

Seaside Park and Community Arts Center

~~DRAFT-FINAL~~ SCOPE OF WORK FOR AN ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 13DME014K

~~May 16~~September 4, 2013

A. INTRODUCTION

This scope of work outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the Seaside Park and Community Arts Center (“the proposed project”) in the Coney Island neighborhood of Brooklyn Community District 13. The proposed project involves the development of approximately 2.41-acres of publicly accessible open space, which would include an approximately 5,100-seat seasonal amphitheater for concerts and other events. The proposed project also includes the landmarked (Former) Childs Restaurant Building, which would be restored for reuse as a restaurant and banquet facility and renovated for adaptive reuse to provide the stage area for the concert venue and use as an indoor entertainment venue during the off-season months. The proposed project includes the construction of a new publicly accessible open space with an approximately 5,000-seat amphitheater as well as the restoration and adaptive reuse of the former Childs Restaurant building (a designated New York City Landmark) as an indoor entertainment, banquet, and restaurant facility. The project site area affected by the proposed actions (“project area”) is approximately 3.1 acres in size (see Figure 1) and is generally bounded by the Riegelmann Boardwalk to the south, West 23rd Street to the west, West 21st Street to the east, and properties fronting Surf Avenue to the north (Block 7071; Lots 27, 28, 30, 32, 34, 76, 79, 81, 130, 142, 226, and 231; as well as the beds of Highland View Avenue and a portion of West 22nd Street, approved for demapping in 2009 in the Coney Island Rezoning). The project area encompasses the site proposed for the Seaside Park and Community Arts Center (the “development site”), as well as two adjacent tax lots (lots 79 and 81 on Block 7071, the “outparcels”) that would be affected by the proposed zoning map amendment, but are not part of the development site.

The proposed Seaside Park and Community Arts Center is intended to continue the City of New York’s ongoing efforts to reinvigorate Coney Island by introducing a recreational and entertainment destination on the boardwalk. During the summer months, the open space’s amphitheater would serve as a venue for a variety of concerts, community events, and public gatherings, such as the current Seaside Summer Concert Series. The proposed indoor entertainment, banquet, and restaurant facility at the (Former) Childs Restaurant bBuilding would be open year-round. In addition to the City Environmental Quality Review (CEQR) process, the proposed project requires review under the Uniform Land Use Review Procedure (ULURP) for the approval of several discretionary land use actions. This document provides a description of the proposed project, and includes task categories for all technical areas to be analyzed in the EIS.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The proposed project would require several City approvals. Some of these are discretionary actions requiring review under the CEQR process; others are ministerial (or non-discretionary) and do not require



NOTE: Although lots 79 and 81 are part of the project area affected by the proposed zoning map amendment, those two lots are not part of the development site for the proposed Seaside Park and Community Arts Center.

environmental review. It is anticipated that the following discretionary actions would be required to facilitate the proposed project:

- Zoning Map amendments (Zoning Map No. 28d) to modify the boundaries of the Special Coney Island District (CI) and the Coney West subdistrict to extend further west to West 23rd Street and to include Lots 27, 28, 30, 32, 34, 76, 79, 81, 226, and 231 of Block 7071, as well as the former beds of Highland View Avenue and a portion of West 22nd Street.
- Zoning Text amendment to ~~Section 131-10 of the Zoning Resolution (ZR) of the City of New York (Special Use Regulations)~~ to allow, by ~~City Planning Commission Special Permit~~ (addition of Zoning Resolution Section 131.60), an amphitheater with a capacity of approximately 5,0100 seats as an interim use for ten years on ~~a site~~ Parcels B and G within the Coney West subdistrict of the Special Coney Island District and to establish within the Special Coney Island District a new Parcel G ~~to include~~ comprised of Lots 27, 28, 30, 32, 34, 76, ~~79, 81, 130, 142, 226,~~ and 231 of Block 7071.
- Zoning Special Permit pursuant to the proposed text amendment (proposed Zoning Resolution Section 131-60), to allow an amphitheater with a capacity of approximately 5,0100 seats as ~~an a~~ temporary interim use for ten years within the Coney West subdistrict on Parcel B and Parcel G ~~on~~ (Lots 27, 28, 30, 32, 34, 76, 79, 81, 130, 142, 226, and 231 of Block 7071).
- Acquisition by the City of New York of privately-owned real property that is part of the development site consisting of Lots 27, 28, 30, 32, 34, 76, ~~79, 81, 130, 226,~~ and 231 on Block 7071 ~~by the City of New York~~.
- Disposition (~~via lease~~) of the project development site (Block 7071, Lots 27, 28, 30, 32, 34, 76, ~~79, 81, 130, 142, 226,~~ and 231) by the City of New York's Land Development Corporation, by lease agreement, for the development and operation of the project, with approval of the Mayor and the Brooklyn Borough Board pursuant to New York City Charter Section 384(b)(4).
- City capital funding.
- Any other approvals as may be required to facilitate the proposed project contemplated under the Special Permit.

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

City Environmental Quality Review (CEQR) and Scoping

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

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the proposed project. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. This scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. The Draft Scope of Work for the EIS was issued on May 16, 2013, and a public scoping hearing on the proposed project was held on Monday June 17, 2013 at 6:00 P.M. at Abraham Lincoln High School, 2800 Ocean Parkway, Brooklyn, NY 11235. Comments were received during the draft scope's public hearing, and the period for submitting written comments remained open until and written comments received by 5:00 P.M. Friday, June 28, 2013. The final scope of work will be used as a framework for preparing the Draft EIS (DEIS) for the proposed project. This Final Scope of Work for the EIS incorporates all relevant comments made on the draft scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during the scoping process and to include any other necessary changes to the scope of work for the EIS. Appendix 2 includes responses to comments made on the Draft Scope of Work, and written comments received are included in Appendix 3, and will be considered and incorporated as appropriate into a final scope of work. The lead agency will oversee preparation of a Final Scope of Work, which incorporates relevant comments made on the draft scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The draft EIS (DEIS) will be prepared in accordance with the Final Scope of Work for an EIS.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the Uniform Land Use Review Procedure (ULURP) application through the public hearings at the Community Board, Borough President, and City Planning Commission (CPC). Publication of the DEIS and issuance of the Notice of Completion signal the start of the public review period. During this time the public may review and comment on the DEIS, either in writing and/or at a public hearing that is convened for the purpose of receiving such comments. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP application to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate project impacts and proposed mitigation measures before deciding whether to approve the requested discretionary actions.

C. DESCRIPTION OF PROPOSED PROJECT

Existing Conditions

The area affected by the proposed actions (the "project area") is located in Brooklyn Community District 13 along the western portion of the Riegelmann Boardwalk at Coney Island Beach. As shown in Figure 1, the project area encompasses the site proposed for the Seaside Park and Community Arts Center (the "development site"), as well as two adjacent tax lots (lots 79 and 81 on Block 7071, the "outparcels") that would be affected by the proposed zoning map amendment but are not part of the development site. The development site and outparcels are described below.

As discussed below, the ten tax lots comprising the portion of the project area west of West 22nd Street were designated as an approximately 1.41 acre neighborhood park, Highland View Park, as part of the

Coney Island Rezoning. Although this portion of the project area is shown on New York City Zoning Map 28d as “Highland View Park,” these properties presently remain in private ownership and have not been formally established as a public park. The formal establishment of “Highland View Park” is expected to occur at some time in the future.

Project Development Site

The project site is located in Brooklyn Community District 13 along a western portion of the Riegelmann Boardwalk at Coney Island Beach. As shown in Figure 2, the project development site is generally bounded by the boardwalk to the south, West 23rd Street to the west, West 21st Street to the east, and properties fronting Surf Avenue to the north. The development site is an assemblage of ~~twelve~~ ^{ten} tax lots on Block 7071 (Lots 27, 28, 30, 32, 34, 76, ~~79, 81, 130, 142, 226, and 231~~) and covers an aggregate lot area of approximately 1360,404 sf (3.40 acres). The area is currently underdeveloped and the only built structure occupying the site is the ~~(former)~~ Childs Restaurant ~~Building~~ (25,400 sf; Lot 130), a designated New York City landmark that is currently vacant and in deteriorated condition. The remainder of the ~~project development~~ site is comprised of vehicle storage (18,004 sf; Lots 27, 28, 30, 32, 34, and 76), ~~paved lots (6,000 sf; Lots 79 and 81),~~ vacant unimproved land (14,157 sf; Lots 226 and 231), a decommissioned community garden (44,327 sf; Lot 142)¹, and approximately 28,516 sf of paved streets, (Highland View Avenue and a portion of West 22nd Street, approved for demapping in 2009 in the Coney Island Rezoning). ~~The former community garden Lot 142 and the streets (72,843 sf) are City-owned, and the remainder of the development site is either under ownership of the Applicant (57,561 sf) or other private ownership (6,000 sf; Lots 79 and 81).~~

Remainder of Project Area – Outparcels

The proposed zoning map amendment would also encompass Lots 79 and 81 on Block 7071, which are located immediately to the northwest of the development site (refer to Figure 1). Both outparcels are currently comprised of paved lots, with a combined lot area of approximately 6,000 sf, and are under private ownership by persons/entities independent of the Applicant. Lots 79 and 81 are not part of the proposed Seaside Park and Community Arts Center project, and those two outparcels are excluded from the defined development site described above.

Surrounding Area

The area surrounding the project site area is characterized by a variety of uses, densities, and building types. Development is most concentrated along the area’s main pedestrian and automotive thoroughfares, including Surf and Mermaid Avenues, and buildings tend to range from 1 to 6 stories in height. Predominant land uses include vacant land and ~~vehicle storage~~, public facilities, and institutional, residential, and commercial facilities. The remainder of Block 7071 immediately to the north of the project area between West 22nd and West 23rd Streets is comprised of a variety of land uses. A two-story, mixed-use building on the southeast corner of Surf Avenue and West 23rd Street has rental apartments on the second floor and vacant commercial space on the ground floor. Immediately to the east on Surf Avenue is a parking and vehicle storage lot adjacent to the one-story Niermatius Roofing Specialists building and an accompanying storage/parking lot. There is a one-story Stop Supermarket on the southwest corner of Surf Avenue and West 22nd Street, adjacent to another one-story commercial building facing Surf Avenue that is currently vacant. The portion of the block fronting West 23rd Street is comprised of vacant lots, parking and vehicle storage facilities, and two- to four-story residential buildings. Fronting West 22nd Street are vacant lots, vehicle storage and parking lots, three- to six-story residential buildings, and a one-story building accommodating Brooklyn Stairs (a carpentry company). The portion of the block between West 22nd and West 21st streets is comprised of a parking lot and a

¹ Although the community garden is decommissioned, field observations indicate that it is currently being used for gardening purposes.



— Development Site ⊗ Outparcels

Seaside Park and Community Arts Center

Figure 2
Project Location - Aerial

three-story building that accommodates the New York City Human Resources Administration's Coney Island Medicaid Office building and fronts West 21st Street.

Along the east side of West 21st Street, immediately to the east of the proposed project site project area, is a vacant lot that serves has served in recent years as the existing a temporary location for the Seaside Summer Concert Series (see Figure 2). The Sea Crest Health Care Center and Surf Manor, two large institutional facilities, are located directly west of the project area, across West 23rd Street. The Sea Crest Health Care Center is a five-story nursing home specializing in therapy and rehabilitation, with approximately 305 residents, and Surf Manor is a four-story assisted living facility for adults with approximately 200 residents. There are also several three-story residential buildings located midblock between the institutions. All other lots on this section of that block are currently vacant or accommodate vehicle storage and parking. Further to the west, across West 24th Street, is the Haber Houses NYCHA development, which includes three 14-story buildings and 380 apartments total.

Across Surf Avenue, to the northwest of the project area between West 22nd and West 24th streets, is the Carey Gardens NYCHA development, consisting of three, 15- to 17-story buildings with 683 total apartments. To the east of Carey Gardens is a single-story commercial building at the northeast corner of West 22nd Street and Surf Avenue and a surrounding 12-story residential building. Further east, across West 21st Street, is the 18-story NYCHA Coney Island 1 (Site 1B) building.

Two blocks to the east of the project site area is MCU Park, the home of the Brooklyn Cyclones, a New York Mets minor league baseball team, and The newly opened Steeplechase Plaza, which features the landmarked the Parachute Jump, Coney Island's and iconic open frame steel tower and a designated New York City Landmark B & B Carousel, is also located to the east of the development site. These attractions and other landmarks, including the Cyclone Roller Coaster and the Wonder Wheel, are directly accessible from the project site area via the Riegelmann Boardwalk and Coney Island Beach to the south; the Shore Theatre is located several blocks to the northeast at Surf and Stillwell Avenues, and further east is Luna Park, a new amusement park that opened in 2010, featuring a variety of rides and attractions. Due to the seasonal nature of the amusement uses, pedestrian activity within the vicinity of the project site area is at its peaks during the summer months and declines considerably during the winter. The areas immediately to the west and north of the project site area are generally characterized by low- to mid-rise multi-family apartment buildings, parking lots, and vacant land.

The Riegelmann Boardwalk and the Coney Island Beach are to the south of the project area.

The project area and the surrounding areas are accessible to the entire New York City metropolitan area via the N, Q, D, and F subway lines terminating at the recently renovated Stillwell Avenue subway station. The area is also served by four major bus lines: the B82, B74, B68, and the B36. In addition, MTA-NYC Transit provides two express buses to and from Midtown Manhattan. The area is also accessible by car via the Belt (Shore) Parkway, which connects Brooklyn to Staten Island over the Verrazano Bridge, and the Brooklyn-Queens Expressway, which connects the project area to Manhattan and Queens.

Coney Island Rezoning

In 2009, the eastern portion of the project site (Lots 130 and 142) was rezoned from C7 to R7D with a C2-4 commercial overlay as part of the Coney Island Rezoning, which was the subject of the Coney Island Rezoning EIS (CEQR No. 08DME007K) and two subsequent Technical Memoranda dated June 15, 2009 and July 22, 2009, respectively. On July 29, 2009 the New York City Council adopted the Coney Island Rezoning, with modifications, which was the subject of the Coney Island Rezoning FEIS (CEQR No. 08DME007K, June 5, 2009) and two subsequent Technical Memoranda dated June 15, 2009 and July 22, 2009, respectively. The 2009 rezoning resulted in the establishment of the Special Coney Island District (CI) along the southern shoreline of Brooklyn Community District 13, which overlays

approximately 17 blocks located between the New York Aquarium, the Riegelmann Boardwalk, Mermaid Avenue, and West 22nd Street. The Special Coney Island District is comprised of four subdistricts including “Coney East,” “Coney North,” “Coney West,” and “Mermaid Avenue.” The eastern portion of the proposed project site falls within the Special Coney Island District and was identified as Parcel B and part of projected development Site 2 in the Coney West subdistrict. The Coney Island Rezoning EIS (2009) anticipated that development on the eastern portion of the project site would total approximately 93,978 sf of commercial space, including local retail uses along the north side of the boardwalk and the reactivation of the 60,000 sf Childs Restaurant building, and approximately 223,000 sf (223 DUs) of residential space. The Coney Island plan was intended to 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 rezoning and Special Coney Island District were anticipated to result in an incremental increase in development of approximately 584,664 sf of amusement uses and amusement-enhancing uses like eating and drinking establishments; 606 hotel rooms; 2,408 residential units, of which 607 would be affordable units; 43,236 sf of small-scale accessory retail uses in the amusement and entertainment district (the Coney East subdistrict); 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 would serve the Coney East subdistrict.

As part of the Coney Island Rezoning, the eastern portion of the Seaside development site (Lots 130 and 142) was rezoned from C7 to R7D with a C2-4 commercial overlay within the Special Coney Island District, and was identified as Parcel B of the Coney West subdistrict in Appendix A of the Coney Island District Plan. The eastern portion of the Seaside development site was also identified as part of projected development Site 2 in the Coney Island Rezoning FEIS. The 2009 FEIS anticipated that development on the eastern portion of the development site would total approximately 93,978 sf of commercial space, including local retail uses along the north side of the boardwalk and the reactivation of the 60,000 sf (Former) Childs Restaurant Building, and approximately 223,118 sf (223 DUs) of residential space.

The Coney Island Rezoning envisioned also designated the western portion of the project site area (Lots 27, 28, 30, 32, 34, 76, 79, 81, 226, and 231) as an approximately 1.41 acre neighborhood park, Highland View Park, that would include both active and passive recreational amenities. To facilitate the development of Highland View Park, Highland View Avenue between West 22nd and West 23rd Streets and the southern portion of West 22nd Street were approved to be demapped. Although this portion of the project area is shown on New York City Zoning Map 28d as “Highland View Park,” these properties presently remain in private ownership and have not been formally established as a public park. The formal establishment of “Highland View Park” is expected to occur at some time in the future.

It is also anticipated that Ocean Way would be mapped directly north of the project site between West 22nd Street and the newly established West 19th Street at a width of 75 feet.

Project Purpose and Need

The proposed Seaside Park and Community Arts Center is intended as an entertainment venue and recreation facility in furtherance of the goals of the Coney Island Rezoning, and to continue the City’s efforts to reinvigorate Coney Island. The proposed project would introduce a new recreational and entertainment destination along the Riegelmann Boardwalk on underutilized land that, while approved for future residential development pursuant to the Special Coney Island District plan, is currently underutilized and does not exhibit the characteristics of a well-developed residential neighborhood. The proposed actions would result in the development site’s use year round as an expansive neighborhood park with indoor and outdoor dining facilities at the (Former) Childs Restaurant Building.

The proposed project includes a publicly accessible and landscaped 2.41-acre open space extending between West 21st and West 23rd Streets along the Riegelmann Boardwalk, which includes active playground spaces and extensive rest areas with bench and lawn seating that would benefit the surrounding neighborhood. From May to October, a portion of the open space would feature a seasonal

outdoor concert venue. A tensile fabric roof would cover a portion of the approximately 5,100 removable seats. During concert events, the tensile fabric roof and deployable canopy extension would provide covering for all of the seating. This modern performance venue would host Coney Island's free Seaside Summer Concert Series along with paid concert events, as well as provide the community with a year-round public space for other seasonal concerts, festivals, cultural events, public gatherings, and outdoor recreational activities. Additionally, the proposed project includes the restoration and adaptive reuse of the (Former) Childs Restaurant Building, which would accommodate approximately 440 restaurant patrons and rooftop diners, as well as catered events and indoor entertainment. The (Former) Childs Restaurant Building would operate year round and also function in the off-season months as an indoor entertainment venue. Thus, the proposed project would provide further opportunity for entertainment in this area of Coney Island, and would extend pedestrian activity westward along the boardwalk. The purpose of the proposed project is to continue the City of New York's efforts to reinvigorate Coney Island by introducing a new recreational and entertainment destination on the Riegelmann Boardwalk. The proposed project would create new publicly accessible open space containing a modern amphitheater to serve as a venue for concert events, such as the Seaside Summer Concert Series, as well as to provide the community with space for cultural performances, public gatherings, and festivals. Additionally, the proposed project would restore and adaptively reuse the historic former Childs Restaurant building as an indoor entertainment, banquet, and restaurant facility—providing further opportunity for year round entertainment in this area of Coney Island and extending pedestrian activity westward along the boardwalk.

The Proposed Project

As noted above, the proposed project includes the construction of publicly accessible open space containing an approximately 5,100-seat amphitheater and the restoration and adaptive reuse of the former Childs Restaurant building as an indoor entertainment, banquet, and restaurant facility. It is anticipated that the proposed amphitheater and other project components would be completed by summer 2015, with the first full year of operation being 2016. Upon completion, the amphitheater would be owned by the City of New York, under the jurisdiction of the New York City Economic Development Corporation and operated by a not for profit entity under a ten year lease with the city. The amphitheater is expected to serve as a concert venue for the next ten years and provide the community with additional recreational and entertainment opportunities during the off season. The Seaside Park and Community Arts Center would be a temporary use of the development site for a term of ten years from completion of construction. The proposed project is intended to invigorate and enliven the western end of the Special Coney Island District by introducing recreational, entertainment, and restaurant uses that would be appropriate and compatible with the surrounding area. As designed, the proposed neighborhood amenity would provide a publicly accessible open space with passive and active recreational areas and opportunities for extending pedestrian activity along the western portion of the Riegelmann Boardwalk in Coney Island. The proposed project would activate the blocks between West 21st and West 23rd Streets during a period when the residential and commercial development contemplated by the Coney Island Rezoning proceeds in the surrounding areas to the east and north of the development site.

The proposed project includes the construction of a seasonal concert venue with approximately 5,100 seats and publicly accessible playground spaces and rest areas. The proposed project would provide the community with a year-round public space for seasonal concerts, festivals, cultural events, public gatherings, and outdoor recreational activities, while also creating a modern performance venue for both paid and free events, including the free Seaside Summer Concert Series. Additionally, the proposed project includes the restoration and adaptive reuse of the (Former) Childs Restaurant Building, measuring approximately 60,000 sf, which would accommodate approximately 440 diners as an entertainment, banquet, and restaurant facility, with additional outdoor rooftop seating.

It is anticipated that the proposed amphitheater and other project components would be completed by summer 2015, with the first full year of operation being 2016. Upon completion, the amphitheater would be owned by the City of New York, under the jurisdiction of the New York City Economic Development Corporation (EDC) and would be operated jointly with a not-for-profit entity under a ten year lease with the City. The amphitheater is expected to serve as a concert venue for the next ten years and provide the community with additional recreational and entertainment opportunities during the off-season.

As part of the proposed project, a shuttle would be provided to more remote parking (e.g., Aquarium parking lot is located approximately 0.6 miles east of the development site) as needed, for those times when the concert and an adjacent baseball game are occurring on the same evening. The shuttle is expected to operate on Surf Avenue between the Aquarium parking lot and the development site with a frequency of 10 minutes.

Proposed Site Plan

The proposed neighborhood amenity with its publicly accessible open space and amphitheater, would extend outward from the western façade of the restored (Former) Childs Restaurant Building and would be roughly bound by the Riegelmann Boardwalk to the south, West 23rd Street to the west, and properties fronting Surf Avenue to the north (refer to preliminary site plan in Figure 3). The proposed public open space and amphitheater would occupy approximately 105,004 sf (2.41 acres) along the Riegelmann Boardwalk. The amphitheater seating would be comprised of a paved plaza and seating stairs located west of the (Former) Childs Restaurant Building. The proposed amphitheater would operate during the summer concert season. It would feature a tensile roof cover which would be removed during the off-season. The tensile fabric roof canopy would be harnessed by truss structural supports and would provide transparency and create appropriate shade. During concerts, the proposed amphitheater would also have additional noise reduction features, including a deployable tensile canopy extension and acoustical curtains. The temporary canopy extension would extend 100 feet to the west of the seasonal canopy roof, and its maximum width would be 167'-6". The temporary canopy extension would be attached to the westernmost arch by a closure flap at a height of 45'-6" above the boardwalk and fastened to the five westernmost floodlight poles at a height of 17'-6" above the boardwalk. In addition, five acoustical curtains would be attached and drop down from the edges of the canopy roof extension at various locations. The bottoms of the acoustical curtains would be affixed to the five floodlight poles. The acoustical curtain at the West 22nd Street entrance would not drop to the ground. Instead, an 80" clearance is proposed to create an entrance and a view corridor through to West 22nd Street. In addition, for concert events, backing sound baffles would be affixed to the inside of the tensile fabric roof, the deployable canopy extension, and sound curtains. These sound reduction features would be temporary and would only be deployed immediately before concerts and subsequently removed. The tensile fabric roof canopy would cover approximately 3,500 of the seats during on-season non-event days. During on-season event nights, the tensile fabric roof canopy and deployable canopy extension on the western side together would cover the balance of the seating. A walkway through the development site from the northern edge at West 22nd Street would provide physical and visual access to the Riegelmann Boardwalk and the beach, as well as to the proposed open space and amphitheater. While the site plan and design of the proposed project have not yet been finalized, amphitheater seating would generally be concentrated between the Childs Restaurant building and West 22nd Street, with greenspace and landscaping extending westward from the amphitheater to West 23rd Street. A pathway from the northern edge of the project site at West 22nd Street to the Boardwalk would provide pedestrian access to the Boardwalk and beach as well as the proposed open space and amphitheater. It is expected that loading docks for equipment and performance trailers would be located at the eastern side of the Childs Restaurant building along West 21st Street.

The development site itself would be accessible from a number of paths that would connect the Boardwalk to the upland areas. It is expected that loading docks for equipment and performance trailers



Source: GKV Architects, PC & MVVA, Inc. Landscape Architects

would be located at the northwestern side of the (Former) Childs Restaurant Building, and would be accessible via a curb cut from the southern portion of West 22nd Street.

From May through October, the restored (Former) Childs Restaurant Building and proposed amphitheater would be physically connected – the stage and “back of the house” areas would be located within the (Former) Childs Restaurant Building. Restaurant and banquet uses would occupy the remaining space in the (Former) Childs Restaurant Building (approximately 21,000 sf). During the balance of the year, the (Former) Childs Restaurant Building would provide an indoor entertainment venue as well as restaurant and banquet facilities.

Each project component is described below.

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

Proposed Amphitheater Component

The amphitheater would be comprised of a stage house and paved seating areas for approximately 5,100 attendees. As previously noted, the amphitheater would serve as a venue for concert events, cultural performances, and other public events. For environmental analysis purposes, the EIS conservatively assume that the amphitheater would be fully occupied, would attract up to an additional 900 standing attendees (6,000 total), and the concert season would extend from May to October (currently the Seaside Summer Concert Series extends from Independence Day to Labor Day). It is anticipated that the proposed amphitheater would host a combination of free and paid events both during the week and on weekends for a total of between 40 to 50 events during the approximately 150 day season.

Between May and October, the amphitheater space would be fully accessible to the public, except during ticketed events. A temporary event screening perimeter with gated entries would be set up around the seating area during ticketed events. This would allow for appropriate security or crowd-control measures during ticketed or other larger events, and facilitate management of access to the facility during such events.

The proposed amphitheater would operate during the summer concert season. It would feature a tensile fabric roof canopy which would be removed during the off-season. The tensile fabric roof canopy would be harnessed by truss structural supports and would provide transparency and creating appropriate shade. During concerts, the proposed amphitheater would also have additional noise reduction features, including a deployable tensile canopy extension and acoustical curtains. The temporary canopy extension would extend 100 feet to the west of the seasonal canopy roof, and its maximum width would be 167'-6". The temporary canopy extension would be attached to the westernmost arch by a closure flap at a height of 45'-6" above the boardwalk and fastened to the five westernmost floodlight poles at a height of 17'6" above the boardwalk. In addition, five acoustical curtains would be attached and drop down from the edges of the canopy roof extension at various locations. The bottoms of the acoustical curtains would be affixed to the five floodlight poles. The acoustical curtain at the West 22nd Street entrance would not drop to the ground. Instead, an 80" clearance is proposed to create an entrance and a view corridor through to West 22nd Street. In addition, for concert events, backing sound baffles would be affixed to the inside of the tensile fabric roof, the deployable canopy extension, and sound curtains. These sound reduction features would be temporary and would only be deployed immediately before concerts and subsequently removed. The tensile fabric roof canopy would cover approximately 3,500 of the seats during on-season non-event days. During on-season event nights, the roof canopy and deployable canopy extension on the western side would collectively cover the balance of the seating.

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

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

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

Stage House

The proposed amphitheater would have a permanent “stage house,” an enclosed structure at the rear of the proposed venue, with a stage opening similar to that found in a typical theater projecting outward from the (Former) Childs Restaurant Building’s western façade that, unlike the building’s eastern and northern façades, once served as a party wall and is without historic architectural value. The stage is designed to allow for the space to be enclosed in the “off-season” and function as part of the interior of the (Former) Childs Restaurant Building.

In addition to being able to close the stage house to the amphitheater to the west, the stage would be designed to accommodate a wide range of musical performances and would have the technological ability to support diverse performance requirements. The stage would feature rigging accommodations that would provide support structures for hanging lights, speakers, and scenic elements on chain hoists. The backstage area would offer ancillary amenities, including dressing rooms, multi-purpose rooms, restrooms, as well as administrative and security offices for the entertainment venue. The stage house and backstage areas would have the capacity during the off-season (between October and April) to accommodate smaller events in order to provide year-round indoor entertainment within the restored (Former) Childs Restaurant Building.

~~The proposed amphitheater would have a permanent “stage house,” an enclosed structure with a stage opening similar to that found in a typical theater, which would project outward from the Childs Restaurant building’s western facade. The stage would be sized to accommodate a wide range of musical performances and would have the technological ability to support diverse performance requirements. The stage would feature rigging accommodations that would provide support structures for hanging lights, speakers, and scenic elements on chain hoists. While designs have not yet been finalized, it is expected that the backstage area would offer support amenities such as dressing rooms, multi-purpose rooms,~~

restrooms with showers, as well as administrative and security office space for the venue. The stage house and backstage areas would have the capacity to accommodate smaller events and would also be used for year-round indoor entertainment at the restored Childs Restaurant building (seating capacity of approximately 384).

Seating Areas

The proposed amphitheater's seating capacity of approximately 5,100 seats would include 2,000 seats in the plaza nearest to the stage at floor level. The balance of approximately 3,100 seats would be provided at a slight paved slope of three percent ("raked seating") to enhance sight lines to the stage. The plaza seating area A portion of the seating area would be covered by a tensile fabric roof that would be removed "off-season" when the plaza is not being used for seating for concerts or other staged events. During concert events, the tensile fabric roof and deployable canopy extension would provide covering for all of the seating. As discussed above, the proposed amphitheater would have a seating capacity of approximately 5,000 removable seats. While designs have not yet been finalized, it is expected that the 2,000 seats nearest to the stage would be provided on a level floor. The next approximately 3,000 seats would be provided on a paved slope ("raked seating") that would enhance sight lines to the stage. It is expected that all seats would be sheltered and removable and approximately 3,500 would be sheltered beneath the tensile fabric roof. During concert events, the tensile fabric roof and deployable canopy extension would provide covering for all of the seating. For environmental analysis purposes, The EIS will conservatively assume that the amphitheater would attract up to an additional 4,000⁹⁰⁰ standing attendees (6,000 total) to the area.

Proposed Renovation of the (Former) Childs Restaurant Building

The proposed project includes the renovation and restoration of the interior and exterior of the landmarked (Former) Childs Restaurant Building. The reclamation of the Dennison & Hirons-designed Spanish Colonial Revival stucco structure, considered relatively rare in New York City, would include the restoration of the building's arches, window openings, and end piers, as well as the elaborate polychrome terra-cotta nautical motifs along the eastern and southern building façades. Physical alterations of the exterior of the building would include removal of a portion of the western party wall to facilitate the connection of the (Former) Childs Restaurant Building with the proposed amphitheater's stage and back of house. The alterations would also include rooftop additions for the stage house roof and mechanical equipment, all of which would be covered by a new membrane roofing above the portion of the building occupied by the stage house, and minimally visible from the boardwalk and surrounding streets. While renovation plans for the interior and exterior of the Childs Restaurant building have not yet been finalized, it is expected that the Applicant would reinvigorate the Dennison & Hirons designed Spanish Colonial Revival stucco structure (considered relatively rare in New York City) by restoring the building's arches, window openings, and end piers, as well as the elaborate polychrome terra cotta nautical motifs along the eastern and southern building facades. Physical alterations would include removal of a portion of the western façade in order to connect the Childs Restaurant building to the proposed amphitheater's stage and back of house areas. Additionally, the building's interior would be retrofitted to accommodate restaurant and banquet uses, which would operate in conjunction with the proposed indoor performance/stage space. It is expected that the renovated (Former) Childs Restaurant Building would have a seating capacity of approximately 384⁴⁴⁰, exclusive of any outdoor or proposed rooftop seating. The exterior work to the (Former) Childs Restaurant Building requires a Certificate of Appropriateness from the Landmarks Preservation Commission (LPC). The LPC approved Certificate of Appropriateness 14-6038 on July 10, 2013.

Proposed Publicly Accessible Open Space at Development Site

The publicly accessible open space on the development site would include a play garden with playground amenities located at the northwest corner. Between the plaza and seating stairs at the eastern portion of the development site, and the play garden to the west, would be a landscaped lawn bowl with perimeter plantings that would serve as a place for lawn seating and passive recreation. The park would also feature a planted entry garden with native planting and bench seating at the southwestern portion of the development site. Each of the open space components is described below and illustrated in Figure 4.

Visitors entering the open space from the southern terminus of West 23rd Street would experience a seven-foot grade change raising them to the elevation of the adjacent Riegelmann Boardwalk. The proposed winding routes would facilitate an accessible slope and would create an opportunity for small scale seating areas within a shaded garden setting, which would convey the feel of a “neighborhood park” along the Riegelmann Boardwalk.

At the top of the rise from West 23rd Street, an intimate seating node would signal the joining of a larger walkway that connects the Riegelmann Boardwalk to the end of West 22nd Street (the “garden walk”), flanked with benches and shade trees. From its western edge, a play space and second seating node would unfurl onto the top of a richly planted bank visually separating the open space from neighboring inaccessible lots. These spaces would be perched high on the grade and would be surrounded by low shrubs and high-limbed trees providing the public with the sense of intimacy while maintaining ample sightlines for security.

To the east of the garden walk, another wide path would bring visitors to the base of a 9,000-square foot lawn sloping gently southward to a crest 10 feet above the Riegelmann Boardwalk. Ringed with high-limbed trees and capped with a small plaza, the lawn would offer a community-oriented recreational space that also provides elevated views to the Coney Island beach. From the perched plaza a stepped path would angle southwest back down to the Riegelmann Boardwalk and public restroom facilities.

From the high point of the development site, paved terraces would step down eastward to the edge of a wide pedestrian corridor, which would create a direct connection along the axis of West 22nd Street to the Riegelmann Boardwalk. The proposed rise from West 22nd Street through the amphitheater site to the boardwalk would seamlessly connect the public both physically and visually to the beachfront.

Crossing the central thoroughway, a large paved space would slope down to a stage built into the western façade of the historic (Former) Childs Restaurant Building. Along with the paved terraces, this space would hold removable seating for up to 5,100 patrons during organized events and would support a wide range of community programming at other times. Two smaller banks of seat terraces to the north and south, wrapped in planted landforms, would negotiate a three percent sloped grade change to accommodate over 23,000 sf of flexible open area, creating ideal conditions for community-oriented events, including farmers’ markets, school graduations, and festivals. A tensile fabric roof that would be installed and removed seasonally would protect visitors and spectators from rain and extreme sun. During concert events, the tensile fabric roof and deployable canopy extension would provide covering for all of the seating. Truss supports would provide appropriate elevation for the roof to maintain unobstructed views across the development site from the Riegelmann Boardwalk and adjacent areas. The truss system would also support the plaza lighting that would illuminate the plaza and adjacent park areas.

A planted landform would serve as a buffer between the amphitheater venue and the loading dock at the north of the (Former) Childs Restaurant Building. Comfort stations and restroom facilities would be located at the north end of the development site and adjacent to the Riegelmann Boardwalk, as well as within the (Former) Childs Restaurant Building’s basement at the southeast corner of the development site. The comfort stations and additional restroom facilities have been designed to be fully accessible from



Source: GKV Architects, PC & MVVA, Inc. Landscape Architects

within the development site. Turning south, a stairway would lead up to the Riegelmann Boardwalk and the box office and public queuing area.

Scheduling and Operations

The program for the proposed project falls into three distinct categories, including seasonal event operations, seasonal non-event operations, and off-season operations. These program components combine to make the Seaside Park and Community Arts Center a year-round destination for the current residents of Coney Island, the anticipated new residential population who would come to the neighborhood as a result of future development associated with the Coney Island Rezoning, and those who come to Coney Island's beach, boardwalk and amusement facilities.

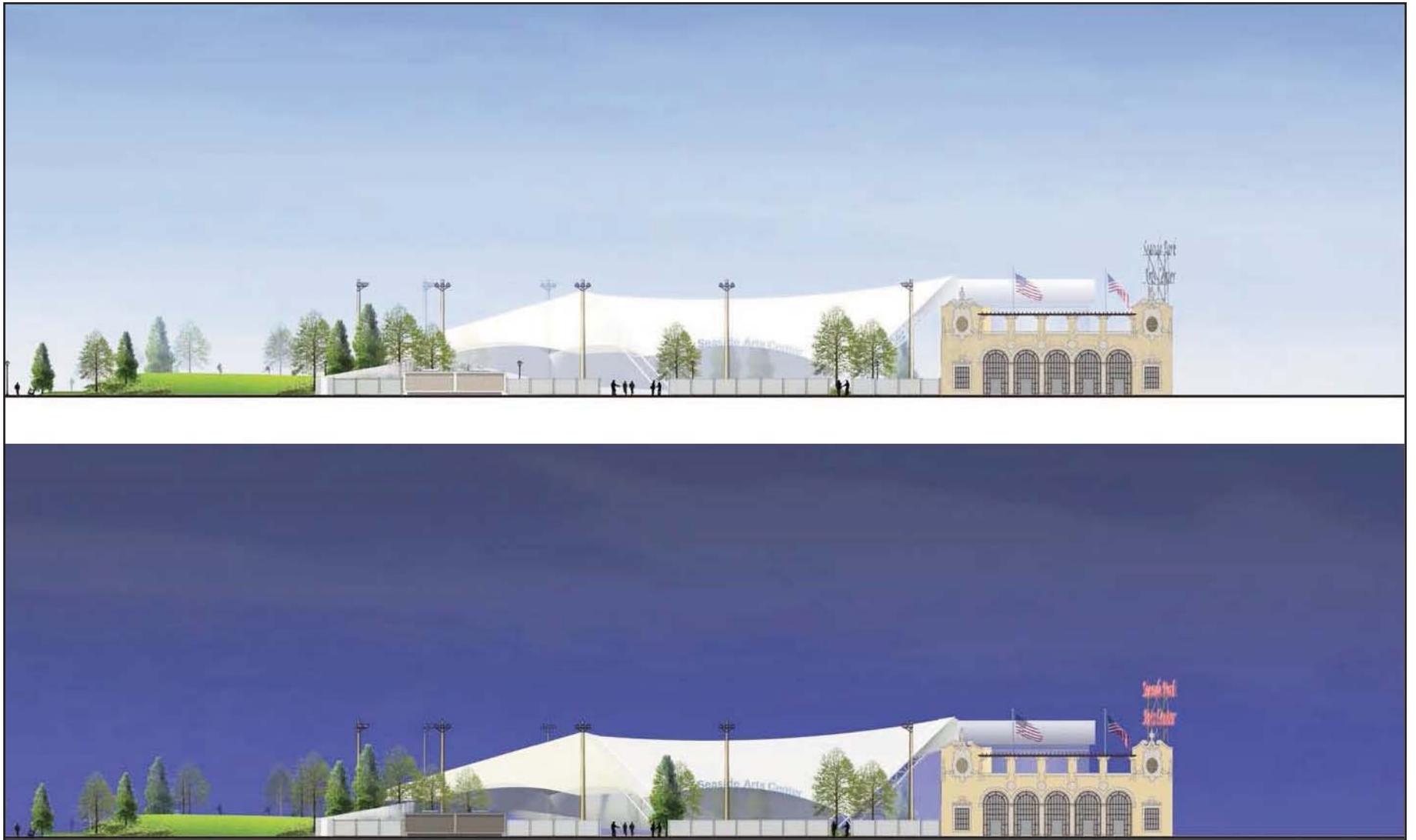
During the summer concert season between May and October, which coincides with the season for operation of Coney Island's amusement rides and attractions that generally extends from Easter Sunday to Halloween, it is anticipated that the proposed amphitheater would host approximately 30 to 35 paid concert events and 10 to 15 free concert events on both weekdays and weekends. The amphitheater would be publicly accessible year round, with the exception of when a ticketed event is in progress.

During the summer concert season the tensile fabric roof would be installed. At the time of seasonal event operations, when concerts and other events involving the amphitheater are scheduled, seats would be placed in the plaza. During concerts, the proposed amphitheater would also have additional noise reduction features, including a deployable tensile canopy extension and acoustical curtains. In addition, for concert events, backing sound baffles would be affixed to the inside of the tensile fabric roof, the deployable canopy extension, and sound curtains (see Figure 5). For the free Seaside Summer Concert Series, the public would have open access to the entire development site and the concerts could also be viewed from the Riegelmann Boardwalk and the areas of the development site west of the plaza and stepped seating. At the time of paid concerts and other paid events, a temporary fence would be installed surrounding the perimeter of the amphitheater, which would limit physical and visual access to concert patrons with paid tickets.

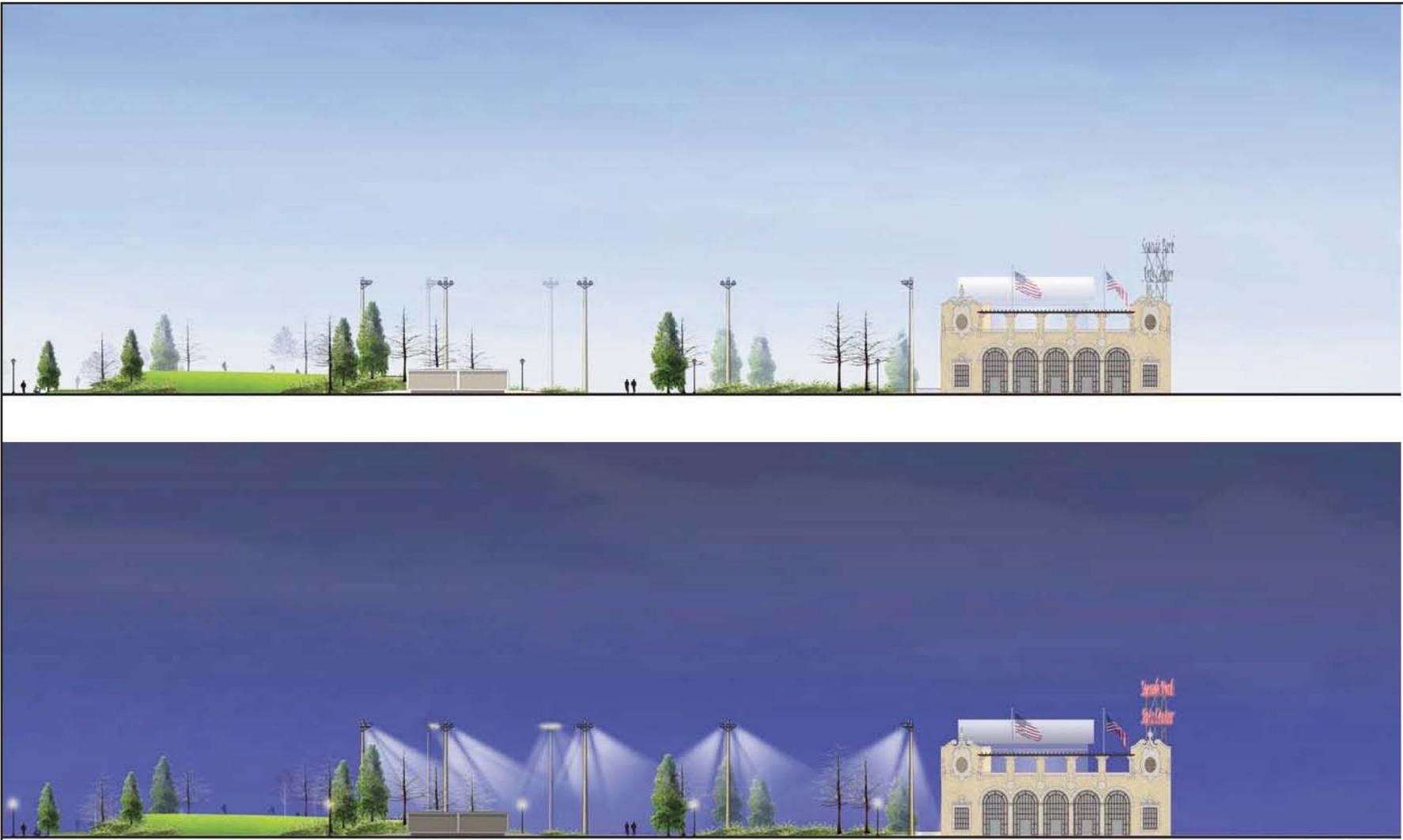
When events are not scheduled during the concert season, the removable seating would be stored and the plaza would be open for a wide variety of public uses, which include serving as a rest area under the shade provided by the tensile fabric roof, an area for children to ride bicycles, and a place for a variety of programmed activities such as art exhibitions, community-based informational gatherings, neighborhood "street" fairs or farmers markets.

During the time of off-season operations between October and April, the tensile fabric roof would be removed and the plaza would be operated in substantially the same manner as on non-event days during the concert season, with a wide array of passive and active uses appropriate to the current weather conditions (see Figure 6). The entry garden, play garden and lawn bowl portions of the development site west of the stepped seating area would be fully accessible to the public year round, during seasonal and off-season operations, including during the times of seasonal event operations.

The (Former) Childs Restaurant Building, in part, would be operated as part of the amphitheater use during the concert season to provide stage house and back of the house facilities for the performers, their crews and the venue operator. During the time of off-season operations, movable doors would be closed to secure the portion of the (Former) Childs Restaurant Building's west façade that is open to provide the venue's stage house. This would create an interior stage making indoor performances possible during the off-season months. In addition, the (Former) Childs Restaurant Building would be a year round restaurant with seating indoors for approximately 440 guests as well as outdoor dining, weather permitting, on the building's roof. The building also would provide banquet facilities.



Source: GKV Architects, PC & MVVA Inc. Landscape Architects



Source: GKV Architects, PC & MVVA Inc. Landscape Architects

D. ANALYSIS FRAMEWORK

Reasonable Worst-Case Development Scenario (RWCDS)

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

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

In the absence of the proposed action (No-Action), it is anticipated that the ~~project-development~~ site would be developed with residential, commercial, and open space uses as analyzed in the Coney Island Rezoning EIS (2009). The 2009 EIS identified the eastern portion of the ~~project-development~~ site (Lots 130 and 142) as falling within the boundaries of projected development Site 2 of the Coney West subdistrict. Since projected development Site 2 includes all lots between West 21st and West 22nd Street between Surf Avenue and the Riegelmann Boardwalk, the 2009 EIS does not provide a programmatic breakdown on a lot by lot basis.

~~However, based on the programming for the entire projected development site and the illustrative development site plans provided in the 2009 EIS, the eastern portion of the project site was intended for new residential and commercial development (Lot 142) as well as the restoration and adaptive reuse of the LPC designated Childs Restaurant building (Lot 130). The western portion of the project site was intended for an approximately 1.41 acre public park.~~

Assuming the upper limits of development allowable under R7-D/C2-4 zoning and the Special Coney Island District regulations, Lot 142 ~~would~~could be developed as-of-right to accommodate approximately 33,978 sf of commercial and 223,118 sf (223 DUs) of residential in the future without the proposed action. ~~As illustrated in the 2009 EIS~~Pursuant to zoning, commercial development would extend the full length of the boardwalk frontage (approximately 162 feet) and would be built to a depth of 70 feet, as only commercial uses are allowed within 70 feet of the boardwalk pursuant to the special district regulations. As the maximum allowable base height is 40 feet (estimated at 3 floors), approximately 33,978 sf of commercial uses could reasonably be built. Given the lot size of 44,327 sf and the maximum allowable FAR of 5.8 (pursuant to the Inclusionary Housing bonus), Lot 142 could reasonably accommodate approximately 223,118 sf (223 DUs) of residential uses (minus commercial floor area). Additionally, the ~~(#Former)~~ Childs Restaurant ~~b~~Building on Lot 130 would be restored and adaptively reused at its current floor area of approximately 60,000 sf, and the western portion of the site ~~would~~could be converted to an approximately ~~1.41~~1.27 acre public park.² Thus, in the future without the proposed action, the ~~project-development~~ site would be developed with approximately 223,118 sf (223 DUs) of residential, 93,978 sf of commercial, and ~~1.41~~1.27 acres of publicly accessible open space. Since the two outparcels (Lots 79 and 81) are still in private ownership, they are not anticipated to be developed by the analysis year of 2016, although they may be incorporated into Highland View Park at some future time as contemplated in the 2009 FEIS.

While the Coney Island Rezoning EIS (2009) had a build year of 2019, it assumed that development would take place over the course of 10 years. ~~As~~Since the current ~~project-development~~ site ~~can~~could be developed as-of-right with these residential and commercial uses and is equipped with the physical

² The 1.27-acre western portion of the development site was intended to be part of the planned 1.41 acre Highland View Park that was approved to be mapped as part of the Coney Island Rezoning project. The two outparcels, Lots 79 and 81, comprise the remainder of the planned Highland View Park.

infrastructure needed to move forward with new development, it is reasonable to assume that the No-Action scenario outlined above could occur ~~before~~ by the proposed action's analysis year of 2016. Thus, the future without the proposed project would differ from existing conditions.

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

In the future with the proposed project (With-Action), the ~~project-development~~ site would be developed with a 2.41-acre publicly accessible open space (opening hours same as Boardwalk) containing an approximately 5,100-seat amphitheater and a 60,000 sf indoor entertainment, banquet, and restaurant facility in the ~~(Former)~~ Childs Restaurant ~~Building~~. The EIS will conservatively assume an additional 900 standing concert attendees (6,000 total). Upon completion, the amphitheater would be owned by the City of New York under the jurisdiction of ~~the New York City Economic Development Corporation~~ EDC and would be operated by a jointly with a not-for-profit entity non-profit entity under a ten-year lease with the city. The amphitheater would serve as a concert venue for the next ten years, and provide the community with additional recreational and entertainment opportunities during the off-season. In the future with the proposed project, it is assumed that the two outparcels (Lots 79 and 81) would remain vacant.

Possible Effects of the Proposed Action

Compared to the No-Action scenario, the proposed project would result in the loss of residential and retail space, an increase in publicly accessible open space, and the addition of an amphitheater. As seen in Table 1, the incremental (net) change of land uses that would result from the proposed project is a decrease of ~~223,000~~ 118 sf (223 DUs) of residential, 33,978 sf of local retail, the addition of 1.14 acres of publicly accessible open space, and the addition of an approximately 5,010-seat amphitheater. As discussed above, the EIS will conservatively assume an additional ~~4,000~~ 900 standing concert attendees (6,000 total) for all quantitative analyses. The proposed project would result in a decrease of 524 residents and ~~21~~ 41 workers to the area.

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

Use	No-Action Scenario	With-Action Scenario	Increment
Residential	223,000 118 sf (223 DUs)	0 sf (0 DUs)	-223,000 <u>118</u> sf (-223 DUs)
Local Retail	33,978 sf	0 sf	-33,978 sf
Restaurant	60,000 sf	60,000 sf	0 sf
Open Space	1.41 27 acres	2.55 41 acres	<u>1.14</u> acres
Amphitheater	0 seats	5,010 seats	<u>5,010</u> seats*
Population/Employment**	No-Action Scenario	With-Action Scenario	Increment
Residents	524 residents	0 residents	-524 residents
Workers	291 workers	270 250 workers	-21 <u>41</u> workers

* It is important to note that the EIS will conservatively assume an additional ~~4,000~~ 900 standing (6,000 total) concert attendees for all quantitative analyses.

**Calculations for residents are based on the Brooklyn Community District 13 average of 2.35 persons per household (Source: Demographic Profile, NYC DCP; 2010 Census). Widely used employee generation rates for retail are 3 workers per 1,000 sf and 1 worker per 25 DUs. The With-Action scenario employee estimates are provided by the Applicant, with an estimated 75 workers at the (Former) Childs Restaurant Building and 175 at the amphitheater during events.

E. PROPOSED SCOPE OF WORK FOR THE EIS

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

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

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

Based on the preliminary screening assessments outlined in the 2012-CEQR Technical Manual and detailed in the EAS document, the following environmental areas would not require detailed analysis in the EIS: socioeconomic conditions, community facilities, natural resources, water and sewer infrastructure, solid waste and sanitation services, and energy. However, based on comments received during the public scoping period, a water and sewer infrastructure assessment has been added to this Final Scope of Work, and an assessment will be included in the EIS. The specific areas to be included in the EIS, as well as their respective tasks, are described below.

TASK 1. PROJECT DESCRIPTION

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

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

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

- Provide a brief development history of the project site area and surrounding study area.

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

TASK 3. OPEN SPACE

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

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

- Inventory existing open space and recreational facilities on the ~~project development~~ site. Tally open space acreage for passive and active publicly accessible recreational facilities.
- Assess expected changes in future levels of open space supply on the development site in the 2016 analysis year ~~based on other public open space expected to be developed in the vicinity of the project site~~.

- Assess the proposed project's direct effects on existing open space. The assessment of project impacts will be based on a comparison of the open space and recreation facilities to be altered or eliminated (if any) with the open space and recreation facilities to be created as part of the proposed project. A qualitative and quantitative assessment of the effects of such changes will be provided. The proposed amphitheater is recognized as a publicly accessible open space and the land occupied by this facility would be considered as open space.

TASK 4. SHADOWS

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

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

TASK 5. HISTORIC AND CULTURAL RESOURCES

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

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

Architectural Resources

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

Archaeological Resources

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

TASK 6. URBAN DESIGN AND VISUAL RESOURCES

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

- Based on field visits, describe the project ~~site-area~~ and the urban design and visual resources of the surrounding area, using text and photographs as appropriate. The study area for urban design and visual resources will be the area within 400 feet of the project ~~sitearea~~. A description of visual resources in the area and view corridors, if any, will also be provided.
- In coordination with the land use task, describe the changes expected in the urban design and visual character of the study area due to planned development projects in the future without the proposed project (No-Action Scenario).

- Describe the potential changes that could occur in the urban design character of the study area as a result of the proposed project (With-Action Condition). Assess the changes in urban design characteristics and visual resources that are expected to result from the proposed project on the project ~~site-area~~ and in the study area and evaluate the significance of the change. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including views of/to resources of visual or historic significance (landmark structures, historic districts, parks, etc.).

TASK 7. HAZARDOUS MATERIALS

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

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

TASK 8. WATER AND SEWER INFRASTRUCTURE

The proposed project does not exceed the CEQR Technical Manual incremental development thresholds for water supply and wastewater and stormwater conveyance and treatment. However, given (1) the location of the project area in Coney Island, an area that experiences low water pressure (e.g., an area at the end of a water supply distribution system), and (2) the extensive infrastructure planning for the surrounding area that has already been undertaken in conjunction with the redevelopment of Coney Island and the 2009 Coney Island Rezoning, a water and sewer infrastructure assessment will be provided in the EIS. To assess the proposed project's potential impacts on water and sewer infrastructure, the chapter will:

- Describe the existing water and sewer infrastructure on the development site and estimate water demand and sewage and stormwater generation under existing conditions and in the No-Action condition (for the 2016 analysis year).
- Describe planned No-Action infrastructure improvements including the affected area, project components, and current schedules. The December 29, 2010 Coney Island Amended Drainage Plan (ADP) and 2011 edits, as well as the 2012 Coney Island Infrastructure Improvements EAS will be the primary data sources for No-Action infrastructure improvements. The latest project schedules for these infrastructure improvements will be described.
- Forecast water demand and sewage and stormwater generation by the proposed project based on CEQR guidelines.
- Assesses the effects of the proposed project's water demand and sewage and stormwater generation on the City's water and sewer infrastructure, pursuant to CEQR Technical Manual guidelines.

TASK 89. TRANSPORTATION

As discussed above, the proposed project would involve the construction of an approximately 5,0100-seat amphitheater (and conservatively assuming an additional ~~1,000~~900 standing attendees) and ~~384~~440-seat entertainment, banquet, and restaurant facility at the ~~(F~~former) Childs Restaurant ~~b~~Building. As a result of the proposed project, permanent on-site staff as well as staffing for a typical concert would increase on the ~~project development~~ site. Concerts are expected to be scheduled on weekday and weekend evenings during the late spring and summer months. ~~It is also likely that weekday and weekend evening concerts would be scheduled.~~ Consequently, the proposed project would generate new vehicular travel and parking demand, as well as generate additional pedestrian traffic and trips by subway and local bus in the study area. These new trips have the potential to affect the area's transportation systems beginning in the proposed project's analysis year of 2016. Therefore, the transportation studies for the EIS will include the following analyses.

Traffic

Under ~~2012~~-CEQR *Technical Manual* criteria, significant adverse impacts are considered unlikely and a detailed traffic assessment is typically not required if a proposed project would generate fewer than 50 new vehicle trips in any peak hour. Based on the preliminary travel demand forecast provided in the Transportation Planning Factors and Travel Demand Forecast technical memorandum included as Appendix 1, the proposed amphitheater would generate an increase of approximately ~~516~~456, ~~705~~815, ~~389~~358, and ~~711~~645 vehicle trips (auto and taxi combined) during the weekday pre-event and post-event and Saturday pre-event and post-event, respectively. Because these forecasted levels of new vehicular travel demand exceed the 50-trip CEQR *Technical Manual* analysis threshold, the EIS will provide a detailed traffic analysis focusing on the weekday and Saturday pre- and post-concert peak hours.

Through the 2012 concert season, shows at the existing site typically started at 7:30 PM and ended between 10 PM and 11 PM on both weekdays and Saturdays. The peak arrival hour for concertgoers, typically precedes or brackets the start time of the concert. The EIS transportation analyses for the PM (pre-event) period will assess conditions with peak project-generated demand superimposed on a 6:30 PM to 7:30 PM peak hour. This peak hour was selected for analysis since it would generally coincide with summer beach traffic and evening commuter traffic, as well as traffic arriving for a 7:00 PM Brooklyn Cyclones baseball game at nearby MCU Park. A 10:00 PM to 11:00 PM evening (post-event) peak hour was selected for analysis as it would generally coincide with traffic exiting a baseball game at MCU Park, and since there is typically less overall traffic on the street network later in the evening. For the Saturday analysis, 5:30-6:30 PM and 9:00-10:00 PM were selected as the pre-event and post-event peak hours, respectively, in order to account for the earlier start and end time of weekend baseball games at MCU Park. Although the events at the development site would only overlap with a baseball game fewer than 10 times per season, this worst case scenario will be considered for conservative analysis purposes.

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

Traffic Analysis Locations – Weekday and Saturday

1. Shore Parkway Eastbound Off-Ramp and On-Ramp at Cropsey Avenue/Bay 52nd Street
2. Shore Parkway Westbound Off-Ramp and On-Ramp at Cropsey Avenue/Bay 50th Street

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

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

The EIS traffic analysis will include the following tasks:

- Select peak hours for analysis and define a traffic study area consisting of 28 intersections to be analyzed adjacent to the ~~project development~~ site and along major routes leading to and from the site. As discussed above, based on preliminary trip generation estimates for the proposed project, the EIS will analyze the pre-event and post-event peak hours for both a weekday and Saturday concert at the proposed amphitheater. A total of approximately 28 intersections would be analyzed as noted above.
- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts (TMC), along with vehicle classification counts and travel time studies (speed runs) as support data for air quality

and noise analyses. The ATR counts will provide 24-hour traffic volumes for a full week, including two Saturdays, at selected arterial locations. The TMCs will provide traffic volumes from 5:30-7:30 PM and 9:00-11:00 PM for the Thursday pre-event and post-event periods, respectively, and from 4:30-6:30 PM and 8:00-10:00 PM for the Saturday pre-event and post-event periods, respectively. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as the New York City Department of Transportation (DOT) and the New York City Department of City Planning (DCP).

- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, and parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. The methodology of the 2000 Highway Capacity Manual (HCS+, Version 5.5) will be used for the analysis.
- Determine the future No-Action traffic volumes for the study area based on a background growth rate of 0.5 percent per year (as per 2012-CEQR Technical Manual criteria) and demand from any significant development projects expected to be completed by 2015/2016. The No-Action network will reflect any initiatives planned by DOT in the study area, along with accepted mitigation measures for all No-Action projects, including newly mapped/de-mapped streets in the area. Determine intersection v/c ratios, delays and LOS for the 2016 No-Action Condition.
- Based on available sources, U.S. Census data, standard references, and survey data already collected from concertgoers during the 2012 season, develop a weekday and Saturday travel demand forecast for the proposed project. Assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future with the proposed project (With-Action) condition for each analyzed peak hour. Determine the resulting v/c ratios, delays, and LOS at analyzed intersections for the 2016 With-Action condition.
- Identify the proposed project's potential to have significant adverse traffic impacts, in accordance with 2012-CEQR Technical Manual criteria.
- Identify and evaluate traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area, where practicable. This includes potential mitigation for the street system, including possible roadway modifications, new signal installations, signage, signal changes, and parking regulation changes. Development of these measures will be coordinated with DOT and other agencies as necessary. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Traffic and Safety

According to the CEQR Technical Manual, safety analyses shall be conducted to resolve to what extent vehicular and pedestrian exposure to crashes may reasonably be expected to increase with the proposed project in place. In order to identify high-accident locations and make recommendations for needed safety measures, the EIS safety analyses will include the following tasks:

- Quantify the total number of reportable accidents (involving fatality, injury, or more than \$1,000 in property damage), fatalities, and injuries for the three-year period between January 1, 2009 and December 31, 2011 based on accident data for the 28 traffic analysis locations obtained from DOT.
- Provide a yearly breakdown of pedestrian- and bicycle-related accidents at each location.

The resulting findings will be incorporated into the Pedestrian Analysis.

Parking

Persons driving to a concert at the Seaside Summer Concert Series' existing location at Surf Avenue and West 21st Street typically found parking either at a curbside location in close proximity to the stage or in the KeySpan lot at MCU Park. Surveys during the August 11, 2012 "Jackson Unity Tour" and August 16, 2012 "Gladys Knight and the Commodores" concerts revealed that on both nights approximately 72% of concertgoers parked on the street and 25% parked at the KeySpan lot at MCU Park. An inventory of off-street public parking facilities that noted locations, capacities, and peak weekday evening and Saturday evening utilization levels was also conducted for locations within an approximate ½-mile radius of the project development site (Results of the parking inventory are provided in the Transportation Planning Factors technical memorandum in Appendix I). Concert-related parking demand at ~~these~~ on-street locations and off-street facilities would increase on both weekdays and Saturdays as a result of the proposed project. Therefore, the EIS will provide analyses of both on-street and off-street parking conditions during a weekday and Saturday concert event within an approximate ½-mile radius of the project development site. The EIS parking assessment will include the following tasks:

- Inventory the number of legal on-street parking spaces within the study area, noting their general utilization levels during the weekday evening and Saturday evening periods.
- Forecast parking availability in the 2016 analysis year (future without the proposed project) based on an annual background growth rate of 0.5 percent per year and anticipated demand from known developments in the vicinity of the study area. The forecast will also account for expected changes to parking supply resulting from the displacement of any existing parking facilities or the development of new public parking capacity.
- Forecast the net increase in future weekday and Saturday evening parking demand that would result from development of the proposed project.
- Evaluate the capacity of the supply of off-street and on-street parking to accommodate project-generated demand, and the ability of the on-street parking supply to accommodate any excess parking demand not accommodated in off-street facilities.
- Evaluate the ability of attended parking at the MCU Park Satellite lot and the Aquarium parking lot to accommodate excess demand not accommodated in off-street and on-street parking facilities and introduce a shuttle service that would serve the Aquarium lot, which is located approximately 0.6 miles east of the development site.

Transit

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

Subway

It is anticipated that subway demand generated by the proposed project would utilize one subway station – the Coney Island-Stillwell Avenue (D, F, N, Q) station located approximately 0.4-mile to the east of the site. Transit analyses typically focus on the weekday AM and PM commuter peak hours since it is during

these periods that overall demand on the subway and bus systems is usually highest. Based on a preliminary travel demand forecast (see Transportation Planning Factors and Travel Demand Forecast technical memorandum in Appendix 1), the proposed project would exceed the 200-trip ~~2012-CEQR Technical Manual~~ analysis threshold at the station serving the ~~project development~~ site during both the weekday and Saturday 6:30-7:30 PM (pre-event) and 10:00-11:00 PM evening (post-event) peak hours. Therefore, a detailed analysis of the Coney Island-Stillwell Avenue station will be conducted. ~~The analysis of conditions at the Coney Island-Stillwell Avenue subway station serving the project site will therefore focus on the 6:30-7:30 PM (pre-event) peak hour. Although project-generated subway demand would be higher during the 10:00-11:00 PM evening peak hour, new significant adverse subway station impacts during this period over and above those identified for the 6:30-7:30 PM period are considered unlikely because overall subway demand is substantially lower in the late evenings.~~ The EIS analysis of subway station conditions will include the following tasks:

- Conduct field counts during the weekday and Saturday pre-event peak hours to document existing usage at the Coney Island-Stillwell Avenue subway station, focusing on those station elements (street stairs and fare control areas) most likely to be used by project-generated demand. Determine existing peak hour levels of service.
- Assess conditions at analyzed station elements in the 2016 analysis year (future without the proposed project) based on an annual background growth rate of 0.5 percent per year and anticipated demand from known developments in the vicinity of the study area. The analyses will also account for any changes to subway service or station facilities expected to occur by 2016.
- Forecast future subway demand generated by the proposed project, assign trips to individual subway stations and station elements, and add them to the future No-Action volumes to determine conditions in the future with the proposed project. Identify significant adverse impacts based on ~~2012-CEQR Technical Manual~~ criteria. Mitigation needs will be identified and improvements will be suggested, as appropriate, in conjunction with the lead agency and NYC Transit. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Bus

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

Five NYC Transit local bus routes, the B36, B64, B68, B74 and B82 operate within approximately 0.5 mile of the ~~project development~~ site and are likely to be used by the 114, 269, 78 and 210 new bus trips during the weekday pre-event and post-event and Saturday pre-event and post-event, respectively, generated by the proposed project. With the low level of new bus demand and a total of five bus routes to serve project-generated demand, significant bus impacts are not expected due to the proposed project's off-peak ridership demand. Therefore, further detailed bus analysis will not be included in the EIS.

~~These two bus routes include the B36 operating along Surf Avenue and West 5th Street and the B82 that operates along Cropsy Avenue to a terminus at the Coney Island-Stillwell Avenue subway station. Based on a preliminary travel demand forecast (see Transportation Planning Factors and Travel Demand Forecast technical memorandum in Appendix 1), the proposed project would result in a net increase of greater than 50 peak hour bus trips being assigned to a single bus lane (in one direction), exceeding the 2012-CEQR Technical Manual analysis threshold. The EIS analyses of local bus conditions will therefore focus on the weekday and Saturday evening peak hours when concert demand from the proposed project is expected to exceed the 50-trip per direction analysis threshold.~~

~~The analyses of local bus conditions on routes serving the project site will therefore focus on the weekday~~

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

Pedestrians

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

A total of four pedestrian facilities have been selected for the analysis of pedestrian conditions during the weekday and Saturday pre- and post-concert peak hours. These locations, listed below, are where pedestrian trips are expected to be most concentrated, including the boardwalk, sidewalks, corner areas, and crosswalks providing access to entrances, and along corridors leading to nearby subway stations.

Pedestrian Analysis Locations – Weekday and Saturday

1. Surf Avenue at West 21st Street (4 crosswalks; 4 corners)
2. Surf Avenue between West 21st Street and West 20th Street (north and south sidewalks)
3. West 21st Street at the Riegelmann Boardwalk (east and west sidewalks)
4. The Riegelmann Boardwalk between West 22nd and West 21st Street (2 directions)

The analyses of pedestrian conditions will include the following tasks:

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

TASK 9.10. AIR QUALITY

~~A screening analysis evaluating the number of project-generated vehicle trips on the (weekday and weekend pre/post event) that are expected to exceed the 2012-CEQR Technical Manual carbon monoxide (CO) analysis screening threshold of 170 vehicles in the peak hour, resulted in at a total of 14 number of locations intersections within the study area. In addition, the projected number of heavy duty trucks or equivalent vehicles will likely exceed the applicable fine particulate matter (PM_{2.5}) screening thresholds in the 2012-CEQR Technical Manual. Therefore, a microscale analysis of CO and PM_{2.5} mobile source emissions at the five intersections with the highest volumes and increments at up to four of the following affected intersections is necessary will be conducted. These intersections are:~~

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

Mobile Source Analysis

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

- Gather existing air quality data. Collect and summarize existing ambient air quality data for the study area. Specifically, ambient air quality monitoring data published by NYSDEC will be compiled for the analysis of existing and future conditions.
- Determine receptor locations for the microscale analysis. Select critical intersection locations in the study area, including expanding the preliminary study area as necessary, based on data obtained from the proposed project's traffic analysis. At each intersection, multiple receptor sites will be analyzed in accordance with CEQR guidelines. Up to ~~four~~ five signalized intersections (those representing the worst conditions) will be analyzed for CO ~~and~~ PM_{2.5} analyses.
- Select dispersion model. The refined U.S. Environmental Protection Agency (EPA) CAL3QHCR intersection model will be used to predict the maximum change in PM_{2.5}CO concentrations.
- Select emission calculation methodology and "worst-case" meteorological conditions.
- Vehicular cruise and idle emissions for the dispersion modeling will be computed using EPA's MOVES model. This is a new requirement since the June 2013 CEQR Technical Manual update (the previous model used was Mobile 6.2).
- Background levels for the CO microscale analysis will be based on five years of meteorological data from JFK Airport and concurrent upper air data from Brookhaven, New York.
- At each mobile source microscale receptor site, calculate maximum ~~241-~~ and 8-hour ~~and annual~~ average PM_{2.5}CO concentrations for the existing, future conditions without the proposed project and

the future conditions with the proposed project. Concentrations will be determined for up to ~~three~~ four peak periods.

- ~~Compare existing and future levels with standards. Future pollutant levels with and without the proposed project will be compared with the CO and PM_{2.5}-National Ambient Air Quality Standards (NAAQS) and the applicable CEQR criteria for CO and PM_{2.5} to determine the impacts of the proposed project.~~
- Perform screening analysis for determination of PM_{2.5} threshold for potential impacts according to CEQR level, which is 23 heavy duty diesel trucks (HDDV) or its equivalent in light duty vehicles (LDGT1), for principal and minor arterials, or expressways and limited access roads. These are the type of roads affected by the proposed project.
- ~~Determine the consistency of the proposed project with the strategies contained in the State Implementation Plan (SIP) for the area. At any receptor sites where violations of standards occur, analyses would be performed to determine what mitigation measures would be required to attain standards.~~
- Mitigation. Examine mitigation measures, as necessary.

Stationary Source Screening

The proposed amphitheater, which would be an open-air venue with a removable tensile roof cover, would not have any HVAC systems. The renovated (Former) Childs Restaurant Building would have new HVAC equipment. With the proposed action, the (Former) Childs Restaurant Building would be substantially the same as in the No-Action condition, including no change in terms of the commercial square footage, and the relative heights of the building. However, given the possibility of different stack locations, a screening assessment will be provided in the EIS to assess air quality impacts associated with emissions from the HVAC system of the (Former) Childs Restaurant Building in the future with the proposed project. The EIS will also evaluate the potential impact from existing sources of air toxics in the study area, if any are identified, on the proposed uses.

TASK 10~~1~~. GREENHOUSE GAS EMISSIONS

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

- Sources of GHG from the proposed project will be identified. The pollutants for analysis will be discussed, as well as the various city, state, and federal goals, policy, regulations, standards and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the proposed project based on the calculations of energy use estimated for the project in the “Energy” screening analysis conducted as part of the EAS document.
- GHG emissions associated with project-related traffic will be estimated for the proposed project using data from the transportation analysis. A calculation of Vehicle Miles Traveled (VMT) will be prepared.
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the proposed project is consistent with GHG reduction goals, including building efficient buildings, use of clean power, transit-oriented development and sustainable transportation, reduction of construction operations emissions, and use of building materials with low carbon intensity.

TASK 142. NOISE

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

- Select appropriate noise descriptors. Appropriate noise descriptors to describe the noise environment and the impact of the proposed project will be selected. Typically, the L_{10} , and 1-hour equivalent ($L_{eq(1)}$) noise levels are used to characterize noise levels.
- Identify locations that may experience significant impacts due to the proposed project. These locations would be sensitive receptors (e.g., residential uses, schools, health care facilities) in the vicinity of the proposed amphitheater, and areas where traffic generated by the proposed project would result in a doubling of passenger car equivalents (PCEs).
- Select representative receptor locations for detailed analysis. ~~Receptor sites analyzed~~ They will include roadways and intersections likely to experience the greatest traffic increases as well as locations where the proposed project/amphitheater would have the greatest potential to affect ambient noise levels. This scope of work anticipates that up to seventeen receptor locations will be used to examine/compare No-Action and With-Action noise levels generated by amphitheater operations on nearby residences or other sensitive land uses, for pre-event and post-event periods on both the weekday and Saturday analysis periods. These are:
 1. Midblock on West 17th Street between Neptune and Mermaid Avenues
 2. Northwestern corner of Mermaid and West 19th Street
 3. Midblock on West 20th Street between Mermaid and Surf Avenues
 4. Intersection-Southwestern corner of West 21st Street and Surf Avenue
 5. Midblock on West 22nd Street south of between Surf Avenue and Riegelmann Boardwalk
 6. Southeastern corner of West 20th Street and Surf Avenue
 - 5.7. Midblock on Surf Avenue between West 21st and West 22nd Streets
 8. South end of West 23rd Street north of near Riegelmann Boardwalk
 - 6.9. Midblock on Surf Avenue between West 23rd and West 24th Streets
 - 7.10. Midblock on Southern end of West 24th Street south of Surf Avenue near Riegelmann Boardwalk
- Determine existing noise levels. Perform 20-minute measurements at each receptor location identified above during the weekday PM (5:30 PM to 7:30 PM) and Evening (9:00 PM to 11:00 PM) peak periods, and during the Saturday PM (5:30 PM to 7:30 PM) and Evening (9:00 PM to 11:00 PM) peak periods. Hourly L_{eq} , L_1 , L_{10} , L_{50} , L_{min} , L_{max} , and L_{90} values will be recorded. Traffic classification counts and aircraft flyovers during the monitoring period will be tabulated. ~~Monitored noise levels will be adjusted to existing noise levels using existing traffic volumes and the proportionality equation.~~ Where possible, noise monitoring will occur during the periods of traffic counts.
- Determine Project future noise levels without the proposed project. Under No-Action conditions, the project development site would be developed with approximately 223 DUs and 93,978 sf of commercial. ~~Monitored Existing noise levels at the ten representative receptors~~ would be adjusted to No-Action conditions using projected future No-Action traffic, Existing traffic, and the proportionality equation, for both the weekday and weekend analysis.

- ~~Determine Project~~ future noise levels with the proposed project. Under With-Action conditions, a new publicly accessible open space and amphitheater would be constructed on the ~~project development site~~ and the ~~(Former)~~ Childs Restaurant ~~b~~Building would be adaptively reused with indoor entertainment, banquet, and restaurant uses. Noise level contours for the proposed design and speaker system will be modeled using the CADNA model. The analysis would adjust the future No-Action traffic noise levels at the ten receptor sites to the new projected future With-Action traffic using the proportionality equation. The noise levels shown on the CADNA contours for the amphitheater would be logarithmically added to the traffic noise to obtain total noise levels during a concert. No modeling of noise levels using the TNM model is anticipated.
- Compare noise levels with guidelines and criteria in the *2012-CEQR Technical Manual*. In addition, compare future noise levels with the proposed project with future noise levels without the proposed project to determine project impacts (i.e., based on the criteria contained in the *2012-CEQR Technical Manual*, a change of 3-5 three to five A-weighted decibels (dBA) during the daytime or 3 dBA at night ~~or more~~ would be considered a significant impact).
- Examine mitigation measures. If necessary, recommend measures to attain acceptable interior or exterior noise levels and/or reduce potential noise impacts to acceptable levels.

TASK 123. PUBLIC HEALTH

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

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

TASK 134. NEIGHBORHOOD CHARACTER

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

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

qualitative assessment will be presented that will include a description of the potential effects of the proposed project on neighborhood character.

TASK 145. CONSTRUCTION

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

Construction of the proposed project would be implemented in a single phase and would be temporary, lasting approximately 24-15 months. It would involve the construction of an approximately 5,0100-seat amphitheater, the restoration and adaptive reuse of the historic (Former) Childs Restaurant hBuilding, and development of publicly accessible open space. The ~~project-development~~ site is not located within a Central Business District or along an arterial or major thoroughfare. Because the ~~project-development~~ site would extend along the north side of the Riegelmann Boardwalk between West 21st and West 23rd Streets and would be located across West 23rd Street from a nursing home at 3035 West 24th Street, the analysis will assess the potential impacts of the construction activities. This chapter will describe the construction schedule for the proposed project and provide an estimate of activity on-site. In addition, unless otherwise specified, a qualitative analysis of the effects of construction activities will be performed. The construction assessment for the project will focus on areas where construction activities may pose specific environmental problems. The analysis will also consider other construction projects, ongoing and planned, that would occur in the area during construction of the proposed project. Where potential significant impacts are predicted, mitigation measures to avoid or reduce potential significant adverse impacts will be identified. In circumstances in which construction activities impact the surrounding community for a prolonged period, those impacts will be analyzed in greater detail. Technical areas to be analyzed include:

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

during project construction to restore and preserve the LPC designated ~~(f~~Former~~)~~ Childs Restaurant ~~b~~Building from potential construction impacts.

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

TASK 156. MITIGATION

Where significant adverse project impacts have been identified in Tasks 2 through 145, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agencies as necessary, including LPC, DOT, and DEP. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 167. ALTERNATIVES

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

TASK 178. SUMMARY EIS CHAPTERS

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

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

TASK 189. EXECUTIVE SUMMARY

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

APPENDIX 1

Transportation Planning Factors and Travel Demand Forecast Technical Memorandum



TECHNICAL MEMORANDUM

To: Project Team

From: Philip Habib & Associates

Date: September 3, 2013

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

Re: Preliminary Transportation Planning Factors and Travel Demand Forecast

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

PROPOSED PROJECT

The proposed project includes the construction of a new publicly accessible open space with a 5,000 seat open-air amphitheater, and restaurant/banquet hall/event space, as well as the restoration of an LPC-designated landmark in the Coney Island neighborhood of Brooklyn Community District 13. This seating capacity is the same as the current temporary facility located just north of the project site on W. 21st Street. The project site is shown in Figure 1. The project is intended to continue the City of New York's efforts to reinvigorate Coney Island by introducing a new recreational and entertainment destination on the boardwalk. It is anticipated that the proposed amphitheater and other project components would be completed by summer 2015 and the first full year of operation would be 2016. The proposed amphitheater would be an interim use authorized for a period of ten years. Upon completion, the amphitheater would be owned by the City of New York and operated by a not-for-profit entity under a ten year lease with the city. As noted above, the amphitheater would serve as the home of the Brooklyn Borough President's popular Seaside Summer Concert Series for the next 10 years, and provide the community with additional recreational and cultural opportunities during the off-season.

FUTURE NO-ACTION ASSUMPTIONS

The current project site was identified as Parcel B and part of projected development site 2 in the 2009 *Coney Island Rezoning EIS*. The EIS analyses assumed the following uses for the project site: a 60,000 sf reactivated restaurant space at Childs Restaurant (both in the No-Action and With-Action conditions); approximately 223,000 sf (223 DUs) of residential uses adjacent to Childs; approximately 33,978 sf of small scale accessory retail and other enhancing uses along the Boardwalk; and a mapped 1.41-acre Highland View Park along the western portion of site (west of West 22nd Street). Therefore, in the 2016 future without the proposed action, the project site is assumed to be redeveloped with 223 residential units, as well as a 60,000 sf reactivated Childs Restaurant building with a restaurant/banquet hall/event space.



— Development Site ⊗ Outparcels

Seaside Park and Community Arts Center

Figure 1
Project Location - Aerial

TRANSPORTATION SURVEY

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

PRELIMINARY TRAVEL DEMAND FORECAST

Trip Generators

The primary generator of new travel demand associated with the proposed project would be the open-air amphitheater. The largest events at the proposed facility are expected to be the Seaside Summer Concert series, which has been hosted in the Coney Island area, usually on weekdays, since 1978.¹ The new amphitheater would have a total capacity of 5,100 concertgoers compared to the existing typical attendance counted of approximately 4,500 - 5,500 persons. For travel demand forecasting, it is conservatively assumed that an additional 900 standing concert attendees (6,000 total) would be attracted to the amphitheater.

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

Other project components, namely, the restoration and adaptive reuse of the Childs Restaurant building into a restaurant/banquet hall/event space, are expected in the future even without the proposed project (as discussed in the 2009 *Coney Island Rezoning EIS*)² and thus would not introduce new uses to the project site nor substantially increase the demand on existing transportation facilities. Therefore, little, if any, increase in travel demand is expected to result from these other components by 2016.

Peak Hours

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

The EIS transportation analyses for the PM (pre-concert) period will assess conditions with peak project-generated demand superimposed on a 6:30 to 7:30 PM and 5:30 to 6:30 PM pre-event peak hour on a weekday and Saturday, respectively. These peak hours were selected for analysis as they would generally coincide with summer beach traffic and evening commuter traffic, as well as traffic arriving for a 7:00 PM weekday and 6:00 PM Saturday Brooklyn Cyclones baseball game at nearby MCU Park. A 10:00 PM to 11:00 PM weekday and 9:00 to 10:00 PM Saturday evening (post-concert) peak hour were selected for analysis as they would generally

¹ In 2012, the Seaside Summer Concert Series was held at a vacant parking lot on Surf Avenue between West 20th and West 21st Streets.

² The EIS assumed that the Childs Restaurant building would be reused under the No-Build condition (EIS p. 1-25).

coincide with peak event exits as well as traffic exiting a baseball game at MCU Park, and as there is typically less overall traffic on the street network later in the evening.

TRANSPORTATION PLANNING FACTORS

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

Amphitheater

As described above, the amphitheater proposed as part of the project would accommodate approximately 5,100 persons but would be analyzed based on the conservative assumption that an additional 900 standing concert attendees (6,000 total) would be attracted to the amphitheater area. The amphitheater factors in Table 1 are based on surveys of concertgoers at the August 11, 2012 “Jackson Unity Tour” (Saturday) and August 16, 2012 “Gladys Knight and the Commodores” (weekday) concerts at the Seaside Summer Concert Series at Coney Island.

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

The temporal distribution shown in Table 1 assumes that 25.2 and 22.5 percent of total daily trips (equivalent to 50.4 and 45 percent of all inbound trips) would occur in the PM peak hour prior to weekday and Saturday concerts, respectively. This is based on data from counts conducted on August 11, 2012 at the “Jackson Unity Tour” and August 16, 2012 at the “Gladys Knight and the Commodores” concerts and is generally consistent with other paid concerts.³ The counts conducted at the Thursday concert documented the temporal distribution shown in Table 1, which assumes that approximately 46.8 percent of total daily trips (equivalent to 93.6 percent of all outbound trips) would occur during the post-concert weekday and Saturday evening peak hours, respectively.

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

As part of the 2012 survey conducted, concertgoers were asked whether they would be temporarily remaining in Coney Island after the concert for other purposes (restaurant, other). At the Saturday concert, approximately 28 percent of attendees stated they would remain in Coney Island after the event; at the weekday concert, approximately 19 percent of attendees stated that they would remain in Coney Island after the event. These percentages were averaged to 22% for both post-event periods on a weekday and Saturday and added to the walk trips for the respective time period since the trips would be remaining in Coney Island within walking distance of the event site. Table 1 shows the resulting modal splits for the Saturday and weekday post-event periods, to be used in the EIS.

³ The Madison Square Garden Modal Split Analysis (2003) states that for surveyed concerts at MSG, 50% of all incoming trips occurred during the peak hour. This concurs with the 50% counted during the peak hour during the surveyed Thursday concert.

Table 1
Trip Generation Assumptions

Land Use:	<u>Amphitheater</u>				<u>Local</u>		<u>Quality</u>		<u>Residential</u>		
					<u>Retail</u>		<u>Restuarant</u>				
Size/Units:	6,000	seat			33,978	gaf	440	seat		223	du
Trip Generation:	(2)				(4)		(6)			(5)	
Weekday	2.0				205.0		6.0			8.075	
Saturday	2.0				240.0		5.9			9.6	
		(trips/attendee)				(trips/1000 gsf)		(trips/seat)			(trips/du)
Temporal Distribution:	(1)				(4)		(6)			(5.6)	
Pre-Event (6:30-7:30 PM)	25.2%				10.0%		10.4%			11.0%	
Post-Event (10-11 PM)	46.8%				1.1%		3.0%			3.3%	
Saturday (6:30-7:30 PM)	22.5%				10.0%		12.0%			7.2%	
Saturday (10-11 PM)	46.8%				1.1%		1.0%			3.6%	
Modal Splits:	(1)	(3)	(1)	(3)	(5)		(7)			(5)	
	Weekday Pre-Event	Weekday Post-Event	Saturday Pre-Event	Saturday Post-Event				weekday	Saturday		
Auto	42.9%	34.7%	45.3%	32.6%	15.0%		40.0%	32.0%	40.0%		
Taxi	1.0%	0.9%	1.0%	0.7%	0.0%		3.0%	1.0%	1.0%		
Subway	40.4%	32.7%	37.1%	26.7%	5.0%		41.0%	45.0%	50.0%		
MTA Bus	6.2%	5.0%	5.4%	3.9%	10.0%		11.0%	10.0%	4.0%		
Walk/Other	9.5%	26.7%	11.2%	36.1%	70.0%		5.0%	12.0%	5.0%		
	100.0%	100.0%	100.0%	100.0%	100.0%		100.0%	100.0%	100.0%	100.0%	100.0%
In/Out Splits:	(1)	(1)			(5)		(6)				
	In	Out			In	Out	In	Out	In	Out	
Pre-Event (6:30-7:30 PM)	100.0%	0.0%			55.0%	45.0%	67.0%	33.0%	70.0%	30.0%	
Post-Event (10-11 PM)	0.0%	100.0%			55.0%	45.0%	10.0%	90.0%	95.0%	5.0%	
Saturday (6:30-7:30 PM)	100.0%	0.0%			55.0%	45.0%	59.0%	41.0%	50.0%	50.0%	
Saturday (10-11 PM)	0.0%	100.0%			55.0%	45.0%	10.0%	90.0%	95.0%	5.0%	
Vehicle Occupancy:	(1)	(1)	(1)	(1)	(5)		(8)			(5)	
Auto	2.50	2.90	2.50	2.90	2.00		2.00			1.18	
Taxi	1.75	1.75	1.75	1.75	2.00		2.00			1.18	
Truck Trip Generation:		(1)			(4)		(4)			(4)	
		8			0.350		0.350			0.060	
		daily			per 1,000 sf		per 1,000 sf			per du	
Pre-Event (7-8 PM)	(1)	0.0%			(5)		(1)			(1)	
Post-Event (10-11 PM)		0.0%			1.0%		1.0%			0.0%	
Saturday (1-2 PM)		0.0%			0.0%		0.0%			0.0%	
Saturday (4-5 PM)		0.0%			1.0%		1.0%			0.0%	
					0.0%		0.0%			0.0%	
	In	Out			In	Out	In	Out	In	Out	
AM/Midday/PM	50.0%	50.0%			50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	

Notes :

- (1) PHA surveys conducted at Coney Island on 8/11/12 and 8/16/12. Truck rate based on MSGevent in the arena. Vehicle Occupancy based on 2013 Survey Results for Events at Barclays Center
- (2) *Atlantic Yards FEIS (2006)*
- (3) Increased walk share during departure period accounts for travel from event site to Coney Island amusement/dining sites, as indicated in
- (4) *2012 City Environmental Quality Review (CEQR) Technical Manual*. Assuming Post-event temporal distribution reduced by 50%.
- (5) *Coney Island Rezoning FEIS (2009)*
- (6) Based on *ITE Trip Generation Handbook, 8th Edition*, Land Use Code (931) Quality Restaurant. Based on ITE parking demand for Quality Restaurant land use during post-event time
- (7) Assuming the modal split of Theme Retail land use in Coney Island Rezoning.
- (8) Travel Demand from *St. George Waterfront Redevelopment DEIS (2013)*.

The persons per auto occupancy was developed from 2013 surveys conducted at the Barclays Center for paid concert events and indicates that there would be an auto occupancy of approximately 2.50 persons per auto on the weekday and 2.90 persons per auto on the Saturday. Additionally, it was determined from the 2012 survey data that there would be approximately 1.75 persons per taxi on both weekdays and Saturdays (it should be noted that not enough taxi data was collected on the Saturday so the weekday taxi data was assumed for the Saturday). The truck trip generation rate of eight trips per day was based on events at Madison Square Garden, although it should be noted that these trips would usually take place in the early morning or during the midday, well before the trips generated by concertgoers.

Travel Demand

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

As shown in Table 2, the proposed project would generate a total of 2,302, 5,499, 1,958 and 5,481 person trips during the weekday pre-event and post-event and Saturday pre-event and post-event peak hours, respectively. Table 2 shows that, compared to the No-Action condition, there would be an increase of approximately 456, 815, 358 and 645 vehicle trips (auto and taxi combined) during the weekday pre-event and post-event and Saturday pre-event and post-event, respectively. Compared to the No-Action condition, the proposed project would generate approximately 1,118, 1,807, 907 and 1,462 subway trips and 114, 269, 78 and 210 bus trips during the weekday pre-event and post-event and Saturday pre-event and post-event, respectively. Additionally, the proposed project would generate a net increment of approximately -103, 1,452, -132 and 1,977 walk-only trips during the weekday pre-event and post-event and Saturday pre-event and post-event, respectively, compared to No-Action conditions.

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

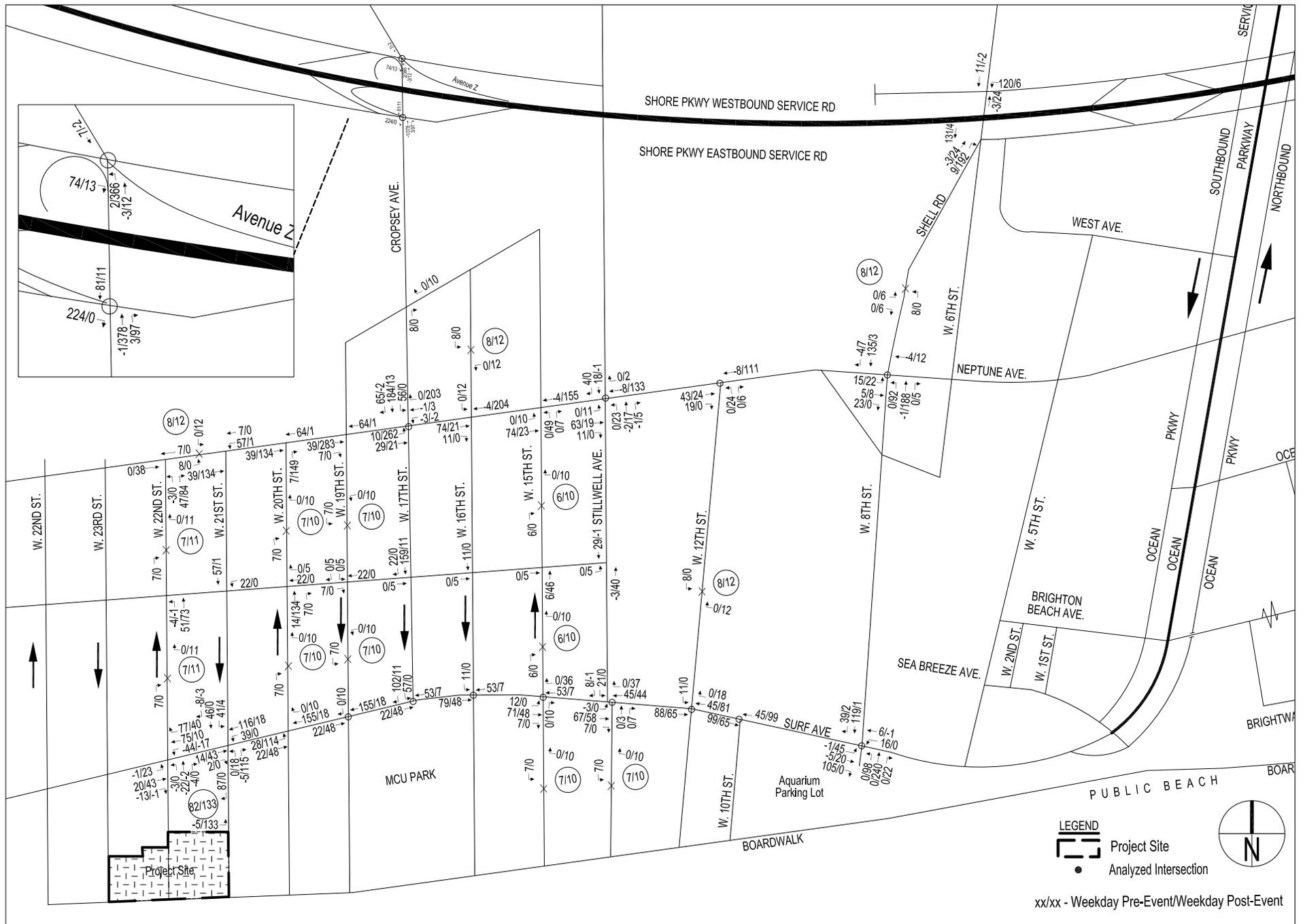
VEHICLE TRIP ASSIGNMENT AND TRAFFIC STUDY AREA

The origins and destinations of weekday and Saturday project increment auto and taxi trips were determined based on zip code data collected from concertgoers surveyed at the Seaside Summer Concert Series at Coney Island in 2012. Autos were assigned to the most likely routes between these origins/destinations and on-street and off-street parking facilities within ½-mile of the project site, including the approximately 350-space Aquarium parking lot south of Surf Avenue at West 8th Street and the 200-space MCU Park Satellite parking lot west of West 21st Street between the Riegelmann Boardwalk and Surf Avenue. Taxis were assigned to the most direct routes between residential origins/destinations on the project site entrance on Surf Avenue at West 22nd Street and West 21st Street.. Figure 2A and 2B shows the vehicle assignment diagram for the project-generated traffic, and Figure 3 shows the intersections that would exceed the *2012 CEQR Technical Manual* threshold of 50 vehicles per intersection. As shown in Figures 2A and 2B, project-generated vehicle trips are expected to be most concentrated along Neptune Avenue, Surf Avenue and West 17th Street/Cropsey Avenue corridors with many en route to and from interchanges with the Shore (Belt) Parkway located at Cropsey Avenue.

**Table 2
Travel Demand Forecast Summary**

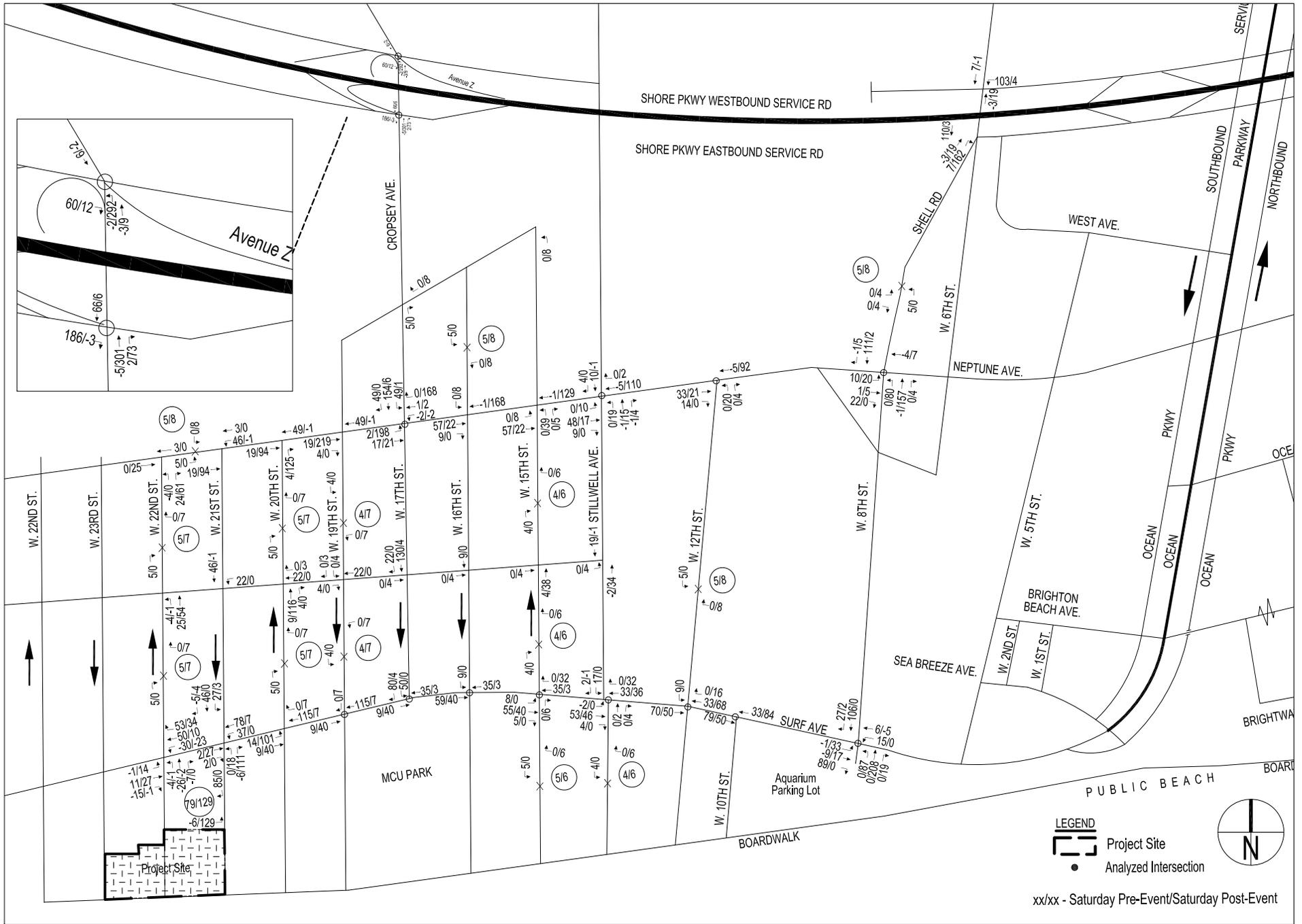
Land Use:		Quality Restuarant		Residential		Local Retail		No-Build Total		Quality Restuarant		Amphitheater		Build Total		Build - No Build Increment	
Size/Units:		440 seat		223 du		33,978 gsf				440 seat		6,000 seat					
Peak Hour Person Trips:																	
Pre-Event (6:30-7:30 PM)		273		198		522		993		273		3,024		3,297		2,304	
Post-Event (10-11 PM)		79		59		57		196		79		5,616		5,695		5,499	
Saturday (6:30-7:30 PM)		315		130		612		2,056		315		2,700		3,015		1,959	
Saturday (10-11 PM)		26		65		67		158		26		5,616		5,642		5,484	
Person Trips:																	
Pre-Event		In		Out		In		Out		In		Out		In		Out	
Auto		73		36		44		19		43		35		160		90	
Taxi		5		3		1		1		0		0		6		4	
Subway		75		37		62		27		14		12		151		76	
MTA Bus		20		10		14		6		29		24		63		40	
Walk/Other		9		5		17		7		201		165		227		177	
Total		182		91		138		60		287		236		607		387	
Post-Event		In		Out		In		Out		In		Out		In		Out	
Auto		3		28		18		1		5		4		26		33	
Taxi		0		2		1		0		0		0		1		2	
Subway		3		29		25		1		2		1		30		31	
MTA Bus		1		8		6		0		3		3		10		11	
Walk/Other		0		4		7		0		22		18		29		22	
Total		7		71		57		2		32		26		96		99	
Saturday (6:30-7:30 PM)		In		Out		In		Out		In		Out		In		Out	
Auto		74		52		26		26		50		41		150		119	
Taxi		6		4		1		1		0		0		7		5	
Subway		76		53		32		32		17		14		125		99	
MTA Bus		20		14		3		3		34		28		57		45	
Walk/Other		9		6		3		3		235		193		247		202	
Total		185		129		65		65		336		276		586		470	
Saturday (10-11 PM)		In		Out		In		Out		In		Out		In		Out	
Auto		1		9		25		1		6		5		32		15	
Taxi		0		1		1		0		0		0		1		1	
Subway		1		10		31		2		2		2		34		14	
MTA Bus		0		3		2		0		4		3		6		6	
Walk/Other		0		1		3		0		26		21		29		22	
Total		2		24		62		3		38		31		102		58	
Vehicle Trips :																	
Pre-Event		In		Out		In		Out		In		Out		In		Out	
Auto (Total)		37		18		37		16		22		18		96		52	
Taxi Balanced		4		4		2		2		0		0		7		7	
Truck		0		0		0		0		0		0		0		0	
Total		41		22		39		18		22		18		103		59	
Post-Event		In		Out		In		Out		In		Out		In		Out	
Auto (Total)		2		14		15		1		3		2		20		17	
Taxi Balanced		1		1		1		1		0		0		2		2	
Truck		0		0		0		0		0		0		0		0	
Total		3		15		16		2		3		2		22		19	
Saturday (6:30-7:30 PM)		In		Out		In		Out		In		Out		In		Out	
Auto (Total)		37		26		22		22		25		21		84		69	
Taxi Balanced		4		4		2		2		0		0		7		7	
Truck		0		0		0		0		0		0		0		0	
Total		41		30		24		24		25		21		91		76	
Saturday (10-11 PM)		In		Out		In		Out		In		Out		In		Out	
Auto (Total)		1		5		21		1		3		3		25		9	
Taxi		0		1		1		0		0		0		1		1	
Taxi Balanced		1		1		1		1		0		0		2		2	
Truck		0		0		0		0		0		0		0		0	
Total		2		6		22		2		3		3		27		11	
Summary:																	
		No-Build		Build		Build - No Build		Increment									
Weekday		Total Vehicle		In		Out		Total		In		Out		Total		In Out Total	
		Pre-event		103		59		162		578		40		618		475 -19 456	
		Post-event		22		19		41		32		824		856		10 805 815	
Saturday		Pre-event		91		76		167		479		46		525		388 -30 358	
		Post-event		27		11		38		24		659		683		-3 648 645	

Note: 25% Linked trip credit applied to Local Retail



Seaside Park and Community Arts Center

FIGURE 2A
Weekday Net Project Increment Vehicle Trip Assignment



As shown in Figure 3, a total of 28 intersections (25 signalized and three unsignalized) have been selected for the analysis of traffic conditions during the weekday and Saturday pre- and post-concert peak hours based on the assignment of project-generated traffic shown in Figures 2A and 2B. These intersections, listed below, are where traffic generated by the proposed project is expected to be most concentrated.

Traffic Analysis Locations – Weekday and Saturday

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

PARKING

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

SELECTION OF TRANSIT FACILITIES FOR ANALYSIS

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

Subway

Based on the 2012 surveys, it is anticipated that project-generated subway trips would essentially utilize only one subway station - the Coney Island-Stillwell Avenue (D, F, N, Q) station located approximately 0.4-miles to the east of the site. As shown in Table 3, the proposed project is expected to generate a net total of approximately 1,118, 1,807, 907 and 1,462 new subway trips in the weekday PM (pre-concert), weekday evening (post-concert), Saturday PM (pre-concert) and Saturday evening (post-concert) peak hours, respectively. These trips would be distributed among the four subway lines that service the Coney Island-Stillwell Avenue subway station – D, F, N and Q lines.

The project generated trips were assigned to the four subway lines at the station based on the ridership percentages documented by the surveys conducted in 2012 (see Table 3), while No-Action trips were distributed to each of the subway lines based on the existing count data collected as part of the 2012 count program.

Table 3
2012 Survey Subway Line Ridership Distribution

Subway Line	Weekday Percentage	Saturday Percentage
D	24%	29%
F	27%	32%
Q	14%	17%
N	35%	22%
Total	100%	100%

Source: 2012 PHA Surveys

Table 4 below shows the resulting net total of project generated trips assigned to each of the four subway lines at the Coney Island-Stillwell Avenue subway station.

Table 4
Net Total Project Generated Trips by Subway Line

Subway Line	Weekday Pre-Concert Increment			Weekday Post-Concert Increment			Saturday Pre-Concert Increment			Saturday Post-Concert Increment		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
D	275	-12	263	-4	443	439	289	-5	284	-6	436	430
F	309	-11	298	-5	495	490	290	-25	265	-10	477	467
Q	144	-14	130	-10	250	240	153	-11	142	-10	255	245
N	416	-4	412	-8	646	638	220	-6	214	-10	328	318
Total	1144	-41	1103	-27	1834	1807	952	-47	905	-36	1496	1460

As shown in Table 4, during the weekday and Saturday pre-concert peak hours, the D, F and N subway lines all exceed the 200 trip threshold and, during the weekday and Saturday post-event peak hours all four subway lines – the D, F, Q and N – exceed the 200 trip threshold. It should be noted, however, that since the Coney Island-

Stillwell Avenue subway station is a terminal stop on each of the lines, all inbound trips and outbound trips would travel in one direction.

While a majority of the subway lines being analyzed exceed the 200 peak hour trips per line *CEQR Technical Manual* threshold during the analyzed peak hours, it should be noted that the maximum load points for these lines typically occur closer to the river crossings into Manhattan. Approximately 62% and 59% of concert goers on a weekday and Saturday, respectively, would come from Brooklyn as indicated in the 2012 survey results. Furthermore, the pre-event and post-event peak hours being analyzed in this EIS occur well after the typical commuter peak hours when line haul conditions are heaviest. Therefore, a detailed line haul analysis is not included in this EIS as significant impacts are unlikely.

Local Bus

Five NYC Transit local bus routes, the B36, B64, B68, B74 and B82 operate within approximately ½-mile of the project site and are likely to be used by the 114, 269, 78 and 210 new bus trips during the weekday pre-event and post-event and Saturday pre-event and post-event, respectively, generated by the proposed project. It is noted that several of those routes terminate in the vicinity of the Stillwell Avenue subway station.

With the low level of new bus demand and a total of five bus routes to serve project-generated demand, significant bus impacts are not expected due to the proposed project's off-peak ridership demand. Therefore, further detailed bus analysis is not included in this EIS.

SELECTION OF PEDESTRIAN ANALYSIS LOCATIONS

Most, if not all, project-generated trips would include a walk component using local sidewalks, street corners, crosswalks, as well as the Boardwalk, to access the proposed amphitheater. Based on the preliminary travel demand forecast shown in Table 2, it is anticipated that the proposed project would have the potential to add more than the 200-trip 2012 *CEQR Technical Manual* analysis threshold to sidewalks, corner areas, and crosswalks in the immediate vicinity of the project site during all analysis periods. Accordingly, a total of four pedestrian locations have been selected for the analysis of pedestrian conditions during the weekday and Saturday pre- and post-concert peak hours. These locations, listed below, are where pedestrian trips are expected to be most concentrated (see **Figure 9-3**), including the boardwalk, sidewalks, corner areas, and crosswalks providing access to entrances, and along corridors leading to the nearby subway station.

Pedestrian Analysis Locations – Weekday and Saturday

1. Surf Avenue at West 21st Street (4 crosswalks; 4 corners)
2. Surf Avenue between West 21st Street and West 20th Street (north and south sidewalks)
3. West 21st Street at the Riegelmann Boardwalk (east and west sidewalks)
4. The Riegelmann Boardwalk between West 22nd and West 21st Street (2 directions)

Attachment A

Seaside Amphitheater 2012 Survey Results



MEMORANDUM

To: Jacob Feingold, Associate, iStar Financial

From: Philip Habib & Associates

Date: June 13, 2012

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

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

Survey Results

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

Table 1
Modal Split

Mode	Saturday 8/11/12		Thursday 8/16/12	
*Auto	95	46%	214	43%
Taxi	0	0%	4	1%
Bus	11	6%	31	6%
Subway	76	37%	201	40%
Walk	23	11%	32	6%
Other	0	0%	15	3%
Total	205	100%	497	100%

*Includes those who were dropped off at concert

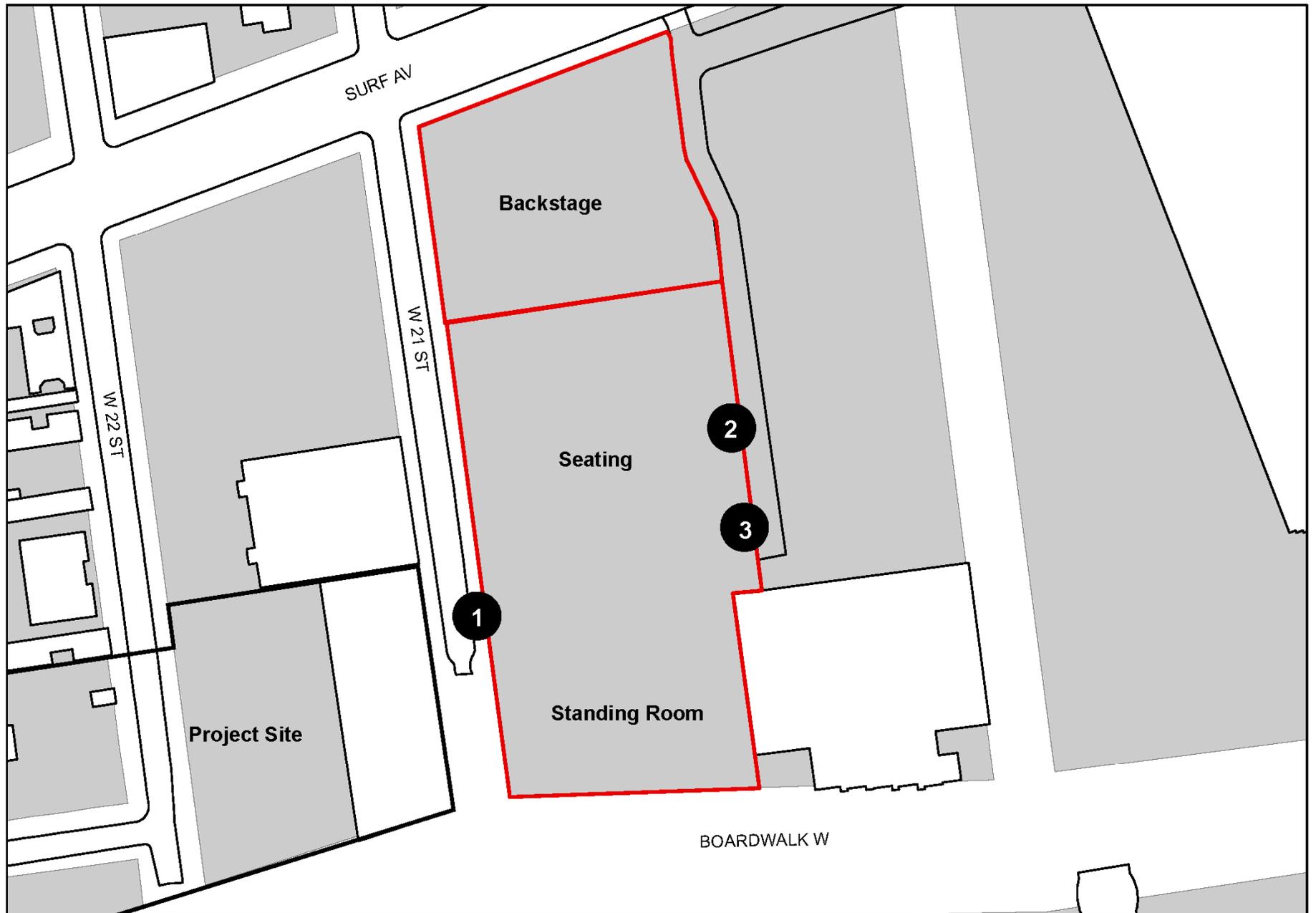


Figure 1: Survey and Count Locations

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

**Table 2
Parking Locations**

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

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

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

**Table 3
Vehicle Counts in Area Parking Lots**

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

#

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

Table 4
Borough of Origin (Auto Only)

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

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

Table 5
Borough of Origin (All Modes)

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

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

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

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

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

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

Table 7
Are You Going Home Immediately After the Show?

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

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

Table 8
Summary of Attendance Counts

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

Conclusion

The surveys and attendance counts performed on Saturday, August 11, 2012 and Thursday, August 16, 2012 have helped uncover the general transportation characteristics and arrival/exit patterns of the Seaside Summer Concert Series. Results show that personal auto (46% Saturday; 43% Thursday) and subway (37% Saturday; 40% Thursday) were the two most widely used transportation modes for accessing the concert venue. Subway ridership was well-distributed between the four train lines and the majority of those who drove chose to park street side (71% Saturday; 72% Thursday). Local parking lots reached full capacity on Saturday night and were approximately 78% occupied on Thursday night. For drivers, Brooklyn was the most popular borough of origin (48% Saturday; 51% Thursday). The majority of respondents indicated they were coming from home (97% Saturday; 81% Thursday) and were planning to return home immediately after the show (66% Saturday; 76% Thursday). Pedestrian counts revealed that the peak hour for entry began once doors opened at 6:15 PM (2,081 Saturday; 2,090 Thursday) and the peak period for departure coincided with the end of the performance.

Attachment B

AUDIENCE TRAVEL CHARACTERISTICS SURVEY

#

Audience Travel Characteristics Survey at Seaside Summer Concerts Coney Island

Date: Thursday, August 16, 2012

Time:

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

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

If by car:

Where did you park? Which parking lot?

How many passengers were in the car including the driver?

If by bus:

What bus route?

If by train:

What train line?

Which station did you get off at?

If by taxi:

How many passengers were in the car?

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

Are you coming from home or work?

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

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

Thanks, enjoy the show!

APPENDIX 2

Response to Comments on the Draft Scope of Work

Response to Comments on the Draft Scope of Work for Seaside Park and Community Arts Center

A. INTRODUCTION

This document summarizes and responds to comments on the Draft Scope of Work, issued on May 16, 2013 for the Seaside Park and Community Arts Center (the proposed project). Oral and written comments were received during the public meeting held by the Office of the Deputy Mayor for Economic Development on June 17, 2013. Written comments were accepted from issuance of the Draft Scope on May 16, 2013 through the close of the public comment period, which ended at 5:00 PM on Monday, June 28, 2013. Attachment B contains the written comments received on the Draft Scope of Work.

Section B below lists the organizations and individuals that provided relevant comments on the Draft Scope of Work. Section C contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the Draft Scope of Work. Where more than one commenter expressed similar views, those comments have been grouped and addressed together.

B. LIST OF COMMENTERS ON THE DRAFT SCOPE OF WORK

Organizations

1. The People's Coalition of Coney Island Steering Committee (written comments submitted 6/28/2013)

Interested Members of the Public

2. Arlene Brenner (oral statement at public hearing)
3. Mathilde Frontus, runs Urban Neighborhood Services and member of the People's Coalition of Coney Island (oral statement at public hearing)
4. Aleksandr Gelfand (oral statement at public hearing)
5. Pamela Harris, member of the Coney Island Group (oral statement at public hearing)
6. Ken Jones, community organizer (oral statement at public hearing)
7. Aida Leon, Executive Director of Amethyst Women's Project, member of the Coney Island Coalition, and member of the People's Relief (oral statement at public hearing)
8. Ivy McClelland, member of the People's Coalition of Coney Island (oral statement at public hearing)
9. Carolyn McCrory, boardwalk gardener (oral statement at public hearing)
10. Valentina Musienko (oral statement at public hearing)
11. Liliana Olshansky (oral statement at public hearing)
12. Ida Sanoff, Executive Director of the Natural Resources Protective Association and member of the People's Coalition of Coney Island (oral statement at public hearing and written comments submitted 6/26/2013)
13. Jeffrey Sanoff, member of the People's Coalition of Coney Island and member of People's Relief (oral statement at public hearing)
14. Sheila Smalls, Executive Director of Coney Island Youth Alive and member of the People's Coalition of Coney Island (oral statement at public hearing)

15. Aleksandr Sokolov, member of the Boardwalk Community Garden (oral statement at public hearing)
16. Ronald Stewart, member of the People’s Coalition of Coney Island (oral statement at public hearing)
17. Keith Suber, community leader (oral statement at public hearing)
18. Yuly Velednitsky (oral statement at public hearing)
19. Adrien Weibgen, member of the People’s Relief (oral statement at public hearing)
20. Lara Weibgen, member of the People’s Relief and member of the People’s Coalition of Coney Island (oral statement at public hearing)

C. COMMENTS ON THE DRAFT SCOPE OF WORK

1. Project Description/General Project Information

Comment 1.1: Since the project site is on the Eastern Migratory Flyway, landscaping should include native flowering and fruiting plants. It should be noted that a variety of migratory birds have been documented on the highly developed Coney Island peninsula, including a number of rarities and records. (12)

Response: The broader landscaping plan for the proposed open space is being developed at the schematic level in close consultation with both the New York City Department of Parks and Recreation as well as the New York City Department of City Planning. As the design advances, the above comment as well as others below would be considered.

Comment 1.2: How many jobs will be created – it’s estimated at 270 – and how many of those are going to be full-time, year-round jobs? How many of those are going to be sustainable jobs that people in the community would want for 12 months out of the year? Regarding local hire: We expect that there would be some consideration shown to the community, not only for jobs but even in the construction and the contractors for the proposed project. (3) (19)

Response: It is anticipated that the proposed project would provide opportunities for local employment at the restored (Former) Childs Restaurant Building and through the proposed amphitheater. The Scope of Work has been updated to reflect the most current employee estimates, which include a total of approximately 250 workers. These would include an estimated 75 workers at the (Former) Childs Restaurant Building and 175 at the amphitheater during events. While the restaurant/event space would be a year-round use, the amphitheater, and its associated employment, would be a seasonal (approximately May to October). The new public park, itself, would have an incremental number of maintenance employees.

Comment 1.3: In the Draft Scope of Work it says the amphitheater will be operated by a not-for-profit entity under a ten-year lease with the City. How will this entity be chosen and when? Will there be any community input and will there be a wide variety of stakeholders involved in choosing that entity and creating programming at this space? Will the programming be relevant and affordable to community members? Will there be after school programming, arts’ internships, jobs’ trainings, anything like that, or will it just be arts events for people coming from outside Coney Island? (20)

Response: Upon completion, the amphitheater would be owned by the City of New York and operated by a joint venture that involves a not-for-profit entity under a long-term, ten-year lease with the city. The selection for the not-for-profit is being conducted by the project developer in

consultation with various stakeholders. Programming for the non-event days has not begun; however, it is expected to include community-based cultural performances and other locally-oriented activities, such as urban agriculture programs, etc. Also, see Response to Comment 1.4 below.

Comment 1.4: Who is this project benefitting and what can we do to ensure that benefits to the community are maximized? What would it look like for the community to have real ownership over this project – both literally and figuratively? (14)(20)

Response: The proposed Seaside Park and Community Arts Center is intended as an entertainment venue and recreation facility in furtherance of the goals of the Coney Island Rezoning, and to continue the City's efforts to reinvigorate Coney Island. The proposed project would introduce a new recreational and entertainment destination along the Riegelmann Boardwalk on underutilized land that, while approved for future residential development pursuant to the Special Coney Island District plan, is currently underutilized and does not exhibit the characteristics of a well-developed residential neighborhood. The proposed actions would result in the development site's use year round as an expansive neighborhood publicly accessible open space and restaurant facility at the (Former) Childs Restaurant Building. The reuse of the (Former) Childs Restaurant Building as a restaurant with indoor seating for 440 diners, as well as rooftop seating, reminiscent of its original function, was approved at the July 9, 2013 LPC public hearing and the Certificate of Appropriateness Number 14-6038 was issued on July 10, 2013 .

The proposed project would include 2.41-acres of publicly accessible and landscaped open space extending between West 21st Street and West 23rd Street along the Riegelmann Boardwalk with active playground spaces and rest areas with bench and lawn seating that would benefit the surrounding neighborhood. A portion of this area would feature a seasonal outdoor concert venue under a tensile fabric, which would create a modern performance venue to host Coney Island's historic free Seaside Summer Concert Series along with paid concert events, as well as provide the community with a year-round public space for other seasonal concerts, festivals, cultural events, public gatherings, and outdoor recreational activities. During concerts, the proposed amphitheater would also have additional noise reduction features, including a deployable tensile canopy extension and acoustical curtains. Additionally, the proposed project includes the restoration and adaptive reuse of the (Former) Childs Restaurant building, which would accommodate approximately 440 restaurant patrons and rooftop diners, as well as catered events and indoor entertainment. The (Former) Childs Restaurant Building would operate year round and also function in the off-season months as an indoor entertainment venue.

Comment 1.5: The \$50 million project cost – that's a huge amount of money for most of us. If even a small percentage of that money can be filtered somehow, very transparently and concretely, into neighborhood programs, maybe an urban agriculture program, to answer needs in Coney Island West. (9)

Response: See Response to Comment 1.3 above.

Comment 1.6: The document states that the proposed amphitheater "would be owned by the City of New York, under the jurisdiction of the New York City Economic Development Corporation and operated by a not-for-profit entity under a ten year lease with the city." It is our understanding that this not-for-

profit entity has already been chosen behind closed doors, without any public process enabling local community members to provide input or make a bid. Given that the proposed project would occupy publicly-owned land and is certain to have an enormous impact on our community, we do not believe that the authority to decide who will operate the amphitheater should rest solely with the EDC. Should the proposed project move forward, we demand that the City and the EDC reopen the process of selecting an operator for the amphitheater, and that they work with a broad and diverse body of community stakeholders to choose an entity capable of responding appropriately to local concerns. (1)(9)(17)(19)(20)

Response: Also See Response to Comment 1.3 above.

Comment 1.7: The proposed amphitheater should serve not only as an income-generator for the City and an entertainment destination for tourists, but also as a year-round economic and cultural resource for Coney Islanders. We believe that the operator of the amphitheater must be committed to 1) ensuring that the space responds to the needs and priorities of a variety of local stakeholders, particularly poor and low-income people living on the West End; 2) providing good, year-round educational opportunities to local residents; and 3) creating affordable or free programming that honors and speaks to the diversity of our community. (1)(9)(17)(19)(20)

Response: The seasonal outdoor concert venue would provide the community with a year-round public space for community-based activities, including concerts, festivals, cultural events, public gatherings, and outdoor recreational activities. See Response to Comment 1.4 above.

Comment 1.8: No indication has been given as to which entity would own and operate the “indoor entertainment, banquet, and restaurant facility” that would be housed in the restored Childs Restaurant building. Although Coney Island businesses generate millions of dollars each year, only a small fraction of that money remains in our community, while the rest flows into the pockets of corporate CEOs and overseas amusement operators with no direct connection to the neighborhood. Typically, the only economic “benefit” to our community resulting from amusement-related development has been the creation of a relatively small number of low-wage, part-time, and/or seasonal jobs. This has done little to address the rampant poverty and economic disempowerment plaguing our neighborhood. We believe the City of New York, and the EDC in particular, can and must do more to support the growth of a healthy and equitable local economy. Since the restaurant in the Childs Building is likely to be highly profitable, we urge the EDC and any other entities with decision-making power over the uses of the building to consider working with the community to develop a plan for the locally-owned, year-round business that would keep profits in local hands, create living-wage jobs for Coney Island residents, and set a precedent for the proliferation of successful and sustainable locally-owned businesses in the area. (1)(20)

Response: It is anticipated that the proposed project would provide opportunities for local employment at the restored (Former) Childs Restaurant Building and through the proposed amphitheater. These would include an estimated 75 workers at the (Former) Childs Restaurant Building and 175 at the amphitheater during events. While the restaurant/event space would be a year-round use, the amphitheater, and its associated employment, would be a seasonal (approximately May to October). The new publicly accessible open space, itself, would have an incremental number of maintenance employees.

Comment 1.9: As a general matter, we are dismayed that the proposed project was developed without any input from local community members or meaningful public discussion about what would constitute an appropriate and broadly beneficial use of a City-owned structure on City-owned land. We do not

believe that public-private partnerships and trickle-down economics are necessarily the keys to reviving economically depressed neighborhoods. Coney Island needs development, but it should be equitable development based on local business ownership, the growth of a robust local economy, and the creation of year-round, living-wage jobs for local residents. The relationship between top-down neighborhood “revitalization” projects and the disenfranchisement and displacement of people of color, immigrants, and poor and low-income people across New York City is well documented. We do not want to see the same old processes repeated in our neighborhood. It is time for something else. (1)

Response: Comment noted. The proposed project is subject to public review pursuant to the City’s Uniform Land Use Review Procedure (ULURP), which allows for review and input on the proposed actions at four levels: the Community Board; the Borough President; the City Planning Commission, and the City Council, each of which holds public hearings on the proposed project. Members of the general public have these opportunities to provide input, as well as general commenting opportunities during scoping and following the issuance of the DEIS.

2. Land Use, Zoning, and Public Policy

Comment 2.1: They started this whole amphitheater a long time ago and it was supposed to be over on the other side of Coney Island. But I remember them saying that it was so close to the synagogue that it could not have been there. But you need to bear in mind that there is a house of worship right across the street where you want to put it. Doesn’t it deserve the same respect? (14)

Response: Field observations in June 2013 indicated that there are no active houses of worship within close proximity to the project area. The closest observed house of worship is the Greater Eternal Light Church at 2115 Surf Avenue between West 21st and West 22nd Streets, approximately 500 feet to the north of the project site, which is currently vacant. The Fellowship Baptist Church is located at 2929 West 20th Street, approximately 850 feet to the northeast of the project site. The DEIS will assess the proposed project’s potential effects on surrounding uses.

3. Open Space

Comment 3.1: What will happen with the West 22nd Street community garden? (10)

Response: The community garden at West 22nd Street and the Riegelmann Boardwalk (Block 7071, Lot 142) has been formally decommissioned by the City. Lot 142 was formerly part of the City’s Green Thumb program; however, as part of the Coney Island Rezoning, Lot 142 was included in the Coney West Subdistrict of the Special Coney Island District and zoned R7D with a C2-4 overlay, which permits the development of mixed residential and commercial uses. Pursuant to an agreement between the City and a private-owner holding title to eight of the lots comprising Highland View Park, the City and the private owner agreed to exchange the Highland View Park lots for Lot 142. Lot 142 was discontinued as a Green Thumb community garden site by the Department of Parks and Recreation, which had jurisdiction over the property. Presently, the property continues to be used by some neighborhood residents for gardening purposes, notwithstanding that it is no longer part of the City’s Green Thumb community garden program.

Lot 142 presently continues to be used by some neighborhood residents for gardening, notwithstanding that it is no longer part of the NYC Parks GreenThumb program. As a result, the Applicant is in consultation with the Office of the Brooklyn Borough President and NYC Parks GreenThumb has been actively seeking to provide a new location for these gardeners. A site has been identified at 2829 Surf Avenue as a potential alternative, which is only five blocks west of Lot 142. That property is an existing under-utilized community garden and already part of the NYC Parks GreenThumb program. It is under the jurisdiction of the New York City Department of Housing Preservation and Development, as are a number of other NYC Parks GreenThumb community gardens across the city, and both HPD and NYC Parks GreenThumb have agreed to allow the neighborhood residents who are gardening at Lot 142 to move to this site. The Applicant and the involved City agencies are exploring the feasibility of implementing the relocation of the Lot 142 gardeners to the Surf Avenue community garden.

Comment 3.2: *Lots of work went into the creation and maintenance of the West 22nd Street community garden, especially after Hurricane Sandy. People living nearby need this garden. (4)(6)(11)(18)*

Response: See Response to Comment 3.1 above.

Comment 3.3: *The document refers to a “decommissioned” community garden, but from the comments at the Scoping Meeting, it was obvious that this garden was still quite active. What will be done to relocate the garden? (12)*

Response: See Response to Comment 3.1 above.

Comment 3.4: *Under the Coney Island Rezoning Plan, the site was to include a 1.41 acre park, with both active and passive recreational uses. However, the proposed Seaside Park and Community Arts Center will provide only 1.4 acres of “open space,” basically a lawn area with a few benches, low shrubbery (approximately 18’ high as detailed by the landscape architects who attended the Community Board meeting) and two small play structures for children. While the beach provides a large amount of open space, it is not a park. The nearest park to the site is Kaiser Park, over half a mile away. There are no other parks in the area. The difference in the amount of proposed parkland is a decrease of approximately 0.3 acres, a little over 13,000 square feet. Additional parkland in the immediate area should be provided as mitigation for this loss. (12)*

Response: Although the proposed project would result in changes to the planned Highland View Park, it would not diminish or eliminate any acreage of this open space resource, or reduce its utilization or aesthetic value. In fact, as indicated in Table 1 of the Scope of Work, the proposed project would provide the project area with a total of 2.41 acres of open space, resulting in an additional 1.14 acres of publicly accessible open space and would provide comparable or better amenities and facilities than would have otherwise been provided. The proposed open space would feature gardens, landscaping, play equipment, and restrooms in addition to a performance venue for both free and paid concerts and community-oriented events such as farmers’ markets, school graduations, and festivals.

Comment 3.5: *I’m in support of the people from the Boardwalk Community Garden. It was created about five years ago and a lot of work was done there, including cleaning the sand and concrete from after Hurricane Sandy. Most of the gardeners are poor people on SSI, ranging in age from about 60 to 80, including me. There is a second life for us. This is an international place and we are very concerned that*

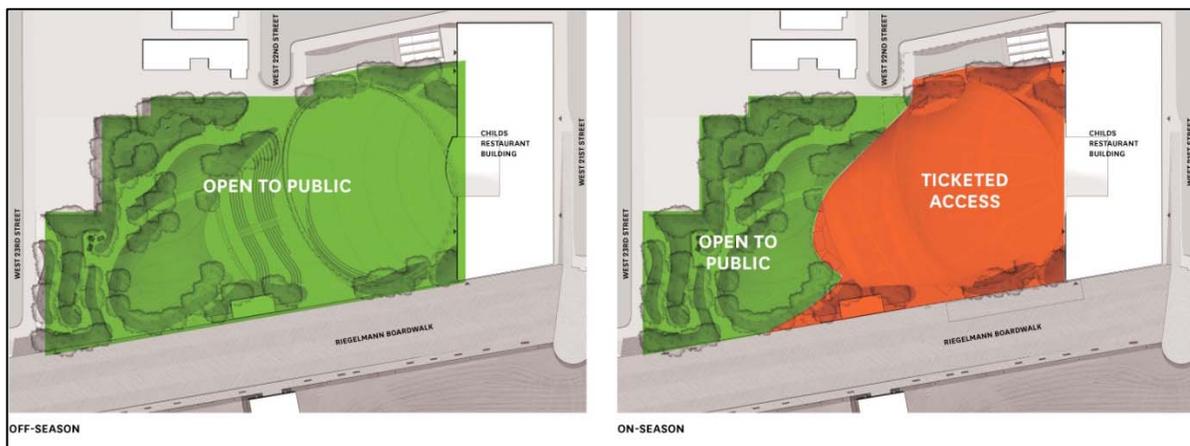
we will lose it. There are about 50 lots in the small garden. If you multiply family members, it may be 200 people who have an interest in this garden and work in it. For some people it supports their SSI. (15)

Response: See Response to Comment 3.1 above.

Comment 3.6: The plan refers to open space and is basically saying that the amphitheater will serve the function of open space for the community. How accessible will that open space actually be to the community? How many months out of the year will that be? (19)

Response: During the summer months (approximately May to October), it is anticipated that the proposed amphitheater would host approximately 30 to 35 paid concert events and 10 to 15 free concert events on both weekdays and weekends. The amphitheater would be publicly accessible year round, with the exception of when a ticketed event is in progress.

During the concert season between May and October, which coincides with the season for operation of Coney Island’s amusement rides and attractions that generally extends from Easter Sunday to Halloween, the tensile roof would be installed. At the time of seasonal event operations, when concerts and other events involving the amphitheater are scheduled, seats would be placed in the plaza. During concerts, the proposed amphitheater would also have additional noise reduction features, including a deployable tensile canopy extension and acoustical curtains. For the free Seaside Summer Concert Series performances the public would have open access to the entire development site and the concerts also could be viewed from the Riegelmann Boardwalk and the areas of the development site west of the plaza and stepped seating. At the time of paid concerts and other paid events, a temporary fence would be installed surrounding the perimeter of the



amphitheater, which would limit physical and visual access to concert patrons with paid tickets (refer to illustrative figure below).

Illustrative Public Access to Proposed Seaside Park and Community Arts Center

At the time of seasonal non-event operations, when events are not scheduled during the concert season, the removable seating would be stored and the plaza would be open for a wide variety of public uses, which include serving as a rest area under the shade provided by the tensile fabric roof, an area for children to ride bicycles, and a place for panoply of programmed activities such as art exhibitions, community-based informational gatherings, neighborhood “street” fairs or farmers markets.

During the time of off-season operations between October and April, the fabric tensile roof would be removed and the plaza would be fully accessible to the public, operated in substantially the same manner as on non-event days during the concert season, with a wide array of passive and active uses appropriate to the current weather conditions.

Comment 3.7: I wanted to acknowledge that the Borough President's Office is trying hard to find us an acceptable relocation site if that ends up being necessary. But I do want to stress how amazing that land is for us and how attached to it we are. And also, it is amazing to have the location right on the boardwalk because it allows an international population, as well as the Coney Island population, to see urban agriculture in action, which is incredibly important – to see people growing their own food, to see livestock. It's a very healing place. It's an amazing place for the community and it has so much potential that has yet to be fully realized. (9)

Response: See Response to Comment 3.1 above.

Comment 3.8: The description of the community garden at West 22nd Street between Surf Avenue and the Boardwalk as "decommissioned" is incorrect. The garden is in fact very active, and is a great resource to Coney Island residents and visitors. Community members have dedicated countless hours to transforming this land into a thriving green space and urban farm, and we would be saddened to see the fruits of their labors destroyed for the sake of a project that does not currently stand to benefit our community in any meaningful way. (1)

Response: See Response to Comment 3.1.

4. Shadows

No comments

5. Historic and Cultural Resources

Comment 5.1: There are exciting aspects to this project and the idea of creating something beautiful with the (former) Childs Restaurant building. It's too bad the whole building isn't landmarked and that lovely wall needs to be broken through for the amphitheater. But having an arts center right on the boardwalk and making something beautiful with the Childs Restaurant building is a very positive thing. (9)

Response: The entire (Former) Childs Restaurant Building is a designated New York City Landmark (NYCL), and as such, any changes made to the exterior of the building must be approved by the New York City Landmarks Preservation Commission (LPC). The LPC approved the proposed project on July 9, 2013 and a Certificate of Appropriateness was issued for the proposed project on July 10, 2013.

6. Urban Design and Visual Resources

No comments

7. Hazardous Materials

No comments

8. Water and Sewer Infrastructure

Comment 8.1: The infrastructure of Coney Island is antiquated. It's old. It's destructive. If the infrastructure was much better, we might not have experienced the type of storm and the devastation that many of us received. I don't know if the infrastructure can hold any of these new projects. I was part of a hearing that talked about a ULURP and said that no other projects would be built until the infrastructure was put together, and nothing has been done. (16)

Response: In response to comments received on the Draft Scope of Work, the Final Scope of Work has been revised to include a "Water and Sewer Infrastructure" task. This chapter of the DEIS will describe improvements in the surrounding area associated with the 2010 Amended Drainage Plan (ADP) that resulted from the 2009 Coney Island Rezoning to ensure that the area water supply would operate with ample capacity and that the sanitary sewers serving the development site would operate with ample capacity.

Comment 8.2: Aspects of the project's design will impact stormwater, and stormwater runoff issues are not yet resolved and need to be resolved prior to the project going before the Design Commission. The existing community gardens absorb most of the stormwater in the area. There was a 1.41-acre park planned for the site which has been decreased to 1.14-acres, so there will be even less stormwater absorption. (12)

Response: While the proposed project would result in minor increases in the amount of impervious surface area on the development site compared to existing conditions, the proposed project would also improve the development site's stormwater infrastructure by constructing new stormwater sewers, installing an underground stormwater management system to capture and treat stormwater generated on the development site, and incorporating Best Management Practices (BMPs). This will be discussed in the "Water and Sewer Infrastructure" chapter of the DEIS, and as discussed above, the Scope of Work has been updated to reflect the addition of this technical area.

Comment 8.3: You're going to have 6,000 people using the restrooms all at once. 5,000 toilets flushing, sinks going. Currently, on the west end of Coney Island, since it is at the end of the water line, water pressure is a problem. So how will this be addressed prior to it going before the Design Commission? (12)

Response: See Response to Comment 8.1 above. Restroom facilities would be located at the north end of the development site and adjacent to the Riegelmann Boardwalk, as well as within the (Former) Childs Restaurant Building's basement at the southeast corner of the development site. These three restroom facilities would not have the capacity to accommodate 5,000 concert goers simultaneously and would therefore not have the potential to generate 5,000 toilet flushes at once.

Comment 8.4: The infrastructure improvements will put more stormwater into Coney Island Creek, which flooded. And we also do not know if a previous remediation there to cover up toxic sediments is still in place. (12)

Response: See Response to Comment 8.2 above. As discussed in the *Coney Island Infrastructure Improvements EAS* (CEQR #11DEP045K), Phase 4 of the New York City Department of Environmental Protection's (NYCDEP's) Coney Island infrastructure improvements (which would expand the West 21st Street outfall drainage area to include the eastern portion of the development site) would not be completed until after the 2016 analysis year, with an expected completion date of 2019. Stormwater generated on the development site in the future with the proposed project would flow to the outfall located at the southern terminus of West 23rd Street which flows into the Atlantic Ocean, not Coney Island Creek.

Comment 8.5: The entire Coney Island peninsula is prone to flooding and has a very high water table. Streets flood and become impassable with heavy rains. Hurricane Sandy caused considerable damage, including the formation of numerous sinkholes and sewage backing up in people's apartments. Although infrastructure improvements are planned, they will take many years to complete. (6)(12)

Response: See Responses to Comments 8.1 and 8.2 above.

Comment 8.6: We disagree with the environmental assessment's conclusion that an analysis of the water supply is not warranted in the EIS. Water pressure in Coney Island is already low and decreases substantially as the pipelines extend west to Sea Gate. The use patterns of the venue will impact water pressure. The venue will hold 5,000 people with room for an additional 1,000 standees. As anyone who has ever attended a live event can attest, people head to the restrooms en masse at intermission or between acts. Therefore, there may be a very large amount of water used within a very short period of time. How will this impact water pressure at the end of the line in Sea Gate? (12)

Response: In response to comments received at the Public Scoping meeting, the DEIS includes an analysis of the proposed project's potential impacts on water and sewer infrastructure, and the Scope of Work has been updated to reflect the addition of this technical area (Task 8). Additionally, see Response to Comment 8.1 above.

Comment 8.7: The project will pave over a sizable area (the community garden and environs) that absorbs a large volume of storm water. The project calls for a large sloping canopy that will direct even more stormwater runoff onto the site. Yet, at a recent meeting of Community Board 13, the developer stated that the project will go before the New York City Design Commission prior to completion of the environmental impact process. In fact, the Design Commission hearing was planned to occur this summer. This is unacceptable, since the aesthetic features of the project will also impact stormwater runoff. The stormwater issues and EIS should be completed before the project goes before the Design Commission. (12)

Response: See Response to Comments 8.2 and 8.4 above.

Comment 8.8: I had a question about the environmental impact based on Sandy with the erosion of the waterfront. How is the project going to actually impact the shoreline? Has that been considered in the design? I'm thinking about the environmental impact and the public safety of this. (8)

Response: The development site is not located along the shoreline – it is separated from the shoreline by the Riegelmann Boardwalk and Coney Island Beach. As such, the proposed project would not be expected impact the shoreline or to affect erosion. The DEIS will discuss the resilience of the proposed project to climate change in the “Greenhouse Gas Emissions” chapter.

Comment 8.9: It is well known that Coney Island's infrastructure is in need of major repairs and improvements, and that Hurricane Sandy both exacerbated existing problems and created new ones. If the proposed project passes the Design Commission review, we are deeply concerned that it will be given the green light without satisfactory investigation of its potential impact on the surrounding area. The EIS should be completed before the project goes before the Design Commission. It is a crucially important step in the planning process, not an afterthought! We were outraged to learn that the proposed project is scheduled to go before the New York City Design Commission without first having undergone proper review through an Environmental Impact process (1)

Response: The Design Commission review is not an action requiring the preparation of an EIS. The EIS will reveal potential impacts and must propose mitigation as appropriate regardless of what the Design Commission approves. See Response to Comment 8.6 above.

9. Transportation

Comment 9.1: The project included an "analysis of parking patterns" that was absolutely ludicrous. Questionnaires were given to concert goers asking among other things, how they arrived at the concert and where they parked. But over 4,600 people attended one concert and almost 6,000 attended the second, yet the "Memorandum" included in the Draft Scope of Work indicates that 209 responses were returned for the first night and 497 for the second night. This sampling is not statistically significant and is very misleading. Detailed information is needed about the number of people who will access this site by car and where they will park, in an area that is already sorely lacking in parking space. (12)

Response: Most of the surveys collected at the concert had responses for groups of concertgoers, so the total amount of people surveyed at these concerts is significantly more than the total number of surveys collected. As such, the sampling is statistically significant. In addition, on-street and off-street parking surveys were conducted in conjunction with the New York City Department of Transportation (NYCDOT) in June of 2013. The DEIS will provide a detailed analysis of on-street and off-street parking conditions, and the proposed project's potential effects on parking availability.

Comment 9.2: Traffic is a huge problem in Coney Island and this project will surely exacerbate it. At the Scoping Meeting, one speaker noted that when there were events in Coney Island, it took her 45 minutes to drive two blocks from her office to the Belt Parkway. On weekends, it is not uncommon for the traffic in Coney Island to back up to Ocean Parkway and Brighton Beach Avenue. There have even been weekends where the backups extend even further east, to Brighton Beach Avenue and Coney Island Avenue. Fire engines and ambulances cannot get through. On summer weekends, it takes over an hour to get from Sea Gate to Brighton Beach, normally a 15 minute drive. Coney Island is a peninsula, with only a few ways in and out. People who live on the western end of the peninsula are virtual prisoners on hot summer days. Yet impacts are evaluated as if the project is occurring in a vacuum, with nothing else around it. It is time to realize that a cumulative analysis of traffic impacts is warranted. (2)(7)(12)

Response: The DEIS will provide a detailed analysis of weekday pre-event and post-event and Saturday pre-event and post-event peak hour traffic conditions at a total of 28 intersections generally bounded by the Belt Parkway to the north, Ocean Parkway to the east, Surf Avenue to the south and West 22nd Street to the west. These 28 intersections, where project generated trips are expected to be most concentrated, would be analyzed for the reasonable worst case scenario of a fully-attended concert at the proposed project site with a coinciding

baseball game at the nearby MCU Park, a scenario that would occur fewer than 10 times per year.

Comment 9.3: Parking is currently a problem on Coney Island. It is a real nightmare for people that live here. Where will people visiting the proposed project park? And how is that going to affect the existing community? (2)(3)(9)(14)

Response: Modal split data indicate that public transportation and walking are the most common means of travel to the site. These account for approximately 55% of pre-event trips on weekdays and 64% on Saturday. The DEIS will provide a detailed analysis of on-street and off-street parking conditions, and the proposed project's potential effects on parking availability. In addition, it is expected that, as part of the proposed project, there would be a shuttle provided to more remote parking (e.g., Aquarium parking lot is located approximately 0.6 miles east of the project site) as needed, for those times when the concert and an adjacent baseball game are occurring on the same evening.

Comment 9.4: Traffic and parking have long been problems in Coney Island, and the proposed project is sure to make them worse. Although the document provides some analysis of the proposed project's isolated impact, it does not include a cumulative analysis of traffic patterns across the Coney Island peninsula. The proposal should not be approved until such an analysis is undertaken. In addition, regarding the issue of parking, we urge that the proposal be amended to include the creation of an adequate number of residents-only parking spaces and/or lots in the neighborhood to offset the increase in visitors. (1)

Response: See Response to Comment 9.2 above.

10. Air quality

No comments

11. Greenhouse Gas Emissions

No comments

12. Noise

Comment 12.1: The amplified sound coming from the proposed amphitheater is certain to infringe upon the daily lives of Coney Island residents living in the immediate vicinity. Several years ago, residents of Brighton Beach successfully blocked the construction of an amphitheater at Asser Levy Park because the projected noise levels were found legally unacceptable. It was also determined that the noise would be intrusive to the synagogues across the street from the park. We are angered that a nearly identical project is now being pushed forward in Coney Island, and that the definition of "acceptable interior noise levels" appears to be entirely at the discretion of city officials and others who do not live in the neighborhood. How can we be certain that what is "acceptable" to those who are masterminding this project will be acceptable to those who must live with its consequences? Additionally, we wonder why no consideration is being shown to the religious institutions in Coney Island whose buildings stand within earshot of the proposed amphitheater location. One of the several churches in the community is located right on West 20th Street and Surf Avenue. (1)(2)(3)(7)(9)(14)

Response: As noted in the Scope of Work, the DEIS will provide a detailed analysis of potential noise impacts, particularly the effects of concert noise. Additionally, field observations in June 2013 indicated that there are no active houses of worship within close proximity to the project area. The closest observed house of worship is the Greater Eternal Light Church at 2115 Surf Avenue between West 21st and West 22nd Streets, approximately 500 feet to the north of the project site, and that is currently vacant. The Fellowship Baptist Church is located at 2929 West 20th Street, approximately 850 feet to the northeast of the project site. Therefore, there are no houses of worship in the immediate vicinity of the project area that would be expected to experience noise impacts as a result of the proposed project. Nevertheless, both sites would be analyzed as potential noise receptor locations in the DEIS.

13. Public Health

No comments

14. Neighborhood Character

No comments

15. Construction

No comments

16. Mitigation

No comments

17. Alternatives

Comment 17.1: In the Draft Scope of Work it says that reasonable and practical alternative options that achieve the same objectives of the proposed project will be considered and will be identified at a later time. I wonder whether the community shares the same objectives and goals that are in the project right now or whether it would make sense to think of other objectives that should be considered when thinking about the alternatives. (19)

Response: At a minimum, the DEIS will include an analysis of the No-Action alternative, which would most likely be the alternative to the proposed project. Per the 2009 *Coney Island Rezoning FEIS*, the No-Action alternative would result in the construction of residential buildings and a park in the project area.

General Comments and Miscellaneous

Comment 1: The community has no space now. We have to pay for everything. MCU came in. And in order for us to use MCU, we have to pay thousands and thousands of dollars. Any time we want to do a not-for-profit type of fundraiser, we have to go somewhere and we have to pay thousands and thousands of dollars. How is this going to change? You're coming in with this big amphitheater for us.

How is that going to change for us? What I'm against is that you're coming into this community and we're getting nothing out of it. No more building until you can assure the not-for-profits and/or the community that we're going to be okay. (5)

Response: See Response to Comment 1.4 above.

Comment 2: We have children who have no community centers. We have two centers since Sandy that have been shut down and haven't reopened. So we have a lot of kids that are being displaced. We have elderly facilities that are not up and running. We had an elderly program on Surfside called Surfside Gardens. And it was also an emergency site for the elderly in the summertime when it gets hot – they have places for air conditioning. In the wintertime they have a safe haven. I think some of that profit money should go to community development, youth development, and taking care of the elderly. (6)(17)

Response: Comment noted.

Comment 3: There's no one really looking at the incredible amount of crime that's taking place. When you're doing the EIS, please include the fact that there are people in this community that have been completely displaced and disowned. I mean completely neglected. The Borough President should put part of the money into the restoration of our community. (7)(17)

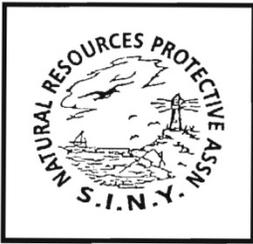
Response: Comment noted.

Comment 4: I think the Borough President has the wrong priorities in the community. There's no medical center in the area. Take the \$50 million and build a medical center there. (13)

Response: Comment noted.

APPENDIX 3

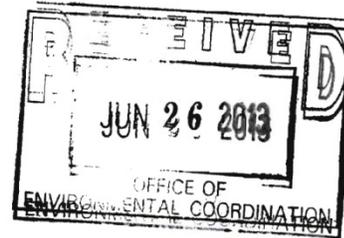
Written Comments Received



Natural Resources Protective Association

P.O. Box 050328 Staten Island, NY 10305 (718) 987-6037

Established 1977



June 20, 2013

Executive Director
Ida Sanoff

Secretary
Richard Chan

Treasurer
John Malizia
*Fisherman's Conservation
Association*

**Environmental
Coordinator**
Keith W. Jacobsen
*North Shore Community
Coalition for
Environmental Justice*

East Shore Coordinator
Dominic Cenatiempo

Dr. Robert R. Kulikowski, Assistant to the Mayor
Mayor's Office of Environmental Coordination
100 Gold Street, 2nd Floor
New York, New York 10038

**RE: Seaside Park and Community Arts Center
Community District 13
Borough of Brooklyn
CEQR No. 13DME0104K**

Dear Dr. Kulikowski:

The Natural Resources Protective Association is a city wide membership organization, focusing on preservation and protection of shoreline habitat, marine habitat and open space. Our comments on the above referenced item follow:

- 1) The document refers to a "decommissioned" community garden, but from the comments at the Scoping Meeting, it was obvious that this garden was still quite active. What will be done to relocate the garden?
- 2) The entire Coney Island peninsula is prone to flooding and has a very high water table. Streets flood and become impassable with heavy rains. Hurricane Sandy caused considerable damage, including the formation of numerous sinkholes. Although infrastructure improvements are planned, they will take many years to complete. The project will pave over a sizable area (the community garden and environs) that absorbs a large volume of storm water. The project calls for a large sloping canopy that will direct even more storm water runoff onto the site. Yet, at a recent meeting of Community Board 13, the developer stated that the project will go before the New York City Design Commission *prior to completion* of the Environmental Impact process. In fact, the Design Commission hearing was planned to occur this summer. This is unacceptable, since the aesthetic features of the project will also impact storm water runoff. The storm water issues and Environmental Impact Statement (EIS) should be completed before the project goes before the Design Commission.
- 3) We disagree with the Environmental Assessment's conclusion that an analysis of the water supply is not warranted in the EIS. Water pressure in Coney Island is already low and decreases substantially as the pipelines extend west to Sea Gate. The use patterns of the venue will impact water pressure. The venue will hold 5000 people with room for an additional 1000 standees. As anyone who has ever attended a live event can attest, people head to the restrooms en masse at intermission or between acts. Therefore, there may be a very large amount of water used within a very short period of time. How will this impact water pressure at the end of the line in Sea Gate?
- 4) Under the Coney Island Rezoning Plan, the site was to include a 1.41 acre park, with both active and passive recreational uses. However, the proposed Seaside Park and Community Arts Center will provide only 1.4 acres of "open space", basically a lawn area with a few benches, low shrubbery (approximately 18" high as detailed by the landscape architects who attended the Community Board meeting) and two small play structures for children. While the beach provides a large amount of open space, it is not a park. The nearest park to the site is Kaiser Park, over half a mile

Trustees

Charles Perry
Protectors of Pine Oak Woods

Anthony Rose
Staten Island Divers

James Scarcella
Friends of Clearwater

Martin Schreiber Ph.D.
AREAC

John Tanacredi Ph.D.
AREAC

Andrew Willner
NY/NJ Baykeeper

Cindy Zipf
Clean Ocean Action

away. There are no other parks in the area. The difference in the amount of proposed parkland is a decrease of approximately 0.3 acres, a little over 13,000 square feet. Additional parkland in the immediate area should be provided as mitigation for this loss.

- 5) Since the project site is on the Eastern Migratory Flyway, landscaping should include native flowering and fruiting plants. It should be noted that a variety of migratory birds have been documented on the highly developed Coney Island peninsula, including a number of rarities and records.
- 6) Traffic is a huge problem in Coney Island and this project will surely exacerbate it. At the Scoping Meeting, one speaker noted that when there were events in Coney Island, it took her 45 minutes to drive two blocks from her office to the Belt Parkway. On weekends, it is not uncommon for the traffic in Coney Island to back up to Ocean Parkway and Brighton Beach Avenue. There have even been weekends where the backups extend even further east, to Brighton Beach Avenue and Coney Island Avenue. Fire engines and ambulances cannot get through. On summer weekends, it takes over an hour to get from Sea Gate to Brighton Beach, normally a fifteen minute drive. Coney Island is a peninsula, with only a few ways in and out. People who live on the western end of the peninsula are virtual prisoners on hot summer days. Yet impacts are evaluated as if the project is occurring in a vacuum, with nothing else around it. It is time to realize that a cumulative analysis of traffic impacts is warranted.
- 7) The project included an "analysis of parking patterns that was absolutely ludicrous. Questionnaires were given to concert goers asking among other things, how they arrived at the concert and where they parked. But over 4600 people attended one concert and almost 6000 attended the second, yet the "Memorandum" included in the Draft Scope of Work indicates that 209 responses were returned for the first night and 497 for the second night. This sampling is not statistically significant and is very misleading. Detailed information is needed about the number of people who will access this site by car and where will they will park, in an area that is already sorely lacking in parking space.

Thank you for considering our comments. I may be reached at 917-923-0360 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Ida Sanoff". The signature is written in a cursive, flowing style with a prominent flourish at the end.

Ida Sanoff, Executive Director



June 28, 2013

Dr. Robert R. Kulikowski, Assistant to the Mayor
Mayor's Office of Environmental Coordination
100 Gold Street, 2nd Floor
New York, NY 10038

**RE: Seaside Park and Community Arts Center
Community District 13
Borough of Brooklyn
CEQR No. 13DME014K**

Dear Dr. Kulikowski:

The People's Coalition of Coney Island is a coordinating body for Coney Island leaders and residents seeking to make positive change in our community. In addition to building community infrastructure and civic participation in our neighborhood, we are dedicated to ensuring that the needs and wishes of Coney Island residents—particularly poor and low-income people and people of color—are represented and respected in local decision-making.

We are writing to register our concerns with regard to the proposed Seaside Park and Community Arts Center project. Our comments are as follows:

- 1) We were outraged to learn that the proposed project is scheduled to go before the New York City Design Commission without first having undergone proper review through an Environmental Impact process. It is well known that Coney Island's infrastructure is in need of major repairs and improvements, and that Hurricane Sandy both exacerbated existing problems and created new ones. If the proposed project passes the Design Commission review, we are deeply concerned that it will be given the green light without satisfactory investigation of its potential impact on the surrounding area. The Environmental Impact Statement (EIS) should be completed *before* the project goes before the Design Commission. It is a crucially important step in the planning process, not an afterthought!
- 2) Traffic and parking have long been problems in Coney Island, and the proposed project is sure to make them worse. Although the document provides some analysis

of the proposed project's isolated impact, it does not include a cumulative analysis of traffic patterns across the Coney Island peninsula. The proposal should not be approved until such an analysis is undertaken. In addition, regarding the issue of parking, we urge that the proposal be amended to include the creation of an adequate number of residents-only parking spaces and/or lots in the neighborhood to offset the increase in visitors.

- 3) The amplified sound coming from the proposed amphitheater is certain to infringe upon the daily lives of Coney Island residents living in the immediate vicinity. Several years ago, residents of Brighton Beach successfully blocked the construction of an amphitheater at Asser Levy Park because the projected noise levels were found legally unacceptable. It was also determined that the noise would be intrusive to the synagogues across the street from the park. We are angered that a nearly identical project is now being pushed forward in Coney Island, and that the definition of "acceptable interior noise levels" appears to be entirely at the discretion of city officials and others who do not live in the neighborhood. How can we be certain that what is "acceptable" to those who are masterminding this project will be acceptable to those who must live with its consequences? Additionally, we wonder why no consideration is being shown to the religious institutions in Coney Island whose buildings stand within earshot of the proposed amphitheater location. One of the several churches in the community is located right on West 20th Street and Surf Avenue.
- 4) The document states that the proposed amphitheater "would be owned by the City of New York, under the jurisdiction of the New York City Economic Development Corporation and operated by a not-for-profit entity under a ten year lease with the city." It is our understanding that this not-for-profit entity has already been chosen behind closed doors, without any public process enabling local community members to provide input or make a bid. Given that the proposed project would occupy publicly-owned land and is certain to have an enormous impact on our community, we do not believe that the authority to decide who will operate the amphitheater should rest solely with the EDC. The proposed amphitheater should serve not only as an income-generator for the city and an entertainment destination for tourists, but also as a year-round economic and cultural resource for Coney Islanders. We believe that the operator of the amphitheater must be committed to: (1) ensuring that the space responds to the needs and priorities of a variety of local stakeholders, particularly poor and low-income people living on the West End; (2) providing good, year-round jobs and educational opportunities to local residents; and (3) creating affordable or free programming that honors and speaks to the diversity of our community. Should the proposed project move forward, we demand that the city and the EDC reopen the process of selecting an operator for the amphitheater, and that they work with a broad and diverse body of community stakeholders to choose an entity capable of responding appropriately to local concerns.
- 5) No indication has been given as to which entity would own and operate the "indoor entertainment, banquet, and restaurant facility" that would be housed in the restored Childs Restaurant building. Although Coney Island businesses generate millions of dollars each year, only a small fraction of that money remains in our community, while the rest flows into the pockets of corporate CEOs and overseas amusement

operators with no direct connection to the neighborhood. Typically, the only economic “benefit” to our community resulting from amusement-related development has been the creation of a relatively small number of low-wage, part-time, and/or seasonal jobs. This has done little to address the rampant poverty and economic disempowerment plaguing our neighborhood. We believe the City of New York, and the EDC in particular, can and must do more to support the growth of a healthy and equitable local economy. Since the restaurant in the Childs Building is likely to be highly profitable, we urge the EDC and any other entities with decision-making power over the uses of the building to consider working with us to develop a plan for a locally-owned, year-round business that would keep profits in local hands, create living-wage jobs for Coney Island residents, and set a precedent for the proliferation of successful and sustainable locally-owned businesses in the area.

- 6) The description of the community garden at West 22nd Street between Surf Avenue and the Boardwalk as “decommissioned” is incorrect. The garden is in fact very active, and is a great resource to Coney Island residents and visitors. Community members have dedicated countless hours to transforming this land into a thriving green space and urban farm, and we would be saddened to see the fruits of their labors destroyed for the sake of a project that does not currently stand to benefit our community in any meaningful way.

- 7) As a general matter, we are dismayed that the proposed project was developed without any input from local community members or meaningful public discussion about what would constitute an appropriate and broadly beneficial use of a city-owned structure on city-owned land. We do not believe that public-private partnerships and trickle-down economics are necessarily the keys to reviving economically depressed neighborhoods. Coney Island needs development, but it should be *equitable* development based on local business ownership, the growth of a robust local economy, and the creation of year-round, living-wage jobs for local residents. The relationship between top-down neighborhood “revitalization” projects and the disenfranchisement and displacement of people of color, immigrants, and poor and low-income people across New York City is well documented. We do not want to see the same old processes repeated in our neighborhood. It is time for something else.

Thank you for considering our comments. If you have any questions, please do not hesitate to contact us at PeoplesCoalitionCI@gmail.com, or by phone at (917) 848-7529.

Sincerely,

The People’s Coalition of Coney Island Steering Committee

Edwin Cosme

Carol DeMartino

Dana Monroe

Evangelean Pugh

Ida Sanoff

Sheila Smalls

Ronald Stewart

Lara Weibgen