Seaside Park and Community Arts Center

DRAFT SCOPE OF WORK
FOR
AN ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 13DME014K

May 16, 2013

A. INTRODUCTION

This scope of work outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the Seaside Park and Community Arts Center ("the proposed project") in the Coney Island neighborhood of Brooklyn Community District 13. The proposed project includes the construction of a new publicly accessible open space with an approximately 5,000-seat amphitheater as well as the restoration and adaptive reuse of the former Childs Restaurant building (a designated New York City Landmark) as an indoor entertainment, banquet, and restaurant facility. The project site is approximately 3.1 acres in size (see Figure 1) and is generally bounded by the Riegelmann Boardwalk to the south, West 23rd Street to the west, West 21st Street to the east, and Surf Avenue to the north (Block 7071; Lots 27, 28, 30, 32, 34, 76, 79, 81, 130, 142, 226, and 231; as well as the beds of Highland View Avenue and a portion of West 22nd Street, approved for demapping in 2009 in the Coney Island Rezoning). The proposed Seaside Park and Community Arts Center is intended to continue the City of New York's efforts to reinvigorate Coney Island by introducing a recreational and entertainment destination on the boardwalk. During the summer months, the open space's amphitheater would serve as a venue for a variety of concerts, community events, and public gatherings, such as the Seaside Summer Concert Series. The proposed indoor entertainment, banquet, and restaurant facility at the Childs Restaurant building would be open year-round. In addition to the City Environmental Quality Review (CEQR) process, the proposed project requires review under the Uniform Land Use Review Procedure (ULURP) for the approval of several discretionary land use actions. This document provides a description of the proposed project, and includes task categories for all technical areas to be analyzed in the EIS.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The proposed project would require several City approvals. Some of these are discretionary actions requiring review under the CEQR process; others are ministerial and do not require environmental review. It is anticipated that the following discretionary actions would be required to facilitate the proposed project:

- Zoning Map amendments (Map No. 28d) to modify the boundaries of the Special Coney Island District (CI) and the Coney West subdistrict to extend further west to West 23rd Street and to include Lots 27, 28, 30, 32, 34, 76, 79, 81, 226, and 231 of Block 7071, as well as the former beds of Highland View Avenue and a portion of West 22nd Street.
- Zoning Text amendment to Section 131-10 of the Zoning Resolution (ZR) of the City of New York (Special Use Regulations) to allow, by City Planning Commission Special Permit, an amphitheater with a capacity of approximately 5,000 seats as an interim use for ten years on a site

Seaside Park and Community Arts Center

Figure 1
Project Site

within the Coney West subdistrict and to establish a new Parcel G to include Lots 27, 28, 30, 32, 34, 76, 79, 81, 226, and 231 of Block 7071.

- Zoning Special Permit pursuant to the proposed text amendment to allow an amphitheater with a capacity of approximately 5,000 seats as an interim use for ten years on Lots 27, 28, 30, 32, 34, 76, 79, 81, 130, 142, 226, and 231 of Block 7071.
- Acquisition of privately-owned real property consisting of Lots 27, 28, 30, 32, 34, 76, 79, 81, 130, 226, and 231 on Block 7071 by the City of New York.
- Disposition (via lease) of the project site (Block 7071, Lots 27, 28, 30, 32, 34, 76, 79, 81, 130, 142, 226, and 231) by the City of New York's Land Development Corporation for the development and operation of the project, with approval of the Mayor and the Brooklyn Borough Board pursuant to New York City Charter Section 384(b)(4).
- City capital funding.
- Any other approvals as may be required to facilitate the proposed project contemplated under the Special Permit.

Other required approvals include a Certificate of Appropriateness from the Landmarks Preservation Commission, as well as approvals from the City's Public Design Commission, for the proposed restoration of the former Childs Restaurant building. The proposed project would also require permits from the New York City Department of Buildings. In addition, the proposed project requires an administrative modification for a previously approved City Map application to separate the filing of the demapping of West 22nd Street and Highland View Avenue from the mapping of Highland View Park.

City Environmental Quality Review (CEQR) and Scoping

The proposed project is subject to the New York City Uniform Land Use Review Procedure (ULURP) and requires environmental review pursuant to City Environmental Quality Review (CEQR) procedures. An Environmental Assessment Statement (EAS) was completed on May 16, 2013. The Office of the Deputy Mayor for Economic Development (ODMED), as lead agency, has determined that the proposed project may potentially result in significant adverse environmental impacts and directs that an Environmental Impact Statement (EIS) be prepared.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the proposed project. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. This scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the draft scope may do so and give their comments to the lead agency. The public, interested agencies, Brooklyn Community Board 13, and elected officials, are invited to comment on the draft scope, either in writing or orally, at a public scoping meeting to be held on Monday June 17, 2013 at 6:00 P.M. at Abraham Lincoln High School, 2800 Ocean Parkway, Brooklyn, NY 11235. Comments received during the draft scope's public hearing, and written comments received by 5:00 P.M. Friday, June 28, 2013, will be considered and incorporated as appropriate into a final scope of work. The lead agency will oversee preparation of a Final Scope of Work, which incorporates relevant comments made on the draft scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The draft EIS (DEIS) will be prepared in accordance with the Final Scope of Work for an EIS.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the Uniform Land Use Review Procedure (ULURP) application through the public hearings at the Community Board, Borough President, and City Planning Commission (CPC). Publication of the DEIS and issuance of the Notice of Completion signal the start of the public review period. During this time the public may review and comment on the DEIS,

either in writing and/or at a public hearing that is convened for the purpose of receiving such comments. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP application to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate project impacts and proposed mitigation measures before deciding whether to approve the requested discretionary actions.

C. DESCRIPTION OF PROPOSED PROJECT

Existing Conditions

Project Site

The project site is located in Brooklyn Community District 13 along a western portion of the Riegelmann Boardwalk at Coney Island Beach. As shown in Figure 2, the project site is generally bounded by the boardwalk to the south, West 23rd Street to the west, West 21st Street to the east, and Surf Avenue to the north. The site is an assemblage of twelve tax lots on Block 7071 (Lots 27, 28, 30, 32, 34, 76, 79, 81, 130, 142, 226, and 231) and covers an aggregate lot area of approximately 136,404 sf (3.1 acres). The area is currently underdeveloped and the only built structure occupying the site is the former Childs Restaurant building (25,400 sf; Lot 130), a designated New York City landmark. The remainder of the project site is comprised of vehicle storage (18,004 sf; Lots 27, 28, 30, 32, 34, and 76), paved lots (6,000 sf; Lots 79 and 81), vacant unimproved land (14,157 sf; Lots 226 and 231), a decommissioned community garden (44,327 sf; Lot 142), and approximately 28,516 sf of paved streets, (Highland View Avenue and a portion of West 22nd Street, approved for demapping in 2009 in the Coney Island Rezoning). The former community garden and streets (72,843 sf) are City-owned, and the remainder of the site is either under ownership of the Applicant (57,561 sf) or other private ownership (6,000 sf; Lots 79 and 81).

Surrounding Area

The area surrounding the project site is characterized by a variety of uses, densities, and building types. Development is most concentrated along the area's main pedestrian and automotive thoroughfares, including Surf and Mermaid Avenues, and buildings tend to range from 1 to 6 stories in height. Predominant land uses include vacant land/vehicle storage, public facilities, and institutional, residential, and commercial. Along the east side of West 21st Street, immediately to the east of the proposed project site, is a vacant lot that serves as the existing location of the Seaside Summer Concert Series (see Figure 2). Two blocks to the east of the project site are MCU Park, the home of the Brooklyn Cyclones baseball team, and the Parachute Jump, Coney Island's iconic open-frame steel tower and a designated New York City Landmark. These attractions and other landmarks, including the Cyclone Roller Coaster and the Wonder Wheel, are directly accessible from the project site via the Riegelmann Boardwalk and Coney Island Beach to the south; the Shore Theatre is located several blocks to the northeast at Surf and Stillwell Avenues. Due to the seasonal nature of the amusement uses, pedestrian activity within the vicinity of the project site is at its peak during the summer months and declines considerably during the winter. The areas immediately to the west and north of the project site are generally characterized by low- to mid-rise multi-family apartment buildings, parking lots, and vacant land.

Coney Island Rezoning

In 2009, the eastern portion of the project site (Lots 130 and 142) was rezoned from C7 to R7D with a C2-4 commercial overlay as part of the Coney Island Rezoning, which was the subject of the *Coney*

Seaside Park and Community Arts Center **Figure 2**

Project Site – Aerial

Island Rezoning EIS (CEQR No. 08DME007K) and two subsequent Technical Memoranda dated June 15, 2009 and July 22, 2009, respectively. The 2009 rezoning resulted in the establishment of the Special Coney Island District (CI) along the southern shoreline of Brooklyn Community District 13, which overlays approximately 17 blocks located between the New York Aquarium, the Riegelmann Boardwalk, Mermaid Avenue, and West 22nd Street. The Special Coney Island District is comprised of four subdistricts including Coney East, Coney North, Coney West, and Mermaid Avenue. The eastern portion of the proposed project site falls within the Special Coney Island District and was identified as Parcel B and part of projected development Site 2 in the Coney West subdistrict. The *Coney Island Rezoning EIS* (2009) anticipated that development on the eastern portion of the project site would total approximately 93,978 sf of commercial space, including local retail uses along the north side of the boardwalk and the reactivation of the 60,000 sf Childs Restaurant building, and approximately 223,000 sf (223 DUs) of residential space.

The Coney Island Rezoning envisioned the western portion of the project site (Lots 27, 28, 30, 32, 34, 76, 79, 81, 226, and 231) as an approximately 1.41 acre neighborhood park, Highland View Park, that would include both active and passive recreational amenities. To facilitate the development of Highland View Park, Highland View Avenue between West 22nd and West 23rd Streets and the southern portion of West 22nd Street were demapped. It is also anticipated that Ocean Way would be mapped directly north of the project site between West 22nd Street and the newly established West 19th Street at a width of 75 feet.

Project Purpose and Need

The purpose of the proposed project is to continue the City of New York's efforts to reinvigorate Coney Island by introducing a new recreational and entertainment destination on the Riegelmann Boardwalk. The proposed project would create new publicly accessible open space containing a modern amphitheater to serve as a venue for concert events, such as the Seaside Summer Concert Series, as well as to provide the community with space for cultural performances, public gatherings, and festivals. Additionally, the proposed project would restore and adaptively reuse the historic former Childs Restaurant building as an indoor entertainment, banquet, and restaurant facility – providing further opportunity for year-round entertainment in this area of Coney Island and extending pedestrian activity westward along the boardwalk.

The Proposed Project

As noted above, the proposed project includes the construction of publicly accessible open space containing an approximately 5,000-seat amphitheater and the restoration and adaptive reuse of the former Childs Restaurant building as an indoor entertainment, banquet, and restaurant facility. It is anticipated that the proposed amphitheater and other project components would be completed by summer 2015, with the first full year of operation being 2016. Upon completion, the amphitheater would be owned by the City of New York, under the jurisdiction of the New York City Economic Development Corporation and operated by a not-for-profit entity under a ten year lease with the city. The amphitheater is expected to serve as a concert venue for the next ten years and provide the community with additional recreational and entertainment opportunities during the off-season.

Proposed Site Plan

The proposed publicly accessible open space and amphitheater would extend outward from the western façade of the restored Childs Restaurant building and would be bound by the Riegelmann Boardwalk to the south, West 23rd Street to the west, and Surf Avenue to the north. While the site plan and design of the proposed project have not yet been finalized, amphitheater seating would generally be concentrated between the Childs Restaurant building and West 22nd Street, with greenspace and landscaping extending westward from the amphitheater to West 23rd Street. A pathway from the northern edge of the project site at West 22nd Street to the Boardwalk would provide pedestrian access to the Boardwalk and beach as well

as the proposed open space and amphitheater. It is expected that loading docks for equipment and performance trailers would be located at the eastern side of the Childs Restaurant building along West 21st Street.

The restored Childs Restaurant building and proposed amphitheater would be physically connected, sharing some stage and "back of house" areas that would make it possible for the Childs Restaurant building to provide year-round indoor entertainment. Restaurant and banquet uses would occupy the remaining space in the Childs Restaurant building and would operate year-round in conjunction with the indoor entertainment use.

Proposed Amphitheater

The proposed public open space and amphitheater would occupy approximately 111,004 sf (2.55 acres) along the Riegelmann Boardwalk at Coney Island. The amphitheater would be comprised of a stage house and paved seating areas for approximately 5,000 attendees. As previously noted, the amphitheater would serve as a venue for concert events, cultural performances, and other public events. For environmental analysis purposes, the EIS will conservatively assume that the amphitheater will attract an additional 1,000 standing attendees (6,000 total) and the concert season would extend for approximately 15 weeks, from Memorial Day through the end of September (currently the concert season extends from Independence Day to Labor Day). It is anticipated that the proposed amphitheater would host a combination of free and paid events both during the week and on weekends.

The proposed publicly accessible open space and amphitheater would enable the 34 year old Seaside Summer Concert Series to continue to host top-name performers in a broad range of musical genres, thereby also serving area residents that would otherwise have to travel to other concert venues in the City. During the summer months, it is envisioned that the proposed amphitheater would host evening concert events on both weekdays and weekends. In addition, the proposed amphitheater would also provide a space for smaller events such as cultural performances, school graduations, and fairs. The new public open space and amphitheater would also feature removable seating in order to provide the community with year-round recreational opportunities, as the amphitheater would be publicly accessible during the off-season.

The proposed amphitheater would operate in compliance with the Administrative Code of the City of New York, which prohibits amplified sound within 500 feet of a school, courthouse, or church, during the hours of school, court, or worship, respectively. In order to be conservative, the analyses in the EIS will evaluate the full range of representative days (i.e., both weekdays and weekends).

Stage House

The proposed amphitheater would have a permanent "stage house," an enclosed structure with a stage opening similar to that found in a typical theater, which would project outward from the Childs Restaurant building's western facade. The stage would be sized to accommodate a wide range of musical performances and would have the technological ability to support diverse performance requirements. The stage would feature rigging accommodations that would provide support structures for hanging lights, speakers, and scenic elements on chain hoists. While designs have not yet been finalized, it is expected that the backstage area would offer support amenities such as dressing rooms, multi-purpose rooms, restrooms with showers, as well as administrative and security office space for the venue. The stage house and backstage areas would have the capacity to accommodate smaller events and would also be used for year-round indoor entertainment at the restored Childs Restaurant building (seating capacity of approximately 384).

Seating Areas

As discussed above, the proposed amphitheater would have a seating capacity of approximately 5,000 removable seats. While designs have not yet been finalized, it is expected that the 2,000 seats nearest to the stage would be provided on a level floor. The next approximately 3,000 seats would be provided on a paved slope ("raked seating") that would enhance sight lines to the stage. It is expected that all seats would be sheltered and removable. The EIS will conservatively assume that the amphitheater would attract an additional 1,000 standing attendees (6,000 total) to the area.

Proposed Renovation of the Former Childs Restaurant Building

While renovation plans for the interior and exterior of the Childs Restaurant building have not yet been finalized, it is expected that the Applicant would reinvigorate the Dennison & Hirons-designed Spanish Colonial Revival stucco structure (considered relatively rare in New York City) by restoring the building's arches, window openings, and end piers, as well as the elaborate polychrome terra-cotta nautical motifs along the eastern and southern building facades. Physical alterations would include removal of a portion of the western façade in order to connect the Childs Restaurant building to the proposed amphitheater's stage and back of house areas. Additionally, the building's interior would be retrofitted to accommodate restaurant and banquet uses, which would operate in conjunction with the proposed indoor performance space. It is expected that the renovated Childs Restaurant building would have a seating capacity of approximately 384, exclusive of any outdoor or rooftop seating.

D. ANALYSIS FRAMEWORK

Reasonable Worst-Case Development Scenario (RWCDS)

In order to assess the possible effects of the proposed project, a reasonable worst-case development scenario (RWCDS) was established for both Future No-Action and Future With-Action conditions. The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis of the impact category analyses. The proposed project discussed above will be analyzed in the EIS as the RWCDS for 2016, the first full year of operation for the total project.

The Future without the Proposed Project (No-Action Scenario)

In the absence of the proposed action (No-Action), it is anticipated that the project site would be developed with residential, commercial, and open space uses as analyzed in the Coney Island Rezoning EIS (2009). The 2009 EIS identified the eastern portion of the project site (Lots 130 and 142) as falling within the boundaries of projected development Site 2 of the Coney West subdistrict. Since projected development Site 2 includes all lots between West 21st and West 22nd Street between Surf Avenue and the Riegelmann Boardwalk, the 2009 EIS does not provide a programmatic breakdown on a lot by lot basis. However, based on the programming for the entire projected development site and the illustrative development site plans provided in the 2009 EIS, the eastern portion of the project site was intended for new residential and commercial development (Lot 142) as well as the restoration and adaptive reuse of the LPC-designated Childs Restaurant building (Lot 130). The western portion of the project site was intended for an approximately 1.41 acre public park.

Assuming the upper limits of development allowable under R7-D/C2-4 zoning and the Special Coney Island District regulations, Lot 142 would accommodate approximately 33,978 sf of commercial and 223,118 sf (223 DUs) of residential in the future without the proposed action. As illustrated in the 2009 EIS, commercial development would extend the full length of the boardwalk frontage (approximately 162 feet) and would be built to a depth of 70 feet, as only commercial uses are allowed within 70 feet of the

boardwalk pursuant to the special district regulations. As the maximum allowable base height is 40 feet (estimated at 3 floors), approximately 33,978 sf of commercial uses could reasonably be built. Given the lot size of 44,327 sf and the maximum allowable FAR of 5.8 (pursuant to the Inclusionary Housing bonus), Lot 142 could reasonably accommodate approximately 223,118 sf (223 DUs) of residential uses (minus commercial floor area). Additionally, the former Childs Restaurant building on Lot 130 would be restored and adaptively reused at its current floor area of approximately 60,000 sf, and the western portion of the site would be converted to an approximately 1.41 acre public park. Thus, in the future without the proposed action, the project site would be developed with approximately 223,118 sf (223 DUs) of residential, 93,978 sf of commercial, and 1.41 acres of publicly accessible open space.

While the Coney Island Rezoning EIS (2009) had a build year of 2019, it assumed that development would take place over the course of 10 years. As the project site can be developed as-of-right with these residential and commercial uses and is equipped with the physical infrastructure needed to move forward with new development, it is reasonable to assume that the No-Action scenario outlined above could occur before the proposed action's analysis year of 2016. Thus, the future without the proposed project would differ from existing conditions.

The Future with the Proposed Project (With-Action Condition)

In the future with the proposed project (With-Action), the project site would be developed with a publicly accessible open space (opening hours same as Boardwalk) containing an approximately 5,000-seat amphitheater and a 60,000 sf indoor entertainment, banquet, and restaurant facility in the former Childs Restaurant building. Upon completion, the amphitheater would be owned by the City of New York under the jurisdiction of the New York City Economic Development Corporation and operated by a non-profit entity under a ten-year lease with the city. The amphitheater would serve as a concert venue for the next ten years, and provide the community with additional recreational and entertainment opportunities during the off-season.

Possible Effects of the Proposed Action

Compared to the No-Action scenario, the proposed project would result in the loss of residential and retail space, an increase in publicly accessible open space, and the addition of an amphitheater. As seen in Table 1, the incremental (net) change of land uses that would result from the proposed project is a decrease of 223,000 sf (223 DUs) of residential, 33,978 sf of local retail, the addition of 1.14 acres of publicly accessible open space, and the addition of an approximately 5,000-seat amphitheater. As discussed above, the EIS will conservatively assume an additional 1,000 standing concert attendees (6,000 total) for all quantitative analyses. The proposed project would result in a decrease of 524 residents and 21 workers to the area.

Table 1
Comparison of No-Action and With-Action Scenarios

Use	**No-Action Scenario**	**With-Action Scenario**	**Increment**
Residential	223,000 sf (223 DUs)	0 sf (0 DUs)	**-223,000 sf (-223 DUs)**
Local Retail	33,978 sf	0 sf	**-33,978 sf**
Restaurant	60,000 sf	60,000 sf	**0 sf**
Open Space	1.41 acres	2.55 acres	**1.14 acres**
Amphitheater	0 seats	5,000 seats	**5,000 seats***
Population/Employment**	**No-Action Scenario**	**With-Action Scenario**	**Increment**
Residents	524 residents	0 residents	**-524 residents**
Workers	291 workers	270 workers	**-21 workers**

* It is important to note that the EIS will conservatively assume an additional 1,000 standing (6,000 total) concert attendees for all quantitative analyses.
**Calculations for residents are based on the Brooklyn Community District 13 average of 2.35 persons per household (Source: Demographic Profile, NYC DCP; 2010 Census). Widely used employee generation rates for retail are 3 workers per 1,000 sf and 1 worker per 25 DUs.

E. PROPOSED SCOPE OF WORK FOR THE EIS

Because the proposed project would affect various areas of environmental concern and was found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, an Environmental Impact Statement (EIS) will be prepared for the proposed project that will analyze all technical areas of concern.

The EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will follow the guidance of the *CEQR Technical Manual*, dated June 2012, and will contain:

- A description of the proposed project and its environmental setting;
- A statement of the environmental impacts of the proposed project, including its short-and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the proposed project is implemented;
- A discussion of reasonable alternatives to the proposed project;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the proposed project should it be implemented; and
- A description of mitigation measures proposed to eliminate or minimize any significant adverse environmental impacts.

Based on the preliminary screening assessments outlined in the *2012 CEQR Technical Manual* and detailed in the EAS document, the following environmental areas would not require detailed analysis in the EIS: socioeconomic conditions, community facilities, natural resources, water and sewer infrastructure, solid waste and sanitation services, and energy. The specific areas to be included in the EIS, as well as their respective tasks, are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the proposed project and sets the context in which to assess impacts. The chapter contains a description of the proposed project: its location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the proposed project; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the proposed project and its impact, and gives the public and decision-makers a base from which to evaluate the proposed project.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

This chapter will analyze the potential impacts of the proposed project on land use, zoning, and public policy. The land use, zoning and public policy analysis will be consistent with the methodologies presented in the *2012 CEQR Technical Manual*. In completing the following subtasks, the land use study area will consist of the project site, where the land use impacts will be straightforward and direct (reflecting the proposed project), and the neighboring areas within approximately 400-feet from the boundaries of the project site. Subtasks will include the following:

- Provide a brief development history of the project site and surrounding study area.
- Provide a description and map of existing land use patterns and trends in the study area, including a description of recent development activity.

- Describe the existing zoning and recent zoning actions in the study area.
- Describe any public policies that apply to the project area and the study area, including specific development projects and plans for public improvements.
- Prepare a list of future development projects in the study area that would be expected to be constructed by the 2016 analysis year and may influence future land use trends in the future without the proposed project. Also, identify pending zoning actions (including those associated with the identified No-Build projects) or other public policy actions that could affect land use patterns and trends in the study area as they relate to the proposed project. Based on these planned projects and initiatives, assess future conditions in the land use and zoning study area in the future without the proposed project (No-Action Scenario).
- Assess the potential impacts of the proposed project on land use and land use trends, zoning, and public policy.
- Describe proposed zoning changes, and the potential land use changes resulting from the proposed project.
- Discuss the proposed project's potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the proposed project on ongoing development trends and conditions in the study areas.
- The project site is located within the New York City Coastal Zone. Actions subject to CEQR, such as this proposal, that are within the designated boundaries of the coastal zone must be assessed for their consistency with the City's Waterfront Revitalization Program (WRP). The assessment will evaluate, for those relevant policies identified on the project's WRP Consistency Assessment Form (provided as Appendix 1 to the EAS), the consistency of the proposed project with the WRP policies. Specifically, the EIS will assess the project's consistency with WRP Policies.
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified.

TASK 3. OPEN SPACE

The proposed project would temporarily increase the number of employees and visitors at the site when there is an event taking place at the amphitheater, primarily during evenings in the summer concert season (Memorial Day to end of September). Although the proposed project would also involve the operation of a year-round indoor entertainment, banquet, and restaurant facility, these activities are not expected to significantly increase the number of visitors or employees to the area. As the increase in event attendees and worker population would be a temporary occurrence associated with any given event and would be specifically associated with the proposed project, it would not place additional demand on existing open space resources in the surrounding area. Therefore, the proposed project does not trigger the CEQR threshold for analysis of indirect open space impacts, and none will be provided in the EIS.

While site plans for the proposed project have not yet been finalized, there is the potential for the proposed amphitheater to displace future planned parkland (i.e., Highland View Park). Therefore, the EIS will conduct an open space assessment including the following sub-tasks, as necessary:

- Inventory existing open space and recreational facilities on the project site. Tally open space acreage for passive and active publicly accessible recreational facilities.
- Assess expected changes in future levels of open space supply in the 2016 analysis year based on other public open space expected to be developed in the vicinity of the project site.
- Assess the proposed project's direct effects on existing open space. The assessment of project impacts will be based on a comparison of the open space and recreation facilities to be altered or eliminated (if any) with the open space and recreation facilities to be created as part of the proposed project. A qualitative and quantitative assessment of the effects of such changes will be provided.

The proposed amphitheater is recognized as a publicly accessible open space and the land occupied by this facility would be considered as open space.

TASK 4. SHADOWS

This chapter will examine the proposed project's potential for significant and adverse shadow impacts pursuant to *2012 CEQR Technical Manual* criteria. Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. While the design of the proposed amphitheater has not yet been finalized, it is expected that the structure's roof would be the tallest portion of the structure and would have the potential to cast incremental shadows on nearby sunlight-sensitive resources including the Riegelmann Boardwalk and Coney Island Beach. Therefore, the EIS will conduct a shadow assessment that will include the following sub-tasks, as necessary:

- Determine the path of the incremental shadow cast by the proposed project on each of the four representative analysis days (March 21/September 21, May 6/August 6, June 21, and December 21), as outlined by the *2012 CEQR Technical Manual*.
- Identify and map public open spaces and any sunlight-sensitive historic resources or significant natural features within the path of the proposed project's shadows. For open spaces, map active and passive recreation areas and features of the open spaces such as benches or play equipment.
- Develop a 3-dimensional computer model of the project site and adjacent area that will include existing buildings as well as take into account the topographic characteristics of the area. Add proposed project data to the existing conditions computer model in order to perform further shadow analysis.
- Prepare shadow diagrams for representative time periods on the four analysis days when shadows from the proposed project could fall on open spaces, sunlight-sensitive historic resources, or significant natural features.
- Create a shadow duration table showing the entering and exiting times for incremental shadows on each sun-sensitive resource.
- Assess the potential impacts of the incremental shadows on sunlight-sensitive resources. If potential significant adverse impacts are identified, the amount of remaining sunlight on those sensitive resources as well as the types of vegetation and or recreational activities involved will be considered in reaching impact conclusions.

TASK 5. HISTORIC AND CULTURAL RESOURCES

The *2012 CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, or archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the NY State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. Because the project site encompasses the former Childs Restaurant building, which is an LPC-designated landmark, there is the potential for significant adverse impacts to architectural resources.

Impacts on historic resources are considered on the project site and in the surrounding area. The historic resources study area is therefore defined as the project site plus a 400-foot radius, as per CEQR guidelines. Subtasks will include:

Architectural Resources

- Submit the proposed project to LPC for their review and determination regarding architectural sensitivity.
- Research and describe history of land use and architecturally sensitive locations in the 400-foot study area.
- Identify, map and describe LPC-designated, S/NR-listed, and LPC- and S/NR-eligible architectural resources in the study area.
- Describe the proposed restoration of the Childs Restaurant building.
- Identify and assess the probable impacts of the proposed project on architectural resources.
- If applicable, develop mitigation measures to avoid any adverse impacts on architectural resources in consultation with LPC.

Archaeological Resources

As part of the *Coney Island Rezoning EIS* (2009), in letters dated November 6, 2007, June 16, 2008, and November 13, 2008, LPC determined that none of the lots within the rezoning area, including the project site, possess any archaeological significance. Therefore, there is no potential for significant adverse impacts to archaeological resources, and no further analysis is warranted. This will be stated in the EIS.

TASK 6. URBAN DESIGN AND VISUAL RESOURCES

Under CEQR guidelines, assessment of urban design focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built environment from a pedestrian perspective. According to the *2012 CEQR Technical Manual*, elements that play an important role in the pedestrian's experience of public space include the following: streets, buildings, visual resources, open space, natural features, wind, and sunlight. The proposed project has the potential to alter the visual character of Coney Island, and the project site is located in the vicinity of the Coney Island Beach and the Atlantic Ocean to the south. The appearance of the project site would be altered by the construction of the proposed publicly accessible open space and amphitheater on land that is predominantly vacant. Therefore, a preliminary assessment of urban design will be conducted in the EIS in order to determine whether the proposed project could cause significant change to the pedestrian experience that could disturb the vitality, walkability, or visual character of the area. The assessment will be based on *2012 CEQR Technical Manual* methodologies, and include the following:

- Based on field visits, describe the project site and the urban design and visual resources of the surrounding area, using text and photographs as appropriate. The study area for urban design and visual resources will be the area within 400 feet of the project site. A description of visual resources in the area and view corridors, if any, will also be provided.
- In coordination with the land use task, describe the changes expected in the urban design and visual character of the study area due to planned development projects in the future without the proposed project (No-Action Scenario).
- Describe the potential changes that could occur in the urban design character of the study area as a result of the proposed project (With-Action Condition). Assess the changes in urban design characteristics and visual resources that are expected to result from the proposed project on the project site and in the study area and evaluate the significance of the change. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including views of/to resources of visual or historic significance (landmark structures, historic districts, parks, etc.).

TASK 7. HAZARDOUS MATERIALS

The objective of the hazardous materials assessment is to determine whether the project site may have been adversely affected by current or historical uses at or adjacent to the site. A Phase I Environmental Site Assessment will be required for the project site. Based on current site uses, it is also likely that additional studies/testing (Phase II Environmental Site Investigation [ESI]) will be required, however, this will be determined by results reported in the Phase I ESA.

This chapter of the EIS primarily will examine the potential for impacts related to subsurface contamination, including an evaluation of the existing soil and groundwater conditions in areas that would be affected by the proposed project. This chapter will summarize the results of the project site's Phase I ESA, Phase II ESI report, and any other subsequent relevant studies. It will also include discussion of any measures required to be implemented prior to or during construction of the proposed project to avoid significant impacts, such as implementation of a Remedial Action Plan and Construction Health and Safety Plan, if warranted. These would be submitted to the New York City Department of Environmental Protection (DEP) for review and approval.

TASK 8. TRANSPORTATION

As discussed above, the proposed project would involve the construction of an approximately 5,000-seat amphitheater (and conservatively assuming an additional 1,000 standing attendees) and 384-seat entertainment, banquet, and restaurant facility at the former Childs Restaurant building. As a result of the proposed project, permanent on-site staff as well as staffing for a typical concert would increase on the project site. Concerts are expected to be scheduled on weekday evenings during the late spring and summer months. It is also likely that weekday and weekend evening concerts would be scheduled. Consequently, the proposed project would generate new vehicular travel and parking demand, as well as generate additional pedestrian traffic and trips by subway and local bus in the study area. These new trips have the potential to affect the area's transportation systems beginning in the proposed project's analysis year of 2016. Therefore, the transportation studies for the EIS will include the following analyses.

Traffic

Under *2012 CEQR Technical Manual* criteria, significant adverse impacts are considered unlikely and a detailed traffic assessment is typically not required if a proposed project would generate fewer than 50 new vehicle trips in any peak hour. Based on the preliminary travel demand forecast provided in the Transportation Planning Factors and Travel Demand Forecast technical memorandum included as Appendix 1, the proposed amphitheater would generate an increase of approximately 516, 705, 389, and 711 vehicle trips (auto and taxi combined) during the weekday pre-event and post-event and Saturday pre-event and post-event, respectively. Because these forecasted levels of new vehicular travel demand exceed the 50-trip *CEQR Technical Manual* analysis threshold, the EIS will provide a detailed traffic analysis focusing on the weekday and Saturday pre- and post-concert peak hours.

Through the 2012 concert season, shows at the existing site typically started at 7:30 PM and ended between 10 PM and 11 PM on both weekdays and Saturdays. The peak arrival hour for concertgoers, typically precedes or brackets the start time of the concert. The EIS transportation analyses for the PM (pre-event) period will assess conditions with peak project-generated demand superimposed on a 6:30 PM to 7:30 PM peak hour. This peak hour was selected for analysis since it would generally coincide with summer beach traffic and evening commuter traffic, as well as traffic arriving for a 7:00 PM Brooklyn Cyclones baseball game at nearby MCU Park. A 10:00 PM to 11:00 PM evening (post-event) peak hour was selected for analysis as it would generally coincide with traffic exiting a baseball game at MCU Park, and since there is typically less overall traffic on the street network later in the evening.

A total of 28 intersections have been selected for the analysis of traffic conditions during the weekday and Saturday pre- and post-concert peak hours. These intersections, listed below, are where traffic generated by the proposed amphitheater is expected to be most concentrated based on a preliminary assignment of project-generated traffic. (Preliminary assignments of project-generated weekday and weekend traffic are provided in the Transportation Planning Factors and Travel Demand Forecast technical memorandum in Appendix 1).

Traffic Analysis Locations – Weekday and Saturday

1. Shore Parkway Northbound Off-Ramp at Cropsey Avenue/Bay 52nd Street
2. Shore Parkway Southbound Off-Ramp at Cropsey Avenue/Bay 50th Street
3. Shore Parkway Northbound Off-Ramp at Shell Road
4. Shore Parkway Southbound On-Ramp at Shell Road
5. Neptune Avenue at West 22nd Street
6. Neptune Avenue at West 21st Street
7. Neptune Avenue at West 20th Street
8. Neptune Avenue at West 19th Street
9. Neptune Avenue at Cropsey Avenue
10. Neptune Avenue at Stillwell Avenue
11. Neptune Avenue at West 12th Street
12. Neptune Avenue at West 8th Street
13. Mermaid Avenue at West 22nd Street
14. Mermaid Avenue at West 21st Street
15. Mermaid Avenue at West 20th Street
16. Mermaid Avenue at West 19th Street
17. Mermaid Avenue at West 17th Street
18. Surf Avenue at West 22nd Street
19. Surf Avenue at West 21st Street
20. Surf Avenue at West 20th Street
21. Surf Avenue at West 19th Street
22. Surf Avenue at West 17th Street
23. Surf Avenue at West 16th Street
24. Surf Avenue at West 15th Street
25. Surf Avenue at Stillwell Avenue
26. Surf Avenue at West 12th Street
27. Surf Avenue at West 10th Street
28. Surf Avenue at West 8th Street

As noted above, the proposed project would also involve the operation of a year-round indoor entertainment, banquet, and restaurant facility at the former Childs Restaurant building. The level of travel demand generated by these uses, which would likely be greatest on weekends, is expected to be substantially less than the demand generated by 6,000 new weekday and Saturday concertgoers during the summer months. In addition, overall travel demand in Coney Island is substantially lower during cooler months than during the summer concert season, when concert traffic often combines with both beach demand and demand from Brooklyn Cyclones baseball games at nearby MCU Park. Consequently, the travel demand generated by any off-season entertainment or recreational uses is not expected to result in significant adverse transportation impacts not otherwise identified for a summer concert event. The EIS transportation analyses will therefore focus on summer weekday and Saturday concerts at the amphitheater as the reasonable worst case conditions.

The EIS traffic analysis will include the following tasks:

- Select peak hours for analysis and define a traffic study area consisting of 28 intersections to be analyzed adjacent to the project site and along major routes leading to and from the site. As discussed above, based on preliminary trip generation estimates for the proposed project, the EIS will analyze the pre-event and post-event peak hours for both a weekday and Saturday concert at the proposed amphitheater. A total of approximately 28 intersections would be analyzed as noted above.
- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. The ATR counts will provide 24-hour traffic volumes for a full week, including two Saturdays, at selected arterial locations. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as the New York City Department of Transportation (DOT) and the New York City Department of City Planning (DCP).
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, and parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. The methodology of the 2000 Highway Capacity Manual (HCS+, Version 5.5) will be used for the analysis.
- Determine the future No-Action traffic volumes for the study area based on a background growth rate of 0.5 percent per year (as per 2012 CEQR Technical Manual criteria) and demand from any significant development projects expected to be completed by 2015. The No-Action network will reflect any initiatives planned by DOT in the study area, along with accepted mitigation measures for all No-Action projects, including newly mapped/de-mapped streets in the area. Determine intersection v/c ratios, delays and LOS for the 2016 No-Action Condition.
- Based on available sources, U.S. Census data, standard references, and survey data already collected from concertgoers during the 2012 season, develop a weekday and Saturday travel demand forecast for the proposed project. Assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future with the proposed project (With-Action) condition for each analyzed peak hour. Determine the resulting v/c ratios, delays, and LOS at analyzed intersections for the 2016 With-Action condition.
- Identify the proposed project's potential to have significant adverse traffic impacts, in accordance with 2012 CEQR Technical Manual criteria.
- Identify and evaluate traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area, where practicable. This includes potential mitigation for the street system, including possible roadway modifications, new signal installations, signage, signal changes, and parking regulation changes. Development of these measures will be coordinated with DOT and other agencies as necessary. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Parking

Persons driving to a concert at the Seaside Summer Concert Series' existing location at Surf Avenue and West 21st Street typically found parking either at a curbside location in close proximity to the stage or in the KeySpan lot at MCU Park. Surveys during the August 11, 2012 "Jackson Unity Tour" and August 16, 2012 "Gladys Knight and the Commodores" concerts revealed that on both nights approximately 72% of concertgoers parked on the street and 25% parked at the KeySpan lot at MCU Park. An inventory of off-street public parking facilities that noted locations, capacities, and peak weekday evening and Saturday evening utilization levels was also conducted for locations within an approximate ½-mile radius of the

project site (Results of the parking inventory are provided in the Transportation Planning Factors technical memorandum in Appendix I). Concert-related parking demand at these on-street locations and off-street facilities would increase on both weekdays and Saturdays as a result of the proposed project. Therefore, the EIS will provide analyses of both on-street and off-street parking conditions during a weekday and Saturday concert event within an approximate ½-mile radius of the project site. The EIS parking assessment will include the following tasks:

- Inventory the number of legal on-street parking spaces within the study area, noting their general utilization levels during the weekday evening and Saturday evening periods.
- Forecast parking availability in the 2016 analysis year (future without the proposed project) based on an annual background growth rate of 0.5 percent per year and anticipated demand from known developments in the vicinity of the study area. The forecast will also account for expected changes to parking supply resulting from the displacement of any existing parking facilities or the development of new public parking capacity.
- Forecast the net increase in future weekday and Saturday evening parking demand that would result from development of the proposed project.
- Evaluate the capacity of the supply of off-street parking to accommodate project-generated demand, and the ability of the on-street parking supply to accommodate any excess parking demand not accommodated in off-street facilities.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority and specified in the *2012 CEQR Technical Manual*, detailed transit analyses are not required if an initial screening indicates that a proposed project would result in fewer than 200 new peak hour rail or bus transit trips, since fewer than this number of new transit trips is considered unlikely to create significant impacts on existing transit facilities. If a proposed project would generate more than 200 transit trips, then a detailed analysis is warranted for any subway station or subway line to which the proposed project would add 200 or more peak hour trips, or for any bus line to which 50 or more passengers per hour would be assigned (in one direction).

Subway

It is anticipated that subway demand generated by the proposed project would utilize one subway station – the Coney Island-Stillwell Avenue (D, F, N, Q) station located approximately 0.4-mile to the east of the site. Transit analyses typically focus on the weekday AM and PM commuter peak hours since it is during these periods that overall demand on the subway and bus systems is usually highest. Based on a preliminary travel demand forecast (see Transportation Planning Factors and Travel Demand Forecast technical memorandum in Appendix 1), the proposed project would exceed the 200-trip *2012 CEQR Technical Manual* analysis threshold at the station serving the project site during both the weekday and Saturday 6:30-7:30 PM (pre-event) and 10:00-11:00 PM evening (post-event) peak hours. The analysis of conditions at the Coney Island – Stillwell Avenue subway station serving the project site will therefore focus on the 6:30-7:30 PM (pre-event) peak hour. Although project-generated subway demand would be higher during the 10:00-11:00 PM evening peak hour, new significant adverse subway station impacts during this period over and above those identified for the 6:30-7:30 PM period are considered unlikely because overall subway demand is substantially lower in the late evenings. The EIS analysis of subway station conditions will include the following tasks:

- Conduct field counts during the weekday and Saturday pre-event peak hours to document existing usage at the Coney Island-Stillwell Avenue subway station, focusing on those station elements (street stairs and fare control areas) most likely to be used by project-generated demand. Determine existing peak hour levels of service.

- Assess conditions at analyzed station elements in the 2016 analysis year (future without the proposed project) based on an annual background growth rate of 0.5 percent per year and anticipated demand from known developments in the vicinity of the study area. The analyses will also account for any changes to subway service or station facilities expected to occur by 2016.
- Forecast future subway demand generated by the proposed project, assign trips to individual subway stations and station elements, and add them to the future No-Action volumes to determine conditions in the future with the proposed project. Identify significant adverse impacts based on *2012 CEQR Technical Manual* criteria. Mitigation needs will be identified and improvements will be suggested, as appropriate, in conjunction with the lead agency and NYC Transit. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Bus

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed project is projected to result in fewer than 50 peak hour trips being assigned to a single bus line (in one direction), since this level of new demand is considered unlikely to result in significant adverse impacts.

Two NYC Transit local bus routes operate within approximately 0.5 mile of the project site and are likely to be used by the 167, 218, 140 and 222 new bus trips during the weekday pre-event and post-event and Saturday pre-event and post-event, respectively, generated by the proposed project. These two bus routes include the B36 operating along Surf Avenue and West 5th Street and the B82 that operates along Cropsey Avenue to a terminus at the Coney Island-Stillwell Avenue subway station. Based on a preliminary travel demand forecast (see Transportation Planning Factors and Travel Demand Forecast technical memorandum in Appendix 1), the proposed project would result in a net increase of greater than 50 peak hour bus trips being assigned to a single bus lane (in one direction), exceeding the *2012 CEQR Technical Manual* analysis threshold. The EIS analyses of local bus conditions will therefore focus on the weekday and Saturday evening peak hours when concert demand from the proposed project is expected to exceed the 50-trip per direction analysis threshold.

The analyses of local bus conditions on routes serving the project site will therefore focus on the weekday pre-event and post-event and Saturday pre-event and post-event peak hours, and will reflect the demand and service frequency at the peak load points on each route during these periods under existing conditions and under 2016 No-Action Conditions. The No-Action analysis will incorporate an annual background growth rate of 0.5 percent per year and anticipated demand from known developments in the vicinity of the study area. The analysis of future conditions with the proposed project will then assess the effects of new project-generated peak hour bus trips at the peak load points. Mitigation needs will be identified and improvements or increases in service will be suggested, as appropriate, in conjunction with the lead agency and NYC Transit.

Pedestrians

Most, if not all, project-generated trips would include a walk component using local sidewalks, street corners, and crosswalks, as well as the Boardwalk, to access the proposed amphitheater. Based on a preliminary travel demand forecast (see Transportation Planning Factors and Travel Demand Forecast technical memorandum in Appendix 1), the proposed project would result in a net increase of more than the 200-trip *2012 CEQR Technical Manual* analysis threshold to sidewalks, corner areas, and crosswalks in the immediate vicinity of the project site during all analysis periods.

A total of 6 pedestrian facilities have been selected for the analysis of pedestrian conditions during the weekday and Saturday pre- and post-concert peak hours. These locations, listed below, are where

pedestrian trips are expected to be most concentrated, including the boardwalk, sidewalks, corner areas, and crosswalks providing access to entrances, and along corridors leading to nearby subway stations.

Pedestrian Analysis Locations – Weekday and Saturday

1. Surf Avenue at West 22nd Street (4 crosswalks; 4 corners)
2. Surf Avenue at West 21st Street (4 crosswalks; 4 corners)
3. Surf Avenue between West 21st Street and West 20th Street (North and South sidewalks)
4. Surf Avenue at West 20th Street (4 crosswalks; 4 corners)
5. West 21st Street at the Riegelmann Boardwalk (2 directions)
6. The Riegelmann Boardwalk near West 21st Street (2 directions)

The analyses of pedestrian conditions will include the following tasks:

- Conduct pedestrian counts and analyze existing conditions during the weekday and Saturday pre-event and post-event peak hours at key locations in the vicinity of the project site where project-generated pedestrian demand is expected to be most concentrated.
- Assess peak hour conditions at analyzed pedestrian facilities in the 2016 analysis year (future without the proposed project) incorporating an annual background growth rate of 0.5 percent per year and anticipated demand from known developments in the vicinity of the study area.
- Assess peak hour pedestrian conditions at analyzed facilities in the future with the proposed project, incorporating project-generated demand and reflecting proposed access/egress points to the proposed amphitheater and any other project-related changes to the study area pedestrian network. Identify significant adverse impacts based on *2012 CEQR Technical Manual* criteria.
- Research and document traffic accidents involving pedestrians and bicycles at key study area intersections in the vicinity of the project site, identify high accident locations and assess any potential pedestrian and bicycle safety issues resulting from the proposed project.
- Identify and evaluate pedestrian mitigation measures, as appropriate, for all significantly impacted locations in the study area, where practicable. Development of these measures will be coordinated with DOT and other agencies as necessary. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 9. AIR QUALITY

The number of project-generated vehicle trips on the weekday and weekend are expected to exceed the *2012 CEQR Technical Manual* carbon monoxide (CO) analysis screening threshold of 170 vehicles in the peak hour at a number of locations within the study area. In addition, the projected number of heavy-duty trucks or equivalent vehicles will likely exceed the applicable fine particulate matter ($PM_{2.5}$) screening thresholds in the *2012 CEQR Technical Manual*. Therefore, a microscale analysis of CO and $PM_{2.5}$ mobile source emissions at up to four of the following affected intersections is necessary:

1. Shore Parkway Northbound Off-Ramp at Cropsey Avenue/Bay 52nd Street
2. Shore Parkway Southbound Off-Ramp at Cropsey Avenue/Bay 50th Street
3. Shore Parkway Northbound Off-Ramp at Shell Road
4. Neptune Avenue at West 20th Street
5. Neptune Avenue at West 19th Street
6. Neptune Avenue at Cropsey Avenue
7. Neptune Avenue at West 8th Street
8. Mermaid Avenue at West 19th Street
9. Mermaid Avenue at West 17th Street
10. Surf Avenue at West 19th Street

11. Surf Avenue at West 17th Street

Mobile Source Analysis

The mobile source analysis methodology is relatively straightforward: it entails selecting appropriate receptor sites, calculating vehicular emissions, calculating pollutant levels using dispersion models that have been approved by the applicable air quality review agencies (i.e., U.S. Environmental Protection Agency, NYSDEC, and DEP), and determining whether the project would result in potential impacts. The methodologies used for this analysis would be consistent with the *2012 CEQR Technical Manual*. The specific work program for the mobile source air quality study will include the following tasks:

- Gather existing air quality data. Collect and summarize existing ambient air quality data for the study area. Specifically, ambient air quality monitoring data published by NYSDEC will be compiled for the analysis of existing and future conditions.
- Determine receptor locations for the microscale analysis. Select critical intersection locations in the study area, including expanding the preliminary study area as necessary, based on data obtained from the proposed project's traffic analysis. At each intersection, multiple receptor sites will be analyzed in accordance with CEQR guidelines. Up to four signalized intersections (those representing the worst conditions) will be analyzed for CO and $PM_{2.5}$ analyses.
- Select dispersion model. The refined U.S. Environmental Protection Agency (EPA) CAL3QHCR intersection model will be used to predict the maximum change in $PM_{2.5}$ concentrations.
- Select emission calculation methodology and "worst-case" meteorological conditions. Vehicular cruise and idle emissions for the dispersion modeling will be computed using EPA's MOVES model. Background levels for the CO microscale analysis will be based on five years of meteorological data from JFK Airport and concurrent upper air data from Brookhaven, New York.
- At each mobile source microscale receptor site, calculate maximum 24-hour and annual average $PM_{2.5}$ concentrations for the future conditions without the proposed project and the future conditions with the proposed project. Concentrations will be determined for up to three peak periods.
- Compare existing and future levels with standards. Future pollutant levels with and without the proposed project will be compared with the CO and $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) and the applicable CEQR criteria for CO and $PM_{2.5}$ to determine the impacts of the proposed project.
- Determine the consistency of the proposed project with the strategies contained in the State Implementation Plan (SIP) for the area. At any receptor sites where violations of standards occur, analyses would be performed to determine what mitigation measures would be required to attain standards.
- Mitigation. Examine mitigation measures, as necessary.

TASK 10. GREENHOUSE GAS EMISSIONS

Because the proposed project is a city capital project, in accordance with the *CEQR Technical Manual*, a Greenhouse Gas (GHG) emissions assessment will be provided.

- Sources of GHG from the proposed project will be identified. The pollutants for analysis will be discussed, as well as the various city, state, and federal goals, policy, regulations, standards and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the proposed project based on the calculations of energy use estimated for the project in the "Energy" screening analysis conducted as part of the EAS document.

- GHG emissions associated with project-related traffic will be estimated for the proposed project using data from the transportation analysis. A calculation of Vehicle Miles Traveled (VMT) will be prepared.
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the proposed project is consistent with GHG reduction goals, including building efficient buildings, use of clean power, transit-oriented development and sustainable transportation, reduction of construction operations emissions, and use of building materials with low carbon intensity.

TASK 11. NOISE

The noise analysis will focus on examining potential impacts on sensitive land uses due to (1) noise associated with the proposed amphitheater in its proposed configuration, and (2) changes in traffic resulting from the proposed project. The proposed scope of work includes: selection of receptor sites, measurement of existing noise levels, prediction of future noise levels both with and without the proposed project, impact evaluation, and the identification of noise abatement measures (where necessary). The methodologies used for this analysis will be consistent with the methodologies contained in the *2012 CEQR Technical Manual*. No need for modeling with the traffic noise model (TNM) is anticipated. The following tasks would be performed:

- Select appropriate noise descriptors. Appropriate noise descriptors to describe the noise environment and the impact of the proposed project will be selected. Typically, the L_{10}, and 1-hour equivalent ($L_{eq(1)}$) noise levels are used to characterize noise levels.
- Identify locations that may experience significant impacts due to the proposed project. These locations would be sensitive receptors (e.g., residential uses, schools) in the vicinity of the proposed amphitheater, and areas where traffic generated by the proposed project would result in a doubling of passenger car equivalents (PCEs).
- Select receptor locations for detailed analysis. Receptor sites analyzed will include locations where the proposed project would have the greatest potential to affect ambient noise levels. This scope of work anticipates that up to seven receptor locations will be used to examine noise generated by amphitheater operations on nearby residences or other sensitive land uses, for both the weekday and Saturday analysis periods. These are:
    1. Midblock on West 17th Street between Neptune and Mermaid Avenues
    2. Corner of Mermaid and West 19th Street
    3. Midblock on West 20th Street between Mermaid and Surf Avenues
    4. Intersection of West 21st Street and Surf Avenue
    5. Midblock on West 22nd Street south of Surf Avenue
    6. West 23rd Street north of Riegelmann Boardwalk
    7. Midblock on West 24th Street south of Surf Avenue
- Determine existing noise levels. Perform 20-minute measurements at each receptor location identified above during the weekday PM (5:30 PM to 7:30 PM) and Evening (9:00 PM to 11:00 PM) peak periods, and during the Saturday PM (5:30 PM to 7:30 PM) and Evening (9:00 PM to 11:00 PM) peak periods. Hourly L_{eq}, L_1, L_{10}, L_{50}, and L_{90} values will be recorded. Traffic classification counts and aircraft flyovers during the monitoring period will be tabulated. Monitored noise levels will be adjusted to existing noise levels using existing traffic volumes and the proportionality equation.

- Determine future noise levels without the proposed project. Under No-Action conditions, the project site would be developed with approximately 223 DUs and 93,978 sf of commercial. Monitored noise levels would be adjusted to No-Action conditions using projected future No-Action traffic and the proportionality equation, for both the weekday and weekend analysis.
- Determine future noise levels with the proposed project. Under With-Action conditions, a new publicly accessible open space and amphitheater would be constructed on the project site and the former Childs Restaurant building would be adaptively reused with indoor entertainment, banquet, and restaurant uses. Noise level contours for the proposed design and speaker system will be modeled. The analysis would adjust the future No-Action traffic noise levels to the new projected future With-Action traffic using the proportionality equation. The noise levels shown on the contours for the amphitheater would be logarithmically added to the traffic noise to obtain total noise levels during a concert. No modeling of noise levels using the TNM model is anticipated.
- Compare noise levels with guidelines and criteria in the *2012 CEQR Technical Manual*. In addition, compare future noise levels with the proposed project with future noise levels without the proposed project to determine project impacts (i.e., based on the criteria contained in the *2012 CEQR Technical Manual*, a change of 3-5 A-weighted decibels (dBA) or more would be considered a significant impact).
- Examine mitigation measures. If necessary, recommend measures to attain acceptable interior noise levels and/or reduce noise impacts to acceptable levels.

TASK 12. PUBLIC HEALTH

According to the *2012 CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects.

According to the guidelines of the *2012 CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

TASK 13. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The proposed project has the potential to alter certain constituent elements of the surrounding area's neighborhood character, including traffic and noise levels, and therefore an analysis will be provided in the EIS. The chapter will summarize changes that can be expected in the character of the neighborhood in the future without the proposed project (No-Action condition) as well as describing the proposed project's impacts on neighborhood character. Subtasks will include:

- Describe the predominant factors that contribute to defining the character of the neighborhood, drawing on relevant EIS chapters.
- Summarize changes in the character of the neighborhood that can be expected in the future No-Action Condition based on planned development projects, public policy initiatives, and planned public improvements, as applicable.

- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition, based on the proposed project, and compare to the future No-Action condition. A qualitative assessment will be presented that will include a description of the potential effects of the proposed project on neighborhood character.

TASK 14. CONSTRUCTION

Construction impacts, although temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials.

Construction of the proposed project would be implemented in a single phase and would be temporary, lasting approximately 24 months. It would involve the construction of an approximately 5,000-seat amphitheater, the restoration and adaptive reuse of the historic Childs Restaurant building, and development of publicly accessible open space. The project site is not located within a Central Business District or along an arterial or major thoroughfare. Because the project site would extend along the north side of the Riegelmann Boardwalk between West 21st and West 23rd Streets and located across West 23rd Street from a nursing home at 3035 West 24th Street, the analysis will assess the potential impacts of the construction activities. This chapter will describe the construction schedule for the proposed project and provide an estimate of activity on-site. In addition, unless otherwise specified, a qualitative analysis of the effects of construction activities will be performed. The construction assessment for the project will focus on areas where construction activities may pose specific environmental problems. The analysis will also consider other construction projects, ongoing and planned, that would occur in the area during construction of the proposed project. Where potential significant impacts are predicted, mitigation measures to avoid or reduce potential significant adverse impacts will be identified. In circumstances in which construction activities impact the surrounding community for a prolonged period, those impacts will be analyzed in greater detail. Technical areas to be analyzed include:

- Project Site. This section will assess any physical changes to the project site resulting from the proposed construction. A discussion of construction staging, compliance with building codes and other applicable laws, etc. will be provided.
- Transportation Systems. This assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction, and identify the increase in vehicle trips from construction workers and equipment. If warranted under CEQR guidelines, a travel demand forecast for the project's construction period will be prepared.
- Air Quality. The construction air quality impact section will contain a qualitative discussion of both mobile air source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce impacts.
- Noise. The construction noise impact section will contain a qualitative discussion of noise from construction activity and discuss potential effects on adjacent land uses. Measures to minimize construction noise impacts will be presented, as necessary.
- Hazardous Materials. In coordination with the work performed for the hazardous materials analysis, above, the EIS will contain a summary of actions to be taken during project construction to limit exposure of construction workers, residents and nearby workers to potential contaminants, including preparation of a Construction Health and Safety Plan (CHASP) that would be submitted to DEP for approval.
- Historic and Cultural Resources. In coordination with the work performed for historic resources above, identify the potential for construction period impacts, and summarize actions to be taken

during project construction to restore and preserve the LPC designated former Childs Restaurant building from potential construction impacts.

- Other technical areas. As appropriate, discuss other areas of environmental assessment— such as land use, zoning, and public policy, open space, socioeconomic conditions, and infrastructure—for potential construction-related impacts.

TASK 15. MITIGATION

Where significant adverse project impacts have been identified in Tasks 2 through 14, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agencies as necessary, including LPC, DOT, and DEP. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 16. ALTERNATIVES

The purpose of an alternatives analysis in an EIS is to examine reasonable and practical options that avoid or reduce project-related significant adverse impacts while achieving the goals and objectives of the proposed project. The alternatives are usually defined once the full extent of the proposed project's impacts has been identified, however, they must include the No-Action Alternative, as required by SEQRA, and may include an alternative(s) that reduces any identified significant adverse impacts. The alternatives analysis is primarily qualitative, except where significant adverse impacts of the proposed project have been identified. The level of analysis depends on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 17. SUMMARY EIS CHAPTERS

In accordance with CEQR guidelines, the EIS will include the following three summary chapters, where appropriate to the proposed project:

- **Unavoidable Adverse Impacts** - which summarizes any significant adverse impacts that are unavoidable if the proposed project is implemented regardless of the mitigation employed (or if mitigation is not feasible).
- **Growth-Inducing Aspects** of the proposed project - which generally refer to "secondary" impacts of a proposed project that trigger further development.
- **Irreversible and Irretrievable Commitments of Resources** - which summarizes the proposed project and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 18. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the proposed project, the necessary approvals, study areas, environmental impacts predicted to occur, measures to mitigate those impacts, unmitigated and unavoidable impacts (if any), and alternatives to the proposed project. The executive summary will be written in sufficient detail to facilitate drafting of a Notice of Completion for the EIS by the lead agency.

Philip Habib & Associates
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DRAFT
TECHNICAL MEMORANDUM

To: Project Team

From: Philip Habib & Associates

Date: May 15, 2013

Project: Seaside Park and Community Arts Center EIS (PHA #1250)

Re: Preliminary Transportation Planning Factors and Travel Demand Forecast

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This memorandum summarizes the transportation planning factors to be used for the environmental impact statement (EIS) analyses of traffic, parking, transit, and pedestrian conditions for the proposed Seaside Park and Community Arts Center environmental review. The proposed project includes the construction of a new publicly accessible open space with an open-air amphitheater as well as the restoration and adaptive reuse of a New York City designated landmark in the Coney Island neighborhood of Brooklyn Community District 13. The project is intended to continue the City of New York's efforts to reinvigorate Coney Island by introducing a new recreational and entertainment destination on the Boardwalk. The amphitheater would serve as the home of the Brooklyn Borough President's popular Seaside Summer Concert Series.

PROPOSED PROJECT

The proposed project includes the construction of a new publicly accessible open space with a 5,000 seat open-air amphitheater, and restaurant/banquet hall/event space, as well as the restoration of an LPC-designated landmark in the Coney Island neighborhood of Brooklyn Community District 13. This seating capacity is the same as the current temporary facility located just north of the project site on W. 21st Street. The project site is shown in Figure 1. The project is intended to continue the City of New York's efforts to reinvigorate Coney Island by introducing a new recreational and entertainment destination on the boardwalk. It is anticipated that the proposed amphitheater and other project components would be completed by summer 2015. The proposed amphitheater would be an interim use authorized for a period of ten years. Upon completion, the amphitheater would be owned by the City of New York and operated by a not-for-profit entity under a ten year lease with the city. As noted above, the amphitheater would serve as the home of the Brooklyn Borough President's popular Seaside Summer Concert Series for the next 10 years, and provide the community with additional recreational and cultural opportunities during the off-season.

FUTURE NO-ACTION ASSUMPTIONS

The current project site was identified as Parcel B and part of projected development site 2 in the 2009 *Coney Island Rezoning EIS*. The EIS analyses assumed the following uses for the project site: a 60,000 sf reactivated restaurant space at Childs Restaurant (both in the No-Action and With-Action conditions); approximately 223,000 sf (223 DUs) of residential uses adjacent to Childs; approximately 33,978 sf of small scale accessory retail and other enhancing uses along the Boardwalk; and a mapped 1.41-acre Highland View Park along the

Seaside Park and Community Arts Center

Figure 1
Project Site – Aerial

western portion of site (west of West 22nd Street). Therefore, in the 2015 future without the proposed action, the project site is assumed to be redeveloped with 223 residential units, as well as a 60,000 sf reactivated Childs Restaurant building with a restaurant/banquet hall/event space.

TRANSPORTATION SURVEY

In order to evaluate the existing transportation characteristics and arrival/exit patterns of the Seaside Concert Series at Coney Island, surveys and attendance counts were conducted by Philip Habib & Associates at two concerts in mid August 2012. The surveys and attendance counts were performed on Saturday, August 11, 2012 and Thursday, August 16, 2012. (The detailed results of the survey and attendance counts are presented in Seaside Amphitheater at Coney Island Transportation Survey Memorandum dated September 20, 2012, which is included in the Appendix). The results of this survey are used in the travel demand forecast described below for the proposed project. It should be noted that there was also a concurrent baseball game underway at MCU Park during the August 11 event, and an extensive traffic and transit data collection effort was undertaken.

PRELIMINARY TRAVEL DEMAND FORECAST

Trip Generators

The primary generator of new travel demand associated with the proposed project would be the open-air amphitheater. The largest events at the proposed facility are expected to be the Seaside Summer Concert series, which has been hosted in the Coney Island area, usually on weekdays, since 1978.[1] The new amphitheater would have a total capacity of 5,000 concertgoers compared to the existing typical attendance counted of approximately 4,500 - 5,500 persons. For travel demand forecasting, it is conservatively assumed that an additional 1,000 standing concert attendees (6,000 total) would be attracted to the amphitheater.

It is expected that the level of travel demand generated by off-season (Labor Day through Memorial Day) uses at the amphitheater would be substantially less than the demand generated by weekday and Saturday concerts during the summer months. Additionally, overall travel demand in Coney Island is substantially lower during cooler months than during the summer concert season, when concert traffic often combines with both beach demand and demand from Brooklyn Cyclones baseball games at nearby MCU Park. Consequently, the travel demand generated by any off-season recreational use of the amphitheater is not expected to result in significant adverse transportation impacts. Therefore, summer weekday and Saturday concerts coinciding with Brooklyn Cyclones baseball games were selected as the reasonable worst case condition for the EIS transportation analysis.

Other project components, namely, the restoration and adaptive reuse of the Childs Restaurant building into a restaurant/banquet hall/event space, are expected in the future even without the proposed project (as discussed in the 2009 *Coney Island Rezoning EIS*)[2] and thus would not introduce new uses to the project site nor substantially increase the demand on existing transportation facilities. Therefore, little, if any, increase in travel demand is expected to result from these other components by 2015.

Peak Hours

Through the 2012 concert season, shows at the existing site typically started at 7:30 PM and ended between 10 and 11 PM on both weekdays and Saturdays. The peak arrival hour for concertgoers, typically precedes or brackets the start time of the concert. For example, count data indicate that the peak arrival hour for the August 11, 2012 "Jackson Unity Tour" concert was 6:15 to 7:15 PM when approximately 45% of concertgoers arrived. On August 16, 2012 at "Gladys Knight and the Commodores," the peak hour for arrival was a bit later at 6:30 to 7:30 PM when approximately 50% of concertgoers arrived.

[1] In 2012, the Seaside Summer Concert Series was held at a vacant parking lot on Surf Avenue between West 20th and West 21st Streets.
[2] The EIS assumed that the Childs Restaurant building would be reused under the No-Build condition (EIS p. 1-25).

The EIS transportation analyses for the PM (pre-concert) period will assess conditions with peak project-generated demand superimposed on a 6:30 to 7:30 PM peak hour. This peak hour was selected for analysis as it would generally coincide with summer beach traffic and evening commuter traffic, as well as traffic arriving for a 7:00 PM Brooklyn Cyclones baseball game at nearby MCU Park. A 10:00 PM to 11:00 PM evening (post-concert) peak hour was selected for analysis as it would generally coincide with peak event exits as well as traffic exiting a baseball game at MCU Park, and as there is typically less overall traffic on the street network later in the evening.

TRANSPORTATION PLANNING FACTORS

Table 1 shows the transportation planning factors to be used for the travel demand forecast generated by the proposed project in the weekday PM and evening hours, as well as Saturday PM and evening hours. These include trip generation rates, temporal and directional distributions, mode choice factors, and vehicle occupancy rates.

Amphitheater
As described above, the amphitheater proposed as part of the project would accommodate approximately 5,000 persons but would be analyzed based on the conservative assumption that an additional 1,000 standing concert attendees (6,000 total) would be attracted to the amphitheater area. The amphitheater factors in Table 1 are based on surveys of concertgoers at the August 11, 2012 "Jackson Unity Tour" (Saturday) and August 16, 2012 "Gladys Knight and the Commodores" (weekday) concerts at the Seaside Summer Concert Series at Coney Island.

A daily trip generation rate of 2.0 trips per seat, based on the *Atlantic Yards Arena and Redevelopment Project EIS (2006),* is applied to reflect the arrival and departure of each concertgoer, as well as trips associated with event staff and performers. Although it is likely that some portion of concertgoers will travel to Coney Island for other activities (such as the beach or Luna Park) prior to attending an evening concert, it is important to note that the travel demand forecast conservatively does not take credit for these potential linked trips in the pre-event period.

The temporal distribution shown in Table 1 assumes that 25.2 and 22.5 percent of total daily trips (equivalent to 50.4 and 45 percent of all inbound trips) would occur in the PM peak hour prior to weekday and Saturday concerts, respectively. This is based on data from counts conducted on August 11, 2012 at the "Jackson Unity Tour" and August 16, 2012 at the "Gladys Knight and the Commodores" concerts. Approximately 37.2 percent and 48 percent of total daily trips (equivalent to 74.4 and 96 percent of all outbound trips) would occur during the post-concert weekday and Saturday evening peak hours, respectively.

Table 1
Trip Generation Assumptions

Land Use:	Amphitheater				Local Retail		Resturant Catering Hall		Residential	
Size/Units:	6,000				33,978		384		223	
Trip Generation:	(2)				(4)		(6)		(5)	
Weekday	2.0				205.0		2.0		8.075	
Saturday	2.0				240.0		2.0		9.6	
	(trips/attendee)				(trips/1000 gsf)		(trips/seat)		(trips/du)	
Temporal Distribution:	(1)				(4)		(6)		(5,6)	
Pre-Event (6:30-7:30 PM)	25.2%				10.0%				11.0%	
Post-Event (10-11 PM)	37.2%				5.0%				3.3%	
Saturday (6:30-7:30 PM)	22.5%				10.0%		25.0%		7.2%	
Saturday (10-11 PM)	48.0%				5.0%		25.0%		3.6%	
	(1)	(3)	(1)	(3)	(5)		(6)		(5)	
Modal Splits:	Weekday Pre-Event	Weekday Post-Event	Saturday Pre-Event	Saturday Post-Event						
Auto	42.9%	34.7%	45.3%	32.6%	15.0%		92.0%		32.0%	40.0%
Taxi	1.0%	0.8%	1.0%	0.7%	0.0%		7.0%		1.0%	1.0%
Subway	40.4%	32.7%	37.1%	26.7%	5.0%		0.0%		45.0%	50.0%
MTA Bus	6.2%	5.0%	5.4%	3.9%	10.0%		0.0%		10.0%	4.0%
Walk/Other	9.5%	26.7%	11.2%	36.1%	70.0%		1.0%		12.0%	5.0%
	100.0%	100.0%	100.0%	100.0%	100.0%		100.0%		100.0%	100.0%
		(1)			(5)		(6)			
In/Out Splits:	In	Out			In	Out	In	Out	In	Out
Pre-Event (6:30-7:30 PM)	100.0%	0.0%			55.0%	45.0%	100.0%	0.0%	70.0%	30.0%
Post-Event (10-11 PM)	0.0%	100.0%			55.0%	45.0%	0.0%	100.0%	95.0%	5.0%
Saturday (6:30-7:30 PM)	100.0%	0.0%			55.0%	45.0%	100.0%	0.0%	50.0%	50.0%
Saturday (10-11 PM)	0.0%	100.0%			55.0%	45.0%	0.0%	100.0%	95.0%	5.0%
Vehicle Occupancy:	(1)	(1)			(5)		(6)		(5)	
Auto	2.19	2.61			2.00		2.00		1.18	
Taxi	1.75	1.75			2.00		2.00		1.18	
Truck Trip Generation:		(1)			(4)					
		0.000			0.350		0.010		0.060	
		per 1,000 sf			per 1,000 sf		per 1,000 sf		per du	
		(1)			(5)		(1)		(1)	
Pre-Event (7-8 PM)		0.0%			1.0%		1.0%		0.0%	
Post-Event (10-11 PM)		0.0%			0.0%		0.0%		0.0%	
Saturday (1-2 PM)		0.0%			1.0%		1.0%		0.0%	
Saturday (4-5 PM)		0.0%			0.0%		0.0%		0.0%	
	In	Out			In	Out	In	Out	In	Out
AM/Midday/PM	50.0%	50.0%			50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes :

(1) PHA surveys conducted at Coney Island on 8/11/12 and 8/16/12
(2) *Atlantic Yards FEIS* (2006)
(3) Departure mode choice inreased walk share to account for travel from event site to resturant, amusement and other Coney Island destinations.
(4) *2012 City Environmental Quality Review (CEQR) Technical Manual.* Assumming Post-event temporal distribution reduced by 50%.
(6) Coney Island Rezoning
(6) Travel Demand from Staten Island Facilities
(7) Temporal distribution for residential in late are based on Brooklyn Arena.

The modal splits reflected in Table 1 are also based on data from surveys of concertgoers at the Seaside Summer Concert Series at Coney Island. As shown, the pre-event modal splits for both days are comparable, with personal auto being the most popular choice (45.3% Saturday; 42.9% weekday) and subway close behind (37.1% Saturday; 40.4% weekday). All remaining modes combined for approximately 18% on Saturday and 17% on weekdays.

As part of the 2012 survey conducted, concert goers were asked whether they would be temporarily remaining in Coney Island after the concert for other purposes (restaurant, other). At the Saturday concert,

approximately 28 percent of attendees stated they would remain in Coney Island after the event; at the weekday concert, approximately 19 percent of attendees stated that they would remain in Coney Island after the event. Based on the findings of the survey, each (non-walk) modal split was reduced by 28 and 19 percent during the post-event period during the Saturday and weekday, respectively, and added to the walk trips for the respective time period since the trips would be remaining in Coney Island within walking distance of the event site. Table 1 shows the resulting modal splits for the Saturday and weekday post-event periods, to be used in the EIS.

Lastly, the data from the 2012 surveys indicate that there would be an auto occupancy of approximately 2.19 persons per auto on the weekday and 2.61 persons per auto on the Saturday. Additionally, it was determined that there would be approximately 1.75 persons per taxi on both weekdays and Saturdays (it should be noted that not enough taxi data was collected on the Saturday so the weekday taxi data was assumed for the Saturday).

Travel Demand

Table 2 summarizes the results of the travel demand forecast for the proposed project based on the factors shown in Table 1 and discussed above. Table 2 also shows the total number of weekday and Saturday peak hour person trips, vehicle trips and transit trips that would be generated by the proposed project in the four analysis periods.

As shown in Table 2, the proposed project would generate a total of 3,023, 4,464, 2,892 and 5,952 person trips during the weekday pre-event and post-event and Saturday pre-event and post-event peak hours, respectively. Table 2 shows that, compared to the No-Action condition, there would be an increase of approximately 516, 705, 389 and 711 vehicle trips (auto and taxi combined) during the weekday pre-event and post-event and Saturday pre-event and post-event, respectively. Compared to the No-Action condition, the proposed project would generate approximately 1,133, 1,435, 938 and 1,506 subway trips and 167, 218, 140 and 222 bus trips during the weekday pre-event and post-event and Saturday pre-event and post-event, respectively. Additionally, the proposed project would generate a net increment of approximately 263, 1,185, 296 and 2,074 walk-only trips during the weekday pre-event and post-event and Saturday pre-event and post-event, respectively, compared to No-Action conditions.

Although there would be some truck trips associated with the delivery of supplies and equipment to the proposed amphitheater (such as concession goods, sound and lighting systems, stage sets, etc.), these trips are expected to be relatively small in number and, given the time needed to set-up and breakdown before and after a concert, would occur well outside of the analyzed pre- and post-concert peak hours.

VEHICLE TRIP ASSIGNMENT AND TRAFFIC STUDY AREA

The origins and destinations of weekday and Saturday project increment auto and taxi trips were determined based on zip code data collected from concertgoers surveyed at the Seaside Summer Concert Series at Coney Island in 2012. Autos were assigned to the most likely routes between these origins/destinations and on-street and off-street parking facilities within ½-mile of the project site, including the approximately 750-space KeySpan parking lot on Surf Avenue between MCU Park and West 20th Street, the 300-space commercial lots north of Surf Avenue between West 17th and West 15th Streets, and the 115-space commercial lot north of Surf Avenue between Stillwell Avenue and West 12th Street. The parking distributions were based on the 2012 survey results, which asked each respondent's parking location. Taxis were assigned to the most direct routes between residential origins/destinations on the project site entrance on Surf Avenue at West 23rd Street. Figure 2A and 2B shows the vehicle assignment diagram for the project-generated traffic, and Figure 3 shows the intersections that would exceed the *2012 CEQR Technical Manual* threshold of 50 vehicles per intersection. As shown in Figures 2A and 2B, project-generated vehicle trips are expected to be most concentrated along Neptune Avenue, Mermaid

Table 2
Travel Demand Forecast Summary

Land Use:		Resturant Catering Hall		Residential		Local Retail		No-Build Total		Resturant Catering Hall		Amphitheater		Build Total	
Size/Units:		384 seats		223 du		33,978 gsf				384 seats		6,000			
Peak Hour Person Trips:															
Pre-Event (6:30-7:30 PM)		0		198		697		198		0		3,024		3,024	
Post-Event (10-11 PM)		0		59		348		59		0		4,464		4,464	
Saturday (6:30-7:30 PM)		192		130		815		322		192		2,700		2,892	
Saturday (10-11 PM)		192		65		408		257		192		5,760		5,952	
Person Trips:															
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Pre-Event	**Auto**	0	0	44	19	57	47	44	19	0	0	1,297	0	1,297	0
	Taxi	0	0	1	1	0	0	1	1	0	0	30	0	30	0
	Subway	0	0	62	27	19	16	62	27	0	0	1,222	0	1,222	0
	MTA Bus	0	0	14	6	38	31	14	6	0	0	187	0	187	0
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Other	0	0	17	7	268	219	17	7	0	0	287	0	287	0
	Total	0	0	138	60	382	313	138	60	0	0	3,023	0	3,023	0
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Post-Event	**Auto**	0	0	18	1	29	24	18	1	0	0	0	1,551	0	1,551
	Taxi	0	0	1	0	0	0	1	0	0	0	0	36	0	36
	Subway	0	0	25	1	10	8	25	1	0	0	0	1,461	0	1,461
	MTA Bus	0	0	6	0	19	16	6	0	0	0	0	224	0	224
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Other	0	0	7	0	134	110	7	0	0	0	0	1,192	0	1,192
	Total	0	0	57	2	192	158	57	2	0	0	0	4464	0	4,464
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday (6:30-7:30 PM)	**Auto**	177	0	26	26	67	55	203	26	177	0	1,223	0	1,400	0
	Taxi	13	0	1	1	0	0	14	1	13	0	27	0	40	0
	Subway	0	0	32	32	22	18	32	32	0	0	1,002	0	1,002	0
	MTA Bus	0	0	3	3	45	37	3	3	0	0	146	0	146	0
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Other	2	0	3	3	314	257	5	3	2	0	302	0	304	0
	Total	192	0	65	65	448	367	257	65	192	0	2700	0	2,892	0
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday (10-11 PM)	**Auto**	0	177	25	1	34	28	25	178	0	177	0	1,879	0	2,056
	Taxi	0	13	1	0	0	0	1	13	0	13	0	41	0	54
	Subway	0	0	31	2	11	9	31	2	0	0	0	1,539	0	1,539
	MTA Bus	0	0	2	0	22	18	2	0	0	0	0	224	0	224
	Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Other	0	2	3	0	157	128	3	2	0	2	0	2,077	0	2,079
	Total	0	192	62	3	224	183	62	195	92	82	0	5,760	0	5,952
Vehicle Trips :															
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Pre-Event	**Auto (Total)**	0	0	37	16	29	24	66	40	0	0	592	0	592	0
	Taxi Balanced	0	0	2	2	0	0	2	2	0	0	17	17	17	17
	Truck									0	0	0	0		
	Total	0	0	39	18	29	24	68	42	0	0	609	17	609	17
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Post-Event	**Auto (Total)**	0	0	15	1	15	12	30	13	0	0	0	708	0	708
	Taxi Balanced	0	0	1	1	0	0	1	1	0	0	21	21	21	21
	Truck									0	0	0	0		
	Total	0	0	16	2	15	12	31	14	0	0	21	729	21	729
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday (6:30-7:30 PM)	**Auto (Total)**	89	0	22	22	34	28	145	50	89	0	469	0	558	0
	Taxi Balanced	7	7	2	2	0	0	9	9	7	7	15	15	22	22
	Truck									0	0	0	0		
	Total	96	7	24	24	34	28	154	59	96	7	484	15	580	22
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Saturday (10-11 PM)	**Auto (Total)**	0	89	21	1	17	14	38	104	0	89	0	720	0	809
	Taxi	0	7	1	0	0	0	1	7	0	7	0	23	0	30
	Taxi Balanced	7	7	1	1	0	0	8	8	7	7	23	23	30	30
	Truck									0	0	0	0		
	Total	7	96	22	2	17	14	46	112	7	96	23	743	30	839

		No-Build			Build			Build - No Build Increment		
	Total Vehicle	In	Out	Total	In	Out	Total	**In**	**Out**	**Total**
Weekday	**Pre-event**	68	42	110	609	17	626	**541**	**-25**	**516**
	Post-event	31	14	45	21	729	750	**-10**	**715**	**705**
Saturday	**Pre-event**	154	59	213	580	22	602	**426**	**-37**	**389**
	Post-event	46	112	158	30	839	869	**-16**	**727**	**711**

Avenue, and Surf Avenue corridors, with many en route to and from interchanges with the Shore (Belt) Parkway located at Ocean Parkway and Cropsey Avenue.

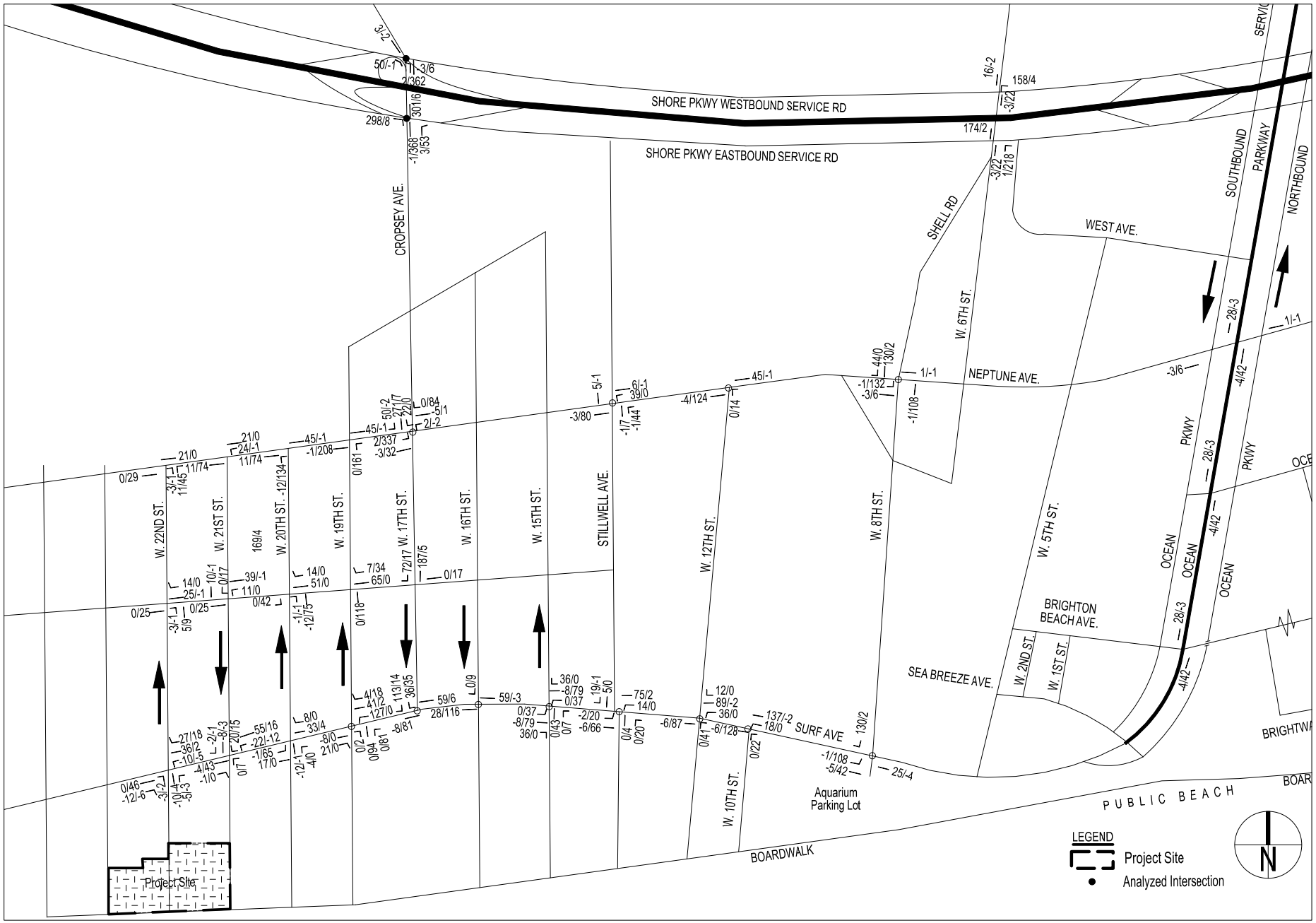
As shown in Figure 3, a total of 28 intersections have been selected for the analysis of traffic conditions during the weekday and Saturday pre- and post-concert peak hours based on the assignment of project-generated traffic shown in Figures 2A and 2B. These intersections, listed below, are where traffic generated by the proposed project is expected to be most concentrated.

Traffic Analysis Locations – Weekday and Saturday

1. Shore Parkway Northbound Off-Ramp at Cropsey Avenue/Bay 52nd Street
2. Shore Parkway Southbound Off-Ramp at Cropsey Avenue/Bay 50th Street
3. Shore Parkway Northbound Off-Ramp at Shell Road
4. Shore Parkway Southbound On-Ramp at Shell Road
5. Neptune Avenue at West 22nd Street
6. Neptune Avenue at West 21st Street
7. Neptune Avenue at West 20th Street
8. Neptune Avenue at West 19th Street
9. Neptune Avenue at Cropsey Avenue
10. Neptune Avenue at Stillwell Avenue
11. Neptune Avenue at West 12th Street
12. Neptune Avenue at West 8th Street
13. Mermaid Avenue at West 22nd Street
14. Mermaid Avenue at West 21st Street
15. Mermaid Avenue at West 20th Street
16. Mermaid Avenue at West 19th Street
17. Mermaid Avenue at West 17th Street
18. Surf Avenue at West 22nd Street
19. Surf Avenue at West 21st Street
20. Surf Avenue at West 20th Street
21. Surf Avenue at West 19th Street
22. Surf Avenue at West 17th Street
23. Surf Avenue at West 16th Street
24. Surf Avenue at West 15th Street
25. Surf Avenue at Stillwell Avenue
26. Surf Avenue at West 12th Street
27. Surf Avenue at West 10th Street
28. Surf Avenue at West 8th Street

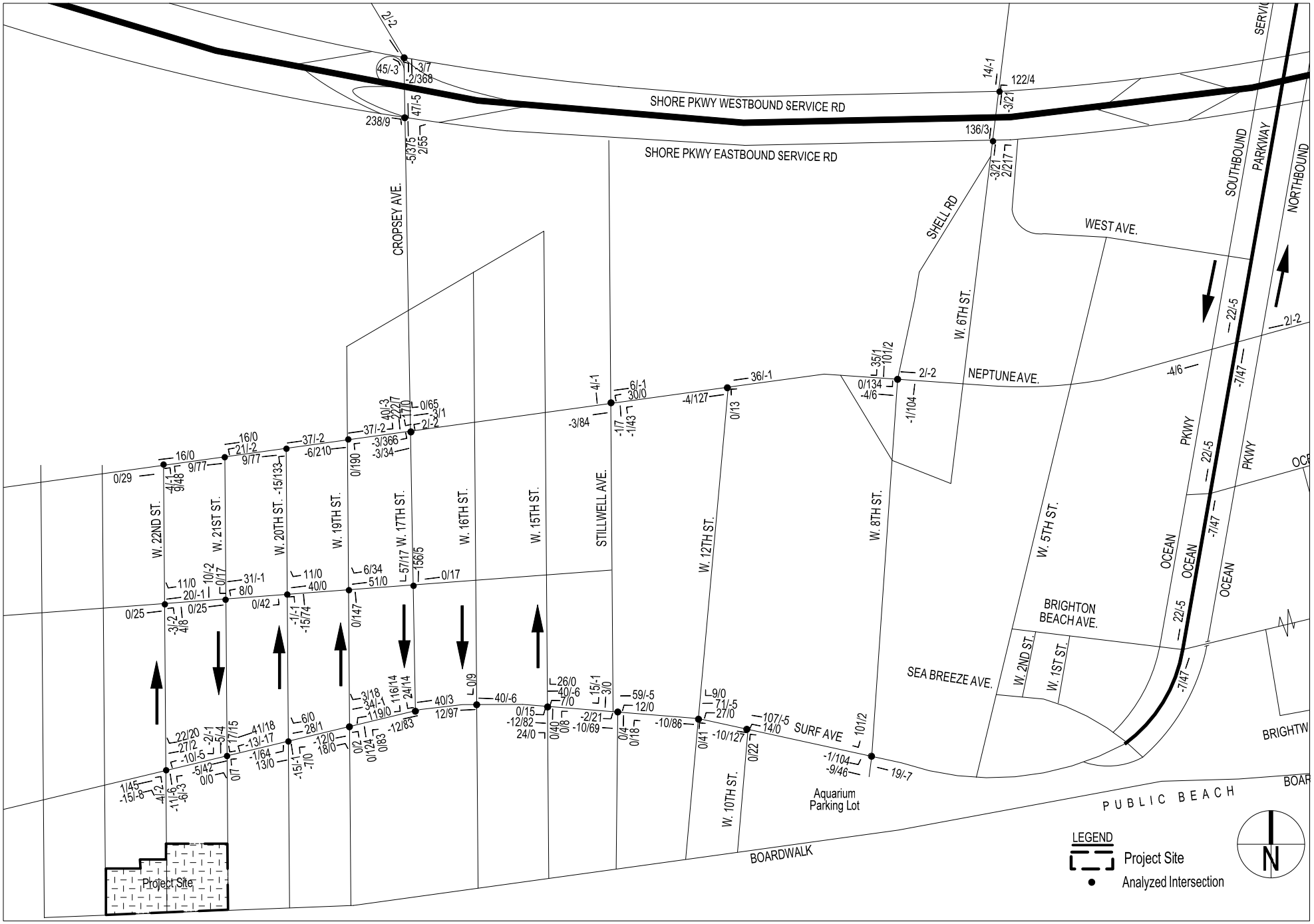
PARKING

Persons driving to a concert at the Seaside Summer Concert Series' existing location at Surf Avenue and West 21st Street typically found parking either at a curbside location in close proximity to the stage or in the KeySpan lot at MCU Park. Surveys during the August 11, 2012 "Jackson Unity Tour" and August 16, 2012 "Gladys Knight and the Commodores" concerts revealed that on both nights approximately 72% of concertgoers parked on the street and 25% parked at the KeySpan lot at MCU Park. Concert-related parking demand at these on-street locations and off-street facilities would be the same on both weekdays and Saturdays as a result of the proposed project. The EIS will therefore provide analyses of both on-street and off-street parking conditions during a weekday and Saturday concert event at the proposed amphitheater for a radius of ½ - mile from the project site. This survey was also conducted in 2012 along with the other data collection.



Seaside Park and Community Arts Center

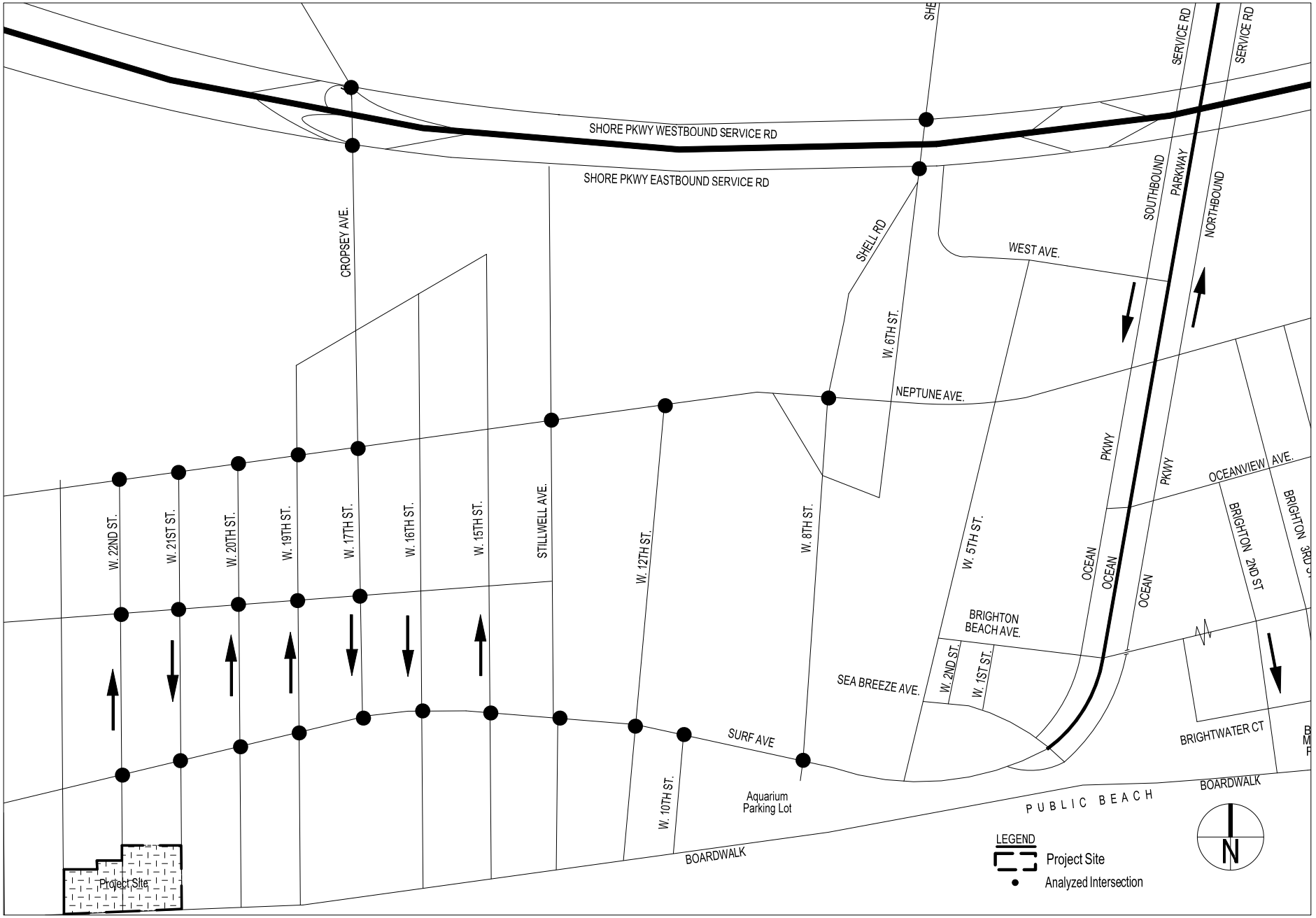
FIGURE 2A
Weekday Peak Hour Project Increment Traffic Volumes



Seaside Park and Community Arts Center

FIGURE 2B

Saturday Peak Hour Project Increment Traffic Volumes



Seaside Park and Community Arts Center

FIGURE 3
Traffic Study Area and Analyzed Intersection

SELECTION OF TRANSIT FACILITIES FOR ANALYSIS

According to the general thresholds used by the Metropolitan Transportation Authority and specified in the *2012 CEQR Technical Manual*, detailed transit analyses are not required if an initial screening indicates that a proposed project would result in less than 200 new peak hour subway or bus transit riders, as fewer than this number of new transit trips is considered unlikely to create significant impacts on existing transit facilities. If a proposed project would generate more than 200 transit trips, then a detailed analysis is warranted for any subway station to which the proposed project would add 200 or more peak hour trips, or for any bus line to which 50 or more passengers per hour would be assigned (in one direction).

Subway

Based on the 2012 surveys, it is anticipated that project-generated subway trips would essentially utilize only one subway station - the Coney Island-Stillwell Avenue (D, F, N, Q) station located approximately 0.4-miles to the east of the site. As shown in Table 3, the proposed project is expected to generate a net total of 1,133 and 1,435 new subway trips in the weekday PM (pre-concert) and evening (post-concert) peak hours, respectively, and 938 and 1,506 new trips during these periods, respectively on a Saturday. Project-generated trips were assigned based on usage data collected from concertgoers surveyed during the Seaside Summer Concert Series at Coney Island. Based on these data, it is estimated that approximately 100 percent of project-generated subway demand would occur at the Coney Island-Stillwell Avenue station.

Table 3
Preliminary Project Increment
Subway Trip Assignment by Station – Compared to No-Action

Subway Station	Weekday		Saturday	
	Pre-Event Peak Hour	Post-Event Peak Hour	Pre-Event Peak Hour	Post-Event Peak Hour
Coney Island-Stillwell Ave (D, F, N, Q)	1,133	1,435	938	1,506

Based on the peak hour subway trip assignment shown in Table 3, the proposed project would exceed the 200-trip *2012 CEQR Technical Manual* analysis threshold at the station serving the project site during both the weekday and Saturday 6:30-7:30 PM (pre-concert) and 10:00-11:00 PM evening (post-concert) peak hours. The analysis of conditions at the Coney Island – Stillwell Avenue subway station serving the project site will therefore focus on the 6:30-7:30 PM (pre-concert) peak hour. Although project-generated subway demand would be higher during the 10:00-11:00 PM evening peak hour, new significant adverse subway station impacts during this period over and above those identified for the 6:30-7:30 PM period are considered unlikely as overall subway demand is substantially lower in the late evenings.

Local Bus

Two NYC Transit local bus routes operate within approximately ½-mile of the project site and are likely to be used by the 167, 218, 140 and 222 new bus trips during the weekday pre-event and post-event and Saturday pre-event and post-event, respectively, generated by the proposed project. These bus routes include the B36 operating along Surf Avenue and West 5th Street and the B82 which operates along Cropsey Avenue to a terminus at the Coney Island-Stillwell Avenue subway station.

Table 4 shows a preliminary assignment of project-generated trips to local bus routes based on bus usage data collected from surveys of concertgoers at the Seaside Summer Concert Series at Coney Island. As shown in Table 4, it is anticipated that in the evening peak hours for both weekday and Saturday concerts, compared to the No-Action, the proposed project would result in a net increase of greater than 50 trips in one direction, falling above the *2012 CEQR Technical Manual* threshold. The EIS analyses of local bus conditions will therefore focus

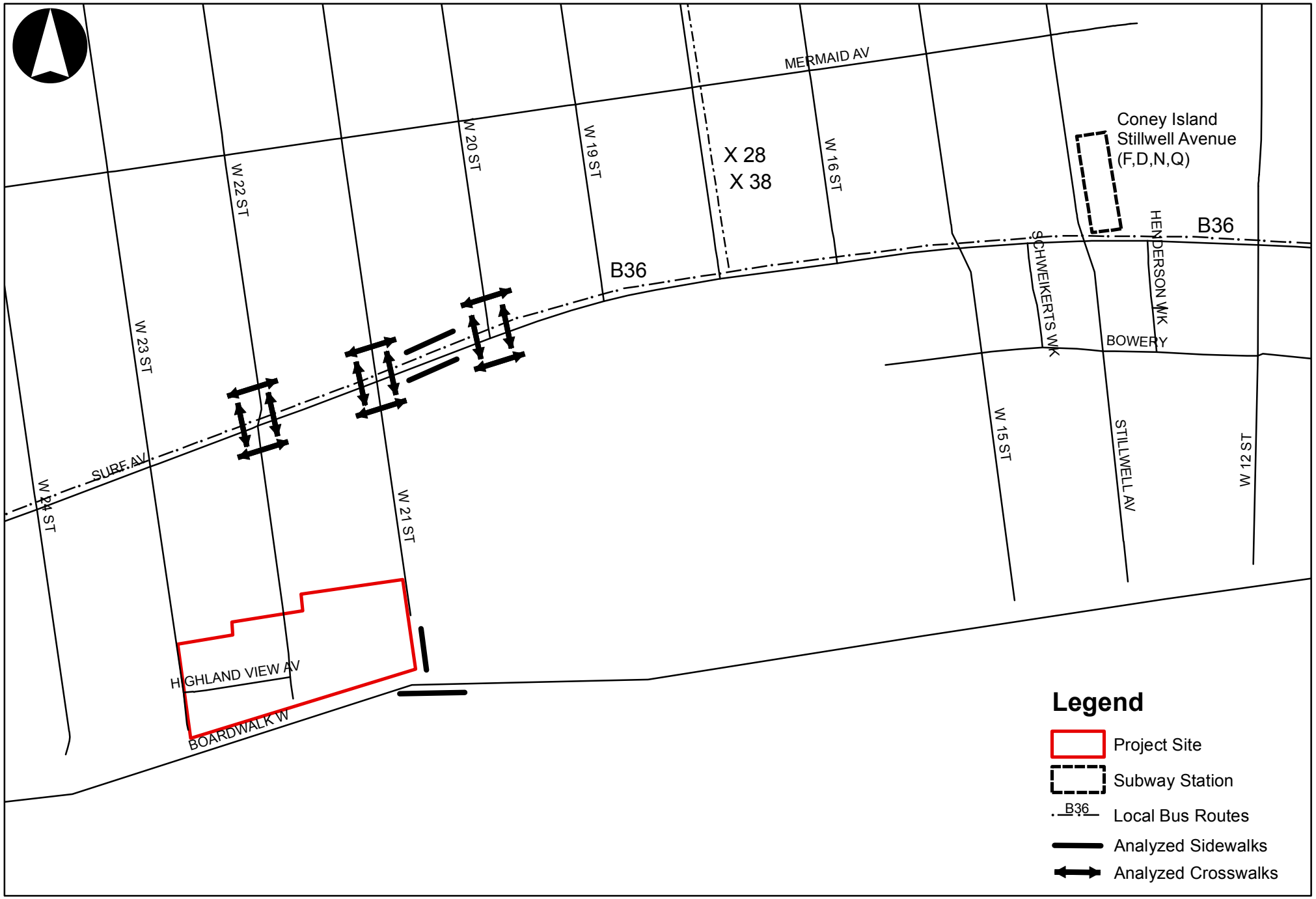
on the weekday and Saturday evening peak hours when concert demand from the proposed project is expected to exceed the 50-trip per direction analysis threshold.

Table 4
Preliminary Project Increment Bus Trip Assignment by Route

NYC Transit Local Bus Route	Weekday		Saturday	
	Pre-Event Peak Hour	Post-Event Peak Hour	Pre-Event Peak Hour	Post-Event Peak Hour
B36	157	205	76	120
B82	10	13	64	102
Total	**167**	**218**	**140**	**222**

SELECTION OF PEDESTRIAN ANALYSIS LOCATIONS

Most, if not all, project-generated trips would include a walk component using local sidewalks, street corners, crosswalks, as well as the Boardwalk, to access the proposed amphitheater. Based on the preliminary travel demand forecast shown in Table 2, it is anticipated that the proposed project would have the potential to add more than the 200-trip *2012 CEQR Technical Manual* analysis threshold to sidewalks, corner areas, and crosswalks in the immediate vicinity of the project site during all analysis periods. Accordingly, the EIS will provide detailed analyses for the pedestrian facilities in the immediate vicinity of the project site where project-generated pedestrian trips are expected to be most concentrated, including the Boardwalk, sidewalks, corner areas, and crosswalks providing access to entrances, and along corridors leading to nearby subway stations. As shown in Figure 4, analysis locations will include the boardwalk as well as sidewalks, corner areas, and crosswalks along Surf Avenue, West 22nd Street, West 20th Street, and West 21st Street.



Seaside Park and Community Arts Center

Figure 4

Pedestrian Analysis Locations

Appendix

Seaside Amphitheater 2012 Survey Results

Philip Habib & Associates
Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

MEMORANDUM

To: Jacob Feingold, Associate, iStar Financial

From: Philip Habib & Associates

Date: September 20, 2012

Subject: Seaside Amphitheater at Coney Island Transportation Survey (1250)

In order to evaluate the existing transportation characteristics and arrival/exit patterns of the Seaside Summer Concert Series at Coney Island, Philip Habib & Associates conducted surveys and attendance counts at two concerts in mid August 2012. Counts took place during the last two concerts of the season, the Jacksons Unity Tour on Saturday, August 11 and Gladys Knight and the Commodores on Thursday, August 16. Saturday night's concert coincided with a Brooklyn Cyclone's home game at nearby MCU Park. On both dates, surveys were performed from 4:00 PM to 7:00 PM and attendance counts between 6:15 PM and 11:15 PM.

Survey Results

Surveys were administered to concertgoers waiting in line at the venue's three entrances, which are shown in Figure 1. Each survey contained five questions with numerous follow ups depending on the respondent's choice of transportation mode (Appendix 1). As shown in Table 1 below, the modal split for both days is comparable, with personal auto being the most popular choice (46% Saturday; 43% Thursday) and subway close behind (37% Saturday; 40% Thursday). All remaining modes combined for approximately 17% on Saturday and 16% on Thursday.

Table 1
Modal Split

Mode	Saturday 8/11/12		Thursday 8/16/12	
*Auto	95	46%	214	43%
Taxi	0	0%	4	1%
Bus	11	6%	31	6%
Subway	76	37%	201	40%
Walk	23	11%	32	6%
Other	0	0%	15	3%
Total	**209**	**100%**	**497**	**100%**

*Includes those who were dropped off at concert

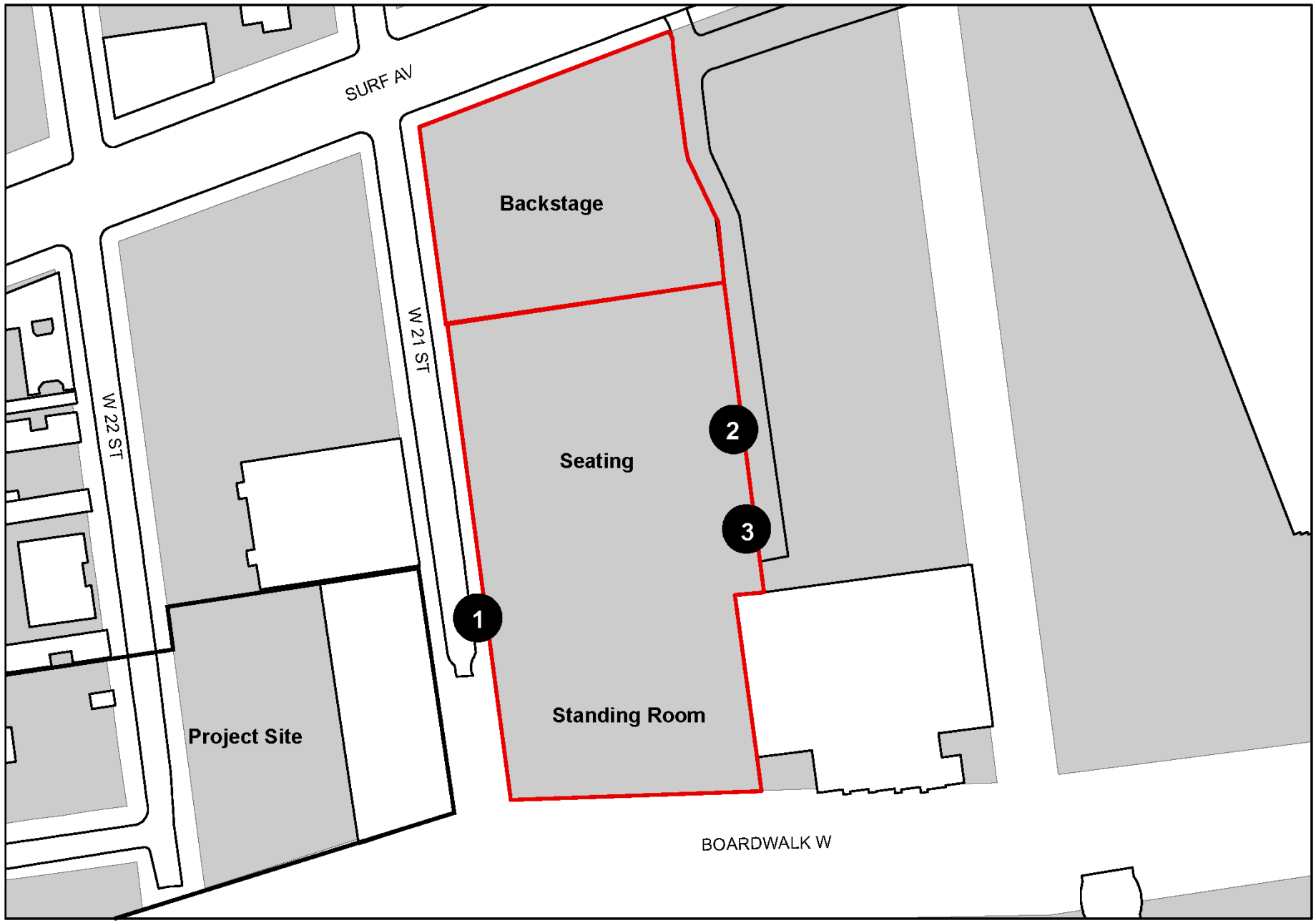


Figure 1: Survey and Count Locations

For those who drove, survey results show that street parking was highly favored over both paid-entry parking ($10) and parking at a private home or business (Table 2). On Saturday and Thursday, 71% and 72% of respondents, respectively, indicated that they had parked on the street. The next most popular parking option was the KeySpan lot at MCU Park (25% Saturday; 22% Thursday). Vehicle occupancy rates from both days show that car pooling was more prevalent on Saturday (2.61 persons per auto) than Thursday (2.19 persons per auto).

Table 2
Parking Locations

Location	Saturday 8/11/12		Thursday 8/16/12	
Street Parking	64	71%	147	72%
KeySpan Lot at MCU Park	22	25%	44	22%
Lot North of Surf Ave at W 17th	1	1%	10	5%
Nathan's Lot on W 15th	1	1%	1	>1%
Parked at Private Location	2	2%	2	>1%
Total	**90**	**100%**	**204**	**100%**

*Please note that the totals differ between Table 1 and Table 2 because some auto users did not park (drop offs) and not everyone provided information on where they parked

Vehicle counts of five area parking lots were conducted on both nights (Table 3). The lots considered were those analyzed in the 2009 Coney Island Rezoning, including: the KeySpan Park Satellite Lot, KeySpan Park Main Lot, two commercial lots north of Surf Avenue at West 17th Street, Nathan's Lot on West 15th Street, and a commercial lot north of Surf Avenue at West 12th Street. The survey revealed that on Saturday night an approximate combined 1,188 parking spaces of the 1,191 available were occupied (100% occupancy). Thursday night's occupancy levels were slightly lower, with only 934 taken spaces (78%). These numbers do not account for the New York Aquarium, which has a parking lot of approximately 350 spaces. In the future with the approved Coney Island Rezoning, the Aquarium will expand its parking capacity by 400 to approximately 750 spaces.

Table 3
Vehicle Counts in Area Parking Lots

Location	Capacity	Saturday 8/11/12 Occupancy		Thursday 8/16/12 Occupancy	
KeySpan Main Parking Lot	750	750	100%	515	68%
Lot North of Surf Ave at W 17th	300	300	100%	300	100%
Nathan's Lot on W 15th	26	26	100%	26	100%
Commercial Lot at W 12th	115	112	97%	93	81%
Total	**1,191**	**1,188**	**100%**	**934**	**78%**

Using zip code data from those who drove, it can be determined that approximately 74% of drivers on Saturday and 85% on Thursday came from a location within New York City. On both nights, Brooklyn was the most popular borough of origin, with 48% of drivers on Saturday and 51% on Thursday. A breakdown of auto trip origin by borough is presented in Table 4 below:

Table 4
Borough of Origin (Auto Only)

Borough	Saturday 8/11/12		Thursday 8/16/12	
Bronx	3	3%	8	4%
Brooklyn	40	48%	108	51%
Manhattan	2	2%	11	5%
Queens	17	17%	37	18%
Staten Island	3	3%	15	7%
Non-NYC	23	26%	31	15%
Total	**88**	**100%**	**210**	**100%**

Similar trends were found for concertgoers traveling by all modes, not just automobiles (Table 5). On both nights, Brooklyn was the most popular borough of origin, with 59% of all modes on Saturday and 62% on Thursday.

Table 5
Borough of Origin (All Modes)

Borough	Saturday 8/11/12		Thursday 8/16/12	
Bronx	11	6%	20	4%
Brooklyn	113	59%	299	62%
Manhattan	8	4%	57	12%
Queens	26	14%	49	10%
Staten Island	5	3%	20	4%
Non-NYC	28	15%	36	7%
Total	**191**	**100%**	**481**	**100%**

As discussed earlier, approximately 37% of total trips on Saturday and 40% of total trips on Thursday were made via subway. Public transit trips (subway and bus combined) accounted for approximately 42% of total trips on Saturday and 47% on Thursday. Table 6 provides a summary of subway ridership on both days broken-down by train line. Results suggest that all four train lines were used moderately, with N train ridership generally lower than the D, F, and Q. For the 6% of respondents (on both Saturday and Thursday) who took the bus, the B36 was the most frequently used line. Running between Sheepshead Bay and Coney Island, the bus carried approximately 55% (6 persons) of bus riders on Saturday and 94% (29 persons) on Thursday. All other riders used the B82 (45% on Saturday, 6% on Thursday), which runs between Spring Creek and Coney Island.

Table 6
Subway Line Taken to Coney Island-Stillwell Ave. Station

Line	Saturday 8/11/12		Thursday 8/16/12	
D	22	29%	49	24%
F	24	32%	54	27%
N	13	17%	28	14%
Q	17	22%	70	35%
Total	**76**	**100%**	**201**	**100%**

While both concerts had advertised start times of 7:30 PM, arrival times at Coney Island differed between the two days. For the Jackson Unity Tour on Saturday, August 11, numerous respondents indicated that they had been in line for longer than 24 hours, some as early as 9 AM on Friday. Comparatively, arrival times for Gladys Knight and the Commodores were less spread out, with most people arriving a few hours prior to the show. Despite these differences, the median arrival times for both shows were similar, with the middle person arriving at 5:00 PM on Saturday and 5:30 PM on Thursday.

The majority of respondents at both concerts indicated that they were coming from home and not their place of employment. On Saturday, only 3% came from work while 97% came from home. Thursday's results were more mixed, with 81% coming from home and 19% coming from work. When asked if they were going home immediately after the show, respondents on Thursday night were more likely to answer 'yes' than respondents on Saturday night (Table 7). Approximately 76% of respondents on Thursday night stated they were going home after the show, compared to 66% on Saturday. Similarly, a higher percentage of respondents (28%) stated that they were staying in the Coney Island area on Saturday night than on Thursday night (19%).

Table 7
Are You Going Home Immediately After the Show?

Line	Saturday 8/11/12		Thursday 8/16/12	
Yes	134	66%	376	76%
No, Coney	58	28%	96	19%
Undecided	13	6%	22	5%
Total	**205**	**100%**	**494**	**100%**

Counts were conducted at the three main entrances of the concert venue, beginning once doors opened and ending once the venue emptied. During the Jackson Unity Tour on Saturday, approximately 4,602 people entered the concert venue during a three hour period between 6:15 PM and 9:15 PM and an estimated 3,111 exited between 9:45 PM and 10:30 PM. On Thursday, approximately 5,592 people entered during the three hour period from 6:15 PM to 9:15 PM and an estimated 5,654 left between 9:45 PM and 11:15 PM. The peak hour for entry on both Saturday and Thursday began once doors opened at 6:15 PM and ended at 7:15 PM. Approximately 2,081 people were admitted during the peak hour on Saturday and 2,090 were admitted on Thursday. The peak period for departure on both nights coincided with the end of the performance. On Saturday, the concert ended around 10:05 PM and an estimated +3,111 people left between 9:30 PM and 10:30 PM. Thursday's concert ended around 10:50 PM and approximately 5,294 departed between 10:15 and 11:15 PM.

Table 8
Summary of Attendance Counts

	Saturday 8/11/12		Thursday 8/16/12	
Time	IN	OUT	IN	OUT
6:15 – 6:30	357	-	204	-
6:30 – 6:45	582	-	628	-
6:45 – 7:00	575	-	633	-
7:00 – 7:15	567	-	625	-
7:15 – 7:30	353	-	928	-
7:30 – 7:45	401	-	377	-
7:45 – 8:00	375	-	368	-
8:00 – 8:15	354	-	392	-
8:15 – 8:30	268	-	371	-
8:30 – 8:45	389	-	651	-
8:45 – 9:00	176	-	319	-
9:00 – 9:15	205	-	96	-
9:45 – 10:00	-	123	-	59
10:00 – 10:15	-	2,288	-	301
10:15 – 10:30	-	700	-	535
10:30 – 10:45	-	-	-	733
10:45 – 11:00	-	-	-	2,635
11:00 – 11:15	-	-	-	1,391
	4,602	**3,111**	**5,592**	**5,654**

Conclusion

The surveys and attendance counts performed on Saturday, August 11, 2012 and Thursday, August 16, 2012 have helped uncover the general transportation characteristics and arrival/exit patterns of the Seaside Summer Concert Series. Results show that personal auto (46% Saturday; 43% Thursday) and subway (37% Saturday; 40% Thursday) were the two most widely used transportation modes for accessing the concert venue. Subway ridership was well-distributed between the four train lines and the majority of those who drove chose to park street side (71% Saturday; 72% Thursday). Local parking lots did not reach full capacity on either night, with approximately 11% of spaces unoccupied on Saturday night and 19% unoccupied on Thursday night. For drivers, Brooklyn was the most popular borough of origin (48% Saturday; 51% Thursday). The majority of respondents indicated they were coming from home (97% Saturday; 81% Thursday) and were planning to return home immediately after the show (66% Saturday; 76% Thursday). Pedestrian counts revealed that the peak hour for entry began once doors opened at 6:15 PM (2,081 Saturday; 2,090 Thursday) and the peak period for departure coincided with the end of the performance.

APPENDIX I
AUDIENCE TRAVEL CHARACTERISTICS SURVEY

Audience Travel Characteristics Survey at Seaside Summer Concerts
Coney Island

Date: Thursday, August 16, 2012

Time:

Hello! Can I ask you a couple questions about how you got here?

Did you come by: Car Bus Subway Walk Taxi Bike Other _____

If by car:
Where did you park? Which parking lot?
How many passengers were in the car including the driver?

If by bus:
What bus route?

If by train:
What train line?
Which station did you get off at?

If by taxi:
How many passengers were in the car?

What time did you arrive at Coney Island today? What time did you arrive here at the concert?

Are you coming from home or work?

What's the zip code of the place you're coming from?

Do you plan on going home right after the show or are you sticking around Coney?

Thanks, enjoy the show!