Draft Scope of Work for Environmental Impact Statement
Downtown Jamaica Redevelopment Plan
CEQR No. 05DCP081Q

ENVIRONMENTAL REVIEW DIVISION
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A. INTRODUCTION

This is the Draft Scope of Work to prepare an Environmental Impact Statement (EIS) for the proposed Downtown Jamaica Redevelopment Plan (the "proposed action"), which is located in Queens Community Districts 8 and 12 (see Figures 1A and 1B) and the communities of Jamaica, South Jamaica, Hollis, and St. Albans. The New York City Department of City Planning (DCP) has determined that an EIS for the proposed action will be prepared pursuant to New York City Environmental Quality Review (CEQR) with DCP as lead agency. The proposed action comprises zoning map amendments, a zoning text amendment to establish the Special Downtown Jamaica District, and Urban Renewal Area Designation. This document provides a description of the proposed action and the projected development scenario and includes task categories for all technical areas to be analyzed in the EIS.

The EIS will be prepared in conformance with all applicable laws and regulations, including Executive Order No. 91, CEQR regulations, dated August 24, 1977, and will follow the guidance of the *CEQR Technical Manual*, January 2001.

The EIS will contain:

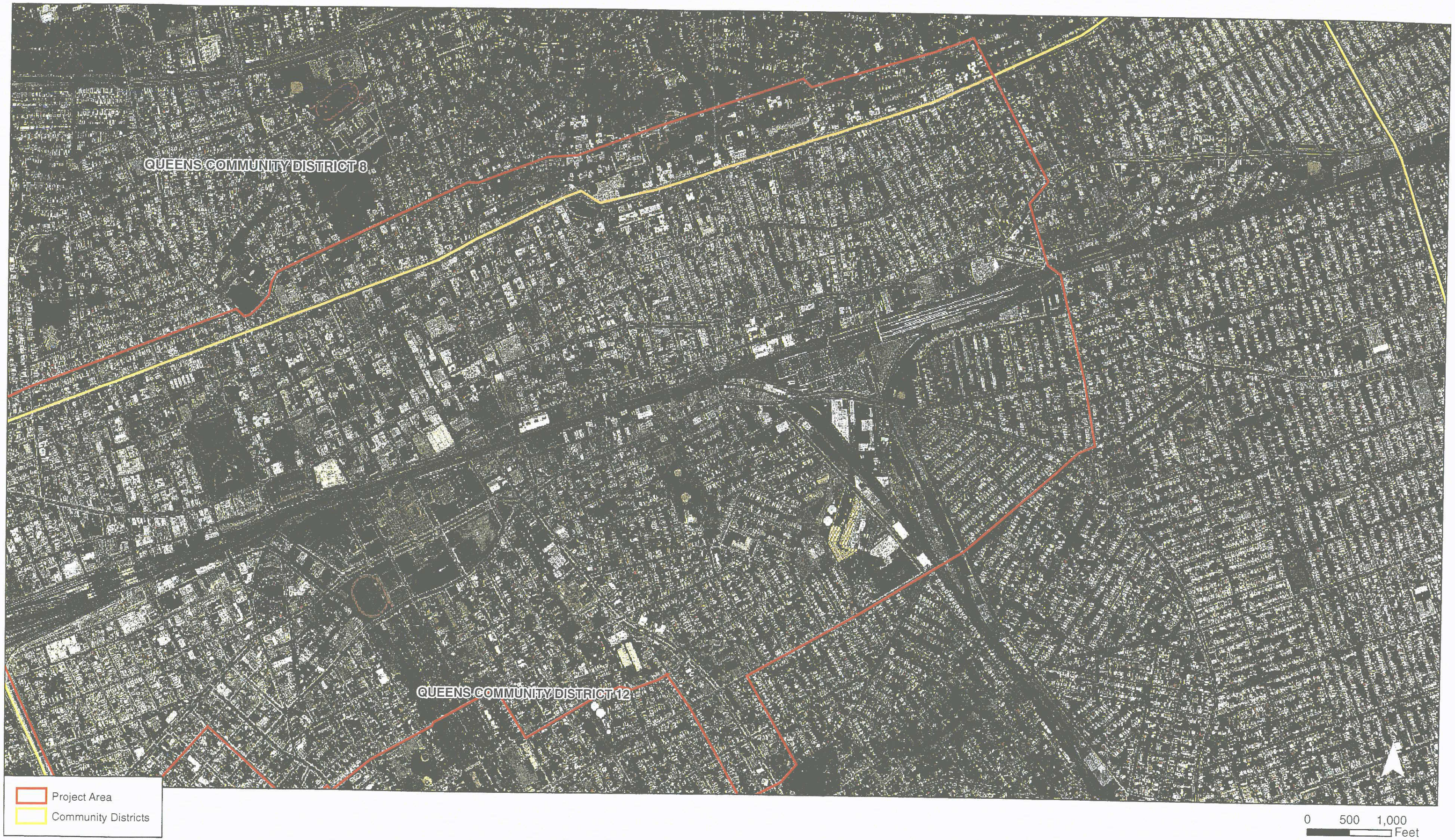
- A description of the proposed action and its environmental settings;
- A statement of the environmental impacts of the proposed action, including its short- and long-term effects, and typical, associated environmental effects;
- An identification of any adverse environmental effects that cannot be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

The EIS will compare conditions in the future with the proposed action to conditions in the future without the proposed action. The environmental analyses in the EIS will assume a conservative projection of long-term development in a period of 10 years for a reasonable worst-case development scenario (RWCDS) under the proposed action (Build year 2015) and consider the cumulative potential impacts of the entire area to be rezoned (the "project area"). The RWCDS is further described in section C, "Description of the Proposed Action." DCP, as lead



Downtown Jamaica Redevelopment Plan

Project Area and Community Districts (West)
Figure 1A



Downtown Jamaica Redevelopment Plan

Project Area and Community Districts (East)
Figure 1B

agency, will coordinate review of the proposed action among the involved and interested agencies and the public.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The proposed action, as fully described below in section C, "Description of the Proposed Action," is subject to CEQR and requires City Planning Commission (CPC) and New York City Council approvals through the City's Uniform Land Use Review Procedure (ULURP) for the following:

- DCP is proposing zoning map amendments to change approximately 793 acres of land currently zoned R2, R3-2, R4, R5, R6, C4-2, C4-6, C6-1, C6-1A, C8-1, M1-1 and M1-5 (see Figure 2) to R3A, R3X, R4, R4-1, R5, R6A, R6B, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, M1-2 and M1-4 (see Figure 3). Under the proposed action, new C1-4 and C2-4 commercial overlays would be mapped along commercial streets, and existing C1-2 and C2-2 overlays would also be changed to C1-4 and C2-4.
- DCP is proposing zoning text amendments to establish the Special Downtown Jamaica District (SDJD), which is proposed to extend over all or portions of 71 blocks in Jamaica's CBD. The proposed SDJD, between 169th Street and 138th Place, south of Hillside Avenue and north of Liberty Avenue, would consist of three distinct sub-districts with assigned floor area ratios (FAR) ranging from 2.0 to 8.0. This area is currently zoned C4-2, C4-6, C6-1, C6-1A, R5, R6, M1-1, M1-4 and M1-5.
- New York City Department of Housing Preservation and Development (HPD) is proposing an Urban Renewal Designation, developed in collaboration with the New York City Economic Development Corporation (EDC) and DCP, for three full blocks in the area immediately surrounding the Jamaica AirTrain Station. The proposed Jamaica Gateway Urban Renewal Area would encourage mixed-use development containing office, retail, and residential uses, a hotel, new open space, and parking on key development sites adjacent to the Jamaica Station (see Figure 4).

Based on an Environmental Assessment Statement (EAS) prepared for the proposed action, DCP, acting as lead agency on behalf of CPC, has determined that the proposed action would have the potential for significant adverse impacts. Therefore, a detailed assessment of likely effects in those areas of concern must be prepared and disclosed in an EIS.

This draft scoping document sets forth the analyses and methodologies proposed for that EIS. The public, Queens Community Boards 8 and 12, and elected officials are invited to comment on the draft scope, either in writing or orally, at a public scoping meeting to be held on Thursday June 23, 2005 from 4 to 8 PM in the Atrium at York College (located in the York College Academic Core Building) at 94-20 Guy R. Brewer Boulevard, Jamaica. Comments received during the draft scope's public hearing, and written comments received up to 10 days after the hearing will be considered and incorporated as appropriate into a final scope of work, which will then be used as a framework for preparing the Draft EIS (DEIS) for the proposed action.

C. DESCRIPTION OF THE PROPOSED ACTION

The New York City Department of City Planning (DCP) is proposing zoning map amendments affecting all or portions of 328 blocks in Queens Community District 12 and all or portions of 27 blocks in Queens Community District 8. DCP is also proposing zoning text amendments to

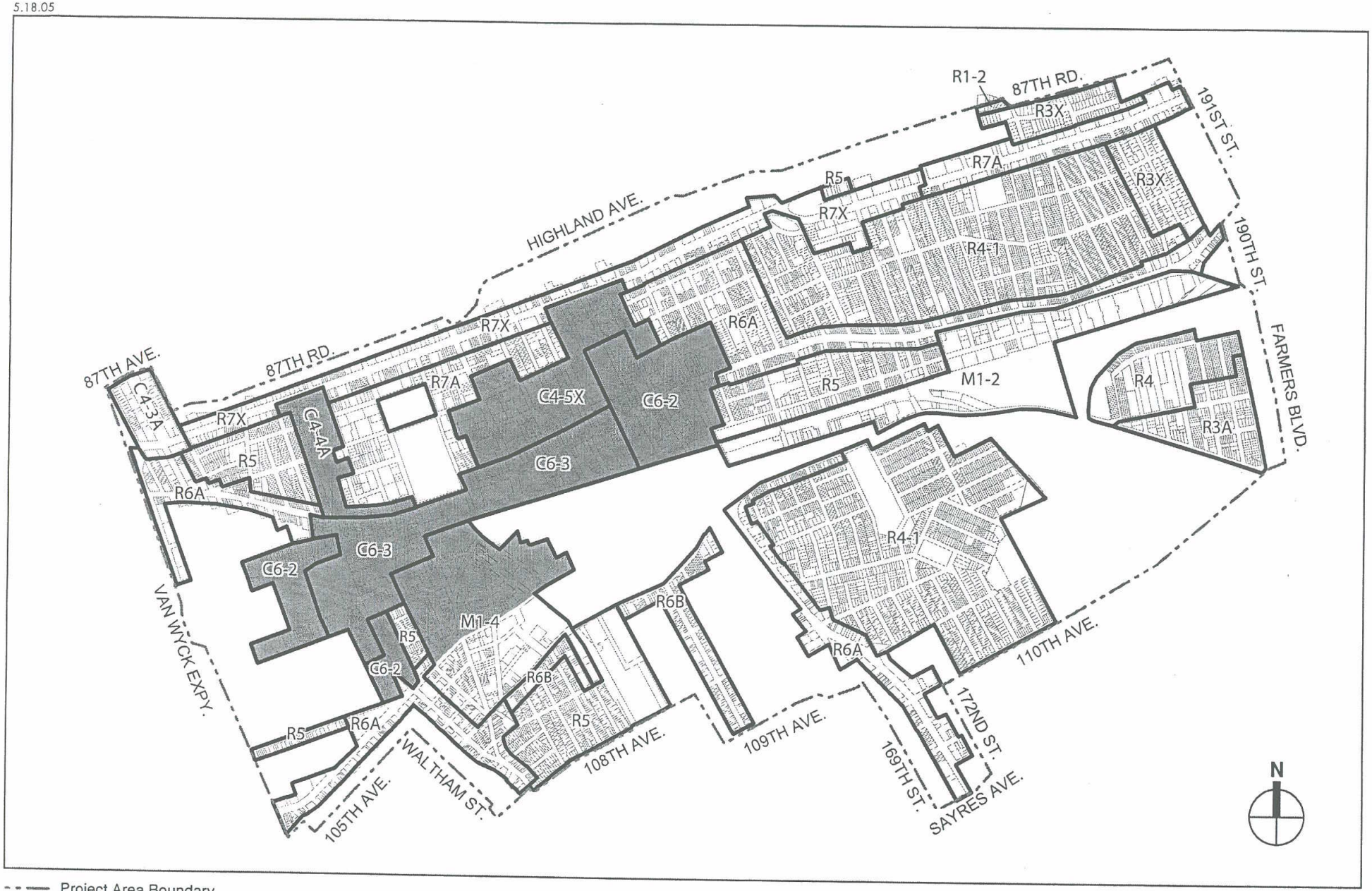
5.17.05



Downtown Jamaica Redevelopment Plan

Existing Zoning
Figure 2

5.18.05



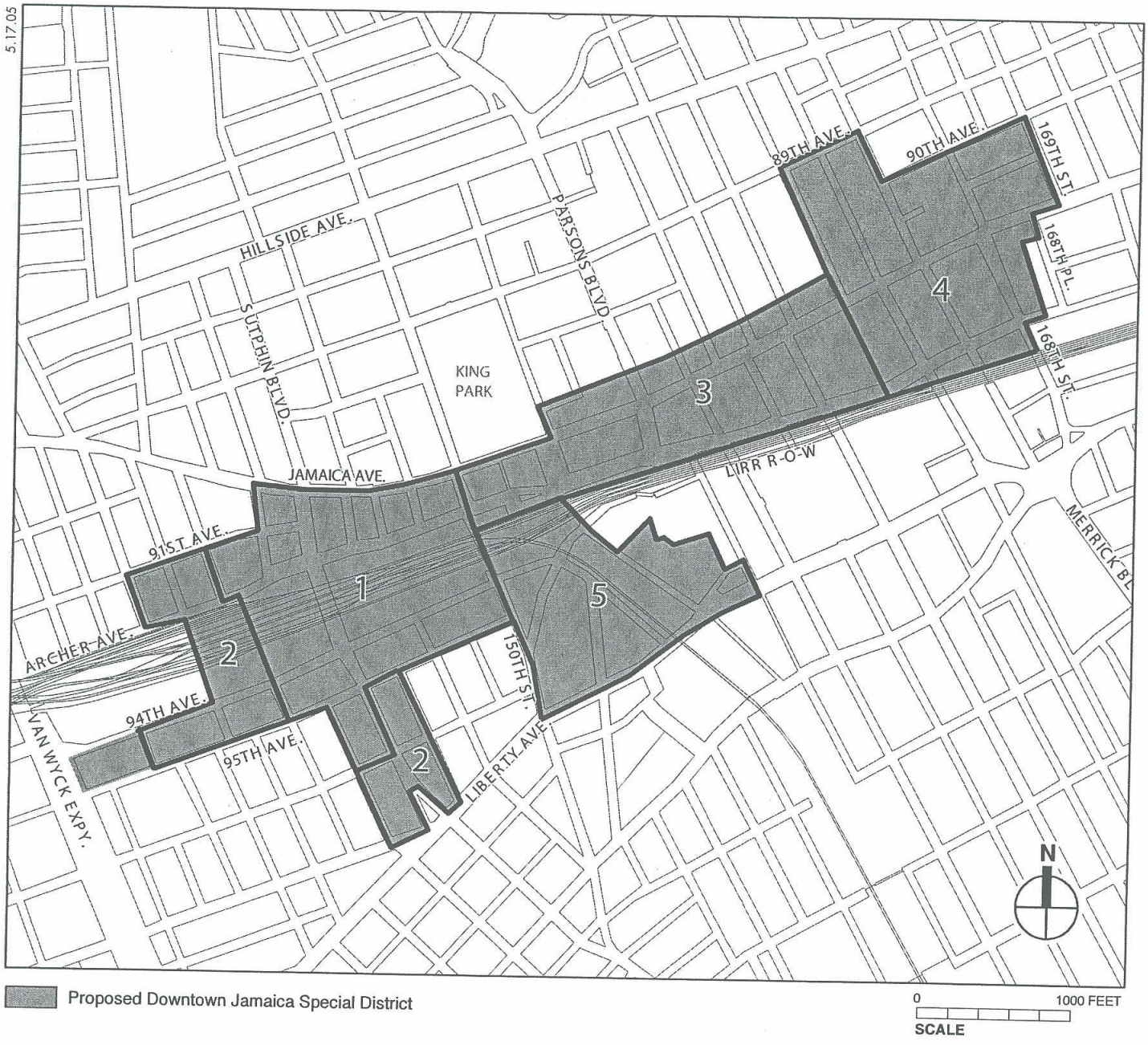
Project Area Boundary

Proposed Downtown Jamaica Special District (See Figure 3B)

0 1000 2000 FEET
SCALE

Downtown Jamaica Redevelopment Plan

Proposed Zoning
Figure 3A



SUB-DISTRICT

1	AirTrain Station-SubArea 1
2	AirTrain Station-SubArea 2
3	Jamaica Center-SubArea 3
4	Jamaica Center-SubArea 4
5	Liberty Center-SubArea 5

Proposed Downtown Jamaica Special District
Figure 3B



Downtown Jamaica Redevelopment Plan

Proposed Zoning - Subareas
Figure 4

facilitate the creation of the Special Downtown Jamaica District, affecting all or portions of 71 blocks in Queens Community District 12. The New York City Department of Housing Preservation and Development (HPD) is proposing the designation of a new 3-block Urban Renewal Area in Queens Community District 12. The proposed changes are all part of a comprehensive strategy intended to support Jamaica's CBD, while providing for appropriately scaled development in the neighboring low-rise residential communities.

The rezoning area is generally bounded by the Van Wyck Expressway service road on the west, 87th Road and Highland Avenue to the north, 189th, 190th ,191st streets and Farmers Boulevard on the east and Waltham Street, 105th, 108th, 109th , Sayres and 110th avenues to the south. Its boundaries encompass Jamaica's business and shopping district and reach into the adjacent residential communities of Jamaica, South Jamaica, Hollis, and St. Albans. The proposed zoning changes would also directly affect properties located along the southern edges of the Briarwood, Jamaica Hills, Jamaica Estates, and Holliswood communities in Community District 8.

Approximately 782 acres of land currently zoned R2, R3-2, R4, R5, R6, C4-2, C4-6, C6-1, C6-1A, C8-1, M1-1 and M1-5 would be rezoned to R3A, R3X, R4, R4-1, R5, R6A, R6B, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, M1-1, M1-2 and M1-4. New C1-4, and C2-4 commercial overlays would be mapped along commercial streets, and existing C1-2 and C2-2 overlays would be changed to C1-4 and C2-4, generally to reflect the reduction in depth to 100 feet. New C1-3 and C2-3 commercial overlays would also be mapped along certain commercial streets generally at a depth of 150 feet.

Overall, the proposed zoning changes would result in an increase in permitted density on approximately 453 acres of land, representing 58 percent of the rezoning area. A decrease in permitted density would result on approximately 127 acres, representing 16 percent of the rezoning area. And, approximately 176 acres (excludes park land), or about 23 percent of the rezoning area, would experience no change in permitted density, but would be affected by a change in permitted use and/or height and setback regulations.

The proposed zoning changes would work in conjunction with the Special Downtown Jamaica District proposed by DCP and the Jamaica Gateway Urban Renewal Plan proposed by HPD and intended to encourage redevelopment and economic growth within the CBD, and would effectuate the following land use policies:

- Encourage compatible land uses that strengthen retail and commercial areas;
- Provide for redevelopment and economic growth within the CBD;
- Provide direction and flexibility for growth in areas with long-term potential;
- Direct new development at higher densities to wide streets with good transit and highway access;
- Provide residential and mixed-use development in the CBD at higher densities that are appropriate to their contexts;
- Reinforce certain industrial areas and allow for growth; and
- Reinforce residential contexts.

Downtown Jamaica was a major commercial center for Queens and much of the adjoining portions of Long Island in the earlier part of the 20th Century. The 1969 D*raft Plan for New York City* described Jamaica as the largest retail center in Queens and the "third largest in the metropolitan region." Through the 1960s, Downtown Jamaica was also an important business

center and attracted substantial investment in new homes and apartments. Jamaica's regional importance was based on its position as a transportation hub for both the Long Island Railroad and subway and bus lines serving Queens.

However, Queens and Long Island became increasingly auto-oriented and Jamaica's transportation infrastructure was no longer sufficient to ensure its prosperity. By the early 1970s Jamaica's role as a major commercial center had already begun to erode as rival shopping centers opened and drew increasingly larger market shares. Jamaica also suffered a loss of other businesses and a decline in residential investment, relative to other areas in Queens.

Revitalization efforts began in the late 1960s with the formation of the Greater Jamaica Redevelopment Corporation to spur public and private investments in the area. Major public investments over the past three decades have reflected the City's desire to spur a recovery of the area. These included the demolition of the Jamaica Avenue "el" in the downtown area and its replacement by the Archer Avenue subway extension, the development of the Jamaica Center Urban Renewal Area, including a new federal office building housing the Social Security Administration, new courthouses, and a new campus for York College. In recent years, additional investments have included the AirTrain light rail service linking the LIRR's Jamaica Station and adjacent subway station to JFK International Airport, and the nation's largest and most modern laboratory for the U.S. Food and Drug Administration.

Downtown Jamaica has mostly stabilized through the collaborative efforts of government, local business and advocacy organizations, and community. Jamaica Avenue and 165th Street remain important retail streets in the downtown area. A recently completed 400,000-square-foot movie theater/retail complex represents the first major private investment in the downtown area in many years. The renewed interest by the private sector and the cumulative benefits of public sector investments present new opportunities for redevelopment, new markets and economic expansion. Nevertheless, underused and depressed properties adjoining Jamaica Station continue to act as a deterrent to private investment.

Current zoning in much of the area is outmoded and unduly limits reasonable expansion of the downtown area. With the exception of a small number of sites in the urban renewal area which are now developed, zoning densities are relatively low for an area with so much transportation infrastructure. Along with unrealistically high commercial parking requirements, and the blighting influence of depressed properties near Jamaica Station, these low densities limit development opportunities along the area's major thoroughfares. As a consequence, Downtown Jamaica is not in a position to take advantage of the commercial development opportunities made possible by public investments in improved transit access, and private-sector interest, particularly in the western portion of Jamaica Center surrounding the new JFK AirTrain complex. Areas zoned C8 and M1 near the transportation hubs and in the downtown area, encourage land uses that are incompatible with the adjacent business, institutional and residential communities. And, existing zoning designations in the downtown area do not encourage residential development in areas with good subway and bus transit access. In these areas, increasing housing density would facilitate transit use and bring more shoppers into the downtown streets, promoting new and expanded retail activity. The resulting improved environment will help foster additional commercial office development and the entire Redevelopment Plan will generate increased employment opportunities for city residents and increased tax revenues to support municipal services.

In contrast, outside of the downtown, zoning encourages new housing at inappropriate densities in stable low-density communities where auto ownership is high and the infrastructure is less

able to accommodate the increased number of households. The excessive density undermines the very qualities that make these communities desirable.

Post-1961 amendments to the Zoning Resolution have provided new tools to address longstanding issues of harmonizing new development to existing context and allowing a broad mix of uses. These include the use of contextual districts to ensure appropriate scale and character in residential neighborhoods as well as the establishment of special zoning districts for areas with unique planning and land use issues. The Special Downtown Jamaica District is proposed to help solidify the gains of more than three decades of public investment in Jamaica and to promote and guide its future growth. The Jamaica Gateway Urban Renewal Plan is proposed to further enhance Jamaica's downtown by removing blight and providing redevelopment sites needed to achieve the critical mass necessary to attract new private investment into the area.

The rezoning area consists of approximately 355 blocks, and includes Jamaica's CBD and the adjacent communities that include parts of Jamaica, South Jamaica, Hollis and St. Albans. In general, the area is zoned for low to medium density residential, commercial and industrial uses. A number of changes to the zoning map have occurred through the years to facilitate various projects, but most of the area is zoned as it was in 1961.

The LIRR right-of-way extends east-west through the rezoning area, providing a barrier between north and south. Properties located along the right-of-way are generally zoned for light manufacturing and developed with light to heavy industrial uses, such as factory buildings, warehouses, concrete plants, transfer stations, salvage yards and auto repair.

North of the railroad tracks, Jamaica's central business district CBD, also known as Jamaica Center, generally extends east-west between Merrick Boulevard and Sutphin Boulevard, and north-south between Hillside Avenue and Archer Avenue. It envelopes Jamaica's shopping and business districts, two major multimodal transportation hubs, three court houses, a hospital, an 11.5-acre park, and a mix of low- to mid-rise office and apartment buildings ranging in heights from 3 to 12 stories.

Medium density commercial zoning districts mapped in Jamaica's CBD, include C4-2, C4-5X, C4-6, C6-1 and C6-1A districts. C4 zones are typically found in regional centers and allow department stores, theaters and other commercial uses that serve a larger area. C6 districts are zoned for a wide range of high bulk commercial uses requiring a central location.

C8-1 zoning districts are mapped along portions of Hillside Avenue and Queens Boulevard, and developed with auto-sales establishments, gas stations, retail, office, and low-rise residential uses. Recent new development includes a five-story hotel and a three-story office building, south of 87th Avenue, between Queens Boulevard and the Van Wyck Expressway service road.

M1-1 and M1-5 districts are mapped on properties near the Long Island Rail Road (LIRR) right-of-way (Main Line) and wrap around the southern periphery of the downtown area. A small pocket of M1-5 is mapped at the southeastern edge of the CBD, north of Archer Avenue, between Merrick Boulevard and 168th Place and is occupied by a dilapidated two-story, city-owned garage and vacant former printing press facility. Land uses within the M1-1 district near the downtown area include warehouses, auto-related business such as car washes and auto-repair, retail, offices, institutional, and low-rise residences.

Typical development in M1-1 districts would include one- and two-story warehouse and commercial buildings. M1-5 districts allow greater density and could produce buildings of six

stories or more. M1 districts are intended for light industry, however, heavy industrial uses can site in M1 districts as long as they meet the strict performance standards set forth in the Zoning Resolution. Residential uses are not permitted in manufacturing zones. And while, commercial and retail uses are permitted, objectionable uses that impact negatively on the surrounding residential and business communities are also allowed.

Low- to medium-density general residential zones are mapped in and adjacent to the CBD and include R3-2, R4, R5 and R6 districts. One and two family houses account for over 90 percent of the residential lots in the rezoning area. R6 is the predominant residential zone in Downtown Jamaica. One- and two- family residences are predominant within the R6 district mapped west of Sutphin Boulevard. East of Sutphin Boulevard, development consists of a mix of low- to medium-density residential development that consists of one- and two-family homes, multifamily walk-up apartments, elevator apartment buildings, and institutional uses.

Low-density residential zones are located north of Hillside Avenue in Community District 8 where R3A and R4-1 districts are mapped, and along portions of the eastern edge of the rezoning area in Community District 12 where R2 districts are mapped. R2 zoning districts restrict development to single family detached homes. R3A districts allow one- and two- family detached houses. And, R4-1 districts allow one- and two- family detached and semi-detached houses.

DCP is proposing the following to enhance Jamaica's commercial and industrial areas by providing new opportunities for economic growth, and residential and mixed-use development. The proposal would also establish zoning designations in adjacent low-density communities that are consistent with the existing neighborhood character. The major elements include:

- Zoning Map Amendments;
- Zoning Text Amendment to establish the Special Downtown Jamaica District; and
- Urban Renewal Area Designation.

ZONING MAP AMENDMENTS

Approximately 782 acres of land currently zoned R2, R3-2, R4, R5, R6, C4-2, C4-6, C6-1, C6-1A, C8-1, M1-1 and M1-5 would be rezoned to R3A, R3X, R4, R4-1, R5, R6A, R6B, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, M1-1, M1-2 and M1-4. New C1-4, and C2-4 commercial overlays would be mapped along commercial streets, and existing C1-2 and C2-2 overlays would be changed to C1-4 and C2-4, generally to reflect the reduction in depth to 100 feet. And new C1-3 and C2-3 commercial overlays would be mapped along certain commercial streets generally at a depth of 150 feet.

The zoning changes would result in the elimination of C4-2, C4-6, C6-1, C6-1A, C8-1 and M1-5 districts and the introduction of C4-3A, C4-4A, C6-2 and C6-3 zoning districts in and near the CBD to encourage compatible land uses at higher densities. Approximately 51 acres of industrial zoned land, zoned M1-1 and M1-5, would be changed to C6-2, C6-3, R4, R4-1, R5, R6A and R6B , and approximately 27 acres of land zoned C8-1 would be changed to R4-1, C4-3A, R7X and R6A in order to provide new opportunities for mixed use development, and to bring residential properties currently located in industrial zoned areas into conformance. Approximately 87 acres of industrial zoned land is proposed to be rezoned from M1-1 to M1-2 and M1-4, resulting in an increase in permitted density to accommodate future growth and expansion in these areas. And, approximately 188 acres of land, currently zoned R3-2, R4 and R5, would be changed to R3A, R3X and R4-1 zoning districts, and approximately 105 acres of

land currently zoned R6 would be changed to R4-1 and R5 to reflect the existing contexts in adjacent residential communities where one- and two- family homes are predominant.

The proposed zoning changes are listed below by subarea, preceded by the goal each is intended to effectuate. Each subarea is further identified by letters that correspond to subareas shown in Figure 4 and Tables 1 and 2.

Encourage compatible land uses that strengthen retail and commercial areas; provide for redevelopment and economic growth within the CBD; provide direction and flexibility for growth in areas with long-term potential near the CBD.

Proposed zoning changes in subareas near the Air Train facility ("AT"), Jamaica Center ("JC") and along the Sutphin Boulevard Corridor ("SC") are intended to provide for economic growth and redevelopment within the CBD. Proposed zoning changes between the LIRR right-of-way and Liberty Avenue, extending between 148th and 158th streets ("LC"), are intended to provide direction for future growth in an area that is underdeveloped and underutilized. These subareas are included in the proposed Special Downtown Jamaica District which would establish special regulations designed to provide for connectivity between the two transportation hubs and to promote a more harmonious relationship of land use within and around the downtown area.

- Change from R5, C4-2, C4-6 and M1-1 to C6-3 all or portions of 10 blocks generally located south of Jamaica Avenue, north of 95th and 97th Avenues, between 150th and Liverpool Streets. (AT1)
- Change from R5, C4-2 and M1-1 to C6-2 all or portions of 7 blocks generally located south of 91st Avenue, and north of 95th Avenue, between 143rd and Liverpool streets, and change from R5 and M1-1 to C6-2 all or portions of 3 blocks fronting along Sutphin Boulevard and north of Liberty Avenue. (AT2)
- Change from C4-2, C6-1, C6-1A, M1-1 and R6 to C6-3 all or portions of 14 blocks generally located south of Jamaica Avenue and north of Archer Avenue between 150th and 164 streets. (JC1)
- Change from C4-2, M1-1, M1-5 and R6 to C6-2 all or portions of 12 blocks generally located south of 89th and 90th Avenues, and north of the LIRR right-of-way, between 164th and 169th streets. (JC2)
- Change from R6 and C4-2 to C4-5X all or portions of 16 blocks generally located south of Hillside, 88th and 89th Avenues, and north of Jamaica Avenue, between 153rd and 168th streets. (JC3)
- Change from R6, R6/C2-2, and C4-2 to C4-4A all or portions of 9 blocks fronting along Sutphin Boulevard between Hillside and Jamaica Avenues, and along the north side of Jamaica Avenue between 146th and 150th streets. (JC)
- Change from M1-1 to M1-4 all or portions of 11 blocks generally located south of the LIRR right of way and north of Liberty Avenue, between 148th and 158th streets. (LC)

Direct new development at higher densities to certain wide streets with good transit and highway access.

Proposed zoning changes in these subareas are intended to provide for new development at higher densities along the area's wide streets, such as 101st, Hillside, Jamaica and Liberty avenues, and along Merrick, Guy R. Brewer and Queens boulevards. Today's zoning along

Downtown Jamaica Redevelopment Plan

Table 1 Reasonable Worst Case Development Scenario Projected Sites

Projected Development Sites

Site Description					Existing Conditions							No-Build (No-Action) Conditions				Build (With-Action) Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
		9998	1	6,079	M1-1	1.00	-	-	-	-	-														
		9998	2	23,000	M1-1	1.00	0.67	-	15,300	-	-														
		9998	18	4,100	M1-1	1.00	-	-	-	-	-														
		9998	19	4,360	M1-1	1.00	-	-	-	-	-														
291-URA	URA	9998A Total		37,539	M1-1	1.00		-	15,300	-	-	15,016	22,523	-	-	M1-4	2	-	-	-	-	(15,016)	(22,523)	-	-
		9998	22	5,000	M1-1	1.00	-	-	-	-	-														
		9998	25	35,000	M1-1	1.00	1.32	3,255	42,925	-	-														
		9998	42	2,841	M1-1	1.00	1.00	2,841	-	-	-														
		9998	43	1,780	M1-1	1.00	1.00	1,780	-	-	-														
		9998	47	976	M1-1	1.00	1.00	976	-	-	-														
292-URA	URA	9998B Total		45,597	M1-1	1.00		8,852	42,925	-	-	8,852	42,925	-	-	C6-3	8	364,776	-	-	-	355,924	(42,925)	-	-
		9998	83	11,200	C4-2	3.40	1.07	12,000	-	-	-														
		9998	86	2,000	C4-2	3.40	1.60	3,200	-	-	-														
		9998	87	2,000	C4-2	3.40	1.78	3,560	-	-	-														
		9998	18	4,360	M1-1	1.00	2.00	-	-	-	-														
		9998	22	5,000	M1-1	1.00	1.80	-	-	-	-														
		9998	90	2,000	C4-2	3.40	1.20	2,400	-	-	-														
		9998	91	4,110	M1-1	1.00	0.61	2,500	-	-	-														
		9998	93	2,020	M1-1	1.00	1.24	1,250	-	1,250	-														
		9998	94	2,020	M1-1	1.00	-	-	-	-	-														
293-URA	URA	9998C Total		29,350	M1-1	1.00		32,510	-	1,250	2	-	-	-	-	C6-3	8	115,220	-	-	120	115,220	-	-	120
		9999	1	60,138	M1-1	1.00	2.72	-	163,800	-	-														
		9999	9	2,500	M1-1	1.00	2.00	-	5,000	-	-														
		9999	10	2,500	M1-1	1.00	0.90	-	2,250	-	-														
		9999	11	5,000	M1-1	1.00	0.45	2,250	-	-	-														
		9999	13	5,000	M1-1	1.00	1.00	5,000	-	-	-														
		9999	15	10,000	M1-1	1.00	1.00	10,000	-	-	-														
295-URA	URA	9999A Total		85,138	M1-1	1.00		17,250	171,050	-	-	17,250	171,050	-	-	C6-3	8	361,837	-	-	319	344,587	(171,050)	-	319
4	URA Total			197,624				58,612	229,275	1,250	2	41,118	236,498	-	-			841,833	-	-	439	800,715	(236,498)	-	439
127-JC1	JC1	9760	82	8,690	C4-2	3.40	5.89	51,205	-	-	-	51,205	-	-	-	C6-3	8	14,630	-	-	30	(36,575)	-	-	30
		9761	82	540	C4-2	3.40	-	-	-	-	-														
		9761	83	18,300	C4-2	3.40	4.33	79,200	-	-	-														
132-JC1	JC1	9761B Total		18,840	C4-2	3.40		79,200	-	-	-	79,200	-	-	-	C6-3	8	32,028	-	18,840	100	(47,172)	-	18,840	100
133-JC1	JC1	9761	95	14,107	C4-2	3.40	4.06	57,325	-	-	-	57,325	-	-	-	C6-3	8	28,663	-	-	24	(28,663)	-	-	24
180-JC1	JC1	9793	1	21,230	C4-2	3.40	2.59	54,978	-	-	-	54,978	-	-	-	C6-3	8	36,091	-	-	134	(18,887)	-	-	134
397-JC1	JC1	10101	7	6,460	C6-1A	6.00	8.28	53,458	-	-	-	53,458	-	-	-	C6-3	8	10,692	-	-	36	(42,766)	-	-	36
398-JC1	JC1	10101	9	7,620	C6-1A	6.00	3.15	24,000	-	-	-	24,000	-	-	-	C6-3	8	12,000	-	-	10	(12,000)	-	-	10
399-JC1	JC1	10101	15	17,900	C6-1A	6.00	3.47	62,031	-	-	-	62,031	-	-	-	C6-3	8	20,677	-	-	34	(41,354)	-	-	34
400-JC1	JC1	10101	24	14,775	C6-1A	6.00	1.46	14,775	6,800	-	-	12,559	-	7,388	35	C6-3	8	25,118	-	7,388	86	12,559	-	-	51
401-JC1	JC1	10101	27	10,162	C6-1A	6.00	5.46	55,500	-	-	-	55,500	-	-	-	C6-3	8	17,275	-	5,081	59	(38,225)	-	5,081	59
		10101	79	20,240	C6-1A	6.00	1.09	22,000	-	-	-														
		10101	150	7,117	C6-1A	6.00	0.01	48	-	-	-														
402-JC1	JC1	10101A Total		27,357	C6-1A	6.00		22,048	-	-	-	23,253	-	13,679	66	C6-3	8	46,507	-	13,679	159	23,254	-	-	93
403-JC1	JC1	10102	2	4,210	C6-1A	6.00	4.92	20,700	-	-	-	20,700	-	-	-	C6-3	8	8,280	-	-	10	(12,420)	-	-	10
11	JC1 Total			151,351				495,220	6,800	-	-	494,209	-	21,067	101			251,960	-	44,988	682	(242,249)	-	23,921	580
188-JC2	JC2	9794	48	49,852	C4-2	3.40	2.45	122,000	-	-	-	122,000	-	-	-	C6-2	6	84,748	-	49,852	165	(37,252)	-	49,852	165
191-JC2	JC2	9796	63	99,500	R6	2.43	0	40	-	-	-	84,575	-	-	-	C6-2	6	253,725	-	-	-	169,150	-	-	-
192-JC2	JC2	9800	5	84,500	R6	2.43	0	256	-	-	-	71,825	-	-	-	C6-2	6	359,125	-	-	-	287,300	-	-	-
464-JC2	JC2	10155	1	4,400	C4-2	3.40	3.41	15,000	-	-	-	15,000	-	-	-	C6-2	6	7,500	-	-	6	(7,500)	-	-	6
		10155	8	4,173	C4-2	3.40	1.03	4,300	-	-	-														
		10155	9	1,833	C4-2	3.40	2.18	4,000	-	-	-														
		10155	10	1,900	C4-2	3.40	2.18	4,140	-	-	-														
		10155	11	5,750	C4-2	3.40	0.72	4,140	-	-	-														
		10155	12	3,400	C4-2	3.40	1.78	6,044	-	-	-														
		10155	16	4,600	C4-2	3.40	0.89	4,100	-	-	-														
		10155	210	3,632	C4-2	3.40	0.76	2,775	-	-	-														
465-JC2	JC2	10155A Total		25,288	C4-2	3.40		29,499	-	-	-	21,495	-	-	61	C6-2	6	42,990	-	-	109	21,495	-	-	47
5	JC2 Total			263,540				166,795	-	-	-	314,895	-	-	61			748,088	-	49,852	280	433,193	-	49,852	218
125-JC3	JC3	9760	45	10,000	C4-2	3.40	1.76	17,600	-	-	-	17,600	-	-	-	C4-5X	5	8,500	-	-	42	(9,100)	-	-	42
128-JC3	JC3	9761	14	10,320	C4-2	3.40	1.26	13,005	-	-	-	8,772	-	-	25	C4-5X	5	8,772	-	-	43	-	-	-	18
131-JC3	JC3	9761	80	3,680	C4-2	3.40	5.98	22,000	-	-	-	22,000	-	-	-	C4-5X	5	3,667	-	-	15	(18,333)	-	-	15
		9764	87	8,763	R6	2.43	-	-	-	-	-														
		9764	91	9,525	R6	2.43	6.15	-	-	58,625	-														
		9764	97	11,025	R6	2.43	-	-	-	-	-														
161-JC3	JC3	9764C Total		29,313	R6	2.43		-	-	58,625	119	-	-	58,625	-	C4-5X	5	-	-	-	147	-	-	(58,625)	147
184-JC3	JC3	9793	49	14,940	C4-2	3.40	0	-	-	-	-	12,699	-	-	36	C4-5X	5	12,699	-	-	62	-	-	-	26
185-JC3	JC3	9793	78	29,568	C4-2	3.40	0.46	13,712	-	-	-	25,133	-	-	72	C4-5X	5	25,133	-	-	123	-	-	-	51
202-JC3	JC3	9816	49	11,645	C4-2	3.40	1.9	22,100	-	-	-	22,100	-	-	-	C4-5X	5	9,898	-	-	48	(12,202)	-	-	48

Table 1 Reasonable Worst Case Development Scenario Projected Sites

Projected Development Sites

Site Description					Existing Conditions							No-Build (No-Action) Conditions				Build (With-Action) Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
204-JC3	JC3	9818	62	12,200	C2-2/R6	2.43	0.55	6,750	-	-	-	10,370	-	6,100	19	C4-5X	5	10,370	-	6,100	45	-	-	-	26
8	JC3 Total			121,866				95,187	-	58,625	119	118,674	-	64,725	153			79,039	-	6,100	525	(39,635)	-	(58,625)	372
296-LC	LC	10000	1	10,000	M1-1	1.00	0	-	-	-	-	4,000	6,000	-	-	M1-4	2	20,000	-	-	-	16,000	(6,000)	-	-
		10002	1	40,077	M1-1	1.00	1.04	-	41,600	-	-														
		10002	10	3,920	M1-1	1.00	0.61	-	2,400	-	-														
		10002	13	6,800	M1-1	1.00	1.28	"	8,700	"	"														
309-LC	LC	10002A Total		50,797	M1-1	1.00		-	52,700	-	-	-	52,700	-	-	M1-4	2	101,594	-	-	-	101,594	(52,700)	-	-
310-LC	LC	10002	5	10,120	M1-1	1.00	0	-	-	-	-	4,048	6,072	-	-	M1-4	2	20,240	-	-	-	16,192	(6,072)	-	-
311-LC	LC	10002	15	6,695	M1-1	1.00	0.99	-	6,650	-	-	-	6,650	-	-	M1-4	2	13,390	-	-	-	13,390	(6,650)	-	-
312-LC	LC	10002	17	6,450	M1-1	1.00	0.82	-	5,280	-	-	-	5,280	-	-	M1-4	2	12,900	-	-	-	12,900	(5,280)	-	-
313-LC	LC	10002	20	3,020	M1-1	1.00	0	-	-	-	-	1,208	1,812	-	-	M1-4	2	6,040	-	-	-	4,832	(1,812)	-	-
314-LC	LC	10002	21	2,340	M1-1	1.00	1.34	1,035	-	2,100	2	1,035	-	-	2	M1-4	2	4,680	-	-	-	3,645	-	-	(2)
		10002	22	2,160	M1-1	1.00	1.45	"	"	3,135	"														
		10002	23	2,000	M1-1	1.00	1.10	1,100	-	1,100	-														
		10002	24	2,000	M1-1	1.00	1.57	-	-	3,135	-														
		10002	122	2,160	M1-1	1.00	1.45	"	"	3,135	"														
315-LC	LC	10002B Total		8,320	M1-1	1.00		1,100	-	10,505	9	1,100	-	-	9	M1-4	2	16,640	-	-	-	15,540	-	-	(9)
316-LC	LC	10002	25	2,250	M1-1	1.00	1.22	908	-	1,843	2	908	-	-	2	M1-4	2	4,500	-	-	-	3,592	-	-	(2)
408-LC	LC	10107	142	30,732	M1-1	1.00	0.12	-	-	-	-	12,293	18,439	-	-	M1-4	2	61,464	-	-	-	49,171	(18,439)	-	-
411-LC	LC	10108	305	11,900	M1-1	1.00	0	-	-	-	-	11,900	-	-	-	M1-4	2	-	-	23,800	-	(11,900)	-	23,800	-
		10108	312	4,000	M1-1	1.00	-	-	-	-	-														
		10108	314	4,000	M1-1	1.00	0.45	1,800	-	-	-														
		10108	319	7,900	M1-1	1.00	-	-	-	-	-														
412-LC	LC	10108A Total		15,900	M1-1	1.00		1,800	-	-	-	15,900	-	-	-	M1-4	2	31,800	-	-	-	15,900	-	-	-
413-LC	LC	10108	316	9,100	M1-1	1.00	0	-	-	-	-	9,100	-	-	-	M1-4	2	18,200	-	-	-	9,100	-	-	-
13	LC Total			167,824				4,843	64,630	14,448	13	61,492	96,953	-	13			311,448	-	23,800	-	249,956	(96,953)	23,800	(13)
64-SC	SC	9688	6	2,660	C4-2	3.40	0	-	-	-	-	2,261	-	-	6	C4-4A	4	2,261	-	-	8	-	-	-	2
		9688	8	2,700	C4-2	3.40	-	-	-	-	-														
		9688	9	2,750	C4-2	3.40	"	-	-	-	-														
65-SC	SC	9688A Total		5,450	C4-2	3.40		-	-	-	-	4,633	-	-	13	C4-4A	4	4,633	-	-	17	-	-	-	4
66-SC	SC	9688	14	8,110	C4-2	3.40	0	-	-	-	-	6,894	-	-	20	C4-4A	4	6,894	-	-	26	-	-	-	6
3	SC Total			16,220				-	-	-	-	13,788	-	-	39			13,788	-	-	51	-	-	-	12
318-A	A	10018	1	5,800	R4	0.90	0.34	-	-	1,992	2	-	-	-	4	C1-4/R5	1.25	4,930	-	-	1	4,930	-	-	(3)
		10018	3	2,500	R4	0.90	0.24	-	-	-	-														
		10018	4	2,500	R4	0.90	0.49	"	"	1,216	-														
319-A	A	10018A Total		5,000	R4	0.90		-	-	1,216	1	-	-	-	4	C1-4/R5	1.25	4,250	-	-	1	4,250	-	-	(3)
320-A	A	10018	7	5,000	R4	0.90	0.4	2,000	-	-	-	-	-	-	4	C1-4/R5	1.25	4,250	-	-	1	4,250	-	-	(3)
330-A	A	10021	5	5,000	R4	0.90	0.3	-	-	1,482	2	-	-	-	4	R5	1.25	-	-	-	6	-	-	-	2
4	A Total			20,800				2,000	-	4,690	5	-	-	-	16			13,430	-	-	9	13,430	-	-	(7)
		10028	1	2,500	M1-1	1.00	0.24	600	-	-	-														
		10028	2	5,000	M1-1	1.00	-	-	-	-	-														
		10028	11	10,000	M1-1	1.00	0.08	750	"	"	"														
334-B	B	10028A Total		17,500	M1-1	1.00		1,350	-	-	-	7,000	10,500	-	-	R5	1.25	-	-	-	22	(7,000)	(10,500)	-	22
1	B Total			17,500				1,350	-	-	-	7,000	10,500	-	-			-	-	-	22	(7,000)	(10,500)	-	22
40-D	D	9681	45	5,280	R6	2.43	0	-	-	-	-	-	-	-	13	R7A	4	-	-	-	21	-	-	-	8
		9681	47	4,375	R6	2.43	0.58	-	-	2,549	-														
		9681	49	3,150	R6	2.43	0.81	-	-	2,549	"														
41-D	D	9681A Total		7,525	R6	2.43		-	-	5,098	8	-	-	-	18	R7A	4	-	-	-	30	-	-	-	12
45-D	D	9681	56	5,075	R6	2.43	0.47	-	-	2,360	2	-	-	-	12	R7A	4	-	-	-	20	-	-	-	8
50-D	D	9681	62	7,250	R6	2.43	0.4	-	-	2,926	2	-	-	-	18	R7A	4	-	-	-	29	-	-	-	11
51-D	D	9681	64	7,250	R6	2.43	0.32	-	-	2,349	1	-	-	-	18	R7A	4	-	-	-	29	-	-	-	11
52-D	D	9681	71	6,300	R6	2.43	0.49	-	-	3,098	1	-	-	-	15	R7A	4	-	-	-	25	-	-	-	10
53-D	D	9681	73	6,604	R6	2.43	0.53	-	-	3,505	1	-	-	-	16	R7A	4	-	-	-	26	-	-	-	10
56-D	D	9681	85	7,685	R6	2.43	0.28	-	-	2,180	1	-	-	-	19	R7A	4	-	-	-	31	-	-	-	12
		9681	87	5,075	R6	2.43	0.73	-	-	3,720	-														
		9681	90	5,075	R6	2.43	0.73	-	-	3,720	-														
57-D	D	9681B Total		10,150	R6	2.43		-	-	7,440	4	-	-	-	25	R7A	4	-	-	-	41	-	-	-	16
		9681	91	7,250	R6	2.43	0.38	-	-	2,720	-														
		9681	93	3,915	R6	2.43	-	-	-	-	-														
		9681	94	3,335	R6	2.43	-	"	"	"	"														
58-D	D	9681C Total		14,500	R6	2.43		-	-	2,720	1	-	-	-	35	R7A	4	-	-	-	58	-	-	-	23
73-D	D	9693	60	13,875	R6	2.43	0	-	-	-	-	-	-	-	33	R7A	4	-	-	-	55	-	-	-	22
		9694	44	4,000	R6	2.43	-	"	"	"	"														
		9694	47	7,000	R6	2.43	-	-	-	-	-														
		9694	49	7,000	R6	2.43	"	-	-	-	-														
79-D	D	9694E Total		18,000	R6	2.43		-	-	-	-	-	-	-	44	R7A	4	-	-	-	72	-	-	-	28
88-D	D	9697	52	13,500	R6	2.43	0	24	-	-	-	-	-	-	33	R7A	4	-	-	-	54	-	-	-	21
103-D	D	9753	1	5,000	R6	2.43	0.59	-	-	2,945	2	-	-	-	12	R7A	4	-	-	-	20	-	-	-	8
106-D	D	9753	6	5,000	R6	2.43	0.65	-	-	3,244	2	-	-	-	12	R7A	4	-	-	-	20	-	-	-	8
111-D	D	9753	26	5,000	R6	2.43	0.52	-	-	2,595	2	-	-	-	12	R7A	4	-	-	-	20	-	-	-	8
143-D	D	9762	49	5,750	R6	2.43	0	-	-	-	-	-	-	-	14	R7A	4	-	-	-	23	-	-	-	9
154-D	D	9763	47	10,500	R6	2.43	0.83	8,750	-	-	-	-	-	-	26	C1-2/R7A	4	8,925	-	-	33	8,925	-	-	7
155-D	D	9763	51	9,080	R6	2.43	0	-	-	-	-	-	-	-	22	C1-2/R7A	4	7,701	-	-	29	7,701	-	-	7
162-D	D	9765	32	6,158	C2-2/R6	2.43	0.64	3,940	-	-	-	5,234	-	-	10	C2-4/R7A	4	5,234	-	-	19	-	-	-	9
172-D	D	9767	61	5,130	R6	2.43	0	-	-	-	-	-	-	-	12	R7A	4	-	-	-	21	-	-	-	9
193-D	D	9813	5	5,340	R6	2.43	0.43	1,155	-	1,155	1	-	-	-	13	R7A	4	-	-	-	21	-	-	-	8
194-D	D	9813	8	5,340	R6	2.43	0.66	-	-	3,534	1	-	-	-	13	R7A	4	-	-	-	21	-	-	-	8

Table 1 Reasonable Worst Case Development Scenario Projected Sites

Projected Development Sites

Site Description					Existing Conditions							No-Build (No-Action) Conditions				Build (With-Action) Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
23	D Total			185,072				13,869	-	45,149	29	5,234	-	-	444			21,860	-	-	716	16,626	-	-	273
240-E	E	9908	10	12,000	C2-2/R4	1.00	0.07	800	-	-	-	10,200	-	-	2	C2-4/R6A	3	10,200	-	-	26	-	-	-	24
		10316	1	2,337	M1-1	1.00	1.14	2,670	-	-	-														
		10316	31	3,300	M1-1	1.00	0.99	"	3,280	"	"														
		10316	33	3,300	M1-1	1.00	0.99	"	3,280	"	"														
		10316	35	3,300	M1-1	1.00	0.99	"	3,280	"	"														
		10316	37	3,300	M1-1	1.00	0.99	"	3,280	"	"														
559-E	E	10316A Total		15,537	M1-1	1.00		2,670	13,120	-	-	2,670	13,120	-	-	C2-4/R6A	3	13,206	-	-	33	10,536	(13,120)	-	33
599-E	E	10815	14	8,178	C2-2/R5	1.25	0.32	-	-	2,650	2	6,951	-	-	1	C2-4/R6A	3	6,951	-	-	18	-	-	-	17
3	E Total			35,715				3,470	13,120	2,650	2	19,821	13,120	-	3			30,357	-	-	77	10,536	(13,120)	-	74
236-F	F	9899	41	4,032	R3-2	0.60	0.35	-	-	1,430	1	-	-	-	1	R4-1	0.9	-	-	-	3	-	-	-	2
237-F	F	9899	88	4,500	R3-2	0.60	0.2	-	-	912	1	-	-	-	2	R4-1	0.9	-	-	-	3	-	-	-	1
238-F	F	9900	24	5,000	R3-2	0.60	0.25	-	-	1,248	1	-	-	-	3	R4-1	0.9	-	-	-	4	-	-	-	2
251-F	F	9920	11	5,785	R3-2	0.60	0.35	-	-	2,002	1	-	-	-	1	R4-1	0.9	-	-	-	4	-	-	-	3
252-F	F	9921	14	5,000	R3-2	0.60	0.4	-	-	2,002	2	-	-	-	2	R4-1	0.9	-	-	-	4	-	-	-	2
253-F	F	9921	20	5,000	R3-2	0.60	0.36	-	-	1,806	1	-	-	-	1	R4-1	0.9	-	-	-	4	-	-	-	3
255-F	F	9931	12	7,500	R3-2	0.60	0.36	-	-	2,708	2	-	-	-	2	R4-1	0.9	-	-	-	6	-	-	-	4
256-F	F	9931	16	5,000	R3-2	0.60	0.3	-	-	1,518	1	-	-	-	1	R4-1	0.9	-	-	-	4	-	-	-	3
257-F	F	9931	21	5,000	R3-2	0.60	0.29	-	-	1,438	2	-	-	-	3	R4-1	0.9	-	-	-	4	-	-	-	2
9	F Total			46,817				-	-	15,064	12	-	-	-	15			-	-	-	36	-	-	-	21
514-J	J	10219	161	2,333	M1-1	1.00	0.54	-	-	1,266	2	-	-	-	2	R5	1.25	-	-	-	3	-	-	-	1
515-J	J	10219	162	2,333	M1-1	1.00	0.54	-	-	1,266	2	-	-	-	2	R5	1.25	-	-	-	3	-	-	-	1
575-J	J	10320	1	7,200	M1-1	1.00	0.68	-	4,898	-	-	-	4,898	-	-	R5	1.25	-	-	-	9	-	(4,898)	-	9
		10320	6	6,390	M1-1	1.00	0.78	-	4,960	-	-														
		10320	10	4,513	M1-1	1.00	0.89	4,000	-	-	-														
		10320	12	675	M1-1	1.00	-	"	-	"	"														
		10320	29	15,700	M1-1	1.00	0.16	-	2,540	-	-														
576-J	J	10320A Total		27,278	M1-1	1.00		4,000	7,500	-	-	10,911	16,367	-	-	R5	1	-	-	-	34	(10,911)	(16,367)	-	34
577-J	J	10321	8	5,000	M1-1	1.00	0.82	-	4,100	-	-	-	4,100	-	-	R5	1.25	-	-	-	6	-	(4,100)	-	6
5	J Total			44,144				4,000	16,498	2,532	4	10,911	25,365	-	4			-	-	-	55	(10,911)	(25,365)	-	51
317-O	O	10017	18	7,020	R4	0.90	0.07	488	-	-	-	-	-	-	5	C2-4/R6A	3	5,967	-	-	13	5,967	-	-	8
328-O	O	10020	137	32,000	R4	0.90	0.29	9,122	-	-	-	-	-	-	24	C2-4/R6A	3	27,200	-	-	69	27,200	-	-	45
		10032	13	5,000	M1-1	1.00	0.98	4,910	-	-	-														
		10032	15	2,500	M1-1	1.00	-	-	-	-	-														
		10032	16	1,725	M1-1	1.00	-	-	-	-	-														
		10032	17	1,836	M1-1	1.00	1.50	-	-	2,760	-														
		10032	18	3,943	M1-1	1.00	0.96	3,800	-	"	"														
351-O	O	10032C Total		5,779	M1-1	1.00		3,800	-	2,760	4	3,800	-	-	4	C2-4/R6A	3	4,912	-	-	12	1,112	-	-	8
357-O	O	10043	6	10,650	R4	0.90	0.42	4,500	-	-	-	-	-	-	8	C2-4/R6A	3	9,053	-	-	23	9,053	-	-	15
362-O	O	10052	9	1,870	R4	0.90	0.43	800	-	-	-	-	-	-	1	C2-4/R6A	3	1,590	-	-	4	1,590	-	-	3
363-O	O	10052	10	5,463	R4	0.90	0.41	-	2,250	-	-	-	-	-	4	C2-4/R6A	3	4,644	-	-	12	4,644	-	-	8
364-O	O	10055	2	8,800	R4	0.90	0.16	1,400	-	-	-	-	-	-	7	C2-4/R6A	3	7,480	-	-	19	7,480	-	-	12
		10055	7	7,100	R4	0.90	-	"	"	"	"														
		10055	14	5,500	R4	0.90	-	-	-	-	-														
365-O	O	10055A Total		12,600	R4	0.90		-	-	-	-	-	-	-	9	C2-4/R6A	3	10,710	-	-	27	10,710	-	-	18
366-O	O	10055	11	6,699	R4	0.90	0.15	975	-	-	-	-	-	-	5	C2-4/R6A	3	5,694	-	-	14	5,694	-	-	9
367-O	O	10055	19	2,025	R4	0.90	0	-	-	-	-	-	-	-	2	C2-4/R6A	3	1,721	-	-	4	1,721	-	-	2
368-O	O	10055	20	2,650	R4	0.90	0	-	-	-	-	-	-	-	2	C2-4/R6A	3	2,253	-	-	6	2,253	-	-	4
369-O	O	10055	31	6,250	R4	0.90	0.23	-	-	1,464	1	-	-	-	5	C2-4/R6A	3	5,313	-	-	13	5,313	-	-	8
374-O	O	10057	16	7,661	R4	0.90	0.64	-	4,895	-	-	-	4,895	-	-	C2-4/R6A	3	-	-	22,983	-	-	(4,895)	22,983	-
		10058	1	32,038	M1-1	1.00	0.75	-	24,000	-	-														
		10058	21	10,011	M1-1	1.00	1.00	"	10,000	"	"														
375-O	O	10058B Total		42,047	M1-1	1.00		-	34,000	-	-	-	34,000	-	-	C2-3/R6A	3	35,740	-	21,024	69	35,740	(34,000)	21,024	69
14	O Total			151,514				21,085	41,145	4,224	5	3,800	38,895	-	76			122,277	-	44,007	286	118,477	(38,895)	44,007	210
420-P	P	10124	11	7,500	M1-1	1.00	0.9	2,250	4,480	-	-	2,250	4,480	-	-	C2-4/R6B	2	6,375	-	-	9	4,125	(4,480)	-	9
		10124	19	2,500	M1-1	1.00	0.20	-	500	-	-														
		10124	20	2,500	M1-1	1.00	0.25	625	-	-	-														
423-P	P	10124B Total		5,000	M1-1	1.00		625	500	-	-	2,000	3,000	-	-	C2-4/R6B	2	4,250	-	-	6	2,250	(3,000)	-	6
424-P	P	10124	21	10,000	M1-1	1.00	0.56	-	5,580	-	-	-	5,580	-	-	C2-4/R6B	2	8,500	-	-	12	8,500	(5,580)	-	12
3	P Total			22,500				2,875	10,560	-	-	4,250	13,060	-	-			19,125	-	-	27	14,875	(13,060)	-	27
427-Q	Q	10129	7	4,752	C1-2/R4	1.00	0.76	2,600	-	1,000	1	2,600	-	-	1	C1-4/R6B	2	4,039	-	-	5	1,439	-	-	4
428-Q	Q	10129	20	2,990	C1-2/R4	1.00	0.67	-	-	2,000	4	-	-	-	4	C1-4/R6B	2	2,542	-	-	3	2,542	-	-	(1)
429-Q	Q	10129	21	5,980	C1-2/R4	1.00	0	-	-	-	-	5,083	-	-	1	C1-4/R6B	2	5,083	-	-	7	-	-	-	6
430-Q	Q	10129	23	2,990	C1-2/R4	1.00	0.47	-	-	1,400	2	2,542	-	-	0	C1-4/R6B	2	2,542	-	-	3	-	-	-	3
		10129	25	4,600	C1-2/R4	1.00	0.82	840	-	2,920	-														
		10129	27	2,300	C1-2/R4	1.00	0.71	820	-	820	-														
431-Q	Q	10129C Total		6,900	C1-2/R4	1.00		1,660	-	3,740	7	1,660	-	-	-	C1-4/R6B	2	5,865	-	-	8	4,205	-	-	8
432-Q	Q	10129	28	3,220	C1-2/R4	1.00	0.98	1,584	-	1,584	2	1,584	-	-	2	C1-4/R6B	2	2,737	-	-	4	1,153	-	-	2
		10129	30	2,592	C1-2/R4	1.00	0.51	1,320	-	-	-														
		10129	31	2,645	C1-2/R4	1.00	-	-	-	-	-														
433-Q	Q	10129D Total		5,237	C1-2/R4	1.00		1,320	-	-	-	4,451	-	-	-	C1-4/R6B	2	4,451	-	-	6	-	-	-	6
436-Q	Q	10140	20	5,750	R4	0.90	0.29	-	-	1,684	1	-	-	-	4	C1-4/R6B	2	4,888	-	-	7	4,888	-	-	3
437-Q	Q	10140	22	2,875	R4	0.90	0	-	-	-	-	-	-	-	2	C1-4/R6B	2	2,444	-	-	3	2,444	-	-	1
438-Q	Q	10140	23	5,750	R4	0.90	0.56	3,200	-	-	-	3,200	-	-	-	C1-4/R6B	2	4,888	-	-	7	1,688	-	-	7
		10140	26	9,890	R4	0.90	0.16	1,600	-	-	-														
439-Q	Q	10140B* Total		9,890	R4	0.90		1,800	-	-	-	-	-	-	7	C1-4/R6B	2	8,407	-	-	11	8,407	-	-	4

Table 1 Reasonable Worst Case Development Scenario Projected Sites

Projected Development Sites

Site Description					Existing Conditions							No-Build (No-Action) Conditions				Build (With-Action) Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
		10150	51	2,530	C1-2/R4	1.00	-	-	-	-	-														
		10150	52	2,415	C1-2/R4	1.00	-	-	-	-	-														
449-Q	Q	10150B* Total		4,945	C1-2/R4	1.00		-	-	-	-	4,203	-	-	-	C1-4/R6B	2	4,203	-	-	6	-	-	-	6
		10150	53	2,300	C1-2/R4	1.00	1.04	1,200	-	1,200	-														
		10150	54	2,990	C1-2/R4	1.00	0.80	-	-	2,400	-														
450-Q	Q	10150D Total		5,290	C1-2/R4	1.00		1,200	-	3,600	3	1,200	-	-	-	C1-4/R6B	2	4,497	-	-	6	3,297	-	-	6
451-Q	Q	10150	55	4,800	C1-2/R4	1.00	0	-	-	-	-	3,910	-	-	1	C1-4/R6B	2	3,910	-	-	5	-	-	-	4
452-Q	Q	10150	57	2,875	C1-2/R4	1.00	0	-	-	-	-	2,444	-	-	0	C1-4/R6B	2	2,444	-	-	3	-	-	-	3
471-Q	Q	10161	1	8,255	C1-2/R4	1.00	0.48	4,000	-	-	-	7,017	-	-	1	C1-4/R6B	2	7,017	-	-	9	-	-	-	8
		10161	3	4,865	C1-2/R4	1.00	-	-	-	-	-														
		10161	9	1,710	R4	0.90	-	-	-	-	-														
		10161	52	2,000	C1-2/R4	1.00	-	-	-	-	-														
472-Q	Q	10161B* Total		8,575	C1-2/R4	1.00		-	-	-	-	7,289	-	-	-	C1-4/R6B	2	7,289	-	-	10	-	-	-	10
		10161	6	2,017	R4	0.90	0.93	1,870	-	-	-														
		10161	8	1,710	R4	0.90	0.78	-	-	1,328	-														
473-Q	Q	10161A Total		3,727	R4	0.90		1,870	-	1,328	2	1,870	-	-	-	R6B	2	-	-	-	7	(1,870)	-	-	7
474-Q	Q	10161	10	1,710	R4	0.90	0.88	-	-	1,497	1	-	-	-	1	R6B	2	-	-	-	3	-	-	-	2
475-Q	Q	10161	46	4,000	C1-2/R4	1.00	0.36	-	-	1,449	2	3,400	-	-	1	C1-4/R6B	2	3,400	-	-	5	-	-	-	4
		10161	53	2,000	C1-2/R4	1.00	-	-	-	-	-														
		10161	54	4,000	C1-2/R4	1.00	0.44	-	-	1,776	-														
476-Q	Q	10161F Total		6,000	C1-2/R4	1.00		-	-	1,776	1	5,100	-	-	-	C1-4/R6B	2	5,100	-	-	7	-	-	-	7
		10161	56	4,000	C1-2/R4	1.00	-	-	-	-	-														
		10161	58	4,000	C1-2/R4	1.00	0.43	-	-	1,721	-														
477-Q	Q	10161G Total		8,000	C1-2/R4	1.00		-	-	1,721	1	6,800	-	-	-	C1-4/R6B	2	6,800	-	-	9	-	-	-	9
478-Q	Q	10163	51	12,000	R4	0.90	0.18	2,100	-	-	-	-	-	-	9	R6B	2	-	-	24,000	-	-	-	24,000	(9)
		10166	10	2,000	R4	0.90	-	-	-	-	-														
		10166	11	2,000	R4	0.90	-	-	-	-	-														
484-Q	Q	10166A* Total		4,000	R4	0.90		-	-	-	-	-	-	-	3	C1-4/R6B	2	3,400	-	-	5	3,400	-	-	2
485-Q	Q	10166	12	2,500	R4	0.90	0.63	-	-	1,565	1	-	-	-	1	C1-4/R6B	2	2,125	-	-	3	2,125	-	-	2
486-Q	Q	10166	13	2,500	R4	0.90	0.67	-	-	1,674	1	-	-	-	1	C1-4/R6B	2	2,125	-	-	3	2,125	-	-	2
487-Q	Q	10166	15	2,500	R4	0.90	0.67	-	-	1,674	2	-	-	-	2	C1-4/R6B	2	2,125	-	-	3	2,125	-	-	1
		10166	16	2,000	R4	0.90	0.34	-	-	-	-														
		10166	17	2,500	R4	0.90	0.55	-	-	1,374	-														
488-Q	Q	10166B Total		4,500	R4	0.90		-	-	1,374	4	-	-	-	3	C1-4/R6B	2	3,825	-	-	5	3,825	-	-	2
		10166	25	2,000	R4	0.90	-	-	-	-	-														
		10166	26	2,000	R4	0.90	0.50	-	-	999	-														
490-Q	Q	10166C Total		9,500	R4	0.90		-	-	2,572	-	-	-	-	7	C1-4/R6B	2	8,075	-	-	11	8,075	-	-	4
		10171	25	2,000	R4	0.90	-	-	-	-	-														
		10171	26	2,000	R4	0.90	-	-	-	-	-														
498-Q	Q	10171C* Total		4,000	R4	0.90		-	-	-	-	-	-	-	3	C1-4/R6B	2	3,400	-	-	5	3,400	-	-	2
		10171	28	2,000	R4	0.90	0.73	-	-	1,574	-														
		10171	29	2,086	R4	0.90	-	-	-	-	-														
		10171	30	2,085	R4	0.90	-	-	-	-	-														
499-Q	Q	10171D Total		6,171	R4	0.90		-	-	1,574	1	-	-	-	5	C1-4/R6B	2	5,245	-	-	7	5,245	-	-	2
31	Q Total			161,982				21,334	-	33,212	36	64,353	-	-	60			122,866	-	24,000	176	58,513	-	24,000	116
		10176	8	10,335	C8-1	1.00	0.15	1,500	-	-	-														
		10176	12	22,000	C8-1	1.00	0.52	11,330	-	-	-														
500-R	R	10176A Total		32,335	C8-1	1.00		12,830	-	-	-	27,485	-	-	-	C2-4/R6A	3	27,485	-	-	70	-	-	-	70
		10197	34	4,260	C1-2/R3-2	1.00	-	-	-	-	-														
		10197	35	4,324	C1-2/R3-2	1.00	-	-	-	-	-														
507-R	R	10197A Total		8,584	C1-2/R3-2	1.00		-	-	-	-	7,296	-	-	-	C2-4/R6A	3	7,296	-	-	18	-	-	-	18
		10222	13	2,169	R4	0.90	-	-	-	-	-														
		10222	14	1,849	R4	0.90	-	-	-	-	-														
		10222	15	1,951	R4	0.90	-	-	-	-	-														
		10222	16	1,990	R4	0.90	-	-	-	-	-														
518-R	R	10222A Total		11,598	R4	0.90		-	-	-	-	-	-	-	9	C2-4/R6A	3	9,858	-	-	25	9,858	-	-	16
519-R	R	10223	10	5,886	R4	0.90	0	-	-	-	-	-	-	-	4	C2-4/R6A	3	5,003	-	-	13	5,003	-	-	9
		10223	14	6,426	R4	0.90	-	-	-	-	-														
		10223	16	5,085	R4	0.90	-	-	-	-	-														
522-R	R	10223B Total		11,511	R4	0.90		-	-	-	-	-	-	-	9	C2-4/R6A	3	9,784	-	-	25	9,784	-	-	16
524-R	R	10225	9	12,300	C8-1	1.00	0.31	3,800	-	-	-	10,455	-	6,150	-	C2-4/R6A	3	-	-	38,900	-	(10,455)	-	30,750	-
528-R	R	10228	15	3,760	R4	0.90	0.53	-	-	1,975	2	-	-	-	2	C2-4/R6A	3	3,196	-	-	8	3,196	-	-	6
529-R	R	10228	17	3,720	R4	0.90	0	-	-	-	-	-	-	-	3	C2-4/R6A	3	3,162	-	-	8	3,162	-	-	5
530-R	R	10228	19	4,965	R4	0.90	0.65	1,840	-	1,380	1	1,840	-	-	1	C2-4/R6A	3	4,220	-	-	11	2,380	-	-	10
534-R	R	10237	1	12,876	C8-1	1.00	0.25	3,200	-	-	-	10,945	-	-	-	C2-4/R6A	3	10,945	-	-	28	-	-	-	28
538-R	R	10244	211	5,550	C8-1	1.00	0.23	1,250	-	-	-	4,718	-	-	-	C2-4/R6A	3	4,718	-	-	12	-	-	-	12
539-R	R	10244	216	3,040	C8-1	1.00	0.99	2,100	-	900	1	2,100	-	-	1	C2-4/R6A	3	2,584	-	-	7	484	-	-	6
540-R	R	10244	217	4,640	C8-1	1.00	0.86	4,000	-	-	-	4,000	-	-	-	C2-4/R6A	3	3,944	-	-	10	(56)	-	-	10
541-R	R	10244	223	4,065	C8-1	1.00	0	-	-	-	-	3,455	-	-	-	C2-4/R6A	3	3,455	-	-	9	-	-	-	9
548-R	R	10253	18	3,330	C8-1	1.00	0	-	-	-	-	2,831	-	-	-	C2-4/R6A	3	2,831	-	-	7	-	-	-	7
		10280	32	3,498	C1-2/R3-2	1.00	-	-	-	-	-														
		10280	33	9,900	C1-2/R3-2	1.00	-	-	-	-	-														
		10280	48	4,000	C1-2/R3-2	1.00	-	-	-	-	-														
		10280	50	3,000	C1-2/R3-2	1.00	-	-	-	-	-														
		10280	52	3,000	C1-2/R3-2	1.00	-	-	-	-	-														
554-R	R	10280A Total		23,398	C1-2/R3-2	1.00		-	-	-	-	19,888	-	-	-	C1-3/R6A	3	19,888	-	-	50	-	-	-	50

Table 1 Reasonable Worst Case Development Scenario Projected Sites

Site Description					Existing Conditions							No-Build (No-Action) Conditions				Build (With-Action) Conditions						Projected Development Sites Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
16	R Total			151,558				29,020	-	4,255	4	95,013	-	6,150	29			118,369	-	36,900	301	23,356	-	30,750	272
1-S	S	9818	30	10,765	C2-2/R6	2.43	0.15	1,575	-	-	-	9,150	-	-	17	C2-4/R6A	3	9,150	-	-	23	-	-	-	6
3-S	S	9819	19	12,000	C8-1	1.00	1	12,000	-	-	-	12,000	-	-	-	C2-4/R6A	3	10,200	-	-	26	(1,800)	-	-	26
5-S	S	9819	28	4,000	C2-2/R6	2.43	1.9	7,600	-	-	-	7,600	-	-	-	C2-4/R6A	3	3,400	-	-	9	(4,200)	-	-	9
8-S	S	9820	45	30,235	C8-1	1.00	0.29	3,810	5,100	-	-	25,700	-	-	-	C2-4/R6A	3	25,700	-	-	65	-	-	-	65
18-S	S	9674	1	5,470	C2-2/R6	2.43	0	-	-	-	-	4,650	-	-	9	C2-4/R6A	3	4,650	-	-	12	-	-	-	3
270-S	S	9972	1	27,000	M1-1	1.00	1.11	-	30,000	-	-	-	30,000	-	-	C2-4/R6A	3	-	-	81,000	-	-	(30,000)	81,000	-
6	S Total			89,470				24,985	35,100	-	-	59,100	30,000	-	26			53,100	-	81,000	135	(6,000)	(30,000)	81,000	109
		9819	1	15,992	C8-1	1.00	0.12	1,900	-	-	-														
		9819	8	6,144	C8-1	1.00	-	-	-	-	-														
		9819	12	12,000	C8-1	1.00	0.34	4,126	-	-	-														
		9819	54	4,000	C8-1	1.00	0.75	3,000	-	-	-														
2-T	T	9819A Total		38,136	C8-1	1.00		9,026	-	-	-	32,416	-	19,068	-	C4-3A	3	32,416	-	19,068	63	-	-	-	63
6-T	T	9820	1	21,710	C8-1	1.00	0.13	2,900	-	-	-	18,454	-	10,855	-	C4-3A	3	18,454	-	10,855	36	-	-	-	36
7-T	T	9820	11	2,000	C8-1	1.00	0.98	-	-	1,960	1	-	-	-	1	C4-3A	3	1,700	-	1,000	3	1,700	-	1,000	2
3	T Total			61,846				11,926	-	1,960	1	50,870	-	29,923	1			52,570	-	30,923	102	1,700	-	1,000	101
75-U	U	9694	17	17,450	C2-2/R6	2.43	0.11	1,920	-	-	-	14,833	-	8,725	28	C2-3/R7X	5	14,833	-	8,725	64	-	-	-	36
80-U	U	9697	8	11,677	C8-1	2.43	0.02	240	-	-	-	9,925	-	5,839	-	C2-3/R7X	5	9,925	-	5,839	43	-	-	-	43
		9697	34	9,500	C8-1	1.00	0.01	100	-	-	-														
		9697	39	4,000	C8-1	1.00	-	-	-	-	-														
83-U	U	9697B Total		13,500	C8-1	1.00		100	-	-	-	11,475	-	6,750	-	C2-3/R7X	5	11,475	-	6,750	49	-	-	-	49
		9706	68	7,000	C8-1	1.00	0.49	3,430	-	-	-														
		9706	72	6,000	C8-1	1.00	0.10	600	-	-	-														
97-U	U	9706C Total		13,000	C8-1	1.00		4,030	-	-	-	11,050	-	6,500	-	C2-4/R7X	5	11,050	-	6,500	47	-	-	-	47
100-U	U	9706	83	10,000	C8-1	1.00	0.14	1,406	-	-	-	8,500	-	5,000	-	C2-4/R7X	5	8,500	-	5,000	37	-	-	-	37
102-U	U	9706	98	11,000	C8-1	1.00	0.04	450	-	-	-	9,350	-	5,500	-	C2-4/R7X	5	9,350	-	5,500	40	-	-	-	40
		9763	3	4,000	R6	2.43	-	-	-	-	-														
		9763	5	4,000	R6	2.43	-	-	-	-	-														
		9763	7	4,000	R6	2.43	-	-	-	-	-														
		9763	9	4,000	R6	2.43	-	-	-	-	-														
		9763	11	4,000	C8-1	1.00	-	-	-	-	-														
		9763	13	4,528	C8-1	1.00	-	-	-	-	-														
148-U	U	9763A Total		24,528	R6	2.43		-	-	-	-	-	-	12,264	60	C2-3/R7X	5	20,849	-	12,264	90	20,849	-	-	30
158-U	U	9764	63	8,590	C2-2/R6	2.43	0.04	360	-	-	-	7,302	-	4,295	14	C2-3/R7X	5	7,302	-	4,295	31	-	-	-	17
168-U	U	9767	26	22,682	C2-2/R6	2.43	0.01	300	-	-	-	19,280	-	11,341	36	C2-3/R7X	5	19,280	-	11,341	83	-	-	-	47
177-U	U	9769	64	10,000	C2-2/R5	1.25	0.08	750	-	-	-	8,500	-	-	2	C2-4/R7X	5	8,500	-	-	42	-	-	-	41
		9818	67	12,980	C2-2/R6	2.43	0.68	8,800	-	-	-														
		9818	73	4,200	C2-2/R6	2.43	-	-	-	-	-														
205-U	U	9818B Total		17,180	C2-2/R6	2.43		8,800	-	-	-	14,603	-	8,590	27	C2-4/R7X	5	14,603	-	8,590	63	-	-	-	36
		9834	1	3,740	R6	2.43	-	-	-	-	-														
		9834	3	2,940	R6	2.43	-	-	-	-	-														
		9834	5	3,060	R6	2.43	-	-	-	-	-														
		9834	6	3,730	C2-2/R6	2.43	-	-	-	-	-														
		9834	8	3,905	C2-2/R6	2.43	-	-	-	-	-														
		9834	10	5,017	C2-2/R6	2.43	-	-	-	-	-														
217-U	U	9834A Total		22,392	C2-2/R6	2.43		-	-	-	-	19,033	-	-	35	C2-4/R7X	5	19,033	-	-	93	-	-	-	58
224-U	U	9837	1	11,500	C2-2/R5	1.25	0	-	-	-	-	9,775	-	-	2	C2-4/R7X	5	9,775	-	-	48	-	-	-	46
225-U	U	9837	10	23,250	C2-2/R5	1.25	0.04	875	-	-	-	19,763	-	-	3	C2-4/R7X	5	19,763	-	11,625	85	-	-	11,625	82
		9913	25	18,750	C2-2/R6	2.43	-	-	-	-	-														
		9913	35	9,000	C2-2/R6	2.43	1.11	5,000	-	5,000	-														
		9913	41	7,600	C2-2/R6	2.43	-	-	-	-	-														
244-U	U	9913A Total		35,350	C2-2/R6	2.43		5,000	-	5,000	9	30,048	-	17,675	56	C2-4/R7X	5	30,048	-	17,675	129	-	-	-	73
246-U	U	9914	40	14,500	C2-2/R6	2.43	0.11	1,600	-	-	-	12,325	-	-	23	C2-4/R7X	5	12,325	-	-	60	-	-	-	37
16	U Total			266,599				25,831	-	5,000	9	205,762	-	92,479	285			226,611	-	104,104	1,004	20,849	-	11,625	719
		9917	43	23,700	C2-2/R5	1.25	0.34	7,984	-	-	-														
250-V	V	9917D Total		23,700	R5	1.25		7,984	-	-	-	-	-	-	30	C2-4/R7A	4	20,145	-	11,850	63	20,145	-	11,850	33
		9930	26	11,523	C2-2/R3-2	1.00	0.40	4,640	-	-	-														
		9930	31	22,100	R3-2	0.80	0.56	12,395	-	-	-														
254-V	V	9930B Total		33,623	R3-2	1.00		17,035	-	-	-	17,035	-	-	-	C2-4/R7A	4	28,580	-	-	106	11,545	-	-	106
258-V	V	9934	20	9,100	C2-2/R3-2	1.00	0.29	2,660	-	-	-	7,735	-	-	1	C2-4/R7A	4	7,735	-	-	29	-	-	-	28
264-V	V	9950	64	13,200	C2-2/R5	1.25	0	-	-	-	-	11,220	-	-	2	C2-4/R7A	4	11,220	-	-	42	-	-	-	40
265-V	V	9950	70	9,540	C2-2/R5	1.25	0	-	-	-	-	8,109	-	-	1	C2-4/R7A	4	8,109	-	-	30	-	-	-	29
268-V	V	9960	1	11,200	C2-2/R3-2	1.00	0.18	1,960	-	-	-	9,520	-	-	2	C2-4/R7A	4	9,520	-	-	35	-	-	-	33
269-V	V	9960	19	20,000	C2-2/R3-2	1.00	0.04	810	-	-	-	17,000	-	-	3	C2-4/R7A	4	17,000	-	-	63	-	-	-	60
7	V Total			120,363				30,429	-	-	-	70,619	-	-	39			102,309	-	11,850	368	31,690	-	11,850	329

Table 1 Reasonable Worst Case Development Scenario Projected Sites

Projected Development Sites

Site Description					Existing Conditions							No-Build (No-Action) Conditions				Build (With-Action) Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
585-X	X	10328	49	21,059	M1-1	1.00	0	-	-	-	-	8,424	12,635	-	-	M1-2	2	8,424	33,694	-	-	-	21,059	-	-
586-X	X	10352	108	47,000	M1-1	1.00	0.21	-	9,680	-	-	18,800	28,200	-	-	M1-2	2	18,800	75,200	-	-	-	47,000	-	-
2	X Total			68,059				-	9,680	-	-	27,224	40,835	-	-			27,224	108,894	-	-	-	68,059	-	-
187	Grand Total			2,361,984				1,012,793	426,605	193,066	241	1,668,133	805,226	214,344	1,365			3,156,253	108,894	457,524	5,291	1,488,120	(396,332)	243,180	3,926

Downtown Jamaica Redevelopment Plan

Table 2 Reasonable Worst Case Development Scenario: Potential Sites

Site Description					Existing Conditions							No-Build (No-Action) Conditions				Build (With-Action) Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
		9993	1	4,400	M1-1	1.00	1.00	-	4,400	-	-														
		9993	3	60,100	M1-1	1.00	1.43	85,676	"	"	"														
		9993	18	3,622	M1-1	1.00	1.49	3,600	-	1,800	-														
		9993	20	4,020	M1-1	1.00	0.93	3,750	-	-	-														
		9993	22	1,740	M1-1	1.00	1.90	1,100	-	2,200	-														
		9993	23	1,740	M1-1	1.00	1.90	1,089	"	2,211	-														
		9993	24	1,860	M1-1	1.00	1.77	1,089	-	2,211	-														
		9993	25	1,860	M1-1	1.00	1.77	1,089	-	2,211	-														
		9993	27	2,000	M1-1	1.00	2.10	1,386	"	2,814	-														
		9993	28	2,500	M1-1	1.00	0.60	-	2,000	-	-														
		9993	29	3,000	M1-1	1.00	0.85	-	-	2,550	-														
286-URA	URA	9993A Total		86,842	M1-1	1.00		98,781	6,400	16,007	15	98,781	6,400	-	15	C6-3	8	486,315	-	-	-	387,534	(6,400)	-	(15)
		9998	95	11,900	M1-1	1.00	1.01	12,000	-	-	-														
		9998	101	16,800	M1-1	1.00	0.89	14,900	-	-	-														
		9998	109	2,000	M1-1	1.00	1.00	2,000	-	-	-														
		9998	110	18,000	M1-1	1.00	1.00	18,000	-	-	-														
		9998	119	4,450	M1-1	1.00	0.99	4,400	-	-	-														
		9998	124	6,880	M1-1	1.00	0.75	5,175	-	-	-														
		9998	127	9,632	M1-1	1.00	0.98	-	9,400	-	-														
294-URA	URA	9998D Total		69,642	M1-1	1.00		56,475	9,400	-	-	-	-	-	-	C6-3	8	83,570	-	-	474	83,570	-	-	474
2	URA Total			156,484				155,256	15,800	16,007	15	98,781	6,400	-	15			569,885	-	-	474	471,104	(6,400)	-	459
278-AT1	AT1	9987	1	10,000	M1-1	1.00	1	10,000	-	-	-	10,000	-	-	-	C6-3	8	17,000	-	-	63	7,000	-	-	63
		9995	1	12,325	C4-2	3.40	2.00	24,600	"	"	"														
		9995	7	10,640	M1-1	1.00	0.07	700	-	-	-														
		9995	14	7,118	M1-1	1.00	0.38	2,700	-	-	-														
		9995	18	5,465	M1-1	1.00	-	-	-	-	-														
287-AT1	AT1	9995A Total		35,548	M1-1	1.00		28,000	-	-	-	28,000	-	-	-	C6-3	8	60,432	-	-	224	32,432	-	-	224
		9998	10	3,960	M1-1	1.00	1.00	-	3,960	-	-														
		9998	12	6,348	M1-1	1.00	1.85	11,748	-	-	-														
288-AT1	AT1	9998B Total		10,308	M1-1	1.00		11,748	3,960	-	-	11,748	3,960	-	-	C6-3	8	17,524	-	-	65	5,776	(3,960)	-	65
289-AT1	AT1	9996	16	11,232	M1-1	1.00	1.99	400	22,000	-	-	400	22,000	-	-	C6-3	8	19,094	-	-	71	18,694	(22,000)	-	71
		9997	97	10,500	M1-1	1.00	0.30	3,152	-	-	-														
		9997	104	2,000	M1-1	1.00	-	"	"	"	"														
290-AT1	AT1	9997B Total		12,500	M1-1	1.00		3,152	-	-	-	5,000	7,500	-	-	C6-3	8	21,250	-	-	79	16,250	(7,500)	-	79
		10000	6	17,500	M1-1	1.00	1.00	17,500	-	-	-														
		10000	31	17,500	M1-1	1.00	0.54	3,000	6,500	"	"														
		10000	35	2,500	M1-1	1.00	-	-	-	-	-														
		10000	39	2,500	M1-1	1.00	-	-	-	-	-														
		10000	42	5,000	M1-1	1.00	0.56	-	-	2,823	-														
297-AT1	AT1	10000A Total		45,000	M1-1	1.00		20,500	6,500	2,823	2	20,500	6,500	-	2	C6-3	8	76,500	-	-	284	56,000	(6,500)	-	282
		10026	1	10,000	R5	1.25	-	-	-	-	-														
		10026	6	2,000	M1-1	1.00	2.00	2,000	-	2,000	-														
		10026	12	5,000	M1-1	1.00	0.80	4,000	"	"	"														
		10026	14	20,000	M1-1	1.00	0.50	-	10,000	-	-														
		10026	23	15,000	M1-1	1.00	-	20	-	-	-														
		10026	38	5,000	R5	1.25	-	"	"	"	"														
331-AT1	AT1	10026A Total		57,000	M1-1	1.00		6,020	10,000	2,000	5	6,020	10,000	-	5	C6-3	8	96,900	-	-	359	90,880	(10,000)	-	354
7	AT1 Total			181,588				79,820	42,460	4,823	7	81,668	49,960	-	7			308,700	-	-	1,144	227,032	(49,960)	-	1,137
		9982	12	2,505	M1-1	1.00	1.00	-	2,500	-	-														
		9982	13	7,515	M1-1	1.00	1.25	1,875	7,500	-	-														
		9982	17	7,515	M1-1	1.00	0.88	-	6,440	-	-														
271-AT2	AT2	9982A Total		17,535	M1-1	1.00		1,875	16,440	-	-	1,875	16,440	-	-	C6-2	6	29,810	-	-	75	27,935	(16,440)	-	75
272-AT2	AT2	9982	27	10,018	M1-1	1.00	1.2	-	12,000	-	-	-	12,000	-	-	C6-2	6	17,031	-	-	43	17,031	(12,000)	-	43
273-AT2	AT2	9984	11	20,040	M1-1	1.00	1.18	3,550	20,000	-	-	3,550	20,000	-	-	C6-2	6	34,068	-	-	86	30,518	(20,000)	-	86
274-AT2	AT2	9984	17	20,041	M1-1	1.00	1	-	20,000	-	-	-	20,000	-	-	C6-2	6	34,070	-	10,021	76	34,070	(20,000)	10,021	76
275-AT2	AT2	9986	3	11,950	M1-1	1.00	0.91	-	10,900	-	-	-	10,900	-	-	C6-2	6	20,315	-	-	51	20,315	(10,900)	-	51
276-AT2	AT2	9986	20	28,415	M1-1	1.00	0.28	-	8,000	-	-	11,366	17,049	-	-	C6-2	6	48,306	-	-	122	36,940	(17,049)	-	122
277-AT2	AT2	9986	61	23,723	M1-1	1.00	0.76	18,000	-	-	-	18,000	-	-	-	C6-2	6	40,329	-	-	102	22,329	-	-	102
279-AT2	AT2	9991	1	55,000	M1-1	1.00	2.8	-	143,091	-	-	-	143,091	-	-	C6-2	6	93,500	-	-	237	93,500	(143,091)	-	237
280-AT2	AT2	9991	19	9,850	M1-1	1.00	0.28	2,750	-	-	-	3,860	5,790	-	-	C6-2	6	16,405	-	-	41	12,545	(5,790)	-	41
281-AT2	AT2	9991	68	17,237	M1-1	1.00	0.99	1,500	15,500	-	-	1,500	15,500	-	-	C6-2	6	29,303	-	-	74	27,803	(15,500)	-	74
282-AT2	AT2	9992	26	2,785	M1-1	1.00	1.08	-	3,000	-	-	-	3,000	-	-	C6-2	6	4,735	-	-	4	4,735	(3,000)	-	4
283-AT2	AT2	9992	27	3,003	M1-1	1.00	1	3,000	-	-	-	3,000	-	-	-	C6-2	6	5,105	-	-	4	2,105	-	-	4
284-AT2	AT2	9992	29	6,007	M1-1	1.00	1.03	2,200	2,000	2,000	2	2,200	2,000	-	2	C6-2	6	10,212	-	-	8	8,012	(2,000)	-	6
285-AT2	AT2	9992	38	7,000	M1-1	1.00	0.71	5,000	-	-	-	5,000	-	-	-	C6-2	6	11,900	-	-	9	6,900	-	-	9
		10027	3	5,000	M1-1	1.00	-	-	-	"	"														
		10027	5	7,500	M1-1	1.00	1.00	-	7,500	-	-														
332-AT2	AT2	10027A Total		12,500	M1-1	1.00		-	7,500	-	2	-	7,500	-	2	C6-2	6	21,250	-	-	54	21,250	(7,500)	-	52
		10027	8	2,500	M1-1	1.00	1.02	-	-	2,556	"														
		10027	10	2,500	M1-1	1.00	1.00	-	2,500	-	-														
		10027	11	2,500	M1-1	1.00	-	-	-	-	-														
		10027	36	1,291	M1-1	1.00	1.32	550	-	850	-														
333-AT2	AT2	10027B Total		8,791	M1-1	1.00		850	2,500	3,406	4	850	2,500	-	4	C6-2	6	14,945	-	-	38	14,095	(2,500)	-	34
341-AT2	AT2	10030	6	15,000	M1-1	1.00	0.44	6,600	-	-	-	6,000	9,000	-	-	C6-2	6	25,500	-	-	20	19,500	(9,000)	-	20
342-AT2	AT2	10030	12	5,000	M1-1	1.00	0.53	-	2,630	-	-	-	2,630	-	-	C6-2	6	8,500	-	-	7	8,500	(2,630)	-	7
343-AT2	AT2	10030	15	7,500	M1-1	1.00	0.5	3,762	-	-	-	3,762	-	-	-	C6-2	6	12,750	-	-	10	8,988	-	-	10

Table 2 Reasonable Worst Case Development Scenario: Potential Sites

Potential Development Sites

Site Description					Existing Conditions							No-Build (No-Action) Conditions				Build (With-Action) Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
		10030	17	7,500	M1-1	1.00	0.42	3,150	-	-	-														
		10030	22	5,000	M1-1	1.00	0.48	"	2,400	-	-														
344-AT2	AT2	10030A Total		12,500	M1-1	1.00		3,150	2,400	-	-	5,000	7,500	-	-	C6-2	6	21,250	-	-	54	16,250	(7,500)	-	54
		10030	25	9,890	M1-1	1.00	-	-	-	-	-														
		10030	26	9,949	R5	1.25	"	"	"	"	"														
345-AT2	AT2	10030B Total		19,839	R5	1.25		-	-	-	-	-	-	-	25	C6-2	6	33,726	-	-	86	33,726	-	-	61
346-AT2	AT2	10031	2	9,922	M1-1	1.00	0.74	310	7,000	-	-	310	7,000	-	-	C6-2	6	16,867	-	-	13	16,557	(7,000)	-	13
347-AT2	AT2	10031	7	7,000	M1-1	1.00	1.25	2,000	6,722	-	-	2,000	6,722	-	-	C6-2	6	11,900	-	-	9	9,900	(6,722)	-	9
		10031	10	9,080	M1-1	1.00	0.46	4,180	-	-	-														
		10031	12	6,350	M1-1	1.00	0.55	3,500	"	"	"														
348-AT2	AT2	10031A Total		15,410	M1-1	1.00		7,680	-	-	-	6,164	9,246	-	-	C6-2	6	26,197	-	-	66	20,033	(9,246)	-	66
349-AT2	AT2	10031	17	7,700	M1-1	1.00	0.46	3,567	-	-	-	3,080	4,620	-	-	C6-2	6	13,090	-	-	10	10,010	(4,620)	-	10
25	AT2 Total			353,586				65,774	279,683	5,406	8	77,517	322,488	-	33			801,063	-	10,021	1,298	523,546	(322,488)	10,021	1,265
119-JC1	JC1	9754	48	12,900	C4-2	3.40	1.91	24,625	-	-	-	24,625	-	-	-	C6-3	8	21,930	-	-	81	(2,695)	-	-	81
122-JC1	JC1	9756	1	11,128	C4-2	3.40	0.96	10,700	-	-	-	9,459	-	-	27	C6-3	8	18,918	-	-	70	9,459	-	-	43
124-JC1	JC1	9760	1	28,708	C4-2	3.40	3.19	91,693	-	-	-	91,693	-	-	-	C6-3	8	48,804	-	14,354	167	(42,889)	-	14,354	167
181-JC1	JC1	9793	11	7,985	C4-2	3.40	2.44	19,500	-	-	-	19,500	-	-	-	C6-3	8	13,575	-	-	50	(5,925)	-	-	50
182-JC1	JC1	9793	14	3,700	C4-2	3.40	1.83	6,786	-	-	-	6,786	-	-	-	C6-3	8	6,290	-	-	23	(496)	-	-	23
396-JC1	JC1	10101	3	19,500	C6-1A	6.00	2.52	49,140	-	-	-	16,575	-	-	47	C6-3	8	33,150	-	-	123	16,575	-	-	76
456-JC1	JC1	10151	1	22,475	C4-2	3.40	1.87	42,000	-	-	-	42,000	-	-	-	C6-3	8	38,208	-	-	142	(3,792)	-	-	142
457-JC1	JC1	10151	7	21,000	C4-2	3.40	3.28	68,880	-	-	-	68,880	-	-	-	C6-3	8	35,700	-	-	132	(33,180)	-	-	132
458-JC1	JC1	10151	16	11,803	C4-2	3.40	1.98	23,400	-	-	-	23,400	-	-	-	C6-3	8	20,065	-	-	74	(3,335)	-	-	74
		10151	75	45,080	C6-1A	6.00	0.72	32,471	"	"	"														
348-AT2	JC1	10151D Total		45,080	C6-1A	6.00		32,471	-	-	-	38,318	-	-	108	C6-3	8	78,636	-	-	284	38,318	-	-	176
463-JC1	JC1	10151	116	15,000	C4-2	3.40	0	-	-	-	-	12,750	-	-	36	C6-3	8	25,500	-	-	95	12,750	-	-	59
11	JC1 Total			199,278				369,195	-	-	-	353,986	-	-	218			338,776	-	14,354	1,241	(15,210)	-	14,354	1,023
186-JC2	JC2	9794	30	23,250	C4-2	3.40	1	23,250	-	-	-	19,763	-	-	56	C6-2	6	39,525	-	-	100	19,762	-	-	44
187-JC2	JC2	9794	36	46,918	C4-2	3.40	1	46,918	-	-	-	39,880	-	23,459	114	C6-2	6	79,761	-	23,459	178	39,881	-	-	64
189-JC2	JC2	9794	114	11,700	C4-2	3.40	0.94	11,000	-	-	-	9,945	-	-	28	C6-2	6	19,890	-	-	50	9,945	-	-	22
190-JC2	JC2	9796	25	13,300	C4-2	3.40	2.02	26,880	-	-	-	26,880	-	-	-	C6-2	6	22,610	-	-	57	(4,270)	-	-	57
		10151	21	13,460	C4-2	3.40	1.41	19,000	-	-	-														
		10151	23	2,818	C4-2	3.40	0.78	2,200	-	-	-														
		10151	24	4,660	C4-2	3.40	0.90	4,200	"	"	"														
459-JC2	JC2	10151B Total		20,938	C4-2	3.40		25,400	-	-	-	17,797	-	-	51	C6-2	6	35,595	-	-	90	17,798	-	-	39
460-JC2	JC2	10151	25	12,871	C4-2	3.40	1.9	24,405	-	-	-	24,405	-	-	-	C6-2	6	21,881	-	-	55	(2,524)	-	-	55
		10151	31	3,000	C4-2	3.40	0.97	2,900	-	-	-														
		10151	32	11,918	C4-2	3.40	1.00	11,900	-	-	-														
461-JC2	JC2	10151C Total		14,918	C4-2	3.40		14,800	-	-	-	12,680	-	-	36	C6-2	6	25,361	-	-	64	12,681	-	-	28
466-JC2	JC2	10155	24	28,600	C4-2	3.40	1.67	47,744	-	-	-	24,310	-	-	69	C6-2	6	48,620	-	-	123	24,310	-	-	54
467-JC2	JC2	10155	35	12,103	M1-1	1.00	0.46	5,600	-	-	-	4,841	7,262	-	-	C6-2	6	20,575	-	-	52	15,734	(7,262)	-	52
468-JC2	JC2	10155	123	20,640	C4-2	3.40	1.59	22,062	10,675	-	-	17,544	-	-	50	C6-2	6	35,088	-	-	89	17,544	-	-	39
		10156	14	4,800	C4-2	3.40	1	28,800	-	-	-														
		10156	17	11,380	C4-2	3.40	0.18	2,070	"	"	"														
469-JC2	JC2	10156A Total		16,180	C4-2	3.40		30,870	-	-	-	30,870	-	-	-	C6-2	6	27,506	-	-	70	(3,364)	-	-	70
470-JC2	JC2	10156	149	16,124	M1-5	5.00	0.65	10,500	-	-	-	8,450	74,170	-	-	C6-2	6	27,411	-	-	69	20,961	(74,170)	-	69
508-JC2	JC2	10209	2	10,800	C4-2	3.40	1.53	16,500	-	-	-	9,180	-	-	26	C6-2	6	18,360	-	-	46	9,180	-	-	20
13	JC2 Total			248,342				305,929	10,675	-	-	244,545	81,432	23,459	432			422,183	-	23,459	1,043	177,638	(81,432)	-	611
118-JC3	JC3	9754	25	7,800	C4-2	3.40	0	-	-	-	-	6,630	-	-	19	C4-5X	5	6,630	-	-	32	-	-	-	13
123-JC3	JC3	9757	18	7,550	C4-2	3.40	1.99	7,500	-	7,500	-	6,418	-	-	18	/C4-5X	5	6,418	-	-	31	-	-	-	13
126-JC3	JC3	9760	61	6,300	C4-2	3.40	0	-	-	-	-	5,355	-	-	15	/C4-5X	5	5,355	-	-	26	-	-	-	11
129-JC3	JC3	9761	57	6,675	C4-2	3.40	0.75	5,000	-	-	-	5,674	-	-	16	C4-5X	5	5,674	-	-	28	-	-	-	12
130-JC3	JC3	9761	61	8,010	C4-2	3.40	0.9	7,170	-	-	-	6,809	-	4,005	19	C4-5X	5	6,809	-	4,005	29	-	-	-	10
183-JC3	JC3	9793	29	6,825	C4-2	3.40	1.54	10,500	-	-	-	5,801	-	-	17	C4-5X	5	5,801	-	-	28	-	-	-	11
199-JC3	JC3	9814	34	6,500	C4-2	3.40	0.17	1,080	-	-	-	5,525	-	-	16	C4-5X	5	5,525	-	-	27	-	-	-	11
200-JC3	JC3	9814	81	7,785	C4-2	3.40	1.39	10,800	-	-	-	6,617	-	-	19	C4-5X	5	6,617	-	-	32	-	-	-	13
		9816	39	4,450	C4-2	3.40	-	-	"	"	"														
		9816	41	22,700	C4-2	3.40	0.45	10,210	-	-	-														
201-JC3	JC3	9816A Total		27,150	C4-2	3.40		10,210	-	-	-	23,078	-	-	66	C4-5X	5	23,078	-	-	113	-	-	-	47
		9818	53	2,975	C4-2	3.40	-	-	-	-	-														
		9818	54	2,975	C4-2	3.40	-	-	"	"	"														
		9818	56	13,200	C4-2	3.40	0.14	1,829	-	-	-														
203-JC3	JC3	9818A Total		19,150	C4-2	3.40		1,829	-	-	-	16,278	-	-	47	C4-5X	5	16,278	-	-	79	-	-	-	33
10	JC3 Total			103,745				54,089	-	7,500	-	88,185	-	4,005	252			88,185	-	4,005	425	-	-	-	173
298-LC	LC	10001	1	62,682	M1-1	1.00	0.86	-	53,666	-	-	-	53,666	-	-	M1-4	2	125,364	-	-	-	125,364	(53,666)	-	-
299-LC	LC	10001	19	2,500	M1-1	1.00	0.51	-	-	1,284	1	-	-	-	1	M1-4	2	5,000	-	-	-	5,000	-	-	(1)
300-LC	LC	10001	24	900	M1-1	1.00	1.17	-	-	1,056	1	-	-	-	1	M1-4	2	1,800	-	-	-	1,800	-	-	(1)
301-LC	LC	10001	25	783	M1-1	1.00	1.25	-	-	982	1	-	-	-	1	M1-4	2	1,566	-	-	-	1,566	-	-	(1)
302-LC	LC	10001	26	783	M1-1	1.00	2.11	-	-	1,658	1	-	-	-	1	M1-4	2	1,566	-	-	-	1,566	-	-	(1)
303-LC	LC	10001	27	2,500	M1-1	1.00	0.68	-	-	1,696	1	-	-	-	1	M1-4	2	5,000	-	-	-	5,000	-	-	(1)
304-LC	LC	10001	28	2,500	M1-1	1.00	0.81	-	-	2,031	1	-	-	-	1	M1-4	2	5,000	-	-	-	5,000	-	-	(1)
305-LC	LC	10001	29	2,500	M1-1	1.00	0.8	-	-	1,995	1	-	-	-	1	M1-4	2	5,000	-	-	-	5,000	-	-	(1)
306-LC	LC	10001	40	783	M1-1	1.00	1.96	-	-	1,533	1	-	-	-	1	M1-4	2	1,566	-	-	-	1,566	-	-	(1)
307-LC	LC	10001	41	925	M1-1	1.00	1.07	-	-	986	2	-	-	-	2	M1-4	2	1,850	-	-	-	1,850	-	-	(2)
308-LC	LC	10001	124	783	M1-1	1.00	1.24	-	-	974	1	-	-	-	1	M1-4	2	1,566	-	-	-	1,566	-	-	(1)
353-LC	LC	10033	8	5,000	M1-1	1.00	0	-	-	-	-	2,000	3,000	-	-	M1-4	2	2,000	8,000	-	-	-	5,000	-	-

Table 2 Reasonable Worst Case Development Scenario: Potential Sites

Site Description					Existing Conditions						No-Build (No-Action) Conditions				Build (With-Action) Conditions						Potential Development Sites Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
		10033	13	2,500	M1-1	1.00	-	-	-	-	-														
		10033	14	2,500	M1-1	1.00	-	-	-	-	-														
354-LC	LC	10033A Total		5,000	M1-1	1.00		-	-	-	-	2,000	3,000	-	-	M1-4	2	2,000	8,000	-	-	-	5,000	-	-
		10095	32	10,800	M1-1	1.00	-	-	-	-	-														
		10095	43	18,310	M1-1	1.00	0.94	-	17,200	-	-														
395-LC	LC	10095A Total		29,110	M1-1	1.00		-	17,200	-	-	-	17,200	-	-	M1-4	2	11,644	46,576	-	-	11,644	29,376	-	-
		10107	71	7,553	M1-1	1.00	0.91	-	6,850	-	-														
		10107	73	2,500	M1-1	1.00	-	-	-	-	-														
		10107	77	2,100	M1-1	1.00	-	-	-	-	-														
404-LC	LC	10107B Total		12,153	M1-1	1.00		-	6,850	-	-	-	6,850	-	-	M1-4	2	4,861	19,445	-	-	4,861	12,595	-	-
		10107	82	3,440	M1-1	1.00	-	-	-	-	-														
		10107	84	5,000	M1-1	1.00	-	-	-	-	-														
		10107	88	6,735	M1-1	1.00	-	-	-	-	-														
		10107	130	9,750	M1-1	1.00	-	-	-	-	-														
405-LC	LC	10107D Total		24,925	M1-1	1.00		-	-	-	-	9,970	14,955	-	-	M1-4	2	9,970	39,880	-	-	-	24,925	-	-
406-LC	LC	10107	107	7,300	M1-1	1.00	0	-	-	-	-	2,920	4,380	-	-	M1-4	2	2,920	11,680	-	-	-	7,300	-	-
407-LC	LC	10107	138	17,957	M1-1	1.00	0	-	-	-	-	7,183	10,774	-	-	M1-4	2	7,183	28,731	-	-	-	17,957	-	-
409-LC	LC	10107	167	5,670	M1-1	1.00	0	-	-	-	-	2,268	3,402	-	-	M1-4	2	2,268	9,072	-	-	-	5,670	-	-
		10108	301	8,194	M1-1	1.00	0.28	2,260	-	-	-														
		10108	348	6,820	M1-1	1.00	-	-	-	-	-														
410-LC	LC	10108C Total		15,014	M1-1	1.00		2,260	-	-	-	6,006	9,008	-	-	M1-4	2	6,006	24,022	-	-	-	15,014	-	-
		10109	31	27,000	M1-1	1.00	-	-	-	-	-														
		10109	44	1,100	M1-1	1.00	-	-	-	-	-														
414-LC	LC	10109B Total		28,100	M1-1	1.00		-	-	-	-	11,240	16,860	-	-	M1-4	2	11,240	44,960	-	-	-	28,100	-	-
426-LC	LC	10125	1	31,000	M1-1	1.00	0	-	38,495	-	-	-	26,350	-	-	M1-4	2	-	62,000	-	-	-	35,650	-	-
22	LC Total			258,868				2,260	116,211	14,193	11	43,587	169,445	-	11			215,370	302,366	-	-	171,783	132,921	-	(11)
19-SC	SC	9676	13	17,250	C4-2	3.40	0.89	15,330	-	-	-	14,663	-	-	42	C4-4A	4	14,663	-	-	54	-	-	-	12
20-SC	SC	9676	22	9,200	C4-2	3.40	0.98	9,000	-	-	-	7,820	-	-	22	C4-4A	4	7,820	-	-	29	-	-	-	7
21-SC	SC	9677	1	13,568	C4-2	3.40	0.93	12,600	-	-	-	11,533	-	-	33	C4-4A	4	11,533	-	-	43	-	-	-	10
22-SC	SC	9677	16	14,154	C4-2	3.40	1.64	23,248	-	-	-	12,031	-	-	34	C4-4A	4	12,031	-	-	45	-	-	-	11
32-SC	SC	9678	94	11,000	C4-2	3.40	0.98	10,800	-	-	-	9,350	-	-	27	C4-4A	4	9,350	-	-	35	-	-	-	8
33-SC	SC	9678	99	11,110	C4-2	3.40	0.94	10,400	-	-	-	9,444	-	-	27	C4-4A	4	9,444	-	-	35	-	-	-	8
37-SC	SC	9679	89	7,228	C4-2	3.40	1.91	9,400	4,400	-	-	9,400	4,400	-	-	C4-4A	4	6,144	-	-	23	(3,256)	(4,400)	-	23
67-SC	SC	9688	17	9,650	C4-2	3.40	0.93	9,000	-	-	-	8,203	-	-	23	C4-4A	4	8,203	-	-	30	-	-	-	7
		9690	7	3,800	C2-2/R6	2.43	1.10	3,960	-	-	-														
		9690	9	2,358	C2-2/R6	2.43	1.00	2,356	-	-	-														
		9890	10	6,809	C2-2/R6	2.43	0.71	4,860	-	-	-														
70-SC	SC	9690A Total		12,767	C2-2/R6	2.43		11,176	-	-	-	10,852	-	-	20	C4-4A	4	10,852	-	-	40	-	-	-	20
71-SC	SC	9690	14	6,000	C2-2/R6	2.43	0.9	5,400	-	-	-	5,100	-	-	9	C4-4A	4	5,100	-	-	19	-	-	-	10
72-SC	SC	9692	54	6,524	C2-2/R6	2.43	1.23	8,000	-	-	-	8,000	-	-	-	C4-4A	4	5,545	-	-	21	(2,455)	-	-	21
11	SC Total			118,451				124,354	4,400	-	-	106,396	4,400	-	238			100,685	-	-	374	(5,711)	(4,400)	-	136
321-A	A	10018	11	2,500	R4	0.90	0.25	625	-	-	-	-	-	-	2	C1-4/R5	1.25	2,125	-	-	-	2,125	-	-	(2)
		10018	12	7,500	R4	0.90	-	-	-	-	-														
		10018	16	2,000	R4	0.90	1.20	1,200	-	1,200	-														
		10018	17	2,000	R4	0.90	1.20	1,200	-	1,200	-														
		10018	18	2,800	R4	0.90	0.63	-	-	1,766	-														
		10018	117	1,600	R4	0.90	0.25	400	-	-	-														
322-A	A	10018D Total		6,800	R4	0.90		2,400	-	4,166	6	2,400	-	-	-	C1-4/R5	1.25	5,780	-	-	1	3,380	-	-	1
323-A	A	10018	20	4,800	R4	0.90	0.51	-	-	2,440	2	-	-	-	2	C1-4/R5	1.25	4,080	-	-	1	4,080	-	-	(1)
324-A	A	10018	25	5,000	R4	0.90	0.32	1,600	-	-	-	-	-	-	4	C1-4/R5	1.25	4,250	-	-	1	4,250	-	-	(3)
325-A	A	10018	27	5,000	R4	0.90	0.14	700	-	-	-	-	-	-	4	C1-4/R5	1.25	4,250	-	-	1	4,250	-	-	(3)
326-A	A	10018	29	5,465	R4	0.90	0.27	1,500	-	-	-	-	-	-	4	C1-4/R5	1.25	4,645	-	-	1	4,645	-	-	(3)
6	A Total			29,565				6,825	-	6,606	6	2,400	-	-	15			25,130	-	-	5	22,730	-	-	(10)
335-B	B	10028	4	2,500	M1-1	1.00	0.58	-	-	1,439	1	-	-	-	1	R5	1.25	-	-	-	3	-	-	-	2
336-B	B	10028	7	3,700	M1-1	1.00	0.55	-	-	2,048	1	-	-	-	1	R5	1.25	-	-	-	5	-	-	-	4
337-B	B	10028	10	3,700	M1-1	1.00	0.55	-	-	2,048	1	-	-	-	1	R5	1.25	-	-	-	5	-	-	-	4
338-B	B	10028	31	2,500	M1-1	1.00	0.52	-	-	1,296	2	-	-	-	2	R5	1.25	-	-	-	3	-	-	-	1
339-B	B	10028	32	2,500	M1-1	1.00	0.52	-	-	1,296	2	-	-	-	2	R5	1.25	-	-	-	3	-	-	-	1
340-B	B	10028	34	2,500	M1-1	1.00	0.61	-	-	1,521	1	-	-	-	1	R5	1.25	-	-	-	3	-	-	-	2
6	B Total			17,400				-	-	9,648	8	-	-	-	8			-	-	-	22	-	-	-	14
23-D	D	9677	172	3,600	R6	2.43	0.82	-	-	2,940	2	-	-	-	9	R7A	4	-	-	-	14	-	-	-	5
24-D	D	9677	174	3,600	R6	2.43	0.87	-	-	3,115	3	-	-	-	9	R7A	4	-	-	-	14	-	-	-	5
25-D	D	9677	176	3,600	R6	2.43	0.87	-	-	3,146	2	-	-	-	9	R7A	4	-	-	-	14	-	-	-	5
26-D	D	9677	178	3,600	R6	2.43	0.87	-	-	3,115	2	-	-	-	9	R7A	4	-	-	-	14	-	-	-	5
27-D	D	9677	180	3,600	R6	2.43	0.82	-	-	2,940	3	-	-	-	9	R7A	4	-	-	-	14	-	-	-	5
28-D	D	9678	30	2,880	R6	2.43	0.71	-	-	2,040	1	-	-	-	7	R7A	4	-	-	-	12	-	-	-	5
29-D	D	9678	32	3,296	R6	2.43	0.68	-	-	2,256	1	-	-	-	8	R7A	4	-	-	-	13	-	-	-	5
30-D	D	9678	34	3,360	R6	2.43	0.6	-	-	2,016	1	-	-	-	8	R7A	4	-	-	-	13	-	-	-	5
31-D	D	9678	36	3,360	R6	2.43	0.77	858	-	1,742	2	-	-	-	8	R7A	4	-	-	-	13	-	-	-	5
34-D	D	9678	109	5,986	R6	2.43	1.8	10,800	-	-	-	10,800	-	-	-	R7A	4	-	-	-	24	(10,800)	-	-	24
35-D	D	9678	159	2,880	R6	2.43	0.71	-	-	2,040	2	-	-	-	7	R7A	4	-	-	-	12	-	-	-	5
		9679	77	2,476	R6	2.43	1.05	-	-	2,600	-														
		9679	78	2,550	R6	2.43	1.02	-	-	2,600	-														
36-D	D	9679D Total		5,026	R6	2.43		-	-	5,200	6	-	-	-	12	R7A	4	-	-	-	20	-	-	-	8
38-D	D	9681	41	2,659	R6	2.43	0.86	-	-	2,283	2	-	-	-	6	R7A	4	-	-	-	11	-	-	-	5
39-D	D	9681	43	2,619	R6	2.43	0.8	-	-	2,100	5	-	-	-	6	R7A	4	-	-	-	10	-	-	-	4
42-D	D	9681	50	3,240	R6	2.43	0.8	-	-	2,597	2	-	-	-	8	R7A	4	-	-	-	13	-	-	-	5
43-D	D	9681	52	3,510	R6	2.43	0.74	-	-	2,597	2	-	-	-	9	/R7A	4	-	-	-	14	-	-	-	5

Table 2 Reasonable Worst Case Development Scenario: Potential Sites

Site Description					Existing Conditions						No-Build (No-Action) Conditions				Build (With-Action) Conditions						Potential Development Sites: Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
44-D	D	9681	54	3,850	R6	2.43	0.61	-	-	2,360	2	-	-	-	9	R7A	4	-	-	-	15	-	-	-	6
46-D	D	9681	58	4,495	R6	2.43	0.81	-	-	3,635	3	-	-	-	11	R7A	4	-	-	-	18	-	-	-	7
47-D	D	9681	59	4,495	R6	2.43	0.89	-	-	3,985	2	-	-	-	11	R7A	4	-	-	-	18	-	-	-	7
48-D	D	9681	60	4,495	R6	2.43	0.89	-	-	3,990	2	-	-	-	11	R7A	4	-	-	-	18	-	-	-	7
49-D	D	9681	61	4,495	R6	2.43	0.89	-	-	3,990	2	-	-	-	11	R7A	4	-	-	-	18	-	-	-	7
54-D	D	9681	83	3,855	R6	2.43	0.75	-	-	2,910	2	-	-	-	9	R7A	4	-	-	-	15	-	-	-	6
55-D	D	9681	84	3,625	R6	2.43	0.8	-	-	2,910	2	-	-	-	9	R7A	4	-	-	-	15	-	-	-	6
84-D	D	9697	41	4,000	R6	2.43	0.52	-	-	2,069	1	-	-	-	10	C2-3/R7A	4	3,400	-	-	13	3,400	-	-	3
		9697	43	4,000	R6	2.43	1.00	4,000	-	-	-														
		9697	45	4,000	R6	2.43	-	-	-	-	-														
85-D	D	9697C Total		8,000	R6	2.43		4,000	-	-	-														
86-D	D	9697	47	4,008	R6	2.43	0.49	-	-	1,968	2	-	-	-	19	R7A	4	-	-	-	32	-	-	-	13
87-D	D	9697	50	4,440	R6	2.43	0.41	-	-	1,840	1	-	-	-	10	R7A	4	-	-	-	16	-	-	-	6
104-D	D	9753	3	2,500	R6	2.43	1.14	-	-	2,850	3	-	-	-	11	R7A	4	-	-	-	18	-	-	-	7
105-D	D	9753	5	2,500	R6	2.43	1.14	-	-	2,850	3	-	-	-	8	R7A	4	-	-	-	10	-	-	-	4
107-D	D	9753	8	2,500	R6	2.43	0.91	-	-	2,280	2	-	-	-	8	R7A	4	-	-	-	10	-	-	-	4
108-D	D	9753	9	2,500	R6	2.43	1.14	-	-	2,850	2	-	-	-	8	R7A	4	-	-	-	10	-	-	-	4
109-D	D	9753	11	2,500	R6	2.43	1.02	-	-	2,562	2	-	-	-	8	R7A	4	-	-	-	10	-	-	-	4
110-D	D	9753	13	2,500	R6	2.43	1.01	-	-	2,520	2	-	-	-	8	R7A	4	-	-	-	10	-	-	-	4
112-D	D	9753	28	2,500	R6	2.43	0.56	-	-	1,408	1	-	-	-	8	R7A	4	-	-	-	10	-	-	-	4
113-D	D	9753	31	2,500	R6	2.43	0.89	-	-	2,220	1	-	-	-	8	R7A	4	-	-	-	10	-	-	-	4
114-D	D	9753	32	2,500	R6	2.43	0.44	-	-	1,098	2	-	-	-	8	R7A	4	-	-	-	10	-	-	-	4
115-D	D	9753	33	2,500	R6	2.43	0.76	-	-	1,908	2	-	-	-	8	R7A	4	-	-	-	10	-	-	-	4
116-D	D	9753	34	2,500	R6	2.43	0.79	-	-	1,980	2	-	-	-	8	R7A	4	-	-	-	10	-	-	-	4
117-D	D	9753	35	2,700	R6	2.43	0.79	-	-	2,120	2	-	-	-	8	R7A	4	-	-	-	10	-	-	-	4
120-D	D	9755	15	3,742	R6	2.43	0.39	-	-	1,470	2	-	-	-	7	R7A	4	-	-	-	11	-	-	-	4
121-D	D	9755	61	3,000	R6	2.43	0	-	-	-	-	-	-	-	9	R7A	4	-	-	-	15	-	-	-	6
		9762	10	6,250	R6	2.43	-	-	-	-	-	-	-	-	7	R7A	4	-	-	-	12	-	-	-	5
		9762	16	1,875	R6	2.43	-	-	-	-	-														
134-D	D	9762A Total		8,125	R6	2.43		-	-	-	-														
135-D	D	9762	17	6,250	R6	2.43	0.32	-	-	1,989	2	-	-	-	20	R7A	4	-	-	-	33	-	-	-	13
136-D	D	9762	19	3,125	R6	2.43	1.23	-	-	3,858	4	-	-	-	15	R7A	4	-	-	-	25	-	-	-	10
137-D	D	9762	23	3,125	R6	2.43	0.47	-	-	1,456	2	-	-	-	4	R7A	4	-	-	-	13	-	-	-	9
138-D	D	9762	35	2,640	R6	2.43	0.91	720	-	1,680	2	-	-	-	8	R7A	4	-	-	-	13	-	-	-	5
139-D	D	9762	36	2,928	R6	2.43	0.92	-	-	2,705	2	-	-	-	6	R7A	4	-	-	-	11	-	-	-	5
140-D	D	9762	37	2,944	R6	2.43	0.84	-	-	2,484	2	-	-	-	7	R7A	4	-	-	-	12	-	-	-	5
141-D	D	9762	38	2,680	R6	2.43	0.93	-	-	2,480	2	-	-	-	7	R7A	4	-	-	-	12	-	-	-	5
142-D	D	9762	41	10,435	R6	2.43	0.54	5,600	-	-	-	-	-	-	7	R7A	4	-	-	-	11	-	-	-	4
144-D	D	9762	54	3,500	R6	2.43	0.65	-	-	2,292	2	-	-	-	25	R7A	4	-	-	-	42	-	-	-	17
145-D	D	9762	56	2,500	R6	2.43	0.74	-	-	1,848	2	-	-	-	9	R7A	4	-	-	-	14	-	-	-	5
146-D	D	9762	57	2,500	R6	2.43	0.74	-	-	1,842	1	-	-	-	6	R7A	4	-	-	-	10	-	-	-	4
147-D	D	9763	1	4,000	R6	2.43	0.55	-	-	2,208	1	-	-	-	8	R7A	4	-	-	-	10	-	-	-	4
		9763	23	7,500	C8-1	1.00	1.80	13,500	-	-	-	-	-	-	10	R7A	4	-	-	-	16	-	-	-	6
		9763	25	5,287	C8-1	1.00	0.40	2,100	-	-	-														
		9763	26	7,528	C8-1	1.00	-	-	-	-	-														
149-D	D	9763B Total		20,315	C8-1	1.00		15,600	-	-	-														
150-D	D	9763	36	3,220	R6	2.43	1.77	5,700	-	-	-	15,600	-	-	-	C2-3/R7A	4	17,268	-	10,158	54	1,668	-	10,158	54
151-D	D	9763	42	2,612	R6	2.43	1.42	1,850	-	1,850	-	5,700	-	-	-	C1-2/R7A	4	2,737	-	-	10	(2,963)	-	-	10
152-D	D	9763	44	2,550	R6	2.43	0.05	120	-	-	-	1,850	-	-	-	C1-2/R7A	4	2,220	-	-	8	370	-	-	8
153-D	D	9763	45	2,625	R6	2.43	0.66	-	-	1,733	1	-	-	-	6	C1-2/R7A	4	2,168	-	-	8	2,168	-	-	2
156-D	D	9763	55	4,440	R6	2.43	0.53	-	-	2,375	1	-	-	-	8	C1-2/R7A	4	2,231	-	-	8	2,231	-	-	2
157-D	D	9764	15	4,556	R6	2.43	1.05	4,800	-	-	-	-	-	-	11	R7A	4	-	-	-	18	-	-	-	7
159-D	D	9764	71	7,850	R6	2.43	1.18	9,240	-	-	-	-	-	-	11	R7A	4	-	-	-	18	-	-	-	7
160-D	D	9764	77	29,800	R6	2.43	0.11	3,350	-	-	-	-	-	-	19	R7A	4	-	-	-	31	-	-	-	12
		9765	37	3,600	C2-2/R6	2.43	1.00	3,600	-	-	-	-	-	-	72	R7A	4	-	-	-	119	-	-	-	47
		9765	39	5,286	C2-2/R6	2.43	0.66	3,600	-	-	-														
		9765	41	5,265	C2-2/R6	2.43	0.68	3,600	-	-	-														
163-D	D	9765A Total		14,153	C2-2/R6	2.43		10,800	-	-	-														
165-D	D	9767	8	2,522	R6	2.43	0.92	-	-	2,308	2	12,030	-	-	22	C2-3/R7A	4	12,030	-	-	45	-	-	-	22
166-D	D	9767	10	2,619	R6	2.43	0.88	-	-	2,308	2	-	-	-	6	R7A	4	-	-	-	10	-	-	-	4
		9767	21	2,400	R6	2.43	-	-	-	-	-	-	-	-	6	R7A	4	-	-	-	10	-	-	-	4
		9767	22	2,500	R6	2.43	-	-	-	-	-														
167-D	D	9767B Total		4,900	R6	2.43		-	-	-	-														
170-D	D	9767	43	2,820	R6	2.43	0.79	-	-	2,240	2	-	-	-	12	R7A	4	-	-	-	20	-	-	-	8
		9767	57	1,920	R6	2.43	0.75	-	-	1,440	-	-	-	-	7	R7A	4	-	-	-	11	-	-	-	4
		9767	58	2,077	R6	2.43	0.68	-	-	1,440	-														
		9767	59	4,750	R6	2.43	-	-	-	-	-														
171-D	D	9767D Total		8,747	R6	2.43		-	-	2,880	8														
173-D	D	9768	7	3,125	R6	2.43	0.96	-	-	3,000	3	-	-	-	21	R7A	4	-	-	-	35	-	-	-	14
174-D	D	9768	8	3,138	R6	2.43	0.96	-	-	3,000	2	-	-	-	8	R7A	4	-	-	-	13	-	-	-	5
175-D	D	9768	9	3,125	R6	2.43	0.6	-	-	1,872	4	-	-	-	8	R7A	4	-	-	-	13	-	-	-	5
176-D	D	9768	11	3,125	R6	2.43	0.6	-	-	1,872	4	-	-	-	8	R7A	4	-	-	-	13	-	-	-	5
195-D	D	9813	11	4,450	R6	2.43	0.54	-	-	2,398	3	-	-	-	11	R7A	4	-	-	-	18	-	-	-	7
196-D	D	9813	14	2,871	R6	2.43	0.64	-	-	1,831	1	-	-	-	7	R7A	4	-	-	-	11	-	-	-	4
197-D	D	9813	16	2,871	R6	2.43	0.6	-	-	1,728	2	-	-	-	7	R7A	4	-	-	-	11	-	-	-	4
76	D Total			334,700				73,438	-	154,135	138	45,980	-	-	720			42,054	-	10,158	1,287	(3,926)	-	10,158	567
239-E	E	9908	9	5,000	C2-2/R4	1.00	0	-	-	-	-	4,250	-	-	1	C2-4/R6A	3	4,250	-	-	11	-	-	-	10
241-E	E	9909	1	12,000	C2-2/R4	1.00	0.05	594	-	-	-	10,200	-	-	2	C2-4/R6A	3	10,200	-	-	26	-	-	-	24
242-E	E	9909	5	4,960	C2-2/R4	1.00	0.45	2,250	-	-	-	4,216	-	-	1	C2-4/R6A	3	4,216	-	-	11	-	-	-	10

Table 2 Reasonable Worst Case Development Scenario: Potential Sites

Site Description					Existing Conditions						No-Build (No-Action) Conditions				Build (With-Action) Conditions						Potential Development Sites: Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
560-E	E	10317	10	5,600	M1-1	1.00	0.99	-	1,840	3,680	5	-	1,840	-	5	C2-4/R6A	3	4,760	-	-	12	4,760	(1,840)	-	7
564-E	E	10318	1	1,651	M1-1	1.00	0	-	-	-	-	660	991	-	-	C2-4/R6A	3	1,403	-	-	4	743	(991)	-	4
565-E	E	10318	5	4,580	M1-1	1.00	0.98	4,503	-	-	-	4,503	-	-	-	C2-4/R6A	3	3,893	-	-	10	(610)	-	-	10
566-E	E	10318	11	2,500	M1-1	1.00	0.65	-	-	1,632	2	-	-	-	2	C2-4/R6A	3	2,125	-	-	5	2,125	-	-	3
571-E	E	10318	25	2,500	M1-1	1.00	0.48	-	-	1,200	2	-	-	-	2	C2-4/R6A	3	2,125	-	-	5	2,125	-	-	3
572-E	E	10318	26	2,500	M1-1	1.00	0.48	-	-	1,200	1	-	-	-	1	C2-4/R6A	3	2,125	-	-	5	2,125	-	-	4
588-E	E	10443	14	3,365	C1-2/R5	1.25	0.7	2,340	-	-	-	2,340	-	-	-	C2-4/R6A	3	2,860	-	-	7	520	-	-	7
589-E	E	10443	15	4,320	C1-2/R5	1.25	1	4,305	-	-	-	4,305	-	-	-	C2-4/R6A	3	3,672	-	-	9	(633)	-	-	9
590-E	E	10443	17	2,525	C1-2/R5	1.25	1.27	1,600	-	1,600	2	1,600	-	-	2	C2-4/R6A	3	2,146	-	-	5	546	-	-	3
591-E	E	10443	19	3,449	C1-2/R5	1.25	0.56	966	-	966	2	2,932	-	-	1	C2-4/R6A	3	2,932	-	-	7	-	-	-	6
		10443	20	4,539	C1-2/R5	1.25	1.00	4,539	-	-	-														
		10443	23	2,355	C1-2/R5	1.25	0.66	-	-	1,549	-														
592-E	E	10443A Total		6,894	C1-2/R5	1.25		4,539	-	1,549	1	4,539	-	-	-	C2-4/R6A	3	5,860	-	-	15	1,321	-	-	15
598-E	E	10815	5	4,647	C2-2/R5	1.25	0.31	1,460	-	-	-	3,950	-	-	1	C2-4/R6A	3	3,950	-	-	10	-	-	-	9
		10816	1	7,743	C1-2/R5	1.25	0.59	4,600	-	-	-														
		10816	5	4,053	C1-2/R5	1.25	0.49	2,000	-	-	-														
600-E	E	10816A Total		11,796	C1-2/R5	1.25		6,600	-	-	-	10,027	-	-	5	C2-4/R6A	3	10,027	-	-	25	-	-	-	21
16	E Total			76,287				29,157	1,840	11,827	15	53,522	2,831	-	21			66,544	-	-	167	13,022	(2,831)	-	146
243-F	F	9910	39	12,500	R2	0.50	0.36	4,500	-	-	-	4,500	-	-	-	R4-1	0.9	-	-	-	9	(4,500)	-	-	9
1	F Total			12,500				4,500	-	-	-	4,500	-	-	-			-	-	-	9	(4,500)	-	-	9
561-J	J	10317	19	2,617	M1-1	1.00	0.59	-	-	1,536	1	-	-	-	1	R5	1.25	-	-	-	3	-	-	-	2
562-J	J	10317	20	3,000	M1-1	1.00	0.42	-	-	1,248	1	-	-	-	1	R5	1.25	-	-	-	4	-	-	-	3
563-J	J	10317	22	2,617	M1-1	1.00	0.59	-	-	1,536	1	-	-	-	1	R5	1.25	-	-	-	3	-	-	-	2
567-J	J	10318	12	2,500	M1-1	1.00	0.44	-	-	1,088	1	-	-	-	1	R5	1.25	-	-	-	3	-	-	-	2
568-J	J	10318	13	2,500	M1-1	1.00	0.44	-	-	1,088	1	-	-	-	1	R5	1.25	-	-	-	3	-	-	-	2
569-J	J	10318	23	2,500	M1-1	1.00	0.48	-	-	1,200	1	-	-	-	1	R5	1.25	-	-	-	3	-	-	-	2
570-J	J	10318	24	2,500	M1-1	1.00	0.48	-	-	1,200	1	-	-	-	1	R5	1.25	-	-	-	3	-	-	-	2
		10321	11	5,500	M1-1	1.00	1.36	1,600	6,000	-	-														
		10321	16	5,000	M1-1	1.00	0.30	-	1,500	-	-														
578-J	J	10321B Total		10,500	M1-1	1.00		1,600	7,500	-	-	1,600	7,500	-	-	R5	1	-	-	-	13	(1,600)	(7,500)	-	13
8	J Total			28,734				1,600	7,500	8,896	7	1,600	7,500	-	7			-	-	-	35	(1,600)	(7,500)	-	28
327-O	O	10020	114	14,250	R4	0.90	0.09	1,260	-	-	-	-	-	-	11	C2-4/R6A	3	12,113	-	-	31	12,113	-	-	20
329-O	O	10020	138	6,732	R4	0.90	0.58	3,920	-	-	-	3,920	-	-	-	C2-4/R6A	3	5,722	-	-	12	1,802	-	-	12
350-O	O	10031	25	10,335	M1-1	1.00	0.04	400	-	-	-	4,134	6,201	-	-	R6A	3	-	-	-	31	(4,134)	(6,201)	-	31
352-O	O	10032	22	10,820	M1-1	1.00	0.33	-	3,600	-	-	4,328	6,492	-	-	R6A	3	-	-	-	32	(4,328)	(6,492)	-	32
355-O	O	10035	36	3,000	R3-2	0.60	0.62	-	-	1,850	2	-	-	-	2	C2-4/R6A	3	2,550	-	-	6	2,550	-	-	4
		10041	3	1,184	R4	0.90	1.77	-	2,100	-	-														
		10041	4	1,980	R4	0.90	-	-	-	-	-														
		10041	6	8,534	R4	0.90	0.26	-	2,226	-	-														
356-O	O	10041B Total		11,698	R4	1.00		-	4,328	-	-	-	-	-	9	C2-4/R6A	3	9,943	-	-	25	9,943	-	-	16
358-O	O	10046	4	4,455	R4	0.90	0.9	4,000	-	-	-	4,000	-	-	-	C2-4/R6A	3	3,787	-	-	10	(213)	-	-	10
359-O	O	10046	6	7,810	R4	0.90	0.66	2,583	2,582	-	-	2,583	2,582	-	-	C2-4/R6A	3	6,639	-	-	17	4,056	(2,582)	-	17
360-O	O	10046	9	8,660	R4	0.90	0.71	1,000	5,120	-	-	1,000	5,120	-	-	C2-4/R6A	3	7,361	-	-	19	6,361	(5,120)	-	19
361-O	O	10049	1	12,693	R4	0.90	1.02	2,000	11,000	-	-	2,000	11,000	-	-	C2-4/R6A	3	10,789	-	-	27	8,789	(11,000)	-	27
		10056	17	3,505	R4	0.90	0.33	1,150	-	-	-														
		10056	19	2,500	R4	0.90	-	-	-	-	-														
370-O	O	10056A Total		6,005	R4	0.90		1,150	-	-	-	-	-	-	5	C2-4/R6A	3	5,104	-	-	13	5,104	-	-	8
371-O	O	10056	20	2,630	R4	0.90	0.58	-	-	1,520	2	-	-	-	2	C2-4/R6A	3	2,236	-	-	6	2,236	-	-	4
		10057	8	2,500	R4	0.90	-	-	-	-	-														
		10057	9	2,500	R4	0.90	0.67	-	-	1,680	-														
372-O	O	10057A Total		5,000	R4	1.00		-	-	1,680	2	-	-	-	4	C2-4/R6A	3	4,250	-	-	11	4,250	-	-	7
373-O	O	10057	14	5,500	R4	0.90	0.26	-	-	1,408	3	-	-	-	4	C2-4/R6A	3	4,675	-	-	12	4,675	-	-	8
376-O	O	10059	1	1,126	M1-1	1.00	0	-	-	-	-	1,814	2,720	-	-	C2-3/R6A	3	3,854	-	-	10	2,040	(2,720)	-	10
377-O	O	10059	4	2,500	M1-1	1.00	0.52	-	-	1,308	2	-	-	-	2	C2-3/R6A	3	2,125	-	-	5	2,125	-	-	3
		10059	5	2,502	M1-1	1.00	0.83	-	2,088	-	-														
		10059	6	3,129	M1-1	1.00	0.64	-	2,000	-	-														
378-O	O	10059A Total		5,631	M1-1	1.00		-	4,088	-	-	-	4,088	-	-	C2-3/R6A	3	4,786	-	-	12	4,786	(4,088)	-	12
		10059	11	2,503	M1-1	1.00	-	-	-	-	-														
		10059	12	2,500	M1-1	1.00	0.83	-	-	1,575	-														
		10059	15	13,763	M1-1	1.00	0.08	-	1,080	-	-														
		10059	23	3,125	M1-1	1.00	-	-	-	-	-														
		10059	24	3,125	M1-1	1.00	-	-	-	-	-														
		10059	25	2,503	M1-1	1.00	-	-	-	-	-														
379-O	O	10059B Total		27,519	M1-1	1.00		-	1,080	1,575	1	-	1,080	-	1	C2-3/R6A	3	23,391	-	-	59	23,391	(1,080)	-	58
381-O	O	10059	26	2,500	M1-1	1.00	0.74	-	-	1,850	3	-	-	-	3	C2-3/R6A	3	2,125	-	-	5	2,125	-	-	2
382-O	O	10059	27	2,500	M1-1	1.00	0.6	-	-	1,490	2	-	-	-	2	C2-3/R6A	3	2,125	-	-	5	2,125	-	-	3
383-O	O	10059	28	2,500	M1-1	1.00	0.64	-	-	1,600	2	-	-	-	2	C2-3/R6A	3	2,125	-	-	5	2,125	-	-	3
384-O	O	10059	30	2,503	M1-1	1.00	1	2,500	-	-	-	2,500	-	-	-	C2-3/R6A	3	2,128	-	-	5	(372)	-	-	5
		10059	31	2,100	M1-1	1.00	0.57	-	-	1,200	-														
		10059	32	1,775	M1-1	1.00	0.90	-	-	1,590	-														
		10059	131	1,025	M1-1	1.00	1.18	-	-	1,212	-														
		10059	132	1,325	M1-1	1.00	0.86	-	-	1,140	-														
385-O	O	10059C Total		6,225	M1-1	1.00		-	-	5,142	8	-	-	-	8	C2-3/R6A	3	5,291	-	-	13	5,291	-	-	5
386-O	O	10060	2	8,000	M1-1	1.00	0.94	-	7,520	-	-	-	7,520	-	-	C2-3/R6A	3	-	-	24,000	-	-	(7,520)	24,000	-
387-O	O	10060	6	2,800	M1-1	1.00	0.65	-	-	1,826	2	-	-	-	2	C2-3/R6A	3	2,380	-	-	6	2,380	-	-	4
		10060	25	7,835	M1-1	1.00	-	750	-	-	-														
		10060	28	3,754	M1-1	1.00	-	-	-	-	-														

Table 2 Reasonable Worst Case Development Scenario: Potential Sites

Site Description					Existing Conditions							No-Build (No-Action) Conditions				Build (With-Action) Conditions						Potential Development Sites Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
389-O	O	10060C Total		11,389	M1-1	1.00		750	-	-	-	4,556	6,833	-	-	C2-3/R6A	3	9,681	-	-	24	5,125	(6,833)	-	24
390-O	O	10060	30	11,250	M1-1	1.00	0.82	6,325	2,900	-	-	6,325	2,900	-	-	C2-3/R6A	3	9,563	-	-	24	3,238	(2,900)	-	24
394-O	O	10091	12	9,500	C2-2/R4	1.00	0	-	-	-	-	8,075	-	-	1	C2-4/R6A	3	8,075	-	-	20	-	-	-	19
601-O	O	11945	65	3,680	C2-2/R4	1.00	1.35	2,480	-	2,480	2	2,480	-	-	2	C2-4/R6A	3	3,128	-	-	8	648	-	-	6
602-O	O	11945	67	2,700	C2-2/R4	1.00	0	-	-	-	-	2,295	-	-	0	C2-4/R6A	3	2,295	-	-	6	-	-	-	6
30	O Total			211,911				28,366	42,218	23,729	31	50,010	56,536	-	60			158,241	-	24,000	460	108,231	(56,536)	24,000	400
418-P	P	10124	7	2,620	M1-1	1.00	0.92	-	-	2,410	2	-	-	-	2	C2-4/R6B	2	2,227	-	-	3	2,227	-	-	1
419-P	P	10124	10	2,500	M1-1	1.00	0.45	-	-	1,136	2	-	-	-	2	C2-4/R6B	2	2,125	-	-	3	2,125	-	-	1
421-P	P	10124	15	5,000	M1-1	1.00	1	-	5,000	-	-	-	5,000	-	-	C2-4/R6B	2	4,250	-	-	6	4,250	(5,000)	-	6
422-P	P	10124	18	2,500	M1-1	1.00	0.8	-	2,000	-	-	-	2,000	-	-	C2-4/R6B	2	2,125	-	-	3	2,125	(2,000)	-	3
425-P	P	10124	25	17,500	M1-1	1.00	1.02	5,400	12,500	-	-	5,400	12,500	-	-	C2-4/R6B	2	14,875	-	-	20	9,475	(12,500)	-	20
5	P Total			30,120				5,400	19,500	3,546	4	5,400	19,500	-	4			25,902	-	-	35	20,202	(19,500)	-	31
434-Q	Q	10140	18	2,875	R4	0.90	0.41	-	-	1,178	1	-	-	-	2	C1-4/R6B	2	2,444	-	-	3	2,444	-	-	1
435-Q	Q	10140	19	2,875	R4	0.90	0.45	-	-	1,302	1	-	-	-	1	C1-4/R6B	2	2,444	-	-	3	2,444	-	-	2
440-Q	Q	10150	37	2,875	C1-2/R4	1.00	1.98	625	-	5,000	5	625	-	-	5	C1-4/R6B	2	2,444	-	-	3	1,819	-	-	(2)
441-Q	Q	10150	38	2,300	C1-2/R4	1.00	0.87	1,000	-	1,000	1	1,000	-	-	1	C1-4/R6B	2	1,955	-	-	3	955	-	-	2
442-Q	Q	10150	39	2,300	C1-2/R4	1.00	0.87	1,000	-	1,000	1	1,000	-	-	1	C1-4/R6B	2	1,955	-	-	3	955	-	-	2
443-Q	Q	10150	40	2,530	C1-2/R4	1.00	0.79	1,000	-	1,000	2	1,000	-	-	2	C1-4/R6B	2	2,151	-	-	3	1,151	-	-	1
444-Q	Q	10150	41	2,185	C1-2/R4	1.00	1.38	1,509	-	1,509	2	1,509	-	-	2	C1-4/R6B	2	1,857	-	-	3	348	-	-	1
445-Q	Q	10150	42	2,215	C1-2/R4	1.00	1.36	1,509	-	1,509	2	1,509	-	-	2	C1-4/R6B	2	1,883	-	-	3	374	-	-	1
446-Q	Q	10150	43	2,185	C1-2/R4	1.00	1.38	1,509	-	1,509	2	1,509	-	-	2	C1-4/R6B	2	1,857	-	-	3	348	-	-	1
447-Q	Q	10150	44	2,760	C1-2/R4	1.00	1.09	1,509	-	1,509	2	1,509	-	-	2	C1-4/R6B	2	2,346	-	-	3	837	-	-	1
448-Q	Q	10150	49	3,910	C1-2/R4	1.00	1.2	1,560	-	3,120	3	1,560	-	-	3	C1-4/R6B	2	3,324	-	-	4	1,764	-	-	1
453-Q	Q	10150	59	2,875	C1-2/R4	1.00	0.17	-	-	475	1	2,444	-	-	0	C1-4/R6B	2	2,444	-	-	3	-	-	-	3
454-Q	Q	10150	60	2,300	C1-2/R4	1.00	0.74	1,700	-	-	-	1,955	-	-	0	C1-4/R6B	2	1,955	-	-	3	-	-	-	3
455-Q	Q	10150	61	6,210	C1-2/R4	1.00	0.74	4,590	-	-	-	5,279	-	-	1	C1-4/R6B	2	5,279	-	-	7	-	-	-	6
479-Q	Q	10163	60	5,000	R4	0.90	0.44	-	-	2,206	2	-	-	-	4	R6B	2	-	-	-	10	-	-	-	6
480-Q	Q	10164	32	5,000	R4	0.90	0.26	-	-	1,316	1	-	-	-	4	R6B	2	-	-	-	10	-	-	-	6
481-Q	Q	10164	38	5,000	R4	0.90	0.38	-	-	1,888	1	-	-	-	4	R6B	2	-	-	-	10	-	-	-	6
482-Q	Q	10164	39	4,500	R4	0.90	0.18	-	-	792	1	-	-	-	3	R6B	2	-	-	-	9	-	-	-	6
483-Q	Q	10166	1	8,009	R4	0.90	0.94	7,560	-	-	-	7,560	-	-	-	C1-4/R6B	2	6,808	-	-	9	(752)	-	-	9
		10166	18	3,500	R4	0.90	0.45	-	-	1,573	-														
		10166	20	2,000	R4	0.90	-	-	-	-	-														
489-Q	Q	10166E Total		5,500	R4	0.90		1,374	-	1,573	3	1,374	-	-	-	C1-4/R6B	2	4,675	-	-	6	3,301	-	-	6
491-Q	Q	10171	13	2,500	R4	0.90	0.5	300	-	960	1	300	-	-	1	C1-4/R6B	2	2,125	-	-	3	1,825	-	-	2
492-Q	Q	10171	14	6,000	R4	0.90	0.14	845	-	-	-	-	-	-	5	C1-4/R6B	2	5,100	-	-	7	5,100	-	-	3
493-Q	Q	10171	17	2,650	R4	0.90	0.59	-	-	1,566	2	-	-	-	2	C1-4/R6B	2	2,253	-	-	3	2,253	-	-	1
494-Q	Q	10171	18	2,600	R4	0.90	0.59	-	-	1,530	2	-	-	-	2	C1-4/R6B	2	2,210	-	-	3	2,210	-	-	1
495-Q	Q	10171	20	2,600	R4	0.90	0.55	-	-	1,428	1	-	-	-	1	C1-4/R6B	2	2,210	-	-	3	2,210	-	-	2
496-Q	Q	10171	21	3,300	R4	0.90	0.7	-	-	2,312	3	-	-	-	3	C1-4/R6B	2	2,805	-	-	4	2,805	-	-	1
497-Q	Q	10171	23	2,700	R4	0.90	0.63	-	-	1,700	2	-	-	-	2	C1-4/R6B	2	2,295	-	-	3	2,295	-	-	1
27	Q Total			95,754				27,590	-	37,382	42	30,133	-	-	55			64,819	-	-	127	34,686	-	-	72
501-R	R	10178	125	24,000	C1-2/R4	1.00	0.92	22,000	-	-	-	22,000	-	-	-	C2-4/R6A	3	20,400	-	-	52	(1,600)	-	-	52
502-R	R	10179	1	10,565	R4	0.90	0.26	2,770	-	-	-	-	-	-	8	C2-4/R6A	3	8,980	-	-	23	8,980	-	-	15
503-R	R	10180	1	12,250	C1-2/R4	1.00	0.4	4,840	-	-	-	10,413	-	-	2	C2-4/R6A	3	10,413	-	-	26	-	-	-	24
504-R	R	10188	22	2,500	C1-2/R4	1.00	0.7	-	-	1,746	1	-	-	-	1	C2-4/R6A	3	2,125	-	-	5	2,125	-	-	4
505-R	R	10189	19	6,000	C1-2/R4	1.00	0	-	-	-	-	5,100	-	-	1	C2-4/R6A	3	5,100	-	-	13	-	-	-	12
506-R	R	10197	24	7,189	C1-2/R3-2	1.00	0.39	2,800	-	-	-	6,111	-	-	1	C2-4/R6A	3	6,111	-	-	15	-	-	-	14
517-R	R	10221	7	17,000	C8-1	1.00	0.37	6,300	-	-	-	14,450	-	-	-	C2-4/R6A	3	14,450	-	-	37	-	-	-	37
520-R	R	10223	12	2,925	R4	0.90	0.43	-	-	1,262	1	-	-	-	2	C2-4/R6A	3	2,466	-	-	6	2,466	-	-	4
521-R	R	10223	13	2,900	R4	0.90	0.44	-	-	1,262	1	-	-	-	2	C2-4/R6A	3	2,465	-	-	6	2,465	-	-	4
		10225	1	19,436	C8-1	1.00	0.40	-	7,612	-	-														
		10225	4	6,604	C8-1	1.00	0.78	-	5,128	-	-														
		10225	7	3,600	C8-1	1.00	1.06	-	3,800	-	-														
523-R	R	10225A Total		29,640	C8-1	1.00		-	16,740	-	-	-	16,740	-	-	C2-4/R6A	3	25,194	-	-	64	25,194	(16,740)	-	64
525-R	R	10225	18	3,270	C8-1	1.00	0.42	-	-	1,382	1	-	-	-	1	C2-4/R6A	3	2,780	-	-	7	2,780	-	-	6
526-R	R	10228	8	3,880	R4	0.90	0.32	1,260	-	-	-	-	-	-	3	C2-4/R6A	3	3,298	-	-	8	3,298	-	-	5
527-R	R	10228	10	5,760	R4	0.90	0.35	-	-	2,013	2	-	-	-	4	C2-4/R6A	3	4,896	-	-	12	4,896	-	-	8
531-R	R	10236	1	5,060	C8-1	1.00	0.03	133	-	-	-	4,301	-	-	-	C2-4/R6A	3	4,301	-	-	11	-	-	-	11
532-R	R	10236	5	15,100	C8-1	1.00	0.65	-	9,760	-	-	-	9,760	-	-	C2-4/R6A	3	12,835	-	-	32	12,835	(9,760)	-	32
533-R	R	10236	70	3,999	C8-1	1.00	0.7	-	-	2,782	3	-	-	-	3	C2-4/R6A	3	3,399	-	-	9	3,399	-	-	6
535-R	R	10237	5	12,876	C8-1	1.00	0.16	2,000	-	-	-	10,945	-	-	-	C2-4/R6A	3	10,945	-	-	28	-	-	-	28
536-R	R	10244	1	9,378	C8-1	1.00	0.85	-	8,000	-	-	-	8,000	-	-	C2-4/R6A	3	7,971	-	-	20	7,971	(8,000)	-	20
537-R	R	10244	9	4,680	R4	0.90	0.4	-	-	1,872	2	-	-	-	4	C2-4/R6A	3	3,978	-	-	10	3,978	-	-	6
542-R	R	10244	224	2,855	C8-1	1.00	0.77	1,100	-	1,100	1	1,100	-	-	1	C2-4/R6A	3	-	-	8,565	-	(1,100)	-	8,565	(1)
543-R	R	10244	225	18,000	C8-1	1.00	0.21	3,800	-	-	-	15,300	-	-	-	C2-4/R6A	3	15,300	-	-	39	-	-	-	39
544-R	R	10253	10	7,156	C8-1	1.00	0.27	1,908	-	-	-	6,083	-	-	-	C2-4/R6A	3	6,083	-	-	15	-	-	-	15
545-R	R	10253	12	7,080	C8-1	1.00	0.95	-	6,725	-	-	-	6,725	-	-	C2-4/R6A	3	6,018	-	-	15	6,018	(6,725)	-	15
546-R	R	10253	15	4,560	C8-1	1.00	0.44	2,000	-	-	-	3,876	-	-	-	C2-4/R6A	3	3,876	-	-	10	-	-	-	10
547-R	R	10253	16	4,520	C8-1	1.00	0.13	589	-	-	-	3,842	-	-	-	C2-4/R6A	3	3,842	-	-	10	-	-	-	10
549-R	R	10253	21	4,400	C8-1	1.00	0.68	3,000	-	-	-	3,000	-	-	-	C2-4/R6A	3	3,740	-	-	9	740	-	-	9
550-R	R	10253	23	8,415	C8-1	1.00	1	8,415	-	-	-	8,415	-	-	-	C2-4/R6A	3	7,153	-	-	18	(1,262)	-	-	18
551-R	R	10253	28	4,315	C8-1	1.00	0.28	1,200	-	-	-	3,668	-	-	-	C2-4/R6A	3	3,668	-	-	9	-	-	-	9
552-R	R	10270	23	4,000	C1-2/R3-2	1.00	0.33	-	-	1,326	1	3,400	-	-	1	C1-3/R6A	3	3,400	-	-	9	-	-	-	8
553-R	R	10270	25	4,000	C1-2/R3-2	1.00	0.33	-	-	1,326	1	3,400	-	-	1	C1-3/R6A	3	3,400	-	-	9	-	-	-	8
555-R	R	10280	39	7,256	C1-2/R3-2	1.00	0.23	-	-	1,650	1	6,168	-	-	1	C1-3/R6A	3	6,168	-	-	16	-	-	-	15
556-R	R	10280	42	3,400	C1-2/R3-2	1.00	0.33	-	-	1,129	1	2,890	-	-	1	C1-3/R6A	3	2,890	-	-	7	-	-	-	6

Table 2 Reasonable Worst Case Development Scenario: Potential Sites

Site Description					Existing Conditions							No-Build (No-Action) Conditions				Build (With-Action) Conditions						Potential Development Sites: Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
557-R	R	10280	44	3,400	C1-2/R3-2	1.00	0.33	-	-	1,129	1	2,890	-	-	1	C1-3/R6A	3	2,890	-	-	7	-	-	-	6
558-R	R	10280	45	3,200	C1-2/R3-2	1.00	0.35	-	-	1,129	1	2,720	-	-	0	C1-3/R6A	3	2,720	-	-	7	-	-	-	7
34	R Total			265,529				64,115	41,225	21,106	18	140,072	41,225	-	37			223,275	-	8,565	564	83,203	(41,225)	8,565	527
4-S	S	9619	24	8,000	C8-1	1.00	1.05	8,400	-	-	-	8,400	-	-	-	C2-4/R6A	3	6,800	-	-	17	(1,600)	-	-	17
		9620	60	2,000	C8-1	1.00	-	-	-	-	-														
		9620	61	3,900	C8-1	1.00	1.00	-	-	-	-														
9-S	S	9620B Total		5,900	C8-1	1.00	-	-	-	-	-	5,015	-	-	-	C2-4/R6A	3	5,015	-	-	13	-	-	-	13
2	S Total			13,900				8,400	-	-	-	13,415	-	-	-			11,815	-	-	30	(1,600)	-	-	30
10-T	T	9625	75	3,800	C8-1	1.00	0.56	-	-	2,112	2	-	-	-	2	C4-3A	3	3,230	-	-	8	3,230	-	-	6
11-T	T	9626	1	11,050	C8-1	1.00	0.66	5,330	-	1,950	2	5,330	-	-	2	C4-3A	3	9,393	-	-	24	4,063	-	-	22
		9626	7	7,800	C8-1	1.00	0.74	3,300	-	2,500	-														
		9626	75	3,600	C8-1	1.00	0.96	3,452	-	-	-														
12-T	T	9626B Total		11,400	C8-1	1.00		6,752	-	2,500	3	6,752	-	-	3	C4-3A	3	9,690	-	-	25	2,938	-	-	22
13-T	T	9626	12	4,400	C8-1	1.00	0.5	2,200	-	-	-	2,200	-	-	-	C4-3A	3	3,740	-	-	9	1,540	-	-	9
14-T	T	9626	14	7,800	C8-1	1.00	0.77	12,000	-	-	-	12,000	-	-	-	C4-3A	3	6,630	-	-	17	(5,370)	-	-	17
		9626	17	5,203	C8-1	1.00	0.46	2,400	-	-	-														
		9626	19	4,600	C8-1	1.00	0.39	1,800	-	-	-														
15-T	T	9626A Total		9,803	C8-1	1.00		4,200	-	-	-	8,333	-	-	-	C4-3A	3	8,333	-	-	21	-	-	-	21
16-T	T	9626	21	5,200	C8-1	1.00	0.65	-	-	-	-	3,355	-	-	-	/C4-3A	3	4,420	-	-	11	1,065	-	-	11
17-T	T	9626	55	6,000	C8-1	1.00	0.25	1,500	-	-	-	5,100	-	-	-	C4-3A	3	5,100	-	-	13	-	-	-	13
8	T Total			59,453				31,982	-	6,562	7	43,070	-	-	7			50,536	-	-	128	7,466	-	-	121
59-U	U	9685	1	5,240	C8-1	1.00	0.95	5,000	-	-	-	5,000	-	-	-	C2-4/R7X	5	4,454	-	2,620	19	(546)	-	2,620	19
60-U	U	9685	4	5,000	C8-1	1.00	0.29	1,444	-	-	-	4,250	-	-	-	C2-4/R7X	5	4,250	-	-	21	-	-	-	21
61-U	U	9685	6	10,500	C8-1	1.00	0.63	-	6,625	-	-	-	6,625	-	-	C2-4/R7X	5	8,925	-	-	44	8,925	(6,625)	-	44
62-U	U	9685	52	6,525	C8-1	1.00	0.08	500	-	-	-	5,546	-	-	-	C2-4/R7X	5	5,546	-	-	27	-	-	-	27
63-U	U	9685	59	3,960	C8-1	1.00	0.96	3,802	-	-	-	3,802	-	-	-	C2-4/R7X	5	3,366	-	-	16	(436)	-	-	16
		9689	8	17,465	C8-1	1.00	0.06	1,000	-	-	-														
		9689	16	17,850	C8-1	1.00	0.13	2,294	-	-	-														
68-U	U	9689A Total		35,315	C8-1	1.00		3,294	-	-	-	30,018	-	-	-	C2-4/R7X	5	30,018	-	-	147	-	-	-	147
69-U	U	9689	20	7,600	C8-1	1.00	1	7,600	-	-	-	7,600	-	-	-	C2-4/R7X	5	6,460	-	-	16	(1,140)	-	-	16
74-U	U	9694	14	6,000	C2-2/R6	2.43	1.68	10,080	-	-	-	10,080	-	-	-	C2-3/R7X	5	5,100	-	3,000	22	(4,980)	-	3,000	22
76-U	U	9694	23	7,000	C2-2/R6	2.43	0.93	6,500	-	-	-	5,950	-	-	11	C2-3/R7X	5	5,950	-	-	29	-	-	-	18
		9694	26	2,090	C2-2/R6	2.43	1.05	2,200	-	-	-														
		9694	27	2,090	C2-2/R6	2.43	1.05	2,200	-	-	-														
77-U	U	9694B Total		4,180	C2-2/R6	2.43		4,400	-	-	-	3,553	-	2,090	7	C2-3/R7X	5	3,553	-	2,090	15	-	-	-	9
78-U	U	9694	36	6,322	C2-2/R6	2.43	0	-	-	-	-	5,374	-	-	10	C2-3/R7X	5	5,374	-	-	26	-	-	-	16
81-U	U	9697	12	8,887	C8-1	1.00	0.79	7,042	-	-	-	7,042	-	-	-	C2-3/R7X	5	7,554	-	-	19	512	-	-	19
		9697	26	8,590	C8-1	1.00	0.84	-	7,250	-	-														
		9697	31	17,350	C8-1	1.00	0.84	14,500	-	-	-														
82-U	U	9697A Total		25,940	C8-1	1.00		14,500	7,250	-	-	14,500	7,250	-	-	C2-3/R7X	5	22,049	-	-	56	7,549	(7,250)	-	56
89-U	U	9698	27	34,900	C8-1	0.90	1.48	51,500	-	-	-	51,500	-	-	-	C2-4/R7X	5	29,665	-	-	75	(21,835)	-	-	75
		9701	31	5,100	C8-1	1.00	0.26	1,350	-	-	-														
90-U	U	9701A Total		5,100	C8-1	1.00		1,350	-	-	-	4,335	-	-	-	C2-4/R7X	5	4,335	-	-	11	-	-	-	11
91-U	U	9702	1	14,988	R4-1	0.90	2	18,000	12,000	-	-	18,000	12,000	-	-	C2-4/R7X	5	12,740	-	7,494	55	(5,260)	(12,000)	7,494	55
		9702	79	8,000	C8-1	1.00	0.03	200	-	-	-														
		9702	83	8,000	C8-1	1.00	-	-	-	-	-														
92-U	U	9702A Total		16,000	C8-1	1.00		200	-	-	-	13,600	-	-	-	C2-4/R7X	5	13,600	-	-	66	-	-	-	66
93-U	U	9704	43	14,500	C2-4/R6	2.43	0.53	7,700	-	-	-	12,325	-	-	23	C2-4/R7X	5	12,325	-	-	60	-	-	-	37
94-U	U	9704	44	8,000	C2-4/R6	2.43	2	16,000	-	-	-	16,000	-	-	-	C2-4/R7X	5	6,800	-	4,000	29	(9,200)	-	4,000	29
95-U	U	9704	63	12,500	C2-4/R6	2.43	0.56	7,020	-	-	-	10,625	-	6,250	20	C2-4/R7X	5	10,625	-	6,250	46	-	-	-	26
96-U	U	9706	64	4,000	C8-1	1.00	1	4,000	-	-	-	4,000	-	-	-	C2-4/R7X	5	3,400	-	-	9	(600)	-	-	9
98-U	U	9706	75	5,000	C8-1	1.00	0	-	-	-	-	4,250	-	2,500	-	C2-4/R7X	5	4,250	-	2,500	18	-	-	-	18
99-U	U	9706	80	6,000	C8-1	1.00	0.03	160	-	-	-	5,100	-	3,000	-	C2-4/R7X	5	5,100	-	3,000	22	-	-	-	22
101-U	U	9706	88	20,000	C8-1	1.00	2.07	29,300	12,000	-	-	29,300	12,000	-	-	C2-4/R7X	5	17,000	-	-	83	(12,300)	(12,000)	-	83
164-U	U	9765	43	14,621	C2-2/R6	2.43	0.81	11,837	-	-	-	12,428	-	-	23	C2-3/R7X	5	12,428	-	-	61	-	-	-	38
		9767	35	741	C2-2/R6	2.43	1.30	-	-	960	-														
		9767	36	1,705	C2-2/R6	2.43	1.51	1,288	1,288	-	-														
169-U	U	9767C Total		2,446	C2-2/R6	2.43		1,288	1,288	960	2	1,288	1,288	-	-	C2-3/R7X	5	2,079	-	-	10	791	(1,288)	-	10
178-U	U	9769	68	7,536	C2-2/R5	1.25	0.08	600	-	-	-	6,406	-	-	1	C2-4/R7X	5	6,406	-	-	31	-	-	-	30
179-U	U	9771	1	10,095	C2-2/R5	1.25	0	-	-	-	-	8,581	-	-	2	C2-4/R7X	5	8,581	-	5,048	37	-	-	5,048	35
198-U	U	9813	25	3,218	C2-2/R6	2.43	0.63	-	-	2,027	2	2,735	-	-	5	C2-3/R7X	5	2,735	-	-	13	-	-	-	8
206-U	U	9821	6	6,588	C1-2/R6	2.43	0.97	6,400	-	-	-	5,600	-	3,294	10	C2-4/R7X	5	5,600	-	3,294	24	-	-	-	14
207-U	U	9821	11	7,800	C1-2/R6	2.43	0.81	6,300	-	-	-	6,630	-	-	12	C2-4/R7X	5	6,630	-	-	32	-	-	-	20
208-U	U	9822	29	4,310	C1-2/R6	2.43	0.67	2,900	-	-	-	3,664	-	-	7	C2-4/R7X	5	3,664	-	-	18	-	-	-	11
209-U	U	9822	32	9,200	C1-2/R6	2.43	1.08	9,895	-	-	-	7,820	-	-	15	C2-4/R7X	5	7,820	-	-	38	-	-	-	23
210-U	U	9822	36	6,060	C1-2/R6	2.43	0.59	3,550	-	-	-	5,151	-	-	10	C2-4/R7X	5	5,151	-	-	25	-	-	-	15
211-U	U	9826	52	11,640	C2-2/R6	2.43	0.98	11,400	-	-	-	9,894	-	-	18	C2-4/R7X	5	9,894	-	-	48	-	-	-	30
212-U	U	9827	25	5,926	C2-2/R6	2.43	0	-	-	-	-	5,037	-	-	9	C2-4/R7X	5	5,037	-	-	25	-	-	-	16

Table 2 Reasonable Worst Case Development Scenario: Potential Sites

Site Description					Existing Conditions							No-Build (No-Action) Conditions				Build (With-Action) Conditions						Potential Development Sites Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
213-U	U	9827	31	10,500	C2-2/R6	2.43	0.75	7,899	-	-	-	8,925	-	5,250	17	C2-4/R7X	5	8,925	-	5,250	38	-	-	-	21
214-U	U	9827	37	2,960	C2-2/R6	2.43	0	-	-	-	-	2,516	-	-	5	C2-4/R7X	5	2,516	-	-	12	-	-	-	7
		9829	35	5,800	C2-2/R6	2.43	-	-	-	-	-														
		9829	37	7,220	C2-2/R6	2.43	0.15	1,100	-	-	-														
215-U	U	9829B Total		13,020	C2-2/R6	2.43		1,100	-	-	-	11,067	-	-	21	C2-4/R7X	5	11,067	-	-	54	-	-	-	33
216-U	U	9829	41	9,600	C2-2/R6	2.43	0.97	9,300	-	-	-	8,160	-	-	15	C2-4/R7X	5	8,160	-	-	40	-	-	-	25
218-U	U	9834	16	8,000	C2-2/R6	2.43	1.85	14,791	-	-	-	14,791	-	-	-	C2-4/R7X	5	6,800	-	-	33	(7,991)	-	-	33
219-U	U	9834	20	12,000	C2-2/R6	2.43	0.2	2,350	-	-	-	10,200	-	6,000	19	C2-4/R7X	5	10,200	-	6,000	44	-	-	-	25
220-U	U	9834	26	4,000	C2-2/R6	2.43	0	-	-	-	-	3,400	-	-	6	C2-4/R7X	5	3,400	-	-	17	-	-	-	11
221-U	U	9834	28	10,000	C2-2/R6	2.43	0.21	2,054	-	-	-	8,500	-	-	16	C2-4/R7X	5	8,500	-	-	42	-	-	-	26
222-U	U	9834	33	11,200	C2-2/R6	2.43	0.29	2,220	-	1,080	2	9,520	-	-	18	C2-4/R7X	5	9,520	-	-	46	-	-	-	28
223-U	U	9835	50	27,225	C2-2/R6	2.43	0.87	23,550	-	-	-	23,141	-	-	43	C2-4/R7X	5	23,141	-	-	113	-	-	-	70
226-U	U	9840	1	13,400	C1-2/R5	1.25	0.75	10,100	-	-	-	10,100	-	-	-	C2-4/R7X	5	11,390	-	6,700	49	1,290	-	6,700	49
227-U	U	9840	52	10,700	C1-2/R5	1.25	0.94	8,820	-	1,200	1	8,820	-	-	1	C2-4/R7X	5	9,095	-	-	44	275	-	-	43
228-U	U	9844	1	12,000	C1-2/R5	1.25	1	12,000	-	-	-	12,000	-	-	-	C2-4/R7X	5	10,200	-	-	50	(1,800)	-	-	50
229-U	U	9844	42	50,000	C2-2/R5	1.25	0.64	32,200	-	-	-	32,200	-	-	-	C2-4/R7X	5	42,500	-	25,000	183	10,300	-	25,000	183
230-U	U	9844	61	2,500	C2-2/R5	1.25	0.55	2,867	-	-	-	2,867	-	-	-	C2-4/R7X	5	2,125	-	-	10	(742)	-	-	10
231-U	U	9844	62	2,500	C2-2/R5	1.25	0.95	2,376	-	-	-	2,376	-	-	-	C2-4/R7X	5	2,126	-	-	10	(251)	-	-	10
		9844	63	2,500	C2-2/R5	1.25	0.51	-	-	1,268	-														
		9844	65	2,500	C2-2/R5	1.25	0.52	-	-	1,292	-														
232-U	U	9844B Total		5,000	C2-2/R5	1.25		-	-	2,560	2	4,250	-	-	2	C2-4/R7X	5	4,250	-	-	21	-	-	-	19
233-U	U	9844	66	2,500	C2-2/R5	1.25	1.1	1,875	-	875	1	1,875	-	-	1	C2-4/R7X	5	2,125	-	-	10	250	-	-	9
234-U	U	9844	69	13,500	C1-2/R5	1.25	0.74	10,000	-	-	-	10,000	-	-	-	C2-4/R7X	5	11,475	-	-	56	1,475	-	-	56
235-U	U	9844	101	16,500	C2-2/R5	1.25	0.7	11,500	-	-	-	11,500	-	-	-	C2-4/R7X	5	14,025	-	-	68	2,525	-	-	68
245-U	U	9914	35	10,600	C2-2/R6	2.43	0.23	2,400	-	-	-	9,010	-	-	17	C2-4/R7X	5	9,010	-	-	44	-	-	-	27
247-U	U	9915	31	3,818	C2-2/R6	2.43	0.73	2,800	-	-	-	3,245	-	-	6	C2-4/R7X	5	3,245	-	-	16	-	-	-	10
248-U	U	9915	33	6,110	C2-2/R6	2.43	0.1	600	-	-	-	5,194	-	-	10	C2-4/R7X	5	5,194	-	-	25	-	-	-	15
260-U	U	9937	56	11,600	C2-2/R5	1.25	0.26	3,062	-	-	-	9,860	-	-	2	C2-4/R7X	5	9,860	-	-	48	-	-	-	46
261-U	U	9937	60	32,200	C2-2/R5	1.25	0.4	13,000	-	-	-	27,370	-	-	5	C2-4/R7X	5	27,370	-	-	134	-	-	-	129
61	U Total			664,336				430,426	39,163	8,702	10	597,871	39,163	28,384	384			564,682	-	82,246	2,500	(33,189)	(39,163)	53,862	2,116
249-V	V	9917	4	6,828	C2-2/R5	1.25	0.02	144	-	-	-	5,804	-	-	1	C2-4/R7A	4	5,804	-	-	22	-	-	-	21
259-V	V	9934	26	9,300	C2-2/R3-2	1.00	1.45	13,500	-	-	-	13,500	-	-	-	C2-4/R7A	4	7,905	-	-	29	(5,595)	-	-	29
262-V	V	9944	18	32,000	C2-2/R5	1.25	0.18	5,800	-	-	-	27,200	-	-	5	C2-4/R7A	4	27,200	-	-	101	-	-	-	96
263-V	V	9950	55	4,500	C2-2/R5	1.25	0.09	400	-	-	-	3,825	-	-	1	C2-4/R7A	4	3,825	-	2,250	12	-	-	2,250	11
266-V	V	9954	1	20,400	C2-2/R3-2	1.00	0.17	3,525	-	-	-	17,340	-	-	3	C2-4/R7A	4	17,340	-	10,200	54	-	-	10,200	51
267-V	V	9954	70	6,400	C2-2/R3-2	1.00	0.33	2,080	-	-	-	5,440	-	-	1	C2-4/R7A	4	5,440	-	-	20	-	-	-	19
593-V	V	10454	19	10,734	C2-2/R3-2	1.00	1.64	17,600	-	-	-	17,600	-	-	-	C2-4/R7A	4	9,124	-	-	34	(8,476)	-	-	34
594-V	V	10454	23	5,600	C2-2/R3-2	1.00	0.08	450	-	-	-	4,760	-	-	1	C2-4/R7A	4	4,760	-	-	18	-	-	-	17
595-V	V	10455	20	6,900	C2-2/R3-2	1.00	0.54	3,740	-	-	-	3,740	-	-	-	C2-4/R7A	4	5,865	-	3,450	18	2,125	-	3,450	18
596-V	V	10499	70	5,000	R3-2	0.60	0.45	-	-	2,233	2	-	-	-	2	R7A	4	-	-	-	20	-	-	-	18
597-V	V	10499	72	5,000	R3-2	0.60	0.52	-	-	2,576	1	-	-	-	1	R7A	4	-	-	-	20	-	-	-	19
11	V Total			112,662				47,239	-	4,809	3	99,209	-	-	14			87,263	-	15,900	348	(11,946)	-	15,900	334
509-X	X	10217	45	5,059	M1-1	1.00	0.5	-	2,550	-	-	-	2,550	-	-	M1-2	2	2,024	8,094	-	-	2,024	5,544	-	-
		10219	56	5,300	M1-1	1.00	0.99	-	5,250	-	-														
		10219	58	5,300	M1-1	1.00	-	-	-	-	-														
		10219	60	2,562	M1-1	1.00	0.18	-	525	-	-														
		10219	62	33,000	M1-1	1.00	0.65	-	21,600	-	-														
		10219	75	3,125	M1-1	1.00	-	-	-	-	-														
		10219	78	5,000	M1-1	1.00	-	-	-	-	-														
510-X	X	10219G Total		54,587	M1-1	1.00		27,375	-	-	-	27,375	-	-	-	M1-2	2	21,835	87,339	-	-	(5,540)	87,339	-	-
511-X	X	10219	59	7,500	M1-1	1.00	0	-	-	-	-	3,000	4,500	-	-	M1-2	2	3,000	12,000	-	-	-	7,500	-	-
512-X	X	10219	94	5,200	M1-1	1.00	0.9	-	-	-	-	4,700	-	-	-	/M1-2	2	2,080	8,320	-	-	(2,620)	8,320	-	-
513-X	X	10219	97	7,400	M1-1	1.00	0	-	-	-	-	2,960	4,440	-	-	/M1-2	2	2,960	11,840	-	-	-	7,400	-	-
		10219	314	3,105	M1-1	1.00	-	-	-	-	-														
		10219	315	3,645	M1-1	1.00	-	-	-	-	-														
		10219	316	13,600	M1-1	1.00	-	-	-	-	-														
516-X	X	10219B Total		20,350	M1-1	1.00		(27,375)	27,375	-	-	8,140	12,210	-	-	M1-2	2	8,140	32,560	-	-	-	20,350	-	-
		10319	1	48,000	M1-1	1.00	0.30	14,500	-	-	-														
		10319	8	5,100	M1-1	1.00	0.27	1,352	-	-	-														
		10319	12	8,692	M1-1	1.00	-	-	-	-	-														
573-X	X	10319A Total		61,792	M1-1	1.00		15,852	-	-	-	24,717	37,075	-	-	M1-2	2	24,717	98,867	-	-	-	61,792	-	-
574-X	X	10319	20	5,200	M1-1	1.00	0.72	3,750	-	-	-	3,750	-	-	-	M1-2	2	2,080	8,320	-	-	(1,670)	8,320	-	-
579-X	X	10322	26	24,940	M1-1	1.00	0	-	-	-	-	9,976	14,964	-	-	M1-2	2	9,976	39,904	-	-	-	24,940	-	-
580-X	X	10323	1	8,475	M1-1	1.00	0.22	1,890	-	-	-	3,390	5,085	-	-	M1-2	2	3,390	13,560	-	-	-	8,475	-	-
581-X	X	10323	6	7,352	M1-1	1.00	0.24	1,790	-	-	-	2,941	4,411	-	-	M1-2	2	2,941	11,763	-	-	-	7,352	-	-
582-X	X	10323	19	5,300	M1-1	1.00	0.83	4,400	-	-	-	4,400	-	-	-	M1-2	2	2,120	8,480	-	-	(2,280)	8,480	-	-
		10325	1	7,920	M1-1	1.00	0.04	330	-	-	-														
		10325	6	24,450	M1-1	1.00	0.47	11,500	-	-	-														
		10325	10	2,790	M1-1	1.00	-	-	-	-	-														
583-X	X	10325A Total		35,160	M1-1	1.00		11,830	-	-	-	14,084	21,096	-	-	M1-2	2	14,084	56,256	17,580	-	-	35,160	17,580	-

Table 2 Reasonable Worst Case Development Scenario: Potential Sites

Potential Development Sites

Site Description					Existing Conditions							No-Build (No-Action) Conditions				Build (With-Action) Conditions						Increment			
Site #	Subarea	Block	Lot	Lot Area	Existing Zoning	Permitted FAR	Built FAR	Commercial SF	Industrial SF	Residential SF	DUs	Commercial SF	Industrial SF	CF SF	DUs	Proposed Zoning	Proposed FAR	Commercial SF	Industrial SF	CF SF	DUs	Commercial SF	Industrial SF	CF SF	DUs
584-X	X	10328	44	22,726	M1-1	1.00	0.32	7,200	-	-	-	9,090	13,636	-	-	M1-2	2	9,090	36,362	-	-	-	22,726	-	-
587-X	X	10352	370	25,680	M1-1	1.00	0	-	-	-	-	10,272	15,408	-	-	M1-2	2	10,272	41,088	-	-	-	25,680	-	-
16	X Total			296,721				46,712	29,925	-	-	128,775	135,375	-	-			118,689	474,753	17,580	-	(10,086)	339,378	17,580	-
380-Y	Y	10059	16	5,000	M1-1	1.00	0	-	-	-	-	2,000	3,000	-	-	M1-4	2	2,000	8,000	-	-	-	5,000	-	-
388-Y	Y	10060	16	11,262	M1-1	1.00	0.18	2,040	-	-	-	4,505	6,757	-	-	M1-4	2	4,505	18,019	-	-	-	11,262	-	-
		10061	32	2,938	M1-1	1.00	-	-	-	-	-														
		10061	33	2,600	M1-1	1.00	-	-	-	-	-														
		10061	34	2,270	M1-1	1.00	-	-	-	-	-														
		10061	35	3,125	M1-1	1.00	-	-	-	-	-														
		10061	36	3,125	M1-1	1.00	-	-	-	-	-														
391-Y	Y	10061D Total		14,058	M1-1	1.00		-	-	-	-	5,623	8,435	-	-	M1-4	2	5,623	22,493	-	-	-	14,058	-	-
392-Y	Y	10062	6	8,880	M1-1	1.00	0	-	-	-	-	3,552	5,328	-	-	M1-4	2	3,552	14,208	-	-	-	8,880	-	-
		10062	22	2,540	M1-1	1.00	-	-	-	-	-														
		10062	23	2,218	M1-1	1.00	-	-	-	-	-														
393-Y	Y	10062C Total		4,758	M1-1	1.00		-	-	-	-	1,903	2,855	-	-	M1-4	2	1,903	7,613	-	-	-	4,758	-	-
415-Y	Y	10112	39	10,890	M1-1	1.00	0	-	-	-	-	4,356	6,534	-	-	M1-4	2	4,356	17,424	-	-	-	10,890	-	-
416-Y	Y	10113	71	8,200	M1-1	1.00	0	-	-	-	-	3,280	4,920	-	-	M1-4	2	3,280	13,120	-	-	-	8,200	-	-
417-Y	Y	10115	53	23,663	M1-1	1.00	0	-	-	-	-	9,465	14,198	-	-	M1-4	2	9,465	37,861	-	-	-	23,663	-	-
8	Y Total			86,711				2,040	-	-	-	34,684	52,027	-	-			34,684	138,736	-	-	-	86,711	-	-
415	Grand Total			3,958,800				1,964,469	650,800	344,879	332	2,345,306	988,252	55,640	2,539			4,118,161	915,857	210,258	11,715	1,772,575	(72,425)	154,440	9,176

the area's major thoroughfares is restrictive, particularly in areas zoned C8-1, in areas where commercial overlays are mapped in R3-2, R4 and R5 districts, and in areas characterized by commercial development but where no commercial overlay exists to permit such uses. The proposed changes would increase the permitted density and provide for new mixed used development along these wide streets where this new growth can be better accommodated.

- Change from R4 to R5 and R5/C1-4 portions of 3 blocks, fronting along the south side of 101st Avenue between the Van Wyck Expressway service road and Allendale Street. (A)
- Change from C1-2/R5, C1-2/R6, C2-2/R2, C2-2/R3-2, C2-2/R4, C2-2 R5, C2-2/R6, C4-2, M1-1 and R6 to R6A and R6A/C2-4 all or portions of 50 blocks generally located south of Hillside Avenue and north of Jamaica Avenue between 172nd Street and Merrick Boulevard , and properties fronting along Jamaica Avenue between 168th Place and 190th Street. (E)
- Change from C2-2/R4, C2-2/R6, M1-1, R3-2, R4, R6 to R6A and R6A/C2-4 and R6A/C2-3 all or portions of 25 blocks generally located along Liberty Avenue between the Van Wyck Expressway (service road) and 148th and along Sutphin Boulevard between Liberty and 108th avenues. (O)
- Change from R6 and M1-1 to R6B and R6B/C2-4 portions of 4 blocks generally located along the south side of South Road between 153rd and 157th streets, and along the west side of 157th Street between South Road and 107th Avenue. (P)
- Change from R4 and C1-2/R4 to R6B and R6B/C1-4 portions of 9 blocks generally located along Guy R. Brewer Boulevard between South Road and 109th Avenue and along the south side of South Road between 160th and 165th Street. (Q)
- Change from C1-2/R3-2, C1-2/R4, C8-1, R3-2 and R4 to R6A and R6A/C2-4 portions of 25 blocks generally located along the south side of Liberty Avenue between Merrick Boulevard and 172nd Street and along Merrick Boulevard between Liberty and Sayres avenues. (R)
- Change from C8-1, C2-2/R6, C2-2/R5, M1-1, R5 and R6 to R6A/C2-4 portions of 15 blocks generally located along Jamaica Avenue between the Van Wyck Expressway (service road) and Sutphin Boulevard and along Queens Boulevard north of Jamaica Avenue and along the Van Wyck Expressway (service road) between Hillside and 91st avenues. (S)
- Change from C8-1 to C4-3A all or portions of 4 blocks generally located along Queens Boulevard and Hillside Avenue, south of 87th Avenue. (T)
- Change from C8-1, C1-2/R5, C1-2/R6, C2-2/R5, C2-2/R6, C2-4/R5, C2-4/R6, C1-4/R6, R5 and R6 to R7X and R7X/C1-4 and R7X/C2-4 all or a portion of 39 blocks generally located along Hillside Avenue between 139th and 180th streets. ((U)
- Change from C2-2/R3-2, C2-2/R5, C2-2/R6, and R3-2 to R7A/C2-4 portions of 18 blocks generally located along Hillside Avenue between 180th and 191st streets. (V)

Provide residential and mixed-use development in and near the CBD at higher densities that are appropriate to their contexts.

The proposed R7A district would replace, for the most part, an existing R6 district. Quality Housing would be mandated under the proposed zone providing for a greater degree of

predictability with regulations that impose street wall requirements and maximum building heights.

- Change from C2-2/R6, C4-2, C8-1 and R6 to R7A all or portions of 19 blocks generally located south of Hillside Avenue and north of Jamaica and 88th and 89th avenues, between 148th and 164th streets. (D)

Reinforce certain industrial areas and allow for growth.

Zoning changes would result in an increase in commercial and industrial density in these subareas, and would facilitate new development and/or expansion of existing industrial and commercial land uses in these areas with minimal impact on adjacent residential communities. These areas are characterized by industrial buildings, warehouses, auto related business and open industrial uses, such as concrete plants.

- Change from M1-1 to M1-2 a 10-block area generally located south of Jamaica Avenue and north of Liberty Avenue and the LIRR right-of-way, between 168th and 190th streets. (X)
- Change from M1-1 to M1-4 all or portions of 10 blocks generally located south of Liberty Avenue and north of South Road between Sutphin Boulevard and the LIRR right-of-way, and along 157th Street between South Road and 107th Avenue. (Y)
- Change from R4 to M1-1 a portion of one block located 104th Avenue, east of 177th Street. (Z)

Reinforce residential contexts

A significant portion of Jamaica's low-rise communities are located in R6 districts, a medium density zoning designation. The proposed zoning changes would more appropriately reflect and protect the existing context of these areas. Other residential areas, currently zoned C8-1, M1-1 and M1-5 would become conforming under the proposed changes.

- Change from M1-1 to R5 all or portions of 2 blocks bounded by 95th Avenue, 148th Street, a line 100 feet north of Liberty Avenue, and 147th Place. (B)
- Change from R6 and R6/C2-2 to R5 all or portions of 12 blocks generally located south of Hillside Avenue, north of Jamaica Avenue, between Queens and Sutphin boulevards. (C)
- Change from C2-2/R3-2, C2-2/R4, C2-2/R5, C2-2/R6, R2, R3-2, R4, R5 and R6 to R4-1 all or a portion of 54 blocks generally located south of Hillside Avenue and north of Jamaica Avenue between 171st Street and 187th Place. (F)
- Change from C1-2/R2, C1-2/R5, C2-2/R2, C2-2/R3-2, R2, R3-2 and R4 to R3X all or a portion of 10 blocks generally located south of Hillside Avenue, and north of Jamaica and 90th Avenues between 187th and 189th streets. (G)
- Change from R6 to R5 a portion of 1 block fronting on 87th Drive (Wexford Terrace) west of Edgerton Boulevard. (H)
- Change from R5 to R1-2 a portion of 1 block located north of Wexford Terrace and west of Dalny Road. (I)

- Change from C2-2/R6, C4-2, M1-1, M1-5 and R6 to R5 all or a portion of 17 blocks generally located south of Jamaica Avenue and north of the LIRR right of way, between 168th Street and 179th Place. (J)
- Change from R3-2 and M1-1 to R4 all or a portion of 7 blocks generally located north of 104th Avenue and south of the LIRR right of way, and west of 189th Street. (K)
- Change from R3-2 to R3A all or a portion of 11 blocks generally located south of 104th Avenue and north of Liberty Avenue west of 189th Street. (L)
- Change from M1-1, R4 and C8-1 to R4-1 all or a portion of 48 blocks generally located south of Liberty Avenue and north of 110th Avenue between Merrick Boulevard and 180th Street. (M)
- Change from C2-2/R6, M1-1, R4 and R6 to R5 all or a portion of 12 blocks generally located south of South Road, and north of 108th Avenue between Sutphin Boulevard and 160th Street. (N)
- Change from R3-2 and R5 to R3X all or portions of 8 blocks generally located south of 87th Road and north of Hillside Avenue between Dalny Road and 190th Street. (W)

ZONING TEXT AMENDMENT

The proposed zoning text amendment would create the Special Downtown Jamaica District. It would consist of all or portions of approximately 71 blocks extending between 169th Street and 138th Place, south of Hillside Avenue and north of Liberty Avenue, and would encompass areas proposed to be rezoned to C4-4A, C4-5X, C6-2 and C6-3 in the downtown and an area proposed to be rezoned from M1-1 to M1-4 south of the Long Island Rail Road right-of-way and north of Liberty Avenue.

Properties within the proposed special district would be subject to both zoning map and zoning text amendments, and would be subject to special bulk, use, parking and urban design provisions that would supplement or supersede its underlying zoning district.

The objectives of the proposed special district would focus on achieving a strong visual presence at the transportation center core, establishing strong visual and physical connections between Jamaica's transportation hubs, and reinforcing street wall and retail continuity along major corridors. Special use restrictions would address parking needs throughout the CBD and would modify use regulations within the industrial-zoned part of the proposed special district to achieve synergy with adjacent institutional, office and laboratory uses.

The proposed special district would be guided by the following goals:

- To strengthen the business core of Downtown Jamaica by improving the working and living environments;
- To foster development in Downtown Jamaica and provide direction and incentives for further growth where appropriate;
- Expand the retail, entertainment and commercial character of the area around the transit center and to enhance the area's role as a major transportation hub in the city;
- To provide transitions between the downtown commercial core, the lower-scale residential communities, and the transportation hub;
- To improve the quality of new development in Downtown Jamaica by requiring the provisions of specified public amenities in appropriate locations;

- To encourage the design of new development that is in character with the area;
- To enhance the pedestrian environment by relieving sidewalk congestion and providing pedestrian amenities; and
- To promote the most desirable use of land and thus conserve and enhance the value of land and buildings, and thereby protect the City's tax revenues.

A summary of the proposed special text provisions follows:

SPECIAL USE PROVISIONS

- The use regulations of the underlying C4-5X, C6-2, C6-3 and M1-4 districts within the Special Downtown Jamaica District would be modified to permit as-of-right public parking garages with a capacity of 150 spaces or less, and would be subject to the provisions of ZR sections 36-53 (Location of Access to the Street), 36-55 (Surfacing) and 36-56 (Screening).
- Public parking garages within the underlying C4-5X, C6-2, C6-3 and M1-4 districts within the Special Downtown Jamaica District may be open or enclosed, but rooftop parking would not be permitted.
- On specified street frontages within the C6-2 and C6-3 districts ground floor glazing would be required to occupy at least 50 percent of the area of each ground floor street wall; and uses on the ground floor or within 5 feet of curb level, and within 50 feet of the street line would be limited to community facility uses without sleeping accommodations, or commercial uses listed in Use Groups 5, 6A, 6C, 6D, 7A, 7B, 8A, 8B, 8D, 9, 10, 11, 12A, 12B and 12C.
- Any development, or enlarged portion of a building located on a zoning lot with frontage on designated streets within the C6-2 and C6-3 districts would be required to provide a major building entrance on these streets.
- Use regulations of the underlying M1-4 would be modified to allow community facility uses from Use Groups 3A and 4A, and, except for public transit, railroad or electric utility substations listed in Use Group 17C, would require that uses in Use Groups 16, 17, and 18 be in completely enclosed buildings. Certain noxious uses in Use Groups 16, 17, and 18 would be prohibited. All uses listed in Use Groups 6 and 10 would be permitted.

SPECIAL BULK PROVISIONS

- The maximum floor area ratio regulations and the floor area bonus provisions of the underlying C6-2, C6-3 and M1-4 districts would be modified to reflect the following for any permitted use.

Maximum Floor Area Ratio For All Uses In the Special Downtown Jamaica District	
Zoning District	Maximum FAR
C6-2	6.0
C6-3	8.0
M1-4	2.0

- In C6-2 and C6-3 districts, for residential buildings or the residential portion of mixed buildings, the maximum lot coverage would be 80 percent on a corner lot, and 70 percent on an interior or through lot. The maximum lot coverage would not apply to any zoning lot comprising an entire block or to any zoning lot comprising a corner lot of 5,000 square feet or less.

STREET WALL PROVISIONS

- Along designated streets in C6-2 and C6-3 districts, locations are specified where corner articulation is required and where the street wall would be required to extend from the nearest corner for a specified length. However, a street wall would not be required to be located within 15 feet of the intersection of 2 street lines.
- Dormers would be allowed to penetrate a maximum base height in accordance with the provisions of ZR section 23-621 (Permitted Obstructions in certain districts).
- At specified locations, a minimum street wall height of 40 feet and a maximum street wall height of 60 feet above the base plane is required. Any portion of a building that exceeds the maximum street wall height would be required to set back at least 10 feet from a wide street line and at least 15 feet from a narrow street line.

SIDEWALK WIDENING PROVISIONS

- Publicly accessible sidewalk widening would be mandatory for all developments at specified locations in order to achieve sidewalk widths of either 15 feet or 20 feet. Mandatory sidewalk widenings of 15 feet or more would be required to provide lighting in accordance with the Requirements for Urban Plazas (ZR Section 37-04). For sidewalks with mandatory widening of 20 feet or more, seating would also be required to be provided pursuant to ZR Section 62-672.

TREE PLANTING

- All new developments located on streets subject to mandatory sidewalk widenings would be required to provide and maintain trees of not less than 2.5-inch caliper at the time of planting in the sidewalk adjacent to the zoning lot, and along the entire length of the street frontage of the zoning lot at maximum intervals of 25 feet.

RESIDENTIAL CONVERSION

- The conversion of all or a portion of non-residential buildings to dwelling units, if erected prior to January 1, 1977, would be permitted in all commercial districts within the Special Downtown Jamaica District.
- Uses in buildings erected prior to January 1, 1977 would not be subject to the provisions of ZR Section 32-42 (Location within Building).

OFF STREET PARKING AND OFF STREET LOADING REGULATIONS

- In M1-4, C4-4A, C4-5X, C6-2 and C6-3 districts the off-street parking and loading regulations of a C4-4 district would apply.
- Off-street parking requirements of the underlying C6-2, C6-3 or M1-4 would apply for any use that is not allowed in a C4 district.

- Up to 300 off-street parking spaces would be allowed in an accessory group parking facility.
- Uses listed in Use Group 6B (Offices) with parking requirement category B1 would be required to provide one parking space per 2,000 square feet of floor area.
- The provisions of ZR Section 36-344 (waiver of parking requirements in other C1 or C2 districts or in C4, C5 or C6 districts) would not apply in the Special Downtown Jamaica District.

LOCATION OF ACCESS TO THE STREET

- Curb cuts would be prohibited at specified locations in the Special Downtown Jamaica District. However, where permitted or required off-street parking and loading requirements apply in a location where curb cuts are prohibited, a curb cut would be allowed provided that the City Planning Commission, and the Department of Transportation certify to the Commissioner of Buildings that such zoning lot has access only to the prohibited location and that the curb cut be no more than 20 feet in width.
- The waiver provisions of Article III, Chapter 6 (Accessory Off-Street Parking and Loading Regulations) would not apply to the special location of access requirements.

PROPOSED SPECIAL PERMIT PROVISIONS

A proposed Special Permit provision would be established to modify use or bulk regulations for any development, enlargement, alteration or change of use on a zoning lot within the Special Downtown Jamaica District. The City Planning Commission could permit modification of the use or bulk regulations (except floor area ratio) providing the following findings are met:

a) modification will aide in achieving the general purpose and intent of the Special District;
b) use modification will encourage a lively pedestrian environment along the street or mandatory sidewalk widening, or is necessary for the programmatic requirements of the development;
c) bulk modifications will enhance the distribution of bulk on the zoning lot;
d) bulk modifications will permit adequate access of light and air to surrounding streets and properties; and
e) development or enlargement will relate harmoniously to the character of the surrounding area.

URBAN RENEWAL DESIGNATION

In collaboration with the New York City Economic Development Corporation (EDC) and HPD, DCP is proposing the creation of an Urban Renewal Area consisting of three full blocks in the area immediately surrounding the new Jamaica AirTrain Station. The proposed Jamaica Gateway Urban Renewal Area would encourage mixed-use development containing office, retail, and residential uses, a hotel, new open space and parking on key development sites adjacent to the Jamaica Station. Development of these sites is intended to catalyze additional private investment in the area around Jamaica Station.

The Plan seeks to:

- Redevelop the area in a comprehensive manner, removing blight and maximizing appropriate land use.
- Remove or rehabilitate substandard and insanitary structures.
- Remove impediments to land assemblage and orderly development.
- Strengthen the tax base of the City by encouraging development and employment opportunities in the Area.
- Provide new housing of high quality.
- Provide appropriate community facilities, parks and recreational uses, retail, shopping, public parking, and private parking.
- Provide a stable environment within the Area which will not be a blighting influence on surrounding neighborhoods.

The proposed Jamaica Gateway Urban Renewal Plan would have a duration period of 40 years. The actions would potentially facilitate the disposition to EDC of the City's interest in real property for the sites listed below for property that will become City-owned that is located within the boundaries of the proposed Urban Renewal Plan. The Plan would designate 44 lots within the new designated boundary area that are located within 6 proposed development sites and would establish land uses for these designated sites (see Table 3).

Table 3
Properties Affected by the Proposed Jamaica Gateway Urban Renewal Plan

Site	Block/Lots	Proposed Land Use
1	Blk. 9999/ Lots 1,9,10,11,13,15	Commercial*
2	Blk. 9998/ Lots 19p.o.,22,25,42,43,47,48, 144	Commercial*
3	Blk. 9998/ Lots 83,86,87,88,89,90,91,93,94	Commercial*
4	Blk. 9998/ Lots 95,101,109,110,119,124,127	Commercial*
5	Blk. 9998/ Lots 1,2,16,19p.o.	Commercial*
6	Blk. 9993/ Lots 1,3,18,20,22,23,24,25,27,28,29	Commercial* and Public Open Space
Notes: * Commercial includes commercial, residential, institutional, community facility, open space and other uses permitted in accordance with the Zoning Resolution.		

PROJECTED DEVELOPMENT SCENARIO/LIKELY EFFECTS

CEQR considers the long- and short-term effects of actions. For areawide rezonings not associated with a specific development, the foreseeable future is generally considered to be a 10-year build-out period. This is assumed to be the length of time over which developers would act on the change in zoning and the effects of the proposed action would be felt.

The future with-action, or Build, scenario therefore identifies the amount, type, and location of development that is expected to occur by 2015 as a result of the proposed action. The future without the action, or No Build, scenario identifies similar development projections for 2015 absent the proposed action. The incremental difference between the Build and No Build scenarios serves as the basis for the impact analyses.

To determine the development scenarios, standard methodologies have been used following *CEQR Technical Manual* guidelines and employing reasonable, worst-case assumptions. These

methodologies have been used to identify the amount and location of future residential, commercial, and community facility growth. In projecting the amount and location of new development, several factors have been considered, including known development proposals, current market demands, past development trends, and DCP's "soft site" criteria, described below, for identifying likely development sites. Generally, for areawide rezonings, which create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within a rezoning area. The first step in establishing the development scenarios was to identify those sites where new development could reasonably be expected to occur.

In identifying the RWCDS, a general set of criteria was established and all sites that met the criteria were identified. Because of the large project area and unique built character of the different subareas, area specific criteria were also developed to further identify projected and potential development sites.

GENERAL CRITERIA FOR DEVELOPMENT SITES

- Sites located in areas where an increase in FAR or change in use is proposed;
- Sites that are built to less than 50 percent of the proposed FAR;
- Undeveloped lots greater than 10,000 square feet; and
- Sites with non-residential uses in locations where residential uses will be newly allowed.

In addition to general criteria, area specific criteria were used to identify projected development sites. In some areas, the projected sites were identified on the basis of existing site conditions or site location. These sites were determined the most suitable for development in the foreseeable future. Areas where this is the case are indicated in the table with "existing conditions/location" (see Table 4).

In addition, the RWCDS analyzes future development on three blocks (Block 9993, 9998, and 9999) designated as the proposed Jamaica Gateway Urban Renewal Area (the "Urban Renewal Area"). All lots within the Urban Renewal Area would be acquired over a period of time. While the proposed Urban Renewal Plan would allow for a wide range of commercial, residential and open space uses, for the purposes of the RWCDS analysis a specific development program was proposed for the Urban Renewal area that would consist of mixed-use development on six development sites containing office, retail, and residential uses, a hotel, new open space, and parking. In the RWCDS, those lots which are most likely to be developed in the foreseeable future, due to currently expressed development interest, are considered projected development sites.

Lots in the Urban Renewal Area which are not likely to be developed in the foreseeable future are considered potential development sites. In the event that the City has a specific development plan for these sites, they will be subject to a further discretionary action pursuant to 384(b)(4) of the New York City Charter, which governs the disposal of City-owned property. Potential additional environmental impacts will be analyzed at that time.

Table 4
Area-Specific Criteria for Potential and Projected Sites

Sub-Area	Potential	Projected
A	Commercial lots greater than 5,000sf and residential lots greater than 2500 sf	Residential greater than 5,000 sf
D, T	Lots greater than 2,500 sf	Existing Conditions/Location
E, O	Lots greater than 2,500 sf	Vacant, parking, 1-story buildings underbuilt under current zoning>5000 sf
Q, R	Lots greater than 2,500 sf	Vacant, parking, 1-story buildings underbuilt under current zoning>2500sf
U, V	Lots greater than 2,500 sf	Gas Stations/Vacant Underbuilt Under Existing lots greater than 8,000 sf
P	Lots greater than 2,500 sf	Lots greater than 5,000 sf
J	Lots greater than 2,500 sf	Existing Conditions/Location
X	Vacant or Garage/Auto Use greater than 5,000 sf	Existing Conditions/Location
S, SC, JC3	Lots greater than 5,000 sf	Existing Conditions/Location
AT1, AT2	Lots greater than 10,000 sf	Existing Conditions/Location
JC1, JC2	Lots greater than 10,000 sf	Conversions, Existing Conditions/Location
B	Underbuilt pre-existing residential & all non-residential sites	Underbuilt Non-Residential
LC, Y	Vacant/Parking greater than 5,000 sf	Existing Conditions/Location
F	Lots greater than 4,000 sf	Lots greater than 4,000 sf
M	Non-Residential lots greater than 2,500 sf	Non-Residential lots greater than 2,500 sf

The following uses and type of buildings that met these criteria were excluded from the development scenario because they are very unlikely to be redeveloped as a result of the proposed rezoning:

- City-owned sites, community facilities, houses of worship, parks, public utilities, designated landmarks, irregularly-shaped lots, sites with known No Build development plans, and sites where there was evidence of recent investment.

Additional assumptions were made in developing the RWCDS:

- The average dwelling unit size is assumed to be 1,000 square feet, reflecting that type of units that are currently being constructed in this area.

- Ground and second floor commercial totals assume that 15 percent of each floor's floor area is circulation and mechanical space.
- The average dwelling unit size is assumed to be 1,200 square feet for buildings with residential conversions.

THE FUTURE WITHOUT THE PROPOSED ACTION CONDITION (NO BUILD SCENARIO)

In the future without the proposed action, given the current zoning and commercial and residential housing trends in the area, it is anticipated that the proposed project area would experience modest growth in commercial, manufacturing, and residential uses. Most of the project growth is expected to include further development of local retail space and residential development in existing low-density residential communities.

THE FUTURE WITH THE PROPOSED ACTION CONDITIONS (BUILD SCENARIO)

In the future with the proposed action, higher-density commercial and residential development is expected to occur in Jamaica's downtown areas and along major thoroughfares, shifting away from the lower-density communities. The reinforcement of certain industrial areas would allow for further industrial growth within the industrial core. The proposed action is expected to result in new development, including 3,156,253 square feet of commercial space; 108,894 square feet of industrial space; 5,320,732 square feet of residential space (5,291 dwelling units); and 457,524 square feet of community facility space. This estimate is based on the above soft-site criteria, and the large number of available sites within the rezoning area. In addition, most uses on the project development sites that are expected in the future without the proposed action would be redeveloped, although in a few cases, such No Build uses would remain.

DCP identified 187 projected development sites likely to be developed by 2015 (see Figures 5A and 5B). In addition, there are 415 potential development sites that are considered less likely than the projected sites to be developed over the 10-year analysis period.

The 187 projected development sites currently have 241 dwelling units, 1,012,793 square feet of commercial uses (including retail and office space), 426,808 square feet of industrial/manufacturing uses, 67,695 square feet of community facility space and 180,005 square feet of vacant space. In the future without the proposed action (No Build), some of the as-of-right development is expected to occur on these sties. The No Build program is expected to consist of 1,365 dwelling units, 1,668,133 square feet of commercial uses (including retail and office space), 505,226 square feet of industrial space, and 214,344 square feet of community facility space.

The total development expected to occur on the 187 projected development sites under the Build conditions would consist of 5,291 dwelling units, 3,156,253 square feet of commercial space (1,913,147 retail, 803,981 office, 80,000 hotel), 457,524 square feet of new community facility space (e.g., educational facilities, day care, houses of worship), and 108,894 square feet of industrial space. The projected incremental (net) change, between the No Build and the Build scenarios, that would result from the proposed action on the 187 projected development sites is 3,926 dwelling units, 1,488,120 square feet of commercial space, 243,180 square feet of community facility space, and a loss of 396,332 square feet of industrial space.

Total community facility uses are projected to amount to 457,524 square feet in 25–30 facilities in the Build scenario. These facilities would include a museum or art gallery, a nursing home, houses of worship, a club, community centers, medical offices, and not-for-profit institutions.

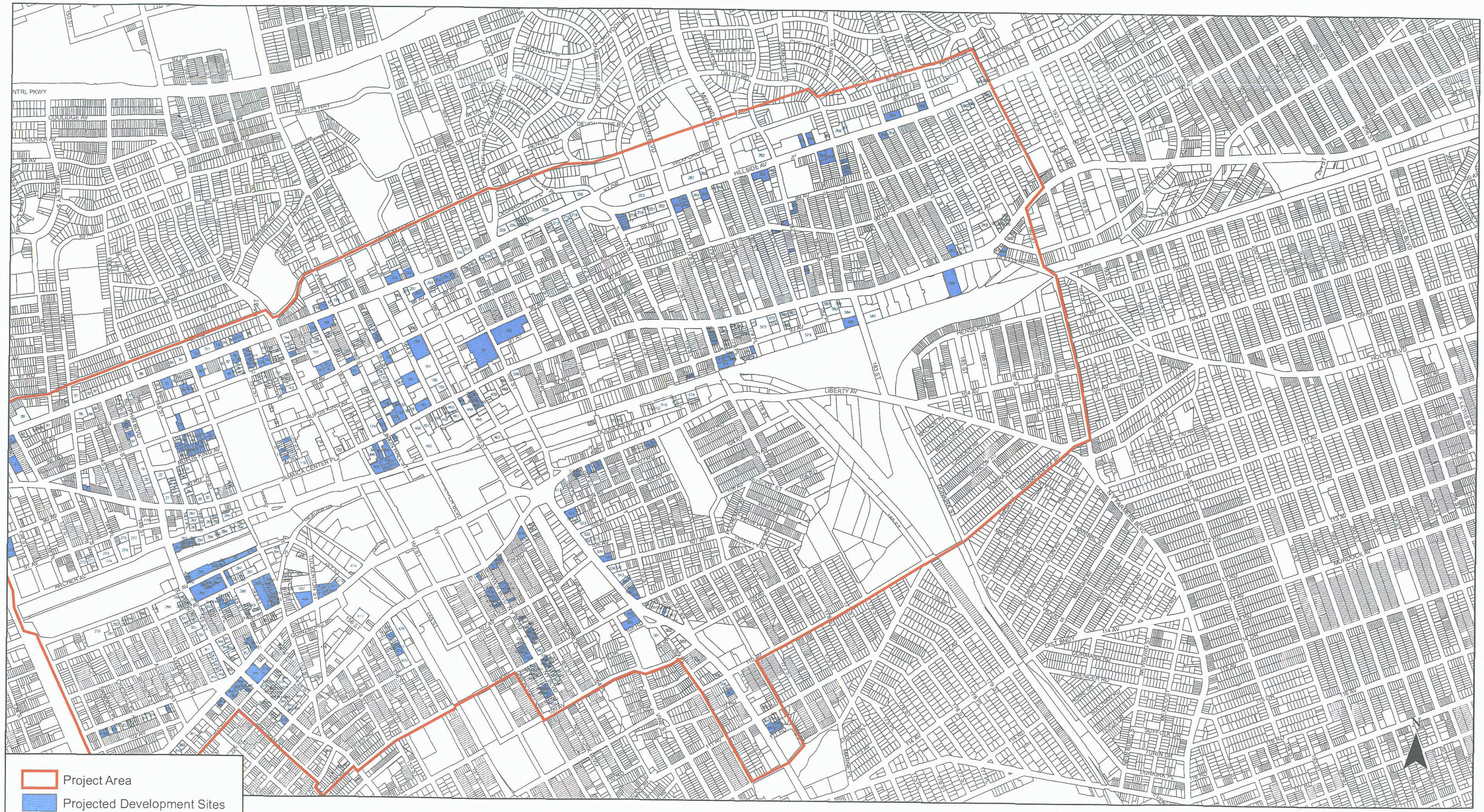
Project Area
Projected Development Sites
Potential Development Sites

0 500 1,000 Feet

N

Downtown Jamaica Redevelopment Plan

Projected and Potential Development Sites (West)
Figure 5A



Downtown Jamaica Redevelopment Plan

Projected and Potential Development Sites (East)
Figure 5B

Office growth is projected to occur primarily in the proposed Urban Renewal Area, as well as, on second floors of buildings in the downtown. Regional retail is anticipated in the downtown and the immediate area to the south, within the proposed special district. A new hotel is projected in the Urban Renewal Area, and new local retail is projected in South Jamaica and along Hillside Avenue.

Key factors in anticipating a significant increase in new residential development include the increased density the proposed zoning would allow and the ability through the new special text amendment that would provide for the conversion of vacant pre-1961 office buildings that do not comply with residential bulk regulations. The largest increases in residential growth are expected to occur along Hillside Avenue, as well as in the proposed Urban Renewal Area, and in the CBD. New residential development is also projected along the major corridors in South Jamaica, such as Guy R. Brewer Boulevard and Merrick and Liberty Avenues. Residential growth in these areas is projected to occur as mixed use development.

Community facilities are expected throughout the rezoning area, reflecting population growth and a strong market for community facilities.

The increase in commercial growth would result from the proposed with a significant increase in permitted density, particularly near the transportation hubs and along wide streets. Mixed-use development at higher densities would be created with the elimination of the existing C8-1 districts and significant decrease in the amount of industrial zoned land, particularly near the Sutphin Boulevard transportation corridor, and along Liberty Avenue, Merrick Boulevard, Guy R. Brewer Boulevard. and Hillside Avenue. Although there would be a reduction in the total amount of new industrial space, there would be an increase in density in existing manufacturing districts.

The development projections are grouped by subareas (see Figures 5A and 5B and Table 5) that reflect various zoning strategies and development densities. The development projected in the Build and the No Build scenarios in these subareas is described below. Development is not projected in several subareas (C, G, H, I, K, L, M, N, and W) where the proposed rezoning constitutes a down zoning and no additional development potential is provided. Although there are no projected development sites in subareas AT1, AT2, and Y, potential development sites in these subareas will be analyzed in the EIS for site-specific effects.

ENVIRONMENTAL IMPACT STATEMENT

As the RWCDS associated with the proposed action would affect various areas of environmental concern and was found to have the potential for significant impacts, pursuant to the EAS and Positive Declaration, an EIS will be prepared for the proposed action. The EIS will analyze the projected developments for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as historic resources, shadows, hazardous materials, air quality, and noise.

Table 5

Summary of No-Build and Build Development on Projected Development Sites

Subarea	Proposed Zoning District	No-Build				Build			
		Commercial (sf)	Industrial (sf)	Community Facilities (sf)	Dwelling Units	Commercial (sf)	Industrial (sf)	Community Facilities (sf)	Dwelling Units
Urban Renewal Area	C6-3 or M1-4	41,118	236,498	-	-	841,833	-	-	439
Jamaica Center 1 (JC1)	C6-3	494,209	-	21,067	101	251,960	-	44,988	682
Jamaica Center 2 (JC2)	C6-2	314,895	-	-	61	748,088	-	49,852	280
Jamaica Center 3 (JC3)	C4-5X	118,674	-	64,725	153	79,039	-	6,100	525
Liberty Center (LC)	M1-4	61,492	96,953	-	13	311,448	-	23,800	-
Sutphin Corridor (SC)	C4-4A	13,788	-	-	39	13,788	-	-	51
A	R5 or C1-4/R5	-	-	-	16	13,430	-	-	9
B	R5	7,000	10,500	-	-	-	-	-	22
D	R7A, C1-2/R7A, or C2-4/R7A	5,234	-	-	444	21,860	-	-	718
E	C2-4/R6A	19,821	13,120	-	3	30,357	-	-	77
F	R4-1	-	-	-	15	-	-	-	36
J	R5	10,911	25,365	-	4	-	-	-	55
O	C2-3/R6A or C2-4/R6A	3,800	38,895	-	76	122,277	-	44,007	286
P	C2-4/R6B	4,250	13,060	-	-	19,125	-	-	27
Q	R6B or C1-4/R6B	64,353	-	-	60	122,866	-	24,000	176
R	C1-3/R6A or C2-4/R6A	95,013	-	6,150	29	118,369	-	36,900	301
S	C2-4/R6A	59,100	30,000	-	26	53,100	-	81,000	135
T	C4-3A	50,870	-	29,923	1	52,570	-	30,923	102
U	C2-3/R7X or C2-4/R7X	205,762	-	92,479	285	226,611	-	104,104	1,004
V	C2-4/R7A	70,619	-	-	39	102,309	-	11,850	368
X	M1-2	27,224	40,835	-	-	27,224	108,894	-	-
Total		**1,668,133**	**505,226**	**214,344**	**1,365**	**3,156,253**	**108,894**	**457,524**	**5,291**

D. SCOPE OF WORK FOR AN EIS

TASK 1. PROJECT DESCRIPTION (INCLUDING PROJECTED DEVELOPMENT SCENARIO)

The first chapter of the EIS introduces the reader to the proposed action and sets the context in which to assess impacts. The chapter identifies the proposed action (brief description and location of the proposed action) and provides: the background and/or history of the proposed action; a statement of the public purpose and need for the proposed action; key planning considerations that have shaped the current proposal; a detailed description of the proposed action; 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 action and gives the public and decision-makers a base from which to evaluate the proposed action.

The project description chapter will present the planning background and rationale for the proposed rezoning, mapping, and other proposed action. In addition, the chapter will summarize the reasonable worst-case development scenario for analysis in the EIS and present its rationale (refer to "Projected Development Scenario" in Section C of this document).

The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Queens Borough President's office, CPC, and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

This chapter will analyze the potential impacts of the proposed action on land use, zoning, and public policy. The land use study area will consist of the proposed project area, where the potential land use effects of the proposed action will be straightforward and direct (reflecting the development scenario), and neighboring areas within a ½-mile radius that could experience indirect impacts (refer to Figure 6). For the purpose of environmental analysis, the study area will extend approximately a ½-mile from the borders of the proposed project area. Subtasks will:

- Provide a detailed description of land use, zoning, and public policy in the study area discussed above. A more detailed analysis will be conducted for the project area. This task will be closely coordinated with Task 3, "Socioeconomic Conditions," which will provide a qualitative analysis of the proposed project's effect on businesses and employment in the study area. Recent trends in the proposed project area will be noted.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the land use study area. Describe recent land use trends in the study area and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study area, and describe any recent BSA actions.
- Prepare a list of future development projects in the study area that would be expected to influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area. Based on these changes, assess future land use and zoning conditions without the proposed action.



Downtown Jamaica Redevelopment Plan

Land Use Study Area
Figure 6

- Describe and assess the potential land use changes in the proposed project area based on the reasonable worst-case development scenario.
- Assess effects of the projected development resulting from the proposed action on land use and land use trends, public policy, and zoning. Discuss the proposed action's potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, including transit-oriented development, and the effect of the proposed action on ongoing development trends and conditions in the area.

TASK 3. SOCIOECONOMIC CONDITIONS

This chapter will examine the effects of the action on socioeconomic conditions in the study area, including population characteristics, increase in economic activity, and the potential displacement of businesses and employment from the proposed project area. The analysis will provide a qualitative assessment of potential socioeconomic changes associated with the proposed action, including: direct displacement of residential population, businesses, or employees; new development that is markedly different from existing uses and activities within the neighborhood; an adverse effect on conditions in the real estate market in the area; or an adverse effect on socioeconomic conditions in a specific industry.

Screening analyses will be conducted pursuant to the *CEQR Technical Manual* methodology. The analysis will present sufficient information regarding the effects of the proposed action to make a preliminary assessment either to rule out the possibility of significant impacts or to determine that more detailed analysis is required to make a determination as to impacts. The preliminary assessment will examine 5 areas of concern including (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. For each area of concern, if it has been determined that a socioeconomic impact is likely or cannot be ruled out based on the preliminary screening assessment, then a detailed analysis will be conducted.

The socioeconomic conditions study area is shown in Figures 7A and 7B. The *CEQR Technical Manual* recommends that up to a ½-mile radius be used for a socioeconomic study area boundary. As shown in Figures 7A and 7B, in addition to the proposed project area, a primary study area (approximate ¼-mile radius from action area boundary) and a secondary study area (approximate ½-mile radius) will be delineated for the assessment of socioeconomic conditions. The study areas will be further adjusted to reflect boundaries of census tracts or data for labor and industry. Subtasks for detailed analysis, if determined to be necessary, include:

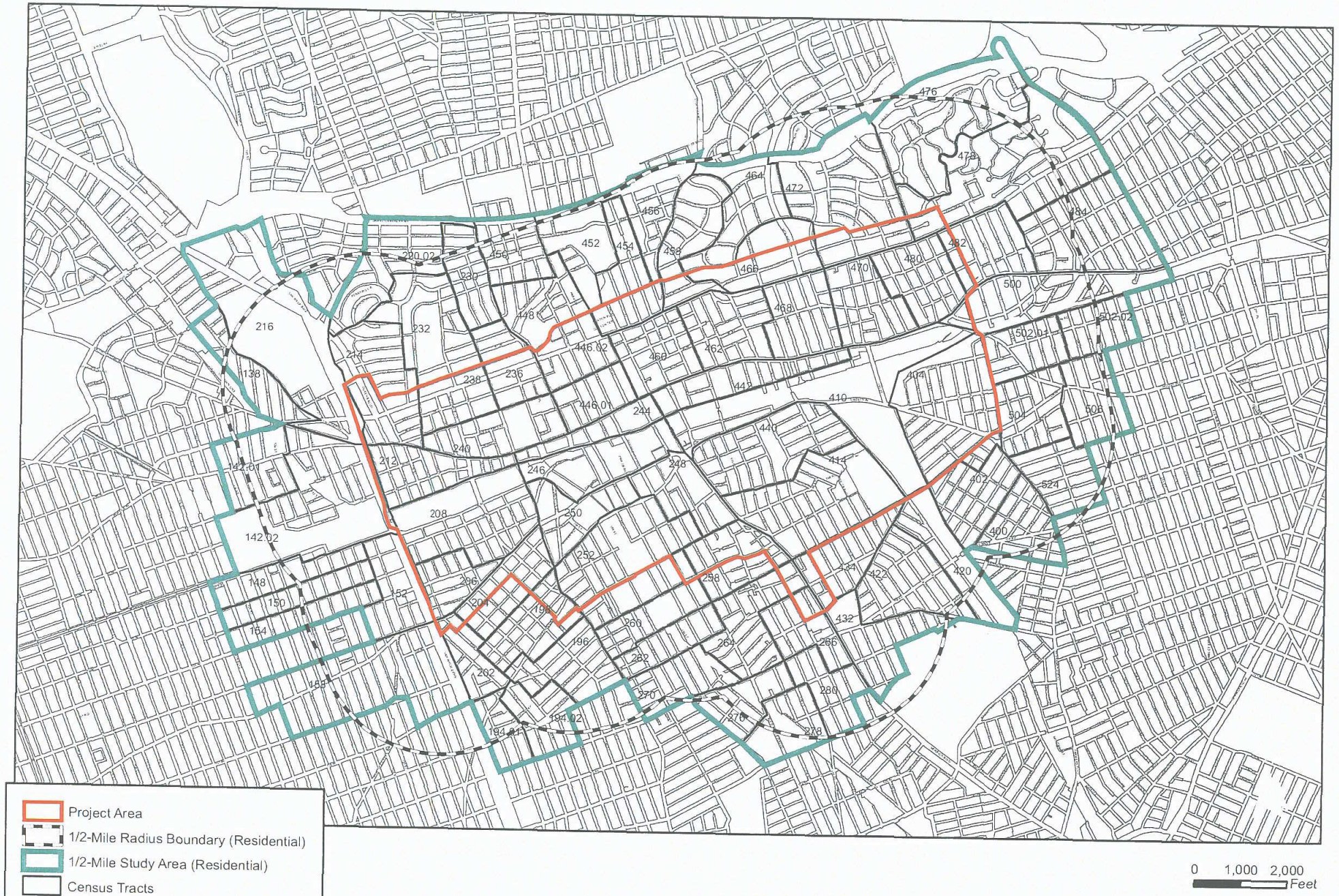
POPULATION CHARACTERISTICS

- Based on the U.S. Census of Population and Housing, describe the 2000 population characteristics of the study area and the primary and secondary study areas.
- Discuss population trends in the future without the proposed action.
- Estimate population associated with the proposed action and the resultant reasonable worst-case development scenario, and assess impacts on population, if any.



Downtown Jamaica Redevelopment Plan

Socioeconomic Conditions 1/4-Mile Study Area
Figure 7a



Downtown Jamaica Redevelopment Plan

Socioeconomic Conditions 1/2-Mile Study Area
Figure 7b

HOUSING CHARACTERISTICS

- Using 2000 Census data and other information, such as reports on housing value and median rents, describe the housing characteristics of the study area and the study areas.
- Assemble and discuss information on housing market conditions, including identification of presence of any unique or predominant population groups or presence of populations particularly vulnerable to economic changes, using Census data and other sources.
- Estimate housing changes associated with the proposed action and assess impacts on housing, if any, and housing trends in the future without the action.

ECONOMIC CHARACTERISTICS

- Describe existing economic activity in the study area (using most recently available data), including the number and types of businesses and employment by key sectors.
- Describe the physical characteristics of the existing manufacturing and commercial buildings in the study area and surrounding areas, including the general size of the structures, configurations, and condition. Determine the approximate vacancy rate and rent levels for buildings in the study area. This will be based on visual inspections, discussions with the Queens Office of DCP, and discussions with real estate brokers.
- Describe trends in commercial and manufacturing use in the future without the action.
- Discuss how some uses are becoming nonconforming as a result of the proposed rezoning and any potential socioeconomic impacts.
- Estimate net new employment and other economic activity in the study areas under the RWCDS.
- Estimate direct displacement of manufacturing and commercial businesses and employment based on sites identified for likely development. After accounting for currently vacant properties, configurations and conditions, use a ratio of number of properties converted to total properties to estimate potential displacement.
- Assess the impact of displacement, specifically in the urban renewal area. Identify likely relocation areas nearby.

TASK 4. COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from the proposed action. New workers tend to create limited demands for community facilities and services, while new residents create more substantial and permanent demands. Community facilities other than open space (see Task 5) will be examined in this chapter.

In accordance with thresholds established in the *CEQR Technical Manual*, the number and type of new residential units likely to be developed as a result of the proposed action would trigger detailed analyses of potential impacts on public schools, libraries, out-patient health care facilities and publicly funded day care centers. In addition, the proposed action is expected to result in 433,724 feet of community facility space (an incremental increase of 219,380 square feet).

The Police and Fire Departments routinely evaluate the need for changes in personnel, equipment, or facilities based on population, response times, crime levels, or other local factors. Therefore a detailed assessment of service delivery is usually conducted only if a proposed action would directly affect the physical operations of a station house or precinct house. Since the proposed action would not directly affect existing facilities, a detailed assessment is typically not warranted. However, given the scale of projected development in the study area and community concerns, an assessment of fire and police protection services will be provided in the EIS.

The proposed study area for community facilities would generally include an approximate ½-mile-radius from the rezoning area (refer to Figures 7A and 7B), but may vary by facility type in accordance with *CEQR Technical Manual* guidelines. The EIS will:

- Identify and locate/map community facilities within the defined study area for general informational purposes, including public schools, libraries, health care facilities, police precincts, fire houses and publicly funded day care centers.
- Identify and locate public schools serving the proposed project area. Assess conditions in the area, and the school district as a whole, in terms of enrollment and utilization during the current school year, noting any specific shortages of school capacity. Identify conditions that will exist in the future without the action, taking into consideration projected changes in future enrollment and plans to alter school capacity either through administrative actions on the part of the New York City Department of Education or as a result of the construction of new school space. Analyze future conditions with the proposed action, adding students likely to be generated by the action to the projections for the future without the action. Impacts of the proposed action will be assessed based on the difference between the future with-action projections and the future no-action projections (at the sub-area, region, and school district levels) for enrollment, capacity and utilization in 2015.
- Identify the local public library branch(es) serving the area. Describe existing population served by the branch(es), using information gathered for socioeconomic conditions assessment, information services provided by branch(es), circulation, level of utilization, and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with library officials. For the future without the proposed action condition, projections of population change in the area and information on any planned changes in library services or facilities will be described and the effects of these changes on library services will be assessed qualitatively. The effects of the addition of the population resulting from the projected developments induced by the RWCDS future with the proposed action will be qualitatively assessed in terms of special programs, facilities, and collections, with input from library branch management staff.
- Health Care Facilities. Identify hospital emergency room services and outpatient ambulatory care facilities (regulated by the New York State Department of Health and Office of Mental Health) within approximately 1 mile of the rezoning area. Describe each facility in terms of its address, the type of service provided, an indicator of its size, capacity or utilization, and any other relevant existing conditions based on publicly available information and/or consultation with health care officials. For the future without the proposed action conditions, projected change in the area's low/moderate-

income population and any planned changes in health care facilities or services will be described and the effects of these changes on the operating capacity of the facilities will be assessed. The potential effects on outpatient facilities of the additional population resulting from projected developments will be assessed in comparison to the effects projected under the future without the proposed action conditions.

- Day Care Facilities. Identify existing public day care and head start facilities within approximately 1 mile of the rezoning area. Describe each facility in terms of its location, ages served, number of slots (capacity), existing enrollment and length of waiting list. Information will be based on publicly available information and/or consultation with the Agency for Child Development (ACD). For the future without the proposed action condition, information will be obtained on any changes planned for day care programs or facilities in the area, including closing or expansion of existing facilities and establishment of new facilities. Any expected increase in the population of children under 12 within the eligibility income limitations (summarized from the socioeconomic analysis) will be discussed as potential additional demand; and the potential effect of any population increases on demand for day care services in the study area will be assessed. The potential effects of the additional eligible children resulting from projected developments will be assessed by comparing the estimated net demand over capacity to the net demand over capacity estimated in the future without the proposed action analysis.

- Fire Protection Services. Identify and locate existing fire stations serving the area. In consultation with the Fire Department (FDNY), describe the equipment and staffing levels at each facility as appropriate. For the future without the Proposed Action condition, describe anticipated changes in population and land use in the project area as well as any planned changes in FDNY facilities, equipment or personnel. For the future with the proposed action condition, assess with FDNY the incremental effects on fire protection services of the additional population and projected developments as compared to the future without the proposed action condition.

- Police Protection Services. Identify existing facilities serving the area and describe their functions and staffing levels as appropriate. In consultation with the Police Department (NYPD), assess the incremental effects on police protection services of projected development in the future with the proposed action condition as compared to the future without the proposed action condition.

TASK 5. OPEN SPACE

New residents and workers generated from new development and conversions in the proposed project area would place added demands on existing scarce open space and recreational facilities. The proposed action would generate more than the CEQR threshold of 200 residents, thereby requiring further assessment of open space. A detailed open space analysis for each of the two development scenarios will be conducted according to the following tasks:

- Using 2000 Census data and other data where applicable, calculate the total residential population of the open space study area, which, as per CEQR guidelines, would be defined as the area within a ½-mile radius from the proposed project area, with the study area boundary adjusted to include all census tracts with at least 50 percent of their area

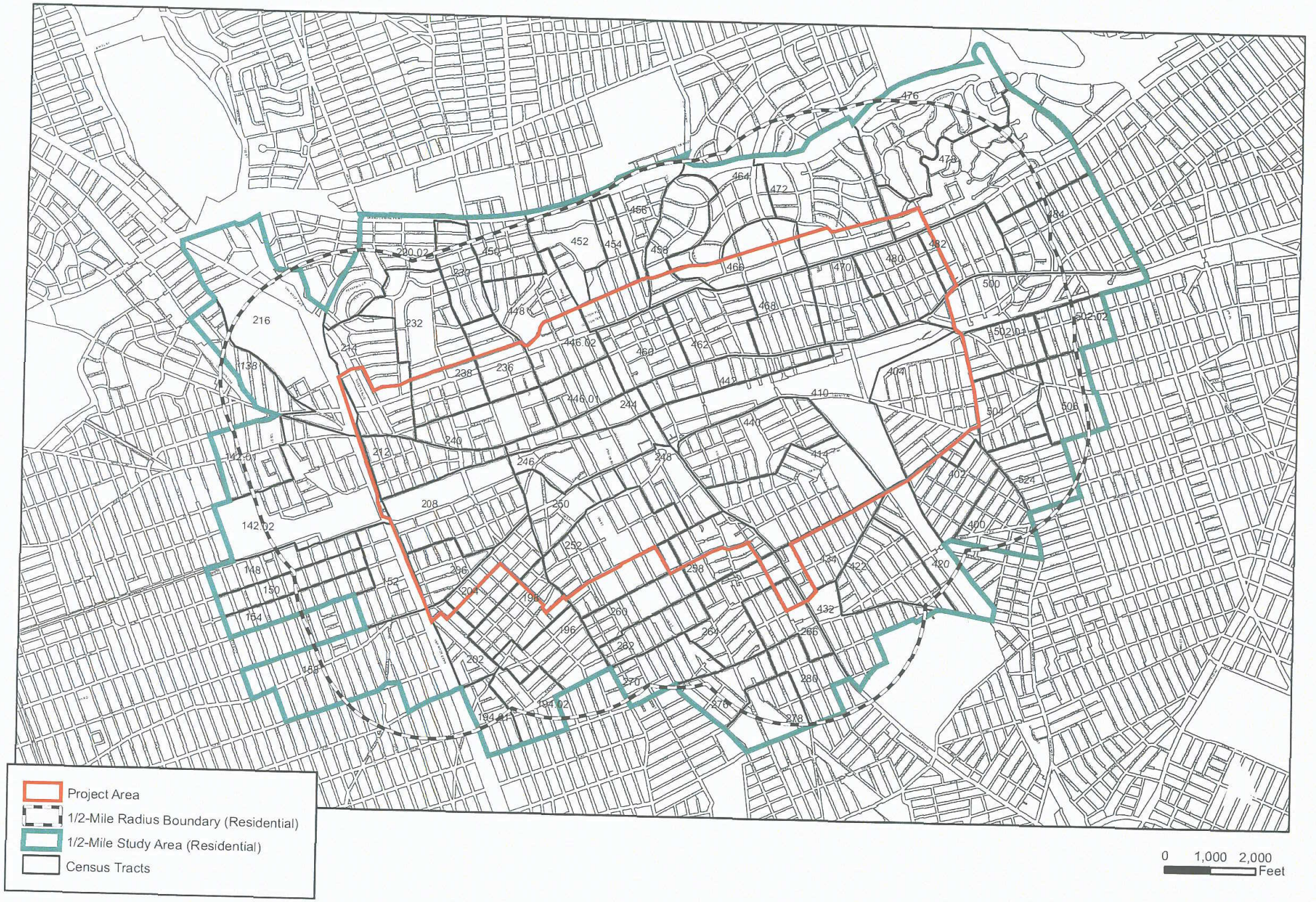
within the ½-mile radius (see Figures 8A and 8B). The population will be indicated pursuant to Table 3D-1 of the *CEQR Technical Manual*.

- Inventory existing active and passive open spaces within the study area boundary. The condition and usage of existing facilities will be described based on the inventory and field visits. Jurisdiction, features, user groups, quality/condition, factors affecting usage, hours of operation, and access will be included in the description of facilities. Also, the potential for facilities to be affected by direct impacts, such as from shadows cast by the action induced development, will also be assessed. Acreage of these facilities will be determined and total study area acreage calculated. The percentage of active and passive open space will also be calculated.
- Based on the inventory of facilities and study area residential and worker population, calculate the open space ratio for the residential population in the study area, and compare to City guidelines to assess adequacy. This is expressed as the amount of open space acreage per 1,000 user population. Open space ratios will be calculated for active and passive open space, as well as the ratio for the aggregate open space.
- Assess expected changes in future levels of open space supply and demand in the analysis year, based on other planned development projects within the study area. Also take account of any new open space and recreational facilities expected in the study area. Open space ratios will be developed for future conditions without the action and compared with existing ratios to determine changes in future levels of adequacy.
- Based on the residential and worker population added by the proposed project, assess its effects on open space supply and demand. The assessment of proposed project's impacts will be based on a comparison of open space ratios with the proposed action and open space ratios in the future without the proposed action for the ½-mile study area. In addition to the quantitative analysis, qualitative analysis will be performed to determine if the changes resulting from the proposed action will result in a substantial change (positive or negative) or an adverse effect to open space conditions.
- If the results of the impact analysis identify a potential for a significant impact, discuss potential mitigation measures.

TASK 6. SHADOWS

This chapter will examine the proposed action's potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. Generally, shadow impacts could occur 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 natural features, publicly accessible open space, or on historic features that are dependent on sunlight. The proposed action would permit development of buildings of greater than 50 feet in height in portions of the project area, and therefore has the potential to result in shadow impacts on existing resources in the proposed project area. The EIS will assess the reasonable worst-case development scenario, on a site-specific basis, for potential shadowing effects on existing light-sensitive uses, and disclose the range of shadow impacts, if any, which are likely to result from the action, further identifying:

- Projected and potential development sites adjacent to existing parks, publicly accessible open space, and sunlight-sensitive historic resources.



Downtown Jamaica Redevelopment Plan

Open Space Study Area (Residential)
Figure 8a



Downtown Jamaica Redevelopment Plan

Open Space Study Area (Worker)
Figure 8b

- Projected and potential development sites located in areas which are not susceptible to shadow impacts.
- If warranted, describe in shadow diagrams and text the potential effect of shadows from buildings resulting from the identified RWCDS (both projected and potential development sites) on publicly accessible open spaces or light-sensitive historic resources.

The shadow assessment would be coordinated with Task 5, "Open Space" and Task 7, "Historic Resources."

TASK 7. HISTORIC RESOURCES

The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and 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 New York 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 proposed action would induce development that could result in new in-ground disturbance and construction of a building type not currently permitted in the affected area, the action has the potential to result in impacts to archaeological and architectural resources. There are landmark buildings located within and adjacent to the rezoning area.

Impacts on historic resources are considered on the affected sites and in a 400-foot radius area surrounding the identified development sites. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur; these are limited to sites that may be developed under the proposed action, and include projected as well as potential development sites. In coordination with the research conducted for the land use and hazardous materials tasks, this section will include an overview of the study area's history and land development. This history will be detailed enough to determine whether any potential archaeological resources may be on the site, requiring further study. Subtasks will include:

- Research and describe history of land use and architecturally and potentially archaeologically sensitive locations in the project area.
- Identify, map and describe designated historic/architectural resources (New York City Landmarks or pending Landmark designation and properties listed on the State and National Registers of Historic Places) in the proposed project area.
- Submit the proposed project to the New York City Landmarks Preservation Commission for its review and determination regarding architectural and archaeological sensitivity.
- Based on City and State files, identify and map inventoried archaeological resources and/or sensitive locations.
- Identify those areas thought to be archaeologically sensitive within the project area.
- In coordination with the land use task, assess probable impacts of development resulting from the proposed action on architectural resources in the study area for development sites and facing and adjacent properties.

- Identify projected and potential development sites where new in-ground disturbance is expected to occur as a result of the proposed action and any resulting potential archaeological impacts.

TASK 8. URBAN DESIGN/VISUAL RESOURCES

This chapter will assess urban design patterns and visual resources of the study area, and the effects on these of the proposed action. As defined in Chapter 3G, Section 310 of the *CEQR Technical Manual*, the urban design and visual resources study area will be the same as that used for the land use analysis. The proposed action could result in the construction of structures, building uses, size, and types not currently permitted in the affected area, and therefore has the potential to result in impacts related to urban design and visual resources. A detailed list of tasks follows.

- Describe the urban design and visual resources of the proposed project area and adjacent areas, using photographs and other graphic material as necessary to identify critical features, use, bulk, form, and scale.
- Discuss specific relationships between the proposed project area and adjacent areas regarding light, air, and views.
- An assessment of the zoning text amendment's urban renewal designation, and zoning map's modifications to the use and bulk regulations will be included in the analysis, as these affect height, dimensions, and scale of the development in the study area.
- Describe the changes expected in the urban design and visual character of the proposed project area resulting from the various developments in the study area in the future without the action.
- Describe the potential changes that could occur in the urban design character of the study area in the future with the proposed action. For the projected development scenario, the analysis will focus on specific buildings and sites where changes are being projected and on more general building types (e.g., street wall height, setback, and building envelope). Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources in the study area, including resources of visual or historic significance. The analysis will focus on the development sites and the facing and adjacent buildings.
- Describe the potential changes, if any, which could occur in the urban design character and visual resources of the surrounding area.

TASK 9. 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 action would permit new development that has the potential to alter certain constituent elements of the affected area's neighborhood character, including land use patterns, socioeconomic conditions, traffic and noise levels, and urban design features, and could affect historic resources. An amalgam of impact categories, a neighborhood character analysis considers the combined impacts of land use, urban design, visual resources, historic resources,

socioeconomics, traffic and noise. As suggested in the *CEQR Technical Manual*, the study area for neighborhood character will be coterminous with the ½-mile land use study area.

- Drawing on the related EIS sections, describe the predominant factors that contribute to defining the character of the neighborhood.
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the neighborhood in the future without the action.
- The analysis of the proposed action's impacts from related EIS sections will serve as the basis for assessing and summarizing the proposed action's impacts on neighborhood character.

TASK 10. NATURAL RESOURCES

As stated in the *CEQR Technical Manual*, a natural resource is defined as a plant or animal species and any area capable of providing habitat for plant and animal species or capable of functioning to support environmental systems and maintain the City's environmental balance. Such resources include surface and groundwater, wetlands, dunes and beaches, grasslands, woodlands, landscaped areas, gardens, and build structures used by wildlife. An assessment of natural resources is appropriate if a natural resources exists on or near the site of the proposed action, or if an action involves disturbance of that resource. A detailed screening analysis will be presented in the EIS identifying whether the proposed action would result in significant impacts to natural resources, and if warranted, detailed analysis will be provided.

TASK 11. HAZARDOUS MATERIALS

The objective of the hazardous materials assessment is to determine which, if any, of the projected and potential development sites may have been adversely affected by current or historical uses at or adjacent to the sites. The proposed action would result in new residential development in areas currently zoned for manufacturing, and therefore have the potential to result in significant hazardous materials impacts.

A preliminary screening assessment prepared pursuant to the *CEQR Technical Manual* and Chapter 24 of Title 15 of New York City Department of Environmental Protection (NYCDEP) rules governing the placement of (E) designations will be conducted for the projected and potential development sites to determine which sites warrant an (E) designation without the preparation of a Phase I assessment and which sites require further assessment. If the potential for contamination is not identified on a projected or potential development site, the screening assessment will be conducted on adjacent properties. If impacts are not identified on the adjacent properties, the screening assessment will be expanded to include properties within 400 feet of the development sites to determine if an (E) designation on the development site is warranted.

For City-owned sites or sites that are proposed for City ownership, (E) designations will not be placed on development lots. Instead, since development of these sites would occur through disposition to a private entity, a similar mechanism to ensure that further investigative and/or remedial activities, as well as health and safety measures, prior to and/or during construction will be required under the City's contract of sale with the private entity selected to develop the site.

In addition to the environmental database search, readily available public records will be requested and reviewed, where applicable. Freedom of Information Law requests will be submitted to various City and State agencies, including the New York State Department of Environmental Conservation (NYSDEC), New York City Department of Health, NYCDEP, FDNY, and the New York City Department of Sanitation, regarding the release of petroleum products and/or hazardous materials or any other environmental concerns at the subject sites. A database search will be conducted for each Site on the New York City Department of Buildings website. Additionally, information from the New York City Landmarks Preservation Commission website and the Guide to New York City Landmarks will be reviewed for the subject sites.

The hazardous materials assessment will be conducted according to the following tasks:

- Review United States Geological Society (USGS) topographical maps to ascertain the topography. Available USGS and New York State Geological Survey documents will be reviewed for surface and subsurface geological conditions in addition to the groundwater conditions in the area of the subject properties.
- Review Sanborn Fire Insurance Maps to develop a profile on the historical uses of properties.
- Perform field reconnaissance. The majority of the properties in the area are owned privately and are not accessible for field inspection. Therefore, the field reconnaissance will consist of observing the sites from public access ways (i.e., sidewalks and streets) and noting the general uses of the buildings (i.e., industrial, manufacturing, residential, commercial, etc.). Field reconnaissance will include the following:

- Characterization of the range of industrial uses and activities performed in the rezoning action area;
- Description of constituents most commonly associated with the industrial activity;
- Notation of surrounding properties to assess potential impacts on the subject property;
- Observation of illegal dumping of domestic refuse, hazardous waste, and/or construction debris on the site or in the area;
- Evidence of electrical transformers or large capacitors on the subject property; and
- Review of data for underground storage tanks or aboveground storage tanks (USTs and/or ASTs) in the area.

The mapping, literature, and field data will be evaluated to assess the potential for environmental concerns at the subject sites. A summary of findings and conclusions will be prepared for inclusion in the EIS to determine where (E) designations[1] may be appropriate.

[1] As described in the *CEQR Technical Manual*, an (E) designation is used in connection with an environmental review pursuant to any zoning map amendment to identify potential significant contamination on one or more tax lots within the affected zoning area that is not under the control of the applicant. The (E) designation discloses the potential contamination associated with the site and the required mitigation needed to ensure the protection of public health and the environment prior to construction of the site.

The (E) designation would require that the fee owner of an (E) designated site conduct a testing and sampling protocol, and remediation, where appropriate, to the satisfaction of NYCDEP before the issuance of a building permit by the Department of Buildings (pursuant to Section 11-15 Zoning Resolution—Environmental Requirements). The (E) designation also includes mandatory construction-related health and safety plans which must be approved by NYCDEP.

TASK 12. WATERFRONT REVITALIZATION PROGRAM

The study area is not within the City's coastal zone. Therefore, this chapter will include a map showing that the rezoning area is outside the boundaries of the coastal zone and a statement to that effect.

TASK 13. INFRASTRUCTURE

This chapter will describe the existing infrastructure in the proposed project area. According to the *CEQR Technical Manual*, the City's "infrastructure" comprises the physical systems supporting its population, including water supply, wastewater treatment and storm water management. The proposed action would induce new development which could place additional demands on infrastructure. This task will be undertaken in coordination with DEP regarding water and sewer system capacity and infrastructure issues in the area. An analysis will be conducted to determine the potential for the projected developments induced by the proposed action to affect the City's infrastructure, including:

WATER SUPPLY

- The existing water distribution system serving the proposed project area will be described based on information obtained from the NYCDEP Bureau of Water Supply and Wastewater Collection.
- The current water usage in the area will be examined.
- The likely demand will be assessed for future conditions without the action, and the effects on the system will be described.
- Water demand for the projected developments induced by the proposed action will be projected.
- The effects of the incremental demand on the system will be assessed to determine if there is sufficient capacity to maintain adequate supply and pressure.

SEWAGE AND STORMWATER

- The existing sewer systems serving the proposed project area will be described from information obtained from NYCDEP. Existing and future flows to the identified Water Pollution Control Plant (WPCP) serving the area will be calculated and estimated. Information on existing sewer infrastructure in the area, including sanitary, storm, and combined sewer mains, regulators, interceptor sewers, outfalls, and other principal components of the local system will also be provided.
- Discuss recent problems with combined sewer overflows and back-ups during storm events.

- Discuss any expected changes in sewer conditions to occur in the future without the proposed action.
- Information on sanitary sewage and stormwater generation will be compiled for the projected developments induced by the proposed action based on water usage estimates. The adequacy of sewer systems to meet demand generated by the projected developments induced by the proposed action will be assessed.
- The effects of the incremental demand on the system will be assessed to determine if there will be any impact on the WPCP, or on its State Pollution Discharge Elimination System (SPDES) permit conditions.

TASK 14. SOLID WASTE AND SANITATION SERVICES

The proposed action would induce new development that would require sanitation services. This chapter will provide an estimate of the additional solid waste expected to be generated by the projected developments and assess its effects on the City's solid waste and sanitation services.

- Existing and future New York City solid waste disposal practices will be described.
- Existing and future no-action solid waste generation will be estimated.
- Solid waste generation by the projected developments induced by the proposed action will be projected based on CEQR guidelines.
- The impacts of the proposed action's solid waste generation (projected developments) on the City's collection needs and disposal capacity will be assessed.

TASK 15. ENERGY

According to the *CEQR Technical Manual*, because all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects State and City energy policy, actions resulting in new construction would not create significant energy impacts, and as such would not require a detailed energy assessment. For CEQR purposes, energy impact analysis focuses on an action's consumption of energy. A qualitative assessment/screening analysis will be provided in the EIS, as appropriate. This would include an estimate of the additional energy consumption associated with the projected developments induced by the proposed action, including an estimate of the demand load on electricity, gas, and other energy sources; and an assessment of available supply.

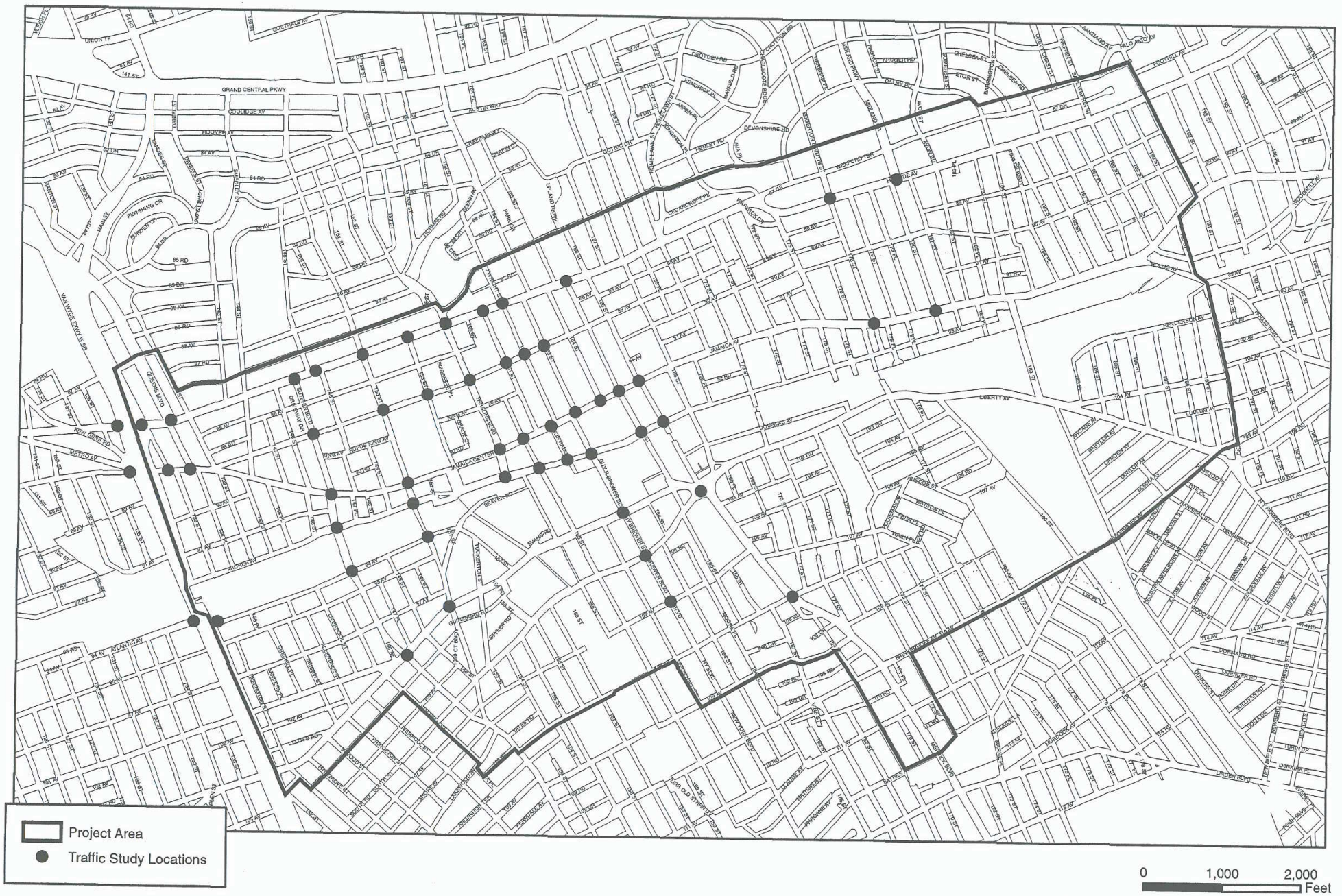
TASK 16. TRAFFIC AND PARKING

TASK 16A. TRAFFIC

Based on preliminary estimates, including the credits that can be applied from land uses in the future without the proposed action conditions to be replaced in the proposed project area, the proposed action is expected to generate an aggregate of more than 50 additional (net) vehicular trips in the weekday AM, midday, and PM peak hours. As the aggregate net vehicle trips would trigger the 50 vph CEQR threshold for detailed analysis in the weekday AM, midday, and PM peak periods, the EIS will analyze all three peak periods. Moreover, the projected development sites would be spread out over a large geographic area, and the proposed action would result in changing traffic patterns in the study area.

The EIS will provide a detailed traffic analysis for the weekday AM, midday, and PM peak hours, focusing on those intersections handling the highest concentrations of action-generated demand. Based on the preliminary travel demand forecast made for the proposed action, it is anticipated that up to approximately 54 intersections would be analyzed in detail for potential traffic impacts (see Figure 9), however, based on travel demand forecasts and assignments, the number of intersections analyzed could be adjusted as warranted. The EIS will:

- Define a traffic study area consisting of intersections to be analyzed within the proposed action area (i.e., the primary traffic study area) and along major routes leading to and from the area, i.e., the secondary traffic study area.
- Conduct traffic counts at traffic analysis locations via a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts. ATRs will provide 24-hour traffic volumes for a full week at selected arterial locations. Traffic counts will be conducted during the AM, midday, and PM peak periods on a typical weekday(s), as well as a Saturday peak hour analysis. Collect traffic data at major existing sites likely to be displaced by the proposed action. Where applicable, compile available information from both the recent and current studies of the area.
- Conduct travel speed and delay runs and vehicle classification counts along key routes in the study area as support data for air quality and noise analyses. These speed-and-delay runs and vehicle classification counts will be conducted in conjunction with the traffic volume counts.
- Inventory physical data at each of the analysis intersections needed for capacity analyses, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, typical parking regulations, and NYCDOT signal phasing and timing data.
- 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. *2000 Highway Capacity Manual* procedures will be used. Allowances for any on-going construction or temporary road closures will be made.
- Based on available sources, U.S. Census data, and standard references, estimate the travel demand characteristics of the existing/future without the proposed action uses on the projected development sites as well as the planned developments at other sites in the study area. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes (refer to discussion of transit and pedestrians for more discussion of other modes). A truck trip generation will be also be conducted. Any changes to the roadway system will also be included in the future without the proposed action condition.
- Compute the future traffic volumes without the proposed action based on an approved background traffic growth rate for the study area and the volume of traffic expected to be generated for significant development projects anticipated to be in place by the proposed analysis year for the proposed action. Intersection volume-to-capacity (v/c) ratios, delays, and LOS will also be determined.
- Using the same transportation planning assumptions as for the future without the proposed action conditions, estimate the travel demand characteristics of the projected



Downtown Jamaica Redevelopment Plan

Traffic Study Locations
Figure 9

developments associated with the proposed action and for the net change in uses as defined in the proposed action development scenario.

- Determine the volume of vehicle traffic expected to be generated by the proposed action, 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 and the future without the proposed action condition for each analysis period. It is assumed that this traffic assignment process will be completed for the projected development sites in the study area.
- Determine the resulting v/c ratios, delays, and LOS for the future with the future without the proposed action condition, and identify significant traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate traffic improvements needed to mitigate significant traffic impacts. The mitigation analysis will frame the full set of measures required in the EIS development scenario built by 2015.
- Construction period traffic impacts will be assessed qualitatively by considering any losses in lanes, walkways, and other above and below grade transportation services, and increases in vehicles from construction workers, and potential temporary impacts to these transportation systems will be assessed. The effect of the development construction when roadway and bridge construction is planned by NYCDOT, NYSDOT, and NYCDOT (Bridges) in the primary and secondary study areas will also be considered.

TASK 16B. PARKING

The parking studies will focus on the amount of parking to be provided as part of the projected developments envisioned in the RWCDS (assumed to be pursuant to zoning and reflective of site conditions, i.e., new developments are expected to provide accessory parking while conversion and conversion/expansion developments are not), and their ability to accommodate projected parking demand induced by the proposed action. Areawide parking inventories will also be conducted in an area with a moderate/high concentration of projected development to determine the general area's capacity to accommodate additional parking. In addition, any changes to parking supply and demand in the future without the proposed action will also be considered. As per CEQR guidelines, the parking study area will extend approximately a ¼-mile from the boundaries of the area affected by the proposed action. The EIS will:

- Conduct an inventory of the public parking lots and garages in the study area, noting their locations, capacities, and peak weekday AM, midday and overnight utilization levels. Conduct an inventory of the number of legal on-street parking spaces within the proposed project area and their general utilization levels on a typical weekday. This information will be used as the basis for determining the ability of existing parking resources to accommodate increased demands in the future.
- Describe on-street parking regulations for the study area.
- Project future parking availability based on an annual background growth rate. Any existing parking facilities expected to be removed or relocated or other changes to parking conditions in the future as a result of the proposed action will be factored into this assessment.

- Develop net parking accumulation profiles for the projected development sites expected to occur as a result of the proposed action by the analysis year of 2015. It will be assumed that each identified new development would provide parking in accordance with applicable zoning requirements. Based on these assumptions, an assessment will be provided to determine whether there would be excess parking demand, and whether there are a sufficient number of other parking spaces available in each area to accommodate that excess demand.

TASK 17. TRANSIT AND PEDESTRIANS

The proposed action is expected to generate a net increase of more than 200 subway and bus trips, the *CEQR Technical Manual* threshold for detailed transit analysis, in the weekday AM and PM peak hours. Subway and bus modes will be examined to determine existing, future without the proposed action, and the future with the proposed action conditions. The subway analyses will focus on four stations; the bus studies will evaluate local bus service within the proposed project area.

A substantial amount of new pedestrian trips are expected to be generated by the proposed action, and pedestrian analyses will be provided in the EIS. Pedestrian studies will focus on the areas immediately surrounding each major projected development site and along pedestrian paths leading to area subway and bus stations. In addition, an assessment of pedestrian safety issues associated with projected community facilities will also be provided as part of the pedestrian analyses for the proposed action.

- Conduct pedestrian and subway station counts at critical stations in the study area:

At six subway stations—four on the F line along Hillside Avenue; and two stations on the E, J and Z lines along Archer Avenue—with 11 fare control areas (FCAs). The data will be collected during two peak periods, 7–9 AM and 4:30–7 PM.
All station elements (turnstiles, gates, stairways, escalators and elevators) will be counted and recorded in 15-minute segments. (If using low turnstiles meters to collect in/out volumes, the first recorded data should be at the start of the count and every 15 minutes after that, until the end of the data collection periods).

Station Descriptions

Sutphin Blvd. Station (Hillside Avenue) on the F line. Two FCAs at 144th Street and Sutphin Blvd:

144th Street FCA	**Sutphin Blvd FCA** (two fare control lines)
2 entry/exit high turnstiles	5 low turnstiles
2 exit only high turnstiles	Agent controlled gate
2 stairs from street to FCA	1 entry/exit high turnstiles
	1 exit only high turnstiles
	2nd control line - 1 exit only high turnstiles
	3 stairs from street to FCA

Parsons Blvd. Station (Hillside Avenue) on the F line. Two FCAs at 153rd Street and Parsons Blvd:

153rd Street FCA	**Parsons Blvd. FCA**
2 entry/exit high turnstiles	7 low turnstiles
1 exit only high turnstiles	Agent controlled gate
3 stairs from street to FCA	3 stairs from street to FCA"
	Underground passageway in the non-fare area, connecting the two
	FCAs, one count location of the number of people using this passageway is required

169th Street Station (Hillside Avenue) on the 'F' line. Two FCA's at 168th and 169th streets:

168th Street FCA	**169th Street FCA**
6 low turnstiles	4 low turnstiles
Agent controlled gate	Agent controlled gate
2 entry/exit high turnstiles	2nd control line
2 exit only high turnstiles	4 low turnstiles
4 stairs from street to FCA	Agent controlled gate
	4 stairs from street to FCA

Jamaica/179th Street Station (Hillside Avenue) on the F line. Two FCAs at 179th Street and 180th Street/Midland Parkway:

179th Street FCA	**180th Street/Midland Parkway FCA ***
8 low turnstiles	12 low turnstiles
Agent controlled gate	Agent controlled gate
2 entry/exit high turnstiles	2nd control line - 2 exit only high turnstiles
2nd control line - 2 exit only high turnstiles	8 stairs from street to FCA
6 stairs from street to FCA	* Currently, MTA-NYCT has this FCA under construction to install an elevator from the street level to FCA. At this time one stairway (not included in the stairway count) is closed

Sutphin Blvd./Archer Avenue Station on the E, J, and Z lines. One FCA at this station:

7 low turnstiles
Agent controlled gate
4 entry/exit high turnstiles
4 stairs from street to FCA
2 escalators from street to FCA
3 elevators from street to FCA

Jamaica Center Parsons/Archer Avenue Station on the E, J, and Z lines. Two FCAs at 153rd Street and Parsons Blvd:

153rd Street FCA	**Parsons Blvd. FCA**
5 low turnstiles	9 low turnstiles
Agent controlled gate	Agent controlled gate
4 entry/exit high turnstiles	2 stairs from street to FCA
2nd control area located near stairway (S4/S6) northeast corner of 153rd Street	2 escalators from street to FCA
2 entry/exit high turnstiles	1 elevator from street to FCA
1 exit only high turnstiles	
3 stairs from street to FCA	
1 escalator from street to FCA	

- Perform a line haul analysis for subway lines F, E, J, and Z.
- Determine the existing capacities and LOS along or through critical elements of these four stations according to *CEQR Technical Manual* and/or New York City Transit design criteria.
- Determine future with and without the proposed action volumes at these analysis locations using background ridership growth rates for the stations and action-generated subway riders. Significant impacts will be identified and mitigation measures identified where necessary in coordination with NYCT.
- Identify the local and express bus routes serving the area detailing existing, future with and without the proposed action (i.e., bus load levels) for routes expected to attract demand from the projected development sites. The bus lines to be analyzed include:

- New York City Transit Lines: Q1, Q2, Q3, Q4, Q5, Q17, Q20A, Q20B, Q24, Q30, Q31, Q36, Q42, Q43, Q44, Q54, Q56, Q75, Q76, Q77, Q83, Q84, Q85, X32, X63, X64, X68
- Green Bus Lines, Inc.: Q6, Q8, Q9, Q9A, Q40, Q41, Q60
- Jamaica Buses, Inc.: Q110, Q111, Q112, Q113
- Queens Surface Corporation Lines: Q25, Q34, Q65, and
- Long Island Bus Lines: N1, N2, N3, N4, N6, N22, N22A, N24, N26.

Mitigation needs will be identified and improvements or increases in service will be suggested, as appropriate.

- Conduct and analyze pedestrian counts at critical locations in the study area. Adjoining sidewalks will be evaluated adjacent to major projected development sites. Sidewalks, crosswalks, and corners will be analyzed on selected pedestrian paths leading to area subway and bus stations where concentrations of new project demand are expected. Also assess pedestrian safety issues associated with proposed community facilities, focusing on those sidewalks and crosswalks adjacent to the site.

TASK 18. AIR QUALITY

The proposed action would generate traffic, thus requiring an assessment of mobile sources to estimate the potential air quality impacts. In addition, the proposed action will be assessed for potential impacts associated with stationary sources, specifically: (1) the potential effects from heating, ventilation, and air conditioning (HVAC) system emissions from action-induced development on nearby receptor sites; and (2) the potential effects from HVAC system emissions from action-induced development on nearby action-induced development receptors (project on project); and (3) for future residential and commercial land uses induced by the proposed action to be affected by air pollutants emitted from existing nearby industrial, commercial, institutional, or large-scale residential uses. The potential for impacts from mobile and stationary sources, including manufacturing emissions and boilers, will therefore be assessed in the EIS following the procedures outlined in the *CEQR Technical Manual.*

MOBILE SOURCE ANALYSES

The specific work program for the mobile source (traffic-related) air quality studies is as follows:

- Update existing air quality data. Collect and summarize existing ambient air quality data for the study area.
- Determine receptor locations for the carbon monoxide microscale air quality analysis. Intersections in the traffic study area with the greatest expected changes in traffic volumes that exceed the CEQR screening threshold for this area of the City would be identified for analysis. For this analysis, it is proposed that six intersections with the greatest increases in traffic will be analyzed for potential impacts. However, if warranted, more intersections will be included in the analysis. Based on a preliminary review of the study area roadway configuration and traffic patterns, the following corridors are expected to be analyzed for mobile source air quality:

- 2-3 intersections along Hillside Avenue corridor between the Van Wyck Expressway on the west and 188th Street on the east ;
- 2-3 intersections along the Jamaica Avenue corridor between the Van Wyck Expressway on the west and 188th Street on the east ;
- 2-3 intersections in the Jamaica Center area (e.g., along Sutphin Boulevard on the west, 150th Street on the east, and Liberty Avenue on the south).

Final selection of specific intersections for analysis will depend on the baseline and No Action traffic conditions along with the vehicular trip generation and distribution under the proposed action.

- At each intersection selected for analysis, multiple receptor sites will be simulated in accordance with CEQR guidelines and EPA-454/R-92-005 Guideline for modeling CO from roadway intersections.
- Select dispersion model for microscale carbon monoxide analysis. At the receptor sites, it is anticipated that the U.S. Environmental Protection Agency's (EPA) mobile source CAL3QHC dispersion model will be used for the carbon monoxide microscale analysis. The CAL3QHCR modeling will be performed to determine impacts at intersections where significant impacts are predicted with the CAL3QHC model.

- Emissions from any on-site parking facilities will be modeled using the procedures outlined in the *CEQR Technical Manual.*
- Select meteorological conditions. For refined mobile source modeling with CAL3QHCR, actual meteorological data will be employed instead of worst-case assumptions concerning wind speeds, wind direction frequencies, and atmospheric stabilities. The latest available meteorological data with surface data from John F. Kennedy Airport and upper air data from Brookhaven, New York, will be used for the simulation program.
- Select appropriate background levels. For the microscale carbon monoxide analysis, appropriate background levels for the study area will be obtained from NYCDEP, or from the closest NYSDEC ambient air quality monitoring station from the proposed site.
- Select emissions methodology. Vehicular emissions will be computed using the EPA-developed MOBILE6 model. NYCDEP/NYSDEC-supplied information will be used regarding credits to account for the state vehicle emission inspection and maintenance program, and the state anti-tampering program.
- Determine pollutant levels. At each microscale analysis site calculate maximum 1- and 8-hour carbon monoxide concentrations for existing conditions, the future without the proposed action, and the future with the proposed action. Contributions from any on-site parking facilities will be included where appropriate.
- Compare existing and future levels with standards. Future carbon monoxide pollutant levels with and without the proposed action will be compared with the National Ambient Air Quality Standards (NAAQS) to determine compliance with standards, and the City's de minimis criteria.
- Assess the consistency of the proposed action with the strategies contained in the State Implementation Plan (SIP) for the area. Consistency with the applicable SIP for the area will be determined.
- At any receptor sites where violations of standards occur, determine what mitigation measures will be required to attain standards.
- Assess particulate matter impacts from all types of vehicles. Pollutant levels for particles with an aerodynamic diameter less than 10 microns $\mu g/m^3$ (PM_{10}) and less than 2.5 microns ($PM_{2.5}$) will be determined using available modeling tools. The $PM_{2.5}$ analysis would follow the NYCDEP "Interim Guidelines for $PM_{2.5}$ Analysis," dated July 14, 2004. It is assumed that a refined mobile source modeling with CAL3QHCR, using actual meteorological data will be employed, along with vehicle emissions computed with EPA's MOBILE6 emissions model. Future pollutant levels with the project will be assessed to determine the potential for significant impacts from PM_{10} and $PM_{2.5}$. This analysis will be performed for PM_{10} and $PM_{2.5}$ at three locations in the area where the greatest particulate emissions would be expected. However, if after further assessment there is the need for more intersections, this will be investigated.
- Examine mitigation measures as necessary. Analyses will be performed to examine and quantify ameliorative measures to minimize any significant impacts of the proposed action.

STATIONARY SOURCE ANALYSES

HVAC Boiler Analysis

There will be an analysis of the potential for the emissions from the heating, ventilation and A/C systems (HVAC) of the proposed action development sites to significantly impact existing land uses or to significantly impact any of the other development sites.

- Three criteria pollutants will be considered: NO_2, PM_{10}, and SO_2.
- Assumptions regarding building heights and distances for locating nearest receptors will be determined based on the RWCDS (Reasonable Worst Case Development Scenario).
- The analysis will be performed as a screening analysis and a cumulative (or cluster) analysis. The analysis will be performed in accordance with the methods presented in Section 322 of the *CEQR Technical Manual*.
- In the event of predicted exceedances, a detailed dispersion modeling analysis with ISC will be performed. The estimated short-term and annual pollutant concentrations of the criteria pollutants will be added to appropriate background levels, and total pollutant concentrations will be compared with NAAQS standards to determine whether there will be the potential for a violation of these standards at any of the areas that will be rezoned to permit residential uses.
- Estimates will be made using the USEPA's Industrial Source Complex (ISC3) refined dispersion model for each of the pollutants to calculate cumulative impacts. In the event that potential violations of standards are estimated, measures to reduce pollutant levels to within standards will be examined for these sources.

Industrial Sources

An industrial analysis will be conducted as follows:

- In accordance with the *CEQR Technical Manual*, emissions from industrial/manufacturing or commercial facilities located within 400 feet of the boundaries of the proposed rezoning area and any proposed new residential and commercial sites (i.e., the air quality study area) will be considered.
- The *CEQR Technical Manual* also requires the consideration of large emission sources located within 1,000 feet of the proposed new residential and/or commercial areas. This assessment will be conducted for any large sources within 1,000 feet.
- A list of potential emission sources within the air quality study area will be compiled based on USEPA, NYSDEC, and NYCDEP's databases and field observations. For facility types commonly associated (based on Standard Industrial Classification (SIC) code and USEPA AP-42 emission descriptions) with potentially harmful pollutants, emission information for these facilities will be requested from NYCDEP's Bureau of Environmental Compliance (BEC). Emission and stack parameter data contained in BEC operating permits will then be used to estimate any potential for these sources to result in air quality levels at the new residential and commercial sites that exceed applicable air quality standards and guidelines. Field surveys and consultation with DCP will be used to determine which, if any, of these permits are associated with businesses that are no longer in operation. In this event, no analysis would be conducted for these facilities.

- Estimates will be made using the USEPA's Industrial Source Complex (ISC3) refined dispersion model for each of the pollutants in the permits to calculate cumulative impacts. In the event that potential violations of standards are estimated, measures to reduce pollutant levels to within standards will be examined for these sources.
- Guidelines values, developed by EPA and NYSDEC (as described in the *CEQR Technical Manual*) will be used for determining potential air toxics impacts. These are short-term (1-hr) SGC and long-term (annual) AGC guideline concentration values (NYSDEC Air Guide-1, Guidelines for the Control of Toxic Air Contaminants), and EPA's unit risks factors for inhalation (USEPA Integrated Risk Information System (IRIS) and EPA Health Effect Assessment Summary Tables).

EPA's "Hazard Index Approach" will be utilized to assess exposure levels associated with non-carcinogenic toxic air pollutants, and EPA's unit risk approach will be used to assess potential long-term impacts of the carcinogenic pollutants. The "Hazard Index Approach" is based on estimating the ratio of pollutant concentrations divided by their respective health-related Guideline Values (GVs).

Results of the stationary source air quality analysis for air toxics will be compared to the appropriate measures of environmental impact, as follows:

- Non-carcinogenic air pollutant results will be compared with applicable guideline values. If the total ratio of pollutant concentrations obtained by dividing by their respective GV value is found to be less than 1 for all pollutants combined, no significant air quality impacts will be predicted to occur due to non-carcinogenic toxic pollutant releases.
- Carcinogenic air pollutant results will be compared with EPA cancer risk threshold level of one-in-one million. Potential impacts will be reported if the total incremental cancer risk estimated from the emissions of all of the carcinogenic toxic pollutants combined is greater than one-in-one million.

TASK 19. NOISE

This chapter will examine potential noise impacts due to mobile and stationary sources. As the proposed action would place sensitive receptors in a manufacturing zone, the future vehicular traffic-induced dBA noise levels in $L_{10(1)}$ would be compared to the values contained in the Noise Exposure Guidelines for residential land uses (*CEQR Technical Manual* Table 3R-3). As the RWCDS includes a public park, the park will be included as a sensitive receptor for noise analysis purposes. In addition, high ambient noise levels may affect the new sensitive uses introduced by the proposed action. The noise analysis will contain the following:

- Changes in traffic noise levels with the proposed action.
- Stationary source noise impacts at or near the projected and potential residential and commercial uses. (Compliance with performance standards.)
- Achievement of acceptable interior noise levels in the projected and potential residential buildings.
- Short-term construction phase noise and vibration impacts (qualitative). (See Task 19, "Construction.")

Existing noise levels will be monitored at future residential locations. Future noise levels will be estimated based on the proportionate change in traffic volume between existing and future conditions (Future Noise Level (dBA) = Existing Noise Level (dBA) + 10_{Log} (Future PCE/Existing PCE)).

The *CEQR Technical Manual* recommended [= L_{10}] descriptor will be used to characterize noise in the analysis.

Tasks:

The following tasks will be performed in compliance with guidelines contained in the *CEQR Technical Manual.*

- Site Selection: Potentially affected sites will be selected during a site visit. Selected sites will be representative of the future sensitive uses within the proposed rezoning area. As with air quality, based on a preliminary review of the study area roadway configuration and traffic patterns, the following corridors are expected to be analyzed for mobile source noise:

- 2-3 intersections along Hillside Avenue corridor between the Van Wyck Expressway on the west and 188th Street on the east ;
- 2-3 intersections along the Jamaica Avenue corridor between the Van Wyck Expressway on the west and 188th Street on the east (this would include a site in the Kings Park);
- 2-3 intersections in the Jamaica Center area (e.g., along Sutphin Boulevard on the west, 150th Street on the east, and Liberty Avenue on the south).

Final selection of specific locations for analysis will depend on the baseline and No Action traffic conditions along with the vehicular trip generation and distribution under the proposed action. It is expected that up to 15 intersections would be analyzed for mobile source noise.

In addition, up to 20 noise receptors would be placed in areas to be analyzed for building attenuation. This would focus on areas of potentially high ambient noise where residential uses are proposed and would include:

- Residential development sites in the vicinity of the Jamaica Train Station;
- Residential development sites in the vicinity of the AirTrain structure;
- Residential development sites along the corridor of the Long Island Railroad; and
- Residential sites near manufacturing zones that would remain in place.

- Data Collection: At the identified locations, existing noise readings will be determined by performing one-hour equivalent (20 minutes readings as per *CEQR Technical Manual* guidelines) continuous noise levels (L_{eq}) and statistical percentile noise levels. The noise levels will be measured in units of "A" weighted decibels (dBA). The monitoring periods will coincide with the peak traffic noise periods and nighttime hours. The proposed action is not expected to result in off-peak non-typical traffic time periods requiring assessment. Three types of receptor sites will be selected: sites where the proposed action would have the potential for significant impacts due to action-generated

traffic, and sites that are used to determine the building attenuation to comply with noise regulations.

- Analysis Year Noise Level Estimates: Following procedures outlined in the *CEQR Technical Manual* for assessing stationary and mobile source noise impact, future no-action and project noise will be estimated at the proposed sensitive land uses. Existing noise levels and mathematical models based on acoustic fundamentals will be used to determine the future no-action and future with action noise levels.
- Noise Criteria: CEQR air-borne noise criteria will be followed while determining project impacts at the future sensitive sites in the project area. The criteria will take into consideration the indoor and outdoor areas at the monitored sites, which are representative of future sensitive land uses in the area.
- Analysis Year Noise Impacts: Noise impacts will be determined by comparing future with action project noise levels with future no-action noise levels following the CEQR methodology. Also, since the proposed action will result in sensitive receptors being located within a manufacturing zone, future with action noise levels will be compared with CEQR noise exposure guidelines. Both methodologies will be used in impact determination. Noise from nearby stationary sources will also be assessed.
- Noise Abatement Analysis: At locations where noise abatement may be required, appropriate mitigation measures will be considered in accordance with the CEQR guidelines and recommendations for their implementation will be made (*CEQR Technical Manual*, Table 3R-4). Future residential buildings, where mitigation may be required as a result of proposed action, may receive (E) designation to ensure that noise attenuation is provided to comply with acceptable interior noise requirements.

TASK 20. CONSTRUCTION

Construction impacts, though 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 could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, air quality conditions and mitigation of hazardous materials. Because there are no specific plans for individual buildings, the construction assessment for the proposed action will be qualitative, focusing on areas where construction activities may pose specific environmental problems. The chapter will address all proposed development sites for technical areas of concern related to construction. Suggestions on incorporating measures to avoid potential impacts will also be included such as odor suppression, etc. Construction phase noise impacts will be qualitatively assessed and recommendations will be made to comply with NYCDEP guidelines contained in Report #CON-79-001 and New York City Noise Code. Noise and ground-borne vibration impacts during construction will be addressed at vulnerable sites and if necessary, appropriate recommendations will be made for their control. Should potential impacts be identified, practicable mitigation measures will be developed. It should be noted that most of the construction induced by the proposed action would be gradual, taking place over a 10-year period (analysis year 2015), thereby minimizing potential impacts.

TASK 21. PUBLIC HEALTH

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction and natural resources. A public health assessment may be warranted if a proposed action results in a) increased vehicular traffic or emissions from stationary sources resulting in significant air quality impacts; b) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect ground water to be used as a source of drinking water; c) solid waste management practices that could attract vermin and result in an increase in pest populations; d) potentially significant impacts to sensitive receptors from noise and odors; or e) vapor infiltration from contaminants within a building or underlying soil that may result in significant hazardous materials or air quality impacts. Based on the findings of the tasks discussed above, the EIS will provide an assessment of potential public health impacts, following the guidelines presented in the *CEQR Technical Manual*.

TASK 22. MITIGATION

Where significant proposed action impacts have been identified in Tasks 2 through 20, 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, NYCDOT, and NYCDEP. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 23. ALTERNATIVES

The purpose of an alternatives section in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives are usually defined when the full extent of the proposed action's impacts are identified, but at this time it is anticipated that they will include the following:

- The "No Action" Alternative, which assumes no area-wide rezoning or any elements of the other proposed action, i.e., text amendments, mapping actions, etc., but includes as-of-right development from individual projects proposed by others in the proposed project area;
- A No Impact Alternative.
- A lesser density alternative.
- Other alternatives that may be considered as the EIS process moves forward.

The alternatives analysis is primarily qualitative, except where impacts of the proposed action have been identified. For technical areas where impacts have been identified, the alternatives analysis will determine whether these impacts would still occur under each alternative.

TASK 23. SUMMARY EIS CHAPTERS

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

- Unavoidable Adverse Impacts—which summarizes any significant adverse impacts that are unavoidable if the proposed action are implemented regardless of the mitigation employed (or if mitigation is impossible).
- Growth-Inducing Aspects of the proposed action—which generally refers to "secondary" impacts of a proposed action that trigger further development.
- Irreversible and Irretrievable Commitments of Resources—which summarizes the proposed action and their 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 24. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the proposed action, their significant and adverse environmental impacts, measures to mitigate those impacts, and alternatives to the proposed action. ✷