

A. INTRODUCTION

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

In total, the rezoning area encompasses 47 acres of developable land. The proposed Coney Island plan would facilitate the creation of a 27-acre amusement and entertainment district that would include a 9.39-acre mapped open amusement park as its centerpiece. The proposed rezoning and Special Coney Island District would govern the blocks located outside of the proposed mapped parkland and are anticipated to result in an incremental increase in development of approximately 584,664 square feet (sf) of amusement uses and amusement-enhancing uses like eating and drinking establishments, 606 hotel rooms, 2,408 residential units, of which 607 would be affordable units, 43,236 sf of small-scale accessory retail uses in the amusement and entertainment district (the Coney East subdistrict, defined below), 277,715 sf of general retail uses outside of the amusement and entertainment district, and 3,843 parking spaces, including 566 spaces for public parking, a portion of which will serve the Coney East subdistrict.

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

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

Coney Island Rezoning

irretrievable commitments of resources as a result of the proposed actions; and a description of any mitigation measures necessary to minimize significant adverse environmental impacts that could occur under the proposed actions. This set of proposed actions is also subject to the City’s Uniform Land Use Review Procedures (ULURP) pursuant to City Charter Section 197-c and review pursuant to City Charter Section 200.

Since the issuance of the Draft EIS (DEIS), the DCP filed a modified application—ULURP No. 090273(A)ZRK—on April 9, 2009 for the Special Coney Island District text in response to community comments received during the public process. The modified application is under consideration by the New York City Planning Commission (CPC), is included in Appendix A of this Final EIS (FEIS), and has been analyzed in this FEIS.

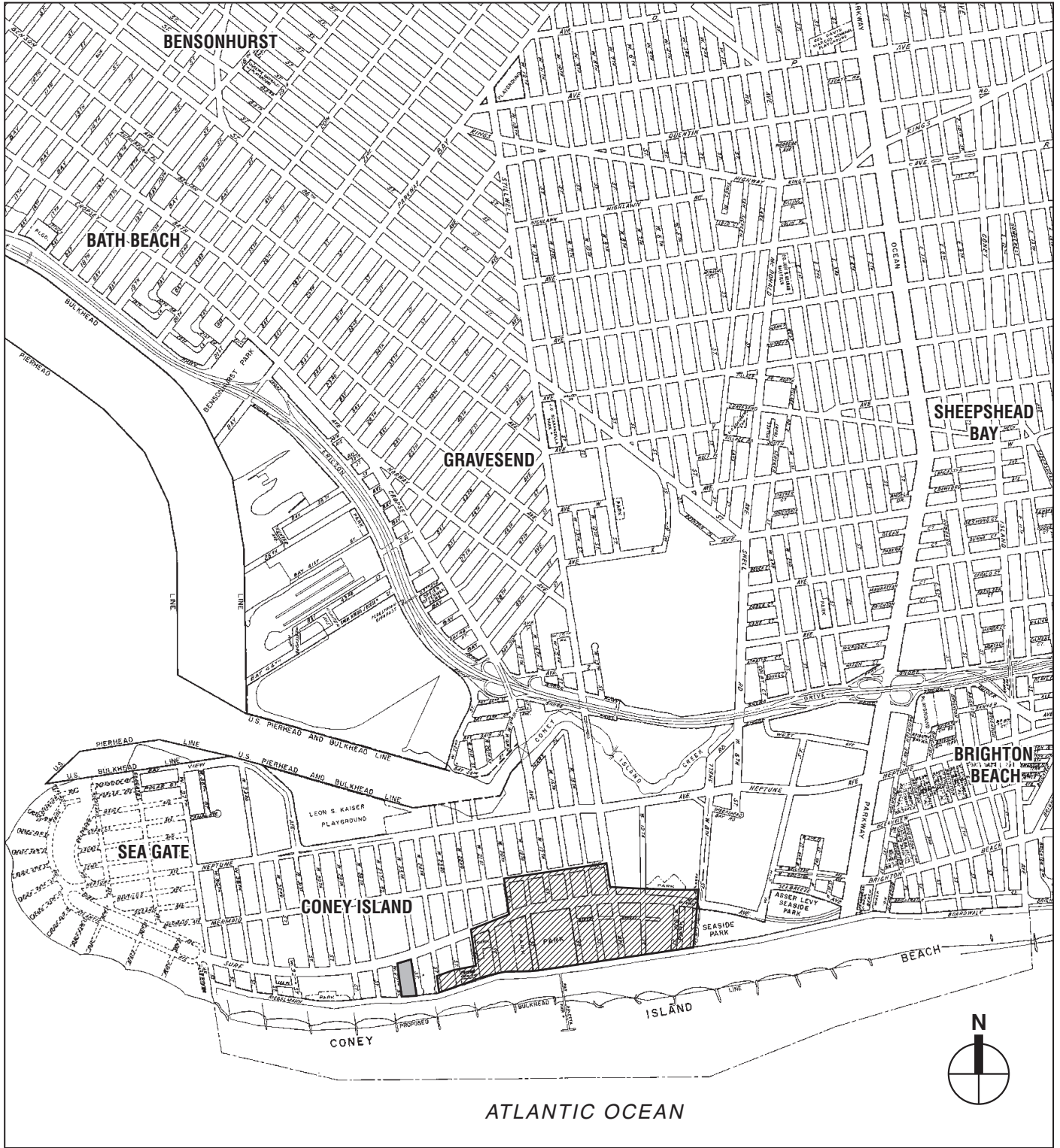
B. PROJECT IDENTIFICATION



The comprehensive Coney Island plan encompasses approximately 47 acres of developable land on the Coney Island peninsula in southern Brooklyn and within Community District 13. The area affected by the proposed actions covers approximately 20 blocks in Coney Island, and is bounded generally by West 8th Street to the east, West 24th Street to the west, the Boardwalk to the south, and Mermaid Avenue to the north (see **Figure 1-1**). The Coney Island plan also includes Block 7069, which is located between West 25th and West 27th Streets and between Surf Avenue and the Boardwalk outside of the proposed rezoning area. This site, which is a New York City Department of Parks and Recreation (DPR) maintenance facility, is expected to accommodate a portion of the parking demand generated by the proposed amusement park.

Table 1-1 and **Figure 1-2** present a list and map of all the blocks and lots that fall within the proposed rezoning area. The area comprises 200 tax lots located on 20 blocks.

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



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



-  Rezoning Area
-  West 25th Street Parking Site





-  Rezoning Area
-  West 25th Street Parking Site
- 7073** Block Number
- 101 Lot Number

Project Area Blocks and Lots
Figure 1-2

For the purpose of this analysis and the proposal, the rezoning area has been divided into four subdistricts: Coney East, Coney North, Mermaid Avenue, and Coney West (**Figure 1-3**). The Coney East subdistrict comprises all or parts of seven blocks (8697, 8696, 8695, 8694, 7074, 7268, and 7266) encompassing the historic amusement area located between Steeplechase Plaza and KeySpan Park to the west, and the New York Aquarium to the east. It also includes a narrow portion of Block 8698 at the easternmost edge of the rezoning area. The Coney North subdistrict includes portions of five blocks between Mermaid and Surf Avenues, West 20th Street, and Stillwell Avenue (7064, 7063, 7062, 7061, and 7060). The portions of four blocks located between West 15th Street and West 20th street that are within 100 feet of Mermaid Avenue constitute the Mermaid Avenue subdistrict (7060, 7061, 7062, and 7063). The Coney West subdistrict includes Block 7062 and portions of Blocks 7071 and 7072 located between KeySpan Park and West 22nd Street. The rezoning area also includes portions of Blocks 7070 and 7071 located between West 22nd and West 24th Streets. The DPR maintenance facility (Block 7069) is located outside of the rezoning area between West 25th and West 27th Streets and between Surf Avenue and the Boardwalk.

C. PURPOSE AND NEED

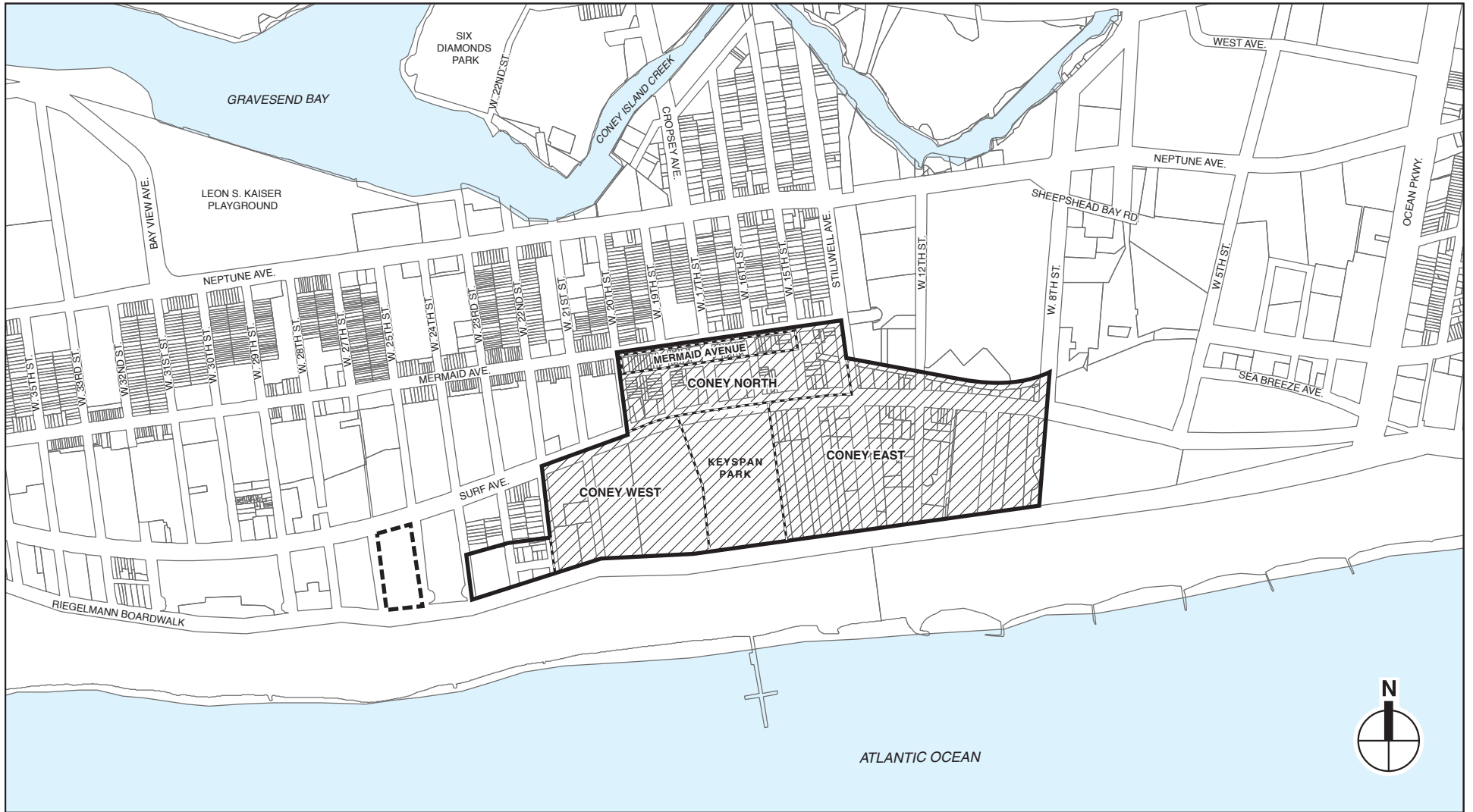
BACKGROUND AND HISTORY





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

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

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

Currently, the amusement area consists of a few blocks of largely seasonal amusement attractions. In the last few years, real estate speculation has led to the closings of some of the last remaining open amusements. The land on which Astroland Amusement Park sits has been sold



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



Coney Island Rezoning

to a private developer and the amusement park permanently closed at the end of the summer 2008. As of the end of January 2009, the Astroland site was largely vacated.

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

EXISTING SITE DESCRIPTION

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

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

Figure 1-4 shows the existing conditions in the rezoning area.

CONEY EAST

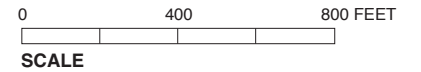
Most of the blocks in Coney East are vacant. The area containing active amusements and entertainment venues is limited to portions of three block frontages along Surf Avenue, and two blocks between Surf Avenue and the Boardwalk between West 12th Street and the Cyclone roller coaster. The rest of the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

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

The Aquarium is currently coordinating with the City on a plan that may include new capital improvements to its campus, but a final program has not yet been determined. The Aquarium is an



- Rezoning Area
- West 25th Street Parking Site



CONEY ISLAND REZONING

Project Area
Existing Conditions
Figure 1-4

important visitor attraction at the eastern end of the proposed rezoning area that reflects the type of year-round entertainment uses that the rezoning seeks to preserve and grow.

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

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

CONEY WEST

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

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

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

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

CONEY NORTH

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

Coney Island Rezoning

MERMAID AVENUE

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

IMMEDIATELY ADJACENT NEIGHBORHOODS

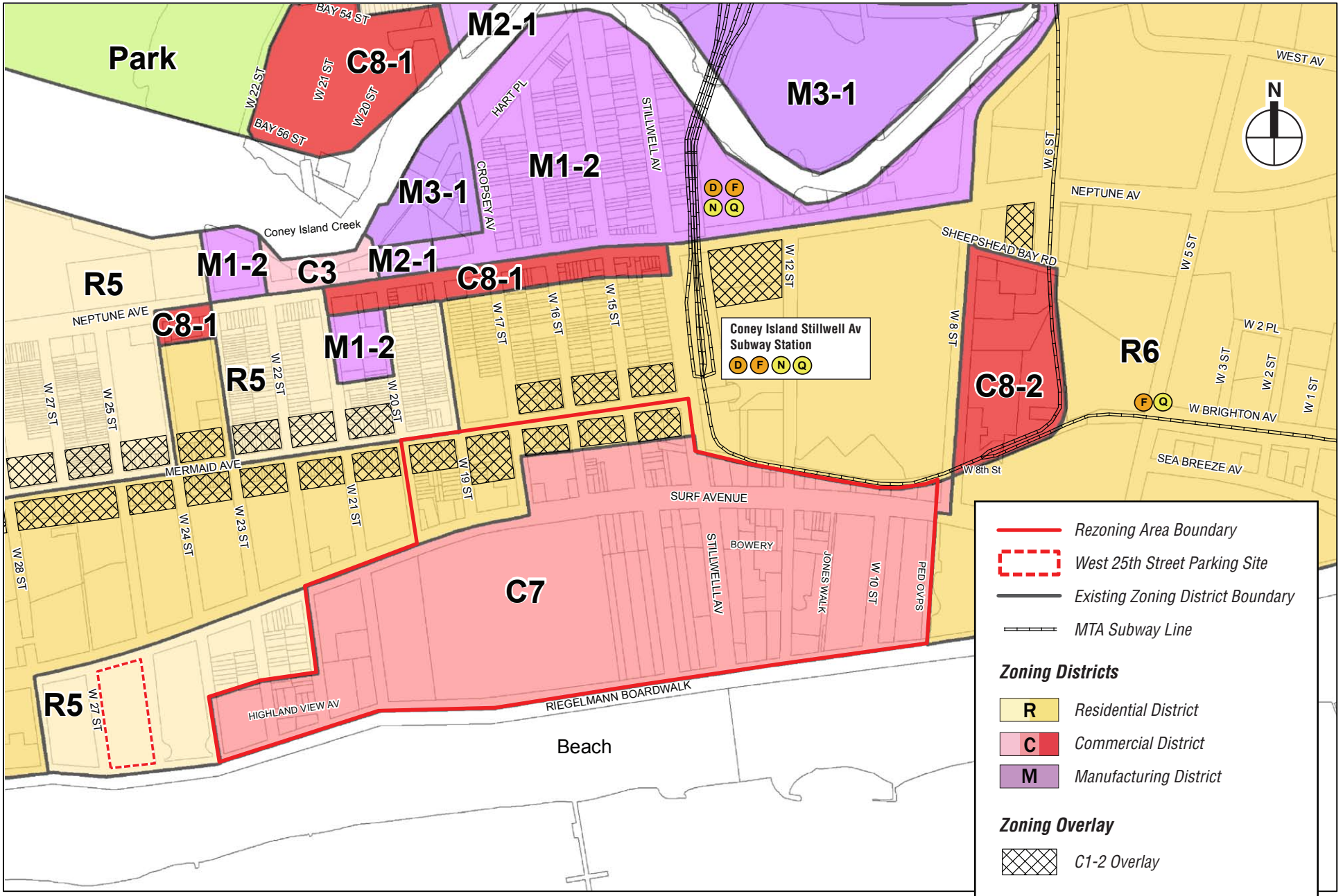
The existing residential communities to the north and the west of the rezoning area contain a mixture of housing types: pre-war, privately owned buildings, mostly concentrated to the north of the rezoning area and Seagate, a gated residential community at the western tip of the peninsula; post-war developments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

EXISTING ZONING

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

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

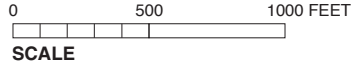
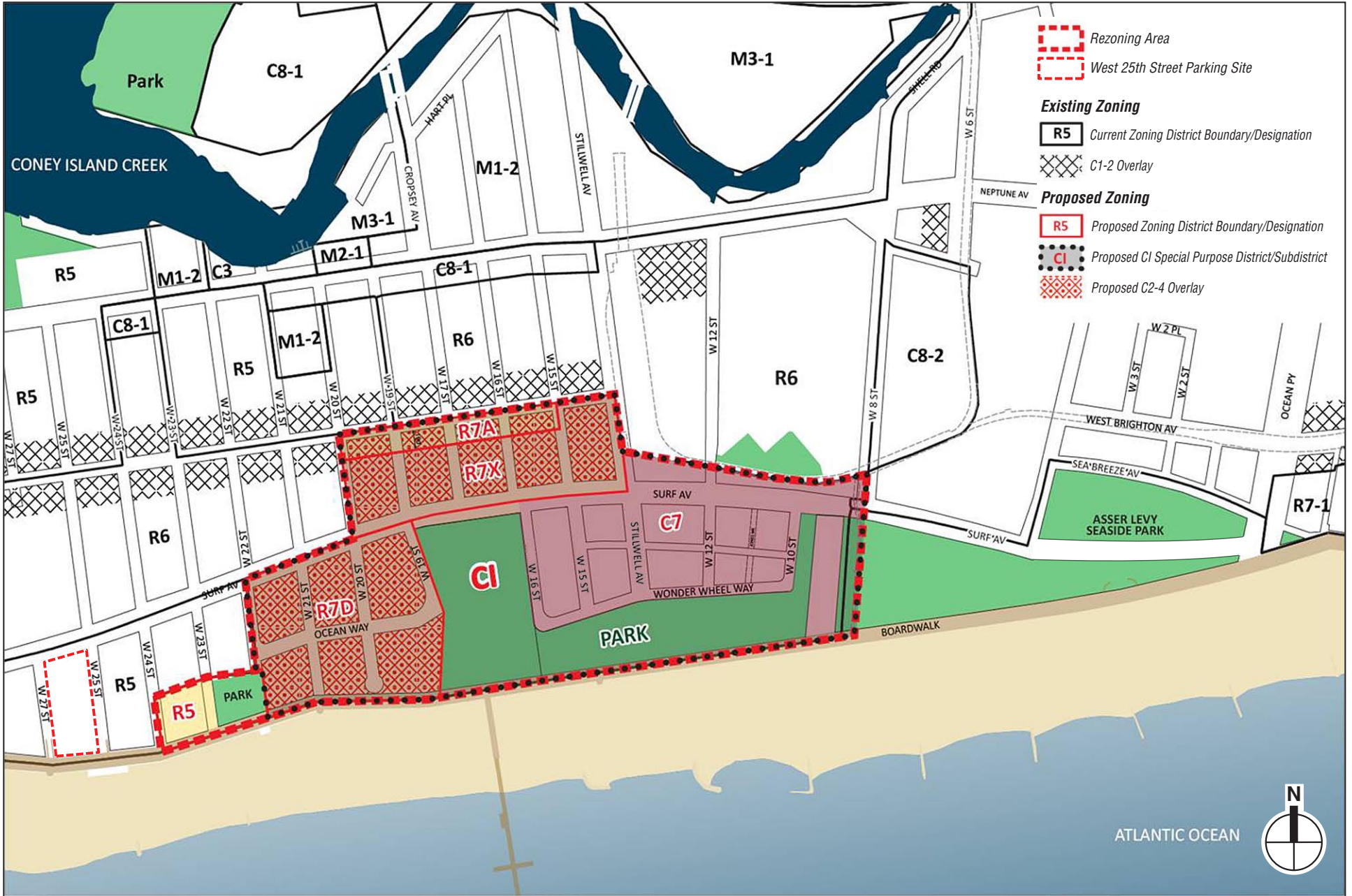
The Mermaid Avenue frontages, as well as larger portions of some of the blocks in the Coney North subdistrict, are also mapped with a C1-2 commercial overlay, which permits local retail and service uses up to a maximum FAR of 2.0. It has a high parking requirement (one space for 300 sf of commercial space). **Figure 1-5** shows the existing zoning in the area. **Figure 1-6** shows the proposed zoning, which is described fully below.



0 500 1000 FEET
SCALE

CONEY ISLAND REZONING

Existing Zoning
Figure 1-5



CONEY ISLAND REZONING



Proposed Zoning
Figure 1-6

PLANNING CONTEXT FOR THE COMPREHENSIVE REZONING

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

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

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

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

Following the mayoral announcement, DCP, NYCEDC, and CIDC conducted extensive public outreach to elected officials, key stakeholders and local residents to solicit feedback on the plan. The formal public review process for the plan was initiated at a first public scoping meeting for the preparation of an EIS held on February 13, 2008. Subsequent to the initial public scoping meeting, the City remained engaged in dialogue with all stakeholders and reviewed and considered comments received, which resulted in a revised Draft Scope of Work being issued concurrently with a revised Positive Declaration on May 22, 2008. The revisions reflected primarily a balancing of indoor and outdoor amusement uses in the Coney East subdistrict and a modification of the proposed mapped parkland boundary. The continued public dialogue—including a second public scoping meeting held on June 24, 2008, with comments accepted until July 11, 2008, and a public hearing on the DEIS held concurrently with the public hearing on the ULURP application on May 6, 2009, with comments accepted until May 18, 2009—is reflected in the current proposed comprehensive Coney Island Rezoning Plan as set forth in this FEIS and the ULURP application, including the April 9, 2009 modified application for the Special Coney Island District text.

PLANNING PRINCIPLES AND GOALS

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

- Development of a 27-acre, year-round amusement and entertainment district with open and enclosed amusements, eating and drinking establishments, hotels and small scale complementary retail directly adjacent to the amusement park;

Coney Island Rezoning

- Preservation and growth of amusement uses through the mapping of 9.39 acres of parkland in order to facilitate the creation of a world-class amusement park therein that would become the centerpiece of the 27-acre amusement and entertainment district;
- Facilitating neighborhood revitalization through the development of vacant and underutilized land for housing, including affordable housing, and local retail, providing services and job opportunities for the local residents.

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

The objectives of the Coney Island Rezoning include:

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

- *Create a network of Boardwalk recreational parks.* The mapping of a new 1.41-acre neighborhood park and a 9.39-acre open amusement park would establish a 44-acre recreational network of parks along the beachfront from the proposed “Highland View Park” to Asser Levy Park through the KeySpan Park and Steeplechase Plaza, the proposed amusement park and the Aquarium Park (**Figure 1-7**).
- *Foster economic activity* that creates job opportunities for local residents by creating year-round activity and bringing new housing and retail services to the neighborhood.

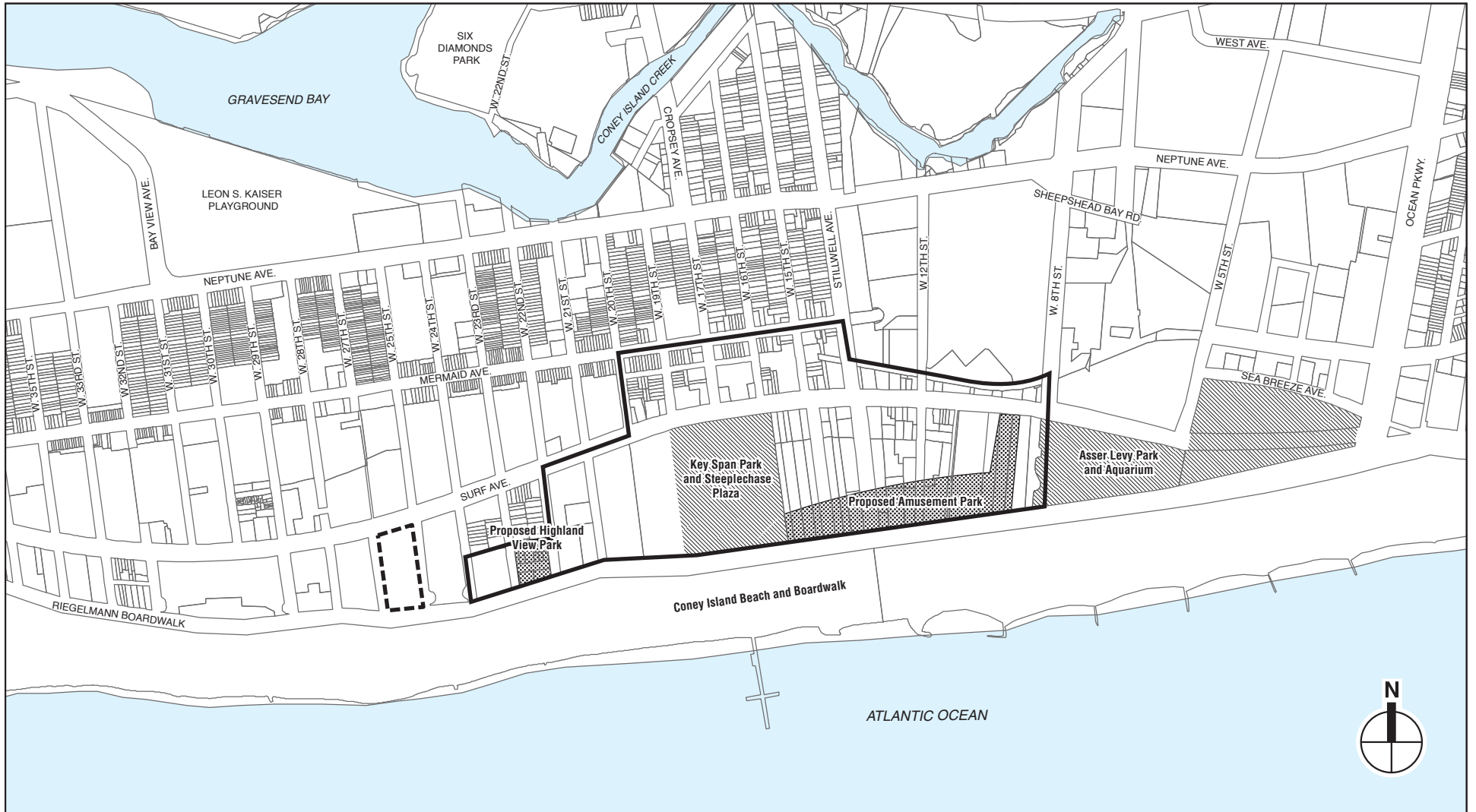
Figure 1-8 presents an illustrative site plan of the redevelopment envisioned under the Coney Island Rezoning plan. **Figures 1-9, 1-10, 1-11, 1-12, and 1-13** present illustrative perspective renderings and profiles of the proposed development. It should be noted that nothing in the proposed rezoning precludes interim amusement uses in the proposed 27-acre amusement district; in fact, in order to ensure a vibrant Coney Island amusement area for years to come, the City encourages the use of temporary amusements (transportable carnival rides, games, and food stalls) in the Coney East subdistrict on an immediate interim basis.




D. SUMMARY OF THE PROPOSED ACTIONS

CITY ACTIONS

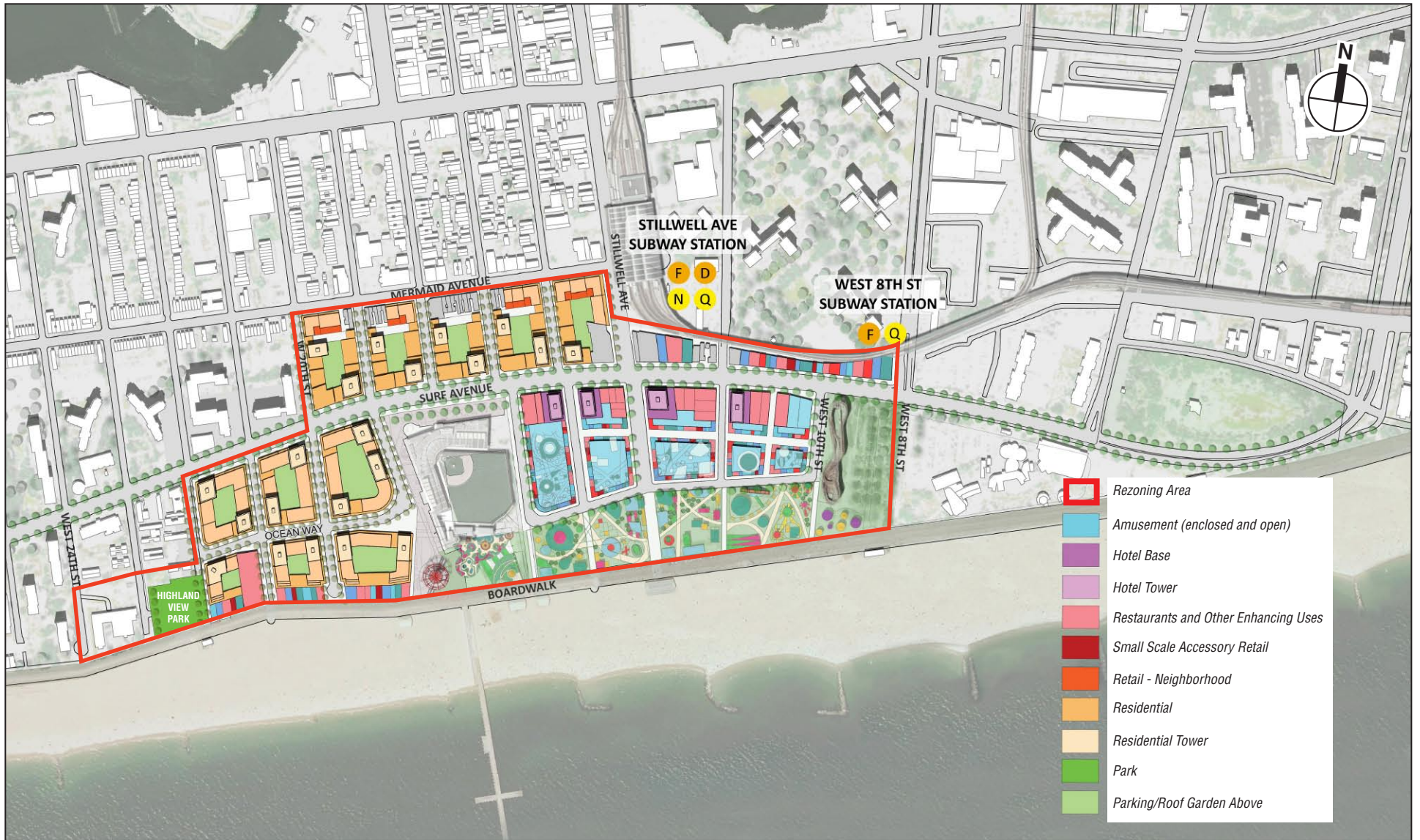
The proposed actions require CPC and City Council approvals pursuant to ULURP and City Charter Section 200, and include the following actions:

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

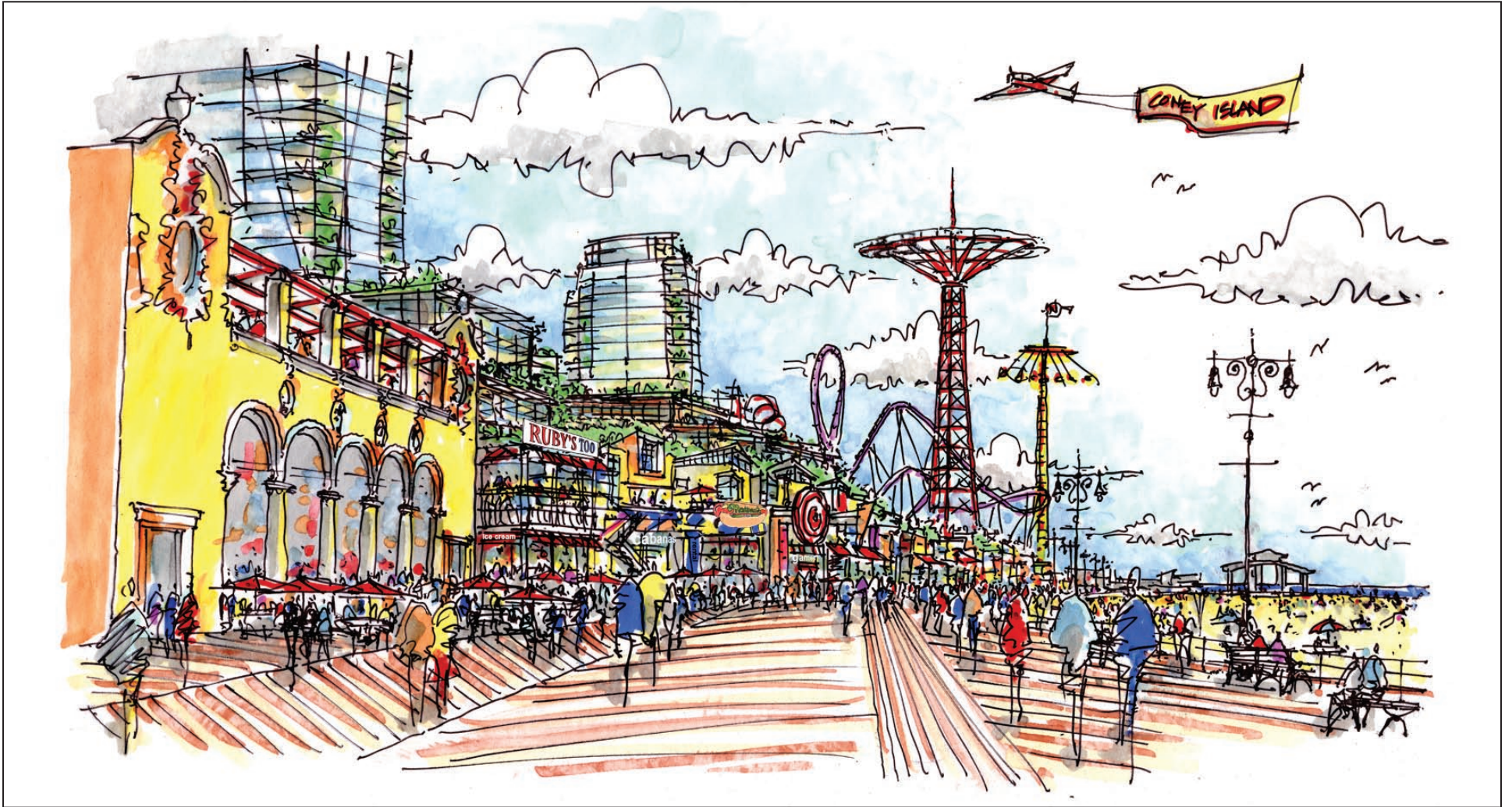


-  Rezoning Area
-  West 25th Street Parking Site
-  Existing and No Build Publicly Accessible Parks
-  Proposed Publicly Accessible Parks





For Illustrative Purposes Only



View east on the Boardwalk from Childs Restaurant

For Illustrative Purposes Only



View east on Wonder Wheel Way

For Illustrative Purposes Only



View east on Bowery from Stillwell Avenue

For Illustrative Purposes Only

12.12.08



View south on West 19th Street from Surf Avenue

For Illustrative Purposes Only



View east on Mermaid Avenue from West 16th Street

For Illustrative Purposes Only

Coney Island Rezoning

proposed Parachute Way to West 22nd Street. Private properties to be mapped as streets would be acquired by the City through sale or land transfer or could be acquired through condemnation, as necessary.

- Raising the grades of the following existing streets to meet the elevations of the proposed new streets and to enable locating ground-floor commercial space close to, or at, the 100-year floodplain elevation: Surf Avenue between West 16th Street and West 21st Street, and segments of West 12th Street, West 15th Street, West 17th Street, West 19th Street, West 20th Street, West 21st Street, Bowery, and Stillwell Avenue.
- Zoning map amendment:
 - A zoning map amendment to change the zoning in the affected areas from C7, R6 and R6/C1-2 districts to a Special Coney Island District that would define uses, density, bulk regulations and parking regulations for four subdistricts: Coney East, Coney West, Coney North and Mermaid Avenue.
 - In the Coney East subdistrict, the existing C7 zoning district regulations would be amended to include higher densities and a wider range of uses. The Coney West subdistrict would be rezoned from C7 to R7D/C2-4. The Coney North subdistrict would be rezoned from C7, R6 and R6/C1-2 to R7X/C2-4. The Mermaid Avenue subdistrict would be rezoned from R6/C1-2 to R7A/C2-4. Underlying rules for the proposed zoning districts would be superseded by the regulations created for the Special Coney Island District.
 - Portions of Blocks 7070 and 7071 between West 22nd Street and West 24th Street would not be part of the Special Coney Island District and would be rezoned from C7 to R5, extending the existing adjacent R5 district eastward.
- Zoning text amendment:
 - A zoning text amendment would establish a Special Coney Island District with the four subdistricts listed above. The Special Coney Island District would define uses, density, bulk regulations and parking regulations to facilitate the development of a year-round entertainment and amusement district as well as extensions of the existing residential community to the north and the west on long-time vacant land. Through urban design controls, the Special District would encourage varied building heights and control tower dimensions to respect, and transition new development to, the neighborhood context, and ensure that new development respects views to and from landmarked structures such as the Parachute Jump, the Wonder Wheel, the Cyclone roller-coaster, and the Childs Restaurant building on the Boardwalk.
 - As mentioned above, DCP filed a modified application for the zoning text amendment on April 9, 2009. The proposed modifications include: the subdivision of the amusement use group (Use Group A) into two subgroups and designating their applicability within the Coney East subdistrict; a reduction in the maximum capacity of arenas and auditoriums; the elimination of cigar and tobacco stores from the retail and service use group (Use Group C); changes to the base height regulations for buildings fronting on Surf Avenue in the Coney East subdistrict; changes to the transition height regulations in the Coney West subdistrict; the introduction of a transition height in the Coney North subdistrict; the creation of a new tower form in the Coney North and Coney West subdistricts; and a modification to one of the tower top articulation options applicable to the Coney East, Coney West, and Coney North subdistricts.

- The Special Coney Island District would include the Coney North, Coney West, and Mermaid Avenue subdistricts within the Inclusionary Housing Program to facilitate the development of affordable housing.
- Acquisition of private property:
 - Acquisition of privately owned property by HPD on Block 7060 to be consolidated with existing City owned properties on the block.
 - Acquisition of privately owned property by the City through the Department of Citywide Administrative Services (DCAS) and the Department of Small Business Services (SBS) in the Coney East subdistrict (Blocks 7074, 8694, 8695, and 8696) to facilitate the development of a 27-acre amusement and entertainment district.
- Urban Development Action Area Program (UDAAP) designation and project approval:
 - UDAAP designation of HPD-owned property on Blocks 7060 and 7061 and project approval for the purpose of disposition and development pursuant to the proposed zoning.
- Disposition of City-owned property:
 - Disposition by HPD of the City-owned assemblage on Blocks 7060 and 7061 to private entities for development of residential buildings with ground-floor retail pursuant to the proposed zoning.
 - Disposition by DCAS of City-owned property in the Coney East subdistrict (Blocks 7074, 8694, 8695, and 8696) to facilitate the development of a 27-acre amusement and entertainment district.
 - Disposition of City-owned property to a private entity for development under proposed zoning on Block 7071 (Lot 142), and Block 7073 (portion of Lot 101) and Block 7071 (Lot 100), which are currently mapped parkland. The latter two parcels would need to be demapped as parkland in order to be rezoned and disposed.

STATE ACTIONS

The following require approval from the New York State legislature:

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

E. DESCRIPTION OF THE PROPOSED ACTIONS

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

MAPPING ACTIONS

Figure 1-14 shows the parkland proposed to be demapped as well as the land proposed to be mapped as parkland.

PARKLAND MAPPING

Open Amusement Area

The following Blocks and Lots would be affected by the mapping of the proposed 9.39-acre amusement park: Block 7074 (portion west of West 15th Street), portions of Lots 20, 23, 105 and 190; Block 7074 (portion east of West 15th Street), Lot 382 and portions of Lots 256, 310 and 360; Block 8695, Lots 85, 104, 468, and portions of Lots 72, 120 and 433; and Block 8696, Lots 75, 166 and portions of Lots 70, 140, 145, and 212. Private properties within this proposed mapped parkland would be acquired by the City through sale or land transfer or could be acquired through condemnation, as necessary. The City would then issue a Request for Expression of Interest (RFEI) or Request for Proposal (RFP) to seek an amusement developer to build, manage, and maintain the amusement park. The mapping of parkland combined with the creation of a world-class amusement park would enable the future of open amusement uses in the historic amusement area in perpetuity. Uses within the mapped park would range from rides, open and enclosed amusements, restaurants, indoor and outdoor performance venues, and accessory retail to park activities. As part of the State legislation, the City would seek authorization to enter into a long-term lease for the development and long-term management of the amusement park mapped pursuant to ULURP. It is envisioned that the park would include—but not necessarily be limited to—entrances on Surf Avenue at the location of the existing landmarked Cyclone and through existing mapped streets and proposed streets.

Highland View Park

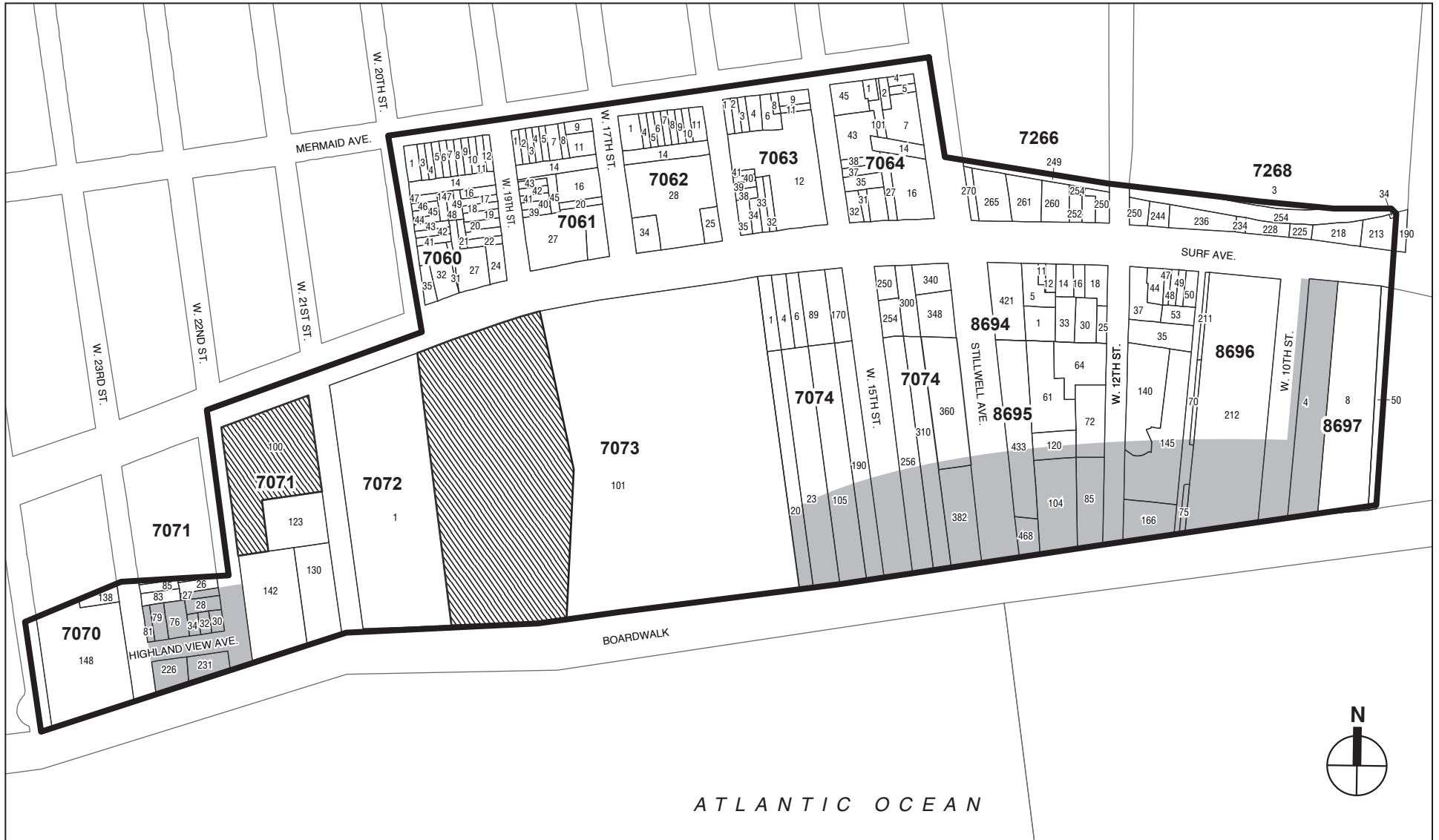
The following Block and lots would be affected by mapping of a proposed 1.41 acre neighborhood park: Block 7071, Lots 27, 28, 30, 32, 34, 76, 79, 81, 226, and 231. Private properties within this proposed mapped parkland would be acquired by the City through sale or land transfer or could be acquired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




STREET DEMAPPING AND MAPPING

Figure 1-15 shows the proposed streets to be demapped and **Figure 1-16** shows the proposed streets to be mapped.

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

The following streets would be mapped to provide feasible development sites: a segment of West 16th Street between Surf Avenue and the newly established Wonder Wheel Way at a width of 56 feet, Wonder Wheel Way between the newly established West 16th Street and the newly

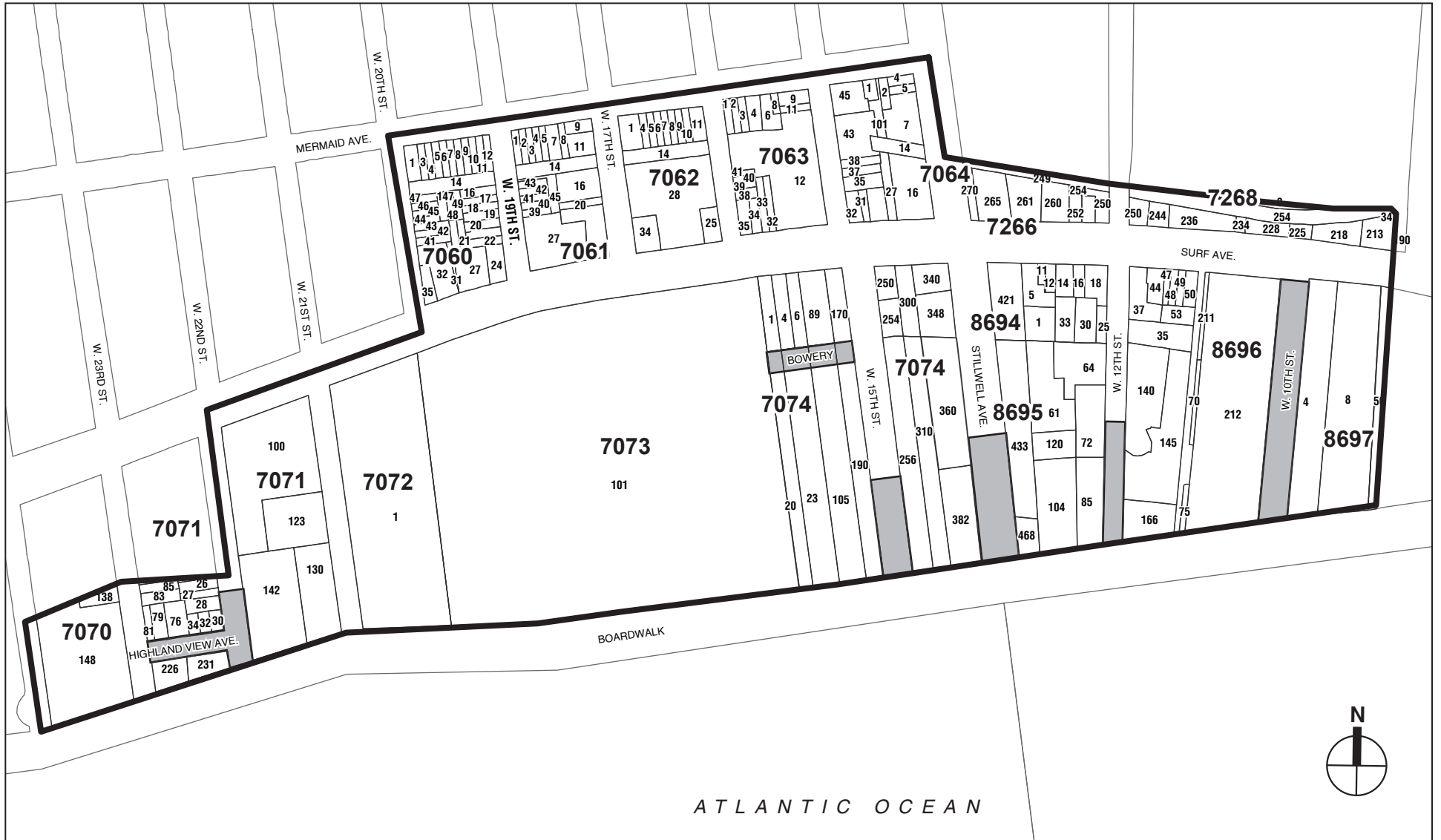




-  Rezoning Area
-  Parkland to be Demapped
-  Parkland to be Mapped
- 7073** Block Number
- 101 Lot Number

NOTE: Mapped amusement park boundaries are approximate.

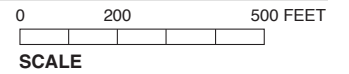
CONEY ISLAND REZONING

Proposed Mapped and Demapped Parkland
Figure 1-14

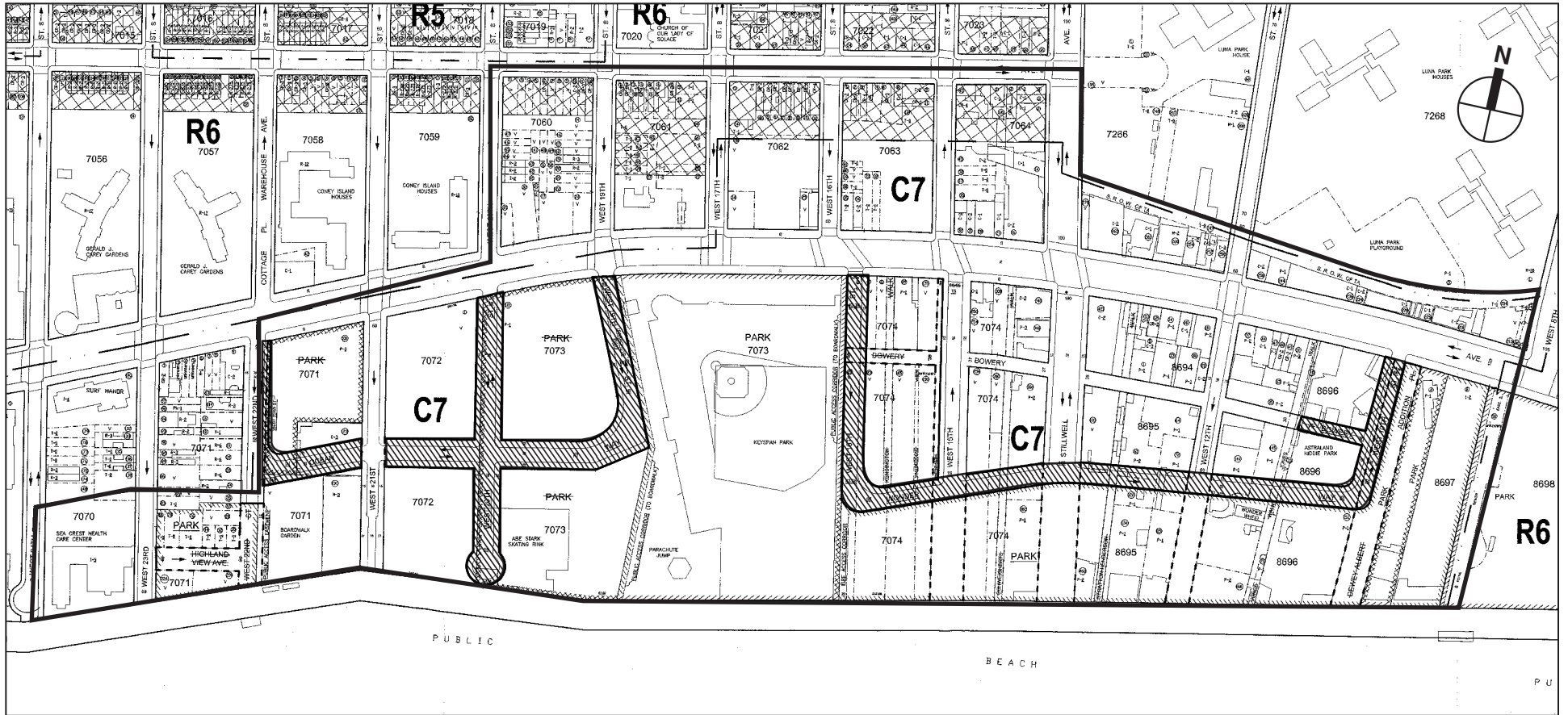




-  Rezoning Area
-  Proposed Demapped Streets
- 7073** Block Number
- 101** Lot Number

CONEY ISLAND REZONING



Proposed Street Demapping
Figure 1-15



-  Rezoning Area
-  Proposed Mapped Streets



established West 10th Street at a width of 56 feet, West 10th Street between the newly established Wonder Wheel Way and Surf Avenue at a width of 56 feet, an extension of Bowery from Jones Walk to the newly established West 10th Street at a width of 38 feet, an extension of West 19th Street (a.k.a. Parachute Way) from Surf Avenue to the newly established Ocean Way at a width of 56 feet, an extension of West 20th Street from Surf Avenue to the Boardwalk at a width of 68 feet, and Ocean Way between West 22nd Street and the newly established West 19th Street at a width of 75 feet.

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

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

The grades of the following existing streets would be raised to meet the elevations of the proposed new streets and to enable locating active ground-floor space close to, or at, the 100-year floodplain elevation: Surf Avenue between West 16th Street and West 21st Street, segments of West 17th Street, West 19th Street and West 20th Street north of Surf Avenue, West 21st Street between Surf Avenue and the public beach, Bowery between West 15th Street and Jones Walk, a segment of West 15th Street south of Surf Avenue, a segment of Stillwell Avenue between Surf Avenue and Wonder Wheel Way, and a segment of West 12th Street between Surf Avenue and Wonder Wheel Way.

ZONING MAP CHANGES

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

The Special Coney Island District would not include the portions of Blocks 7071 and 7070 located between West 22nd Street and West 24th Street that are included in the proposed rezoning area boundary. The proposed zoning change on these blocks would bring existing land uses into conformance. **Figure 1-6** shows the proposed zoning map, and **Table 1-2** summarizes the existing and proposed maximum FARs for the subdistricts.

SPECIAL CONEY ISLAND DISTRICT

Coney East Subdistrict

The Coney East subdistrict comprises all or parts of seven blocks (8697, 8696, 8695, 8694, 7074, 7268, and 7266) encompassing the historic amusement area located between Steeplechase Plaza and the New York Aquarium. It also includes a narrow portion of Block 8698 at the easternmost edge. These blocks and portions of blocks outside of the mapped parkland would be affected by the amendment of the underlying C7 district to permit a broader range of

Coney Island Rezoning

amusement-related uses, including enclosed amusements, hotels, small-scale accessory retail, dining and drinking establishments of all sizes, and performance venues. These uses would complement the uses allowed within the mapped parkland and would facilitate the creation of a year-round entertainment and amusement district. Hotel uses would be restricted to the blocks fronting Surf Avenue.

**Table 1-2:
Summary of Existing and Proposed Allowable Densities – Special Coney Island District**

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

The proposed FARs would range from 2.6 FAR for blocks located north of Surf Avenue and south of the existing Bowery to 4.0 FAR on blocks fronting Surf Avenue located between West 10th Street and 145 feet from West 12th Street on Block 8694. The remaining lots on Block 8694 as well as the two blocks fronting Surf Avenue and located between Stillwell Avenue and West 16th Street would be rezoned to 4.5 FAR. These blocks front on wide streets (West 15th Street, Stillwell Avenue, and Surf Avenue) and are further away from existing landmarks such as the Cyclone and the Wonder Wheel, which makes them more suitable for additional bulk and height.

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

Coney North Subdistrict

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

Mermaid Avenue Subdistrict

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

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

Coney West Subdistrict

The Coney West subdistrict would include Block 7072 and portions of Blocks 7071 and 7073 located between KeySpan Park and West 22nd Street. Under the proposed actions, portions of Block 7073, Lot 101 within the Coney West subdistrict, and Block 7071, Lot 100 would be demapped as parkland and rezoned to allow future development. Coney West would be rezoned from C7 to R7D with a C2-4 commercial overlay. Developments located between the proposed Parachute Way and West 20th Street in this district would have maximum base FAR of 4.15, which could be increased up to 5.5 with the provision of affordable housing, and on the two westernmost blocks a maximum base FAR of 4.35, which could be increased up to 5.8 with the provision of affordable housing. Massing controls for this district would be defined by the proposed Special District zoning text.

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

MAP CHANGES OUTSIDE THE SPECIAL CONEY ISLAND DISTRICT

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

ZONING TEXT AMENDMENTS

The proposed zoning map and text amendment would create the Special Coney Island District (SCID) (see **Figure 1-3**). This proposed Special District would establish four subdistricts: Coney East, Coney West, Coney North and Mermaid Avenue. It will cover all or portions of approximately 17 blocks between West 8th Street on the east and West 22nd Street on the west,

Coney Island Rezoning

Mermaid Avenue on the north and the Riegelmann Boardwalk on the south, and would encompass areas proposed to be rezoned to C7 (with amendments), R7X/ C2-4, R7D/ C2-4 and R7A/C2-4. Properties within the proposed SCID would be subject to special bulk, use, parking, and urban design provisions that would supplement or supersede the underlying zoning districts.

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

The proposed Special District text would establish height limits and massing controls, creating visual corridors to ensure that future developments do not block views to the historic icons and the ocean. Views to and from the beach and the Boardwalk would be protected by limiting the location and heights of towers within the proposed development areas. The remaining historic icons have guided the definition of tower regulations: tower location and footprint sizes of the towers are strictly defined to protect views to the icons and the ocean. The maximum heights in different areas are guided by the height of the Parachute Jump, the Cyclone, and the Wonder Wheel. Base heights on Surf Avenue refer to the scale of the Shore Theater and other remaining buildings along Surf Avenue. The Boardwalk district takes the height of the Childs Restaurant building on the Boardwalk as its reference. The plan establishes a framework for development that respects the surrounding context while allowing a variety of building types. Residential building heights and setback regulations defined in the Special District text would facilitate the transition between the proposed higher density developments and the existing lower density residential context north of Mermaid Avenue and west of West 22nd Street.

The proposed modifications (April 9, 2009) to the Special District text include: the subdivision of the amusement use group (Use Group A) into two subgroups and designating their applicability within the Coney East subdistrict; a reduction in the maximum capacity of arenas and auditoriums; the elimination of cigar and tobacco stores from the retail and service use group (Use Group C); changes to the base height regulations for buildings fronting on Surf Avenue in the Coney East subdistrict; changes to the transition height regulations in the Coney West subdistrict; the introduction of a transition height in the Coney North subdistrict; the creation of a new tower form in the Coney North and Coney West subdistricts; and a modification to one of the tower top articulation options applicable to the Coney East, Coney West, and Coney North subdistricts.

A summary of the proposed special text provisions applicable to the SCID per subdistrict are discussed below. See Appendix A for the proposed Special District text.

SPECIAL USE REGULATIONS

Coney East:

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

- The amendment of the C7 zoning district to establish four groups of uses: hotel; open and enclosed amusements with limited accessory retail (Use Group A with two subgroups A1 and A2); eating and drinking establishments without any limitation and other complementary uses called enhancing uses such as bath houses and tattoo parlors (Use Group B); and complementary retail uses limited in size and frontage (Use Group C);
- Hotels would be limited to blocks located between Surf Avenue and the Bowery, with ground-floor presence limited to lobby and active accessory uses;
- Amusements would have to occupy at least 50 percent of the frontages along the Bowery and Wonder Wheel Way;
- Surf Avenue frontages, including hotel lobbies, would be limited to 60 feet;
- Hotels located on lots larger than 20,000 sf would have to provide amusements with a minimum size of 20 percent of their floor area, located either on-site or off-site anywhere in the Coney East subdistrict; and
- Unenclosed sidewalk cafes would be permitted.

Coney North and Coney West:

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

- On the Surf Avenue frontages, ground-floor retail would be mandated at a depth of 50 feet and frontages, including lobbies, would be limited to 60 feet, except at a corner where one frontage may extend up to 100 feet;
- Twenty percent of the Surf Avenue frontages would have to include uses in Use Groups A through C from the C7 zoning district;
- Community Facilities FAR would be limited to 2.0; and
- Unenclosed sidewalk cafes would be permitted.

Coney North:

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

Coney West:

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

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

Coney Island Rezoning

Inclusionary Housing Program:

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

The proposed base and bonused FARs within applicable zones are presented in **Table 1-3** below.

**Table 1-3:
Proposed Inclusionary Housing Zoning – Special Coney Island District**

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

SPECIAL BULK REGULATIONS

Table 1-4 provides a summary of the proposed height regulations in each of the proposed zoning districts.

Coney East:

A Chairperson Certification would be created to allow an increase in the maximum building height for those buildings limited to 60 feet in maximum height on blocks fronting on Wonder Wheel Way to accommodate an amusement use listed in Use Group A1.

The streetwall of a development would be required to be located within 5 feet of the street line, except a sidewalk widening would be required at the intersection of Surf Avenue and West 10th Street that would enhance visibility to the amusement park entrance and the Cyclone roller coaster, ground floor recesses would be permitted for building entrances, allowances would be made for corner articulation, and the portion of the building base below a tower could be set back ten feet to allow portions of towers to rise without setback from grade.

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

**Table 1-4:
Summary Proposed Height Regulations – Special Coney Island District**

Proposed Zoning District/ FAR	Bulk regulations			
	Base (min. - max.)	Setbacks	Max. building height before tower	Towers (max. height)
Coney East: C7				
South of Surf Avenue frontages between West 16th St. and West 12th St.	35'- 45'	10'-20'	65'	220' for lots <50,000 sf 270' for lots >50,000 sf
South of Surf Avenue frontages between West 12th and West 10th St.	35'- 45'	10'-20'	65'	150'
Bowery frontages*	20'- 40'	20'	60'	-
Wonder Wheel Way/West 10th Street frontages	20'- 40'	20'	60'	-
North of Surf Avenue frontages between Stillwell and West 12th St.	20'- 60'	10'	85'	-
North of Surf Avenue frontages between West 12th St. and West 8th St.	20'- 30'	viaduct void**	85'***	-
Coney West: R7D				
Surf Avenue frontages between West 19th St. and West 21st St.	65'- 85'	10'	105'	220'/270'
Surf Avenue frontages between West 21st St. and West 22nd St.	45'- 65'	10'	105'	220'/270'
Blocks fronting on Surf Avenue: Ocean Way and side streets frontages	40'- 65'	10'	90'	220'/270'
Blocks fronting on Boardwalk: Ocean Way and side streets frontages	40'- 65'	10'	90'	170'
Boardwalk frontages	20'- 40'	10'	90'	170'
Coney North: R7X				
Surf Avenue frontages	60'- 85'	10'	95'	220'/270'
Side streets frontages	40'- 65'	10'	85'	170'
Stillwell Avenue and Mermaid Avenue frontages	40'- 65'	10'	85'	-
Notes:				
* On the northern side of Bowery west of West 12th Street, portions of the street wall may rise above the maximum height of 40 feet where a Use Group A development fronts on Surf Avenue or in locations within 150 feet of an intersection in areas where a tower is provided on the Surf Avenue portion of the block.				
** Buildings located on the north side of Surf Avenue between Stillwell Avenue and West 8th Street would have a maximum height of 85 feet. To ensure continued visibility of the amusement district from the subway cars arriving in the Stillwell Avenue station, no portion of buildings would be allowed between a height of five feet below the level of the elevated subway tracks and a height of 25 feet above such level, except for a vertical circulation core, supporting structure elements, and related appurtenances.				

Coney North and Coney West:

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

- Streetwall would be required for all new developments on the Surf Avenue frontage; and
- Variation in the base would be mandated through mechanisms such as streetwall recess, sheer tower, corner articulation, and transition heights.

Transition area between Coney North and Mermaid Avenue subdistricts:

- To provide a transition between the proposed higher densities in the Coney North subdistrict and the lower density scale on Mermaid Avenue, the Special District would specify that for lots or portions of lots located in the Coney North subdistrict within 40 feet of the Mermaid Avenue subdistrict, the maximum building height would be limited to 23 feet; however, for lots with less than 50 feet of street frontage, or through lots with less than 50 feet of frontage on each street, the maximum building height would be limited to 65 feet.

Coney Island Rezoning

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

- Tower location would be defined within 100’ of a corner;
- Footprints would be limited to 8,500 square feet;
- Towers exceeding 170’ in height in the Coney North and Coney West subdistricts and 150’ in height in the Coney East subdistrict would have to abide by tower top articulation regulations;
- The outermost walls of all tower stories would be inscribed within a rectangle, with no side of the rectangle exceeding a length of 165 feet.

Tower regulations applicable to Coney North and Coney West:

- For developments that provide affordable housing pursuant to the Inclusionary Housing Program, the maximum height of the tower would be increased to 270 feet provided that either: the outermost wall of all tower stories would be inscribed within a rectangle, with no side of the rectangle exceeding a length of 100 feet; or the outermost wall of all tower stories below a height of 120 feet would be inscribed within a rectangle, with no side of the rectangle exceeding a length of 130 feet, and above a height of 120 feet, no side would exceed a length of 100 feet. Above a height of 120 feet, the maximum floor plate would be required to be 80 percent of the story immediately below such height or 6,800 square feet, whichever is greater; this reduced lot coverage would be achieved by one or more setbacks on each face of the tower.

SPECIAL PARKING REGULATIONS

Table 1-5 provides a summary of the proposed parking regulations in each of the proposed zoning districts.

**Table 1-5:
Summary Proposed Parking Regulations – Special Coney Island District**

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

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

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

Parking regulations applicable to Coney East:

- Accessory parking could be provided off-site from Ocean Parkway to West 27th Street from the Creek to the Boardwalk; and
- Public parking garages with more than 150 spaces would be allowed as-of-right on the portion of the NY Aquarium site that is not mapped parkland.

Parking regulations applicable to Mermaid Avenue:

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

ACQUISITION OF PRIVATE PROPERTY

Figure 1-17 and **Table 1-6** show the proposed affected lots for acquisition.

**Table 1-6:
Proposed City Acquisition Sites**

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

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

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

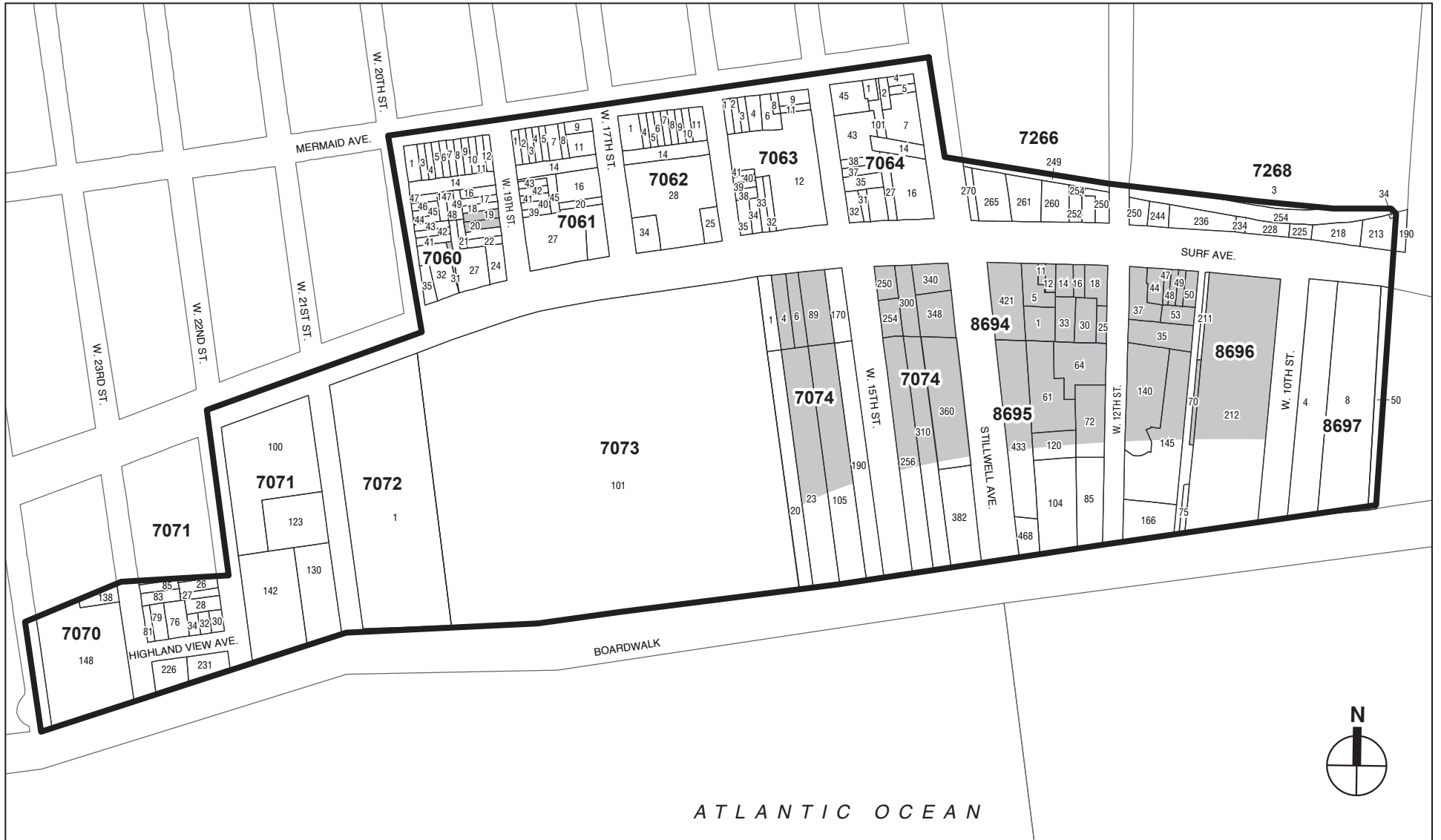
UDAAP DESIGNATION AND PROJECT APPROVAL



Figure 1-18 and **Table 1-7** show the proposed affected lots for UDAAP designation and project approval.

**Table 1-7:
Proposed UDAAP Designation and Project Approval Sites**

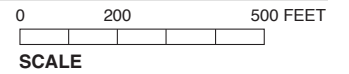
Block 7060	Lots 1, 3-5, 7-9, 14, 16-22, 24, 27, 31, 32, 35, 44-51, 147
Block 7061	Lots 16, 21, 39-43, 45

HPD would designate the City-owned assemblage under the Urban Development Action Area Program (UDAAP) and approve the project. The assemblage would then be disposed of to a developer pursuant to the proposed zoning.






-  Rezoning Area
-  Acquisition Sites
- 7073** Block Number
- 101 Lot Number

CONEY ISLAND REZONING



Proposed City Acquisition Sites
Figure 1-17



-  Rezoning Area
-  West 25th Street Parking Site
-  UDAAP Sites
- 7073** Block Number
- 101** Lot Number

Proposed UDAAP Designation and Project Approval Sites
Figure 1-18

DISPOSITION OF CITY-OWNED PROPERTY

Figure 1-19 and **Table 1-8** show the proposed affected City-owned lots for disposition.

**Table 1-8:
Proposed City-Owned Disposition Sites**

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

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

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

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


The City would dispose of Block 7071, Lot 142, a partially vacant lot containing a community garden that fronts the Riegelmann Boardwalk between West 21 and West 22 Streets. As part of the KeySpan Park project, this site was officially decommissioned as a GreenThumb garden through the execution of a surrender agreement by the gardener of record, who is now deceased. Although there is now no obligation to replace this garden, the City remains committed to replacing the existing community garden at a location to be determined in the Coney Island area.

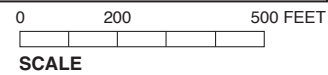
STATE APPROVALS

PARKLAND ALIENATION

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



-  Rezoning Area
-  City-Owned Disposition Sites
- 7073** Block Number
- 101** Lot Number



NOTE: Southern boundaries of Coney East disposition sites are approximate

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

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

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

LONG-TERM LEASE

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

F. REASONABLE WORST CASE DEVELOPMENT SCENARIO

OVERVIEW

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

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

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

Coney Island Rezoning

therefore, the potential environmental effects caused individually or cumulatively will be taken into account in considering the potential impacts of the proposed actions.

To determine both the No Build and Build development conditions, DCP has established a RWCDS using the planning criteria described below in a manner that evaluates existing development patterns and anticipates how private development would likely be generated over the next ten years both with and without the proposed rezoning. The RWCDS is defined by “Projected Development Sites” that reflect the most likely location of new development. As shown in **Figure 1-20**, the Coney Island Rezoning plan is expected to result in new development that would occur on 20 Projected Development Sites. These 20 sites are the basis for estimating the total amount of development expected to occur as a result of the proposed actions.

However, the analysis recognizes that predictions can never be certain and that there are a number of other sites that could potentially be developed under the proposed zoning actions and could be substituted for some of the projected development sites. These “Potential Development Sites” consist primarily of smaller assemblages and/or irregularly shaped parcels. DCP has determined that the RWCDS contains 11 of these second tier Potential Development Sites (denoted as sites A through K on **Figure 1-20**). Since Potential Development Sites are less likely to be developed, they do not represent additional potential development overall but are examined in this FEIS for their potential site-specific impacts if they were to be developed.




GENERAL CRITERIA FOR DETERMINING DEVELOPMENT SITES

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

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

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



-  Rezoning Area
-  Projected Sites
-  Potential Sites

0 200 500 FEET
SCALE

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

THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO BUILD SCENARIO)

In the future without the proposed actions, given the current zoning and commercial and residential housing trends in the area, it is anticipated that the proposed rezoning area would experience growth in residential and commercial uses on the projected development sites located in the R6 district. Consistent with the last decade’s development trends, the Coney East subdistrict is not expected to undergo any development under the RWCDs. The existing C7 district has proven to not be conducive to development. Similarly, no development is expected in the Coney West areas proposed for rezoning to R5 under the proposed actions. This development is listed on **Table 1-9** for all of the projected development sites identified in the RWCDs.

**Table 1-9
Summary of No Build Development Sites
(Future Without the Proposed Actions)**

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

THE FUTURE WITH THE PROPOSED ACTIONS CONDITION (BUILD SCENARIO)

In the future with the proposed actions, the rezoning and other public actions are expected to generate new development in the rezoning area. For Coney East, as shown in **Table 1-10**, additional amusement uses, hotel development and accessory/enhanced uses will add considerably to the future baseline without the project. The conversion of vacant land and the redevelopment of parcels can be expected to add about 251,411 sf of new amusement uses in addition to the 9.39-acre mapped amusement park, create about 411,300 sf of new hotel space (or about 468 hotel rooms), and 333,253 and 43,236 sf of enhancing uses and small scale accessory retail, respectively.

Table 1-10

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

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

Notes: See Figure 1-20
 sf = square feet
Source: DCP, August 2008.

The Special District would facilitate off-site parking in the Coney East subdistrict by defining a “parking zone” between from Ocean Parkway to West 27th Street and from the Creek to the Boardwalk. 1,100 parking spaces would be required by zoning to satisfy demand generated by the hotels, restaurants, enhancing uses, and accessory retail located in Coney East outside of the proposed mapped amusement park boundaries. Because the rezoning analysis year is far in the future (2019), it is standard practice to make reasonable assumptions regarding parking for EIS analysis purposes. Five parking locations have been identified:

- Aquarium Parking Lot: 400 spaces
- Coney North residential buildings: 300 spaces
- Larger Block (Block 7074): 200 spaces
- Stillwell Avenue development site: 200 spaces
- DPR Maintenance Facility: About 340 spaces, which would be used to accommodate the demand generated by the amusement park.

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

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

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

Stillwell Avenue Development Site. It is expected that this City-owned vacant parcel located on Stillwell Avenue and Coney Island Creek will be developed for office and commercial uses and that

the parking developed for the project will be available to support Coney East uses. The developer of this site will be required to provide shuttle bus service to and from the amusement district.

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

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

For the Mermaid Avenue, Coney West, and Coney North subdistricts, the RWCDs identifies a substantial level of new development primarily with residential and commercial uses. In total, as shown in **Table 1-11**, these subdistricts are expected to result in the development of about 596,977 sf of commercial uses and 3.0 million sf of residential space (approximately 3,035 new dwelling units). The net increase of the proposed actions over conditions in the future without the proposed actions includes about 360,774 sf of new commercial space (including 138 hotel rooms) and 2.4 million sf of residential space, which would be equivalent to 2,408 dwelling units. Of those dwelling units, 607 would be affordable units. The RWCDs also anticipates the development of an increment of 2,703 parking spaces, 566 of which would be public parking spaces. A portion of the 566 public parking spaces would serve the Coney East subdistrict as explained above.

Table 1-11
Summary of Total and Net Incremental Development on Projected Development Sites
Coney West, Coney North, and Mermaid Avenue Subdistricts
Future With the Proposed Actions (Build)

Projected Development Site	Build				Net Increase					
	Commercial (sf)	Residential (sf)	Dwelling Units	Parking Spaces	Vacant/Parking (sf)	Commercial (sf)	Residential (sf)	Dwelling Units	Parking Spaces	Community Facility (sf)
Coney West										
1	107,096	780,269	780	575	-181,007	107,096	780,269	780	575	0
2	153,743	739,668	740	948	-117,888	24,243	739,668	740	948	0
Sub-total	260,839	1,519,938	1,520	1,523	-298,895	131,339	1,519,938	1,520	1,523	0
Coney North										
3	113,243 ¹	185,416	185	368	-12,234	86,670	119,710	120	279	-16,621
4	43,533	267,537	268	328	-50,218	33,953	250,737	251	307	0
5	48,227	296,253	296	314	-59,393	40,625	282,949	283	297	0
6	48,761	299,534	300	316	0	21,551	90,557	91	116	0
7	54,240	333,186	333	376	0	46,637	115,935	116	216	0
Sub-total	308,023	1,381,925	1,382	1,702	-121,845	229,435	859,888	860	1,215	-16,621
Mermaid Avenue										
8	7,509	35,667	36	25	0	0	7,509	8	-9	-7,509
9	6,400	30,400	30	22	0	0	6,400	6	-8	-6,400
10	14,206	67,480	67	48	0	0	14,206	14	-18	-14,206
Sub-total	28,115	133,547	134	95	0	0	28,115	28	-35	-28,115
Total	596,977	3,035,410	3,035²	3,320	-420,740	360,774	2,407,941	2,408³	2,703	-44,736

Notes:

sf = square feet

1. Includes 138 hotel rooms.

2. The 3,035 dwelling units include 607 affordable units.

3. This number includes the 607 affordable units, which are incremental over conditions in the future without the proposed actions.

Source: DCP, August 2008.

G. PUBLIC REVIEW PROCESS

The proposed actions as described above have been determined to require environmental review under CEQR and, in coordination with zoning and land use actions specifically, are subject to ULURP and City Charter Section 200, as described below. ODMED is the CEQR lead agency, and the CPC, HPD, DCAS, and SBS are involved agencies in the CEQR process.

CITY ENVIRONMENTAL QUALITY REVIEW

All State, county and local government agencies in New York, except the State legislature and the courts, must comply with the State Environmental Quality Review Act (SEQRA). Pursuant to SEQRA and its implementing regulations, New York City has established rules for its own environmental quality review, abbreviated as CEQR. The environmental review process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to propose reasonable alternatives, and to identify, and when practicable mitigate, significant adverse environmental effects. The process also facilitates public involvement in the process by providing the opportunity for public comment on the EIS. The environmental review process is outlined below.

- **Establishing a Lead Agency.** Under CEQR, the “lead agency” is the public entity responsible for conducting the environmental review. Usually, the lead agency is also the entity primarily responsible for carrying out, funding, or approving a proposed action. For the Coney Island Rezoning and Related Actions, the lead agency is ODMED.
- **Determination of Significance.** The lead agency’s first charge is to determine whether a proposed action might have a significant adverse impact on the environment. To make this determination, the lead agency prepared an Environmental Assessment Statement (EAS). Based on the information contained in the EAS, the lead agency determined that the proposed development plan could have the potential to result in significant adverse environmental impacts and issued a Positive Declaration on January 11, 2008, initiating the preparation of an EIS. Subsequent to an initial public scoping meeting held on February 13, 2008 and as part of continued public dialogue, the City issued a second Positive Declaration on May 22, 2008 for a revised development plan.
- **Scoping.** “Scoping,” or creating the scope of work, focuses the environmental impact analyses on the key issues to be studied. In addition to the Positive Declaration issued on January 11, 2008, the Lead Agency issued a Draft Scope of Work for the EIS. A revised Draft Scope of Work was issued subsequent to the second Positive Declaration on May 23, 2008. This was distributed to government agencies, elected officials, and the Brooklyn Community Board. The document was also made available for review by the public on both the Lead Agency and DCP’s websites. Public scoping meetings were held on February 13, 2008 and June 24, 2008 at the Lincoln High School, Brooklyn, New York. Following the second public scoping meeting, written comments were accepted through July 11, 2008 and a Final Scope of Work, reflecting comments made during scoping, was issued on January 9, 2009.
- **Draft Environmental Impact Statement (DEIS).** In accordance with the Final Scope of Work, a DEIS was prepared. Upon review of the DEIS and determination that the document had fully disclosed the proposed actions, their potential environmental impacts, and recommended mitigation, ODMED issued a Notice of Completion certifying the DEIS as complete on January 16, 2009 and circulated the document for public review.

- **Public Review.** Publication of the DEIS and issuance of the Notice of Completion signaled the beginning of the public review period. During that time, which must extend for a minimum of 30 days, and in the case of the proposed actions, lasted four months, the public had the opportunity to review and comment on the DEIS, either in writing or at the May 6, 2009 public hearing convened for the purpose of receiving such comments. When the CEQR process is coordinated with another City process that requires a public hearing, such as ULURP, the hearings may be held jointly, as was the case with the proposed actions. The lead agency published notices of the May 6, 2009 hearing on April 6-8, 2009, and accepted written comments until May 18, 2009. All substantive comments received on the DEIS at the May 6, 2009 hearing, the March 3, 2009 Brooklyn Community Board 13 hearing, and the March 30, 2009 Brooklyn Borough President's hearing or during the comment period become part of the CEQR record and are summarized and responded to in Chapter 27, "Response to Comments" of the FEIS.
- **Final Environmental Impact Statement (FEIS).** At the close of the public comment period for the DEIS, ODMED prepared an FEIS. This document includes a summary of, and response to, each substantive comment made about the DEIS. ODMED determined that the FEIS is complete, issued a Notice of Completion on June 5, 2009, and will circulate the FEIS.
- **Statement of Findings.** To demonstrate that the responsible public decision-maker has taken a hard look at the environmental consequences of a proposed action, any public agency making a discretionary decision regarding an action must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts, potential alternatives, and potential mitigation measures. The findings may not be adopted until 10 days after the Notice of Completion has been issued for the FEIS. Once findings are adopted, the lead and involved agencies may take their actions (or take "no action").

UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

ULURP (contained in Section 197-c of the New York City Charter) is a process specially designed to allow public review of a proposed action at four levels: the Community Board, the Borough President, and (if applicable) Borough Board, CPC, and the City Council. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months. The ULURP process begins with a certification by CPC that the ULURP application is complete. If the particular application is subject to environmental review (see above), a negative declaration, conditional negative declaration, or a notice of completion of a Draft Environmental Impact Statement must be issued before an application can be certified.

The application is then forwarded to the relevant Community Board (Brooklyn Community Board 13 for these proposed actions), which has 60 days in which to review and discuss the proposal, hold public hearings, and adopt recommendations regarding the application. Once this step is complete, the Borough President reviews the application for up to 30 days. CPC must hold a public hearing and approve, approve with modifications, or disapprove the application within 60 days of the expiration of the Borough President's review period. For projects for which a DEIS has been prepared, the public hearing may be a joint ULURP/CEQR public hearing (the record for commenting remains open for 10 days after the hearing to receive written comments). Comments made at the DEIS public hearing are incorporated into an FEIS; the FEIS must be completed at least 10 days before CPC makes its decision on the application. CPC may approve, approve with modifications, or deny the application. In the case of the proposed

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actions, Brooklyn Community Board 13 held a public hearing on March 3, 2009 and adopted recommendations on April 1, 2009, and the Brooklyn Borough President held a public hearing on March 30, 2009 and issued recommendations on April 27, 2009. The CPC hearing, which was a joint hearing on the ULURP applications and the DEIS, was held on May 6, 2009.

The next step in the ULURP process is review by the City Council. The City Council has 50 days to review the application and during this time must hold a public hearing on the action and approve, approve with modifications, or deny the application. If the Council proposes a modification to the proposed action, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the action as approved by CPC. Following the Council's vote, the Mayor has 5 days in which to veto the Council's action. The City Council may override the mayoral veto within 10 days.

ZONING RESOLUTION

Section 200 of the New York City Charter provides that the CPC may amend the text of the Zoning Resolution and provides for both the notification of the affected Community Board or Borough Board and the opportunity for a public hearing. Any changes to the text of the Zoning Resolution are subject to review and approval by the City Council. *