, the proposed actions would result in a significant adverse impact on publicly funded day care facilities warranting consideration of mitigation. As described above under “Mitigation,” this potential increase in demand could be offset by a number of factors, including use of private day care facilities and day care centers outside of the study area; absorption of students by some Family Day Care Networks; and development of new capacity as part of the New York City Administration for Children’s Services’ public-private partnership initiatives. However, if none of these measures are taken, then the proposed actions would result in an unmitigated adverse day care impact.

HISTORIC RESOURCES

The building containing Nathan’s Famous (S/NR-eligible) is located on a potential development site and therefore is assumed to be redeveloped under the proposed actions. In the absence of NYCL designation for this resource, and as the site is privately owned, there are no procedures in place that would ensure pre-construction design review or preventative measures to minimize effects of construction and potential demolition. Therefore, the potential development identified on the site containing Nathan’s Famous would result in direct significant adverse impacts that would not be mitigated. However, it should be noted that Nathan’s Famous is located on a potential development site, which is considered less likely to be redeveloped than a projected development site.

The proposed actions would have the potential to result in significant adverse visual and contextual impacts to the Shore Theater (NYCL-eligible, S/NR-eligible) by diminishing its visual prominence from the west on Surf Avenue. While development resulting from the proposed actions would be required to have limited base heights in deference to the theater, the Shore Theater would no longer be the tallest building in the rezoning area and its visual prominence along Surf Avenue from the west could be diminished. If this were to occur, there would be no feasible mitigation for the potential impact.

TRAFFIC

Under the proposed actions, a maximum of 11 intersections would experience unmitigatable impacts in the 2019 analysis year (but not in all peak hours); of these, six intersections could be partially mitigated. The five intersections that would remain unmitigated are the intersections of Mermaid Avenue with West 17th Street (unmitigated in the weekday PM peak hour; partially mitigated in the weekday AM peak hour and the Saturday midday and PM peak hours); Neptune Avenue with West 17th Street/Cropsey Avenue (unmitigated in all five traffic analysis hours); and Ocean Parkway with Neptune Avenue (unmitigated in all five traffic analysis hours), Shore Parkway South (unmitigated in the weekday PM peak hour), and Shore Parkway North (unmitigated in the weekday PM peak hour and the Saturday PM peak hour; partially mitigated in the Saturday midday peak hour). The six intersections where significant traffic impacts could be partially mitigated include Surf Avenue with West 17th Street (Saturday midday peak hour) and West 8th Street (Saturday PM peak hour); Neptune Avenue with Stillwell Avenue (Saturday midday peak hour) and with West 8th Street/Shell Road (four of the five peak traffic analysis hours); and Cropsey Avenue with Bay 50th Street (Saturday midday peak hour) and with Bay 52nd Street (weekday PM peak hour and Saturday midday and PM peak hours). At these intersections, traffic improvements would be able to mitigate one or more—but not all—approaches that would be significantly impacted. Specific peak hours affected are described in detail in Chapter 22, “Mitigation.”

NOISE

The proposed actions would result in a significant adverse noise impact at sensitive noise receptors at two locations—at receptor site 6 outside of the rezoning area on West 17th Street between Neptune Avenue and Mermaid Avenue, and at receptor site 11 within the Coney East subdistrict on Stillwell Avenue between Surf Avenue and the Boardwalk. While these impacts are now identified as unmitigated, between the Draft and Final EIS, additional studies will be performed to examine whether there are any feasible and practicable mitigation measures that could be implemented to reduce or eliminate these impacts. At receptor 6, both traffic and façade treatment (i.e., storm windows and air conditioners for alternative ventilation) mitigation options will be explored. At receptor 11, traffic mitigation measures and noise attenuation measures for the proposed amusement uses will be evaluated. Identified feasible and practicable mitigation will be described in the FEIS and with such mitigation in place there would be no adverse noise impacts around the two receptor sites. However, absent the implementation of such measures the proposed actions would result in significant unmitigated noise impacts at these locations.

J. ALTERNATIVES

In addition to the analysis of a No Action Alternative, in which a proposed project would not be undertaken, CEQR recommends the examination of alternatives that would avoid or minimize adverse impacts identified with a proposed action. In addition to the No Action Alternative, this chapter examines three other alternatives.

The four alternatives examined in the DEIS are:

- A No Action Alternative;
- A Lesser Density Alternative (which also serves as the No Unmitigated Impact Alternative);
- A 15-Acre Mapped Amusement Parkland Alternative; and
- A No Demapping and Mapping Action Alternative.

NO ACTION ALTERNATIVE

The No Action Alternative has been discussed as the “future without the proposed actions” in the technical chapters of this DEIS. It assumes only modest growth in residential and commercial uses within the proposed rezoning area, with most of the projected growth expected to include further development of local retail space and residential development in existing low-density residential communities. Consistent with recent development trends, and in stark contrast to the proposed actions, there is no anticipated reinvestment in the active amusement uses. The Coney East subdistrict is not expected to undergo any development under the No Action Alternative.

Table S-16 shows the development projected to occur within the rezoning area under the No Action Alternative. As shown in the table, it is anticipated that under the No Action Alternative, there would be approximately 627 market-rate residential units, 236,204 sf of commercial space, and 71,946 sf of community facility space on projected development sites in the rezoning area.

Table S-16
Conditions under No Action Alternative

	Coney East	Coney West	Coney North/Mermaid Avenue	Total
Commercial (sf)	0	129,500	106,702	236,202
Residential (units)	0	0	627	627
Community Facilities (sf)	0	0	71,946	71,946
Sources: Department of City Planning (DCP), August 2008				

With little new investment and development, and no preservation or expected development of amusement uses, the No Action Alternative does not achieve the principal goals and objectives that define the proposed actions. Compared with the proposed actions, the No Action Alternative does not:

- Develop a year round amusement and entertainment district with open and enclosed amusements, eating and drinking establishments, hotels, and other related uses;
- Provide an opportunity to preserve open amusement areas by creating an integrated and protected network of mapped parkland; or
- Provide for neighborhood revitalization or local economic development opportunities.

This alternative would result in only modest growth in residential and commercial uses within the proposed rezoning area. It would not result in the large-scale redevelopment of vacant and underutilized land, nor would it result in new mapped parkland, or in enhanced views to the beach and to the area's visual resources through street and parkland mapping and demapping. Under this alternative, the area would remain largely in its current condition, characterized by a mix of vacant land, parking lots, amusement rides, and low-rise entertainment and commercial buildings in the amusement area, large recreational facilities, and low-rise residential buildings. This alternative would avoid the proposed actions' significant adverse impacts related to publicly funded day care facilities, traffic, transit and pedestrians, and noise. Unlike the proposed actions, the No Action Alternative would not have the potential to result in significant direct impacts on Nathan's Famous (S/NR-eligible). The No Action Alternative would also not have the potential to result in significant adverse visual and contextual impacts to the Shore Theater (NYCL-eligible, S/NR-eligible) by diminishing its visual prominence on Surf Avenue, as the proposed actions would. Unlike the proposed actions, no affordable housing units would be provided under the No Action Alternative. The No Action Alternative would not require the relocation of El Jardin de Boardwalk, the Abe Stark Rink, or the Poseidon Playground, which would be displaced and relocated under the proposed actions. However, the 1.41 acre Highland View Park and 3 acres of passive open space within the newly created mapped open amusement park would not be created under the No Action Alternative. Overall, with little new investment and development, and no preservation or expected development of amusement uses, the No Action Alternative would not achieve the principal goals and objectives that define the proposed actions.

LESSER DENSITY ALTERNATIVE

The Lesser Density Alternative assumes a redevelopment plan similar to that of the proposed actions but with considerably less development. While reduced in overall density, the likely parcels to be developed under this Alternative are considered to be the same Projected Development Sites set forth in the RWCDs for the proposed actions.

Coney Island Rezoning

The Lesser Density Alternative would include the same mapping and demapping actions contemplated under the proposed actions: a 9.39-acre amusement park would be mapped in Coney East; a 1.41-acre community park (Highland View Park) would be mapped in Coney West; portions of Highland View Avenue, West 22nd Street, Bowery, West 15th Street, Stilwell Avenue, West 12th Street, and West 10th Street would be demapped; and new streets would be mapped to create new block configurations and enhance access to the Boardwalk and amusement area. Actions related to acquisition and disposition of properties and demapping of existing parkland would also be the same under the Lesser Density Alternative and proposed actions.

Unlike the proposed actions, the Lesser Density Alternative would not create a Special Coney Island District, although the alternative would involve certain changes to the existing zoning, including:

- Coney North and Mermaid Avenue would be rezoned to R6A with a C2-4 overlay (3.0 FAR without the Inclusionary Housing Zoning) 100 feet deep from Surf Avenue and Mermaid Avenue and to R6B (2.0 FAR without the Inclusionary Housing Zoning) at the mid-block;
- Coney West would be rezoned to R6A with a C2-4 overlay on Surf Avenue blocks and 100 feet from Ocean Way on Boardwalk blocks and to R6B on the remaining portion of Boardwalk blocks; and
- Coney East would remain under the existing C7 zoning, with a change of use to allow for eating and drinking establishments without limitation. As with the existing C7 zoning, hotels would not be allowed.

Table S-17 shows the net new development projected to occur within the rezoning area under the Lesser Density Alternative. As shown in the table, it is anticipated that with the Lesser Density Alternative, the rezoning area would gain approximately 1,033 residential units, 183,371 sf of local retail space, 10,000 sf of eating and drinking establishments, and 9.39 acres of mapped amusement park area. This represents a decrease of approximately 1,375 residential units, 220,639 sf of local retail, and 323,253 sf of enhancing uses (a category that would include the 10,000 sf of eating and drinking establishments) compared to the proposed actions. In addition, no hotels would be developed in the rezoning area and no new amusement uses outside of the amusement park would be created under the Lesser Density Alternative.

Because the Lesser Density Alternative would not create a Special Coney Island District, the Inclusionary Housing Program would not be applied to the Coney North, Mermaid Avenue, and Coney West subdistricts, as envisioned under the proposed actions. Without the FAR bonus that is available through the Inclusionary Housing Program, it can not be assumed that the 1,033 residential units projected under the Lesser Density Alternative would include affordable units.

Table S-17

Development Projected Under Lesser Density Alternative and Proposed Actions

Use	Lesser Density Alternative				Proposed Actions			
	Coney East	Coney West	Coney North***	Total	Coney East	Coney West	Coney North/ Mermaid Avenue	Total
Residential (units)*	0	657	376	1,033	0	1,520	888	2,408
Complementary or Local Retail (sf)	0	148,966	34,405	183,371	43,236	131,339	229,435	404,010
Hotel (rooms)	0	0	0	0	468	0	138	606
Amusements (sf)	0	0	0	0	251,411	0	0	251,411
Eating and Drinking Establishments or Enhancing Uses (sf)**	10,000	0	0	10,000	333,253	0	0	333,253
Amusement Park – Active (rounded acres)	6	0	0	6	6	0	0	6
Amusement Park – Passive (rounded acres)	3	0	0	3	3	0	0	3

Notes: * Residential units developed under the Lesser Density Alternative are expected to be market rate. Under the proposed actions, twenty percent of the projected housing units would be affordable.
 ** Coney East would remain under the existing C7 zoning, which does not include an “Enhancing Uses” use group category. Eating and drinking establishments are a subset of Enhancing Uses.
 *** No development is projected to occur on Mermaid Avenue under this alternative.
Sources: DCP, August 2008

While the proposed parkland mapping would provide the core of the proposed actions 27 acrea amusement and entertainment district, it is noted that the Lesser Density Alternative provides substantially less opportunity to achieve the goals and objectives established for the proposed actions. Most notably, it is less certain that this alternative can generate the investment interest in new development that is key to creating a revitalized and vibrant Coney Island that would attract year-round visitors. Without the creation of the Special Coney Island District and significant revision of the underlying C7 use and bulk regulations, a broader range of enclosed amusement and entertainment uses and hotels would not be permitted in Coney East, therefore limiting the potential for this area to become a year-round amusement and entertainment destination. Some of the goals and objectives of the proposed Coney Island Rezoning plan could be achieved through this alternative. The Lesser Density Alternative would map the 9.39 acres of land fronting the Boardwalk as parkland, streets would be created to connect the existing community to the beachfront, and vacant and underutilized land would be redeveloped. However, the Lesser Density Alternative would not create a Special Coney Island District, which would define development parameters and urban design controls. This alternative would not be subject to the Inclusionary Housing Program and would not help to meet the City’s initiatives for creating affordable housing units. Finally, the Lesser Density Alternative would provide fewer job opportunities for local residents and provide fewer housing and retail services compared with the proposed actions.

The **Lesser Density Alternative** assumes a redevelopment plan similar to that of the proposed actions, but with less development. Like the proposed actions, the 9.39-acre amusement park would be mapped in Coney East, a 1.41 acre community park would be mapped in Coney West, and several streets would be mapped and demapped. Views to Coney Island Beach and the Atlantic Ocean would be enhanced in the rezoning area under both the Lesser Density Alternative and the proposed actions. The Lesser Density Alternative would avoid the proposed actions’ significant adverse impact related to publicly funded day care seats and would result in fewer significant adverse impacts to traffic, and transit and pedestrians. However, the Lesser Density Alternative would not create a Special Coney Island District, which would define development parameters and urban design controls under the proposed actions, and would not provide for the development of affordable housing units since no Inclusionary Housing Program would be established. In addition, the proposed Coney East subdistrict would only be developed

with 10,000 square feet of eating and drinking establishments. This amount of development is significantly lower than under the proposed actions, and would not enable the Coney East subdistrict to transform into a year-round entertainment and amusement destination—one of the primary goals of the proposed actions. Both plans would create new jobs and tax revenue sources, but because the Lesser Density Alternative would result in substantially less commercial use, its economic benefits would be similarly reduced compared with the proposed actions. Overall, this alternative would not meet the project’s goals as effectively as the proposed actions.

15-ACRE MAPPED AMUSEMENT PARKLAND ALTERNATIVE

The 15-Acre Mapped Amusement Parkland Alternative would create a 15-acre mapped open amusement park rather than the 9.39-acre park envisioned under the proposed actions. This alternative is similar to the proposed actions as described in the first Draft Scope of Work for the EIS, dated January 2008. The alternative would result in a more outdoor amusement space and less enclosed amusements and entertainment uses than the proposed actions.

The 15-acre park envisioned under the 15-Acre Mapped Amusement Parkland Alternative would include the 9.39 acres delineated under the proposed actions, but would extend farther north to encompass larger portions of Block 7074, 8695, and 8696, larger segments of Stillwell Avenue and West 12th Street, and the entire length of West 10th Street.

Like the proposed actions, the 15-Acre Mapped Amusement Parkland Alternative would involve the creation of a Special Coney Island District. However, the zoning designations for some of the subdistricts would be different. Under this alternative and the proposed actions, Coney North would be rezoned to R7X with a C2-4 overlay. Coney West would be rezoned to R7X with a C2-4 overlay under this alternative, compared to R7D with a C2-4 overlay under the proposed actions. Allowable FAR would range from 4.35 to 5.8 FAR across the Coney West subdistrict, compared to the proposed actions, in which FAR would range from 4.12 and 5.5 between West 19th and 20th Streets and from 4.35 to 5.8 on the two westernmost blocks. Coney East would be rezoned to the amended C7 under both the 15-Acre Mapped Amusement Parkland Alternative and the proposed actions, however allowable FAR would range from 2.0 to 5.0 under the alternative, compared to 2.6 to 4.5 under the proposed actions.

The 15-Acre Mapped Amusement Parkland Alternative is less likely to achieve the balance of goals and objectives established for the proposed Coney Island Rezoning. Most notably, with less land available in Coney East dedicated to private investment in the development of enclosed amusements, restaurants, and entertainment uses, it would be less likely that the district would grow to realize its full potential as a year-round destination. Further, because there would be less land available in Coney East for private development under this alternative, the footprints for private development would be smaller compared with the proposed actions. With smaller footprints, it is possible that redevelopment would be less economically viable compared with larger footprints under the proposed actions, and could possibly hinder the area’s redevelopment into a year-round destination. Under this alternative, the amusement district is likely to be seasonal because many of the uses that are so vital in making Coney Island a year-round destination would be precluded. Because it is expected that there would be less enclosed amusements, restaurants, entertainment venues and amusement-enhancing uses compared with the proposed actions, the 15-Acre Mapped Amusement Parkland Alternative would provide fewer jobs and tax revenue sources compared with the proposed actions.

Similar to the proposed actions, the 15-Acre Mapped Amusement Parkland Alternative, would, however, achieve some of the proposed Coney Island Rezoning plan would be achieved—the land fronting on the Boardwalk would be protected in perpetuity through the mapping of parkland, and new streets would be created between Surf Avenue and the Boardwalk. This alternative would also promote housing and commercial opportunities through the redevelopment of vacant and underused land in the area surrounding the amusement district and provide the existing community with a wider range of housing options and with much-needed neighborhood amenities.

Table S-18 shows the net new development projected to occur within the rezoning area under the 15-Acre Mapped Amusement Parkland Alternative. As shown in the table, the alternative would result in the same net increase in residential units (2,408 units with 607 affordable) and hotel rooms (606 rooms) as the proposed actions. The 15-Acre Mapped Amusement Parkland Alternative would allow Coney East to be developed with 7,500 sf of complementary retail uses to the amusement and beach uses such as gift stores, clothing stores, or photographic equipment stores. In comparison, 43,236 sf of local retail would be added under the proposed actions. In addition, it is anticipated that this alternative would result in less development in the following categories: amusements (160,499 sf less) and enhancing uses (226,341 sf less). As indicated above, the mapped open amusement park would be 15 acres under this alternative rather than 9.39 acres under the proposed actions.

Table S-18
Development Projected under 15-Acre Mapped Amusement Parkland Alternative
and Proposed Actions

Use	15-Acre Mapped Amusement Parkland Alternative				Proposed Actions			
	Coney East	Coney West	Coney North/ Mermaid Avenue	Total	Coney East	Coney West	Coney North/ Mermaid Avenue	Total
Residential (units)*	0	1,520	888	2,408	0	1,520	888	2,408
Complementary or Local retail (sf)	7,500	131,339	229,435	368,274	43,236	131,339	229,435	404,010
Hotel (rooms)	468	0	138	606	468	0	138	606
Amusements (sf)	90,912	0	0	90,912	251,411	0	0	251,411
Enhancing uses (sf)	106,912	0	0	106,912	333,253	0	0	333,253
Amusement Park – Active (rounded acres)	10	0	0	10	6	0	0	6
Amusement Park – Passive (rounded acres)	5	0	0	5	3	0	0	3
Notes: * Twenty percent of housing units would be affordable under both the 15-Acre Mapped Amusement Parkland Alternative and the proposed actions.								
Sources: DCP, August 2008								

Unlike under the proposed actions, Wonder Wheel Way would not be created and would not connect the Parachute Jump, the Cyclone, and the Wonder Wheel. All other mapping, demapping, disposition, and acquisition actions would be the same under the 15-Acre Mapped Amusement Parkland Alternative and the proposed actions.

Both the 15-Acre Mapped Amusement Parkland Alternative and the proposed actions would generate the same demand for public day care seats, and under both scenarios, publicly funded day care facilities would operate substantially over capacity, resulting in a significant adverse impact. Both plans are expected to generate a similar number of significant adverse traffic, transit, and pedestrian impacts. At the same time, the 15-Acre Mapped Amusement Parkland Alternative would not offer all of the benefits associated with the proposed actions. Because

there would be fewer enclosed amusements, entertainment, and district-enhancing uses in Coney East under the 15-Acre Mapped Amusement Parkland Alternative, this alternative would not transform Coney East into a year-round entertainment and amusement destination—one of the primary goals of the proposed actions. Further, because there would be less complementary retail, amusements, and enhancing uses under the 15-Acre Mapped Amusement Parkland Alternative, it would provide fewer new jobs and tax revenue sources compared with the proposed actions. Overall, the 15-Acre Mapped Amusement Parkland Alternative is less likely than the proposed actions to achieve the balance of goals and objectives established for the proposed Coney Island Rezoning.

NO DEMAPPING AND MAPPING ACTION ALTERNATIVE

The No Demapping and Mapping Action Alternative would develop the rezoning area with uses that are similar to those described for the proposed actions, but without mapping or demapping any streets or parkland. Under this alternative, the 9.39-acre amusement park and the 1.41-acre Highland View Park would not be mapped, and the mapped parkland comprising the Abe Stark Rink and the two asphalt parking lots west of KeySpan Park would not be demapped.

Most notably, no street segments would be demapped, including: portions of Highland View Avenue, West 22nd Street, Bowery, West 15th Street, Stilwell Avenue, West 12th Street, and West 10th Street all of which would be demapped under the proposed actions. Thus, under the No Demapping and Mapping Action Alternative, any new development would occur under the existing block configuration. The public access corridors that would be mapped under the proposed actions at West 16th and West 19th Streets from Surf Avenue to Boardwalk and along West 22nd Street would not be created under the No Demapping and Mapping Action Alternative.

As with the proposed actions, the No Demapping and Mapping Action Alternative would include the creation of a Special Coney Island District. The district text would be similar under the proposed actions and this alternative; however the proposed Coney East subdistrict would remain under the existing C7 zoning, with a change of use only to allow for eating and drinking establishments without limitation (and this change would not allow for the range of uses or densities as established in the proposed actions). The allowable FAR in Coney East would remain at 2.0 rather than being increased to range from 2.6 to 4.5 under the proposed actions.

Because the No Demapping and Mapping Action Alternative would retain the existing block forms, the rezoning area would have fewer feasible or optimal development sites and new development would have to follow the physical setting that has resulted in little or new investment in Coney Island over the past several decades. This is especially an issue in the proposed Coney West subdistrict where the absence of the new street mapping and parkland demapping actions will significantly alter the capacity of the non-parkland sites to be developed. As a result, the projected development program would be less than under the proposed actions and provides substantially less opportunity to achieve the balanced goals and objectives established for the proposed actions.

Similar to the proposed actions, the No Demapping and Mapping Action Alternative would facilitate the creation of affordable housing units through Inclusionary Housing provisions of the Special Coney Island District. However, under the No Demapping and Mapping Action Alternative, no new parkland would be created and this alternative would not establish a network of Boardwalk recreational parks. Furthermore, open amusement uses will not be protected in perpetuity through the mapping of parkland. It would not create new streets that would promote

connectivity between the existing community and the beachfront. This alternative would not provide hotel rooms or amusements, and it would provide significantly less eating and drinking establishments or enhancing uses. Thus, the No Demapping and Mapping Action Alternative would provide fewer amenities compared with the proposed actions and falls short of achieving the ultimate goal of providing for a year round amusement and entertainment destination.

Table S-19 shows the net new development projected to occur within the rezoning area under the No Demapping and Mapping Action Alternative. As shown in the table, it is anticipated that under the No Demapping and Mapping Action Alternative, there would be approximately 888 residential units (including 177 affordable units), 330,435 sf of local retail space, and 10,000 sf of eating and drinking establishments on projected development sites in the rezoning area. This represents a decrease of approximately 1,520 residential units, 73,575 sf of local retail, and 323,253 sf of enhancing uses (a category that would include the 10,000 sf of eating and drinking establishments) compared to the proposed actions. In addition, there would be no hotel, no new amusement uses, and no new amusement park under the No Demapping and Mapping Action Alternative.

Table S-19
Development Projected Under No Demapping and Mapping Action Alternative

Use	No Demapping and Mapping Action Alternative				Proposed Actions			
	Coney East	Coney West	Coney North/Mermaid Avenue	Total	Coney East	Coney West	Coney North/Mermaid Avenue	Total
Residential (units)*	0	0	888	888	0	1,520	888	2,408
Complementary or Local retail (sf)	0	101,000	229,435	330,435	43,236	131,339	229,435	404,010
Hotel (rooms)	0	0	0	0	468	0	138	606
Amusements (sf)	0	0	0	0	251,411	0	0	251,411
Eating and drinking establishments or Enhancing Uses (sf)**	10,000	0	0	10,000	333,253	0	0	333,253
Amusement Park – Active (rounded acres)	0	0	0	0	6	0	0	6
Amusement Park – Passive (rounded acres)	0	0	0	0	3	0	0	3
Note: * Twenty percent of housing units would be affordable under both the No Demapping and Mapping Action Alternative and the proposed actions. ** Coney East would remain under the existing C7 zoning, which does not include an "Enhancing Uses" use group category. Eating and drinking establishments are a subset of Enhancing Uses. Source: DCP, August 2008								

This alternative would not facilitate connections between the existing community and the beachfront as the proposed actions would. Under the No Mapping Action Alternative, there would be fewer significant adverse impacts to traffic, transit and pedestrians, and noise compared with the proposed actions. However, both the proposed actions and the No Demapping and Mapping Action Alternative would result in a significant adverse impact on publicly funded daycare facilities. Development in Coney East would be limited to 10,000 sf of eating and drinking establishments without limitation. Because there would be less development in Coney East under this alternative, it is likely that fewer businesses would be displaced compared with the proposed actions. However, the amount of development that would take place in Coney East as a result of this alternative would be substantially less than under the proposed actions, and would fall short of achieving the ultimate goal of providing for a year-round entertainment and amusement destination. *