Coney Island Design Guidelines

Coney North & Coney West

New York City Economic Development Corporation
December 2014

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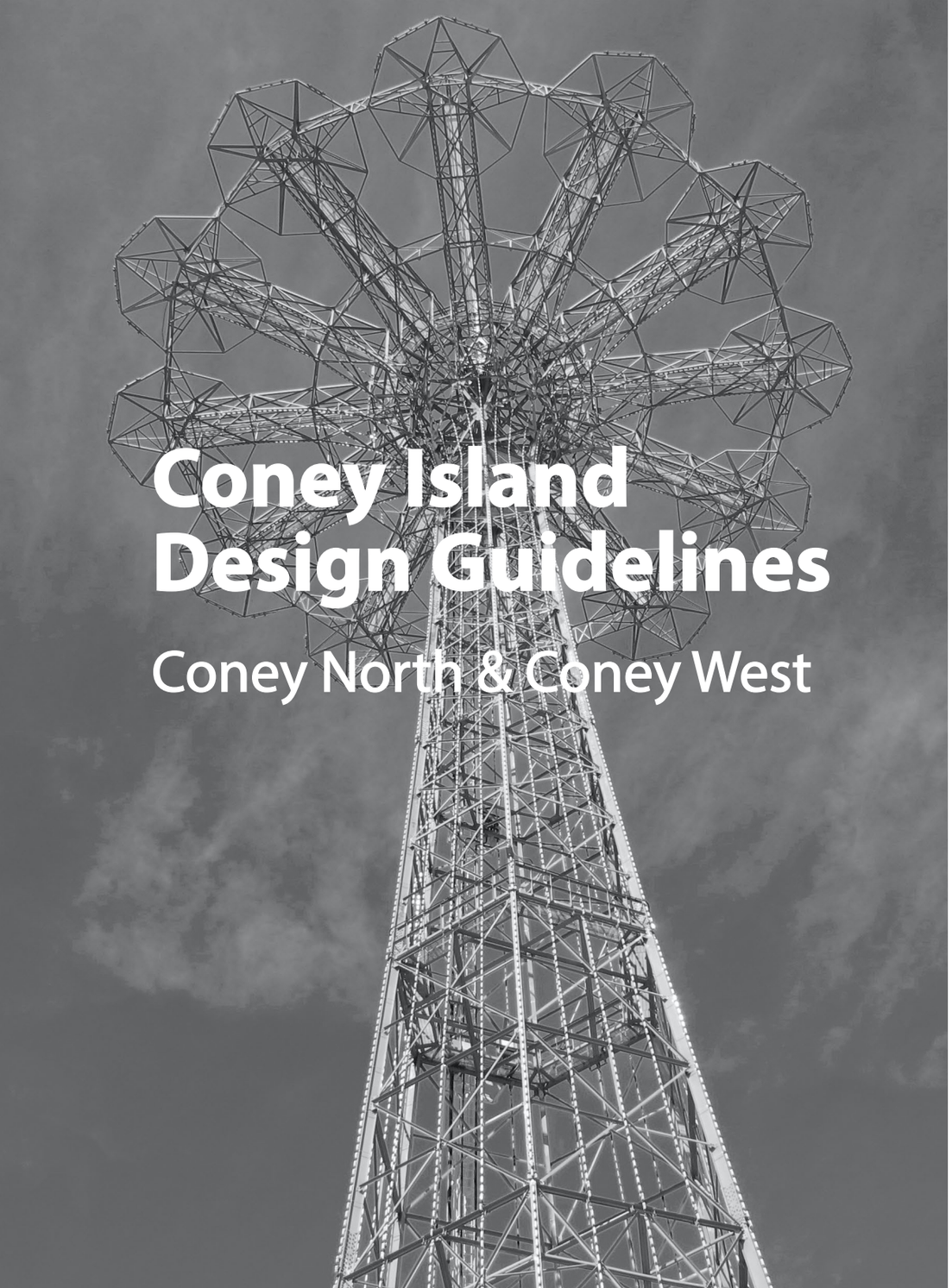

Coney Island Design Guidelines

Coney North & Coney West

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1 Vision

For more than a century, New Yorkers and visitors alike have enjoyed the fascination, freedom, and diversity of the world-famous urban amusement destination known as "The People's Playground."

1.1 CONEY ISLAND TODAY

1.1.1 Momentum for Transformation

Coney Island is not only a historic entertainment destination known around the world; it is also a diverse Brooklyn neighborhood of over 50,000 residents. Through zoning changes, mapping actions, and strategic capital investments, the City's comprehensive plan for Coney Island is reinvigorating this fabled amusement and entertainment destination while bringing much needed housing, retail, services, amenities, and career opportunities to the larger neighborhood.

As part of the New York City's neighborhood-based economic development strategy and five-borough housing plan, the beachfront neighborhood of Coney Island presents a unique opportunity to build upon recent investments and public approvals to advance the goals of mixed-income housing creation and economic development.

The past twelve years have seen tremendous progress in Coney Island. A period of sustained City attention has paid off in a thriving and expanding amusement district that is an economic engine for the surrounding community, as well as enhanced public spaces, upgraded infrastructure, steadily growing visitorship, and much-needed private investment. After decades of decline and disinvestment, the long-awaited Coney comeback is now well underway.

Accomplishments:

- Adoption of the Coney Island Comprehensive Plan (2009), an area wide rezoning and open space plan to support the growth of a year-round amusement and entertainment district while providing opportunities for mixed-income housing and community services
- Approval of Amended Drainage Plan (2010) and allocation of $130 million in city funds toward the construction of new stormwater and sanitary sewer infrastructure, the first phases of which are now underway .
- Opening and expansion of Luna Park (2010-12), a six-acre amusement park featuring state-of-the-art rides in a welcoming, family-friendly environment, alongside renovations of the historic Cyclone roller coaster and neighboring Deno's Wonder Wheel Amusement Park
- Opening of new sit-down restaurants and other small businesses along Surf Avenue and the reconstructed Boardwalk (2012-present)
- Establishment of Alliance for Coney Island (2012), a membership-based nonprofit founded and led by major local business and nonprofit stakeholders to promote and improve Coney Island as a destination and foster neighborhood cooperation
- Construction of Steeplechase Plaza (2013), a two-acre public open space that includes the restored B&B Carousell and a new lighting installation on the Parachute Jump
- Development of Coney Island Commons (2013), an affordable housing complex and YMCA facility
- Opening of the Thunderbolt (2014), a major new roller coaster
- Reconstruction of Steeplechase Pier and beach replenishment, completed in 2013

Coming Attractions:

- Seaside Park & Community Arts Center (2016), a 5,000-seat outdoor amphitheater, public open space, and rehabilitation/reactivation of the historic Childs Restaurant Building
- Ocean Wonders (2016), a 57,000-square foot expansion of the New York Aquarium

CONEY NORTH AND CONEY WEST

The 2009 rezoning and planned street and infrastructure improvements enable the revitalization of a 19-block area surrounding the MCU Park baseball stadium. The area to the east of MCU Park has been designated as a year-round amusement and entertainment district, which will preserve and grow amusement uses in perpetuity and create a new mix of entertainment, amusement, and retail activity.

To the north and west of MCU Park, the Special Coney Island District facilitates as-of-right redevelopment of vacant and under utilized land spanning eleven city blocks in Coney North and Coney West. Redevelopment of these areas will create a critical mass of well over 4,000 mixed-income housing units and half a million square feet of retail and community facilities, reinvigorating the heart of the Coney Island community. According to a 2009 projection, full build-out of Coney West alone would be expected to produce $3.8 billion in net economic output, and over 11,000 direct and indirect jobs.

Complementing the Amusement Area to the east, Coney North and Coney West offer the opportunity to create a vibrant new neighborhood defined by Coney Island's iconic beachfront setting, and a hub of activity that will support the ongoing revitalization of the larger surrounding community.

DESIGN GUIDELINES

The Design Guidelines address all of Coney North and Coney West, with a special focus on several large City-owned properties that can form the heart of the neighborhood. The Guidelines supplement, but do not supersede, existing City zoning and other City, State, and federal regulations which apply to projects undertaken within the area. The Guidelines illustrate additional goals and priorities for the urban design and public realm of the area, which will serve as additional criteria for consideration during review of any proposed development. They also provide context to help relate individual developments to the larger vision for the neighborhood and its extraordinary potential.

Notes:

- Developers, property owners, and other parties are responsible for identifying any and all regulations which apply to any proposed project. The Design Guidelines are not a reference to applicable regulations.
- Certain aspects of the Guidelines may require minor adjustments to existing zoning requirements in order to enable key urban design or land use benefits. Where these occur they are noted, and will be the subject of additional review.
- All dimensions, floor area calculations, and grade elevations are estimated, and must be verified by individual property owners based on detailed site survey information.

1.1 CONEY ISLAND TODAY

Context Map

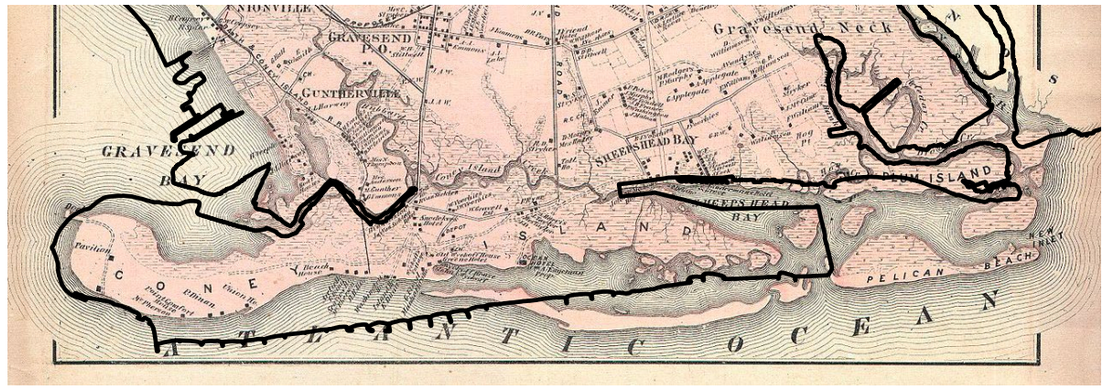
1.1 CONEY ISLAND TODAY

1.1.2 Resiliency in Coney Island

Because of Southern Brooklyn's location, low-lying topography, and pattern of development, the area has long been vulnerable to damage from storm waves and flooding. The historic shoreline illustrates that much of Coney Island today was once a collection of wetlands, tidal marshlands, bays, inlets, creeks, and barrier islands. While the Rockaway Peninsula provides some protection to eastern portions of Southern Brooklyn, the smaller barrier islands that once helped attenuate waves elsewhere are gone, and some of the area's building stock, including bungalows built in the early 20th century for summer use, are particularly susceptible to damage. Portions of the shoreline have experienced continuous erosion—in fact, the first documented beach nourishment project in the United States was at Coney Island in the 1920s, and there have been many such projects in the area since then, including a major United States Army Corps of Engineers (USACE) effort in the mid-1990s along the oceanfront in Coney Island and Brighton Beach.

In response the severe impacts of Hurricane Sandy in October 2012, the City announced a major new effort to ready New York City for the future. A Stronger, More Resilient New York is the response to the City's call to action. The nearly $20 billion plan contained in the resulting Special Initiative for Rebuilding and Resiliency (SIRR) report includes over 250 initiatives. Together these initiatives will further protect the coastline—our first defense against storms and rising sea levels—as well as strengthen the buildings in which New Yorkers live and work, and all the vital systems that support the life of the city, including our energy grid, transportation systems, parks, telecommunications networks, healthcare system, and water and food supplies. The plan proposes local rebuilding initiatives in Southern Brooklyn that will help these communities emerge safer, stronger, and better than ever, protecting the people and built environment. Initiatives for Southern Brooklyn cover issues of coastal protection, buildings, critical infrastructure, and community and economic recovery as outlined on the following page. The Coney Island Creek Wetlands Tidal Barrier and Wetlands Feasibility Study, underway in 2014, is a result of the SIRR Southern Brooklyn initiatives. This project envisions an alternative to building continuous levees or bulkheads along the four-mile perimeter of the creek, and proposes a phased strategy that holistically transforms the creek into an asset for the surrounding neighborhoods.

The SIRR report outlines a multilayered plan that not only applies citywide strategies to Southern Brooklyn, but also provides strategies designed to address the area's specific needs and particular vulnerabilities. In anticipation of future climate change-related risks, this plan proposes ways that Southern Brooklyn neighborhoods can adapt by: addressing wave action and inundation along the entire coastline; providing opportunities to retrofit the area's most vulnerable building stock while exploring potential redevelopment over time in certain neighborhoods; protecting and improving critical infrastructure; and focusing investments in strategic areas, such as the beachfront, to advance a long-term and sustainable recovery.

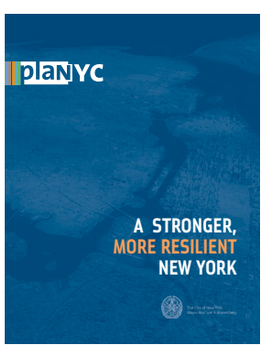


Contemporary shoreline overlaid on a historic coastline map

SIRR Report Coney Island Creek rendering

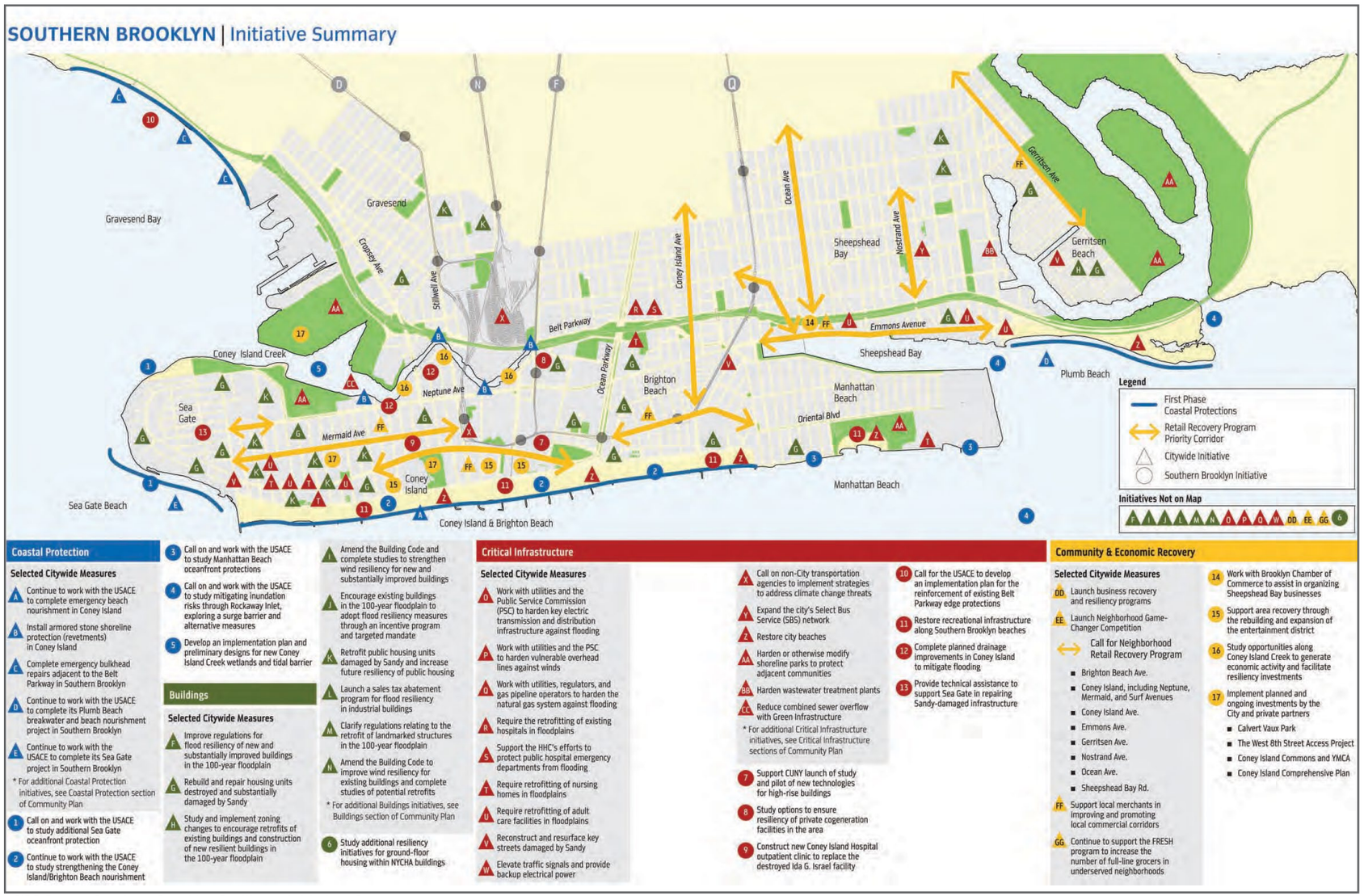
1.1 CONEY ISLAND TODAY

New building construction in Coney North and Coney West will require compliance with the new building code, addressing resiliency and the base flood elevation as mapped by FEMA, post Hurricane Sandy. Coney North and Coney West sites are located in the FEMA Zone AE, and the Base Flood Elevation (BFE) is +11 NAVD88, which is equivalent to Brooklyn Datum +9.55. The new Design Flood Elevation (DFE) is 3'-0" above Base Flood Elevation to account for City's forecasted sea level rise by the year 2050, resulting in a DFE of elevation 12.55'. New and existing streets in the area will be raised, based on pre-Sandy flood elevations. Resiliency of the building developments will require flood-proofing design strategies to address the difference in height between planned street elevations and the new DFE. This difference ranges between .25' and 8.3' in Coney North and Coney West. See Sections 3.1.3 Design Flood Elevation, 3.1.4 Residential Flood Protection, and 3.1.5 Retail Flood Protection for guidelines.



A Stronger More Resilient New York Report

www.nyc.gov/html/sirr/html/report/report.shtml



SIRR Report Southern Brooklyn Resiliency Initiatives Summary

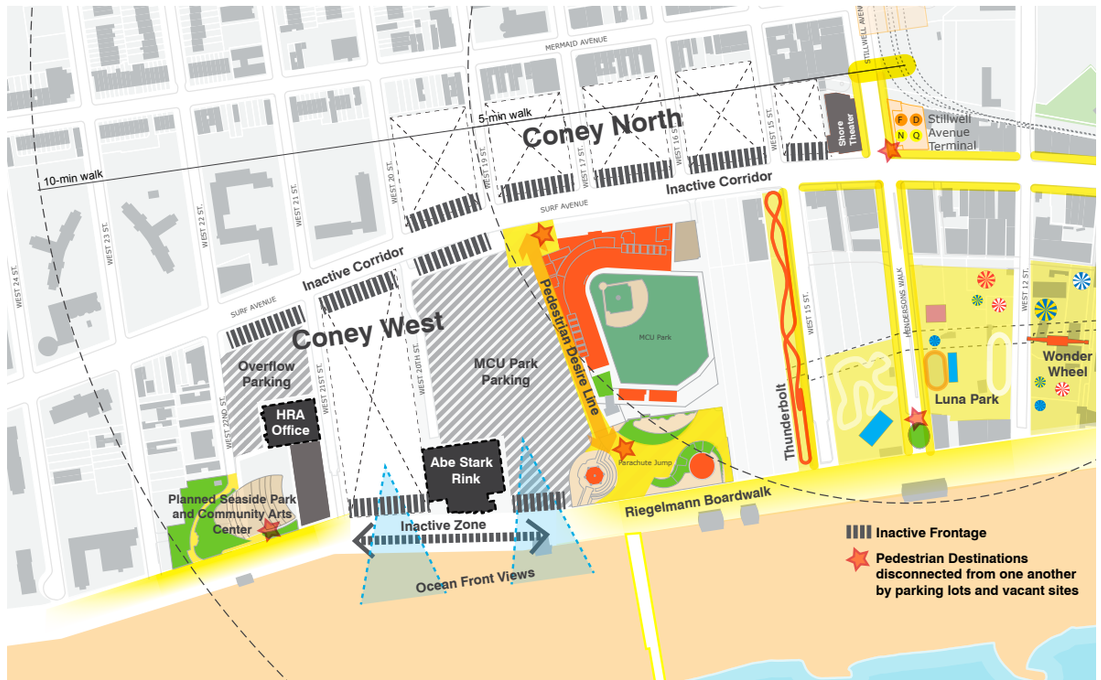
1.1 CONEY ISLAND TODAY

1.1.3 Opportunities and Challenges

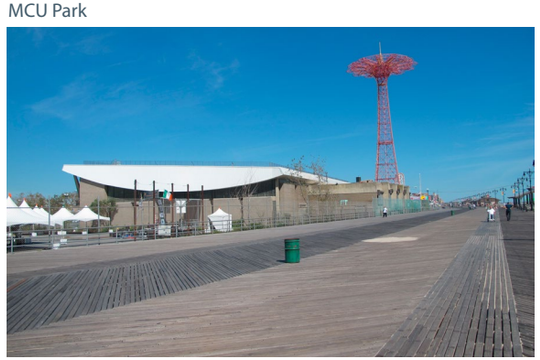
Coney Island, world famous as an amusement destination since the turn of the 20th century, suffered a decline as a result of urban renewal and decades of disinvestment. This history has left long gaps and empty lots between destinations and transit, and a lack of continuous street and boardwalk activity. However, today the area is on the verge of a spectacular reinvention with several projects built and in the planning stages enhancing the area. Existing character, site elements, and urban design opportunities and challenges should be considered and addressed along with new development.

- Recent investments have reinvigorated Riegelmann Boardwalk and adjacent areas including: Luna Park renovations, new restaurants along Surf Avenue and the boardwalk, Steeplechase Plaza, and the new Thunderbolt roller coaster.
- The Seaside Park & Community Arts Center (in construction) will form a destination to the west, drawing pedestrian traffic to Coney West sites.
- The majority of the Coney North sites are within a 5-minute walk of the Stillwell Ave subway station, and all of Coney West is within a 10-minute walk.
- Many development sites in Coney North and Coney West are currently utilized for parking or are vacant, creating inactive spaces and streetscapes.
- There is great potential for development with ocean front views on the Coney West sites, as well as activation of a currently inactive zone of Riegelmann Boardwalk.
- Mixed-use development on Coney North and Coney West sites will activate the Surf Avenue corridor, currently largely vacant.

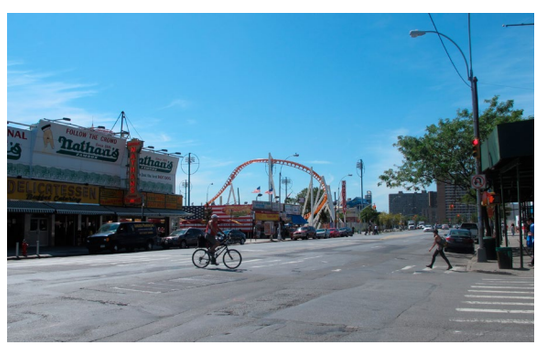
MCU Park



Urban Design Challenges Diagram


Riegelmann Boardwalk and Abe Stark Rink


West 21st Street



Surf Avenue

1.1 CONEY ISLAND TODAY

Existing Conditions

1.2 NEIGHBORHOOD VISION

1.2.1 A New Beachfront Neighborhood

As the City brings a new focus towards realizing the promise of Coney North and Coney West to create a vibrant new neighborhood, it has formed a powerful new vision for linking redevelopment sites to the surrounding area with new public open spaces and streetscapes.

Many redevelopment sites in Coney North and Coney West are in private ownership, where development potential is unlocked by the City's rezoning and infrastructure investments. Several large City-owned parcels sit at the heart of the new district, currently occupied by the MCU Park parking lot and the Abe Stark rink.

Where the future redevelopment sites abut MCU Park, a dramatic new public space can be created – Parachute Way Promenade– activating the edges of the stadium, establishing a retail destination, and forming a pedestrian promenade linking Surf Avenue to the Boardwalk.

The redevelopment of public and private property can fill a gap in the urban fabric and "connect the dots" of the area, establishing walkable links currently divided by empty space, between Stillwell Avenue Station, MCU Park, the Parachute Jump, and the planned Seaside Park and Community Arts Center.

Illustrative view on Coney West development from MCU Park

1.2 NEIGHBORHOOD VISION

Proposed Condition: Coney North and Coney West

1.2 NEIGHBORHOOD VISION

1.2.3 Development Precincts

Coney North and Coney West include three linked precincts.

The **Parachute Way Precinct** (blocks E, F, and N1) forms an activity corridor at the core of the neighborhood, activating the western edge of MCU Park and linking Surf Avenue to the Boardwalk. A dramatic new public space - Parachute Way Promenade - can form an exciting shared gathering space for residents and visitors to the stadium and other Coney Island destinations, supporting retail and outdoor programming. This precinct is largely comprised of City-Owned properties.

The **Ocean Way Precinct** extends to the west, connecting the development to the planned Seaside Park and Community Arts Center and creating a vibrant residential zone with supporting retail spaces.

The **Surf Avenue Precinct** extends east, activating the north side of Surf Avenue which is the central spine of the entire area, and creating a strong walkable connection to the subway at Stillwell Avenue, a primary gateway to Coney Island.

Coney North and Coney West Precincts

1.2 NEIGHBORHOOD VISION

- Existing Streets to be Raised
- New Streets
- Amusement Area
- MCU Park
- Seaside Park and Community Arts Center
- Steeplechase Plaza
- Development Sites
- Parachute Way Promenade

Parachute Way Promenade incorporates areas also defined as MCU Park, Parachute Way and Ocean Way new streets, and Site F no build area (as defined by zoning) to create a coherent and lively pedestrian connection.

Coney North and Coney West Public Realm Areas

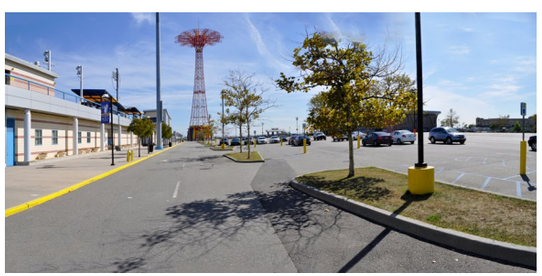
1.2 NEIGHBORHOOD VISION

1.2.2 Parachute Way Precinct

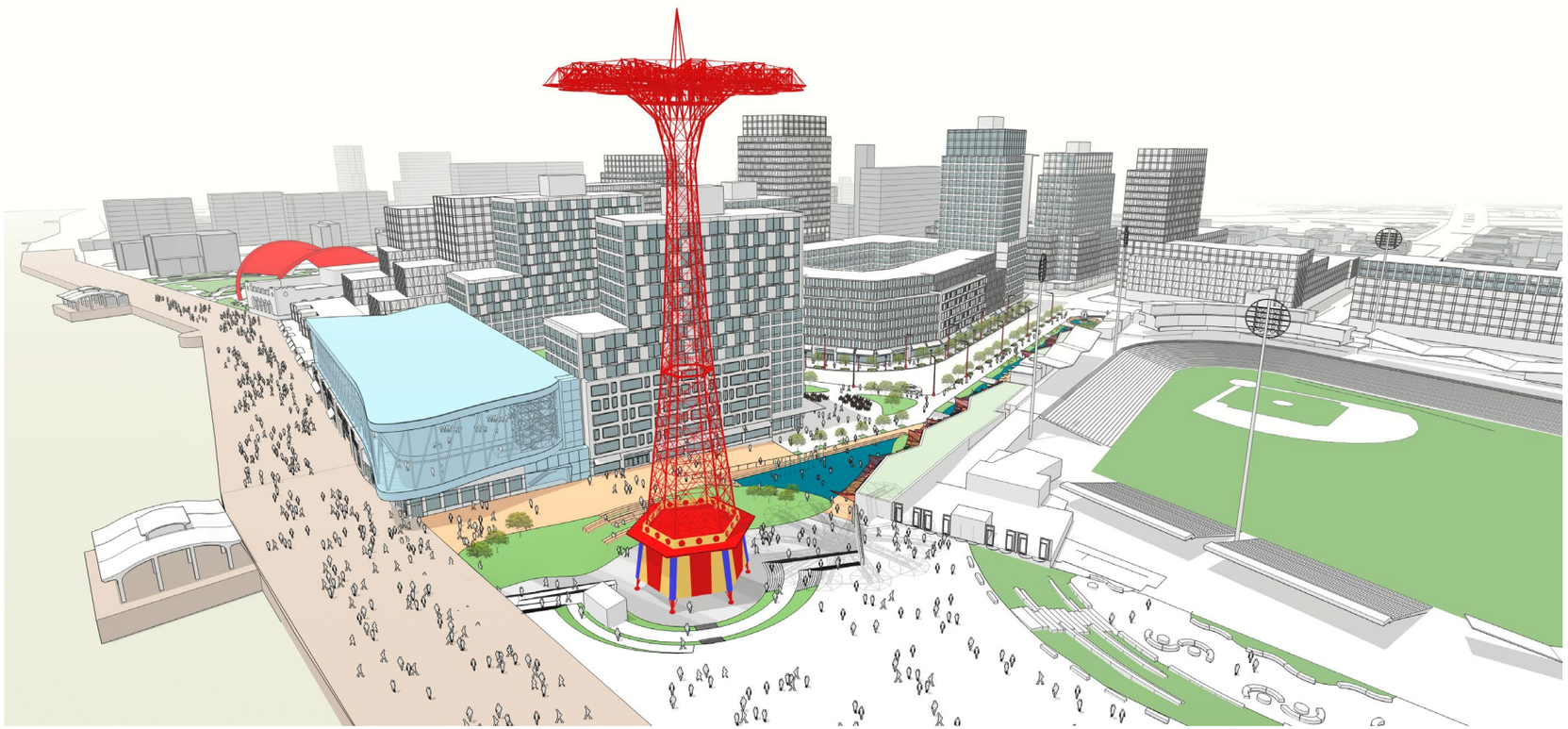
The Parachute Way Promenade can create a seamless pedestrian connection from Surf Avenue to the Boardwalk, flowing into the recently completed Steeplechase Plaza to form a series of interconnected public spaces at the heart of the Coney Island beachfront.

New development along Parachute Way Promenade can frame a redefined western edge to MCU Park, creating a retail and entertainment corridor drawing visitors to and from the Boardwalk. Residential development on Sites E, F, and N1 can increase the year-round vibrancy of the area, benefit from spectacular stadium and ocean views, and create "eyes on the street" to enhance the sense of activity and security for pedestrians.

Key community uses can also be relocated within the redevelopment. Community resources including the NYC Human Resources Administration (HRA) and Ida Israel Health Clinic can be relocated into mixed-use development, with improved facilities and community access. The bunker-like Abe Stark Rink is re-imagined as a new, transparent and architecturally distinctive sports and recreational ice rink fronting the Boardwalk and providing year-round recreation.



Parachute Way Promenade existing conditions



Illustrative view of Parachute Way Precinct

1.2 NEIGHBORHOOD VISION

Illustrative view of Parachute Way Promenade from Surf Avenue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2 Public Realm

Parachute Way Promenade, a dynamic new public open space at the foot of the famous Parachute Jump, can anchor the new district and link it to Boardwalk attractions and neighborhood streetscapes.

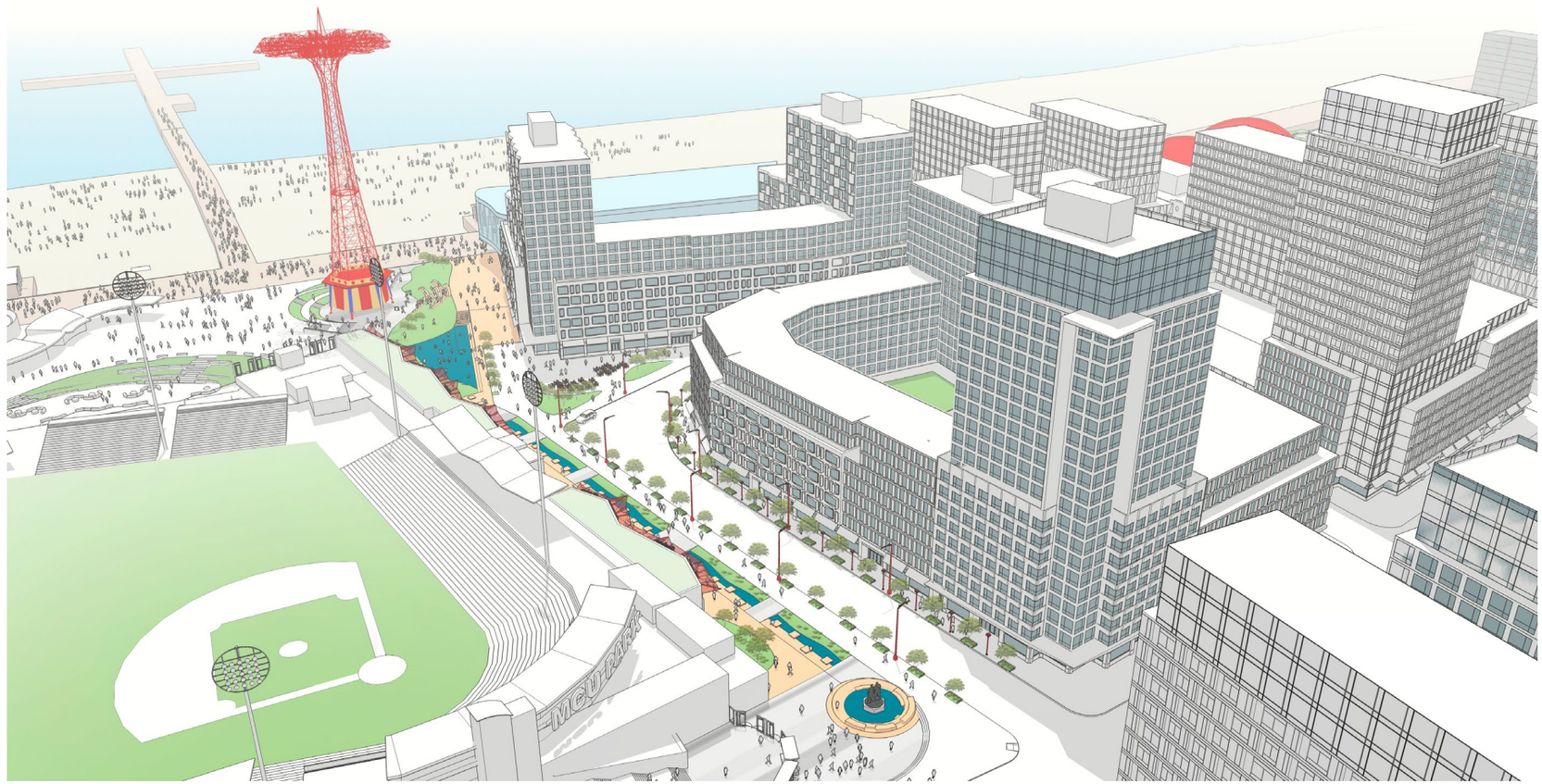
2.1 PARACHUTE WAY PROMENADE

2.1.1 Parachute Way Promenade Vision

The Parachute Jump has served as an iconic landmark of Coney Island since it arrived from the New York Worlds Fair in 1941. It has lived through many eras and has been rehabilitated and dramatically illuminated in recent years.

The structure can anchor a new public promenade extending along Parachute Way creating an iconic public space in Coney Island and the City of New York. Stretching from Surf Avenue to Riegelmann Boardwalk, the promenade can be a gateway, a gathering space for the neighborhood, a hub of activity, and an active connection tying together public spaces. Key principles of the public space design include:

- Respect and celebrate existing site features including the Jackie Robinson Statue, Brooklyn Wall of Remembrance, and the Parachute Jump landscape
- Connect Surf Avenue to Riegelmann Boardwalk
- Integrate landscape, water, and shade elements in public spaces
- Activate promenade open spaces
- Activate promenade public spaces with retail
- Integrate and support MCU Park operations



Illustrative View of Parachute Way Promenade

2.1 PARACHUTE WAY PROMENADE

JACKIE ROBINSON STATUE

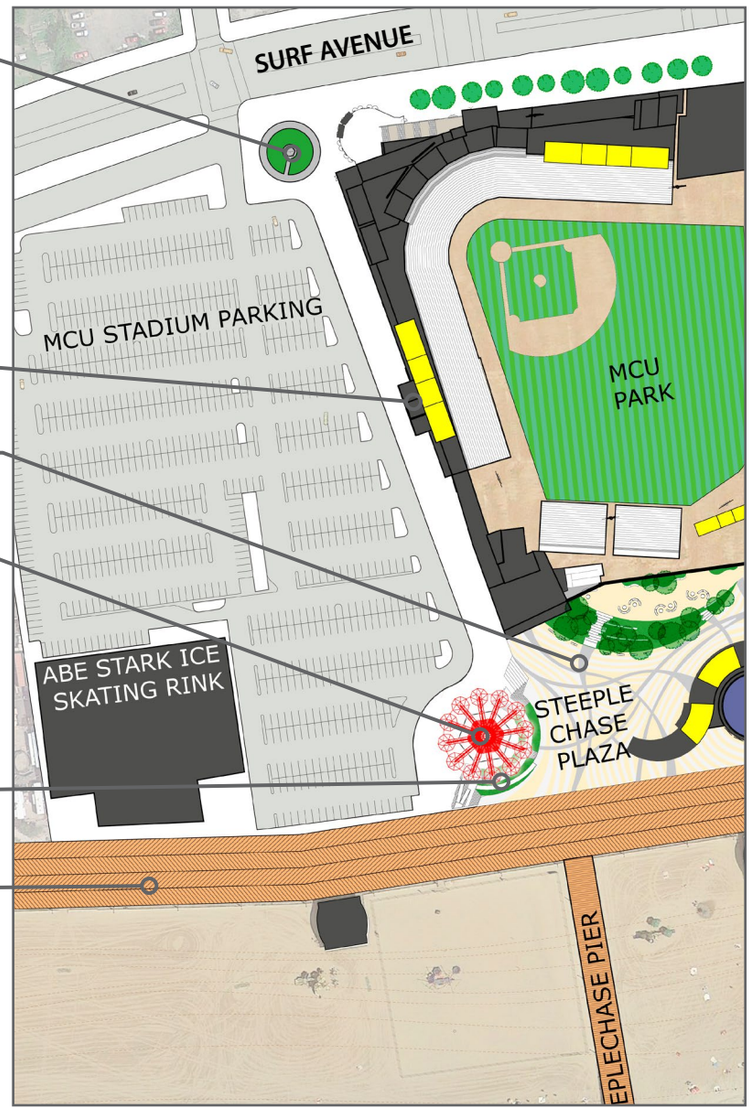
BROOKLYN WALL OF REMEMBRANCE

STEEPLECHASE PLAZA

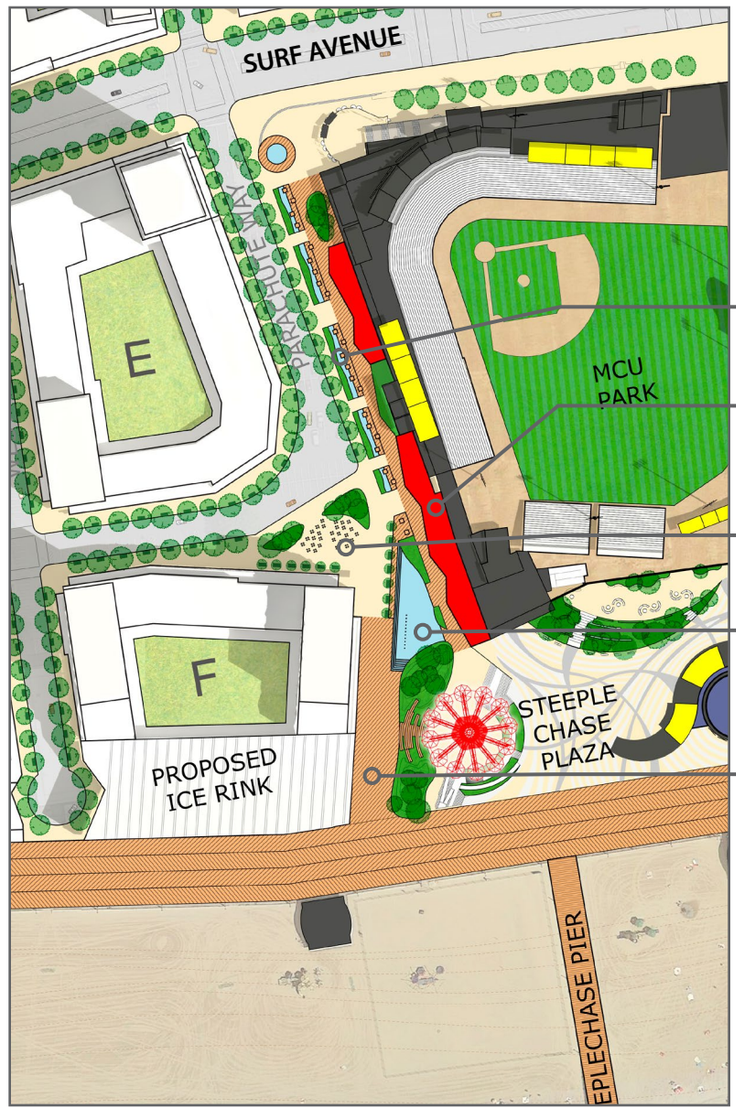
PARACHUTE JUMP

PARACHUTE JUMP LANDSCAPE

RIEGELMANN BOARDWALK



Existing Conditions



Illustrative Parachute Way Promenade Plan

PROMENADE LANDSCAPE/ WATER FEATURE

NEW RETAIL LINER

SITE F PLAZA, OUTDOOR SEATING, AND GATHERING

SPLASH PARK

BOARDWALK EXTENSION

2.1 PARACHUTE WAY PROMENADE

2.1.2 Existing Site Features

Respect and celebrate existing site features. Parachute Way Promenade is currently home to several significant site features which should be integrated into future improvements.

- Jackie Robinson Statue
- Brooklyn Wall of Remembrance
- Parachute Jump Landscape (Steeplechase Plaza western steps and ramps)

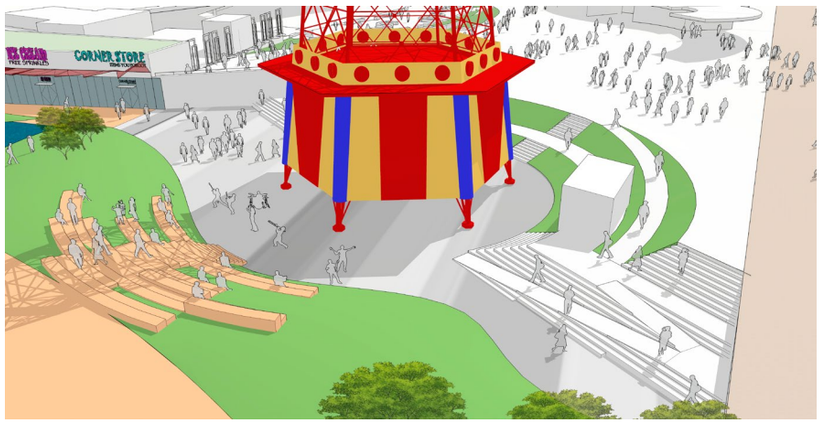
Illustrative View of Jackie Robinson Statue with water feature

Illustrative view of the Brooklyn Wall of Remembrance with new landscape

Jackie Robinson Statue: the existing statue at Surf Avenue adjacent the MCU Park entrance can be strengthened with new public space improvements. Consider incorporating into the promenade design with use of "boardwalk like" materials, water features, and improved landscaping.

Brooklyn Wall of Remembrance: the existing memorial, located along the MCU Park facade, should be embraced and its viewing experience improved. Incorporate amphitheater-like seating or steps to mitigate the grade change from the existing grade to the planned new street/sidewalk grades. Consider the use of landscape and seating to create a peaceful space for reflection.

2.1 PARACHUTE WAY PROMENADE



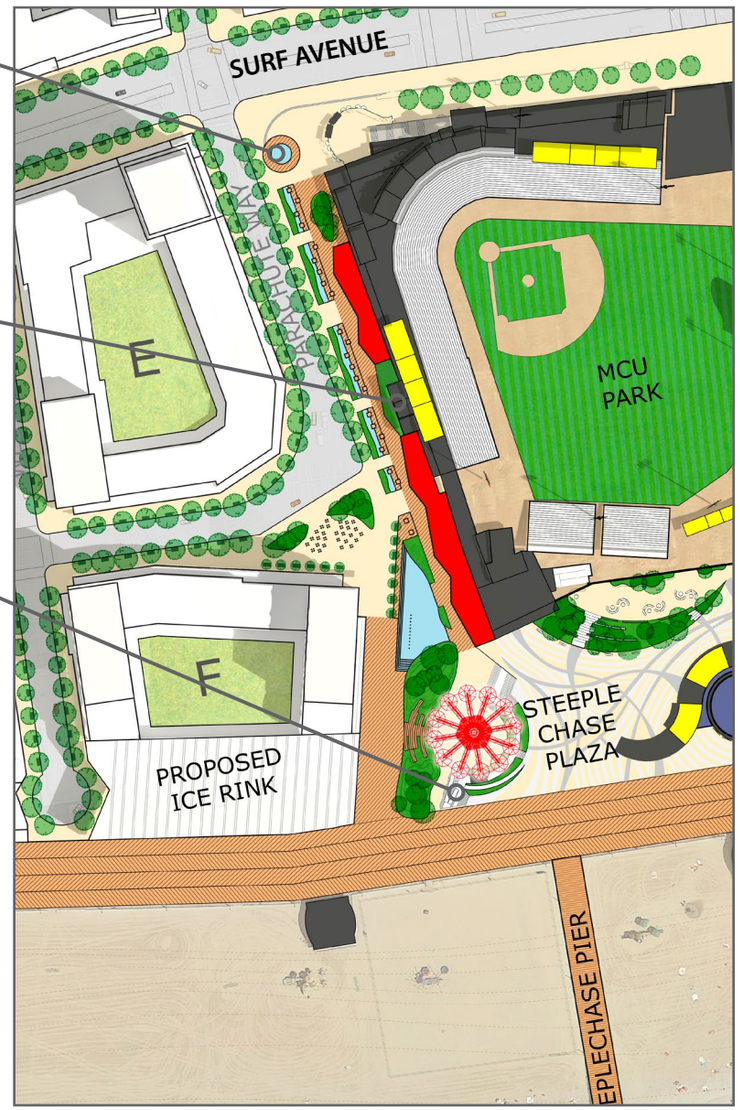
Illustrative view of integrated new amphitheater seating

Parachute Jump landscape(Steeplechase Plaza western steps and ramp): the recently built plaza includes new landscaping, stairs, and ramps around the Parachute Jump to transition to existing grades. These new improvements should be incorporated into the Parachute Way Promenade design as much as possible. Consider creating landscaping forming an amphitheater-like space or seating to surround the Parachute Jump's base.

JACKIE ROBINSON STATUE

BROOKLYN WALL OF REMEMBRANCE

PARACHUTE JUMP LANDSCAPE



2.1 PARACHUTE WAY PROMENADE

2.1.3 Connection

Connect Surf Avenue to Riegelmann Boardwalk.

- Consider using "boardwalk like" material along Parachute Way Promenade to visually connect visitors to the boardwalk as far north as Surf Avenue.
- Consider implementing a linear water feature connecting Surf Avenue to the boardwalk, with varied visitor experiences such as fountains, splash areas, and playful water elements.
- Preserve a view corridor to and from Surf Avenue, the Boardwalk, and the ocean.

Illustrative view of connective elements along Parachute Way Promenade

2.1 PARACHUTE WAY PROMENADE

2.1.4 Landscape Design

Integrate landscape, water, and shade elements in public spaces for a cooling effect.

- Substantial landscaping and plantings should be prominent in the public space.
- Landscaping should include planted areas with native vegetation and include trees to provide shade and greenery.
- Water features, splash areas, and fountains are encouraged.
- Shading devices, independent or incorporated into building designs, are encouraged to shade a significant amount of the pedestrian promenade .
- Consider co-locating shading, landscape, and outdoor seating to create areas of respite.

Illustrative view of Parachute Way Promenade splash area and landscape

2.1 PARACHUTE WAY PROMENADE

2.1.5 Activation

Activate promenade open spaces with outdoor seating, landscape, and playful elements to serve as a community and visitor amenity.

- Incorporate substantial landscaped areas programmed with large scale sculpture, play equipment, green picnic areas, hammock groves, or art installations.
- Create outdoor seating and dining spaces to activate open spaces. A variety of seating is encouraged including: benches, movable tables and chairs, and sculptural elements for seating, integrated with landscape or water.
- Plan for programming the space with public events and activities.

Illustrative view of activated amphitheater space adjacent to the Parachute Jump

2.1 PARACHUTE WAY PROMENADE

2.1.6 Retail

Activate promenade public spaces with retail.

- Retail along the public promenade is encouraged to activate the pedestrian route to and from the Boardwalk.
- Design retail to accommodate the visitor walking to and from the Boardwalk/beach area.
- Retail can occur:
  - In Sites E and F buildings
  - Pavilions within the promenade
  - MCU Park liner retail
- Limit the depth of MCU Park liner retail frontages to 30' to retain a significant amount of public space along Parachute Way Promenade.
- In addition to permanent retail, moveable, temporary, or semi-permanent structures can be considered.

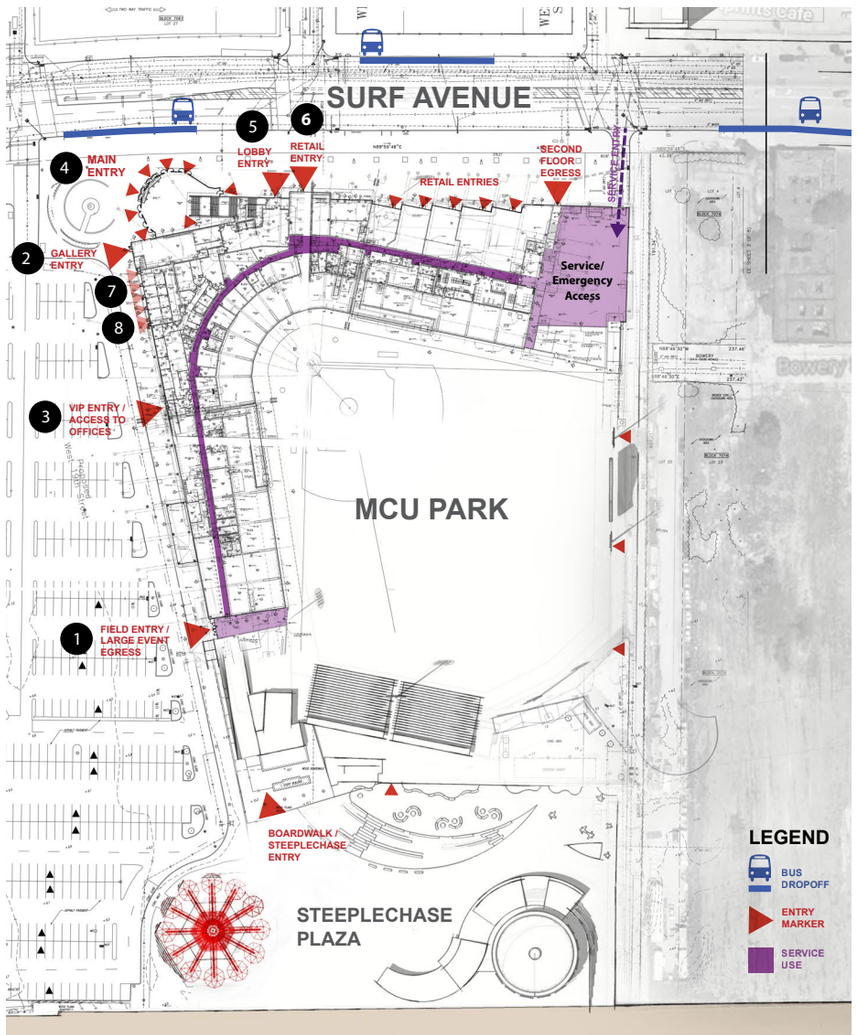
illustrative view of retail lining MCU Park

2.1 PARACHUTE WAY PROMENADE

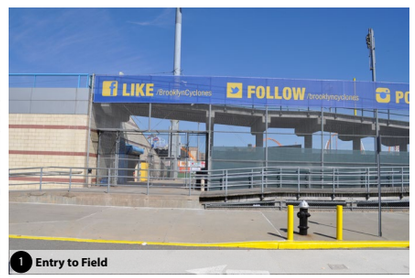
2.1.7 MCU Park Operations

Integrate and support existing MCU Park operations. Existing stadium facility requirements should be considered in the design of the Parachute Way Promenade, to allow for stadium operations. These requirements can be incorporated into the Parachute Way Promenade design, including the concept of a retail liner along the western edge of the stadium.

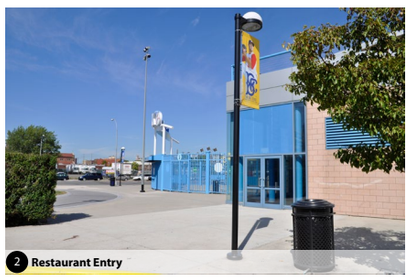
- Design Parachute Way Promenade public spaces to allow entry and exit points of the stadium to remain unobstructed.
- Recognize the office windows along the facade or explore alternatives for daylighting if blocked by retail.
- Maintain required clearances for mechanical vents near Surf Avenue along the Western facade should remain. Consider using screening such as landscaping or public art to improve the aesthetics.



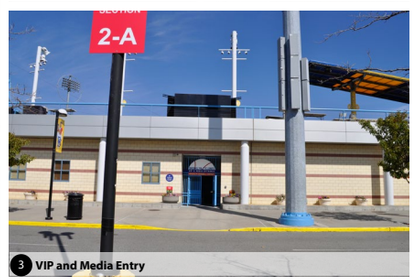
Existing MCU Park Facilities



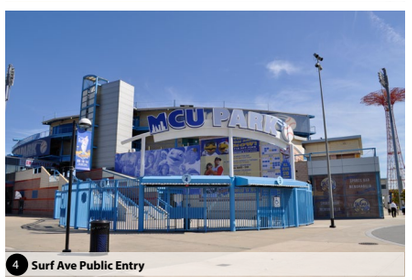
1 Entry to Field



2 Restaurant Entry

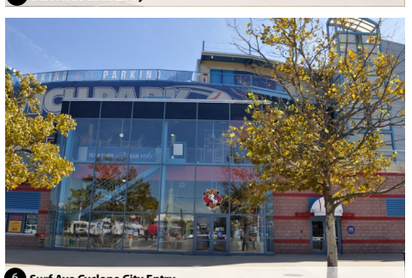


3 VIP and Media Entry

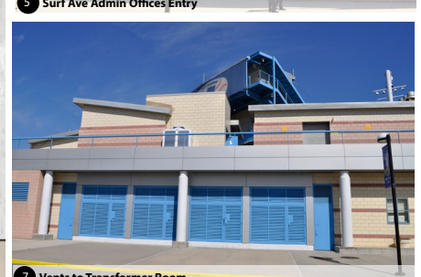


4 Surf Ave Public Entry

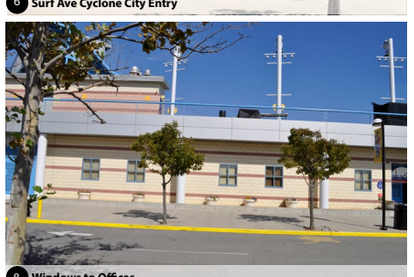
5 Surf Ave Admin Offices Entry



6 Surf Ave Cyclone City Entry



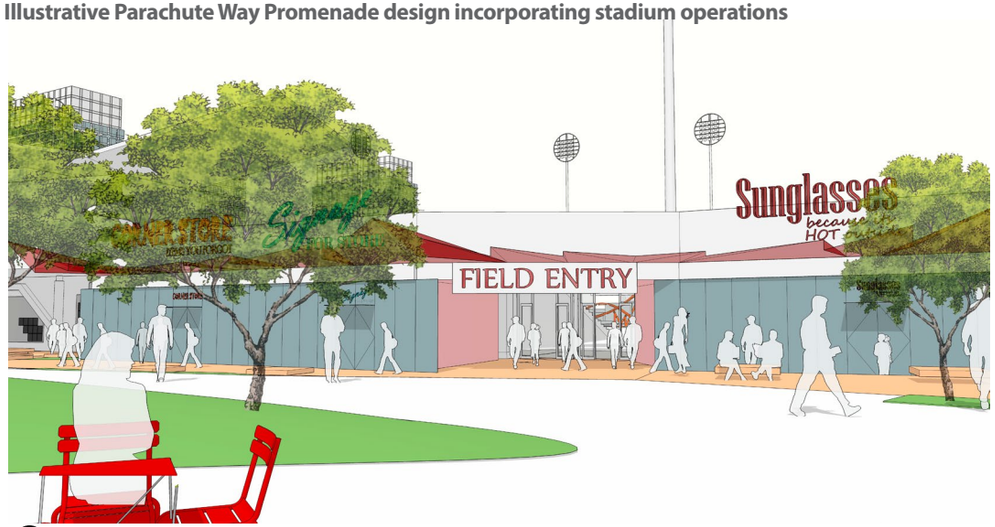
7 Vents to Transformer Room



8 Windows to Offices

2.1 PARACHUTE WAY PROMENADE

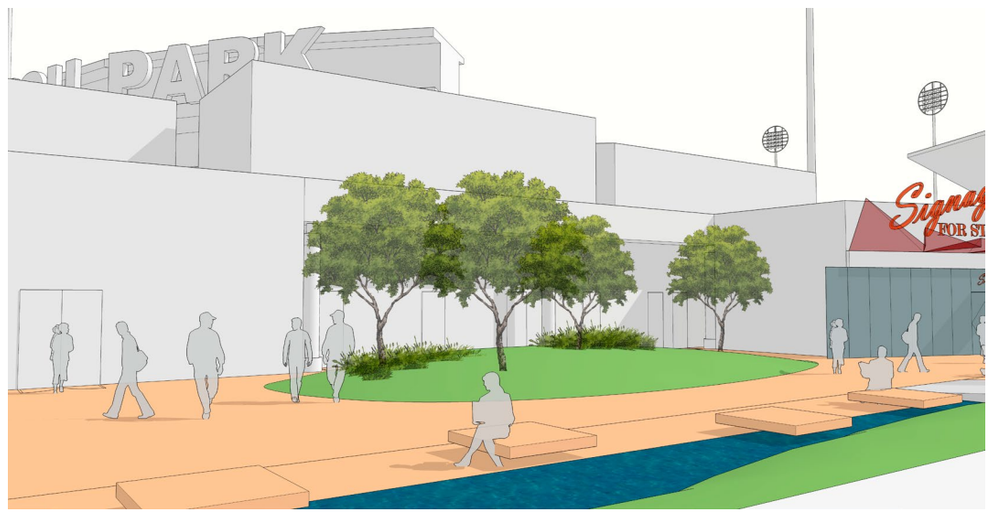
Illustrative Parachute Way Promenade design incorporating stadium operations



1 MCU Park Field Entry Incorporated into Retail Facade Design

3 VIP/Media Entry Incorporated into Retail Facade Design

4 MCU Park Surf Avenue Entry Unobstructed



7 Transformer Room Vents Visually Screened with Landscaping

For Illustrative Purposes

2.2 STREETSCAPE

2.2.1 Existing Streetscape

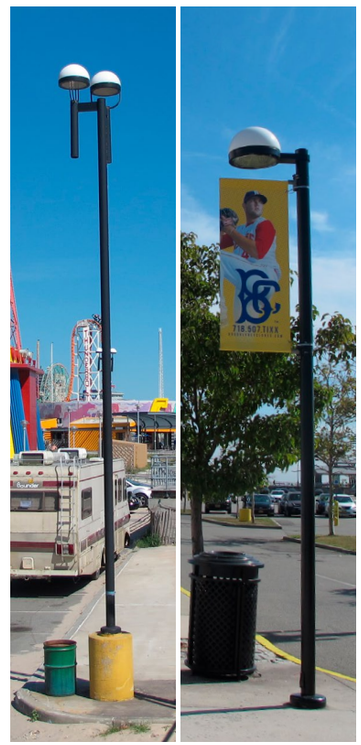
Existing streetscapes in the area have inconsistent street furniture and lighting. The Riegelmann Boardwalk incorporates distinct street furniture and lighting, and major streets also incorporate consistent NYCDOT street furnishings. However, the area between the Boardwalk and city streets lacks consistency and includes several areas with a variety of furnishings. Recent projects such as the Steeplechase Plaza and Steeplechase Pier upgrades incorporate varying streetscape language which also differ from the MCU Park lighting and surrounding city streets.

Consistency in streetscape design can provide the area with a more distinct and coherent identity. Distinguishing zones in the district can identify the appropriate streetscape designs for future upgrades. The design guidelines identifies three distinct zones for streetscape guidelines:

- Riegelmann Boardwalk: a distinct Coney Island feature which should maintain its existing historically inspired streetscape design.
- City Zone: streets in the area which are distinctly "city" in nature and relate to the Coney Island commercial and residential neighborhoods should be designed with standard DOT features as outlined in the NYCDOT Street Design Manual.
- Beach Zone: streets which are adjacent to the boardwalk and are distinctly "beach-like" in nature provide an opportunity to create a more consistent Coney Island beachfront experience.
- Note: the recently constructed Steeplechase Plaza can be adapted to be consistent with the Beach Zone streetscape language through minor alterations such as painting of lighting or street furniture.

Riegelmann Boardwalk and Steeplechase Pier street furniture

Steeplechase Plaza street furniture



MCU Park parking lot and sidewalk lighting

NYCDOT Street Lighting

Existing Streetscape Elements

Proposed site furnishings at the Seaside Park and Community Arts Center (in construction)

2.2 STREETSCAPE

Streetscapes Zones

- Boardwalk Zone
- Beach Zone
- Beach Zone Public Open Space
- City Zone
- Development Sites

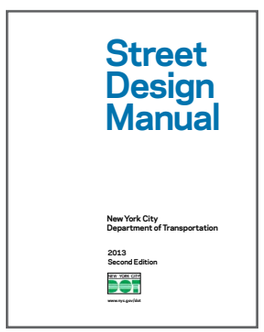
Streetscapes Zones

2.2 STREETSCAPE

2.2.2 City Zone Recommendations

"City Zone" streetscapes should be designed to create a consistent and uncluttered design.

- Streets should be designed with NYCDOT standards as outlined in the Street Design Manual.
- Utilize NYCDOT street light with LED's, City Light.
- Utilize standard NYCDOT benches, bike racks, and trash receptacles.
- Incorporate street trees, streetside swales, and porous pavement where possible.
- Refer to the NYC Green Infrastructure Plan.
- *Refer to the NYCDOT Street Design Manual.*



NYCDOT Street Design Manual

www.nyc.gov/html/dot/html/pedestrians/streetdesignmanual.shtml

NYC Green Infrastructure Plan

www.nyc.gov/html/dep/html/stormwater/nyc_green_infrastructure_plan.shtml

DOT Standard Walk NYC Signage

NYC Green Infrastructure Swales

DOT Standard, City Light Fixture and Pole

DOT Standard City Bench

DOT Standard City Rack

DOT Standard Waste Receptacle

2.2 STREETSCAPE

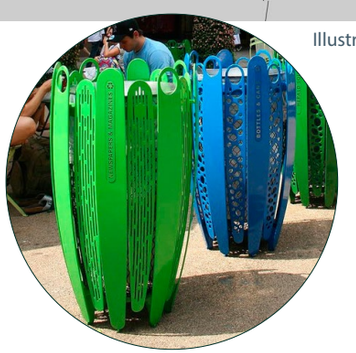
2.2.3 Beach Zone Recommendations

"Beach zone" streetscapes can provide an opportunity to create a distinct Coney Island experience with streetscape design.

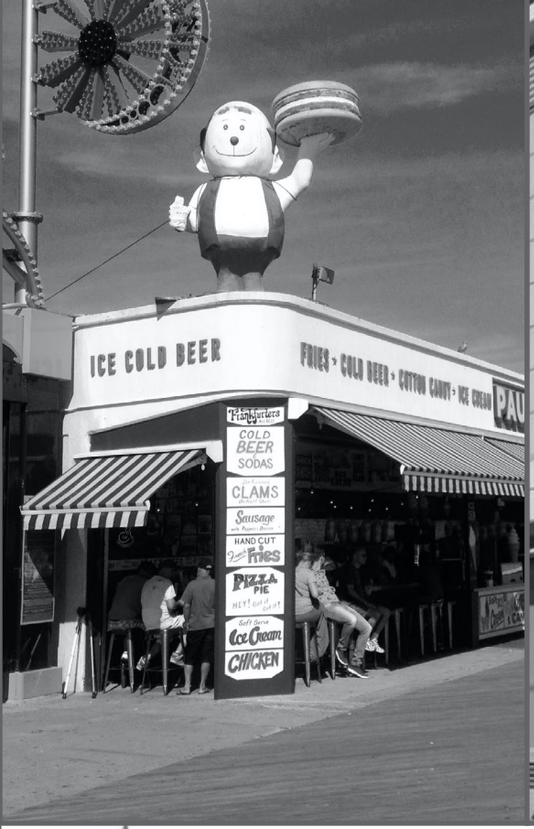
- Utilize NYCDOT street light with LED's, City Light, painted a vibrant color to enhance the Coney Island beach character.
- Utilize the NYCDOT standard Flushing Meadows fixture and pole for pedestrian lighting along streets and public spaces, painted a vibrant color.
- Incorporate colorful trash receptacles to express the Coney Island character.
- Incorporate seating which coordinates with recent projects such as Steeplechase Plaza and provides a visually appealing amenity.
- Non-standard elements require a maintenance strategy or partner.

NYCDOT Standard, Flushing Meadows fixture and pole

Illustrative view of typical Beach Zone streetscape




Shop
SALE
A
CONEY ISLAND
TRADITION
Ruby's
Bar & Grill
SINCE
1934
GIFT SHOP
Nathan's
ORIGINAL
NATHANS
FAMOUS
FRANKFURTERS
95



3 Buildings

Innovative residential architecture can define an urban neighborhood complementing the amusement area and reinvigorating the heart of the Coney Island community.

3.1 ACTIVE GROUND FLOOR

3.1.1 Retail Character - Streets

On streets other than Riegelmann Boardwalk, retail facades should animate the pedestrian experience, and signage should be strategically coordinated with the design of the building for an integrated retail environment.

Size and Location:

- Concentrate primary retail appealing to visitors along Surf Avenue and Parachute Way. Medium and small stores, boutiques, and a variety of restaurants types including grab and go, cafes, and sit down dining are encouraged.
- Concentrate smaller scale retail along Ocean Way and Mermaid Avenue. Small retail stores, cafes, and convenience retail are encouraged.
- Per zoning, at least 20% of the frontage of a building on a street shall be within Use Groups A (amusements), B (amusement and entertaining-enhancing uses), or C (retail and service uses).
- Per zoning, there shall be at least four separate ground floor or open commercial establishments fronting upon each block fronting on Surf Avenue.
- Per zoning, all ground floor commercial uses shall have a depth of at least 50' measured from the streetwall on all streets other than Riegelmann Boardwalk.
- Limit larger establishments to corners, or second floors with ground floor entrances that fit into a row of storefronts.

Facade Design:

- Mark entrances with facade recesses that create additional space for pedestrian circulation.
- Provide canopies and awnings to designate store frontages and/or entries. Fabric, metal, and glass are encouraged.
- See 3.1.5 Retail Flood Protection for guidelines on transparency.

Signage:

- Signage should comply with zoning regulations.
- Retail signage adjacent to ground floor residential units along West 20th and West 19th Streets should be pedestrian oriented signage such as vertical banners or flags.
- Retail signage along Surf Avenue, Ocean Way, and Parachute Way is encouraged to be colorful, exciting, and indicative of the Coney Island entertainment character.
- Lower quality signage materials such as vinyl and plastic and lighting such as backlit fluorescent illumination are strongly discouraged.

Illustrative view of retail frontage along looking north Parachute Way

Neighborhood Retail

Entertainment Retail

Entertainment Retail

3.1 ACTIVE GROUND FLOOR

3.1.2 Retail Character - Boardwalk

Retail and entertainment uses located along Riegelmann Boardwalk should create a lively pedestrian experience.

- Retail along the Boardwalk should be expressed as individual shops with varying materiality and facades.
- Provide recesses and material changes between individual shops.
- Provide generous ceiling heights (20' floor-to-floor suggested).
- Provide operable large openings for an indoor/ outdoor experience along the boardwalk. Per zoning, up to 70% of the street wall, measured up to 10' in height, can be designed to be open during seasonal business hours in lieu of transparency requirements.
- Provide outdoor displays, merchandise carts, seating etc to activate the boardwalk.
- Signage should be playful and expressive, evoking the character of Coney Island.
- Per zoning, all uses located within 70' of the boardwalk must be within Use Groups A (amusements), B (amusement and entertaining-enhancing uses), or C (retail and service uses). Transient hotels above the ground floor are also permitted.
- Per zoning, retail establishments in Use Group C are limited to 30' of street frontage and 2,500 SF of area. All other establishments are limited to 60' width, except when located at a corner where 100' frontage is allowed.

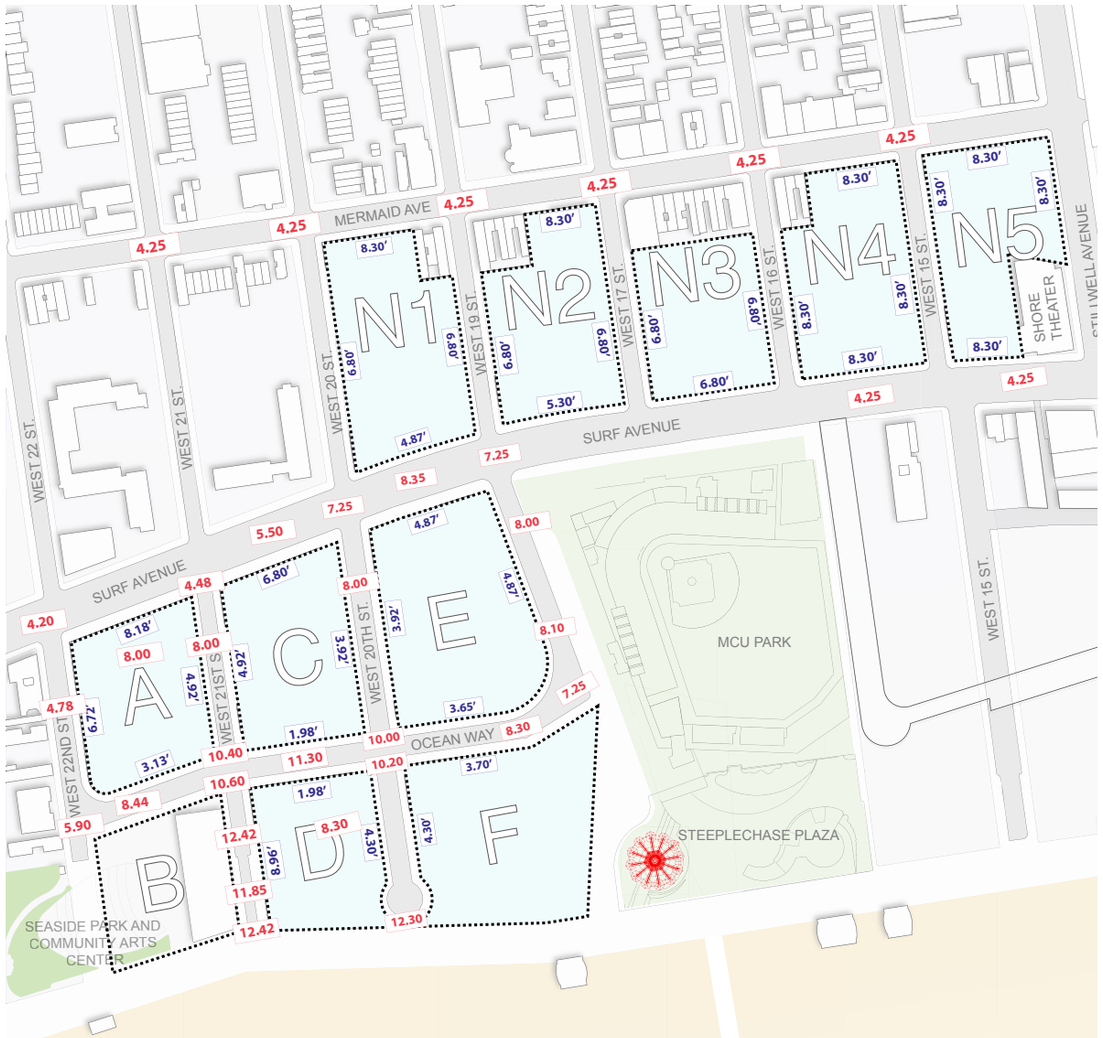
Illustrative view of Boardwalk retail

3.1 ACTIVE GROUND FLOOR

3.1.3 Design Flood Elevation

Based on the post-Sandy FEMA Advisory Base Flood Elevation (ABFE) Coney West and Coney North sites are located within the Flood Zone AE with a Base Flood Elevation of 11 feet (NAVD88), which is equivalent to elevation 9.55' Brooklyn Datum. The new Design Flood Elevation (DFE) is 3'-0" above Base Flood Elevation (BFE) to account for City's forecasted sea level rise by the year 2050, resulting in a DFE of elevation 12.55'. The grade elevation at Sites E, F, and N1 varies from approximately 12.3' at Riegelmann Boardwalk to approximately 4.25' at Mermaid Avenue (pending verification by professional survey and accounting for raised streets). The buildings will require flood protection along the development sites to a height ranging from approximately .25' to 8.3' above curb level. Buildings should be protected against flooding using measures that comply with both FEMA and New York Building Code guidelines.

- Residential and commercial development should address the DFE at the street level.
- All critical building systems should be located above the DFE.
- Provisions for emergency power should be provided in the building in the case of power outages for extended periods of time.



0.00 Proposed New Street Elevations

0.00′ Estimated Vertical Height of Additonal Floodproofing Required (to reach 2050 DFE (+12.55)

*Assumed Existing Streets @4.25 elevation

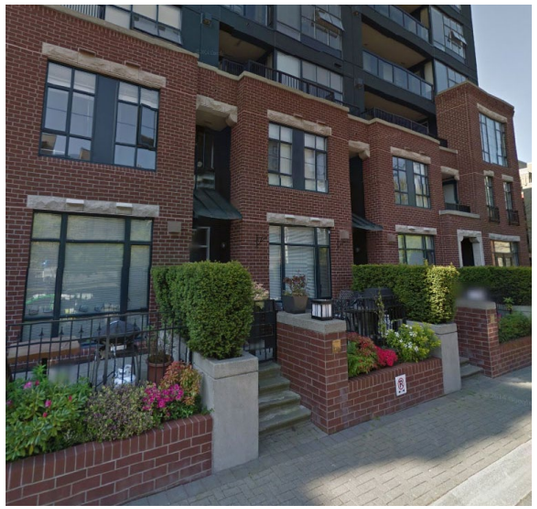
Flood Protection Map

3.1.4 Residential Flood Protection

Pedestrian street experience is shaped by the ground floor building facade articulation and connections to the street. Residential uses must be built above the DFE and should be designed to enhance the street character through street-level entries/stoops and articulation.

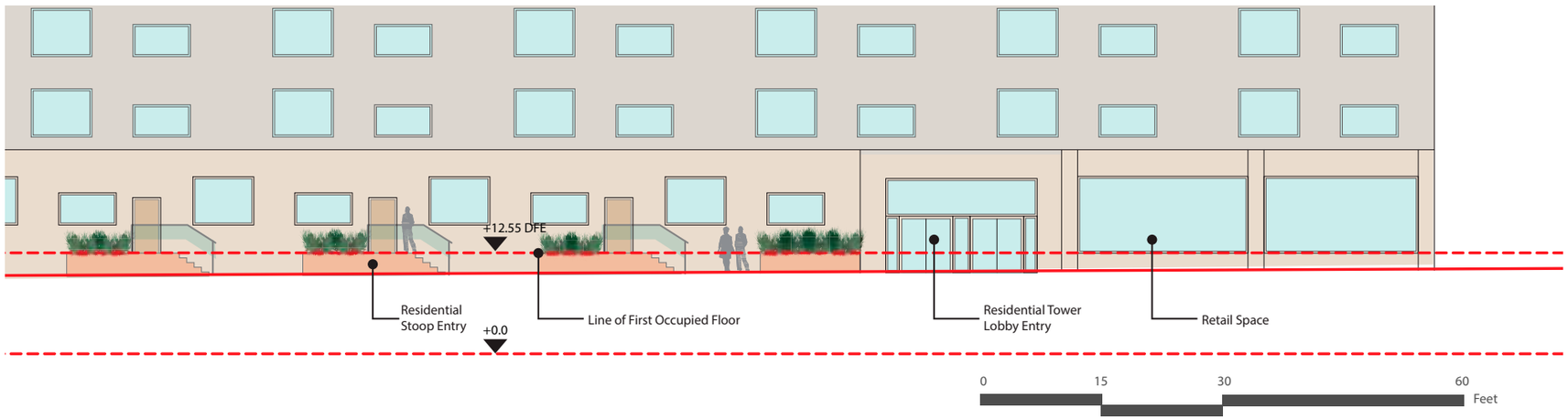
- Residential ground floor spaces should be built above the DFE.
- Where residential uses at the ground floor are expressed individually, stoops with stairs and landscaping should be designed to allow for access, activate the street, and mitigate blank walls. Integrate design of stairs and stoops of residential units with the building design.
- Residential lobbies should mitigate the elevation difference with interior steps and lift or exterior steps and ramp where possible.
- Per DoB requirements, residential uses should have, at a minimum, two permanent code compliant means of egress that address flood protection.

3.1 ACTIVE GROUND FLOOR



Raised residential stoop, Vancouver

Raised residential lobby entry, Vancouver



Residential flood protection strategies

3.1 ACTIVE GROUND FLOOR

3.1.5 Retail Flood Protection

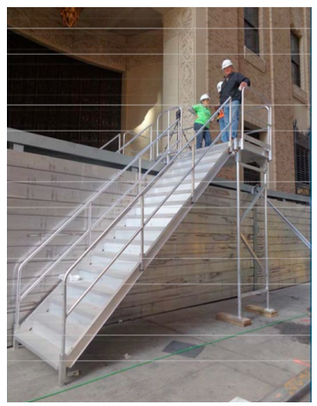
Retail and other non-residential uses should be designed to enhance the street character through animated entries and articulated facades, while providing at-grade dry flood proofed entries.

- Commercial frontages should incorporate at-grade entries and be protected using mobile deployable flood walls affixed directly to the sidewalks for dry flood proofing. Designers and developers should work with New York City Department of Transportation to install approved hunches in the sidewalks that will receive the support posts for the flood wall.
- To allow for transparency on commercial frontages, deployable flood panels should be incorporated into the façade design up to the DFE height. The building perimeter and foundation should be engineered to be waterproof, water tight, and withstand pressures of flood water up to the DFE.
- The components of the flood wall and panels (vertical posts, horizontal slats, installation tools, etc.) should be accommodated on site in storage area(s), and building facilities staff should be trained in assembling and disassembling the flood wall as part of the building's emergency management plan.
- Per DoB requirements, a temporary deployable staircase should also be installed to allow access above the flood barriers for both evacuees and emergency personnel.
- Per zoning, each commercial ground floor use must provide glazing to occupy at least 70% of the area of the street wall, measured to a height of 10 feet.

Hafencity

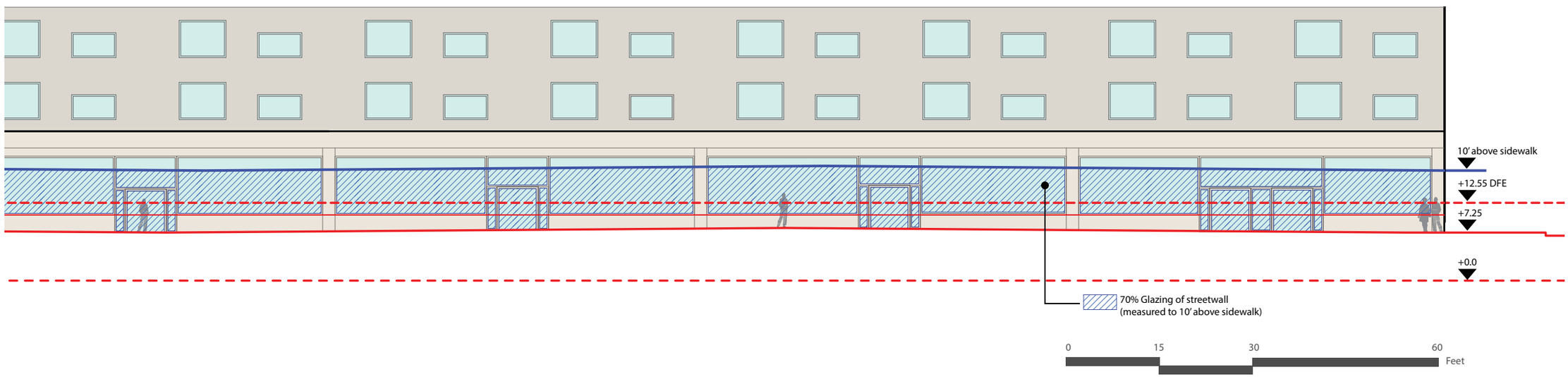
Vancouver


Post-and-Panel Installation, Miami FL


Temporary Deployable Staircase


Deployable Flood Panels

3.1 ACTIVE GROUND FLOOR



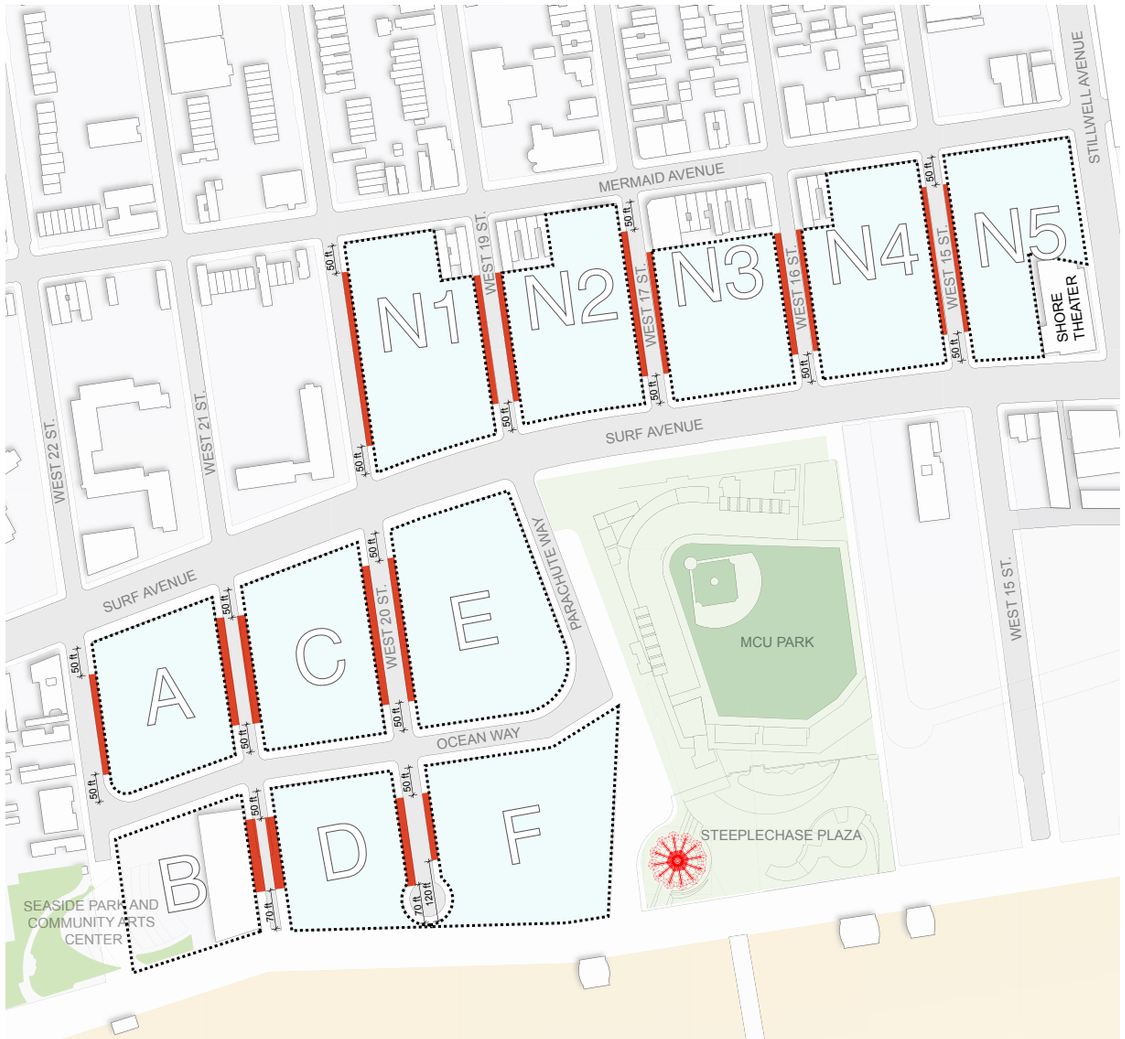
Retail flood protection strategies

3.1 ACTIVE GROUND FLOOR

3.1.6 Parking and Loading

Parking and loading entries have the potential to interrupt the pedestrian nature of the public realm and should be carefully integrated in the streetscapes.

- Curb cuts are not permitted along Surf Avenue per zoning.
- Avoid curb cuts along Ocean Way and Mermaid Avenue, focusing required curb cuts along West 15th, 16th, 17th, 19th, 20th, 21st, or West 22nd Streets.
- Co-locate parking entries and loading areas where possible to limit the number of curb cuts.
- Width of parking and loading entrances should be minimized where possible; 24' width or less is recommended.
- To ensure pedestrian safety and comfort, maintain a minimum 5' unobstructed and level sidewalk between any adjacent parking and loading curb cuts that are wider than 24'.
- Create loading bays deep enough to allow docked trucks to be fully concealed within the building and not extend into the sidewalk or street.
- Where more than two lanes of traffic are required on parking ramps (for adequate reservoir spaces, as an example), widen the ramp within the building envelope and limit the parking entrance to a maximum width of two lanes.
- At curb cuts, provide curb ramps that maintain the continuity of the sidewalk for pedestrians.
- Integrate parking and loading entrances into the building architecture. Incorporate doors that blend with the building facade.



Curb Cut Locations Map

3.2 ARCHITECTURE

3.2.1 Varied Street Wall

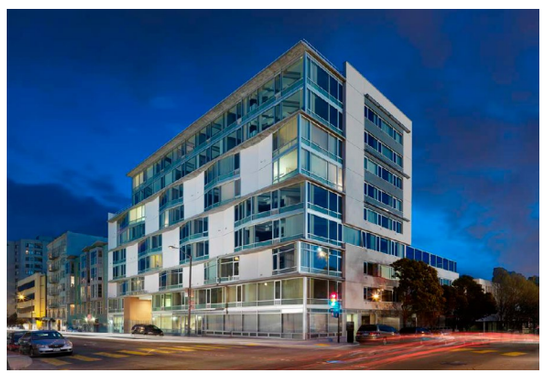
Scale and character of a building can be defined by the articulation of the street wall. A varied visual experience for the pedestrian is key in development of character for the neighborhood.

- Design facades to maximize ocean views with fenestration and integrated balconies.
- Design facades with recesses and projections to maximize opportunities for variation.
- Divide long facades into vertical elements to break up massing and reduce perceived scale of long facades.
- Vary materials on facades to achieve a varied street wall.

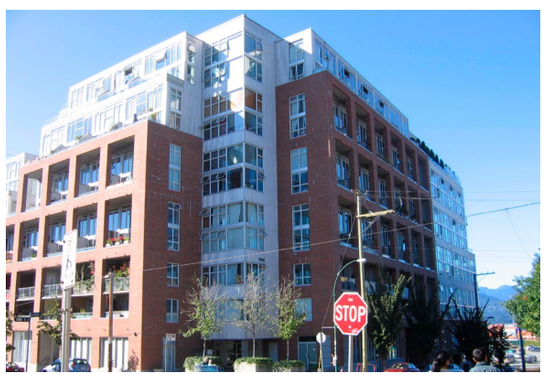
Santa Monica

Los Angeles

New York City



San Francisco



Vancouver

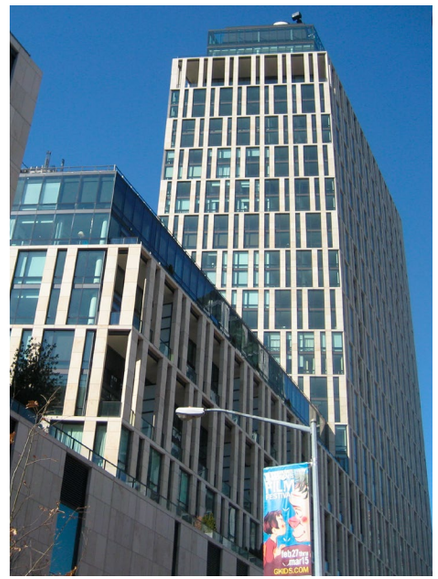
3.2 ARCHITECTURE

3.2.2 Tower Design and Articulation

Towers can accommodate a dense residential community in a mixed-use neighborhood. Building design should consider the neighborhood composition with thoughtful articulation.

- Articulate corners of towers at Surf Avenue and Ocean Way with setbacks at the street line. Abide by ground level setback design requirements per zoning.
- Create a varied skyline with towers of different heights, materiality, shape, and location.
- Abide by tower top articulation requirements per zoning for towers taller than 170 feet

Chicago



New York

Vancouver

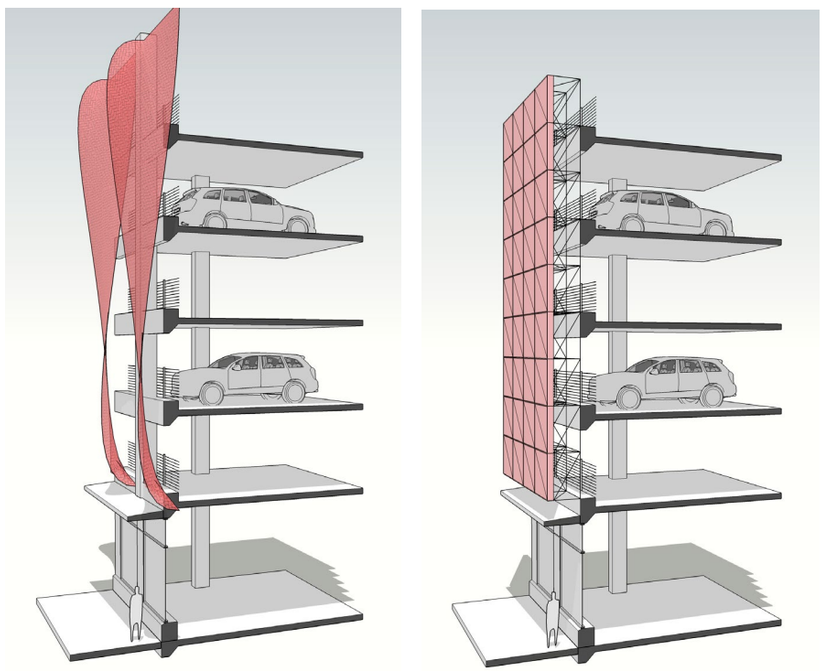
Portland

3.2 ARCHITECTURE

3.2.3 Screened Parking

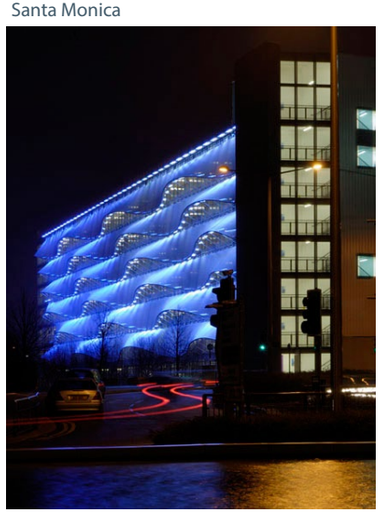
Parking is a necessary accessory use in a mixed-use neighborhood. If parking is provided and not wrapped by other uses, screening should be provided.

- Screening should provide articulated, creative and distinctive use of materials, lighting, or visual effects.
- All screens should provide an effective visual shield year-round, but may be interactive, change with time, weather, or sunlight to create a distinctive appearance in the day-time or night-time.
- Note: parking which is not wrapped by other uses is not currently allowed per zoning.



Illustrative view of screened parking

Santa Monica



Cardiff Bay

Philadelphia

3.2 ARCHITECTURE

3.2.4 Roof Treatment

Rooftop courtyards should be designed as valuable open space for all building occupants. Unoccupied roofs visible from residential units above should be designed to be aesthetically pleasing to building occupants.

- Design buildings to optimize sunlight for rooftop courtyards.
- Occupied rooftop courtyards should provide landscaped spaces and include activities such as garden plots, playgrounds, walking/jogging paths, shaded and sunny sitting areas with tables and chairs, and BBQ facilities.
- Consider making other roof areas, such as roofs of building setbacks available as outdoor space for occupants.
- Design unoccupied roofs with consideration of views from residential units above.
- Consider using unoccupied roofs for sustainability systems such vegetated areas for stormwater management.
- Screen all rooftop mechanical equipment and elevator penthouses in a manner that is integrated with the architecture of the building.
- Refer to NYC Green Infrastructure Plan document.

Washington DC

Berlin

Vancouver

NYC Green Infrastructure Plan

www.nyc.gov/html/dep/html/stormwater/nyc_green_infrastructure_plan.shtml

3.2 ARCHITECTURE

3.2.5 Quality Affordable Housing

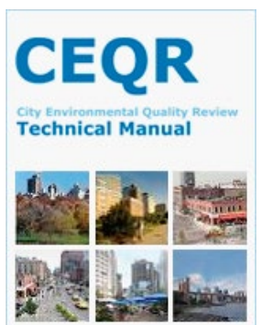
The development is intended to achieve a vibrant well-designed mixed-income community through inclusion of affordable housing.

- Integrate affordable units with market-rate units.
- NYC Department of Housing Preservation and Development standards and inclusionary housing requirements should be followed and guidelines should be applied. HPD Design Guidelines for New Construction can be found at: www.nyc.gov/html/hpd/downloads/pdf/new-constr-guidelines.pdf

3.2.6 Noise and Light Mitigation

Mixed-use neighborhoods and buildings should be designed with mitigation techniques for residential units adjacent to other uses. Noise and light mitigation from the adjacent Ice Hockey Rink, MCU Park, Parachute Jump, and public spaces should be incorporated into the design of the building.

- Design the building envelope, including windows, to mitigate the impact of noise levels at the site.
- The CEQR Technical Manual provides recommendations for interior noise levels. Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dBA or lower for residential uses and 50 dBA or lower for commercial uses, and are determined based on exterior noise levels.
- Analysis of exterior noise levels or involvement of an acoustician may be needed.
- Illuminated signage on mixed-use buildings should limit light pollution to residential units through effective shielding and orientation. Illuminated signage shall not project or reflect into residential units.
- Residences directly adjacent to the Parachute Jump and MCU Park may need further study for light mitigation techniques by an environmental engineer.
- Mirrored, tinted, or colored glazing should be avoided.



City Environmental Quality Review Technical Manual

www.nyc.gov/html/oec/html/ceqr/technical_manual_2012.shtml

Parachute Jump

MCU Park


BUILT BY W.F. MANGELS
ADULT
MUST PAY FARE

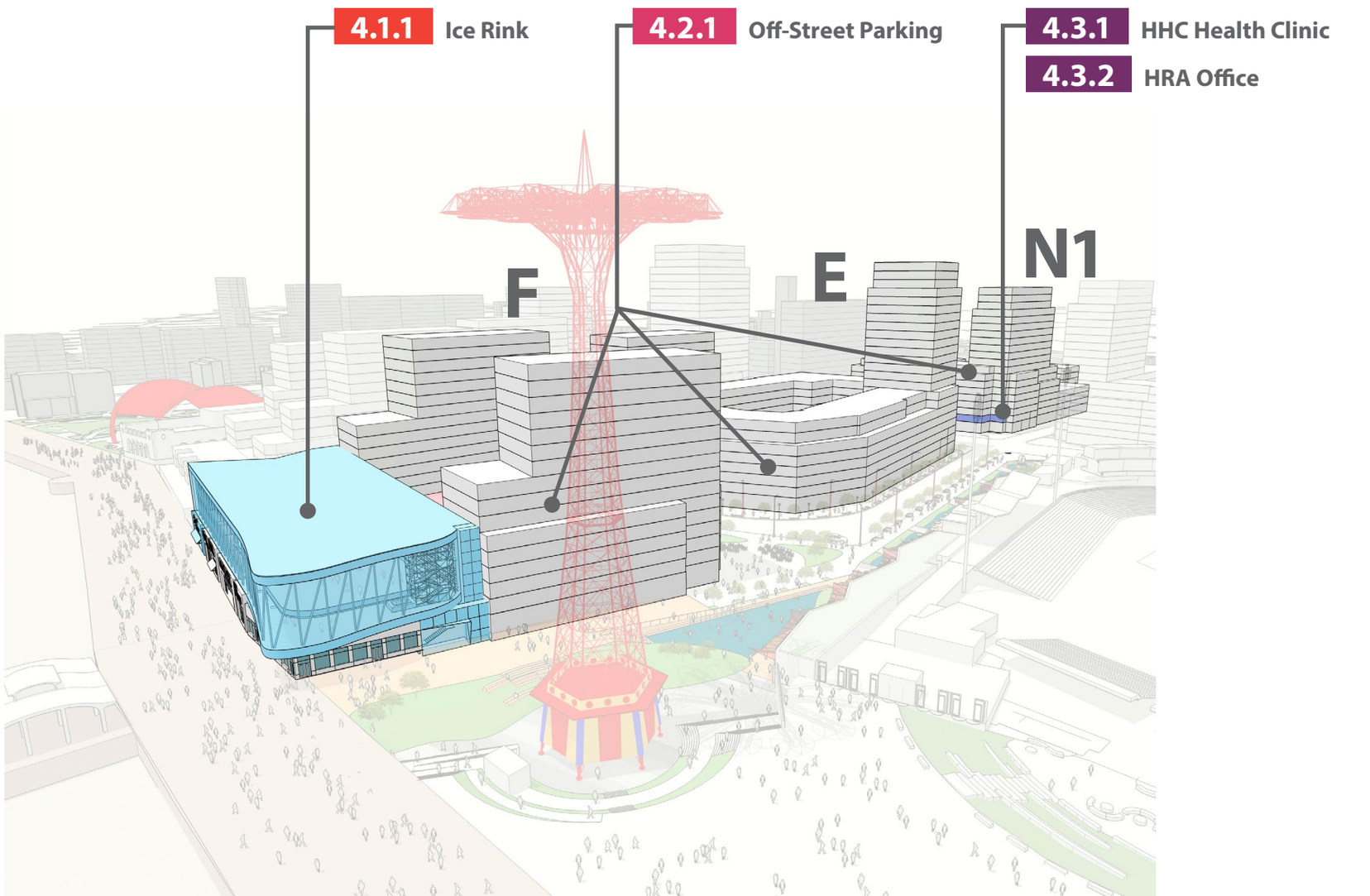
4 Community Facilities

Coney Island is host to millions of visitors, and at the same time a diverse and vibrant community, supported by a mix of retail and community uses that make it a vibrant center for residential and commercial life in Southern Brooklyn.

4 Community Facilities

Coney Island's community facilities are significant assets to the neighborhood. Development of the Coney North and North West sites should incorporate replacement facilities and provide permanent contemporary spaces to serve the existing and new population.

- An ice rink to replace Abe Stark Ice Skating Rink should be incorporated into the development. Per state legislation, Abe Stark Rink must be replaced.
- A new rink on Site F can create a dynamic year-round recreational facility complimenting the existing Boardwalk and MCU Park.
- Public off-street parking should be incorporated into the development to serve residents and visitors.
- Development of Site N1 should incorporate both a Health and Hospitals Corporation (HHC) health clinic and office space for the Human Resources Administration.



Description of Existing Facilities

ABE STARK ICE RINK

- The existing Abe Stark Ice Skating Rink is located in the parking lot of MCU Park at West 19th Street and the Boardwalk, and opened in 1970.
- The building is roughly 82,600 sf and contains approximately 800 seats.
- The rink is open for hockey each year from October through March and is used by schools and leagues.
- Offers private skating classes as well as public sessions.
- State legislation requires replacement.

OFF-STREET PARKING

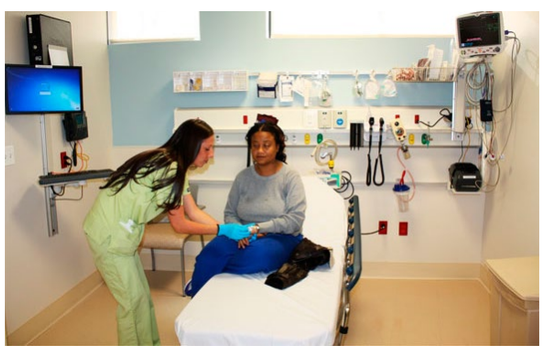
- The existing MCU Park parking lot (future Coney West Sites E and F) provides approximately 800 parking spaces to the public for events at the stadium.
- The overflow public lot, located at Surf Avenue and West 21st Street (future Coney West Site A), currently provides 150 additional spaces, approximately.
- Development of Coney West sites will displace these public parking spaces.
- An appropriate amount of off street parking should be incorporated into the development.

HHC HEALTH CLINIC

- The original Health and Hospitals Corporation (HHC) health clinic was once located at W. 23rd and Neptune Avenue with 23,000 sf. This facility was damaged by Hurricane Sandy and closed.
- A temporary facility located at West 19th Street (future Coney North Site N2) has 13,360 sf. The clinic plans to extend the capacity of the smaller temporary facility by extending the hours to serve the same clientele, but a future facility should be sized similar to the original Neptune Ave location.
- The program includes general medicine, dental, and a chemical dependency program.

HRA OFFICE

- The existing Human Resources Administration (HRA) office is located at 3030 West 21st Street, and will be displaced by the development of Coney West Site A and the new Ocean Way.
- HRA currently occupies 61,000 sf in their building and it is assumed that future space needs will be equivalent.



4.1 ICE RINK

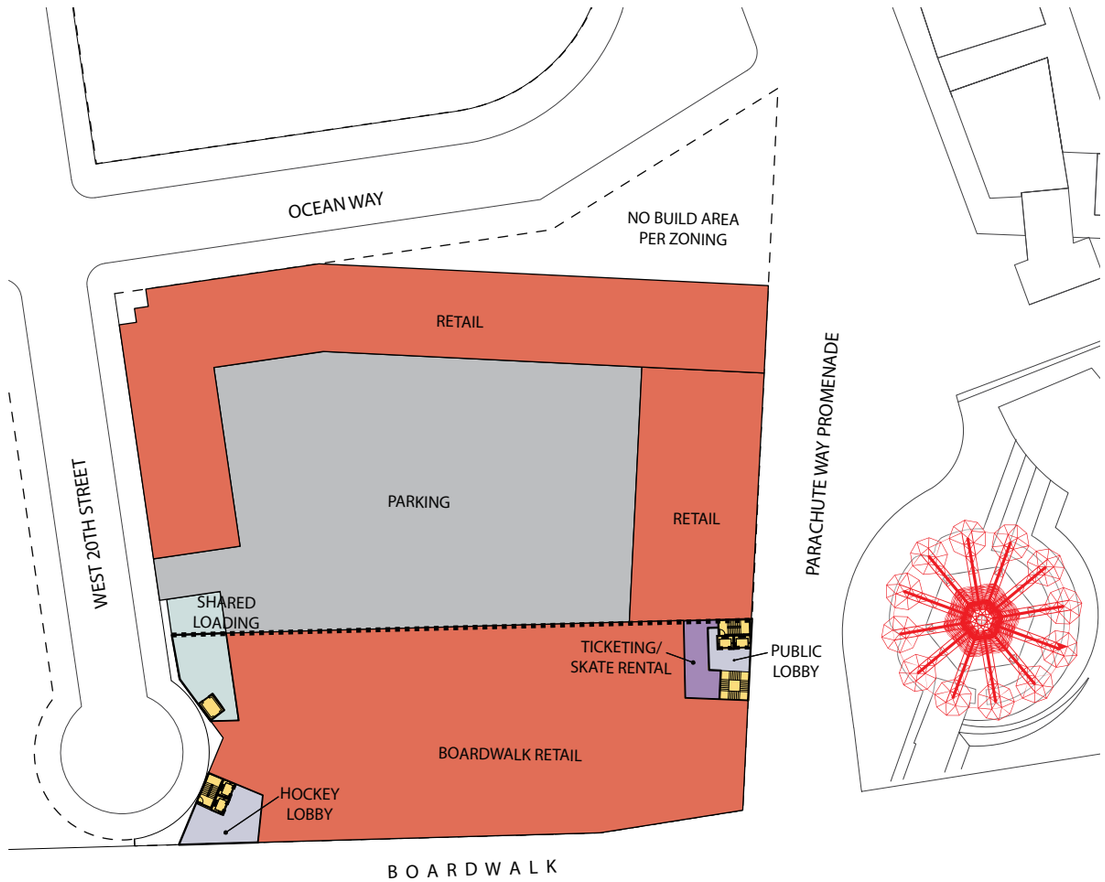
4.1.1 Ice Rink Design Guidelines

Development of Site F will require the demolition of the existing Abe Stark Ice Skating Rink. The replacement ice rink should be incorporated into the mixed-use development on site and embraced as a significant community amenity.

- A regulation size hockey rink can allow hockey leagues to utilize the facility and generate revenue. In addition, the facility can also offer recreational skating, event, and gathering spaces.
- The ice rink should incorporate ground-floor retail(required by zoning). The clear division of the ice rink structure from the remainder of Site F development can allow for independent design, and construction if preferable.
- Capacity for service/loading for the ice rink should be designed within the loading area of the of the development north of the structural dividing line.
- An entry point along West 20th Street can allow for drop-off of players with hockey equipment.
- An entry point along Parachute Way Promenade can allow for public recreational entry from a pedestrian promenade.
- Facade design should be iconic and expressive, and include significant transparency (potentially operable), especially along Riegelmann Boardwalk.
- The proposed Ice Rink images shown in this document are for illustrative and conceptual purposes only. Programming and design requirements of the new Ice Rink should be verified by a Feasibility Study that further defines the proposed space program, design criteria for architectural and building systems, access, loading and service requirements, and building footprint. The structural division line shown between the Ice Rink and residential portions of Site F should also be verified as a result of a Feasibility Study.
- Note that the illustrative Ice Rink concept shown requires modifications to zoning with respect to the height limit within the Boardwalk frontage setback area, and the cantilevered extension above the Parachute Way Promenade. These modifications will be subject to special review for the purposes of creating an Ice Rink in this location.
- The hockey rink shown for illustrative purposes is approximately 57,000 GSF in size. The conceptual program includes:

HOCKEY RINK PROGRAM

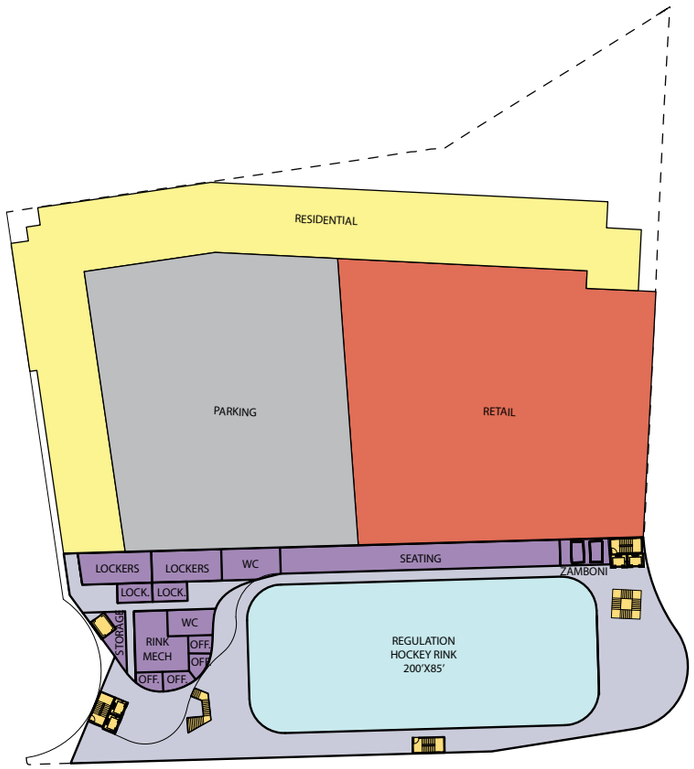
- Regulation size ice hockey rink with spectator Seating
- Tickets and Skates Rental (750 nsf)
- Training Room (1,600 nsf)
- Cafe (1,700 nsf)
- Double Height Viewing/Gathering Space
- Locker Rooms (2 large @720 sf each, 2 small @220 nsf each)
- Offices (4 @145 nsf each)
- Restrooms (2)
- Rink mechanical room (900 nsf)
- Zamboni room (430 nsf)



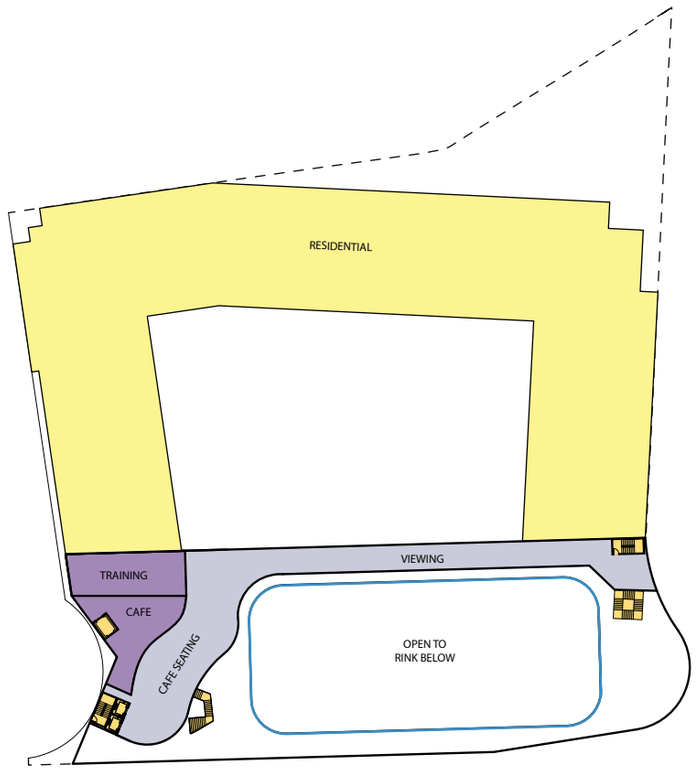
Hockey Rink Ground Floor Entry

4.1 ICE RINK

- Residential
- Ice Rink
- Parking
- Retail
- Circulation
- Service



Hockey Rink Level 2



Hockey Rink Mezzanine Level

0 50 100 200 Feet

4.1 ICE RINK

4.1.1 Ice Rink

Precedent projects for reference

Lakeside Center

Brooklyn, NY

Kayseri Ice Rink

Kayseri Provence, Turkey

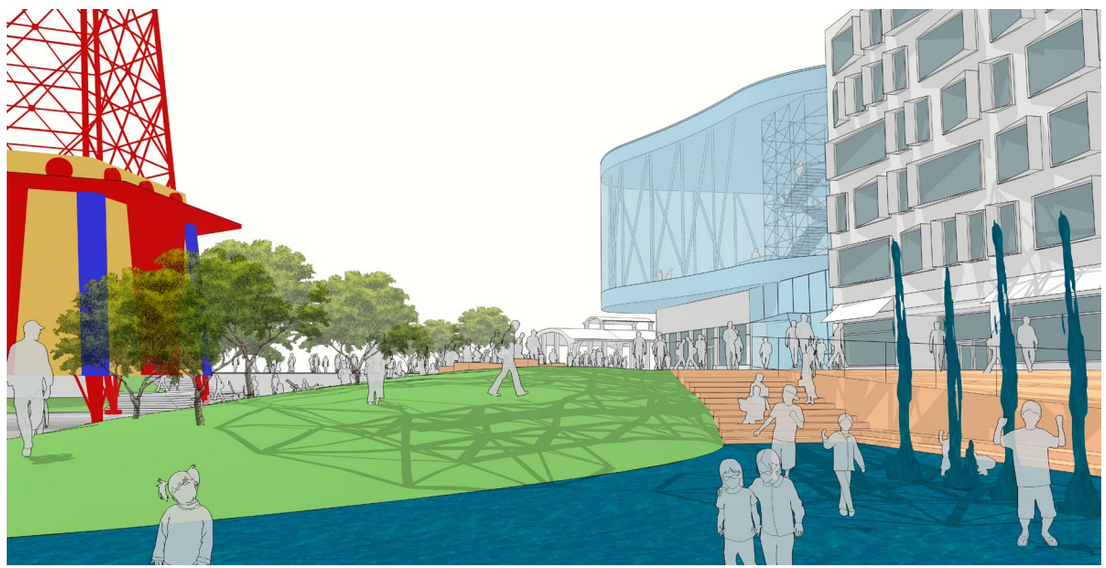
World Ice Arena

Flushing, NY

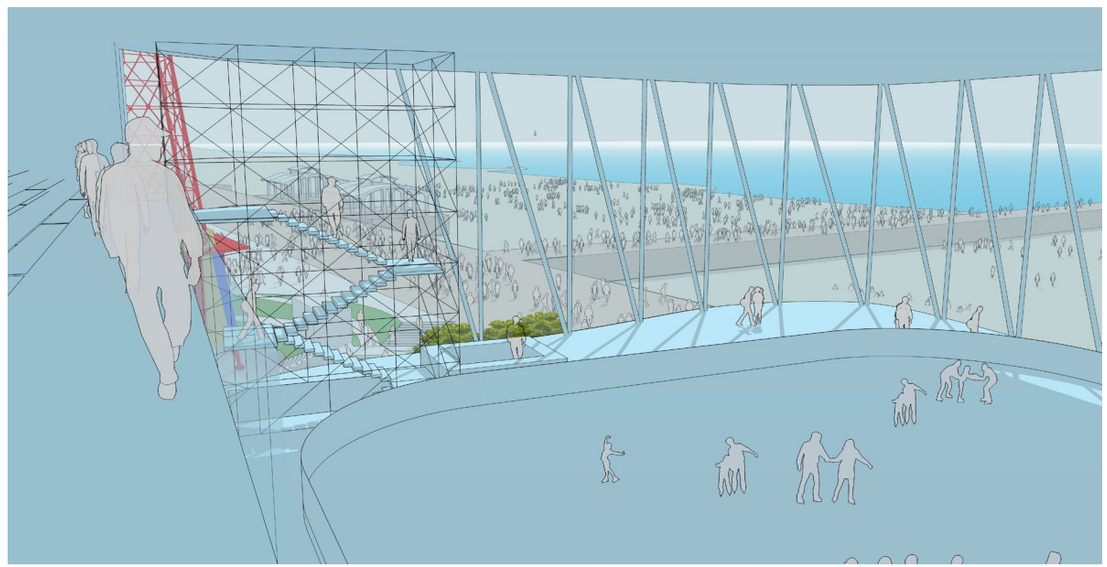
City Ice Pavilion

Long Island City, NY

4.1 ICE RINK



Illustrative view of ice rink entry from Parachute Way Promenade



Illustrative view of ice rink interior overlooking the Boardwalk, beach, and Parachute Jump

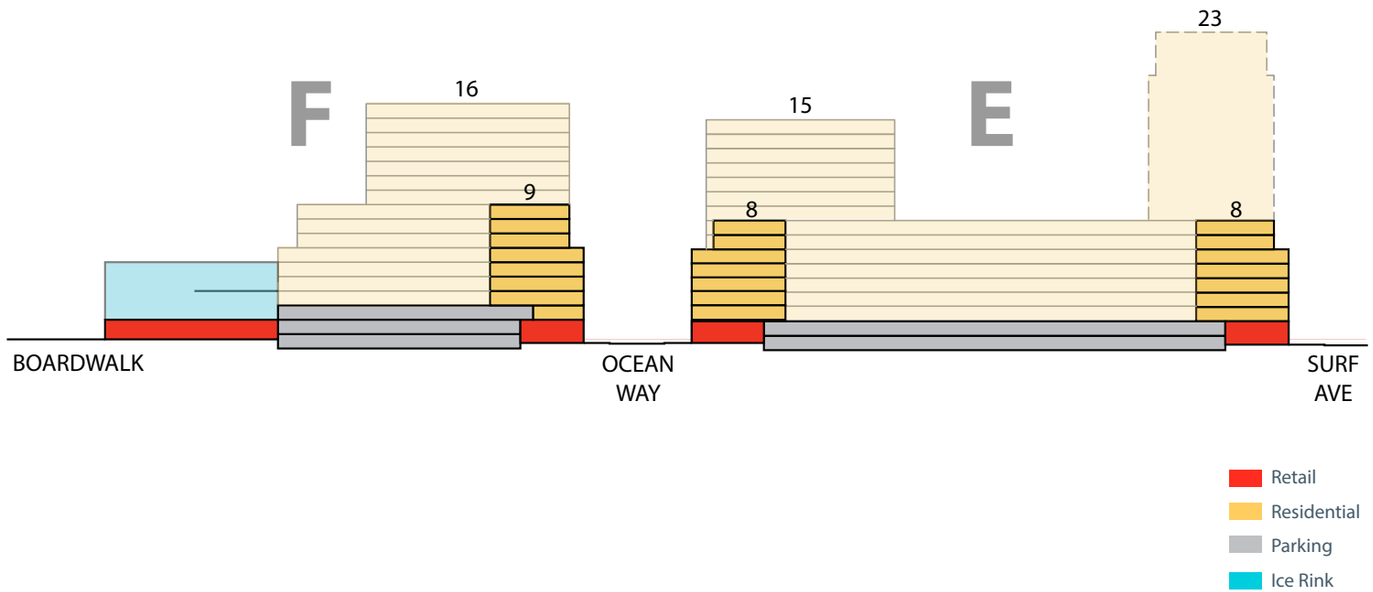
4.2 PUBLIC PARKING

4.2.1 Off-Street Parking

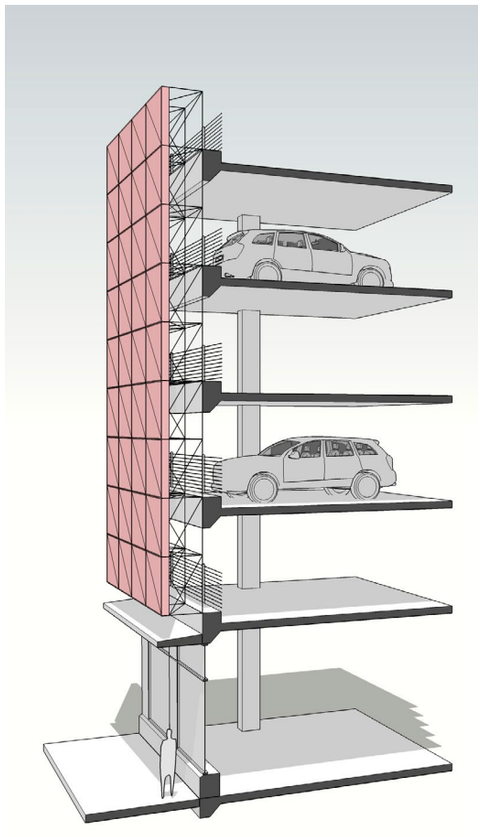
Development of Coney West Sites E and F will displace public parking at MCU Park. However, in view of the significant costs associated with structured parking, other options for replacement parking should also be examined.

The Coney Island Special District zoning requires that all above-grade structured parking be completely "wrapped" with non-parking uses such as residential or retail. This requirement has implications for the efficiency of residential floors and may need to be revisited under certain conditions. Any alternative approach should accomplish the same goals of enriching and activating the Parachute Way public spaces.

If the wrapping requirement is modified or removed, development could instead screen parking levels with spectacular signage to enliven the Parachute Way Promenade public spaces while partially offsetting the high cost of providing structured parking. See 3.2.3 Screened Parking for recommendations.



4.2 PUBLIC PARKING



Illustrative view lot screened parking with signage

Illustrative view looking west from Parachute Way Promenade with wrapped parking development on Sites E and F

4.3 HHC HEALTH CLINIC AND HRA OFFICE

4.3.1 HHC Health Clinic

The existing clinic, currently housed temporarily at West 19th St, is an important community facility which should be incorporated into the mixed-use Site N1 development.

- Entry from Mermaid Avenue can give the health clinic a community frontage along a neighborhood corridor.
- Ground floor entry can provide community access to the clinic, with majority of space needs accommodated on level 2 of the mixed-use building.
- Staff parking should be provided within the building.
- Deliveries and loading are limited to typical supplies by UPS or the like.
- Patient drop-off/pull up area should be accommodated along Mermaid Avenue.
- At grade entry should be dry flood proofed similar to guidelines for retail uses. See 3.1.5 Retail Flood Protection.
- The clinic's programmatic space needs include approximately 20,000-23,000 SF of dental, medical, and chemical dependency program spaces.

HHC HEALTH CLINIC PROGRAM

- Common Areas = 4,725 NSF
- Dental Suite = 5,265 NSF
- Pharmacy = 780 NSF
- Medical Clinics = 7,710 NSF
- Behavioral Health = 3,615 NSF
- Misc. Infrastructure = 765 NSF

*All areas are estimated. A detailed programming study should be conducted.

4.3.2 Human Resources Administration Office

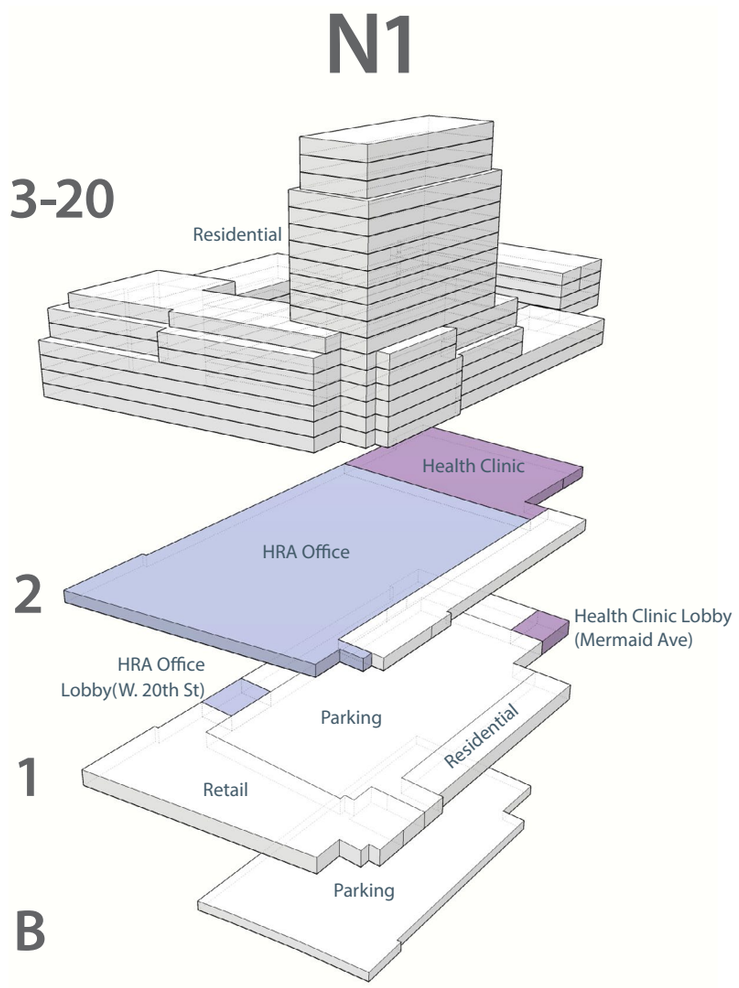
The HRA office, currently located at West 21st St, serves the community in job placement. The office should be incorporated into the mixed-use Site N1 development.

- Ground floor entry from West 20th Street can provide community access, with office space accommodated on level 2 of the mixed-use building.
- Ground floor lobby should be large enough to accommodate: queueing area for clients to assemble, a reception counter, kiosks for self check-in, display/ signage, and unisex restrooms.
- At grade entry should be dry flood proofed similar to guidelines for retail uses. See 3.1.5 Retail Flood Protection.
- The office space needs include approximately 61,000 SF of office space.

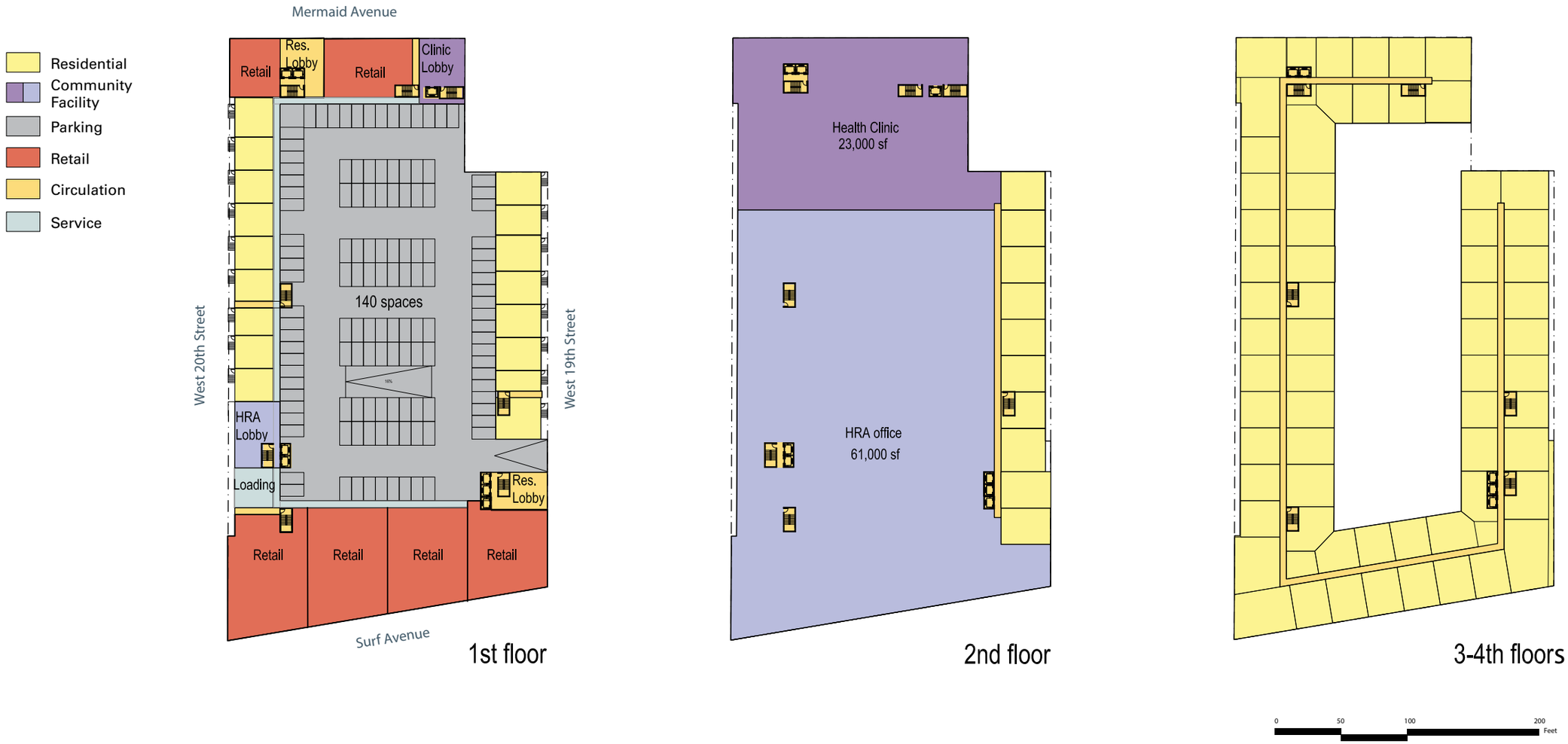
HUMAN RESOURCES ADMINISTRATION OFFICE PROGRAM

- Family Independence Administration
- HIV/AIDS Services Administration
- Medical Insurance and Community Services
- Build it Back/Mayoral program for Hurricane Sandy Recovery
- HRA Custodians and HRA Building Manager
- HRA Police
- Management Information Systems
- Shared Spaces

*All areas are estimated. A detailed programming study should be conducted.



4.3 HHC HEALTH CLINIC AND HRA OFFICE



Site N1 building test fit with community facilities